

BEFORE THE
SURFACE TRANSPORTATION BOARD

STB FINANCE DOCKET NO. 35160

OREGON INTERNATIONAL PORT OF COOS BAY
—FEEDER LINE APPLICATION—
COOS BAY LINE
OF THE CENTRAL OREGON & PACIFIC RAILROAD, INC.



222887

FEEDER LINE APPLICATION

VOLUME III OF III

FEE RECEIVED
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Public Record

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Port of Coos Bay*

July 11, 2008



**Addenda for Verified Statement of Land Appraisal
Central Oregon & Pacific Railroad (Danebo to Cordes)
By Jay DeVoe, MAI, SR/WA as of April 18, 2008**

STB Finance Docket No. 35160

**Oregon International Port of Coos Bay
Feeder Line Application**

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- County Assessor Maps pertaining to Subject
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Addenda Section A
Qualifications of Appraisers

Qualifications And General Experience Of Jay J. DeVoe, MAI, SR/WA

Professional Experience:

1999-

Present: Real estate appraisal, consultation, and right-of-way negotiations
dba J.J. DeVoe & Associates

1998-1999: Right of Way Agent, Oregon Department of Transportation (ODOT), Portland

1994-1998 Full-time real estate appraiser and consultant for Ashley, Chapman & DeVoe

1991-1994: Partner in DeVoe & Associates, real estate appraisal and consulting firm

1988-1991: Full-time real estate appraiser with David M. DeVoe, MAI, SRPA

Education: Loyola Marymount University

B.A. Degree – 1988

Major Emphasis – Finance

Minor Emphasis – Economics

(Academic Dean's List, Crimson Circle Service Organization)

Miscellaneous: Eagle Scout, Boy Scouts of America (Awarded 1981)

Professional Memberships: International Right-of-Way Association
Chair of Professional Development Committee, 2000-2003
Co-Chair of Transportation Committee, 1999
Chair of Advertising Committee, 1993 and 1994
The Appraisal Institute (Designated Member, MAI)

Professional Designations: Senior Right of Way Associate (SR/WA), International Right Of Way Assoc. (IRWA)
No. Member No. 106719, April 2005, March 1994 (Re-certified 1999 & 2004)
Member of the Appraisal Institute (MAI), The Appraisal Institute
Member No. 106719, April 2005

Licenses:

Certified General Real Estate Appraiser, Oregon (No. C000651)
Certified General Real Estate Appraiser, Washington (No. 1100590)
Real Estate Broker, Oregon (No. 990500147)

Expiration

May 23, 2010
May 23, 2009
May 23, 2010

Education in Appraisal and Right of Way:

The Appraisal Institute

Online Eminent Domain and Condemnation, 2008
USPAP Update (7 Hours), 2006 & 2008
Business Practices & Ethics, 2006
Valuation of Detrimental Conditions, 2006
USPAP – 15 Hour, 2005
Valuation of Detrimental Conditions in Real Estate, 2006
Advanced Sales Comparison and Cost Approaches, 2004
Highest and Best Use and Market Analysis, 2003
USPAP Update 2003, Standards and Ethics for Professionals (2003)
Standards of Professional Practice, Part A (USPAP), 1996
Standards of Professional Practice, Part B (USPAP), 1991
Capitalization Theory & Techniques, Part A, 1991
Real Estate Appraisal Principles, course successfully challenged, 1994
Basic Valuation Procedures, course successfully challenged, 1994
Report Writing and Valuation Analysis, 1994
Advanced Income Capitalization, course successfully challenged, 1995
Advanced Applications, 1995
Standards of Professional Practice, Part B (USPAP), 1996
Internet Search Strategies for Real Estate Appraising, 1999 seminar
Analyzing Operating Expenses, 1996 seminar

Qualifications And General Experience Of Jay J. DeVoe, MAI, SR/WA
(Continued)

Education in Appraisal and Right of Way (Continued):

International Right-of-Way Association

Principles of Real Estate Acquisitions, 1989
Easement Valuation, 1990
Legal Aspects of Easements, 1990
Bargaining Negotiations, 1990
Group Communications, 1991
Appraisal of Partial Acquisitions, 1991
Introduction to the Income Approach of Valuation, 1992
Understanding Environmental Contamination in Real Estate, 1993
Property Descriptions, 1993
Appraising More Than Land and Buildings, 1996 seminar participant
Skills of Expert Testimony, 1998
Uniform Relocation Assistance Act-Summary, 1998
National Uniform Standards of Professional Appraisal Practice (USPAP), 2001

Other

Eminent Domain Training for Attorney and Appraisers, National Highway Institute, 1999
Residential Case Studies, American College of Appraisal, 1999
Property Management, Merritt Community College
Real Estate Practice, Chabot Community College
Real Estate Law, Merritt Community College
Real Estate Finance, Merritt Community College
Principles of Residential Appraisal, UC Berkeley Extension
Principles of Real Estate, Chabot Community College

Property Types Appraised:

Agricultural	Grazing, Timberland, Nurseries, Vineyards, Open Space
Commercial:	Mixed Use, Offices, Retail, Shopping Centers
Industrial	Heavy & Light Manufacturing, "Special-Purpose Facilities, Warehouses
Residential	Single-& Multi-family, Subdivisions
Vacant Land.	All Types

Right of Way Experience:

Appraisal	Full Acquisitions and Complex Partial-Acquisitions Before & After and Take & Damage Methodologies
Acquisition	Simple to Complex Files
Relocation	Benefit Studies

Client List (more detail available upon request):

Attorneys	Non-Profit Corporations	Corporations
Banks	Park Districts	States
Cities	Private Property Owners	Counties
Insurance Companies	Utility Companies	

STEVEN M. BEAMAN, CCIM
S.M. BEAMAN & ASSOCIATES, LLC
Independent Commercial Appraiser
10525 SW Woods Street, Portland, Oregon 97225
Telephone 503.453 7072 Email. sbecaman@ccim.net

EDUCATION

Undergraduate Degree:
University

Bachelor of Business Administration, 1986 (Finance)
University of Portland – Portland, Oregon

Appraisal Courses:

Appraisal Institute Course 510
Appraisal Institute
Appraisal Institute
Appraisal Institute
Appraisal Institute
Appraisal Institute
Appraisal Institute
Allied Business School
Allied Business School

Advanced Income Capitalization – (9/05)
Small Hotel/Motel Valuation (2/04)
Analyzing Income Statements (2/04)
Business Practices and Ethics (2/04)
USPAP Update (12/03, 2/06, 2/08)
REIT's and the Role of the Real estate Professional (7/00)
Understanding & Using DCF Software (3/99)
Real estate Appraisal (6/99)
Income Property Valuation (8/99)

Real Estate Courses:

CCIM Institute CI Intro
CCIM Institute CI 101
CCIM Institute CI 102
CCIM Institute CI 103
CCIM Institute CI 104
Allied Business School
Allied Business School
Allied Business School
Pro Schools
Pro Schools
Pro Schools
Pro Schools
Pro Schools
Pro Schools
Pro Schools
Pro Schools
Pro Schools
Argus

Introduction to Commercial Investment R E (4/02)
Financial Analysis for Comm Investment R E (8/99)
Market Analysis for Comm Investment R E (5/00)
Lease Analysis for Comm Investment R E (9/99)
Investment Analysis for Comm Investment R E (9/00)
Escrows (8/01)
Real estate Practice (8/02)
Legal Aspects of Real estate (7/02)
Real Estate Law (11/04)
Contracts (11/04)
Real Estate Finance (11/04)
Oregon Real Estate Practice (11/04)
Agency (11/04)
Property Management (11/04)
Real estate Brokerage (11/04)
Argus power User Training Seminar (6/01)

LICENSING AND PROFESSIONAL AFFILIATIONS

- Certified Commercial Investment Member, CCIM (10373 - Designation Awarded 2002)
- Oregon State Certified General Appraiser (Certificate C000737, First Certified 2002, Expires 2/28/2008)
- Associate Member, Appraisal Institute (406023)

REAL ESTATE APPRAISAL & CONSULTING EXPERIENCE

December, 2007-Present

Independent Commercial R E Appraiser (OR)
S M Beaman & Associates, LLC

January, 2003 – November, 2007

Commercial R.E. Appraiser
RP Herman & Associates (OR)

January, 2002 – December, 2002

Commercial R E Appraiser
SM Beaman & Associates (OR/CA)

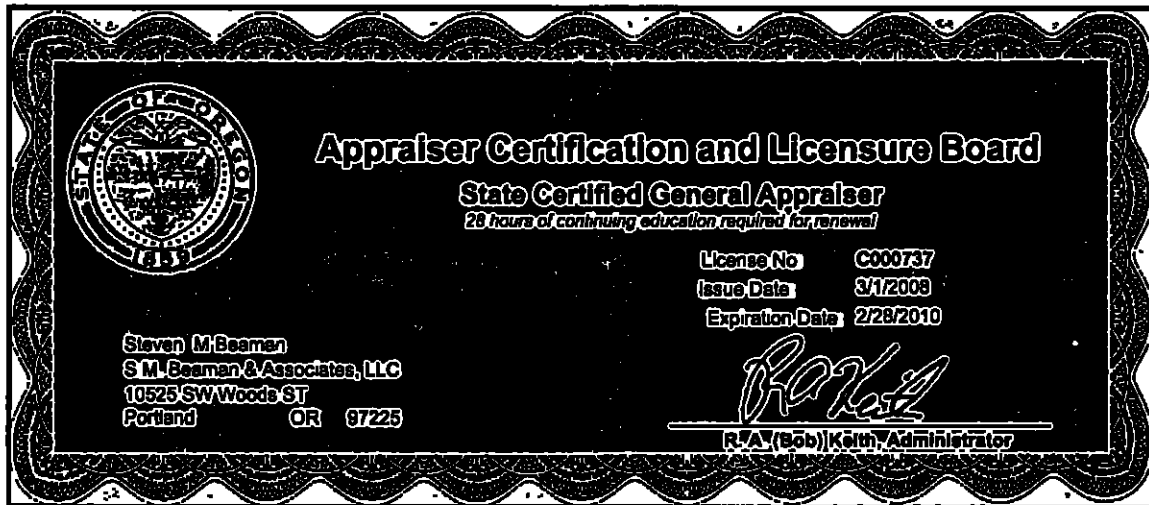
June, 1998 – January, 2002

Commercial R E Appraiser/Trainee
Hulberg & Associates, Inc (CA)

TYPES OF APPRAISAL ASSIGNMENTS

Commercial	Single and Multi-Tenant Retail, Neighborhood Centers, Regional Centers, Auto Dealerships, Restaurants, Convenience Stores, Single and Multi Tenant Office, Professional Office, Medical/Dental Office, Churches, Proposed Construction
Industrial.	Single and Multi Tenant, Incubator Space, Warehouses, Distribution, Manufacturing, Flexible Use
Residential	Single-Family, Duplex, Multi-Family, HUD Properties, Manufactured Home Parks, Recreational Vehicle Parks.
Land	Commercial, Industrial, Residential, Subdivision, Forest, Farm, Open Space
Special Purpose	Commercial Redevelopment, Vacations
Other Services	Expert Witness Testimony, HUD Rent Surveys, Consulting.

OREGON GENERAL CERTIFICATION C000737



Certification Valid 3/1/2008 – 2/28/2010

Addenda Section B

Lane County Quitclaim Deed (SPTC to CORP)

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WFOCO 119714-C

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After Recording Return to:
Western Pioneer LDB Co.
P.O. Box 10146
Eugene, OR 97446

After recording return to:

Central Oregon & Pacific Railroad, Inc.
c/o Railtex Service Company, Inc.
4040 Broadway, Suite 200
San Antonio, Texas 78209
Attention: Regional General Manager

Until a change is requested, all tax
statements shall be sent to the following
address:

Central Oregon & Pacific Railroad, Inc.
c/o Railtex Service Company, Inc.
4040 Broadway, Suite 200
San Antonio, Texas 78209
Attention: Regional General Manager

12/11/95.03'9500/REC 150.00

12/11/95.03'9500/PFUND 10.00

12/11/95.03'9500/PAT FUND 20.00

QUITCLAIM DEED

(Siskiyou Line and Coos Bay Branch)
Lane County, Oregon

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation ("Grantor") releases and quitclaims to CENTRAL OREGON & PACIFIC RAILROAD, INC., a Delaware corporation ("Grantee"), (a) the land located in the County of Lane and State of Oregon, more particularly described in Exhibit A attached hereto and by this reference made a part hereof, commonly known as the Siskiyou Line and Coos Bay Branch (the "Land"); (b) all of Grantor's interest in the improvements on the Land (the "Improvements"); (c) all fixtures that Grantor owns and uses in the operation and maintenance of the Land and the Improvements; and (d) all appurtenances to the foregoing property (the Land, the Improvements, such fixtures and such appurtenances being referred to herein collectively as the "Property"), subject to the reservations set forth below.

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Grantor excepts from the Property hereby quitclaimed and reserves for itself and its successors and assigns, to the extent of Grantor's interests therein, the following (collectively, the "Retained Rights"):

(i) all water rights pertaining to or used in connection with the Property, including without limitation water rights reserved or granted by private easement (the "Water Rights"), together with a perpetual right-of-way and right of vehicular and pedestrian access over, under, across and through the Property for purposes of the use, enjoyment, maintenance, operation and access to the Water Rights; provided, however, that the Water Rights shall be exercised in a manner which does not interfere with the rail operations of Grantee and related rights granted hereunder and in accordance with all reasonable operating rules of Grantee;

(ii) all timber growing, grown or to be grown on the Property (the "Timber Rights"), together with a perpetual right-of-way and right of vehicular and pedestrian access over, under, across and through the Property for purposes of the use, enjoyment, maintenance, operation and access to the Timber Rights; provided, however, that the Timber Rights shall be exercised in a manner which does not interfere with the rail operations of Grantee and related rights granted hereunder and in accordance with all reasonable operating rules of Grantee;

(iii) all oil, gas, sulfur, iron ore, coal, lignite, uranium, limestone, building stone, caliche, rock, shale, gravel, sand and other minerals (whether or not of like kind or character) in and under the Property, waiving, however, the right to use or damage the surface of the Property in connection therewith (the "Mineral Reservation"); provided, however, that the Mineral Reservation shall be exercised in a manner which does not interfere with the rail operations of Grantee and related rights granted hereunder and in accordance with all reasonable operating rules of Grantee; and

(iv) a perpetual, exclusive easement (the "Communications and Pipeline Easement") over, under, across and through that portion of the Property which is located fifty (50) feet on either side of the centerline of the existing mainline track of Grantor's railroad right-of-way, and the real property under the now existing Microwave Facilities (as hereinafter defined) at Madford and Roseburg which are partially located outside such one hundred (100) foot wide railroad right-of-way (the "Communications and

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Pipeline Easement Property") and every part thereof to construct, reconstruct, install, inspect, repair, maintain, enjoy, operate, use and/or remove existing and/or future communication lines and/or facilities of every kind and nature, including but not limited to, telephone, telegraph, television, fiber optic lines and cables, conduits, microwave towers, structures, facilities and equipment, and radio equipment and related appurtenances and all existing and/or future pipelines and related appurtenances. For purposes hereof, all existing and/or future microwave towers, structures, facilities, equipment and related appurtenances shall be referred to as the "Microwave Facilities" and shall include without limitation the microwave towers, structures and facilities located at Madford, Grants Pass and Roseburg. The term "appurtenances" shall include without limitation valves, manholes, air vents, warning signals, junction boxes, transformers, switch boxes, electric devices and the like. All communication facilities, including without limitation Microwave Facilities and pipelines presently existing or hereafter constructed on the Communications and Pipeline Easement Property shall remain the personal property of Grantor. Grantee acknowledges that the Communications and Pipeline Easement is a floating easement covering the entire Communications and Pipeline Easement Property.

Grantor also excepts from the Property hereby quitclaimed and reserves (A) a perpetual right-of-way and right of vehicular and pedestrian access to the Communications and Pipeline Easement Property over, under, across and through the Property for purposes of the use, enjoyment, maintenance, operation and access to the Communications and Pipeline Easement Property (the "Access Easement") and (B) a perpetual easement over, under, across and through the Property to construct, reconstruct, install, inspect, repair, maintain, enjoy, operate, use and/or remove existing and/or future electric transmission lines, conduits, tubing and/or facilities and related appurtenances used to service the Microwave Facilities or other communications facilities located or to be located on the Communications and Pipeline Easement Property, including without limitation any electric transmission lines, conduits, tubing and/or facilities and related improvements connecting Microwave Facilities located on the Property to other Microwave Facilities or other communications facilities (the "Utilities Easement").

Grantor agrees to exercise the Communications and Pipeline Easement, the Access Easement and the Utilities Easement at all times in a manner which is compatible with the use of the Property for freight railroad operations by Grantee or any successor grantee, and which respects the then existing

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improvements on the Property which are owned by Grantee or any successor grantee.

Grantor shall have the exclusive right to grant to third parties, at its sole discretion, sub-easements, licenses and any other interests in the Communications and Pipeline Easement Property and to collect the rents, issues and profits therefrom, and to use the Communications and Pipeline Easement Property for the purpose of entering into agreements with third parties for longitudinal occupancies and appurtenances and the non-exclusive right to grant crossings related to such longitudinal occupancies and appurtenances. Grantee shall have no right to enter into any agreements with third parties with respect to the Property or the Microwave Facilities that in Grantor's reasonable judgment conflict with Grantor's reserved rights hereunder; provided, however, that agreements for crossings, track leases and sidetrack agreements shall not be deemed to conflict with Grantor's reserved rights hereunder.

No permanent building, structure or fence shall be erected or maintained by Grantee on or over the Communications and Pipeline Easement Property which would obstruct or interfere with any then existing or planned Microwave Facilities or other communications facilities or pipelines of Grantor located on or planned to be located on the Communications and Pipeline Easement Property, and no material or obstruction of any kind or character shall be stored or maintained on said Communications and Pipeline Easement Property which would obstruct or interfere with any then existing Microwave Facilities or other communications facilities or pipelines of Grantor located on the Communications and Pipeline Easement Property. Grantee agrees to cooperate with Grantor by relocating any temporary material or obstruction in order to accommodate future construction by Grantor pursuant to the Communications and Pipeline Easement. Notwithstanding the foregoing, any fence that is required for Grantee's rail operations and related rights granted hereunder shall not be deemed to violate the terms of this provision.

Grantee shall be prohibited from using the Communications and Pipeline Easement Property for any of the purposes for which Grantor has reserved its perpetual, exclusive Communications and Pipeline Easement, other than for the ability to enter into agreements for crossings, track leases or sidetrack agreements or agreements with third parties that in Grantor's reasonable judgment do not conflict with Grantor's reserved rights hereunder.

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Notwithstanding any other provision contained herein, this grant is subject to, and the Communications and Pipeline Easement reserved herein allows Grantor to honor its grant and fulfill its other obligations under, the following easement agreements (as amended from time to time, the "Existing Fiber Optics Easement Agreements") in the Communications and Pipeline Easement Property, and Grantor is entitled to collect the rents, issues and profits from the Existing Fiber Optics Easement Agreements: (i) an Easement Agreement dated November 9, 1987 between Grantor and MCI Communications Corporation ("MCI"); and (ii) a Master Fiber Optic Cable Agreement dated June 1, 1983 between Grantor and US Sprint Communications Company. Grantee agrees, for itself and its successors and assigns, promptly following any sale or lease of the Property, to deliver, or cause to be delivered to MCI a written notice of the name and address of such grantee or lessee, at the following address: MCI Telecommunications Corporation, 1801 Pennsylvania Avenue, N.W., Washington, D.C. 20006, Attention: Vice President, Technical Planning, with copies to MCI Telecommunications Corporation, 1133 19th Street, N.W., Washington, D.C. 20036, Attention: Assistant General Counsel/Real Estate, Department 0598/003 and to MCI Telecommunications Corporation, 400 International Parkway, Richardson, Texas 75081, Attention: Director of Systems Development. For purposes of the preceding sentence, a "lease" means a commercial or industrial lease (but not a truckage rights agreement) which provides for a fixed initial term of at least one year and which requires ninety days or more notice for termination.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING THE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance, in combination with the conveyances in Jackson, Josephine, Douglas and Coos Counties, as evidenced by quitclaim deeds of even date herewith from Grantor to Grantee, is \$17,975,000.

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IN WITNESS WHEREOF, each of Grantor and Grantee has
executed this document as of 12:01 p.m., Pacific Standard
Time, December 31, 1994.

GRANTOR:

SOUTHERN PACIFIC TRANSPORTATION
COMPANY, a Delaware corporation

By: [Signature]
Name: John S. Smith
Title: Vice President

GRANTEE:

CENTRAL OREGON & PACIFIC
RAILROAD, INC., a Delaware
corporation

By: [Signature]
Name: D. P. VALENTINE
Title: Vice President

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STATE OF COLORADO

CITY AND COUNTY OF DENVER

ss.

This instrument was acknowledged before me on this
day of December, 1994, by J.D. Reed
the Vice President of SOUTHERN PACIFIC
TRANSPORTATION COMPANY, on behalf of the corporation.



Christine H. Reed
Notary Public

My commission expires:

10/11/96

STATE OF COLORADO

CITY AND COUNTY OF DENVER

ss.

This instrument was acknowledged before me on this
day of December, 1994, by J.P. Vaher
the Vice President of CENTRAL PACIFIC
RAILROAD, INC., on behalf of the corporation.



Christine H. Reed
Notary Public

My commission expires:

10/11/96

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EXHIBIT A

(Attached to and forming a part of the
Quitclaim Deed, Lane County, Oregon,
dated as of 12:01 p.m., Pacific Standard Time,
December 31, 1994,
from Southern Pacific Transportation Company
to Central Oregon & Pacific Railroad, Inc.)

Land

**SISKIYOU LINE AND COOS BAY BRANCH
LANE COUNTY, OREGON**

All lands and property of the Southern Pacific
Transportation Company's Siskiyou Line and Coos Bay Branch
situated in the County of Lane, State of Oregon:

3/20/78

Ore. V-16/49-55

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Siskiyou Line
(Lane County)Exhibit "A"

A line of railroad situated in the County of Lane, State of Oregon, comprised of strips and parcels of land between Douglas and Lane County line at M.P. (Mile Post) C-620.98, Engineers Station 2348+25 near Divide, and M.P. C-644.020, Engineers Station 1135+99 near Springfield Junction, as described in deeds to the Oregon and California Railroad Company or the Southern Pacific Company, Grantees, all recorded in Lane County records, and more fully described in deeds recorded as follows:

<u>Date</u>	<u>Grantor</u>	<u>Date of Recording</u>	<u>Book</u>	<u>Page</u>
07-21-1871	I. Hawley, et ux	10-12-1871	5	510
07-21-1871	I. Hawley, et ux	08-12-1871	H	400
08-19-1904	James H. Hawley, et ux	10-10-1904	61	458
05-08-1957	State of Oregon	08-12-1957	Reel 100, 57D	
08-02-1950	State of Oregon	11-04-1950	Reel 182, 50D	
07-21-1871	Marion P. Martin, et ux	08-12-1871	H	401
07-21-1871	Jas. Chapin	08-12-1871	H	404
11-28-1875	Willamette Real Estate Co.	12-15-1875	J	628
08-05-1871	Hiram Lee, et ux	08-07-1871	H	450
08-04-1871	A.H. Spars	08-07-1871	H	448
08-28-1871	Wm. Shields	08-30-1871	H	480
11-11-1914	G.W. Long	12-01-1914	105	629
10-08-1871	J.H. McFarland, et ux	10-23-1871	H	515
08-05-1871	R. Cochran Jr., et ux	08-07-1871	H	449
07-20-1871	S. Dillard, et ux	08-14-1871	H	406
10-08-1871	H.C. Vestich, et ux	01-08-1872	H	549
10-08-1871	E.P. Radford, et ux	10-23-1871	H	514
10-08-1871	A. Hamilton, et ux	10-24-1871	H	520
11-12-1871	C.E. Chrisman for J.F. Walker, et ux	Jnl of Ord. Ctl.	3	113
02-12-1872	C.E. Chrisman, et ux	02-18-1872	H	708
07-13-1871	Hugh Cummings, et ux	08-12-1871	H	403
07-17-1871	Geo. W. Rineheart, et ux	08-12-1871	H	403

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Date	Grantor	Date of Recording	Book	Page
12-14-1871	Wm. & John L. Davison	12-30-1871	H	838
07-17-1871	L. Buoy, et ux	08-14-1871	H	406
07-17-1871	T.P. Buoy, et ux	08-12-1871	H	402
11-05-1871	F. Buoy	Jnl of Cnt Crt.	3	94
07-20-1871	J. Robinette, et ux	08-14-1871	H	406
08-12-1871	A. Hughes	08-07-1871	H	451
07-11-1871	O. Martin, et ux	08-12-1871	H	401
10-21-1871	P.C. Noland, et ux	10-30-1871	H	834
04-24-1876	Evan Martin	08-07-1876	J	538
07-21-1871	Ira Hawley, et ux	08-12-1871	H	400
02-05-1889	J.C. Reed, et ux	01-23-1872	H	680
10-08-1871	W.R. Dillard, et ux	10-23-1871	H	517
10-30-1871	J.A. Dillard, et al	04-20-1874	J	233
02-10-1889	Chas. Bennett, et ux	01-23-1872	H	679
08-28-1878	N. Swaggart, et ux	07-16-1876	J	738
11-10-1871	A.J. Keeney, et ux	12-07-1871	H	820
11-18-1871	E. Hanna, et al	Cnt Crt Jnl	3	114
11-28-1871	Eva. Weber, et vir	12-01-1871	H	803
07-14-1877	J.D. Mallock, et ux	07-25-1877	L	183
05-03-1913	F. Frey, et ux	05-19-1913	99	633
05-03-1913	G.P. Weygant	05-19-1913	101	188
02-06-1889	W. Moore, et ux	01-24-1872	H	682
04-16-1872	T. Judkins, et al	04-16-1872	H	812
04-28-1872	J.H.D. Henderson, et ux	04-27-1872	I	14
04-13-1923	C.J. Fassett, et ux	05-12-1923	137	79

Together with the 200 foot wide Congressional Grant right of way, acquired by the Oregon and California Railroad Company (predecessor of the Southern Pacific Transportation Company) by Act of Congress dated July 25, 1866, lying 100 feet on each side of the original surveyed center line described as follows:

(1) Beginning at the point of intersection of the Douglas and Lane County line, also being the North-South quarter section line of Section 11, Township 21 South, Range 4 West, W.B. & M., with said original surveyed center line at or near Engineers Station 2348+25; thence southeasterly, following along the courses and curvatures of said center line, to a point in the east line of the southeast quarter of said Section 11, said Township and Range at or near Engineers Station 2320+18.

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(2) Beginning at the point of intersection of the northerly line of John Bower Donation Land Claim No. 53 Notification No. 763 in Section 15, Township 20 South, Range 3 West, W.B. & M., with said original surveyed center line at or near Engineers Station 1998+50; thence northerly, following along the curvatures and courses of said center line, to the point of intersection with the northerly line of Lot 6 in the northwest quarter of said Section 15, at or near Engineers Station 1912+50.

(3) Beginning at the point of intersection of the westerly line of Lots 2 and 6, in the west half of Section 14, Township 18 South, Range 3 West, W.B. & M., with said original surveyed center line at or near Engineers Station 1267+00; thence northwesterly, along said center line, to the intersection with the easterly line of William Moore Donation Land Claim No. 80 at or near railroad Engineers Station 1258+75.

Together with strips or parcels of land, described as follows:

(1) A portion of a vacated unnamed street situated in James Chapin Donation Land Claim No. 40, in the northeast quarter of Section 5, Township 21 South, Range 3 West, W.B. & M., Town of Latham, more particularly described as follows:

Beginning at the most southerly corner of a parcel of land described in deed dated November 28, 1875, from Willamette Real Estate Company to Oregon and California Railroad Company, recorded December 15, 1875, in Book "J", Page 628, Records of said County; thence North 29°00'00" East, along the easterly line of land described in said deed, that is parallel with and distant 150 feet southeasterly, measured at right angles, from the center line of the main track of the Southern Pacific Transportation Company, also being the northwesterly line of a 50 foot wide dedicated

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street, a distance of 808 feet; thence South $81^{\circ}00'00''$ East 25.00 feet; thence South $29^{\circ}00'00''$ West 808 feet to the southerly end of said dedicated street; thence North $81^{\circ}00'00''$ West 25.00 feet to the point of beginning.

(2) That certain strip of land, 60 feet wide, situated in the west half of the northeast quarter of Section 35, Township 18 South, Range 3 West, W.B. & M., lying 30 feet on each side of the following described center line:

Beginning at the point of intersection of the center line of the Southern Pacific Transportation Company's main track (Creswell - Goshen) at or near Engineers Station 1433+06 with the southerly line of said northeast quarter of said Section 35; thence northerly, along said center line, to the northerly line of said northeast quarter, at or near Engineers Station 1409+57.

(3) That certain strip of land, 60 feet wide, situated in Lots 8 and 10 of the west half of Section 11 and the southwest quarter of the southwest quarter of Section 2, Township 18 South, Range 3 West, W.B. & M., lying 30 feet on each side of the following described center line:

Beginning at the point of intersection of the center line of the main track of the Southern Pacific Transportation Company (Goshen - Springfield Junction) at or near Engineers Station 1225+89 with the south line of said southwest quarter of Section 11; thence northerly, following along the courses and curvatures of said center line, to the point of intersection with the southerly line of Daniel McVay Donation Land Claim

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No. 63 in said southwest quarter of the southwest quarter of Section 2 at
or near Engineers Station 1182+00.

EXCEPTING therefrom, all the land described in deeds from Southern Pacific
Company or the Southern Pacific Transportation Company, Grantor, recorded in the
County of Lane, State of Oregon, described as follows:

Date
04-10-1963
07-19-1979

Grantee
State of Oregon
William L. Hoyt, Jr.

Date of
Recording
08-08-1963
08-10-1979

Book
9676
79-48488

THOMSON-REUTERS

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Ore. 2, Map 2-21.

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Coos Bay Branch
Lane CountyExhibit "A"

A line of railroad, comprised of strips and parcels of land between Danebo, Oregon, at M.P. (Mile Point) 662.10, Engineers Station 205+90.8 and the county line of Lane and Douglas Counties at M.P. 727.045, Engineers Station 1248+81.2, through the County of Lane, State of Oregon, more fully described in the following instruments (Deed, etc.) to the Pacific Great Western Railway Company, Willamette Pacific Railroad Company and the Southern Pacific Company:

Date	Grantor	Date of Recording	Book	Page
09-27-1911	Hans Larson, et al	09-28-1911	86	643
03-09-1912	Alfred S. Peterson, et ux	03-23-1912	95	411
09-22-1911	P.J. Nelson, et ux	09-28-1911	87	619
10-31-1911	A.J. Hansen	11-02-1911	95	75
09-22-1911	J.P. Nelson, et ux	09-28-1911	87	618
09-22-1911	J.P. Nelson, et ux	10-07-1911	94	36
12-21-1911	J.L. Buell, et ux	01-15-1912	95	247
12-09-1911	Noah Christner, et al	12-18-1911	94	159
12-21-1911	J.L. Buell, et ux	01-15-1912	95	248
12-21-1911	J.L. Buell, et ux	01-15-1912	94	207
12-09-1911	Noah Christner, et al	12-18-1911	94	180
08-28-1912	Della A. Wynegar	07-13-1912	98	36
08-28-1911	Clara S.N. Traxler	09-11-1911	87	690
10-31-1911	E.M. Johnson, et ux	11-02-1911	95	72
11-01-1911	A.P. Sylvester, et ux	11-02-1911	95	77
10-31-1911	E.M. Johnson, et ux	11-02-1911	95	73
11-24-1911	E.M. Johnson, et ux	12-04-1911	95	152
10-31-1911	E.M. Johnson, et al	11-02-1911	95	74
10-31-1911	E.M. Johnson, et al	12-01-1911	95	148
10-31-1911	E.M. Johnson, et al	11-02-1911	95	
10-31-1911	E.M. Johnson, et al	12-01-1911	95	149
09-23-1911	W.H. Dempster, et ux	09-28-1911	89	631
08-28-1912	Della A. Wynegar	07-13-1912	94	695
12-29-1911	M. Jelmundson	01-03-1912	94	183
09-22-1912	M. Jelmundson	07-10-1912	94	584

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Date	Grantor	Date of Recording	Book	Page
10-31-1911	T.D. Feldwert	11-13-1911	96	113
09-28-1911	William M. Parter, et ux	09-08-1911	89	576
08-28-1911	William M. Parter, et ux	09-08-1911	89	575
09-09-1913	Albert Anderson, et ux	09-19-1913	101	428
10-28-1911	P.O. Gunstad, et al	10-27-19??	95	49
10-27-1911	Grover Huston, et al	10-27-1911	95	61
02-10-1912	Martin Nelson	02-21-1912	94	298
10-08-1911	David Humphrey, et ux	10-08-1911	94	29
10-07-1911	George Stocum, et ux	10-28-1911	94	78
10-07-1911	Winford R. Lord, et ux	10-28-1911	94	78
10-28-1911	Albert E. Mills, et al	10-28-1911	94	88
09-08-1911	Joseph F. Raney, et al	09-09-1911	87	587
09-08-1911	F.B. Boggess, et ux	09-09-1911	88	588
09-08-1911	Julius S. Pickert	09-09-1911	89	587
08-28-1911	Henry F. Miller, et ux	09-11-1911	87	589
09-08-1911	George F. Grist, et ux	09-15-1911	87	603
09-28-1911	J.A. McCutcheon, et ux	10-18-1911	94	54
10-08-1911	E.R. Davies, et al	10-08-1911	87	635
09-28-1911	Lucy Withrow, et vir	09-28-1911	89	632
10-11-1911	Monroe Mill Company	10-25-1911	94	72
09-01-1911	William W. Sallor, et ux	09-11-1911	87	681
02-18-1913	William W. Sallor, et ux	08-02-1913	101	210
10-25-1911	Betsy O. Johnson, et al	08-30-1913	101	383
10-25-1911	Betsy O. Johnson, et al	10-25-1911	94	70
01-20-1912	Earl Parsons, et ux	01-22-1912	94	219
09-04-1911	C.H. Ward, et ux	09-06-1911	89	573
07-18-1912	G.F. Sidgworth, et ux	08-08-1912	94	625
09-01-1911	Edward Mix, et ux	09-06-1911	89	572
09-18-1911	C.H. Ward, et ux	09-20-1911	89	612
01-30-1912	Peder Ophus, et ux	02-19-1912	95	341
12-01-1911	Samuel H. Conrad	12-20-1911	94	167
11-18-1918	C.W. Ward, et ux	11-25-1918	114	2907
11-14-1918	Monroe Mill Company	11-25-1918	114	?
10-21-1911	Elmira Lumber Company	10-27-1911	95	42
03-05-1914	Elmira Lumber Company	03-12-1914	105	71
10-11-1911	Monroe Mill Company	10-25-1911	94	72
09-09-1911	Roland Vaughn	09-09-1911	89	581
09-09-1912	Roland Vaughn	09-28-1912	98	277
09-07-1911	J.M. Stephens, et al	09-08-1911	89	580
08-04-1913	Elmira Lumber Company	08-28-1913	101	285
04-05-1912	Elmira Lumber Company	04-30-1912	95	487
09-18-1911	Emily J. Damilio, et vir	09-20-1911	89	612
08-05-1932	B.M. Sutherland, et al	08-25-1932	175	330

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Date	Grantor	Date of Recording	Book	Page
03-15-1912	C.W. Cornelius	03-15-1912	84	347
11-24-1911	Emily J. Danillo, et vir	12-02-1911	84	134
09-13-1911	M. Moore, et ux	09-15-1911	87	500
12-15-1911	M. Moore, et ux	12-15-1911	84	158
01-16-1912	M. Moore, et ux	02-05-1912	88	303
08-10-1912	William M. Morrison, et ux	09-25-1912	89	88
08-08-1917	Skuslaw Timber Company	08-21-1917	114	633
12-21-1911	George C. Vaughn, et ux	02-01-1912	85	291
10-24-1914	George C. Vaughn, et ux	11-25-1914	107	317
09-21-1911	Thomas C. Starret, et al	09-27-1911	89	635
09-12-1912	Thomas C. Starret, et al	10-08-1912	89	88
09-16-1912	Thomas F. McGlynn	09-25-1912	88	221
09-12-1911	Thomas F. McGlynn	09-13-1911	89	595
03-04-1912	W.F. Anderson, et al	03-23-1912	85	410
09-05-1911	Charles Nichols, et ux	09-08-1911	88	872
08-02-1912	Preston Reeves, et al	08-21-1912	84	835
09-31-1912	J.W. Pfeiffer, et al	09-27-1912	88	222
07-27-1912	R.E. Reeves, et al	09-21-1912	88	207
11-09-1911	L.M. Travis, et ux	11-09-1911	85	102
09-10-1912	William M. Morrison, et ux	09-25-1912	89	65
08-02-1912	Preston Reeves, et al	09-21-1912	88	208
07-25-1912	Matt Park, et ux	09-08-1912	84	625
07-25-1912	T.J. Davis, et al	09-07-1912	88	178
11-18-1911	A. Maurer, et ux	—	5	308
01-11-1913	C.W. Lyons, et ux	—	89	381
09-10-1912	Charles W. Lyons, et ux	09-25-1912	88	219
01-29-1913	Charles W. Lyons, et ux	02-10-1913	98	554
05-30-1913	Charles W. Lyons, et ux	03-17-1914	103	508
02-05-1913	G.D. Linn, et ux	02-11-1913	88	557
11-07-1911	Charles W. Lyons, et ux	12-09-1911	84	148
05-07-1913	Charles W. Lyons, et ux	06-23-1913	103	88
09-08-1911	Maurice Moore, et ux	09-09-1911	89	595
09-10-1912	C.A. Kirk, et vir	09-23-1912	88	59
09-10-1912	J.L. Alderson, et ux	09-23-1912	88	217
08-28-1911	C.A. Kirk, et vir	09-08-1911	87	577
09-30-1912	M.F. Meredith	10-25-1912	89	135
11-11-1912	M.F. Meredith	11-25-1912	89	198
07-08-1913	M.F. Meredith	07-19-1913	101	304
01-25-1913	School District No. 89	02-03-1913	89	402
09-17-1912	Charles B. Fowler, et ux	09-25-1912	89	84
07-27-1912	J.H. Fowler, et ux	09-10-1912	88	112
09-09-1912	G.E. Huntly, et al	09-25-1912	88	220
07-27-1912	J.H. Fowler, et ux	08-10-1912	88	113
01-08-1913	A.J. Brooks, et al	02-08-1913	88	546
02-08-1913	Porter Bros. Timber Co.	02-20-1913	88	574

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Date	Grantor	Date of Recording	Book	Page
01-07-1914	L.M. Trevis, et ux	01-14-1914	101	603
12-08-1912	H.T. Christensen, et ux	02-13-1913	99	403
12-08-1912	H.T. Christensen, et ux	01-18-1913	99	328
07-28-1912	William Sutherland, et ux	09-28-1912	98	219
07-28-1912	A.M. Richardson, et ux	01-18-1913	99	330
08-14-1912	Joe. Fellman, et al	07-28-1912	98	154
01-20-1913	H.T. Christensen, et ux	01-28-1913	98	501
02-08-1913	Porter Bros. Timber Co.	02-20-1913	98	573
07-28-1912	L. Borfing, et ux	08-09-1912	98	103
08-08-1917	Skuslaw Timber Company	08-21-1917	114	633
08-13-1912	G. Fowler, et ux	08-27-1912	98	222
02-19-1913	G. Fowler, et ux	03-17-1913	101	8
09-28-1918	G. Fowler, et ux	10-08-1918	114	187
08-14-1912	J. Fellman, et ux	08-28-1912	98	166
10-08-1912	J. Fellman, et ux	11-07-1912	98	166
09-27-1912	Western Oregon Trust Co.	11-09-1912	99	184
03-25-1914	T.C. Starret, et al	10-29-1914	106	487
01-20-1913	W.E. Brown	02-03-1913	98	548
01-27-1913	Eugene Loan and Savings Bank Trust, et al	05-08-1913	99	602
01-27-1913	Eugene Loan and Savings Bank Trust, et al	06-08-1913	99	800
08-08-1917	Skuslaw Timber Company	08-21-1917	114	633
11-13-1914	W.K. Wise	08-18-1915	109	33
11-20-1917	Lena Bergman, et vir	11-23-1912	99	192
07-18-1913	Lena Bergman, et vir	08-18-1913	101	368
08-14-1917	J.C. Holden, et ux	08-25-1917	110	573
02-24-1917	W.K. Wise	03-03-1917	110	48
01-17-1913	Joaquin Development Co.	01-30-1913	98	504
10-12-1912	Jess R. Lasswell, et ux	11-12-1912	99	171
05-12-1913	Jess R. Lasswell, et ux	08-27-1913	103	18
02-18-1913	Jess R. Lasswell, et ux	03-17-1913	101	8
08-12-1912	M.D. Johnson, et ux	10-02-1912	99	85
01-30-1913	N.L. Fitzhenry	02-08-1913	99	361
03-25-1913	G.M. Miller, et ux	04-04-1913	99	525
01-20-1913	M.D. Johnson, et ux	04-04-1913	99	525
01-09-1913	J.A. Baerman	03-17-1913	99	483
08-18-1912	Louis Hegstrom	10-08-1912	99	97
03-31-1914	Louis Hegstrom	05-07-1914	105	199
05-01-1913	A.O. Purke	05-10-1913	99	813
09-28-1912	George J. Camp, et al	10-08-1912	99	89
09-12-1912	C.S. Walker, et vir	10-02-1912	98	234
09-13-1912	W.F. Potterf, et ux	10-02-1912	98	235
02-14-1913	W.F. Potterf, et ux	03-14-1913	98	470
03-28-1913	H. Little, et ux	04-14-1913	99	558

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<u>Date</u>	<u>Grantor</u>	<u>Date of Recording</u>	<u>Book</u>	<u>Page</u>
02-21-1913	A. Hollenbeck, et ux	03-03-1913	98	599
06-11-1938	Lane County	08-03-1938	193	482
02-21-1913	L. Hollenbeck, et ux	03-08-1913	98	598
02-21-1913	J. Sander, et ux	03-05-1913	99	448
02-21-1913	J. Sander, et ux	03-08-1913	98	611
09-18-1911	J. Sander, et ux	09-28-1911	87	812
08-29-1911	C.E. Wells, et vir	09-08-1911	87	684
09-07-1913	C.E. Wells, et vir	03-17-1913	99	481
09-29-1911	G.D. Coryell, et ux	09-28-1911	87	617
08-29-1911	George B. Camp	09-08-1911	87	680
09-05-1911	George D. Flak, et ux	09-08-1911	87	675
05-03-1913	George D. Flak, et ux	05-22-1913	103	1
10-23-1911	Richard H. Clow, et ux	12-09-1911	98	168
02-26-1913	Richard H. Clow, et ux	03-17-1913	101	8
01-07-1913	Thomas H. Tripp	01-16-1913	99	328
09-12-1914	Joe Morris Jr., et ux	03-24-1914	103	827
09-02-1914	Sarah E. Colvin	03-14-1914	103	803
04-16-1914	Sarah E. Colvin	06-06-1914	105	197
03-12-1914	Joe Morris, Jr., et ux	03-24-1914	103	828
04-02-1914	Western Coast Land Company	05-22-1914	103	617
02-27-1913	Maple Lodge 139 I.O.O.F.	03-14-1913	99	489
02-28-1913	Ole P. Rice, et ux	03-17-1913	101	2
07-19-1913	Ole P. Rice, et ux	04-03-1914	105	136
03-01-1913	Peter S. Rice, et ux	03-17-1913	99	482
09-05-1913	Peter S. Rice, et ux	09-28-1913	101	447
03-01-1913	Olef Rice	03-17-1913	99	477
09-05-1913	Olef Rice	09-18-1913	101	426
02-28-1913	Mary E. Cushman, et vir	03-16-1913	99	829
04-28-1913	Alfreda M. Lindgren	05-17-1913	99	632
03-04-1915	Johnson Anderson Company	03-20-1915	108	42
07-16-1913	William W. Neely, et al	09-04-1913	101	342
05-23-1914	William W. Neely, et al	06-22-1914	105	283
06-25-1913	J.C. Beck, et al	07-14-1913	101	290
03-25-1912	J.C. Beck, et al	04-26-1912	94	424
01-12-1922	Joe Morris, Jr., et al	02-02-1922	133	106
12-23-1912	Anna M.L. Thorup, et vir	01-23-1913	98	489
04-09-1912	C. Jansen, et ux	05-02-1912	95	503
05-05-1914	J. Nielson, et ux	05-26-1914	103	625
01-27-1913	John Gibson, et al	02-08-1913	99	383
12-02-1912	John M. Gibson, et ux	12-13-1912	99	245
02-21-1913	F.N. Fredericksen, et ux	03-17-1913	101	7
03-21-1912	John Lindquist	04-01-1912	94	385
05-23-1914	F.N. Fredericksen, et ux	06-22-1914	105	284
06-29-1912	G.F. Skipworth, et ux	07-15-1912	98	36

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Date	Grantor	Date of Recording	Book	Page
05-29-1913	Charles R. David, et ux	08-14-1913	101	236
10-07-1914	Charles R. David, et ux	10-17-1914	105	474
11-05-1914	Point Terrace Mills Lumber Company	11-20-1914	107	299
03-27-1913	J.C. Beck, et ux	04-14-1913	99	555
12-03-1912	Thomas A. Yost, et ux	12-13-1912	99	246
02-24-1913	E.A. Beach, et ux	03-17-1913	101	5
03-13-1912	Jane C. Johnson, et ux	04-08-1912	95	433
03-19-1913	Ellen Norris, et ux	04-14-1914	99	555
03-06-1913	Charles B. Morgan	03-17-1913	99	840
04-02-1912	J. Olsson, et ux	06-03-1912	95	588
02-25-1913	Anna Hoffman, et al	03-17-1913	101	2
05-11-1938	Lane County	09-03-1938	193	481
09-22-1980	State of Oregon	11-20-1980	Inst. #9059001	
03-13-1913	M.C. Beck, et ux	03-25-1913	101	29
03-13-1913	M.C. Jensen, et al	03-25-1913	101	27
06-14-1913	Hurd Lumber and Navigation Company	06-29-1913	101	258
06-14-1913	Hurd Lumber and Navigation Company	07-05-1913	103	101
04-04-1912	Harriet S. Sharpe, et vir	05-03-1912	95	585
04-04-1912	Harriet S. Sharpe, et vir	05-13-1912	95	522
02-21-1913	Charlotte J. Cox, et al	03-17-1913	99	479
04-10-1913	Ole Iver Fosback, et ux	04-24-1913	101	117
01-24-1912	Wendling Johnson Lumber Company	02-01-1912	94	258
01-24-1912	Wendling Johnson Lumber Company	02-01-1912	94	257
05-11-1938	Lane County	09-03-1938	193	482
03-02-1914	W.D. Seffey	03-14-1914	103	505
03-11-1914	R.A. Saubert, et al	03-24-1914	103	827
02-28-1914	Al Ready, et ux	03-14-1914	103	504
03-08-1912	Hetty A. Wayman, et vir	03-23-1912	95	407
03-01-1912	F.H. Neff, et ux	03-11-1912	94	335
04-28-1913	W.E. Boring, et ux	04-08-1913	101	68
04-08-1912	O.C. Starwood, et ux	04-22-1912	94	422
02-21-1914	O.C. Starwood, et ux	03-14-1914	103	508
03-07-1912	L.F. Neff, et al	03-23-1912	95	412
10-15-1913	L.F. Neff, et al	10-25-1913	103	259
01-29-1918	Weed Lumber Company	03-15-1918	117	381
05-11-1938	Lane County	09-03-1938	193	483
03-08-1912	F.B. Knepper	04-01-1912	94	365

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Date	Grantor	Date of Recording	Book	Page
09-23-1913	F.B. Knesper	12-18-1913	101	576
11-29-1912	E. Jacobson, et ux	12-07-1912	99	232
03-06-1912	Clara Ferguson, et vic	04-09-1912	95	466
12-11-1913	Clara Ferguson, et vic	01-08-1914	102	472
04-22-1912	Percy P. Hall	05-13-1912	95	523
04-05-1912	Percy P. Hall	05-13-1912	95	522
04-05-1912	Percy P. Hall	05-15-1912	95	537
03-06-1912	William D. Austin, et al	04-08-1912	95	434
03-08-1912	J.A. Austin, et ux	04-16-1912	95	465
08-04-1913	J.A. Austin, et ux	09-19-1913	101	427
04-24-1912	William T. Carle	05-13-1912	94	481
08-04-1913	William T. Carle	09-19-1913	101	428
05-01-1912	William T. Carle	05-18-1912	95	537
03-09-1912	Ed. Miles, et ux	04-08-1912	95	432
08-06-1913	Ed. Miles, et ux	09-19-1913	101	428
04-20-1912	W.B. Gordon, et ux	05-13-1912	94	462
03-08-1912	William O. Austin, et ux	05-13-1912	95	519
01-10-1916	William O. Austin, et ux	02-02-1916	112	468
04-08-1912	Carl B. Miller	04-30-1912	95	489
09-04-1913	Anthony Schuster	07-20-1914	107	88
09-04-1913	E. Schuster	05-20-1916	109	606
08-01-1916	A. and A. Schuster	09-08-1918	110	114
05-14-1912	F.E. Gouda, et ux	08-24-1912	95	614
01-10-1913	George T. Hall, Sr., et ux	01-18-1913	96	470
04-15-1912	O.L. Brewster, et ux	08-24-1912	94	541

ALSO, that parcel of land described in Judgment and Order of the Circuit Court of the State of Oregon for Lane County, June 18, 1912, Willamette Pacific Railroad Company, Plaintiff vs. Jacob Esch, et al, Defendants, described therein as follows:

"A strip or tract of land one hundred (100) feet wide, lying Fifty (50) feet on each side of the located center line of the Willamette Pacific Railroad Company's railroad, where the same was located across the land of the defendants, and marked by stakes set in the ground at distances of Fifty (50) feet and less, and heretofore duly adopted by the Board of Directors of the said plaintiff railroad company; said strip or tract of land

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being a portion of the west one-half (W.1/2) of Donation Land Claim of George F. Herbert and wife, Claim No. 48, Notification No. 5028, in Township Seventeen South, Range Six West, Willamette Meridian, (T.17 S. R.6 W., W.M.) in Lane County, State of Oregon; said located center line being particularly described as follows:-

Beginning at or near a point on the located center line of the Willamette Pacific Railroad Company's railroad known as Engineer Survey Station "L" 784 plus 02.0 which is also a point on the west line of Donation Land Claim of George F. Herbert and wife, Claim No. 48, Notification No. 5028, said point being distant one thousand one hundred and forty (1140) feet, more or less, measured northerly along said west line from the southwest corner of said Donation Land Claim; thence northeasterly on a tangent which makes an angle with said west line of eighty-two degrees and ten minutes (82 degrees 10') to the right from said west line looking north, a distance of two thousand, eight hundred and seventy-two (2872) feet, more or less, to a point on said located center line at or near a point known as Engineer Survey Station "L" 785 plus 30.0, which is also a point on the east property line of the defendants and which is distant one thousand, five hundred and twenty (1520) feet, more or less, measured northerly along said east property line from the south boundary line of said Donation Land Claim."

ALSO, that parcel of land described in an Order of the Circuit Court of the State of Oregon for Lane County, February 28, 1912, Willamette Pacific Railroad Company,

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Plaintiff vs. William H. Christner, a minor, and Noah Christner, Defendants, described therein as follows:

"A triangular strip of land lying partly on each side of the located center line of the Willamette Pacific Railroad Company's Railroad, heretofore duly adopted by the Board of Directors of the said plaintiff Railroad Company, where the same is located over and across the lands of the defendant and marked by stakes set in the ground at intervals of Fifty (50) feet and less; said strip of land being a portion of the North half of the Northeast quarter of Section Thirty-one, Township Seventeen South, Range Four West, Willamette Meridian (N. 1/2 of N.E. 1/4 of Sec. 31, T. 17 S. R. 4 W. W. M.) in Lane County, State of Oregon, and bounded and particularly described as follows:-

Beginning at a point on the located center line of the Willamette Pacific Railroad Company's Railroad, known as Engineer Survey Station "L" 27B+84.9, a point in the center line of a County Road, which is also a point on the North line of said Section Thirty-one, Township Seventeen South, Range Four West, Willamette Meridian, (N.E. of Sec. 31, T. 17 S., R. 4 W. W. M.) and which bears West along said North line One thousand, seven hundred and forty-six (1746) feet from the Northeast corner of said Section Thirty-one (Sec. 31); thence West along the said North line of said Section Thirty-one (Sec. 31) a distance of Six hundred, eighty-five and four tenths (685.4) feet to a point on said North line that is the Northwest corner of defendants land; thence South along the West line of defendants land, a distance of One hundred and five and five-tenths (105.5) feet to a point on

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said located center line known as Engineer Survey Station "L" 283+87.5; thence continuing South along said West line a distance of Fifty and six tenths (50.6) feet to a point that is Fifty (50) feet distant at right angles measured Southeastery from said located center line; thence Northeastery parallel to and Fifty (50) feet distant measured Southeastery from said located center line a distance of One Thousand, twenty-six (1026) feet to a point on North line of said Section Thirty-one (Sec. 31) that is Fifty (50) feet distant at right angles measured Southeastery from said located center line; thence West along said North line of said Section Thirty-one (Sec. 31) a distance of Three hundred, twenty-eight and seven tenths (328.7) feet to the point of beginning."

ALSO, those parcels of land described in Judgment of Appropriation, of the Circuit Court of the State of Oregon for Lane County, April 4, 1912, Willamette Pacific Railroad Company, Plaintiff vs. Clyde Thurston, et al., Defendants, described therein as follows:

"Parcel Number One. A strip of land one hundred (100) feet wide lying fifty (50) feet on each side of the located center line of the Willamette Pacific Railroad, where the same was located over and across the lands of the defendants in the year of our Lord 1911, and marked by stakes set in the ground at distances of fifty (50) feet and less; said strip of land being a portion of the southeast one quarter of Section Thirty-four (S. E. ¼ of Sec. 33) and of Lot number Six of Section Thirty-four (Lot #6 of Sec. 34) Township Seventeen South, Range Six West, Willamette Meridian, (T. 17 S., R. 6 W. W. M.) in Lane County, State of Oregon, said located center line being particularly described as follows:

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Beginning at a point on the located center line of the Willamette Pacific Railroad known as Engineer Survey Station "L" 794 plus 02.0, which is a point on the east line of lot number six of said section Thirty-four (Lot #6 of Sec. 34), being three hundred and thirty (330) feet, more or less, distant measured southerly along said east line of said Lot number six (#6) from the Northeast corner thereof; thence southwesterly on a tangent which bears eighty-two degrees and ten minutes (82 degrees 10') deflected to the right from the said east line of said lot number six (Lot #6) looking southerly; thence southwesterly on said tangent a distance of Two Thousand Six Hundred and Sixty-nine (2,669) feet to a point on said located center line known as Engineer Survey Station "L" 820 plus 71.0, the beginning of a tapering curve to the right; thence southwesterly on a tapering curve to the right per table 1/4 to a four degree (4 degree) curve to the right, a distance of One Hundred and ninety (190) feet, more or less, to a point at or near Engineer Survey Station "L" 822 plus 61, being also a point on the west line of the southeast one quarter of said Section Thirty-three (S. E. 1/4 of Sec. 33), distant One Thousand Nine Hundred and Ten (1,910) feet, more or less measured northerly along the said west line of said southeast one quarter (S. E. 1/4) from the southwest corner thereof."

"Parcel Number Two. A strip of land one hundred and fifty (150) feet in width, lying seventy-five (75) feet on each side of the located center line of the Willamette Pacific Railroad, where the same was located over and across the lands of the defendants in the year of our Lord 1911, and marked by stakes set in the ground at distances of fifty (50) feet and less;

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said strip of land being a portion of the northeast one quarter of the southwest one quarter of Section thirty-three (N.E. $\frac{1}{4}$ of S. W. $\frac{1}{4}$ of Section 33), township seventeen south, range six West, Willamette Meridian, (T. 17 S. R. 6 W. W. M), in Lane County, State of Oregon; said located center line being particularly described as follows:

Beginning at or near a point on said located center line known as Engineer Survey Station "L" 822 plus 61, being a point on a tapering curve to the right per Table 14 to a four degree (four degree) curve to the right, being also a point on the East line of the said Northeast one quarter of the southwest one quarter of said section thirty-three (N. E. $\frac{1}{4}$ of S. W. $\frac{1}{4}$ of Sec. 33), being distant one thousand nine Hundred and Ten (1,910) feet, more or less measured northerly along the East line of the southwest one quarter of said Section thirty-three (S. W. $\frac{1}{4}$ of Sec. 33) from the southeast corner thereof; thence in a general westerly direction on the said tapering curve to the right, which is a continuation of the last mentioned tapering curve in description of Parcel Number One, a distance of Two Hundred and Eighty (280) feet, more or less, to a point on the said located center line known as Engineer Survey Station "L" 825 plus 21.0, said point being also the beginning of a four degree (4 degree) curve to the right having a radius of One thousand Four Hundred Thirty-two and Forty-seven one hundredths (1,432.47) feet; thence northwesterly on said four degree (four degree) curve to the right having a radius [sic] of One Thousand Four Hundred Thirty-two and Forty-seven one hundredths (1,432.47) feet a distance of Six Hundred seventy-four and six tenths (674.6) feet to a point on said located

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center line known as Engineer Survey station "L" 831 plus 95.8, the beginning of a tapering curve to the right; thence northwesterly on a tapering curve to the right per table 1/4 to a four degree (four degree) curve to the right a distance of four hundred and fifty (450) feet to a point known as Engineer survey station "L" 836 plus 45.6, the end of the aforesaid tapering curve; thence northwesterly tangent to the last mentioned tapering curve a distance of thirty-six and five tenths (36.5) feet to a point known as Engineer Survey Station "L" 836 plus 82.1, being a point on the west line of the said northeast one quarter of the southwest one quarter of said section thirty-three (N. E. 1/4 of S. W. 1/4 of Sec. 33), being distant three hundred thirty-seven and three tenths (337.3) feet, measured south along the west line of said northeast one quarter of southwest one quarter of said section thirty-three (N. E. 1/4 of S. W. 1/4 of Sec. 33), from the northwest corner thereof."

ALSO, those strips and parcels of land, acquired pursuant to an Act of Congress dated March 3, 1875, described as follows:

- (1) A parcel of land, situated in the northeast quarter of Section 31, Township 17 South, Range 6 West, W.M., bounded by the southerly line of land described in deed recorded October 25, 1911, in Book 94, Page 70, Deed Records of Lane County, the north line of land and the west prolongation thereof described in deed recorded September 6, 1911, in Book 89, Page 572, Deed Records of Lane County, and by a line drawn concentric with and 100 feet northwest from the survey center line of main track of Willamette Pacific Railroad Company.

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(2) A strip of land, 200 feet wide, 100 feet each side of the original surveyed center line of main track of Willamette Pacific Railroad Company, lying within the east half of the southwest quarter of Section 31, Township 17 South, Range 6 West, W.M.

(3) A strip of land, 200 feet wide, 100 feet each side of the original surveyed center line of said main track, lying within the northeast quarter of the northwest quarter of Section 7, Township 18 South, Range 6 West, W.M.

(4) A strip of land, 200 feet wide, 100 feet each side of the original surveyed center line of said main track, lying within the southeast quarter of the southeast quarter of Section 1, Township 18 South, Range 7 West, W.M.

(5) A strip of land, 200 feet wide, 100 feet each side of the original surveyed center line of said main track, lying within the southeast quarter of the southeast quarter of Section 3, Township 18 South, Range 7 West, W.M.

(6) That portion of a parcel of land, situated in the southwest quarter of the northwest quarter of Section 13, Township 18 South, Range 8 West, W.M., bounded by the east and south lines of last said southwest quarter and by a line drawn parallel and concentric with and distant 50 feet westerly from the surveyed center line of main track of Southern Pacific Transportation Company.

(7) A strip of land, 200 feet wide, 100 feet each side of the original surveyed center line of main track of Willamette Pacific Railroad Company, lying within the southwest quarter of Section 17, Township 18 South, Range 8 West, W.M., and bounded easterly by the westerly line of land, and the North and South prolongation thereof, described in said deed recorded September 28, 1912, in Book 96, Page 219, Deed Records of Lane County and bounded westerly by the easterly line of land, and the North

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and South prolongation thereof, described in said deed recorded January 18, 1913, in Book 99, Page 330, Deed Records of said County.

(8) A strip of land, 200 feet wide, 100 feet each side of the original surveyed center line of main track of Willamette Pacific Railroad Company, lying within the southeast quarter of the southwest quarter of Section 7, Township 18 South, Range 8 West, W.M.

(9) A strip of land, 200 feet wide, 100 feet each side of the original surveyed center line of main track of Willamette Pacific Railroad Company, lying within the northeast quarter of the southeast quarter of Section 6, Township 18 South, Range 8 West, W.M.

(10) A strip of land, 200 feet wide, 100 feet each side of the original surveyed center line of main track of Willamette Pacific Railroad Company, lying within the south half of the northwest quarter of Section 36, Township 17 South, Range 9 West, W.M.

(11) A strip of land, 200 feet wide, 100 feet each side of the original surveyed center line of main track of Willamette Pacific Railroad Company, lying between the East and West lines of the southeast quarter of the northeast quarter of Section 25, Township 17 South, Range 10 West, W.M.

(12) A strip of land, 200 feet wide, 100 feet each side of the original surveyed center line of main track of Willamette Pacific Railroad Company, lying between the East and West lines of the southeast quarter of Section 23, Township 17 South, Range 10 West, W.M.

(13) A strip of land, 200 feet wide, 100 feet each side of the original surveyed center line of main track of Willamette Pacific Railroad Company, lying between the East

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and South lines of the north half of the southeast quarter and through Lots 1 and 2 of Section 22, Township 17 South, Range 10 West, W.M.

(14) A strip of land, 200 feet wide, 100 feet each side of the original surveyed center line of main track of Willamette Pacific Railroad Company, lying between the North and East lines of the northwest quarter of the northwest quarter of Section 17, Township 19 South, Range 11 West, W.M.

ALSO, those strips of land, 100 feet wide, acquired pursuant to an Act of State Legislature of State of Oregon referenced by Lords Oregon Law of 1891, Paragraph 3938, and Oregon Code of 1930, Section 82-401, lying 50 feet each side of the original surveyed center line of Willamette Pacific Railroad Company situated between Lots 2 and 1, Section 36, Township 19 South, Range 12 West, W.M., and between Lot 1 of last said Section 36 and Lot 7, Section 1, Township 20 South, Range 12 West, W.M.

ALSO, a strip of land, 100 feet wide, 50 feet each side of the original surveyed center line of main track of Willamette Pacific Railroad Company, lying within the northeast quarter of the southwest quarter of Section 7, Township 18 South, Range 8 West, W.M.

ALSO, a line of railroad, along the present center line of main track of Southern Pacific Transportation Company, crossing the Siuslaw River between the southerly line of land described in said deed recorded March 15, 1918, in Deed Book 117, Page 381, and the northerly line of land described in said deed recorded March 14, 1914, in Deed Book 103, Page 505.

EXCEPTING therefrom that strip of land described thirdly in said deed recorded February 20, 1913, in Book 98, Page 574, and described therein as follows:

"...a strip of land 300 feet in length located in the southeast

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quarter of Section 16, Township 18 South, Range 8 West,
 Willamette Meridian, adjacent to and 50 feet in width, parallel
 with and on the southwesterly side of the first herein above
 described strip of land, extending from a point opposite
 Engineer's Survey Station "L" 1752+00 to a point opposite
 Engineer's Survey Station "L" 1755+00.

ALSO EXCEPTING the land described in the following instruments (Deeds, etc.)

as follows:

<u>Date</u>	<u>Grantee</u>	<u>Date of Recording</u>	<u>Book</u>	<u>Page</u>
01-30-1942	State of Oregon	03-04-1942	#107937	
09-01-1944	Soren P. Jensen	09-25-1944	#140892	
09-05-1980	Davidson Lumber Company	08-29-1980	#3043183	
06-10-1938	Lane County	06-31-1938	#81579	
09-01-1944	J.R. Day, et ux	09-21-1944	#140892	
01-30-1982	State of Oregon	04-09-1982	#85425	
01-30-1982	State of Oregon	04-09-1982	#85425	
08-25-1983	Erskine Lumber Company	10-22-1983	#23591	
02-12-1917	Lane County	03-01-1917	114	451
09-17-1959	Donald D. Wilbur	10-15-1959	#30986	
12-15-1916	Lane County	01-19-1917	110	341
09-22-1980	State of Oregon	11-20-1980	#3068998	
12-15-1916	Lane County	01-19-1917	114	379
09-11-1917	Lane County	11-12-1917	118	149
09-09-1916	Lane County	10-17-1916	110	173
09-08-1916	Lane County	10-17-1916	110	175
02-11-1918	Lane County	07-10-1918	119	174
09-08-1918	Lane County	10-17-1916	114	179
12-15-1916	Lane County	01-19-1917	114	377
09-18-1918	Lane County	07-10-1918	118	488
12-15-1916	Lane County	01-19-1917	110	341
06-18-1918	Lane County	07-10-1918	118	487

Addenda Section C

Douglas County Quitclaim Deed (SPTC to CORP)

DOC 1332 PAGE 767

95-00007

After recording return to:

Central Oregon & Pacific Railroad, Inc.
c/o Railtex Service Company, Inc.
4040 Broadway, Suite 200
San Antonio, Texas 78209
Attention: Regional General Manager

Until a change is requested, all tax
statements shall be sent to the following
address:

Central Oregon & Pacific Railroad, Inc.
c/o Railtex Service Company, Inc.
4040 Broadway, Suite 200
San Antonio, Texas 78209
Attention: Regional General Manager

QUITCLAIM DEED
(Siskiyou Line and Coos Bay Branch)
Douglas County, Oregon

For good and valuable consideration, the receipt
and sufficiency of which are hereby acknowledged, SOUTHERN
PACIFIC TRANSPORTATION COMPANY, a Delaware corporation
("Grantor") releases and quitclaims to CENTRAL OREGON &
PACIFIC RAILROAD, INC., a Delaware corporation ("Grantee"),
(a) the land located in the County of Douglas and State of
Oregon, more particularly described in Exhibit A attached
hereto and by this reference made a part hereof, commonly
known as the Siskiyou Line and Coos Bay Branch (the "Land");
(b) all of Grantor's interest in the improvements on the Land
(the "Improvements"); (c) all fixtures that Grantor owns and
uses in the operation and maintenance of the Land and the
Improvements; and (d) all appurtenances to the foregoing
property (the Land, the Improvements, such fixtures and such
appurtenances being referred to herein collectively as the
"Property"), subject to the reservations set forth below.

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Grantor excepts from the Property hereby quitclaimed and reserves for itself and its successors and assigns, to the extent of Grantor's interests therein, the following (collectively, the "Retained Rights"):

(i) all water rights pertaining to or used in connection with the Property, including without limitation water rights reserved or granted by private easement (the "Water Rights"), together with a perpetual right-of-way and right of vehicular and pedestrian access over, under, across and through the Property for purposes of the use, enjoyment, maintenance, operation and access to the Water Rights; provided, however, that the Water Rights shall be exercised in a manner which does not interfere with the rail operations of Grantee and related rights granted hereunder and in accordance with all reasonable operating rules of Grantee;

(ii) (all timber growing, grown or to be grown on the Property (the "Timber Rights"), together with a perpetual right-of-way and right of vehicular and pedestrian access over, under, across and through the Property for purposes of the use, enjoyment, maintenance, operation and access to the Timber Rights; provided, however, that the Timber Rights shall be exercised in a manner which does not interfere with the rail operations of Grantee and related rights granted hereunder and in accordance with all reasonable operating rules of Grantee;

(iii) all oil, gas, sulfur, iron ore, coal, lignite, uranium, limestone, building stone, caliche, rock, shale, gravel, sand and other minerals (whether or not of like kind or character) in and under the Property, waiving, however, the right to use or damage the surface of the Property in connection therewith (the "Mineral Reservation"); provided, however, that the Mineral Reservation shall be exercised in a manner which does not interfere with the rail operations of Grantee and related rights granted hereunder and in accordance with all reasonable operating rules of Grantee; and

(iv) a perpetual, exclusive easement (the "Communications and Pipeline Easement") over, under, across and through that portion of the Property which is located fifty (50) feet on either side of the centerline of the existing mainline track of Grantor's railroad right-of-way, and the real property under the now existing Microwave Facilities (as hereinafter defined) at Medford and Roseburg which are partially located outside such one hundred (100) foot wide railroad right-of-way (the "Communications and

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Pipeline Easement Property") and every part thereof to construct, reconstruct, install, inspect, repair, maintain, enjoy, operate, use and/or remove existing and/or future communication lines and/or facilities of every kind and nature, including but not limited to, telephone, telegraph, television, fiber optic lines and cables, conduits, microwave towers, structures, facilities and equipment, and radio equipment and related appurtenances and all existing and/or future pipelines and related appurtenances. For purposes hereof, all existing and/or future microwave towers, structures, facilities, equipment and related appurtenances shall be referred to as the "Microwave Facilities" and shall include without limitation the microwave towers, structures and facilities located at Medford, Grants Pass and Roseburg. The term "appurtenances" shall include without limitation valves, manholes, air vents, warning signals, junction boxes, transformers, switch boxes, electric devices and the like. All communication facilities, including without limitation Microwave Facilities and pipelines presently existing or hereafter constructed on the Communications and Pipeline Easement Property shall remain the personal property of Grantor. Grantee acknowledges that the Communications and Pipeline Easement is a floating easement covering the entire Communications and Pipeline Easement Property.

Grantor also excepts from the Property hereby quitclaimed and reserves (A) a perpetual right-of-way and right of vehicular and pedestrian access to the Communications and Pipeline Easement Property over, under, across and through the Property for purposes of the use, enjoyment, maintenance, operation and access to the Communications and Pipeline Easement Property (the "Access Easement") and (B) a perpetual easement over, under, across and through the Property to construct, reconstruct, install, inspect, repair, maintain, enjoy, operate, use and/or remove existing and/or future electric transmission lines, conduits, tubing and/or facilities and related appurtenances used to service the Microwave Facilities or other communications facilities located or to be located on the Communications and Pipeline Easement Property, including without limitation any electric transmission lines, conduits, tubing and/or facilities and related improvements connecting Microwave Facilities located on the Property to other Microwave Facilities or other communications facilities (the "Utilities Easement").

Grantor agrees to exercise the Communications and Pipeline Easement, the Access Easement and the Utilities Easement at all times in a manner which is compatible with the use of the Property for freight railroad operations by Grantee or any successor grantee, and which respects the then existing

BOOK 1332 PAGE 770

improvements on the Property which are owned by Grantee or any successor grantee.

Grantor shall have the exclusive right to grant to third parties, at its sole discretion, sub-leases, licenses and any other interests in the Communications and Pipeline Easement Property and to collect the rents, issues and profits therefrom, and to use the Communications and Pipeline Easement Property for the purpose of entering into agreements with third parties for longitudinal occupancies and appurtenances and the non-exclusive right to grant crossings related to such longitudinal occupancies and appurtenances. Grantee shall have no right to enter into any agreements with third parties with respect to the Property or the Microwave Facilities that in Grantor's reasonable judgment conflict with Grantor's reserved rights hereunder; provided, however, that agreements for crossings, track leases and sidetrack agreements shall not be deemed to conflict with Grantor's reserved rights hereunder.

No permanent building, structure or fence shall be erected or maintained by Grantee on or over the Communications and Pipeline Easement Property which would obstruct or interfere with any then existing or planned Microwave Facilities or other communications facilities or pipelines of Grantor located on or planned to be located on the Communications and Pipeline Easement Property, and no material or obstruction of any kind or character shall be stored or maintained on said Communications and Pipeline Easement Property which would obstruct or interfere with any then existing Microwave Facilities or other communications facilities or pipelines of Grantor located on the Communications and Pipeline Easement Property. Grantee agrees to cooperate with Grantor by relocating any temporary material or obstruction in order to accommodate future construction by Grantor pursuant to the Communications and Pipeline Easement. Notwithstanding the foregoing, any fence that is required for Grantee's rail operations and related rights granted hereunder shall not be deemed to violate the terms of this provision.

Grantee shall be prohibited from using the Communications and Pipeline Easement Property for any of the purposes for which Grantor has reserved its perpetual, exclusive Communications and Pipeline Easement, other than for the ability to enter into agreements for crossings, track leases or sidetrack agreements or agreements with third parties that in Grantor's reasonable judgment do not conflict with Grantor's reserved rights hereunder.

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Notwithstanding any other provision contained herein, this grant is subject to, and the Communications and Pipeline Easement reserved herein allows Grantor to honor its grant and fulfill its other obligations under, the following easement agreements (as amended from time to time, the "Existing Fiber Optics Easement Agreements") in the Communications and Pipeline Easement Property, and Grantor is entitled to collect the rents, issues and profits from the Existing Fiber Optics Easement Agreements: (i) an Easement Agreement dated November 9, 1987 between Grantor and MCI Communications Corporation ("MCI"); and (ii) a Master Fiber Optic Cable Agreement dated June 1, 1983 between Grantor and US Sprint Communications Company. Grantee agrees, for itself and its successors and assigns, promptly following any sale or lease of the Property, to deliver, or cause to be delivered to MCI a written notice of the name and address of such grantee or lessee, at the following address: MCI Telecommunications Corporation, 1801 Pennsylvania Avenue, N.W., Washington, D.C. 20006, Attention: Vice President, Technical Planning, with copies to MCI Telecommunications Corporation, 1133 19th Street, N.W., Washington, D.C. 20036, Attention: Assistant General Counsel/Real Estate, Department 0598/003 and to MCI Telecommunications Corporation, 400 International Parkway, Richardson, Texas 75081, Attention: Director of Systems Development. For purposes of the preceding sentence, a "lease" means a commercial or industrial lease (but not a truckage rights agreement) which provides for a fixed initial term of at least one year and which requires ninety days or more notice for termination.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance, in combination with the conveyances in Jackson, Josephine, Lane and Coos Counties, as evidenced by quitclaim deeds of even date herewith from Grantor to Grantee, is \$17,975,000.

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IN WITNESS WHEREOF, each of Grantor and Grantee has
executed this document as of 12:01 p.m., Pacific Standard
Time, December 31, 1994.

GRANTOR:

SOUTHERN PACIFIC TRANSPORTATION
COMPANY, a Delaware corporation

By: [Signature]
Name: S. D. [Signature]
Title: Vice President

GRANTEE:

CENTRAL OREGON & PACIFIC
RAILROAD, INC., a Delaware
corporation

By: [Signature]
Name: D. P. VALENTINE
Title: Vice President

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STATE OF COLORADO

CITY AND COUNTY OF DENVER

ss.

This instrument was acknowledged before me on this
day of December, 1994, by W.C. BARNETT
the VICE PRESIDENT of SOUTHERN PACIFIC
TRANSPORTATION COMPANY, on behalf of the corporation.

(SEAL)

L. H. HANCOCK
Notary Public

My commission expires:
12/31/96

STATE OF COLORADO

CITY AND COUNTY OF DENVER

ss.

This instrument was acknowledged before me on this
day of December, 1994, by D. P. VANDERHART
the VICE PRESIDENT of CENTRAL OREGON & PACIFIC
RAILROAD, INC., on behalf of the corporation.

(SEAL)

L. H. HANCOCK
Notary Public

My commission expires:
12/31/96

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EXHIBIT A

(Attached to and forming a part of the
Quitclaim Deed, Douglas County, Oregon,
dated as of 12:01 p.m., Pacific Standard Time,
December 31, 1994,
from Southern Pacific Transportation Company
to Central Oregon & Pacific Railroad, Inc.)

Land

SISKIYOU LINE AND COOS BAY BRANCH
DOUGLAS COUNTY, OREGON

All lands and property of the Southern Pacific
Transportation Company's Siskiyou Line and Coos Bay Branch
situated in the County of Douglas, State of Oregon:

Dec. 1-16/20-49

Statyou Line
(Douglas County)

200-1332 net 776

Exhibit "A"

A line of railroad situated in the County of Douglas, State of Oregon, comprised of strips and parcels of land between the Josephine and Douglas County line at M.P. (Mile Post) C-505.41, Engineers Station 4+89 near Glendale and the Douglas and Lane County line at M.P. C-520.55, Engineers Station 2345+25 near Divide as described in deeds to the Oregon & California Railroad Company, Southern Pacific Railroad Company, Southern Pacific Company or the Southern Pacific Transportation Company, Grantless, and more fully described in deeds recorded in Douglas County records as follows.

Date	Grantor	Date of Recording	Book	Page
06-22-1882	Samuel Marks, et al.	06-28-1882	43	225
03-30-1907	O C. Selner, et ux.	04-25-1907	57	107
12-18-1907	Oregon Idaho Co.	12-28-1907	57	590
02-25-1883	W.R. Mills, et ux, et al	03-03-1883	13	587
04-08-1920	Glendale Lumber Co	05-29-1920	81	104
05-03-1920	City of Glendale	05-29-1920	81	105
10-25-1929	Glendale Lumber Co.	05-19-1930	82	515
08-10-1886	David Loring	06-22-1886	12	670
03-01-1929	Clara J. Worthington	03-14-1929	81	141
08-14-1939	Douglas County	07-12-1939	408	476
02-12-1883	J.B. Nichols, et ux.	02-24-1883	13	584
01-18-1883	W.H. Riddle, et al.	02-09-1883	13	589
03-12-1888	C. Ledgerwood, et ux.	03-17-1888	20	588
08-10-1882	A.M. Bealy	08-12-1882	18	488
03-02-1883	H.H. Nichols	03-08-1883	18	604
01-18-1883	W.H. Riddle, et al	02-09-1883	13	584
12-18-1881	W.R. Mynall, et ux.	12-20-1881	48	484
06-10-1882	Daniel Raymond	06-12-1882	18	497
02-12-1883	J.B. Nichols, et ux.	02-24-1883	13	589
12-16-1881	Noah Cornell, et ux.	12-20-1881	48	428
04-18-1908	Glenbrook Land & Lbr. Co.	10-06-1908	98	238
12-15-1881	Abner Riddle, et ux.	12-20-1881	18	437
12-18-1881	Abner Riddle, et ux.	12-20-1881	12	426

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12-08-1889	Abner Riddle, et ux.
12-14-1881	J.D. Cornutt, et ux.
09-02-1883	J.D. Cornett, et al.
10-30-1884	Hans Weaver, et ux.
12-13-1881	Hans Weaver, et ux.
03-28-1948	City of Riddle
12-13-1881	James Adams, et ux.
01-28-1883	Rosa Adams
12-12-1881	John Hall, et ux.
01-02-1882	John Hall, et ux.
08-20-1887	Marlin Furkaypille, et ux.
11-13-1813	Lexington Investment Co.
09-18-1899	John Hall, et ux.
01-04-1913	S.B. Crouch, et ux.
11-20-1830	R.M. Baldwin, et ux.
11-02-1881	G.H. Stevenson, et ux.
04-25-1872	M.C. Ruckles, et ux.
11-23-1881	M.C. Ruckles, et ux.
09-25-1907	Lydia Descomb
08-18-1807	W.N. Moore, et ux.
02-28-1882	M.C. Ruckles, et ux.
07-28-1882	M C Ruckles, et ux.
05-03-1912	W.N. Moore, et ux.
12-28-1808	G H. Stevenson, et ux.
04-23-1872	William Blount
01-28-1883	Susan Smith, et vir.
04-17-1872	William Hudson, et ux.
08-18-1889	Jas. D. Burnett, et al.
11-25-1911	J.F. Ross, et ux.
11-02-1881	Robt. Phipps, et ux.
04-22-1872	Wm. Sebring, et ux.
04-22-1872	John Dillard, et ux.
11-30-1881	John Dillard, et ux.
01-12-1883	John Dillard, et ux.
01-13-1883	Robt. Phipps, et ux.
11-02-1881	Robt. Phipps, et ux.
04-09-1872	A. Miller, et ux.
04-22-1872	James J. Roanagle
04-24-1872	Stephen Marsh, et ux.
11-30-1881	Sarah J. Kady
03-27-1872	J. Green, et ux.
11-02-1881	J. Green, et ux.
12-03-1881	Japha Green, et ux.
10-14-1884	State of Oregon
03-27-1872	James Boggs, et ux.
10-31-1881	James Boggs, et ux.
11-02-1881	J. Green, et ux.

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12-12-1888
12-20-1881
03-08-1883
12-08-1884
12-20-1881
08-28-1948
12-20-1881
03-08-1883
12-20-1881
01-04-1882
08-23-1887
01-05-1914
08-25-1889
01-13-1813
12-22-1830
11-04-1881
08-18-1872
11-28-1881
10-02-1907
08-29-1907
03-02-1882
07-31-1882
05-24-1912
01-07-1907
08-03-1872
02-09-1883
04-17-1872
08-22-1888
12-04-1911
11-04-1881
05-04-1872
08-03-1872
12-01-1881
01-20-1883
01-20-1883
11-04-1881
08-04-1872
05-03-1872
05-04-1872
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42	472
36	18
28	522
38	471
21	548
82	49
12	539
5	550
12	564
57	484
57	261
42	560
243	165
70	549
50	484
0	545
13	557
5	543
80	263
68	501
12	338
5	552
8	548
12	263
43	497
13	498
12	537
5	540
5	543
5	548
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5	543
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12-03-1881	J. Green, et ux.	12-08-1881	12	264
05-25-1872	Jos. J. Sheffield	05-16-1872	5	558
02-28-1872	Thos. P. Sheridan	04-17-1872	5	837
12-13-1881	Edward F. Sheridan	12-13-1881	12	447
03-02-1872	M. Parrell, et ux.	04-17-1872	5	544
06-18-1940	The Cal. Ore. Power Co.	08-13-1940	101	588
11-08-1940	Gen Petroleum Corp. of Cal.	12-13-1940	455	468
02-28-1872	Aaron Rose, et ux.	04-17-1872	5	588
01-29-1873	Aaron Rose, et ux.	01-30-1873	5	108
08-08-1823	County of Douglas	07-28-1823	455	88
02-18-1824	W.S. Hamilton, et al.	03-28-1824	455	582
10-14-1828	William M. Allen, et ux.	10-28-1828	455	488
01-28-1873	Aaron Rose, et ux.	01-0-1873	5	108
02-08-1907	S. Hamilton, et al.	02-18-1907	55	378
05-09-1843	Aaron Rose, et ux.	08-14-1883	14	260
08-13-1898	Aaron Rose, et ux.	04-08-1899	38	137
08-08-1883	Aaron Rose, et ux.	06-14-1883	14	282
03-16-1878	Aaron Rose, et ux.	03-19-1878	5	588
06-18-1898	Julie B. Comstock	04-08-1899	38	138
01-28-1907	J.G. Flock Co.	02-08-1907	65	347
02-28-1872	J.C. Flood, et al.	04-24-1872	5	548
04-27-1872	G. Ward, et ux.	05-18-1872	5	548
02-28-1872	N. Cockebras, et ux.	04-17-1872	5	588
06-13-1872	Joseph Williams, et ux.	08-27-1872	48	227
04-13-1901	Levi Molder, et ux.	04-18-1901	48	578
02-28-1872	C. Gaddis, et ux.	04-22-1872	5	581
04-28-1872	John Alken, et ux.	05-16-1872	5	588
08-04-1875	John Jones, et ux.	08-04-1875	7	588
04-28-1872	John C. Alken, et ux.	05-18-1872	5	588
02-27-1872	Hiram Dixon, et ux.	04-17-1872	5	588
02-08-1907	S. Hamilton, et al.	02-18-1907	45	678
02-18-1921	A. Cresson, et ux.	03-10-1921	45	88
12-08-1923	Joseph Miskit, et ux.	01-10-1924	45	424
02-18-1924	W.S. Hamilton, et al.	03-28-1924	45	588
03-28-1932	Forster Butler, et ux.	08-11-1932	44	241
10-08-1936	City of Roseburg	01-23-1937	45	188
12-04-1936	Halsey DeCamp, et ux.	01-23-1937	45	188
02-04-1988	U.S. Plywood Corp.	10-17-1888	380	778
07-27-1870	City of Roseburg	08-12-1870	451	414
07-27-1970	City of Roseburg	08-12-1870	451	218
07-13-1970	Roseburg Lumber Co.	08-12-1870	451	218
07-27-1970	King Subdver, Inc.	08-12-1870	451	228
02-27-1872	Hiram Dixon, et ux.	04-17-1872	5	588
04-28-1872	John C. Alken, et ux.	05-16-1872	5	588
04-28-1872	John Alken, et ux.	05-16-1872	5	581
06-30-1911	Alan S. Dumbleton, et ux.	07-10-1911	455	118
04-28-1872	Thomas Smith, et ux.	05-18-1872	5	587

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10-01-1881	Percy Sutherland, et ux.	01-24-1882	13	487
11-14-1922	Samuel A. Kendall, et al	12-06-1922	64	188
06-07-1882	Thos. F. Royal, et ux.	01-28-1884	10	121
07-26-1876	Ziba Chmnick, et ux.	08-22-1878	7	723
11-08-1876	Joseph A. Haines, et ux.	11-28-1878	8	188
08-03-1872	J.D.B. Lee, et ux.	06-27-1872	8	588
03-26-1873	J.D.B. Lee, et ux.	04-21-1873	9	248
02-18-1872	A.J. Chapman, et ux.	03-12-1872	8	838
04-18-1873	A.J. Chapman, et ux.	04-21-1873	8	248
08-10-1910	M.E. Wilson	08-27-1910	88	888
02-18-1872	B J Grubbe, et ux.	12-24-1881	12	128
04-30-1872	D.H. McBride, et ux.	08-04-1872	8	551
02-18-1872	E.T. Grubbe, et ux.	03-12-1872	8	832
02-21-1872	James T. Cooper, et ux.	03-12-1872	8	831
08-06-1907	Phoenix Stone Co.	08-21-1907	10	888
07-23-1918	George W. Short, et al.	08-28-1918	10	88
08-03-1918	Alice Walker, et vir.	08-24-1918	10	888
02-21-1872	James T. Cooper, et ux.	03-12-1872	8	831
04-27-1872	John C. Smith, et ux.	05-16-1872	8	888
02-18-1918	J.F. Luss Co.	Carl. of Title	4	802
12-29-1909	Sutherland Lumber & Water Co.	01-17-1910	4	118
07-11-1913	J.F. Luss Co.	Carl. of Title	3	181
04-22-1915	J.F. Luss, et al.	Carl. of Title	4	331
03-18-1878	Mary V Johnson	03-31-1878	7	823
01-28-1878	E.C. Lord	02-01-1878	8	141
03-10-1949	Weyerhaeuser Timber Co.	04-28-1949	187	140
02-14-1872	Resson Reed, et ux.	03-12-1872	8	828
03-18-1897	D.W. Stearns, et ux.	03-30-1897	38	845
04-27-1872	D.W. Stearns, et ux.	06-16-1872	8	850
02-14-1872	A.F. Brown, et ux.	03-12-1872	8	827
04-01-1904	A.F. Stearns, et ux.	04-13-1904	48	81
04-01-1904	A.F. Stearns, et al.	04-14-1904	48	81
08-10-1872	A.F. Brown, et ux.	10-31-1872	8	87
08-10-1903	A.F. Brown, et ux.	08-16-1903	47	288
12-01-1903	L.P. Sutherland, et al	01-25-1904	47	878
10-28-1903	A.F. Brown, et al	11-23-1903	47	888
10-14-1898	Emanuel Harlock, et ux.	10-21-1898	28	31
08-23-1871	Edward G Young, et ux.	10-13-1871	8	817
08-28-1871	D.B. Hamblin, et ux.	10-12-1871	8	808
08-23-1871	M.R. Shupe	10-12-1871	8	313
08-23-1871	Joseph A. Dallon	10-12-1871	8	844
08-28-1871	D.C. Underwood, et ux.	11-04-1871	8	821
03-18-1878	John P. Sutherland	03-24-1878	7	818
02-23-1888	W.L. Tower, et ux.	02-21-1888	38	82
06-15-1891	W.L. Tower, et ux.	08-23-1891	24	883

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07-17-1899	Isadore E. Rice, et ux.
08-15-1891	Isadore E. Rice, et ux.
09-23-1871	Ica F. Rice, et ux.
04-27-1878	J.L. McKinney, et ux.
11-01-1876	Martha Ann Smith
09-08-1875	Robert Smith, et ux.
12-18-1917	Horace Campbell, et ux.
08-12-1919	Horace Campbell, et ux.
04-28-1923	Rebecca G. Campbell
07-21-1871	John Long, et ux.
09-14-1910	R.W. Long, et ux.
09-18-1910	S.G. Long, et ux.
09-21-1871	William H. Wilson, et ux.
01-30-1872	A T. Ambrose, et ux.
02-03-1913	John H. Sulherin, et ux.
11-17-1909	William Long
08-27-1871	George A. Burt
11-29-1878	Williamella Real Estate Co
08-14-1875	Chas Applegate, et ux.
-----1871	D.W. Applegate, et ux.
10-07-1871	P.O. Applegate
09-20-1871	W.H. Applegate
09-20-1871	C. Drain, et al.
09-30-1871	Conrad Snowden, et ux.
09-25-1871	J. Applegate, et ux.
03-18-1908	Skalley Lumber Co.
11-27-1905	R. Becker, et ux.
10-08-1905	Benlon Mikez
11-27-1905	C. Arandson, et ux.
10-18-1905	Joseph Lyons, et ux.
10-13-1905	C.D. Drain, et ux.
09-29-1905	A.L. Moon, et ux.
04-19-1876	J.G. Hughes
07-10-1899	J Lyons, et ux.
02-12-1872	J.W. Krawson, et ux.
10-04-1871	C. Putnam
09-07-1872	N.E. Mulvaney
09-23-1871	E.A. Estes
09-21-1871	E.T. Estes, et ux.
09-28-1871	J.J. Cornelock, et ux.
-----1871	William Ward, et ux.
11-27-1905	J.A. Gyggs, et ux.
11-27-1905	F. Markalla

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07-28-1899	28	572
08-23-1891	34	582
10-13-1871	4	578
03-03-1878	6	728
11-08-1876	7	488
09-10-1875	7	488
01-10-1918	82	577
08-10-1919	82	577
08-11-1923	84	578
10-12-1871	8	518
10-17-1910	88	484
10-17-1910	88	484
10-13-1871	8	518
03-12-1872	9	524
02-27-1913	92	28
12-09-1909	98	488
10-12-1871	8	512
01-11-1878	7	549
08-19-1875	7	488
10-11-1871	8	508
11-16-1871	8	523
10-18-1871	8	584
10-18-1871	8	587
11-04-1871	8	520
10-11-1871	8	502
04-13-1905	51	523
12-18-1905	51	470
10-20-1905	51	383
12-18-1905	51	408
11-16-1905	51	384
10-23-1905	51	512
10-20-1905	51	585
-----	7	585
07-17-1899	28	584
08-12-1872	9	588
11-18-1871	8	522
01-23-1884	15	180
10-11-1871	15	800
10-11-1871	15	800
10-11-1871	15	801
10-11-1871	8	308
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Together with the 200 foot wide Congressional Grant right of way, acquired by the Oregon and California Railroad Company (predecessor of the Southern Pacific Transportation Company) by Act of Congress dated July 25, 1888, lying 100 feet on each side of the original surveyed line described as follows:

(1) Beginning at the point of intersection of the Josephine and Douglas County line in the west half of the southwest quarter of Section 10, Township 33 South, Range 6 west, W.B. & M., with said surveyed line at or near Engineers Station 4+89; thence northwesterly, along said surveyed line, to a point in the north line of the southeast quarter of Section 4 said Township and Range at or near Engineers Station 77+70.

(2) Beginning at the point of intersection of the east line of the southwest quarter of the northeast quarter of Section 4, Township 33 South, Range 6 west, W.B. & M., with said surveyed line at or near Engineers Station 84+50; thence northwesterly, along said surveyed line, to a point in the north line of the northwest quarter of the southwest quarter of Section 32, Township 32, South, Range 6 west, W.B. & M., at or near Engineers Station 188+10.

Excepting the portion within the southeast quarter of the southeast quarter of said Section 32

(3) Beginning at the point of intersection of the east line of the northwest quarter of the northeast quarter of Section 31, Township 32 South, Range 6 West, W.B. & M., with said surveyed line at or near Engineers Station 3334+30, thence westerly, along said surveyed line, to a point in a line in the northwest quarter of the southeast quarter of Section 19, Township 32 South, Range 7 West, W.B. & M., having a bearing of South 45° East and passing through a point distant 350 East of the center of said Section 19, at or near Engineers Station 2882+70.

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Excepting the portion within the southeast quarter of the southeast quarter of Section 35, Township 32 South, Range 7 West, W.B. & M.

(4) Beginning at the point of intersection of the center line of Cow Creek in the southeast quarter of the southwest quarter of Section 1, Township 32 South, Range 8 West, W.B. & M. with said surveyed line at or near Engineers Station 2717+50; thence northeasterly, along said surveyed line, to a point in the east line of the northeast quarter of the southeast quarter of Section 35, Township 30 South, Range 7 West, W.B. & M., at or near Engineers Station 1900+30

(5) Beginning, at the point of intersection of the north line of the north half of the northwest quarter of Section 1 Township 31 South, Range 7 West, W.B. & M., with said surveyed line at or near Engineers Station 1875+00; thence easterly, along said surveyed line, to a point in said north line at or near Engineers Station 1866+80.

(6) Beginning at the point of intersection of the west line of the southwest quarter of the southwest quarter of Section 31, Township 30 South, Range 8 West, W.B. & M. with said surveyed line at or near Engineers Station 1809+12; thence northeasterly, along said surveyed line, to a point in the north line of Lot 1, in the northwest quarter of Section 32, said Township and Range at or near Engineers Station 1725+50.

(7) Beginning at the point of intersection of the south line of Lot 1 in the northeast quarter of Section 12, Township 30 South, Range 8 West, W.B. & M., with said surveyed line at or near Engineers Station 1379+50; thence northeasterly, along said surveyed line, to a point in the east line of the northeast quarter of the southeast of Section 1, said Township and Range at or near Engineers Station 1345+40

(8) Beginning at the point of intersection of the south line of Lot 1 in the northeast quarter of Section 32, Township 29 South, Range 8 West, W.B. & M., with said surveyed line at or near Engineers Station 1211+80; thence northeasterly, along said

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surveyed line, to a point in the east line of said Lot 1 at or near Engineers Station 1204+50.

(9) Beginning at the point of intersection of the south line of Lot 6 in the southwest quarter of Section 28, Township 29 South, Range 5 West, W.B. & M., with said surveyed line at or near Engineers Station 1180+40; thence northeasterly, along said surveyed line, to a point in the east line of Lot 5 in said southwest quarter at or near Engineers Station 1164+80.

(10) Beginning at the point of intersection of the east line of Lot 1 in the northeast quarter of Section 28, Township 29 South, Range 5 West, W.B. & M., with said surveyed line at or near Engineers Station 1141+33; thence northwesterly, along said surveyed line, to a point in the north line of Lot 1 in the northeast quarter of Section 18, said Township and Range at or near Engineers Station 1027+25.

(11) Beginning at the point of intersection of the west line of Lot 6 in the southeast quarter of Section 18, Township 29 South, Range 5 West, W.B. & M., with said surveyed line at or near Engineers Station 1000+90; thence northerly, along said surveyed line, to a point in the north line of Lot 5 in the northeast quarter of Section 18, said Township and Range at or near Engineers Station 973+20.

(12) Beginning at the point of intersection of the south line of the fractional northeast quarter of the northeast quarter of Section 2, Township 29 South, Range 6 West, W.B. & M., with said surveyed line at or near Engineers Station 814+30, thence northerly, along said surveyed line, to a point in the north line of fractional southeast quarter of the southeast quarter of Section 35, Township 28 South, Range 6 West, W.B. & M. at or near Engineers Station 788+40.

(13) Beginning at the point of intersection of the east line of the southeast quarter of the southeast quarter of Section 34, Township 29 South, Range 6 West, W.B.

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& M., with said surveyed line at or near Engineers Station 713+00; thence westerly, along said surveyed line, to a point in the west line of Lot 1 in the northwest quarter of Section 3, Township 29 South, Range 6 West, W.B. & M. at or near Engineers Station 672+40.

(14) Beginning at the point of intersection of the west line of the northeast quarter of Section 27, Township 28 South, Range 6 West, W.B. & M., with said surveyed line at or near Engineers Station 445+85; thence northeasterly, along said surveyed line, to a point in the north line of said northeast quarter at or near Engineers Station 429+35.

(15) Beginning at the point of intersection of the east line of Lot 20 in the northwest quarter of Section 25, Township 28 South, Range 6 West, W.B. & M., with said surveyed line at or near Engineers Station 999+30 thence northerly, along said surveyed line, to a point in the south line of the James E. Wallen Donation Land Claim 46 in the southwest quarter of Section 24, said Township and Range at or near Engineers Station 957+80.

(16) Beginning at the point of intersection of the south line of the southwest of the quarter of the northeast quarter of Section 17, Township 25 South, Range 5, West, W.B. & M., with said surveyed line at or near Engineers Station 555 + 55; thence northerly, along said surveyed line, to a point in the north line of the said southwest quarter of the northeast quarter at or near Engineers Station 541+80.

(17) Beginning at the point of intersection of the south line of Lot 3 in the northeast quarter of Section 8, Township 25 South, Range 5 West, W.B. & M., with said surveyed line at or near Engineers Station 502+70; thence northerly, along said surveyed line, to a point in the north line of said Lot 3 at or near Engineers Station 498+85.

(18) Beginning at the point of intersection of the east line of the southeast quarter of the northwest quarter of Section 32, Township 24 South, Range 5 West, W.B. & M., with said surveyed line at or near Engineers Station 349+10, thence northwesterly,

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along said surveyed line, to a point in the west line of Lot 5 in the southwest quarter of Section 28, said Township and Range at or near Engineers Station 325+80.

(19) Beginning at the point of intersection of the north line of the northeast quarter of the southeast quarter of Section 32, Township 23 South, Range 5 West, W.B. & M., with said surveyed line at or near Engineers Station 3+15; thence northwesterly, along said surveyed line, to a point in the south line of Richard Smith Donation Land Claim No. 47 in the northwest quarter of Section 23 said Township and Range at or near Engineers Station 28+00.

(20) Beginning at the point of intersection of the south line of Lot 4 in the southwest quarter of Section 27, Township 23 South, Range 5 West, W.B. & M., with said surveyed line at or near Engineers Station 90+80; thence northerly, along said center line, to a point in the north line of said Lot 4 at or near Engineers Station 90+80

(21) Beginning at the point of intersection of the west line of Lot 3 in the southwest quarter of Section 27, Township 23 South, Range 5 West, W.B. & M., with said surveyed line at or near Engineers Station 105+10; thence northerly, along said surveyed line, to a point in the north line of the northwest quarter of the northwest quarter of said Section 28 at or near Engineers Station 134+30

(22) Beginning at the point of intersection of the north line of the Warren N. Goodells Donation Claim No. 40 in the southeast quarter of Section 8, Township 22 South, Range 5 West, W.B. & M., with said surveyed line at or near Engineers Station 2954+35; thence northeasterly, along said surveyed line, to a point in the north line of said southeast quarter at or near Engineers Station 2953+70.

(23) Beginning at the point of intersection of the west line of the northeast quarter of the northwest quarter of quarter of Section 8, Township 22 South, Range 5 West, W.B. & M., with said surveyed line at or near Engineers Station 2923+20; thence

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northeasterly, along said surveyed line, to a point in the north line of said northeast quarter of the northwest quarter at or near Engineers Station 2910+28

(24) Beginning at the point of intersection of the west line of the southwest quarter of the northeast quarter of Section 4, Township 22 South, Range 5 West, W.B. & M., with said surveyed line at or near Engineers Station 2806+40, thence northeasterly, along said surveyed line, to a point in the north line of the southwest quarter of the southwest quarter of Section 34, Township 21 South, Range 5 West at or near Engineers Station 2834+20.

(25) Beginning at the point of intersection of the west line of the northwest quarter of the northwest quarter of Section 31, Township 21 South, Range 4 West, W.B. & M., with said surveyed line at or near Engineers Station 2676+25; thence northeasterly, along said surveyed line, to a point in the east line of the northeast quarter of the southwest quarter of Section 30, said Township and Range, at or near Engineers Station 2836+32.

(26) Beginning at the point of intersection of the east line of the northeast quarter of the northeast quarter of Section 30, Township 21 South, Range 4 West, W.B. & M., with said surveyed line at or near Engineers Station 2609+70, thence northeasterly, along said surveyed line, to a point in the north line of Lot 2 in the southeast quarter of Section 19, said Township and Range, at or near Engineers Station 2585+37.

(27) Beginning at the point of intersection of the south line of the southwest quarter of the southeast quarter of Section 9, Township 21 South, Range 4 West, W.B. & M., with said surveyed line at or near Engineers Station 2456+40; thence easterly, along said surveyed line, to a point in the east line of the southwest quarter of Section 11 said Township and Range, that is also the Douglas and Lane County line at or near Engineers Station 2348+28.

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(28) A portion of Lot 3 in the southwest quarter of Section 31, Township 26 South, Range 6 West, W.B. & M., that is bounded westerly by a line concentric with and distant 100 feet westerly, measured radially, from said original surveyed line and bounded easterly by the east line of said Lot 3.

Together with the 200 foot wide Congressional Grant right of way, acquired by the Oregon & California Railroad Company (predecessor of the Southern Pacific Transportation Company) by Act of Congress dated March 3, 1876, lying 100 feet on each side of the original surveyed line described as follows:

Beginning at the point intersection of a line in the northwest quarter of the southeast quarter of Section 19, Township 32, South, Range 7 West, W.B. & M., having a bearing of South 45° East and passing through a point distant 350 feet east of the center of said Section 19, with said surveyed line at or near Engineers Station 2892+70, thence northwesterly, along said surveyed line, to a point in the center line of Cow Creek in the southeast quarter of the southwest quarter of Section 1, Township 32 South, Range 6 West, W.B. & M., at or near Engineers Station 2717+60.

Together with the strips or parcels of land described as follows:

(1) A strip of land, 100 feet in width, lying 50 feet on each side of the center line of the main track of the Southern Pacific Transportation Company, extending northwesterly from the point of intersection of said center line with the north line of the northwest quarter of the southwest quarter of Section 22, Township 32 South, Range 6 West, W.B. & M., at or near Engineers Station 188+10, to the west line of the northeast quarter of the northeast quarter of Section 31, said Township and Range, at or near Engineers Station 3334+30.

(2) A portion of Shenden Street in the City of Roseburg described in Vacation dated November 13, 1911, Ordinance No. 326, being a strip of land approximately 450



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Excepting therefrom the 60 foot wide main line right of way of the Southern Pacific Transportation Company.

(5) A strip of land, 60 feet in width, lying 30 feet on each side of the center line of the main track of the Southern Pacific Transportation Company, extending northerly from the westerly line of Lot 3 in Block 13 in the town of Wilbur to the north line of Section 18, Township 28 South, Range 5 West, W.B. & M.

Excepting therefrom the portion included in Lots 3 and 4 in Block 2 and the portion in Blocks 3 and 4 in said town of Wilbur.

(6) A triangular parcel of land in the City of Sutherlin, being a portion of the southwest quarter of the southeast quarter of Section 17, Township 25 South, Range 6 West, W.B. & M., bounded westerly by the north-south center line of said Section, bounded north by the north line of said southwest quarter of the southeast quarter and bounded southeasterly by a line parallel with and distant 30 feet southeasterly, measured at right angles, from the center line of main track of the Southern Pacific Transportation Company.

(7) A portion of the Richard Smith Donation Claim No. 47 in the south half of the north half of Section 33, Township 23 South, Range 5 West, W.B. & M., bounded southerly by the south line of said Claim No. 47 and bounded northerly by a line concentric with and distant 30 feet northerly, measured radially, from the center line of the main track of the Southern Pacific Transportation Company near railroad station of Rice Hill.

(8) The portions of Drain Avenue, Beach Street, County Road and alleys in Blocks 20 and 21 in South Drain, vacated by Ordinance 243, dated June 5, 1916, abutting upon the lands of the Southern Pacific Transportation Company.

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Excepting from the above described land all of the land described in deeds to various grantees as recorded in records of Douglas County as follows:

Date	Grantor	Date of Recording	Book	Page
12-21-1915	County of Douglas	04-08-1916	75	86
10-08-1950	City of Myrtle Creek	01-28-1951	188	681
12-31-1905	W.N. Moore	08-19-1907	67	234
10-20-1949	Paul B. Hull, et ux	04-15-1950	178	247
09-10-1942	Coos Bay Lumber Co	10-27-42	104	437
06-25-1979	Southern Pacific Co	07-24-1979	78-11724	
09-24-1931	Elmer J. Crawford, et ux	02-08-1932	94	63
04-03-1933	State of Oregon	07-22-1933	95	113
07-25-1918	Benjamin Mires	08-09-1918	79	77
06-14-1950	E.G. Whipple	06-29-1950	265	136
06-28-1978	Lucille Land	10-16-1978	78-18567	

Also excepting therefrom the slips or parcels of land described as follows:

(1) That portion of the land described in deed dated June 10, 1886, from David Loring to the Oregon and California Railroad Company, recorded June 22, 1886, in Book 17 of Deeds, page 676, records of said County, lying southerly of a line parallel and concentric with and distant 100 feet southerly, measured at right angles and radially, from the center line of the main track of the Southern Pacific Transportation Company.

(2) A parcel of land situated in the City of Riddle, being a portion of the land described in deed dated December 15, 1901, from Abner Riddle to the Oregon and

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California Railroad Company, recorded December 20, 1881, in Book 12 of Deeds, page 436, records of said County, lying southeasterly of the following described line:

Beginning at the most easterly corner of the above described parcel of land, thence North 53° 55' West, along the northeast line of land described in said deed 5.08 feet; thence South 40° 16' West 571.65 feet, thence South 36° 01' 32" West 82.85 feet; thence South 36° 05' West 767.31 feet to a point in the southwesterly line of land described in said deed.

(3) A parcel of land situated in the City of Dilard, being that portion of the Station Grounds of the Southern Pacific Transportation Company, bounded northerly and southerly by the limits of said Station Grounds, bounded easterly by the easterly line of Pacific Highway and bounded westerly by the easterly line of Main Street (100 feet wide) and its southerly prolongation.

(4) Two parcels of land in the City of Roseburg described as follows:

(a) A parcel of land bounded southerly by Lane Street, bounded northwesterly by Bowen Street, bounded northerly by the southerly line of the land described in deed dated June 25, 1979, to the Southern Pacific Company, recorded July 24, 1979, as Document No. 78-11724, records of said County, and bounded southeasterly by a line parallel with and distant 67 feet northwesterly, measured at right angles, from the centerline of the main track of the Southern Pacific Transportation Company

(b) A parcel of land described in deed dated March 20, 1947, from the Southern Pacific Company to F S Hamilton described therein as follows.

"A piece or parcel of land situate, lying and being in the southeast quarter of Section 24, Township 27 South, Range 6 West, W.B. & M., and being a portion of the parcel of land

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described in deed dated June 9, 1883 from Aaron Rose et ux to Oregon and California Railroad Company, recorded June 14, 1883 in Book 14 of Deeds, page 260, Records of Douglas County, in the City of Roseburg, County of Douglas, State of Oregon, described as follows:

Beginning at the point of intersection of the easterly line of said parcel described in said deed with the center line of Burke Street of said City, distant North 82° 00' West, 162.6 feet, measured along said center line from its intersection with the center line of Short Street and 60 feet easterly, measured radially, from the original located center line of main track of the Southern Pacific Company; thence Southerly, along said easterly line of said parcel of land, along a curve to the left, having a radius of 886.04 feet (chord bears South 10° 24' 17" West, 71.6 feet) an arc distance of 71.82 feet to the southeasterly corner of said parcel of land described in said deed; thence North 81° 38' 17" West, along the southerly line of said parcel of land, 17.0 feet to a point; thence Northerly, along a curve to the right having a radius of 436.69 feet (chord bears North 10° 38' East, 77.4 feet), an arc distance of 77.6 feet to a point in the northwesterly prolongation of said center line of Burke Street; thence South 82° 00' East, along said prolongation, 17.5 feet to the point of beginning, containing an area of 1306 square feet, more or less "

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Coco Bay Branch
Douglas CountyExhibit "A"

A line of railroad, comprised of strips and parcels of land lying between the common boundary of Lane and Douglas Counties at M. P. (Mile Point) 727.046, Engineers Station 1248+81.2 and the common boundary of Douglas and Coos Counties at M.P. 749.085, Engineers Station 2803+94.14, situated in Douglas County, State of Oregon, more fully described in the following instruments (Deed, etc.) to the Willamette Pacific Railroad Company and the Southern Pacific Company.

Date	Grantor	Date of Recording	Book	Page
04-08-1912	Sylvester J. Cox	04-28-1912	78	183
10-04-1913	J.A. Janette, et ux	10-17-1913	78	21
04-08-1912	E.Z. Brewster, et ux	04-27-1912	78	183
10-22-1913	William Kroll, et ux	11-01-1913	78	88
12-19-1911	Gardiner Mill Company	12-22-1911	70	53
12-15-1911	Gardiner Mill Company	12-18-1911	70	41
12-02-1912	Gardiner Mill Company	01-28-1913	74	288
08-18-1915	Menasha Wooden Ware Co.	07-17-1915	74	170
12-14-1912	Gardiner Mill Company	01-28-1913	71	291
12-18-1911	John W. Wroe, et ux	01-11-1912	78	183
11-21-1911	Frank Perry, et ux	12-08-1911	88	878
11-22-1911	William Dewar, et ux	12-18-1911	70	41
12-19-1911	W.P. Reed, et ux	01-11-1912	78	183
12-19-1911	Gardiner Mill Company	12-22-1911	70	51
09-11-1914	Gardiner Mill Company	09-25-1914	74	188
11-22-1911	Asa Henderson, et ux	12-18-1911	70	48
09-20-1913	Asa Henderson, et ux	04-13-1914	78	178
10-30-1911	Gardiner Mill Company	11-03-1911	88	188
06-05-1914	Gardiner Mill Company	07-08-1914	74	11
02-08-1917	Reedsport Company	05-16-1917	78	183

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Date	Grantor	Date of Recording	Book	Page
02-07-1917	W.P. Reed, et ux	03-16-1917	72	112
02-07-1917	W.P. Reed, et ux	03-16-1917	72	112
02-07-1926	Uniqua Mills and Timber Company	10-26-1926	88	194
11-21-1911	Arthur Walker, et ux	12-05-1911	89	288
09-20-1913	Arthur Walker, et ux	01-12-1914	78	325
01-28-1912	J.D. Tharp, et ux	02-21-1912	70	320
11-04-1914	Southern Pacific Company	11-16-1914	74	300
09-20-1913	A. Walker, et ux	01-12-1914	73	238
03-25-1912	Gardiner Mill Company	04-08-1912	70	322
05-23-1912	P. Dolan, et ux	06-13-1912	76	389
05-21-1913	J.E. Smith, et ux	06-07-1913	78	399
08-19-1913	P. Dolan, et ux	09-10-1913	72	338
09-10-1912	Simpson Lumber Company	11-04-1912	71	331
07-11-1914	Simpson Lumber Company	10-22-1914	74	348
01-10-1912	R.C. McDonald, et vir	03-14-1912	70	322
07-11-1914	R.C. McDonald	08-17-1914	74	355
07-25-1912	A. Anderson, et ux	08-05-1912	71	324
07-15-1914	A. Anderson, et ux	08-17-1914	74	355
04-28-1917	W.P. Reed, et ux	09-15-1917	77	315

ALSO, those parcels of land described in an Order of the circuit court of the State of Oregon for the county of Douglas, June 28, 1916, Willamette Pacific Railroad Company, Plaintiff vs. Henry Weds, et al, Defendants, described therein as follows:

"A strip of land One Hundred and Fifty (150) feet wide, lying equally seventy-five (75) feet on each side of the located center line of the Willamette Pacific Railroad Company's Railroad, heretofore duly adopted by the Board of Directors of the said plaintiff Railroad Company where the same is located over and across the lands of the defendants, and marked by stakes set in the ground at distances of fifty (50) feet and less, said strip of land being a portion of the Southwest quarter of the Southwest quarter of Section eleven and the Northwest quarter of the Northwest quarter of Section fourteen, Township Twenty-One South, Range Twelve West, Willamette Base and Meridian (S.W. 1/4 of S.W. 1/4 of Sec. 11 and NW1/4 of NW1/4 of Sec. 14 T 21 S.R. 12 W W.B. & M.) Douglas County Oregon, said located center line being particularly described as follows:

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Commencing at a point where the said located center line intersects the West line of said Section Eleven (Sec. 11), said point being known as Engineer Survey Station "D" 2257 plus 42.0 a point on tapering curve to the right; said point being distant Three Hundred and ninety (390) feet, more or less, measured Northerly along said West line from the Southwest corner of said Section Eleven (Sec. 11), running thence from said point of commencement, Southeasterly along said tapering curve to the right, said curve having radii of varying and increasing lengths, a distance of Two Hundred and Eighty-Four and eight-tenths (284.8) feet to a point known as Engineer Survey Station "D" 2260 plus 26.8, end of curve; thence Southeasterly along a line tangent to said last mentioned tapering curve a distance of Eight Hundred and eighty-nine and seven-tenths (889.7) feet to a point known as Engineer Survey Station "D" 2268 plus 18.5, the beginning of a tapering curve to the left; thence Southeasterly along said tapering curve to the left, said curve having radii of varying and decreasing lengths, a distance of Three Hundred and Thirty (330) feet to a point known as Engineer Survey Station "D" 2272 plus 46.6, the beginning of a Three degree (3° 00') curve to the left; thence Southeasterly along said Three degree (3° 00') curve to the left having a radius of One Thousand, Nine Hundred and nine and nine-tenths (1909.9) feet, a distance of Three Hundred and Twenty-three and five tenths (323.5) feet to a point known as Engineer Survey Station "D" 2275 plus 70 at the intersection of said located center line with the East line of said Northwest quarter of the Northwest quarter of said Section Fourteen (NW 1/4 of NW 1/4 of Sec. 14), said point being distant Three Hundred (300) feet, more or less, measured Northerly along said East line from the Southeast corner of said Northwest quarter of the Northwest quarter of said Section Fourteen (S.E. corner of NW 1/4 of NW 1/4 of Sec. 14); the above described strip of land contains an area of Six and twenty-nine one-hundredths (6.29) acres, more or less

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Also a strip of land One Hundred and Fifty (150) feet wide, lying equally seventy-five (75) feet on each side of the located center line of said Willamette Pacific Railroad Company's Railroad, heretofore duly adopted by the Board of Directors of the said plaintiff Railroad Company where the same is located over and across the lands of the defendants and marked by stakes set in the ground at distances of Fifty (50) feet and less, said strip of land being a portion of the Southeast quarter of the Northwest quarter, the Southwest quarter of the Northeast quarter and the Northwest quarter of the Southeast quarter of said Section Fourteen (SE1/4 of NW1/4, SW1/4 of NE1/4 and NW1/4 of SE1/4 of Sec. 14) of said Township and Range, Douglas County, Oregon; said located center line being particularly described as follows:

Commencing at a point where the said located center line intersects the North line of said Southeast quarter of the Northwest quarter of said Section Fourteen (SE1/4 of NW1/4 of Sec. 14) said point being known as Engineer Survey Station "D" 2285 plus 70, a point on a tapering curve to the right, said point being distant Three hundred and sixty (363) feet, more or less, measured Westerly along said North line from the Northeast corner of said Southeast quarter of the Northwest quarter of said Section Fourteen (NE cor. of SE1/4 of NW1/4 of Sec. 14) running thence from said point of commencement, Southeasterly along said tapering curve to the right, said curve having radii of varying and decreasing lengths, a distance of Eighty-Two and six-tenths (82.6) feet to a point known as Engineer Survey Station "D" 2285 plus 52.6, the beginning of a Five degree (5° 00') curve to the right, thence Southeasterly along said 5° 00' curve to the right, having a radius of One Thousand, one hundred and forty-six (1146.0) feet, a distance of Five hundred and seventy and seven-tenths (570.7) feet to a point known as Engineer Survey Station "D" 2282 plus 23.3, the beginning of tapering curve to the right, thence Southeasterly along said tapering curve to the right, said curve having radii of varying and

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increasing lengths, a distance of One Hundred and twenty (120) feet, to a point known as Engineer Survey Station "D" 2293 plus 45.3, end of curve; thence Southeastery along a line tangent to said last mentioned tapering curve a distance of One Hundred and ninety-one and two-tenths (191.2) feet to a point known as Engineer Survey Station "D" 2295 plus 34.5, the beginning of a tapering curve to the left, thence Southeastery along said tapering curve to the left, said curve having radii of varying and decreasing lengths, a distance of Ninety (90) feet to a point known as Engineer Survey Station "D" 2296 plus 24.5, the beginning of a Two degree (2° 00') curve to the left, thence Southeastery along said 2° 00' curve to the left having a radius of Two Thousand, eight hundred and sixty-four and eight-tenths (2864.8) feet, a distance of Two Hundred and sixty-seven and five-tenths (267.5) feet to a point known as Engineer Survey Station "D" 2298 plus 82.0, the beginning of a tapering curve to the left, thence Southeastery along said tapering curve to the left, said curve having radii of varying and increasing lengths, a distance of Ninety (90) feet to a point known as Engineer Survey Station "D" 2299 plus 82.0, end of curve; thence Southeastery along a line tangent to said last mentioned tapering curve, a distance of One hundred and fifty-five and five-tenths (155.5) feet to a point known as Engineer Survey Station "D" 2301 plus 37.3 the beginning of a tapering curve to the right; thence Southeastery along said tapering curve to the right, said curve having radii of varying and decreasing lengths, a distance of Two hundred and seventy (270) feet to a point known as Engineer Survey Station "D" 2304 plus 07.5 the beginning of a five degree (5° 00') curve to the right, thence Southeastery along said 5° 00' curve to the right, having a radius of One Thousand, one hundred and forty-six (1146.0) feet, a distance of Ninety-four and seven-tenths (94.7) feet to a point known as Engineer Survey Station "D" 2305 plus 02.2, the beginning of a tapering curve to the right, thence Southeastery along the said tapering curve to the right, said curve having radii of varying

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and increasing lengths, a distance of One Hundred and fifty-seven and eight-tenths (157.8) feet to a point known as Engineer Survey Station "D" 2306 plus 60 at the intersection of said located center line with the East line of the said Northwest quarter of Southeast quarter of said Section Fourteen (NW1/4 of SE1/4 of Sec. 14,) said point being distant One Thousand and seventy (1070) feet, more or less, measured Northerly along said East line from the Southeast corner of the said North-west quarter of Southeast quarter of said Section Fourteen (SE cor. of NW1/4 of SE1/4 of Sec. 14).

The strip of land just above described contains an area of Seven and two-tenths (7.2) acres, more or less

Also a strip of land One Hundred and fifty (150) feet wide, lying equally seventy-five (75) feet on each side of the located center line of said Willamette Pacific Railroad Company's railroad, heretofore duly adopted by the Board of Directors of the said plaintiff Railroad Company where the same is located over and across the lands of the defendants and marked by stakes set in the ground at distances of Fifty (50) feet and less, said strip of land being a portion of the Southeast quarter of the Southeast quarter of said Section Fourteen and the Southwest quarter of Southwest quarter of Section Thirteen (SE1/4 of SE1/4 of Sec. 14 and SW1/4 of SW1/4 of Sec. 13) of said Township and Range, Douglas County, Oregon, said located center line being particularly described as follows:

Commencing at a point where the said located center line intersects the North line of said Southeast quarter of South-east quarter of said Section Fourteen (SE1/4 of SE1/4 Sec. 14) said point being known as Engineer Survey Station "D" 2321 plus 20, a point on a Five degree (5°00') curve to the right, said point being distant Nine Hundred and forty (940) feet, more or less, measured easterly along said North line from the Northwest corner of said Southeast quarter of the Southeast quarter of said Section Fourteen (N W

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cor. of SE1/4 of SE1/4 of Sec. 14); running thence from said point of commencement Southeastery along said 6° 00' curve to the right having a radius of One Thousand, One Hundred and forty-six (1146.0) feet, a distance of One Hundred and Seventy and eight-tenths (170.8) feet, to a point known as Engineer Survey Station "D" 2322 plus 90.8, the beginning of a tapering curve to the right, thence Southeastery along said tapering curve to the right, said curve having radii of varying and increasing lengths, a distance of Two Hundred and seventy (270) feet to a point known as Engineer Survey Station "D" 2325 plus 60.8, end of curve; thence Southeastery along a line tangent to said last mentioned tapering curve a distance of Two Hundred and forty-seven and nine-tenths (247.9) feet to a point known as Engineer Survey Station "D" 2328 plus 08.7, the beginning of a tapering curve to the left, thence Southeastery along said tapering curve to the left, said curve having radii of varying and decreasing lengths, a distance of Two Hundred and ten (210) feet to a point known as Engineer Survey Station "D" 2330 plus 18.7, the beginning of a two degree (2°00') curve to the left; thence Southeastery along said 2° 00' curve to the left, having a radius of Two Thousand, Eight Hundred and Sixty-four and eight tenths (2864.8) feet, a distance of Three Hundred and thirty-two and five tenths (332.5) feet to a point known as Engineer Survey Station "D" 2333 plus 51.2, the beginning of a tapering curve to the left; thence Southeastery along said tapering curve to the left, said tapering curve having radii of varying and increasing lengths; a distance of Eighty eight and eight tenths (88.8) feet to a point known as Engineer Survey Station "D" 2334 plus 40 at the intersection of said located center line with the South line of the said Southwest quarter of Southwest quarter of said Section Thirteen (SW1/4 of SW1/4 of Sec.13), said point being distant Two hundred and ten (210) feet more or less, measured Easterly from the Southwest corner of the said Southwest quarter of the Southwest quarter of said Section Thirteen (SW cor. of SW1/4 of SW1/4 of Sec. 13)

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The strip of land just above described contains an area of Four and fifty-five one-hundredths (4.55) acres, more or less.

Also a strip of land one One Hundred and fifty (150) feet wide, lying equally seventy-five feet (75) feet on each side of the located center line of said Willamette Pacific Railroad Company's Railroad, heretofore duly adopted by the Board of Directors of the said plaintiff Railroad Company, where the same is located over and across the lands of the defendants and marked by stakes set in the ground at distances of Fifty (50) feet and less; said strip of land being a portion of Lots Five (5), Four (4) and Three (3) of Section Twenty-six (Sec. 26) of said Township and Range Douglas County Oregon, said located center line being particularly described as follows:

Commencing at a point where the said located center line intersects the East line of Lot number Five (5) of said Section Twenty-six (26), said point being at or near a point known as Engineer Survey Station "D" 2425 plus 80, a point on a tangent, said point being distant Four Hundred (400) feet, more or less, measured Southerly along said East line from the Northeast Corner of said Lot Five of said Section Twenty-Six (Lot 5 of Sec. 26,) running thence from said point of commencement Southwesterly along said tangent through Lots Five (5), Four (4) and Three (3), a distance of Two Thousand, Six Hundred and Seventy (2670) feet, more or less, to a point at or near a point known as Engineer Survey Station "D" 2452 plus 50, at the intersection of said located center line with the mean low water line of the Umpqua River."

ALSO, that parcel of land described in Transfer Certificate of Title, Certificate No. 338, filed in Volume 3, Folium 319, Registrar of Titles, Douglas County, Oregon

ALSO, a line of railroad, along the original surveyed center line of main track of Willamette Pacific Railroad Company, crossing Fiddle Creek Arm at the mouth of Lake Tsilicoots, Five Mile Arm of Lake Tah Kenish and Bays and Coves of said Lakes,

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pursuant to an Act of State Legislature of State of Oregon referenced by Lords Oregon Law of 1891, Paragraph 3938, and Oregon Code of 1930, Section 62-401, and Oregon Revised Statutes 273.751.

ALSO, a line of railroad, along the original surveyed center line of main track of Willamette Pacific Railroad Company, crossing the Smith River and the Umpqua River, pursuant to an Act of State Legislature of State of Oregon referenced by Lords Oregon Law of 1891, Paragraph 3938, and Oregon Code of 1930, Section 62-401, and Oregon Revised Statutes 273.751.

ALSO, a parcel of land described in Transfer Certificate of Title, Certificate No. 1445, dated November 19, 1913, from United States of America to Willamette Pacific Railroad Company described therein as follows:

Beginning at a point which is North Eighty one degrees East Five hundred and twenty eight feet (N 81° E 528 ft) from the meander post between Sections Twenty six and thirty five, Township Twenty one South, Range Twelve West, Willamette Base & Meridian (Sacs 26 and 25 T 21 S R 12 W W B & M) on the east end of Purdy Island, sometimes called Bolon's Island, running thence along the Southerly property line of the grantor, Henry Wade, South Fifty-One degrees East Two hundred and thirty feet (S 51° E 230 ft.) more or less, at one hundred fifty two (152) feet intersecting the located center line of the Willamette Pacific Railroad Company's railroad known as the "D" line as the same is located and marked on the ground by stakes set therein at intervals of Fifty (50) feet and less, at or near Engineer Survey Station "D" 2454 + 49 of said located center line, to a point which is seventy five (75) feet distant southeasterly

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measured at right angles to said center line; thence Northeasterly at a uniform distance of seventy five (75) feet from said center line, a distance of Two Hundred twenty five (225) feet, more or less, to a point; thence North Sixty six degrees West Two hundred forty feet (N 66° W 240' more or less, at seventy eight (78) feet intersect the said center line at or near Engineer Survey Station "D" 2452 + 35 o' said center line; thence South Thirty seven degrees West one hundred and sixty five feet (S 37° W 165 ft) to the place of beginning, containing an area of One and Five One hundredths (1 05) acres more or less, lying and being in sections twenty six and thirty five, Township Twenty one South, Range Twelve West, W.M. (Secs 26 and 35 T 21 S R 12 W.W.M) lying Westerly of a line drawn Seventy five (75) feet Easterly and at a uniform distance from the located "D" center line aforementioned as the same is located and marked by stakes set in the ground at intervals of fifty (50) feet more or less across the aforementioned lands "

EXCEPTING therefrom the land described in the following instruments (Deeds, etc.) as follows:

Date	Grantee	Date of Recording	Book	Page
08-03-1977	L.E. Meier, et al	10-13-1977	652	725
06-22-1979	Harry E. Maxwell	09-05-1979	#79-14163	
11-30-1918	Arthur Walker	07-19-1918	79	620
12-18-1959	Douglas County	02-03-1960	291	24

ALSO EXCEPTING those parcels of land situated in Lot 5, Section 1, Township 20 South, Range 12 West, W.M. described as follows:

Parcel A:

1332 802

"Beginning at a point in the north line of the parcel of land described in the deed from J.A. Janelle and Mary B. Janelle to the Willamette Pacific Railroad Company recorded in Book of Deeds, Volume 73 page 21, Douglas County Records, that bears South 80° 31' West 4866.9 feet from the east one quarter corner of Section 1 and also distant 50.0 feet easterly measured at right angles from the center line of the originally located main track of the Southern Pacific Company's Coos Bay Branch; thence East along the North line of the parcel of land described in said deed 55.86 feet to the westerly line of the parcel of land described in that certain indenture dated June 9, 1942, Southern Pacific Company to the County of Douglas; thence South 0° 39' West along said westerly line 165.01 feet to the southerly line of the parcel of land described in the above mentioned deed; thence West along said southerly line 49.65 feet to a point that is distant easterly 50.0 feet measured at right angles from the said center line of the originally located main track; thence North 1° 30' 30" West 165.06 feet to the point of beginning.

"Parcel B:

"Beginning at a point in the north line of the land described in deed dated October 4, 1913 from J.A. Janelle and Mary R. Janelle, his wife, to Willamette Pacific Railroad Company, recorded October 17, 1913 in Book of Deeds, Volume 73, page 21, Douglas County records, that is the northwest corner of the 0.15 of an acre parcel of land described in deed dated June 9, 1942 from Southern Pacific Company to the County of Douglas, and is distant 770 feet South and 4547 feet West from the east quarter-section corner of said Section 1; thence East along said north line of said land described in said deed dated October 4, 1913, a distance of 585 feet, more or less, to the northeast corner of said land in the east line of said Lot 4, Section 1; thence South along said east line, 165 feet to the southeast corner of the land described in said deed dated October 4,

BOOK 1332 PAGE 803

1913; thence West along the south line of said land described in said deed dated October 4, 1913, a distance of 585 feet, more or less, to the southwest corner of the aforesaid 0.15 of an acre parcel of land described in said deed dated June 9, 1942; thence North 0° 39' East along the west line of said 0.15 of an acre parcel of land 45.0 feet to the point of beginning."

Parcel C:

"Beginning at the point of intersection of the westerly line of land (100 feet wide) described in deed dated April 6, 1912 from Sylvester J. Cox to Willamette Pacific Railroad Company, recorded April 28, 1912 in Book 70 of Deeds, page 463, Records of Douglas County, with the southerly line of land described in deed dated October 4, 1915 from J.A. Janello, et ux, to Willamette Pacific Railroad Company, recorded October 17, 1913 in Book 73 of Deeds, page 21, Records of Douglas County, that is distant 50.0 feet westerly, measured at right angles, from the original located center line of Southern Pacific Company's main track (Cooch Bay Branch), and also distant South 934 feet from the north line of said Lot 5; thence West along said southerly line, 110.00 feet to a point in the government meander line of Lake Silcoos; thence along said meander line as follows North 10° 00' 00" West, 24.33 feet and North 10° 00' 00" East, 143.27 feet to a point in the northerly line of land described in said deed dated October 4, 1913; thence leaving said meander line, East along last said northerly line, 85.00 feet to a point in said westerly line of land (100 feet wide) described in said deed dated April 6, 1912, distant 50.0 feet westerly, measured at right angles, from said original located center line; thence South 1° 30' 30" East, parallel with said original located center line, 165.12 feet to the point of beginning."

ALSO EXCEPTING that parcel of land described in deed dated December 31, 1913, to Asa Henderson, situated in the South half of the Northeast quarter of Section

1332 804

11, Township 22 South, Range 12 West, W.M., described in said deed as follows:

"Beginning at a point in the said South half of the Northeast quarter (S. 1/2 of N.E. 1/4) of said Section Eleven (11) that is distant Seventy-five (75) feet measured Northwestward at a right angle from a point on the located center line of the Willamette Pacific Railroad Company's railroad, known as Engineer Survey Station "N" 2848+70.5, said point being also known as Engineer Survey Station "A" 2848+70.5, thence in a Southwestward direction parallel to and at a uniform distance of Seventy-five (75) feet Northwestward from the located "A" center line of the said Willamette Pacific Railroad Company's railroad to a point on the South line of the said South half of Northeast quarter (S. 1/2 of N.E. 1/4) of said Section Eleven (11); thence Westward along and on said South line to a point that is distant Seventy-five (75) feet, measured Northwestward on a radial line from the abandoned located "N" center line of the said Willamette Pacific Railroad Company's railroad; thence in a Northeastward direction parallel to and at a uniform distance of Seventy-five (75) feet Northwestward from said abandoned located "N" center line to the point of beginning."

ALSO EXCEPTING those parcels of land described in deed dated February 24, 1914, to Gardiner Mill Company, described therein as follows.

"FIRST: Beginning at a point in the Northwest quarter of the Southeast quarter (N.W. 1/4 of S.E. 1/4) of Section Eleven (11), Township Twenty-two (22) South, Range Twelve (12) West, Willamette Meridian that is distant Seventy-five (75) feet measured Westward at a right angle from a point on the located center line of the Willamette Pacific Railroad Company's railroad known as Engineer Survey Station "A" 2000+45.5, said

BOOK 1332 PAGE 805

point being also known as Engineer Survey Station "N" 2887+03.1; thence in a Northerly direction parallel to and at a uniform distance of Seventy-five (75) feet Westerly from the located "A" center line of said railroad to a point on the North line of said Northwest quarter of Southeast quarter (N.W 1/4 of S.E. 1/4) of said Section Eleven (11); thence Westerly along and on said North line to a point that is distant from the abandoned located "N" center line of said railroad, thence in a Southerly direction parallel to and at a uniform distance of Seventy-five (75) feet Westerly from said abandoned located "N" center line to the point of beginning

SECOND: Beginning at a point in the West half of the Northeast quarter (W 1/2 of N.E. 1/4) of Section Fourteen (14), Township Twenty-two (22) South, Range Twelve (12) West, Willamette Meridian that is distant Seventy-five (75) feet measured Easterly at a right angle from a point on the located center line of the Willamette Pacific Railroad Company's railroad known as Engineer Survey Station "N" 2887+05.8, said last mentioned point being also known as Engineer Survey Station "B" 2898+09.3, thence in a Southerly direction parallel to and at a uniform distance of Seventy-five (75) feet Easterly from the located "B" center line of said railroad to a point on the South line of said West half of Northeast quarter (W. 1/2 of N.E. 1/4) of said Section Fourteen (14); thence Easterly along and on said South line to a point that is distant Seventy-five (75) feet measured on a radial line Southeastery from the abandoned located "N" center line of said railroad; thence in a Northerly direction parallel to and at a uniform distance of Seventy-five (75) feet Easterly from said abandoned located "N" center line of said railroad to the point of beginning."

0039-039

STATE OF OREGON)
 COUNTY OF DOUGLAS) ss. Page 14 of 14
 I, GAY FIELDS, COUNTY CLERK AND RECORDER OF
 DOUGLAS COUNTY, DO HEREBY CERTIFY THAT THE
 FOREGOING WAS RECORDED
 95 JAN -3 AM 9:43

GAY FIELDS
 DOUGLAS COUNTY CLERK
 IN THE OFFICIAL RECORDS OF DOUGLAS COUNTY

BY 11/11/11 11/11/11
 FOR 288
220

44-10007

Addenda Section D

Coos County Quitclaim Deed (SPTC to CORP)

.

95 01 0171

RECORDED 95010171
I, Mary Ann Wilson,
Cooks County Clerk, certify
the within instrument
was filed for record at



After recording return to:

Central Oregon & Pacific Railroad, Inc.
c/o Railtax Service Company, Inc.
4040 Broadway, Suite 200
San Antonio, Texas 78209
Attention: Regional General Manager

3:38 PM 01/06/1995
J. WILSON

By _____ Deputy
#pages 19 Fee \$ 123.00

Until a change is requested, all tax
statements shall be sent to the following
address:

Central Oregon & Pacific Railroad, Inc.
c/o Railtax Service Company, Inc.
4040 Broadway, Suite 200
San Antonio, Texas 78209
Attention: Regional General Manager

QUITCLAIM DEED
(Cooks Bay Branch)
Cooks County, Oregon

For good and valuable consideration, the receipt
and sufficiency of which are hereby acknowledged, SOUTHERN
PACIFIC TRANSPORTATION COMPANY, a Delaware corporation
("Grantor") releases and quitclaims to CENTRAL OREGON &
PACIFIC RAILROAD, INC., a Delaware corporation ("Grantee"),
(a) the land located in the County of Cooks and State of
Oregon, more particularly described in Exhibit A attached
hereto and by this reference made a part hereof, commonly
known as the Cooks Bay Branch (the "Land"); (b) all of
Grantor's interest in the improvements on the Land (the
"Improvements"); (c) all fixtures that Grantor owns and uses
in the operation and maintenance of the Land and the
Improvements; and (d) all appurtenances to the foregoing
property (the Land, the Improvements, such fixtures and such
appurtenances being referred to herein collectively as the
"Property"), subject to the reservations set forth below.

The true consideration for this conveyance, in combination with the conveyances in
Douglas, Jackson, Josephine and Lane Counties, as evidenced by quitclaim deeds of
even date herewith from Grantor to Grantee, is \$17,975,000.

505

Grantor excepts from the Property hereby quitclaimed and reserves for itself and its successors and assigns, to the extent of Grantor's interests therein, the following (collectively, the "Retained Rights"):

(i) all water rights pertaining to or used in connection with the Property, including without limitation water rights reserved or granted by private easement (the "Water Rights"), together with a perpetual right-of-way and right of vehicular and pedestrian access over, under, across and through the Property for purposes of the use, enjoyment, maintenance, operation and access to the Water Rights; provided, however, that the Water Rights shall be exercised in a manner which does not interfere with the rail operations of Grantee and related rights granted hereunder and in accordance with all reasonable operating rules of Grantee;

(ii) all timber growing, grown or to be grown on the Property (the "Timber Rights"), together with a perpetual right-of-way and right of vehicular and pedestrian access over, under, across and through the Property for purposes of the use, enjoyment, maintenance, operation and access to the Timber Rights; provided, however, that the Timber Rights shall be exercised in a manner which does not interfere with the rail operations of Grantee and related rights granted hereunder and in accordance with all reasonable operating rules of Grantee;

(iii) all oil, gas, sulfur, iron ore, coal, lignite, uranium, limestone, building stone, caliche, rock, shale, gravel, sand and other minerals (whether or not of like kind or character) in and under the Property, waiving, however, the right to use or damage the surface of the Property in connection therewith (the "Mineral Reservation"); provided, however, that the Mineral Reservation shall be exercised in a manner which does not interfere with the rail operations of Grantee and related rights granted hereunder and in accordance with all reasonable operating rules of Grantee; and

(iv) a perpetual, exclusive easement (the "Communications and Pipeline Easement") over, under, across and through that portion of the Property which is located fifty (50) feet on either side of the centerline of the existing mainline track of Grantor's railroad right-of-way, and the real property under the now existing Microwave Facilities (as hereinafter defined) at Medford and Roseburg which are partially located outside such one hundred (100) foot wide railroad right-of-way (the "Communications and

506

Pipeline Easement Property") and every part thereof to construct, reconstruct, install, inspect, repair, maintain, enjoy, operate, use and/or remove existing and/or future communication lines and/or facilities of every kind and nature, including but not limited to, telephone, telegraph, television, fiber optic lines and cables, conduits, microwave towers, structures, facilities and equipment, and radio equipment and related appurtenances and all existing and/or future pipelines and related appurtenances. For purposes hereof, all existing and/or future microwave towers, structures, facilities, equipment and related appurtenances shall be referred to as the "Microwave Facilities" and shall include without limitation the microwave towers, structures and facilities located at Medford, Grants Pass and Roseburg. The term "appurtenances" shall include without limitation valves, manholes, air vents, warning signals, junction boxes, transformers, switch boxes, electric devices and the like. All communication facilities, including without limitation Microwave Facilities and pipelines presently existing or hereafter constructed on the Communications and Pipeline Easement Property shall remain the personal property of Grantor. Grantee acknowledges that the Communications and Pipeline Easement is a floating easement covering the entire Communications and Pipeline Easement Property.

Grantor also excepts from the Property hereby quitclaimed and reserves (A) a perpetual right-of-way and right of vehicular and pedestrian access to the Communications and Pipeline Easement Property over, under, across and through the Property for purposes of the use, enjoyment, maintenance, operation and access to the Communications and Pipeline Easement Property (the "Access Easement") and (B) a perpetual easement over, under, across and through the Property to construct, reconstruct, install, inspect, repair, maintain, enjoy, operate, use and/or remove existing and/or future electric transmission lines, conduits, tubing and/or facilities and related appurtenances used to service the Microwave Facilities or other communications facilities located or to be located on the Communications and Pipeline Easement Property, including without limitation any electric transmission lines, conduits, tubing and/or facilities and related improvements connecting Microwave Facilities located on the Property to other Microwave Facilities or other communications facilities (the "Utilities Easement").

Grantor agrees to exercise the Communications and Pipeline Easement, the Access Easement and the Utilities Easement at all times in a manner which is compatible with the use of the Property for freight railroad operations by Grantee or any successor grantee, and which respects the then existing

improvements on the Property which are owned by Grantee or any successor grantee.

Grantor shall have the exclusive right to grant to third parties, at its sole discretion, sub-leases, licenses and any other interests in the Communications and Pipeline Easement Property and to collect the rents, issues and profits therefrom, and to use the Communications and Pipeline Easement Property for the purpose of entering into agreements with third parties for longitudinal occupancies and appurtenances and the non-exclusive right to grant crossings related to such longitudinal occupancies and appurtenances. Grantee shall have no right to enter into any agreements with third parties with respect to the Property or the Microwave Facilities that in Grantor's reasonable judgment conflict with Grantor's reserved rights hereunder; provided, however, that agreements for crossings, track leases and sidetrack agreements shall not be deemed to conflict with Grantor's reserved rights hereunder.

No permanent building, structure or fence shall be erected or maintained by Grantee on or over the Communications and Pipeline Easement Property which would obstruct or interfere with any then existing or planned Microwave Facilities or other communications facilities or pipelines of Grantor located on or planned to be located on the Communications and Pipeline Easement Property, and no material or obstruction of any kind or character shall be stored or maintained on said Communications and Pipeline Easement Property which would obstruct or interfere with any then existing Microwave Facilities or other communications facilities or pipelines of Grantor located on the Communications and Pipeline Easement Property. Grantee agrees to cooperate with Grantor by relocating any temporary material or obstruction in order to accommodate future construction by Grantor pursuant to the Communications and Pipeline Easement. Notwithstanding the foregoing, any fence that is required for Grantee's rail operations and related rights granted hereunder shall not be deemed to violate the terms of this provision.

Grantee shall be prohibited from using the Communications and Pipeline Easement Property for any of the purposes for which Grantor has reserved its perpetual, exclusive Communications and Pipeline Easement, other than for the ability to enter into agreements for crossings, track leases or sidetrack agreements or agreements with third parties that in Grantor's reasonable judgment do not conflict with Grantor's reserved rights hereunder.

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Notwithstanding any other provision contained herein, this grant is subject to, and the Communications and Pipeline Easement reserved herein allows Grantor to honor its grant and fulfill its other obligations under, the following easement agreements (as amended from time to time, the "Existing Fiber Optics Easement Agreements") in the Communications and Pipeline Easement Property, and Grantor is entitled to collect the rents, issues and profits from the Existing Fiber Optics Easement Agreements: (i) an Easement Agreement dated November 9, 1987 between Grantor and MCI Communications Corporation ("MCI"); and (ii) a Master Fiber Optic Cable Agreement dated June 1, 1983 between Grantor and US Sprint Communications Company. Grantee agrees, for itself and its successors and assigns, promptly following any sale or lease of the Property, to deliver, or cause to be delivered to MCI a written notice of the name and address of such grantee or lessee, at the following address: MCI Telecommunications Corporation, 1801 Pennsylvania Avenue, N.W., Washington, D.C. 20006, Attention: Vice President, Technical Planning, with copies to MCI Telecommunications Corporation, 1133 19th Street, N.W., Washington, D.C. 20036, Attention: Assistant General Counsel/Real Estate, Department 0598/003 and to MCI Telecommunications Corporation, 400 International Parkway, Richardson, Texas 75081, Attention: Director of Systems Development. For purposes of the preceding sentence, a "lease" means a commercial or industrial lease (but not a trackage rights agreement) which provides for a fixed initial term of at least one year and which requires ninety days or more notice for termination.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 10.930.

The true consideration for this conveyance, in combination with the conveyances in Douglas, Jackson, Josephine and Lane Counties, as evidenced by quitclaim deeds of even date herewith from Grantor to Grantee, is \$17,975,000.

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IN WITNESS WHEREOF, each of Grantor and Grantee has executed this document as of 12:01 p.m., Pacific Standard Time, December 31, 1994.

GRANTOR:

SOUTHERN PACIFIC TRANSPORTATION
COMPANY, a Delaware corporation

By: [Signature]
Name: W. S. [unclear]
Title: Vice President

GRANTEE:

CENTRAL OREGON & PACIFIC
RAILROAD, INC., a Delaware
corporation

By: [Signature]
Name: D. D. VALENTINE
Title: President

03 01 0171

STATE OF COLORADO

CITY AND COUNTY OF DENVER

ss.

This instrument was acknowledged before me on this
27th day of December, 1934, by S. B. Smith
the Mr. B. Smith of SOUTHERN PACIFIC
TRANSPORTATION COMPANY, on behalf of the corporation..



Christine Harnett
Notary Public

My commission expires:

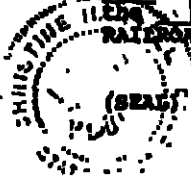
12/31/36

STATE OF COLORADO

CITY AND COUNTY OF DENVER

ss.

This instrument was acknowledged before me on this
27th day of December, 1934, by S. B. Smith
the Mr. B. Smith of CENTRAL OREGON & PACIFIC
RAILROAD, INC., on behalf of the corporation.



Christine Harnett
Notary Public

My commission expires:

12/31/36

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EXHIBIT A

(Attached to and forming a part of the
Quitclaim Deed, Coos County, Oregon,
dated as of 12:01 p.m., Pacific Standard Time,
December 31, 1994,
from Southern Pacific Transportation Company
to Central Oregon & Pacific Railroad, Inc.)

Land

**COOS BAY BRANCH
COOS COUNTY, OREGON**

All lands and property of the Southern Pacific
Transportation Company's Coos Bay Branch situated in the
County of Coos, State of Oregon:

200/754

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Ore. 2, Map 27-31

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Coo Bay Branch
Coo County

Exhibit "A"

A line of railroad, comprised of strips and parcels of land lying between the common boundary of Douglas and Coo Counties at M.P. (Mile Point) 749.085, Engineers Station 2868+94.14 and a point designated as M.P. 763.105, Engineers Station 3700+32.56, situated in Coo County, State of Oregon, more fully described in the following instruments (Deeds, etc.) to the Pacific Coast Line Railway Company, the Willamette Pacific Railroad Company and the Southern Pacific Company:

<u>Date</u>	<u>Grantor</u>	<u>Date of Recording</u>	<u>Book</u>	<u>Page</u>
08-10-1912	Simpson Lumber Company	11-19-1912	64	390
05-23-1912	J.E. Dolan, et al	06-20-1912	63	226
01-30-1915	Joseph E. Dolan, et al	04-21-1915	71	327
04-17-1915	Simpson Lumber Company	05-04-1915	71	369
01-11-1912	P.F. Schuttpelty, et ux	02-23-1912	62	201
02-20-1914	William J. McPhee	03-16-1914	68	434
10-11-1911	J.L. Simpson, et al	10-13-1911	61	125
03-10-1924	William J. McPhee	04-05-1924	92	568
11-20-1911	C.M. Holstroew, et ux	12-16-1911	61	503
08-22-1914	C.M. Holstroew, et ux	08-26-1914	69	490
09-04-1914	Abraham van Lile	11-13-1914	70	195
03-05-1912	State Land Board of Oregon	04-03-1912	62	458
08-03-1914	Peter Menegat, et ux	08-31-1914	69	511
07-10-1914	Anna Baker, et vir	07-30-1914	69	379
09-11-1914	William Wilkins, et al	12-26-1914	70	372
07-10-1912	William Wilkins, et al	08-07-1912	63	506
07-13-1914	William McNeill, et al	07-30-1914	69	377
11-01-1911	William McNeill	11-09-1911	61	241
02-03-1912	William McNeill	03-20-1912	62	369
08-08-1914	William McNeill	08-26-1914	69	489
09-10-1912	Simpson Lumber Company	11-19-1912	64	390
04-17-1915	Simpson Lumber Company	05-04-1915	71	369
11-16-1911	T. Williams, et ux	12-01-1911	61	373
12-09-1911	Lydia A. Rumble, et vir	12-28-1911	61	522
12-09-1911	Lydia A. Rumble, et vir	03-09-1914	68	408

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<u>Date</u>	<u>Grantor</u>	<u>Date of Recording</u>	<u>Book</u>	<u>Page</u>
04-12-1912	R.R. Pinkerton	04-12-1912	82	512
12-04-1911	B.S. Durkee, et ux	12-11-1911	81	433
12-14-1911	Charles V. Peterson	12-18-1911	81	456
07-18-1914	R.R. Pinkerton, et ux	01-26-1918	70	489
10-30-1911	Simpson Lumber Company	08-27-1912	83	100
06-28-1912	Ira B. Bartle, et al	12-19-1912	84	393
01-02-1912	V.O. Pratt, et ux	01-04-1912	81	542
01-02-1912	V.O. Pratt, et ux	01-04-1912	81	540
03-23-1912	H.P. Howard, et al	08-10-1912	83	168
12-14-1914	Howard Farm Company	01-12-1915	70	438
11-01-1911	G.S. Hollister, et ux	11-07-1911	81	233
11-29-1916	Buehner Lumber Company	12-13-1916	74	336
05-10-1913	Howard Farm Company, et al	01-13-1914	88	63
04-30-1913	M.A. Pomeroy, et al	07-16-1913	88	420
08-18-1913	E.L. Robinson, et ux	11-24-1913	87	482
07-03-1913	Harry Jame, et al	10-28-1913	87	301
09-22-1913	Gus Carlson, et ux	10-04-1913	87	196
09-28-1913	G.J. Fourier, et al	10-14-1913	87	231
08-08-1913	Southern Oregon Company	08-26-1913	88	631
03-19-1916	State of Oregon	04-07-1917	75	154
11-22-1911	State of Oregon	12-08-1911	81	423
04-02-1912	F.J. DeNeveu, et ux	04-08-1912	82	469
09-11-1913	Bank of Oregon	10-24-1913	87	282
08-14-1912	H. Haverkamp, et ux	08-27-1912	83	284
09-21-1920	State of Oregon	10-13-1920	83	524

ALSO, these strips and parcels of land, acquired pursuant to an Act of Congress dated March 3, 1875, described as follows:

(1) A strip of land, 200 feet wide, 100 feet each side of the center line of main track (Coos Bay Branch) of Southern Pacific Transportation Company, formerly Willamette Pacific Railroad Company, lying within the southeast quarter of the northeast quarter of Section 13, Township 23 South, Range 13 West, W.M.

(2) A parcel of land, situated in the southeast quarter of the northwest quarter of Section 26, Township 23 South, Range 13 West, W.M., bounded by the south and east lines of said northwest quarter and by a line drawn parallel with and distant 100 feet

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westerly of the surveyed center line of main track of said Willamette Pacific Railroad Company.

(3) A strip of land, 200 feet wide, 100 feet each side of the original surveyed center line of main track of said Willamette Pacific Railroad Company, lying within the southwest quarter of the northwest quarter and the northwest quarter of the southwest quarter of Section 35, Township 23 South, Range 13 West, W.M.

(4) A parcel of land, situated in Lots 5 and 6 of Section 27, Township 24 South, Range 13 West, W.M., bounded by the easterly line of Lots 5 and 6, the north line of Lot 6 and a line drawn parallel and concentric with and distant 100 feet westerly of the original surveyed center line of Willamette Pacific Railroad Company.

ALSO, a line of railroad, along the present center line of main track of Southern Pacific Transportation Company, crossing an Arm/Bay of Black Lake, pursuant to an Act of State Legislature of State of Oregon referenced by Lords Oregon Law of 1891, Paragraph 3938, and Oregon Code of 1930, Section 62-401, and Oregon Revised Statutes 273.751.

ALSO, a line of railroad, along the original surveyed center line of main track of Willamette Pacific Railroad Company, crossing North Lake, pursuant to an Act of State Legislature of State of Oregon referenced by Lords Oregon Law of 1891, Paragraph 3938, and Oregon Code of 1930, Section 62-401, and Oregon Revised Statutes 273.751.

EXCEPTING therefrom those parcels of land situated in the East half of the East half of Section 15 and the West half of the West half of Section 14, Township 24 South, Range 13 West, W.M., described in deed dated September 5, 1913, to John F. Hope, et ux., described therein as follows:

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TRACEL#1

A strip of land One hundred and fifty (150) feet wide lying Seventy-five (75) feet equally on each side of the located center line known as the abandoned "N" line of the Willamette Pacific Railroad Company's railroad as said center line was located and marked by stakes set in the ground at intervals of Fifty (50) feet and less; situate in the East half of the East half of Section Fifteen, Township Twenty-four South, Range Thirteen West, Willamette Meridian (E. 1/2 of E. 1/2 of Sec. 15, T. 24 S., R. 13 W., W. M.) said located center line being more particularly described as follows, to wit:

Commencing at a point on said located center line known as Engineer Survey Station "N" 3503+74.5 distant Seventeen hundred and sixty (1760) feet, more or less South and Six hundred and ten (610) feet, more or less, West from the Northeast corner of said Section Fifteen (Sec. 15) and running thence in a generally Southeasterly direction along said located center line known as the abandoned "N" line and following the curvatures thereof, a distance of Two thousand, eight hundred, seventy-five and five tenths (2875.5) feet to a point where said center line intersects the South line of the North half of the Southeast quarter of the Southeast quarter of said Section Fifteen (N. 1/2 of S. E. 1/4 of S. E. 1/4 of Sec. 15) said point being distant Four hundred and fifty (450) feet more or less Westerly measured along said South line from the East boundary line of said Section Fifteen (Sec. 15) said point of intersection being known as Engineer Survey Station "N" 3532+50."

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"SAVING and EXCEPTING therefrom all that portion of the above described strip that lies within a strip One hundred and fifty (150) feet wide lying Seventy-five (75) feet equally on each side of the adopted located "L" center line of the Willamette Pacific Railroad Company's railroad, as said center line is located and marked by staked (sic) set in the ground at intervals of Fifty (50) feet and less."

"Also SAVING and EXCEPTING therefrom that portion of the North Slough Channel that lies within the tract of land hereinabove described."

"TRACT #2

A strip of land Eighty (80) feet wide, lying Thirty (30) feet on Westerly side and Fifty (50) feet on Easterly side of the center line of the Simpson Lumber Company Logging Road, situate in the East half of East half of Section Fifteen (E.1/2 of E.1/2 of Sec.15) and in the West half of West half of Section Fourteen (W.1/2 of W.1/2 of Sec.14) all in Township Twenty-four South, Range Thirteen West, Willamette Meridian (T.24 S., R. 13 W., W. M.), said center line being more particularly described as follows, to wit:

Commencing at or near a point on said center line known as Engineer Survey Station 113+88.0 where said center line intersects the Easterly line of Tract #1, described in that certain deed from H. P. Howard et al to the Willamette Pacific Railroad Company, dated March 23, 1912, recorded June 10, 1912 in Book 63 of Deeds, at Page 168, Coos County Records, Oregon, and running thence in a general Northerly direction along said center line and following the curvatures thereof a distance of Thirty-two hundred and forty-four (3244) feet, more or less to at or near a point on

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said center line known as Engineer Survey Station 148+10.0 where said center line intersects a line that is One hundred and fifty (150) feet distant measured Easterly at right angles from and which is parallel to the located "N" center line of the Willamette Pacific Railroad Company's railroad as said center line is located and marked by stakes set in the ground at intervals of Fifty (50) feet and less."

ALSO EXCEPTING that portion of the land described in said deed recorded June 10, 1912, in Book 63, Page 168 and in said deed recorded May 27, 1912, in Book 63, Page 100 lying southerly of the two parcels of land described in said deed dated September 5, 1913, to Howard Farm Company, et al.

ALSO EXCEPTING that parcel described in deed to Wm. McNeill dated September 12, 1914, described therein as follows:

"A strip of land one-hundred and fifty (150) feet wide, lying equally seventy-five (75) feet on each side of the Willamette Pacific Railroad Company's abandoned located "N" center line and extending from a point on said center line known as Engineer Survey Station "N" 3209+10.0, which is the point where said center line intersects the East line of the Southeast quarter of the Southeast quarter of Section 14, Township 23 South, Range 13 West, Willamette Meridian (S.E.1/4 of S.E.1/4 of Section 14, T. 23 S., R. 13 W., W.M.) said point of intersection being distant eighty (80) feet, more or less, measured Northerly along the East line of said Section 14 from the Southeast corner thereof; thence on a two degree (2") curve to the left having a radius of twenty-eight hundred and sixty-four and eight-tenths (2864.8) feet, a distance of twelve hundred and eighty (1280) feet; thence

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continuing on a curve to the left, with a varying and increasing radius, a distance of Two hundred and ten (210) feet; thence continuing on a tangent to said last above mentioned curve in a Southwesterly direction, a distance of Fourteen hundred and seventy (1470) feet, more or less, to a point at or near Engineer Survey Station "N" 3238+70.0, which is a point on the South line of the Southeast quarter of the Northeast quarter of Section 23, Township 23 South, Range 13 West, Willamette Meridian; (S.E.1/4 of N.E.1/4 of Section 23, T. 23 S., R. 13 W., W.M.)."

"SAVING and EXCEPTING therefrom all that portion of the above described strip of land that lies within the boundary lines of a strip of land one hundred and fifty (150) feet wide, lying equally seventy-five (75) feet on each side of the located "G" center line of the Willamette Pacific Railroad Company's railroad."

ALSO EXCEPTING that parcel of land situated in Section 10, Township 24 South, Range 13 West, W.M., described in deed to Kays J. Howard dated July 31, 1945, described therein as follows:

"Beginning at a point in the north line of said Southeast quarter of said Section 10, distant thereon 330.0 feet West from the East line of said Section 10; thence South, parallel with the East line of said Section 10, a distance of 1320.0 feet to the South line of said Northeast quarter of the Southeast quarter of said Section; thence West, along said South line, 488.13 feet to a point in the Easterly line of right of way of the Southern Pacific Company, said point being distant 50.0 feet easterly, measured at right angles, from the center line of said Company's main track; thence

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Northwesterly, along said Easterly line of right of way, concentric with and distant 50.0 feet Easterly, measured radially, from said center line of main track, on the arc of a compound curve to the left (tangent of said curve at last mentioned point bears North 13° 39' West) having the following radii and arc lengths:

<u>Radius</u>	<u>Arc Lengths</u>
2914.82 feet	54.28 feet
3324.08 feet	30.48 feet
3889.75 feet	30.39 feet
4533.69 feet	30.33 feet
5779.80 feet	30.28 feet
7689.45 feet	30.20 feet
11509.17 feet	30.13 feet
22968.32 feet	30.07 feet

to a point; thence North 16° 49' West, tangent to said curve at last mentioned point, along said easterly line of right of way, parallel with and distant 50.0 feet easterly, measured at right angles from said center line of main track, 697.0 feet to a point; thence Northwesterly, continuing along said easterly line of right of way, concentric with and distant 50.0 feet easterly, measured radially, from said center line, on a curve to the right having a radius of 5679.80 feet (tangent of said curve at last mentioned point is the last described course) an arc distance of 213.22 feet to a point in said north line of the Southeast quarter of said Section 10; thence East, along said north line of said Southeast quarter, 877.40 feet to the point of beginning."

ALSO EXCEPTING that parcel of land, situated in Section 10, Township 24 South, Range 13 West, W.M., described in deed dated June 13, 1946, to Wm. F. Jacobson, et

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wt., described therein as follows:

"Beginning at a point on the south line of Section 10, that is West 765.12 feet from the Southeast corner of said Section 10, said point is also 60 feet westerly, measured at right angles from the center line of the Southern Pacific Company's main track; thence North 3° 55' West parallel with and always 60 feet westerly from said center line of main track 721.38 feet; thence Northwesternly along the westerly line of right of way, concentric with and distant 60 feet westerly, measured radially from said center line of main track on the arc of a compound curve to the left (tangent of said curve at last mentioned point is the last described course) having the following radii and arc lengths:

<u>Radius</u>	<u>Arc Lengths</u>
22868.32 feet	29.93 feet
11409.17 feet	29.87 feet
7589.45 feet	29.80 feet
5679.60 feet	29.74 feet
4533.89 feet	29.67 feet
3769.75 feet	29.61 feet
3224.08 feet	29.54 feet
2814.82 feet	427.41 feet
3224.08 feet	29.54 feet
3769.75 feet	29.61 feet
4533.89 feet	29.67 feet
5679.60 feet	29.74 feet
7589.45 feet	29.80 feet
11409.17 feet	29.87 feet
22868.32 feet	29.93 feet

to a point; thence north 16° 49' west tangent to said curve at last mentioned point, along the westerly line of right-of-way, parallel with and distant 60 feet westerly, measured at right angles from said center line of main track 679.6 feet to a point; thence northwesterly continuing along said

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westerly line of right-of-way, concentric with and distant 50 feet westerly, measured radiately from said center line on a curve to the right having a radius of 5779.60 feet (tangent of said curve at last mentioned point is the last described course) an arc distance of 260.4 feet more or less to a point in the north line of the southeast quarter of Section 10; thence westerly along said north line 13 feet more or less to the northwest corner of the northeast quarter of the southeast quarter of Section 10; thence south, parallel with the east line of said Section 10, 2840 feet more or less to the southwest corner of the southeast quarter of the southeast quarter of said Section 10; thence east along the south line of said Section 10, 538.2 feet more or less to the point of beginning."

ALSO EXCEPTING that parcel of land, situated in the southwest quarter of the northeast quarter of Section 13, Township 23 South, Range 13 West, W.M., described in deed to Mary N. Holmberg, et vir., described therein as follows:

"A strip of land, 75 feet in width, lying northerly of and immediately adjacent to a line which is parallel with and distant 75 feet Northeasterly measured at right angles, from the originally located center line of the main track of Southern Pacific Company, (formerly of the Willamette Pacific Railroad Company), and center line being described as follows:

Beginning at a point in the easterly line of the southwest quarter of the northeast quarter of the above said Section 13, distant Northerly thereon 415 feet from the Southeast corner of said southwest quarter of the northeast quarter of said section, said point being at or near Engineer's Station "E"-3162+45 of said center line; thence North 77° 55' West along

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said center line of main track, 787.2 feet; to a point at or near Engineer's Station "E"-3170+32.2; thence Northwestly, on a compound curve to the left, having the following radii, central angles, and arc lengths:

<u>Radius</u>	<u>Central Angles</u>	<u>Arc Lengths</u>
11,489.17 feet	0° 09' 00"	30.00 feet
5,729.60 feet	0° 18' 00"	30.00 feet
3,819.76 feet	0° 27' 00"	30.00 feet
2,884.83 feet	0° 36' 00"	30.00 feet
2,291.88 feet	0° 45' 00"	30.00 feet
1,909.91 feet	0° 54' 00"	30.00 feet
1,637.01 feet	1° 03' 00"	30.00 feet
1,432.47 feet	1° 12' 00"	30.00 feet
1,273.32 feet	1° 21' 00"	30.00 feet
1,148.01 feet	1° 30' 00"	30.00 feet
1,041.84 feet	1° 38' 00"	30.00 feet
955.06 feet	5° 16' 05"	87.81 feet

to a point therein at Engineer's Station "E"-3174+50.

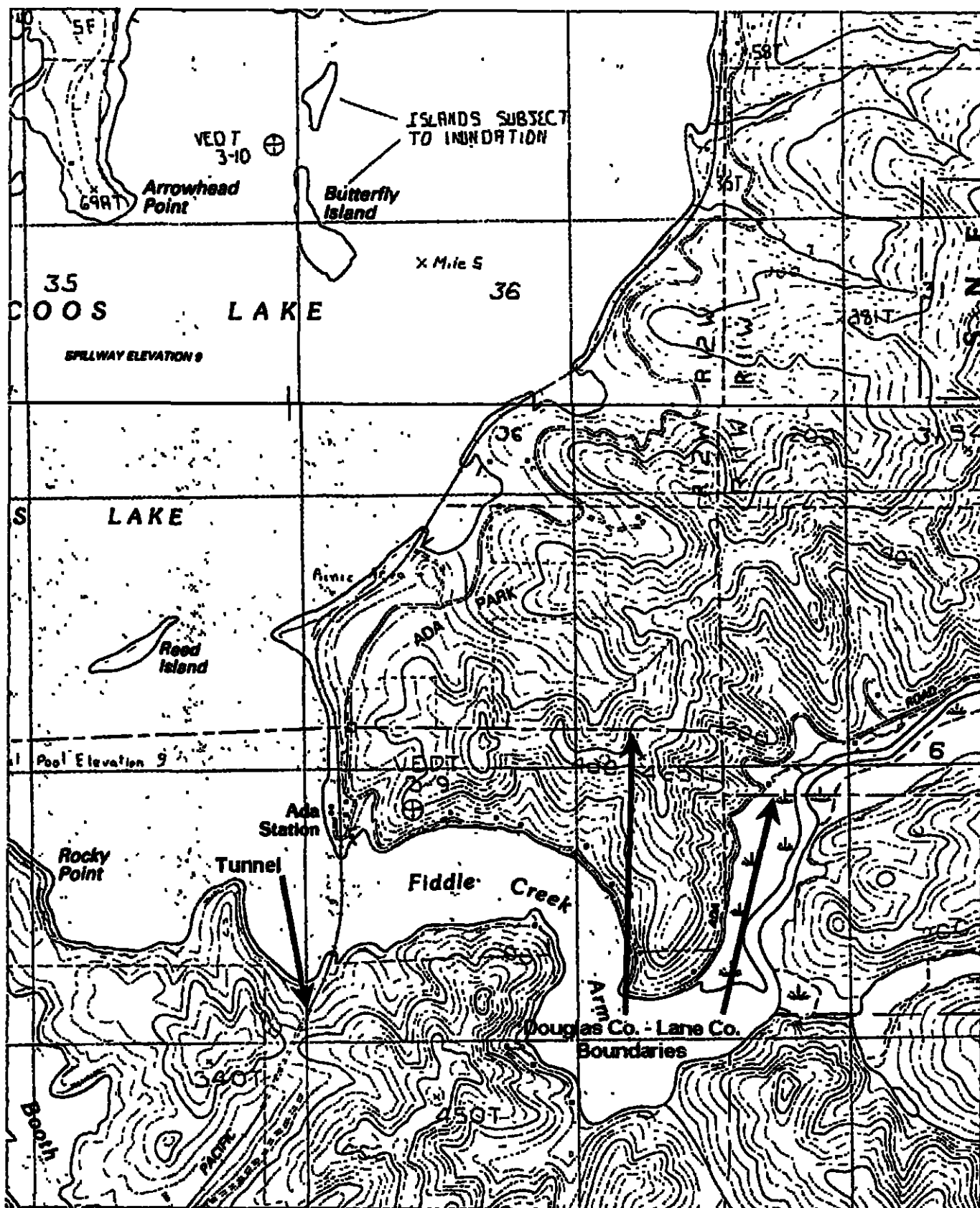
The side lines of the above described 75-foot wide strip of land terminate in a line drawn at right angles to said center line of main track at Engineer's Station "E"-3169+50 and in a line drawn radially from said center line at Engineer's Station "E"-3174+50."

ALSO EXCEPTING that parcel of land described in deed to Don Chandler & Associates recorded February 24, 1988, as Instrument #88-02-1227, Official Records of said County of Coos.

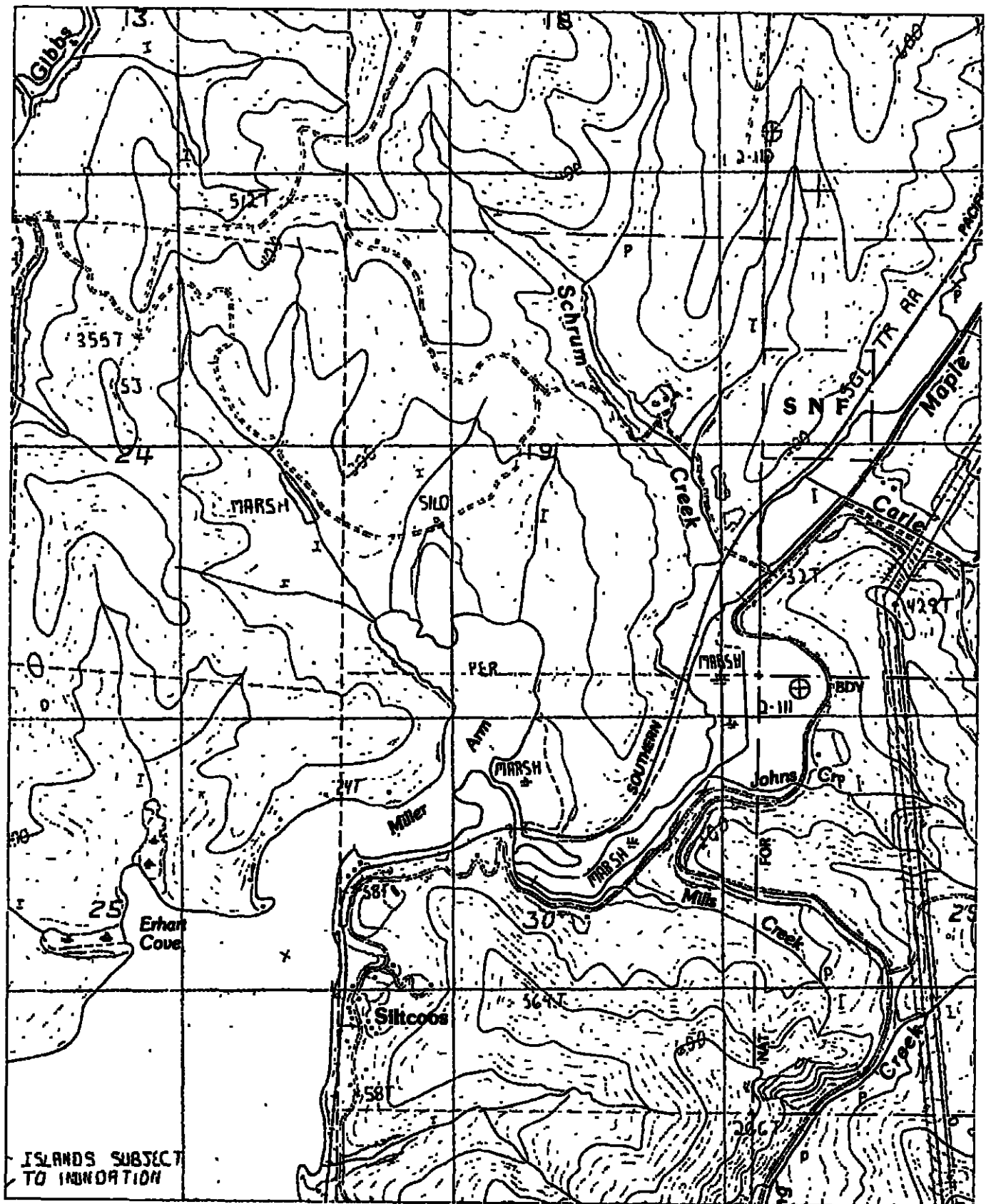
523

Addenda Section E

Lane County U.S.G.S. Topographic Maps regarding Subject

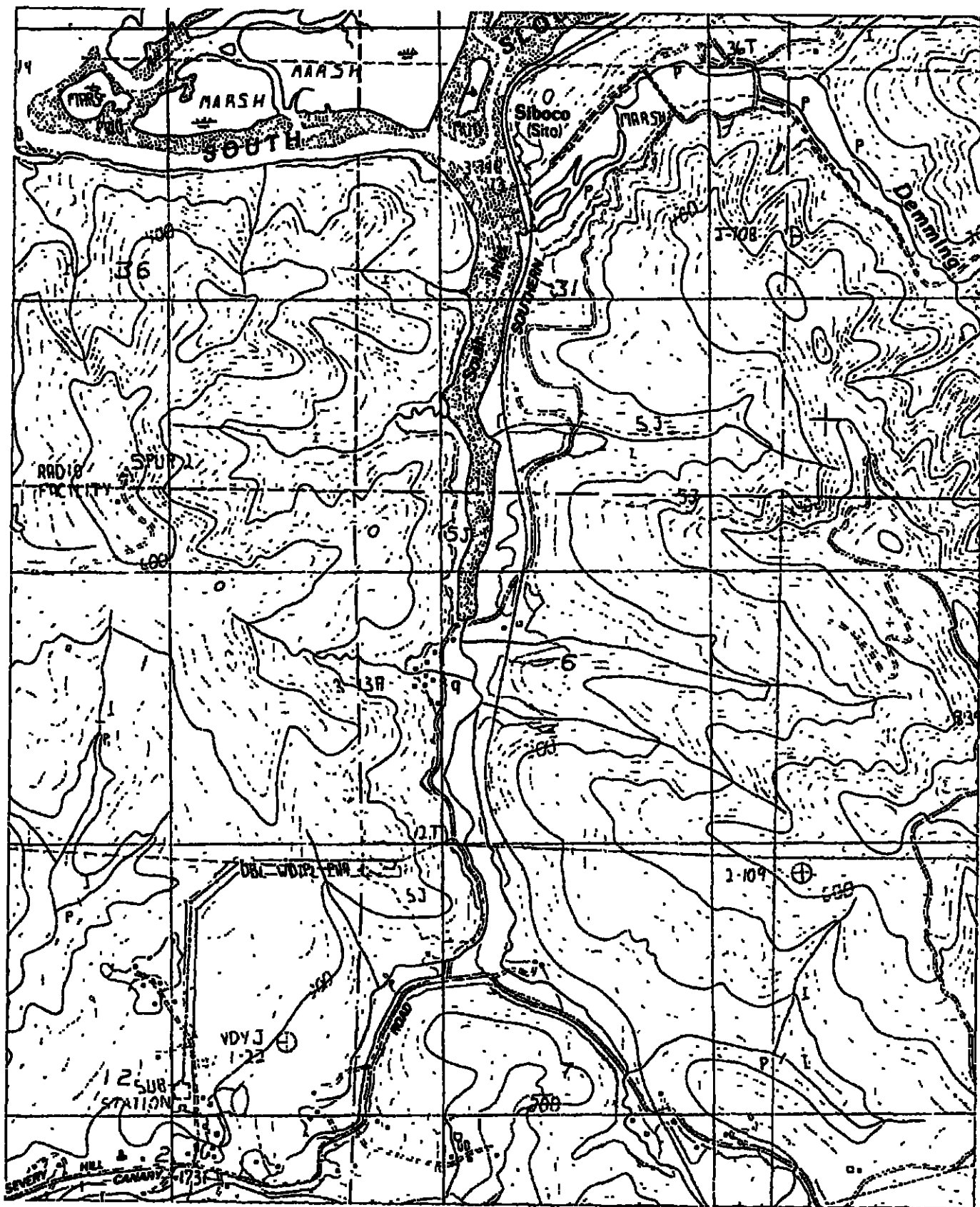


USGS Topographic Maps along Subject Line (South to North)
Lane County - Map No. 1

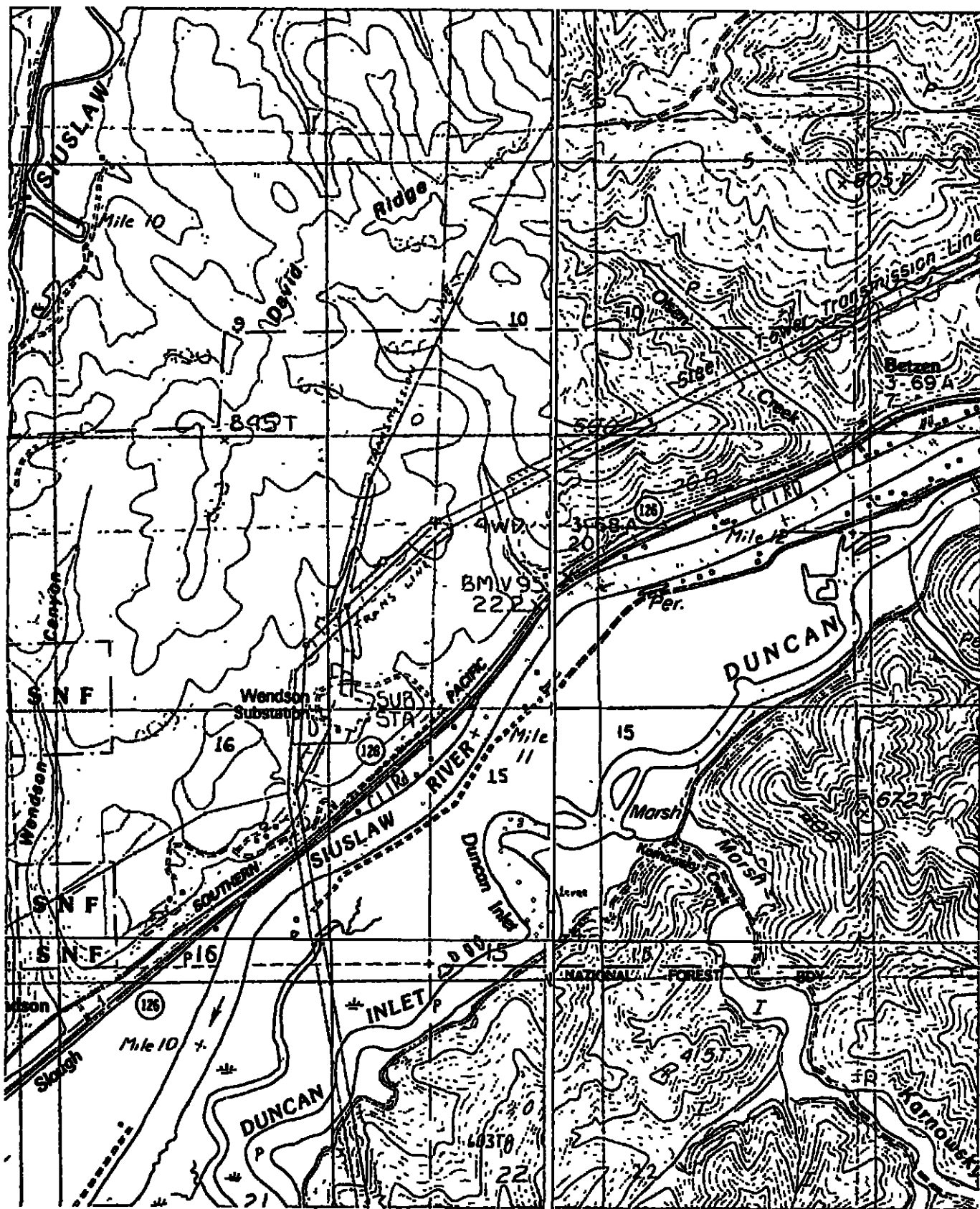


USGS Topographic Maps along Subject Line (South to North)
Lane County – Map No. 2





**USGS Topographic Maps along Subject Line (South to North)
Lane County – Map No. 4**



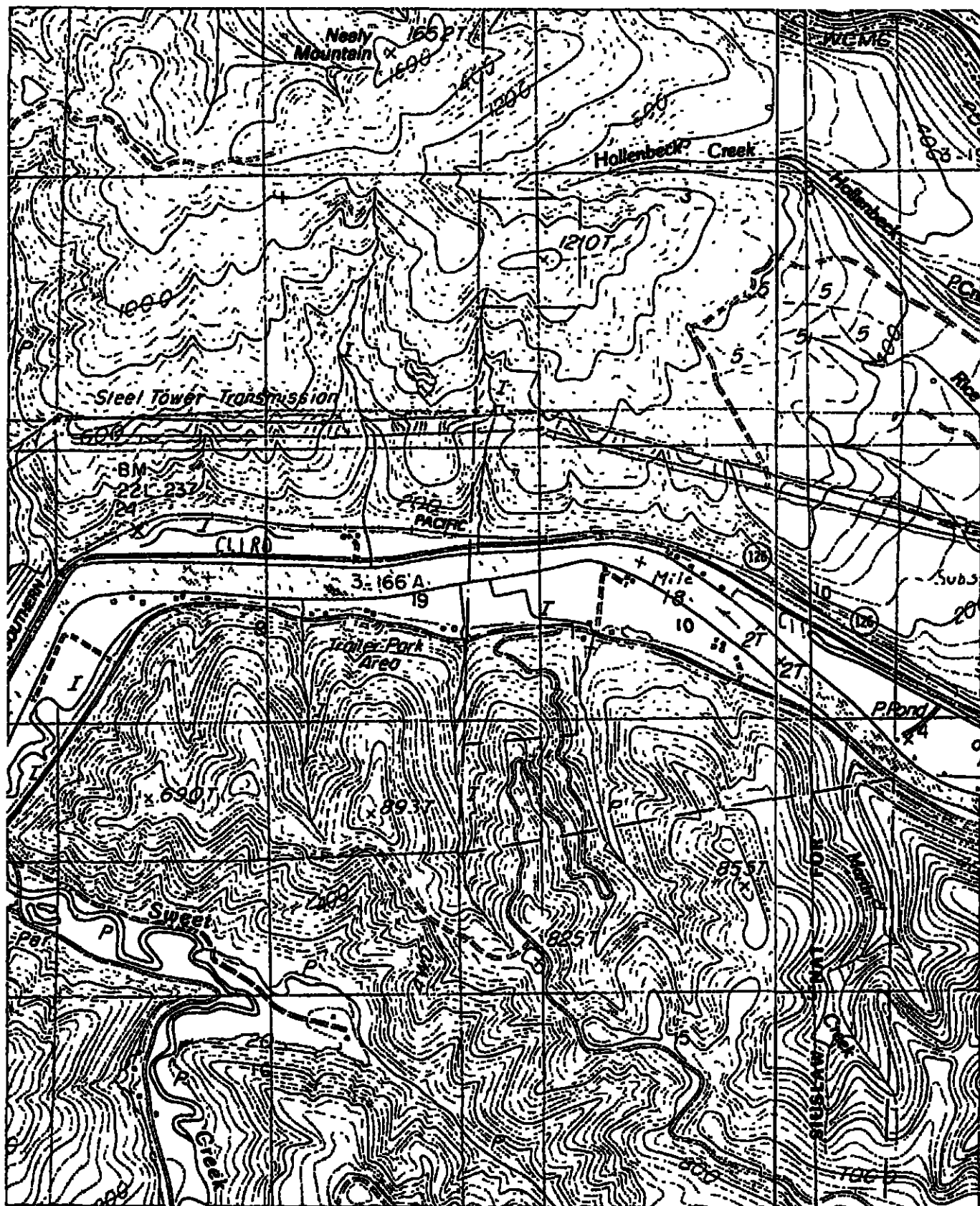
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Lane County – Map No. 6



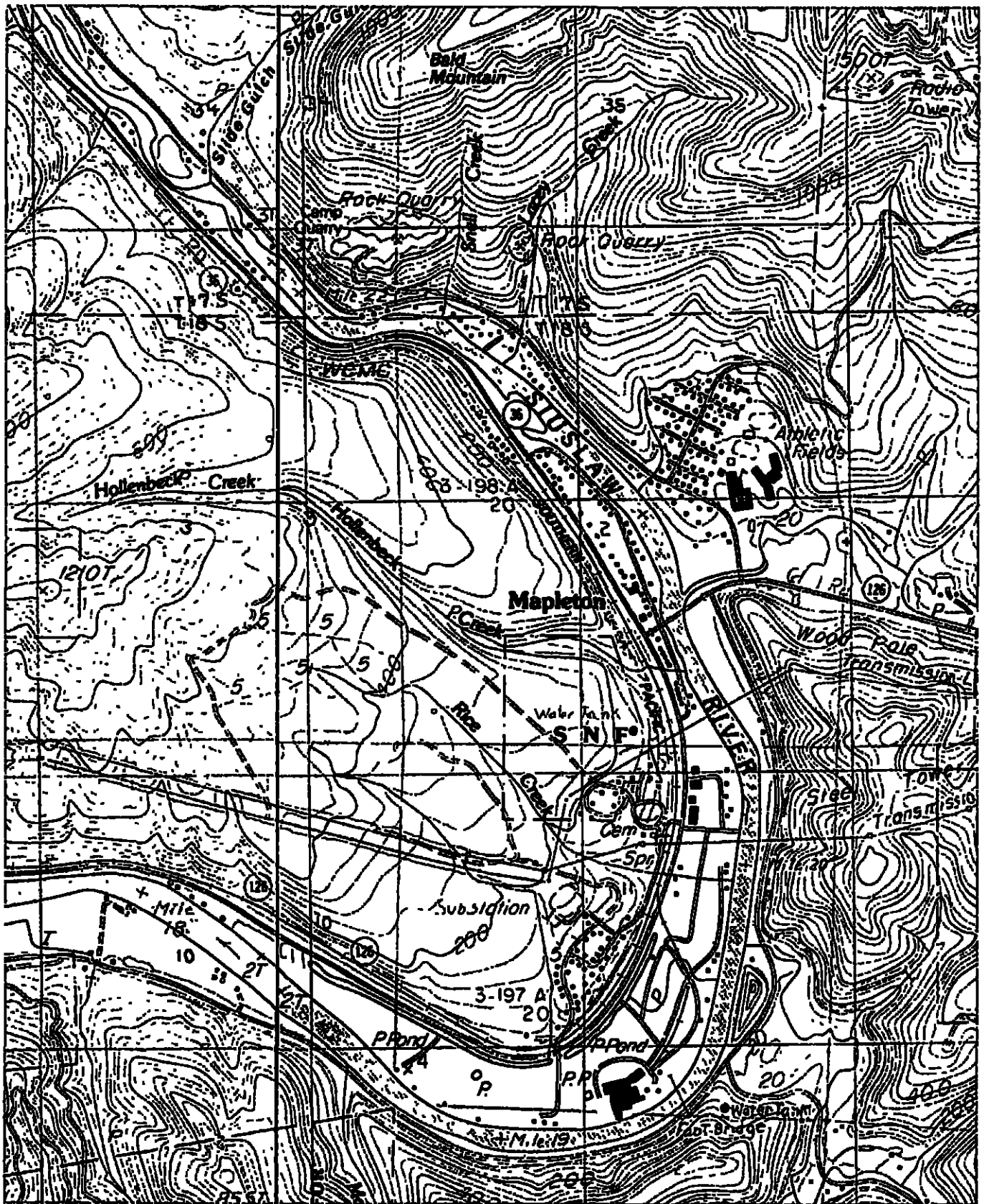
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Lane County – Map No. 7



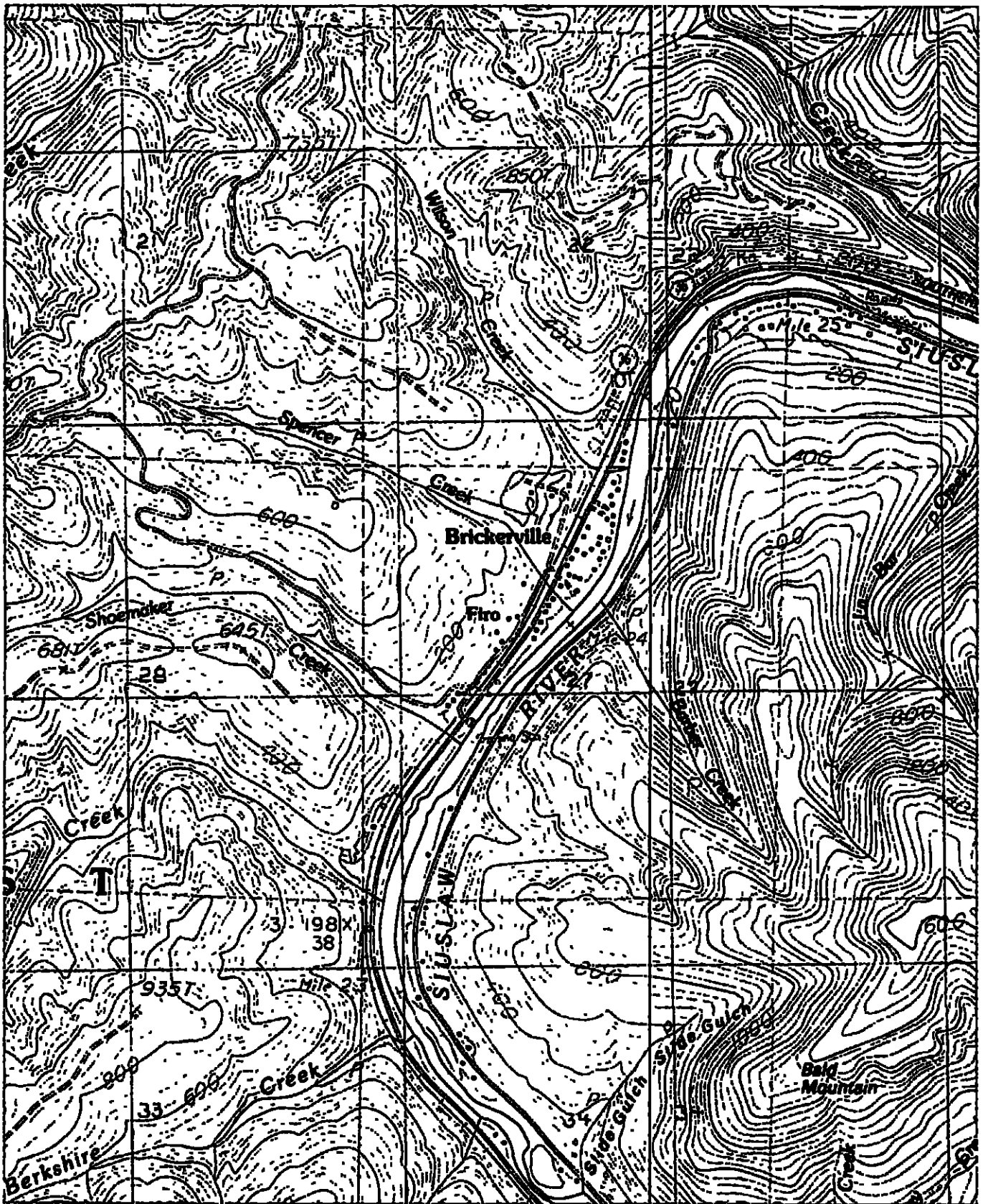
USGS Topographic Maps along Subject Line (South to North)
Lane County – Map No. 8



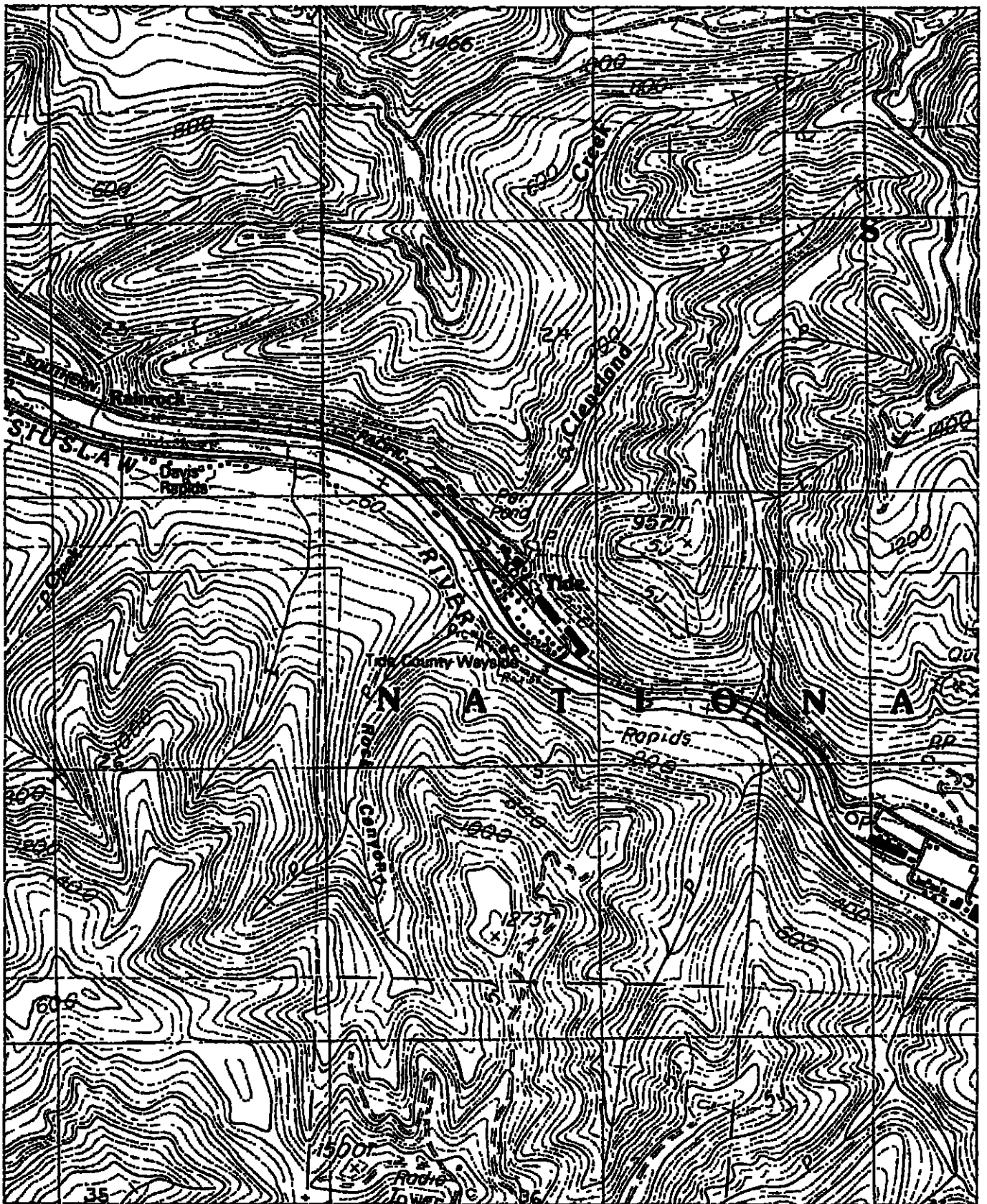
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Lane County – Map No. 9



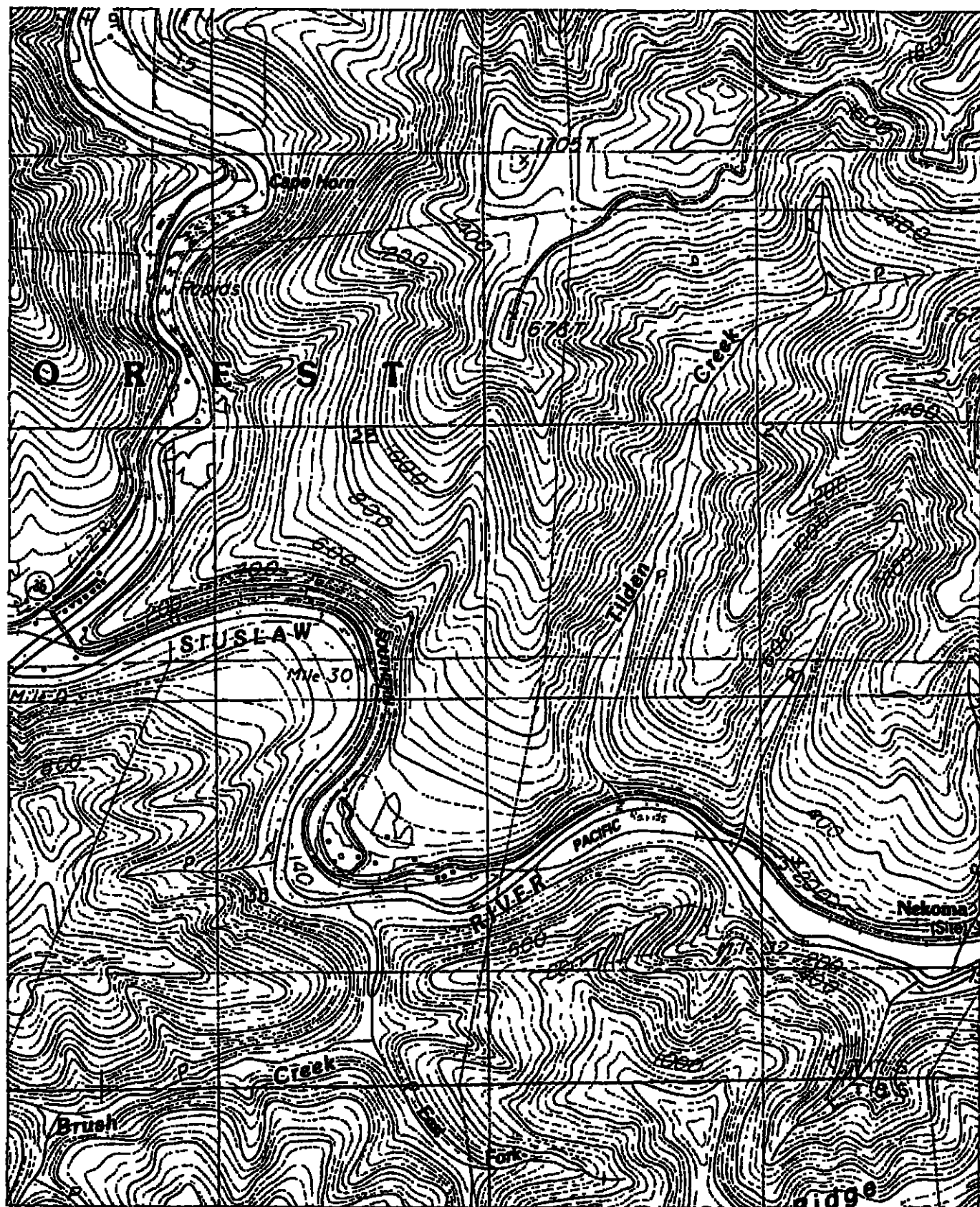
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Lane County – Map No. 10



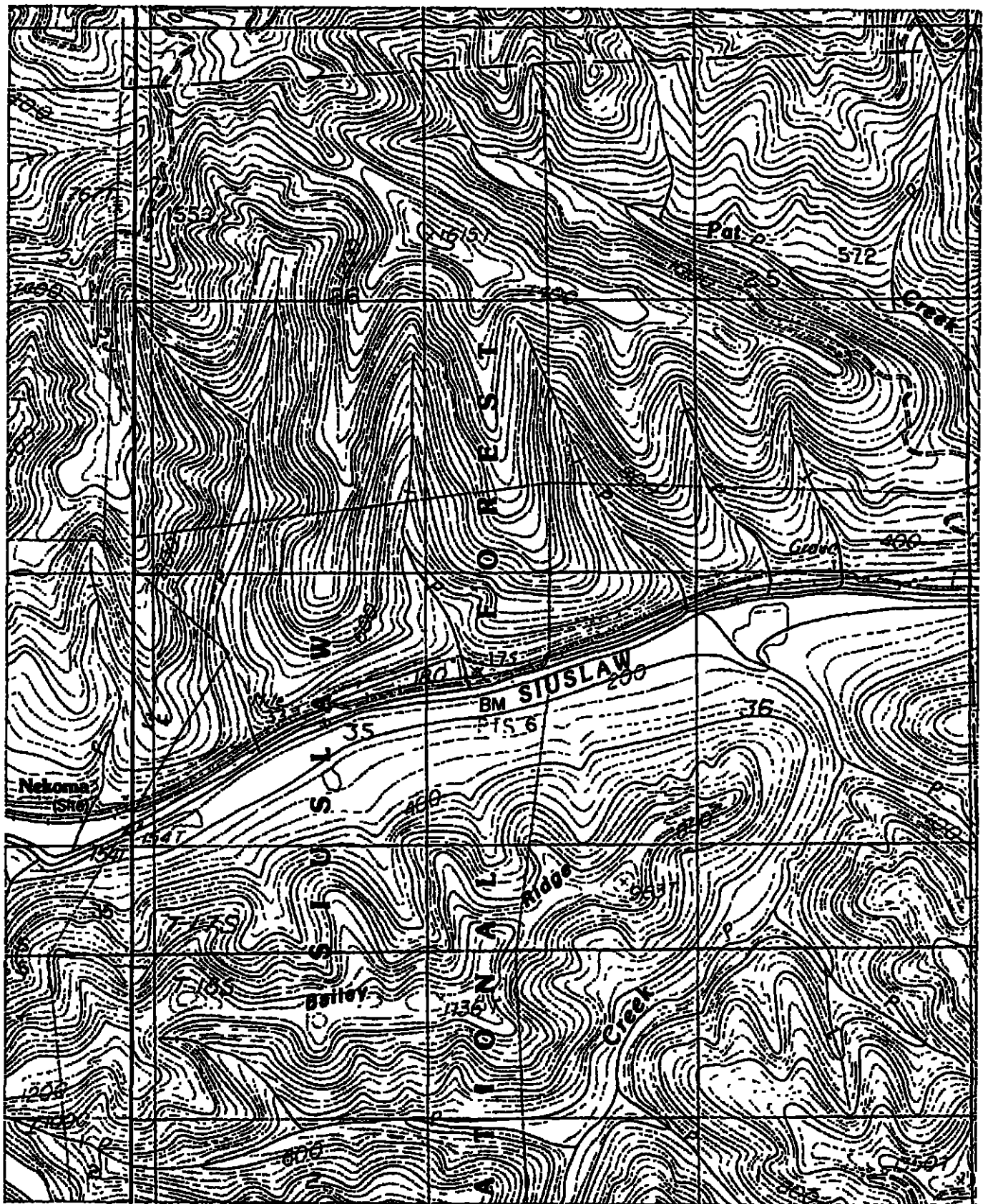
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Lane County – Map No. 11



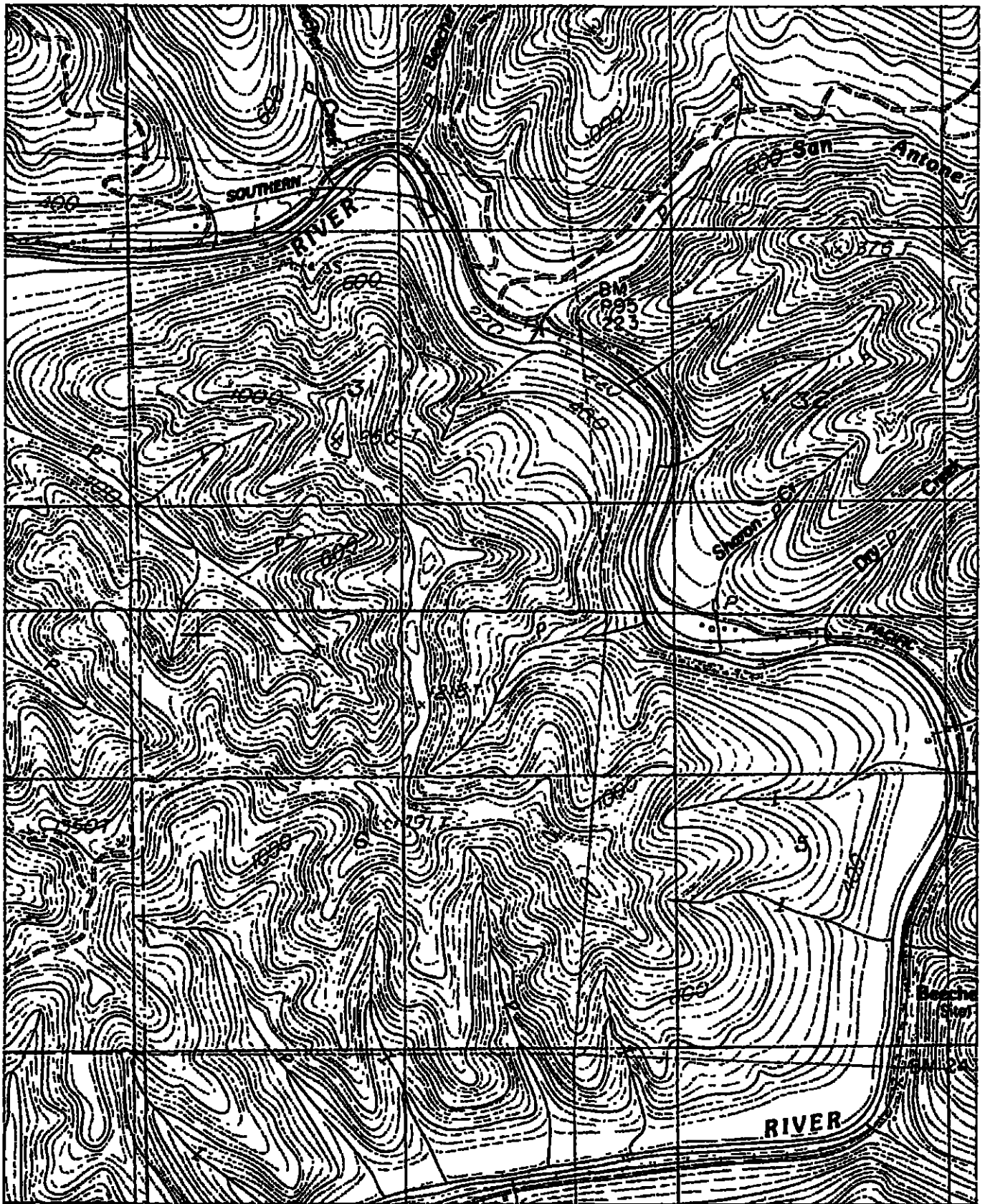
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Lane County – Map No. 12



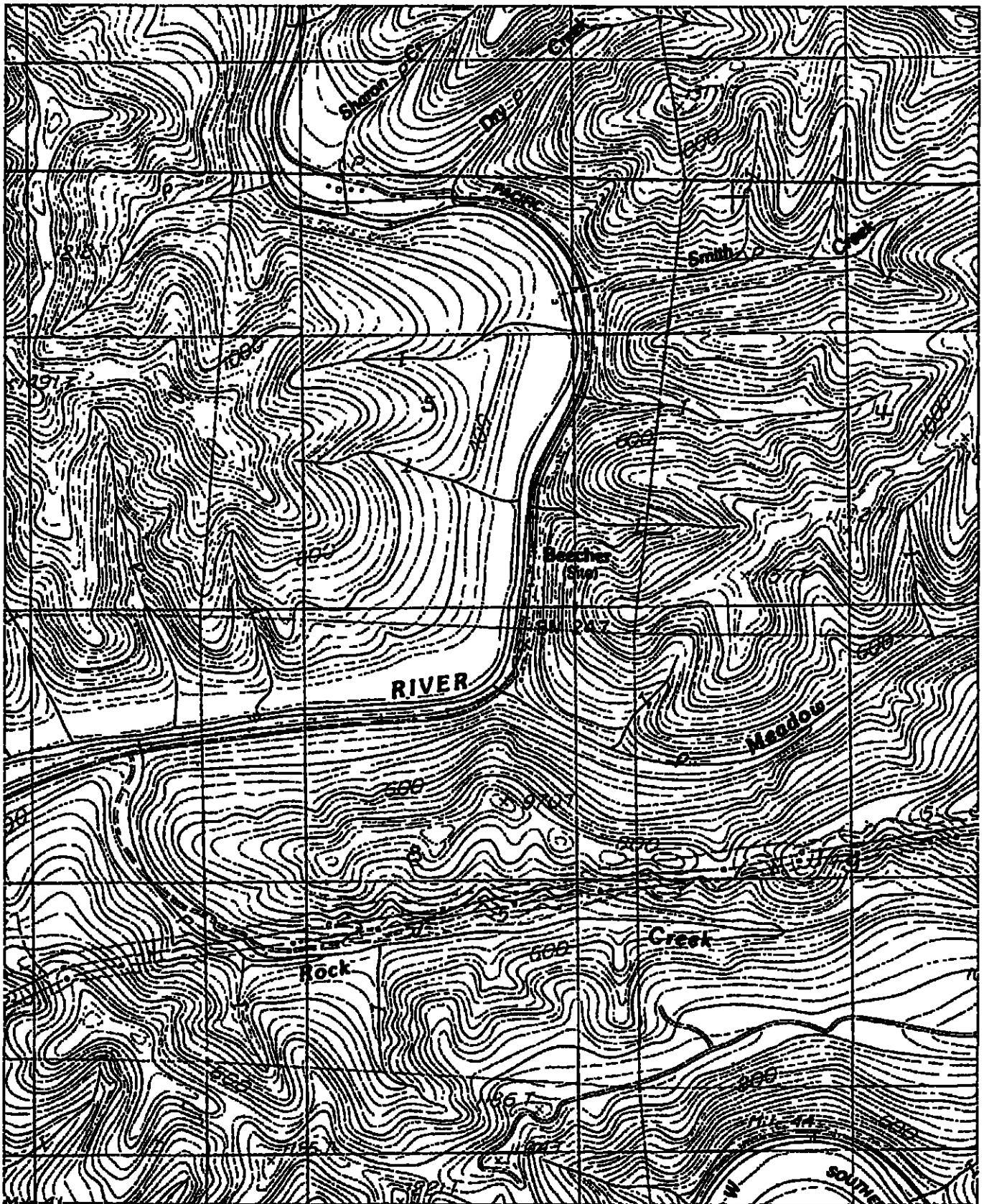
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Lane County – Map No. 14



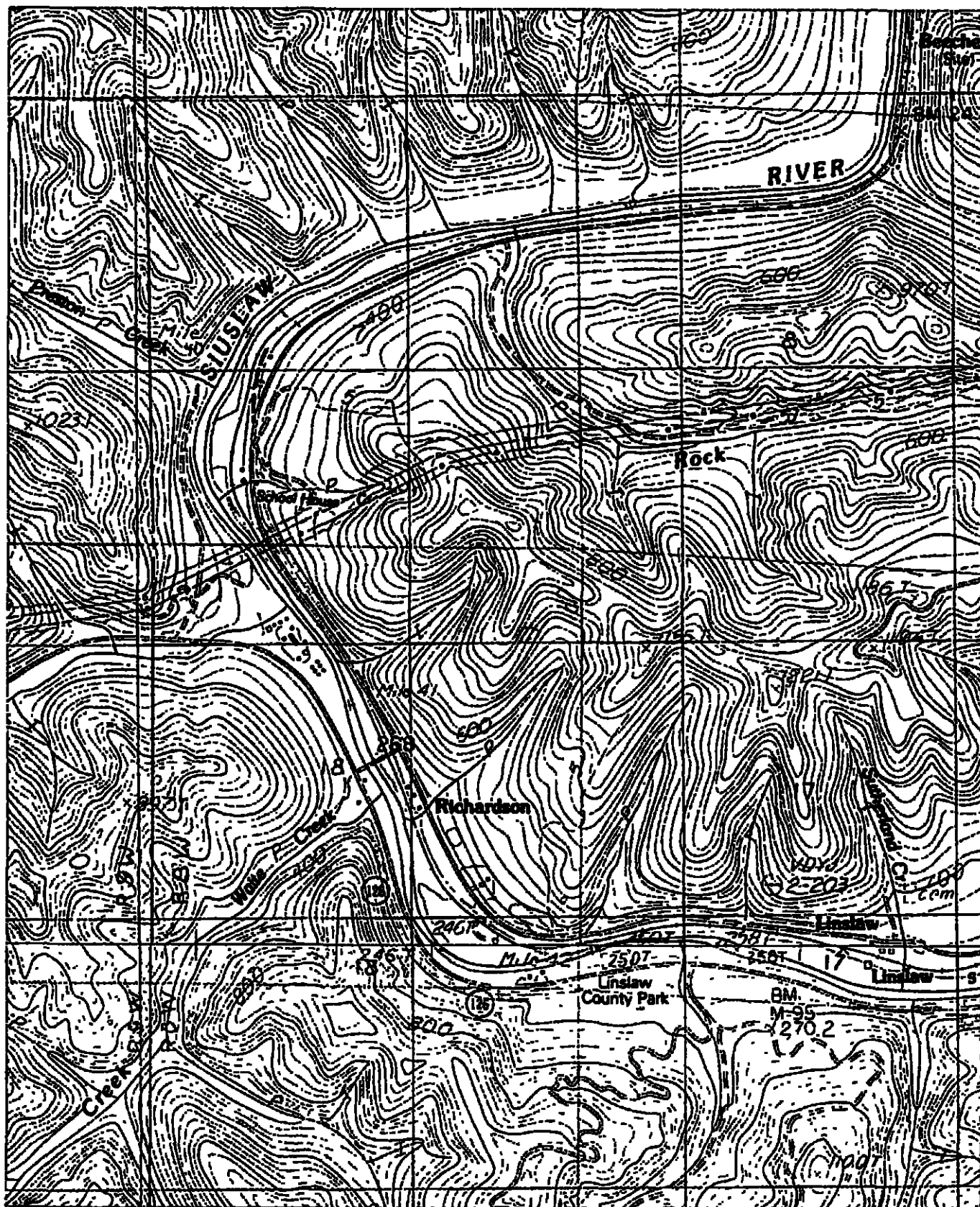
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Lane County – Map No. 15



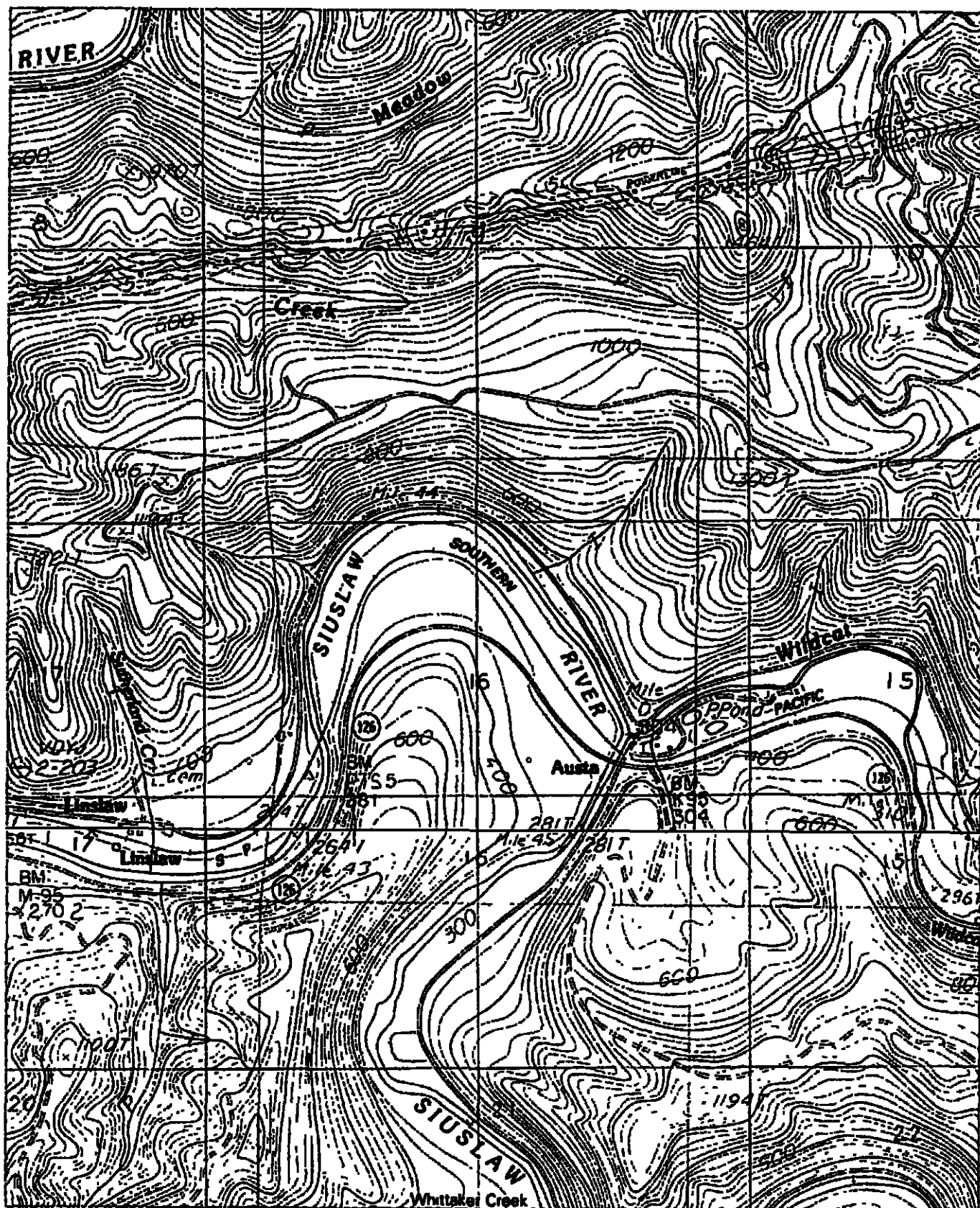
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Lane County – Map No. 16



USGS Topographic Maps along Subject Line (South to North)
Lane County – Map No. 17

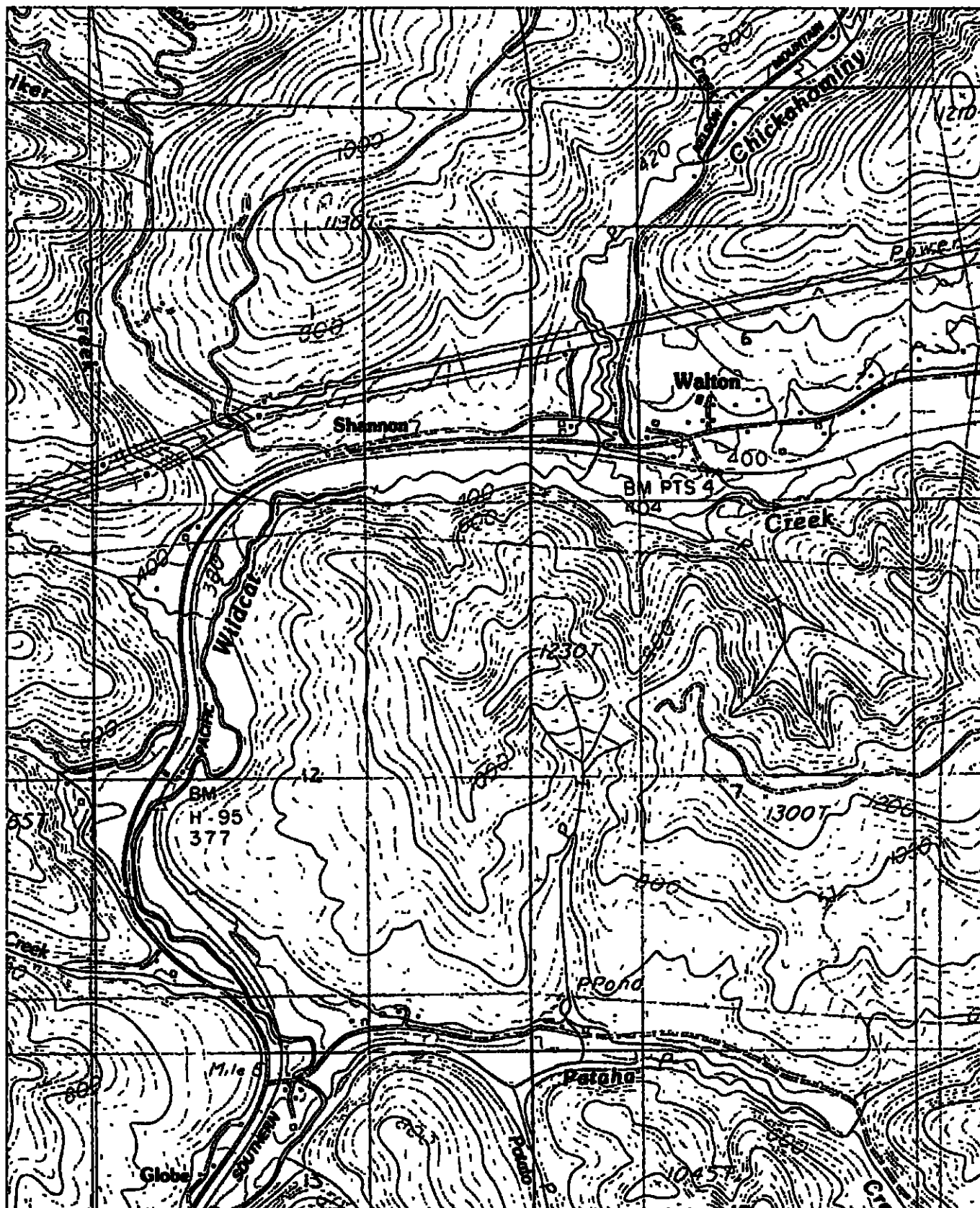


USGS Topographic Maps along Subject Line (South to North)
Lane County – Map No. 18

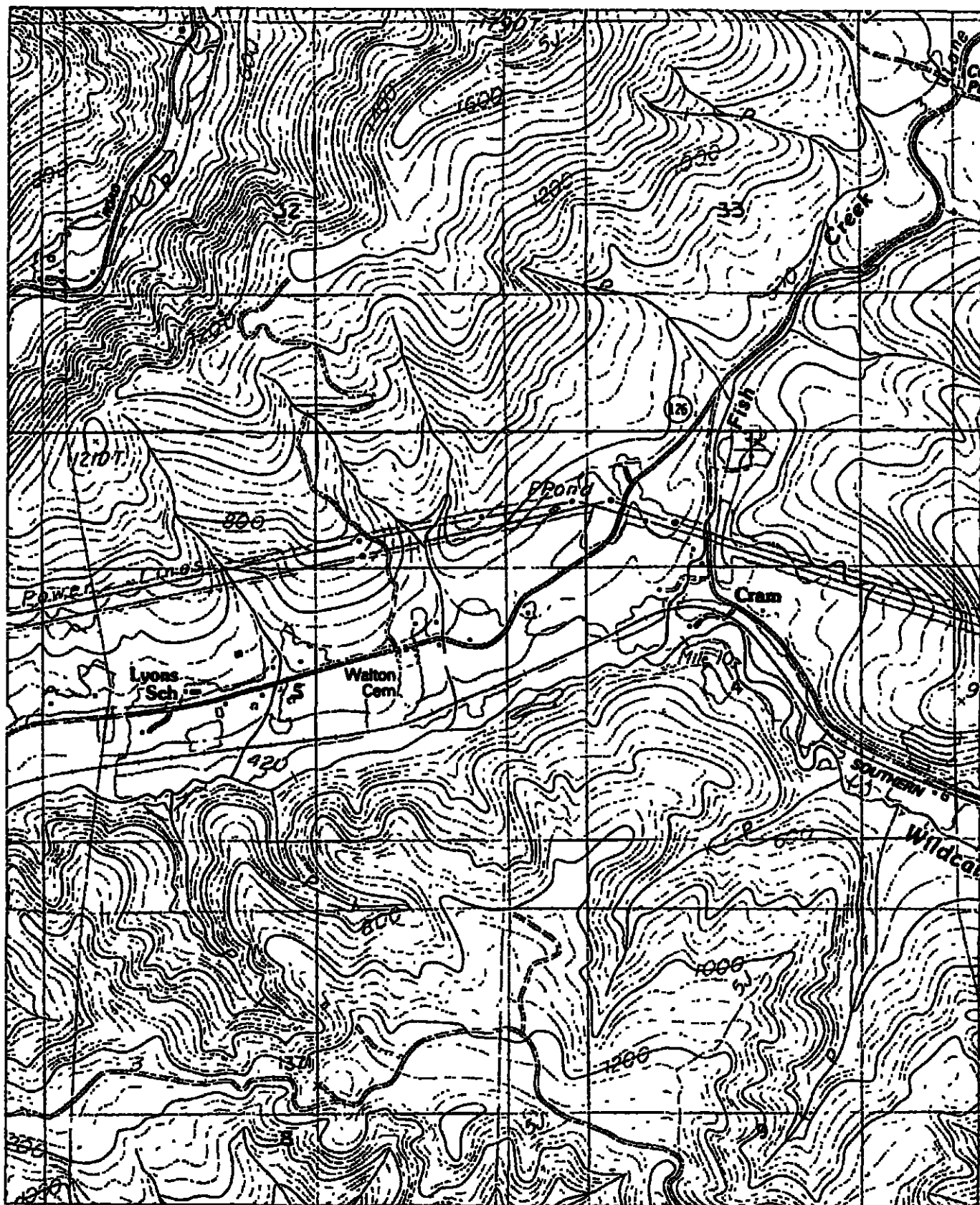


USGS Topographic Maps along Subject Line (South to North)
Lane County – Map No. 19

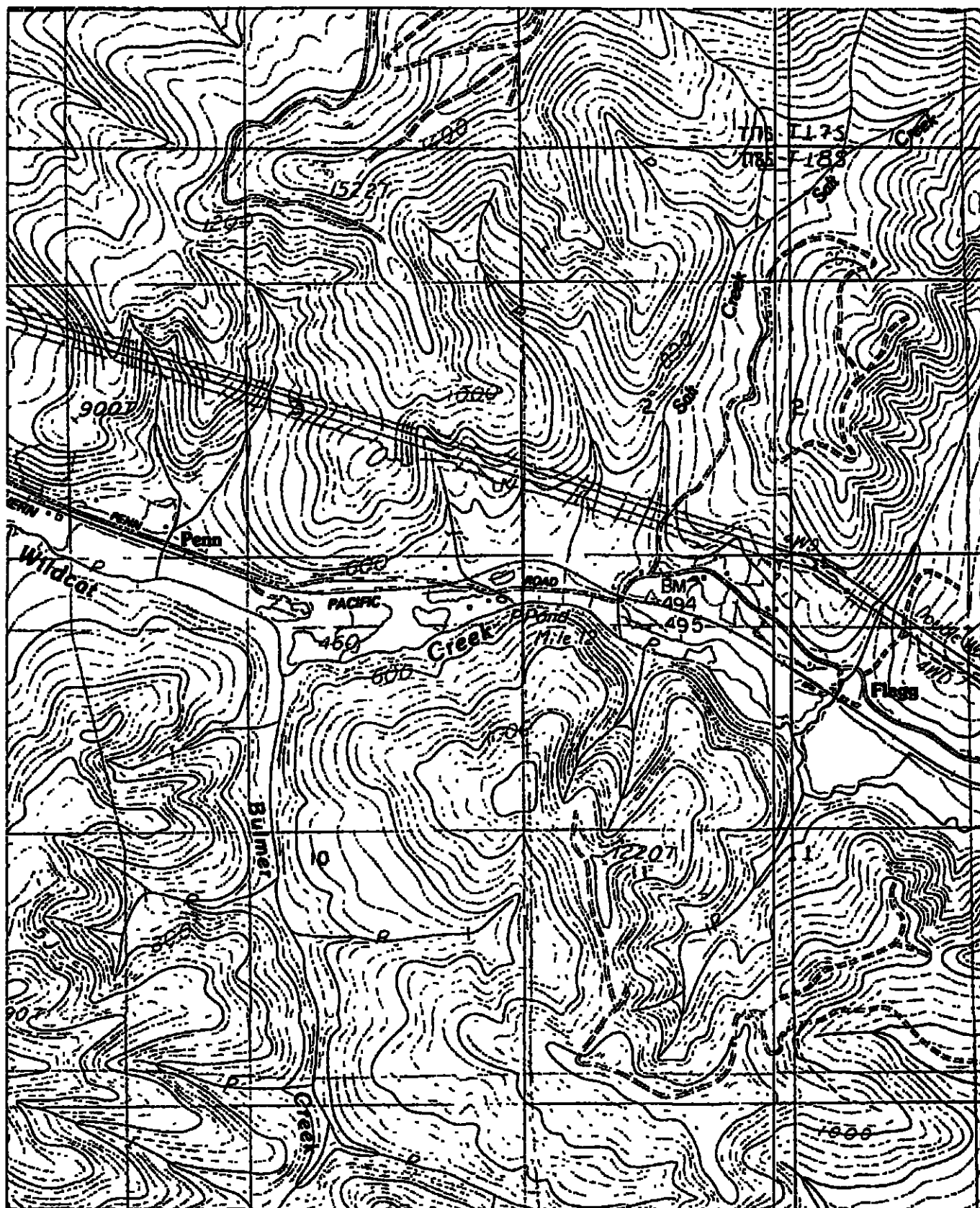




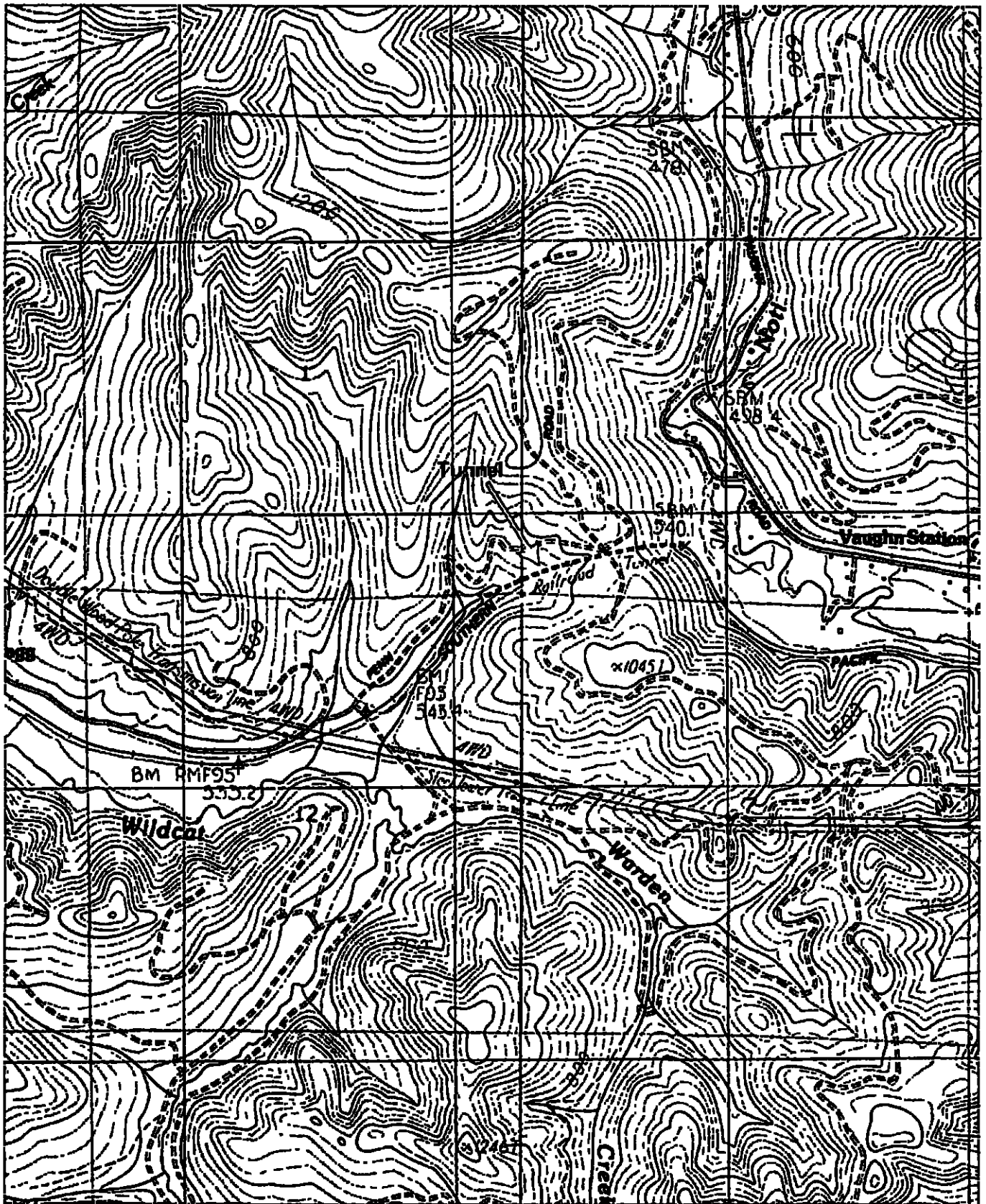
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Lane County – Map No. 21**



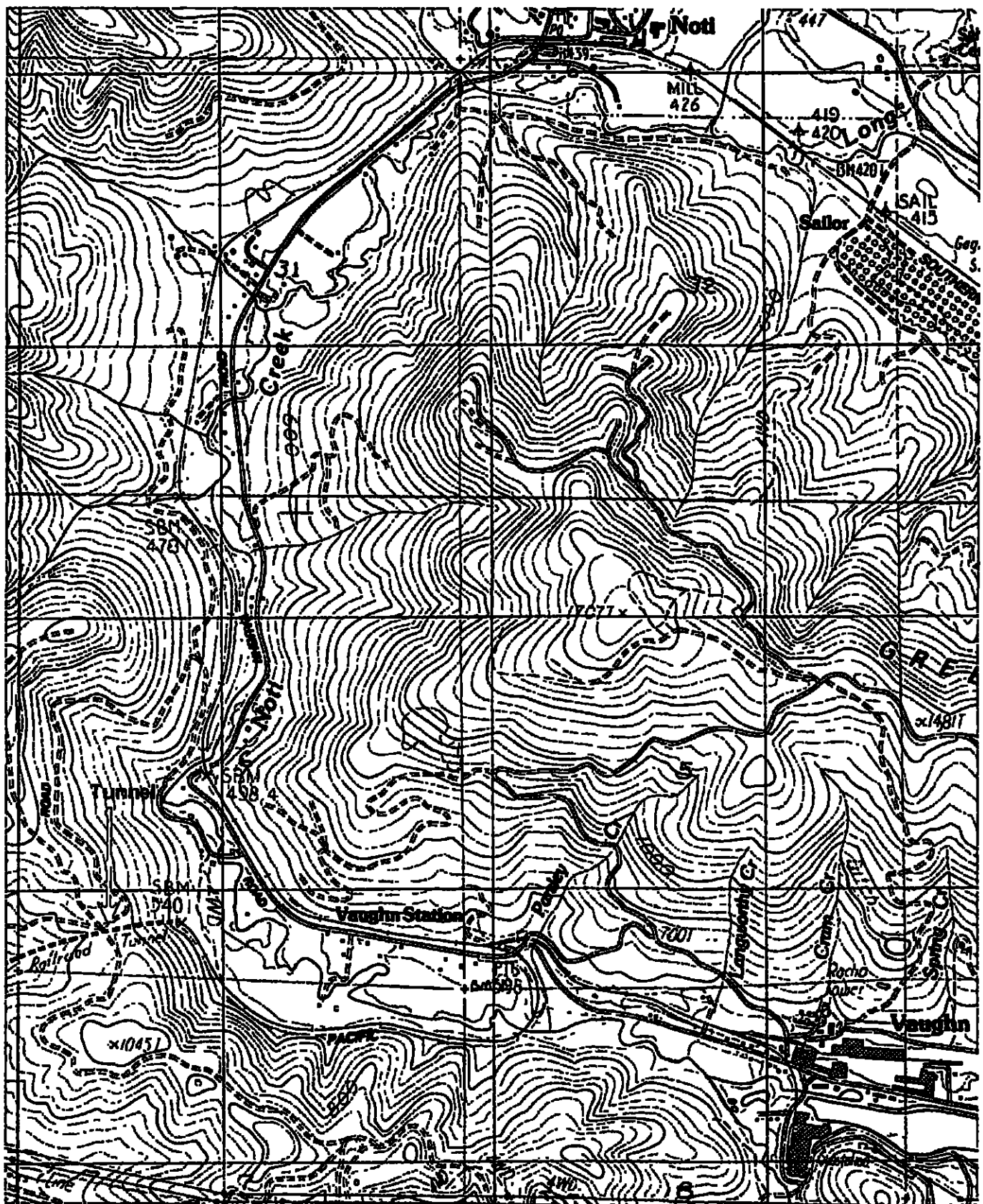
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Lane County – Map No. 22



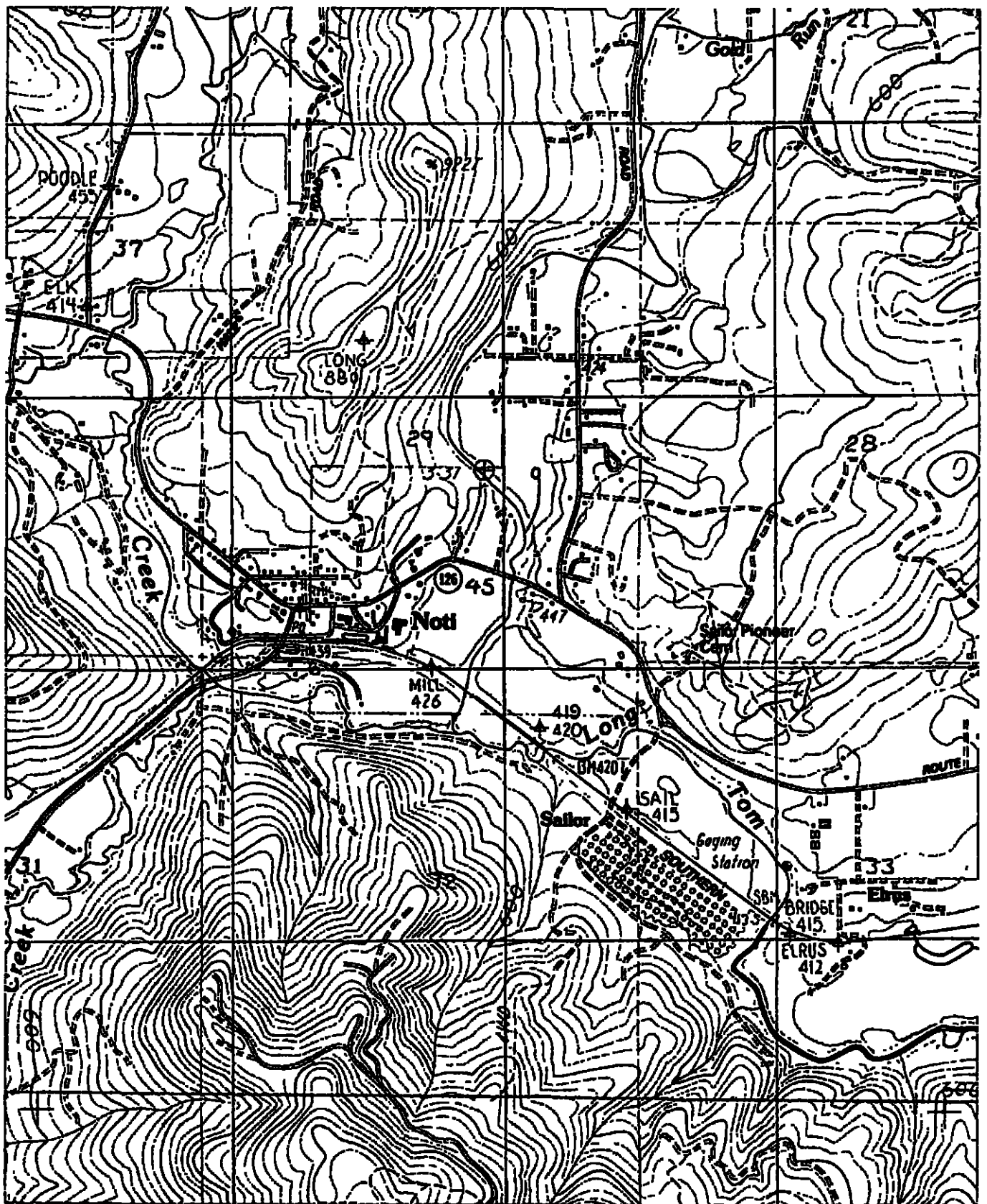
USGS Topographic Maps along Subject Line (South to North)
Lane County – Map No. 23



USGS Topographic Maps along Subject Line (South to North)
Lane County – Map No. 24



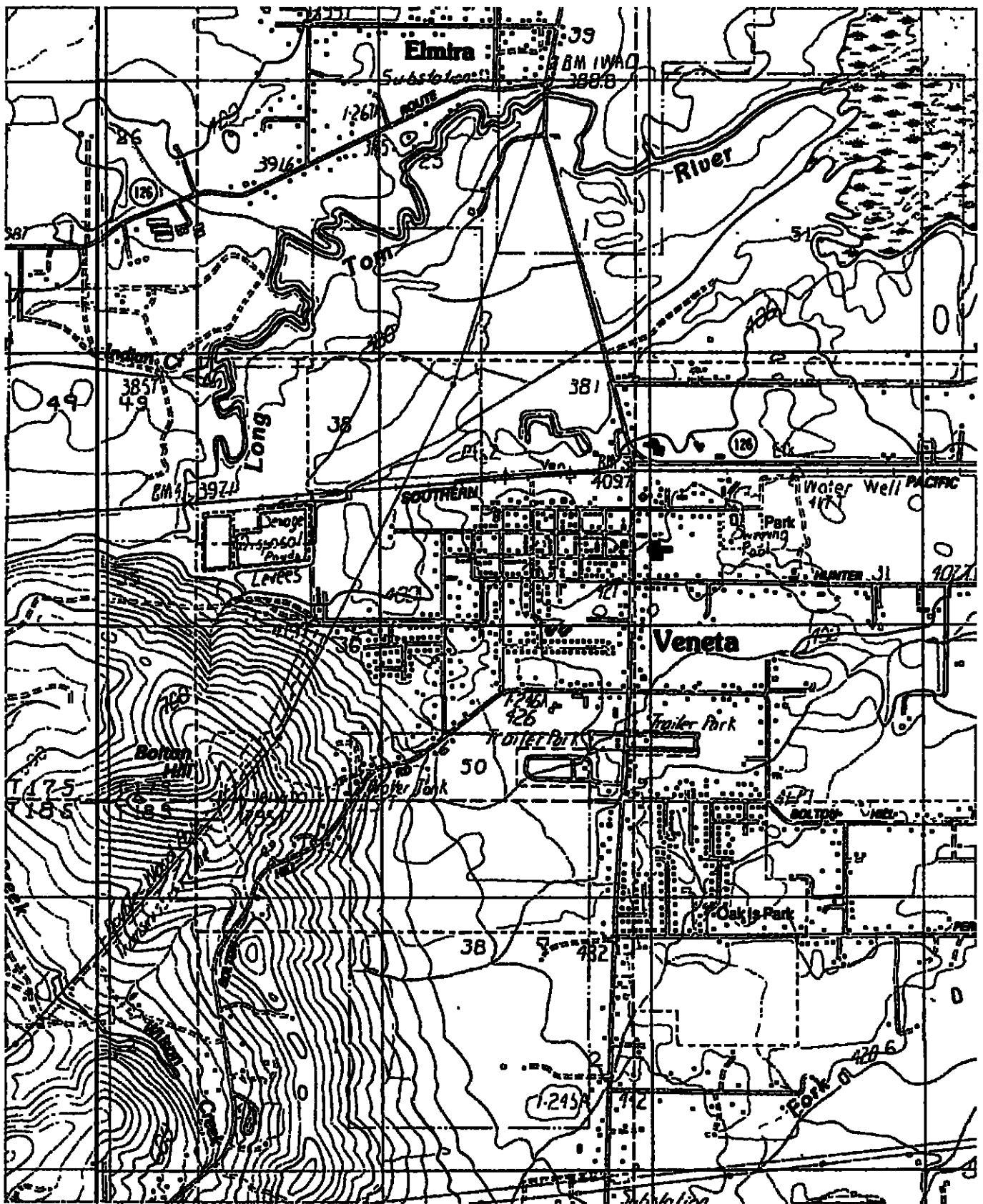
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Lane County – Map No. 25



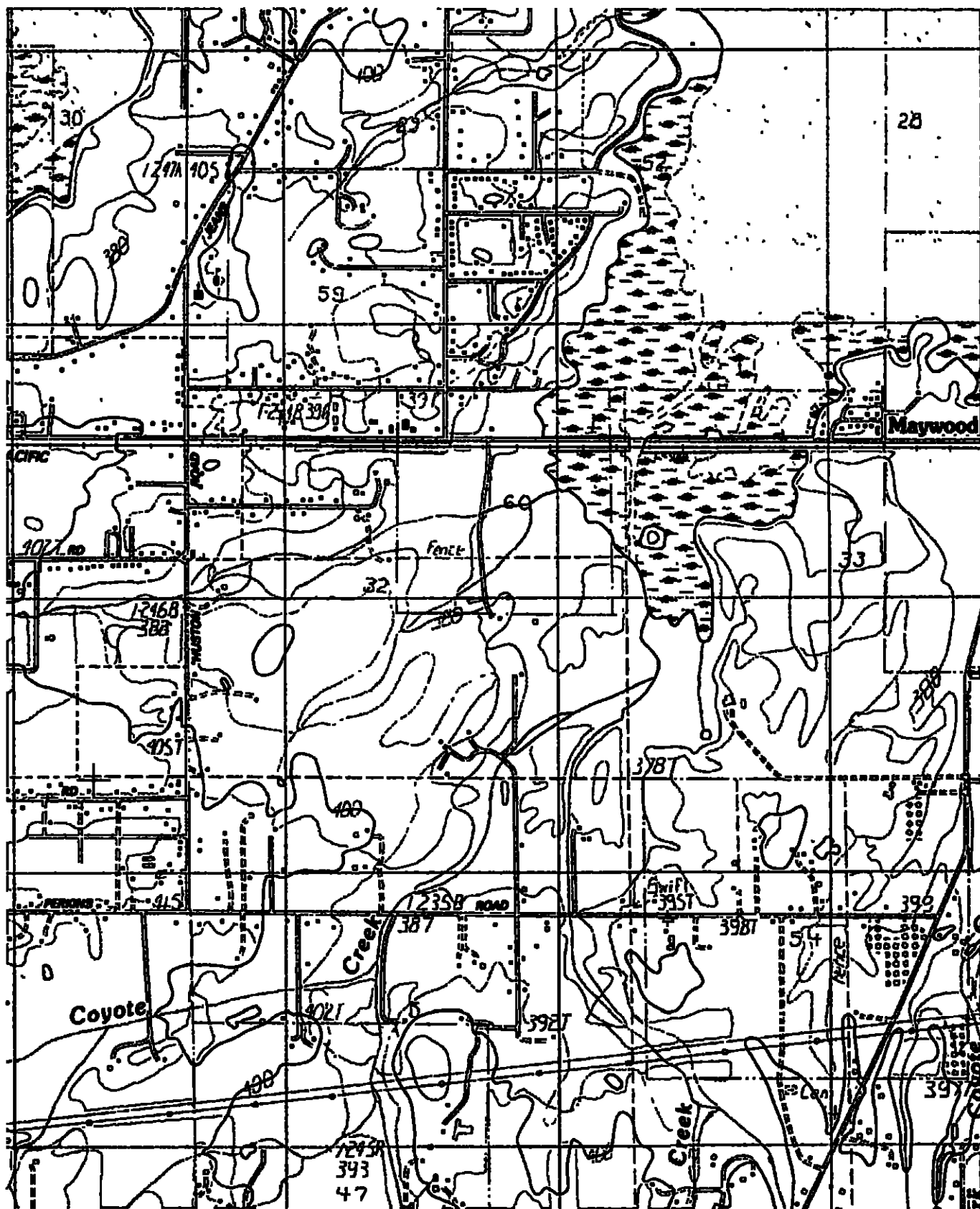
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Lane County – Map No. 26



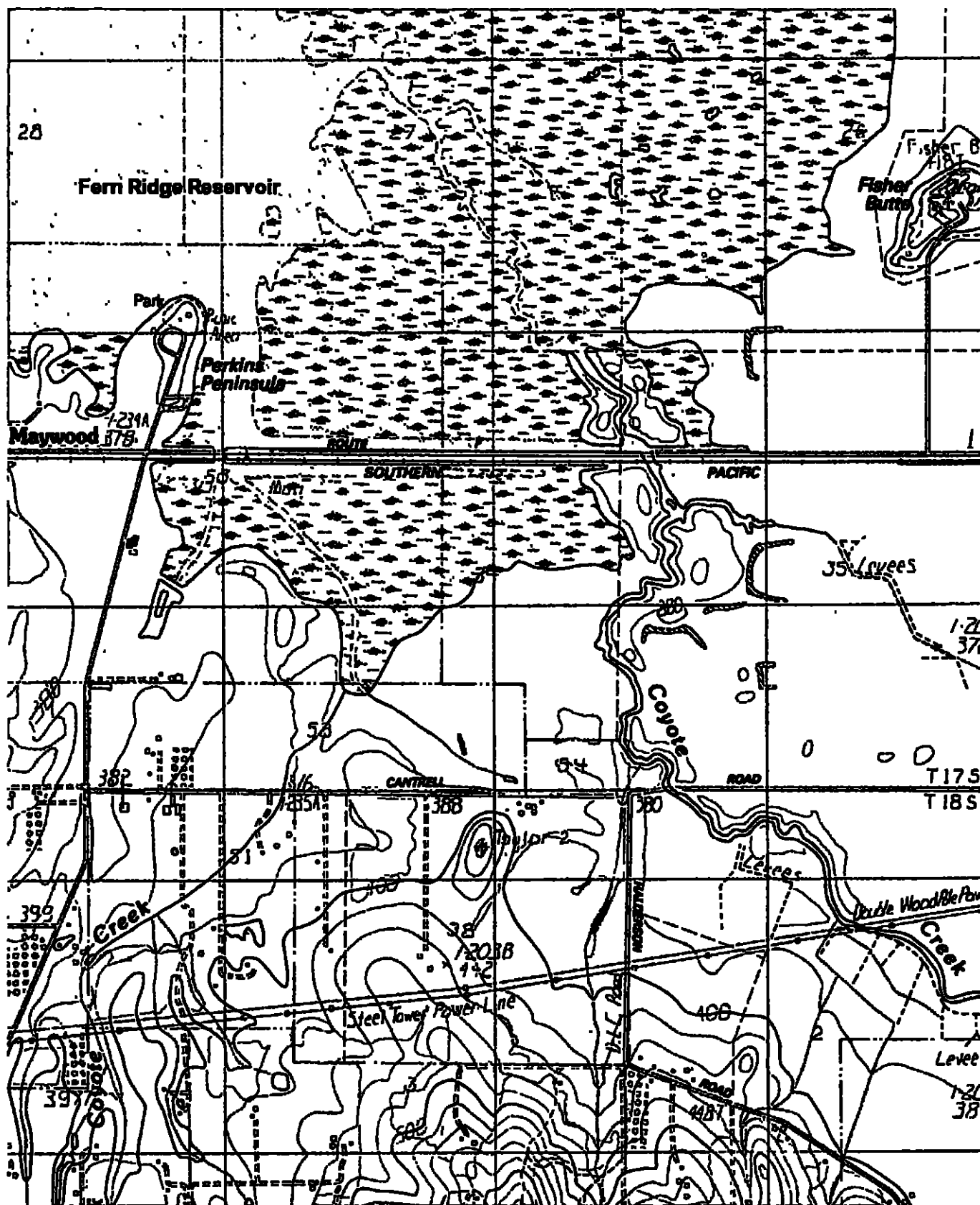
USGS Topographic Maps along Subject Line (South to North)
Lane County – Map No. 27



USGS Topographic Maps along Subject Line (South to North)
Lane County – Map No. 28



USGS Topographic Maps along Subject Line (South to North)
Lane County – Map No. 29



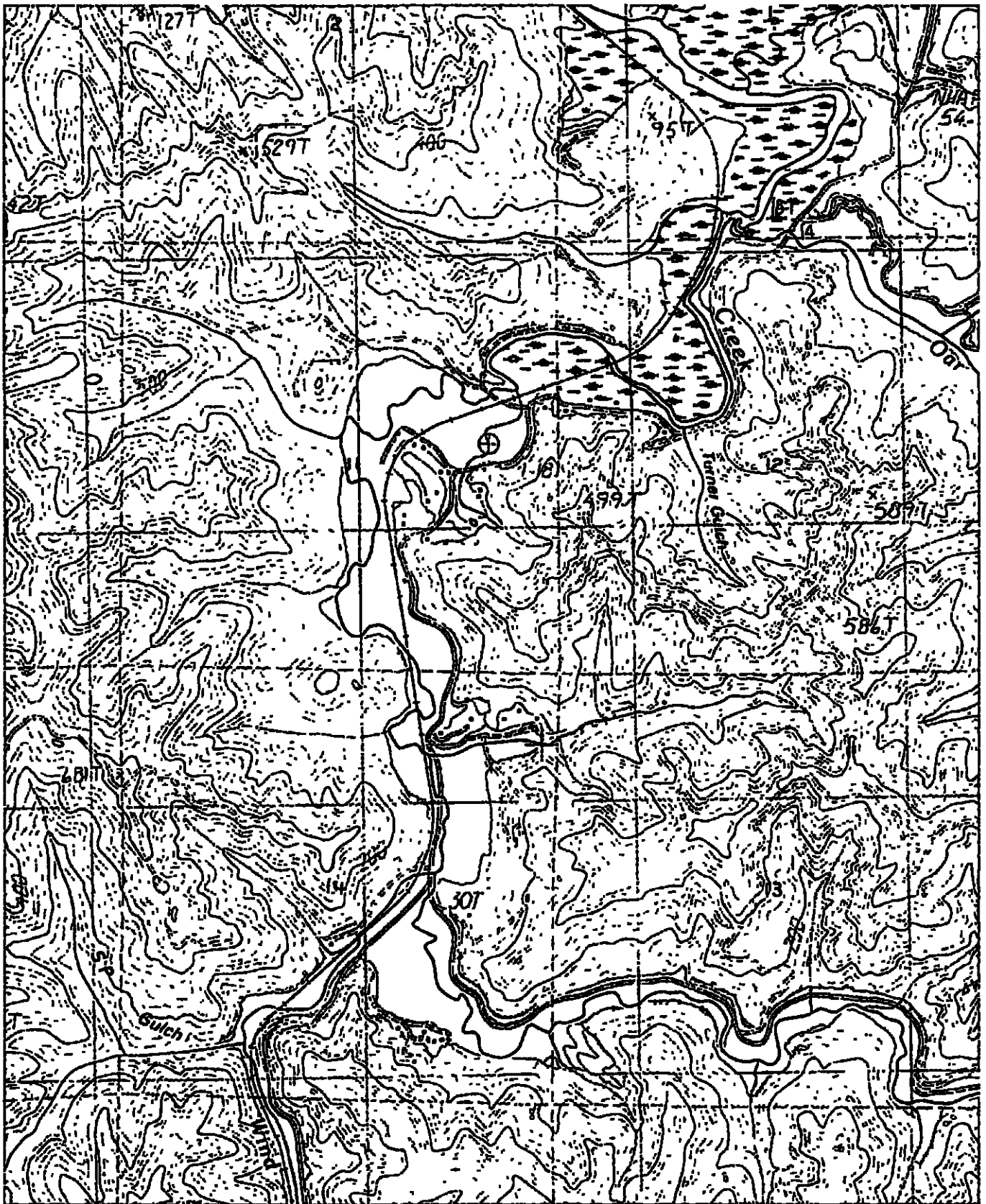
USGS Topographic Maps along Subject Line (South to North)
Lane County – Map No. 30

Addenda Section F

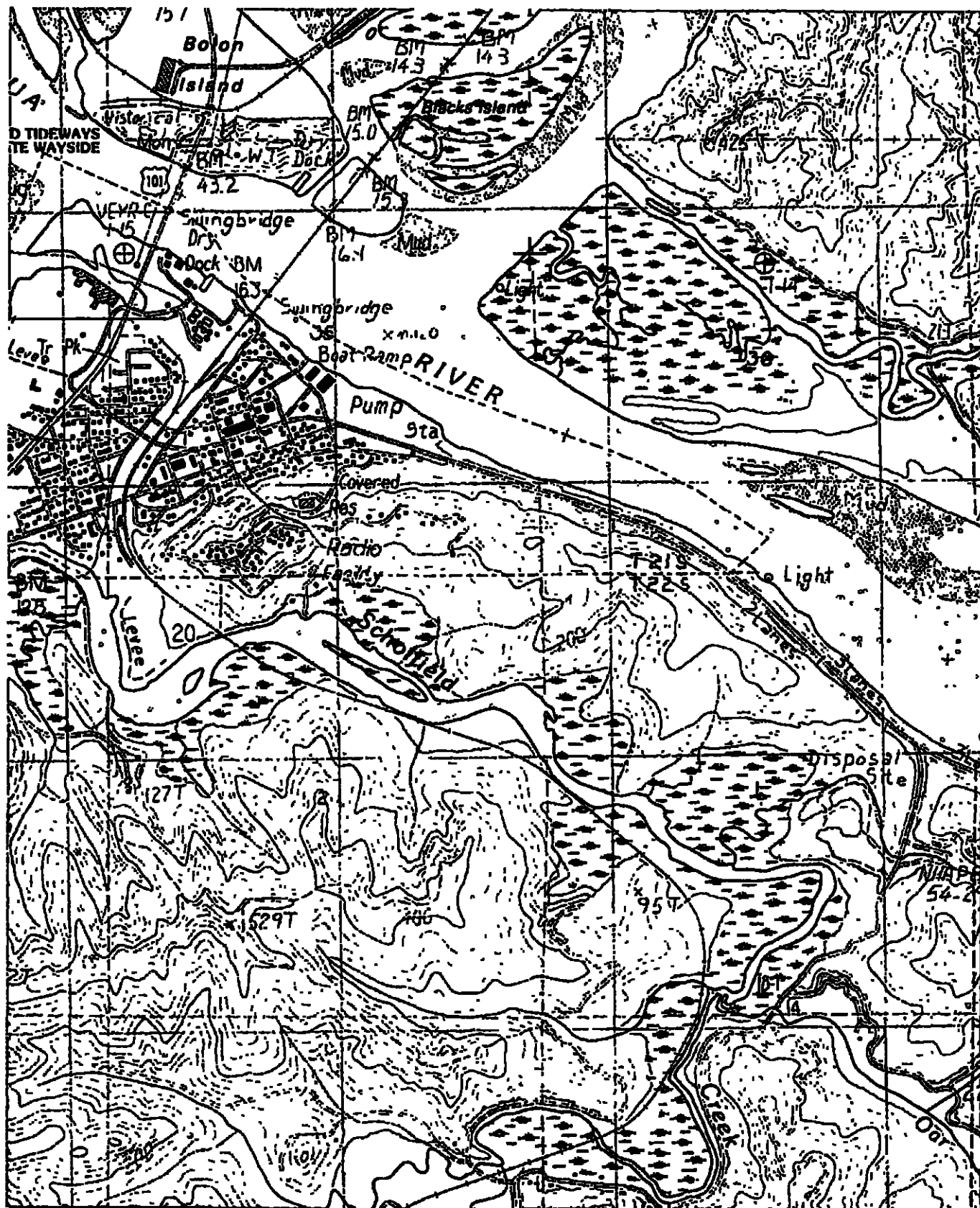
Douglas County U.S.G.S. Topographic Maps regarding Subject



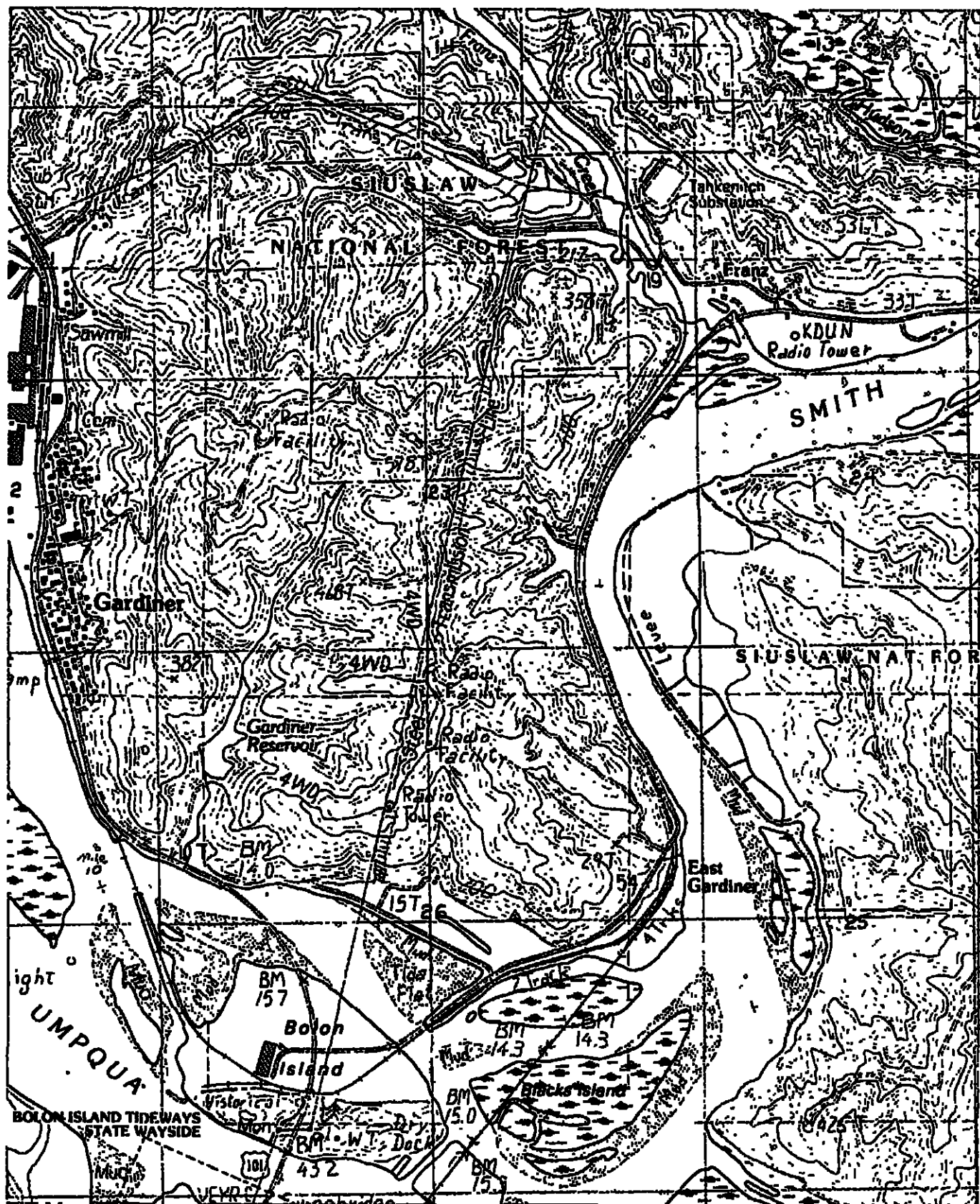
USGS Topographic Maps along Subject Line (South to North)
Douglas County – Map No. 2



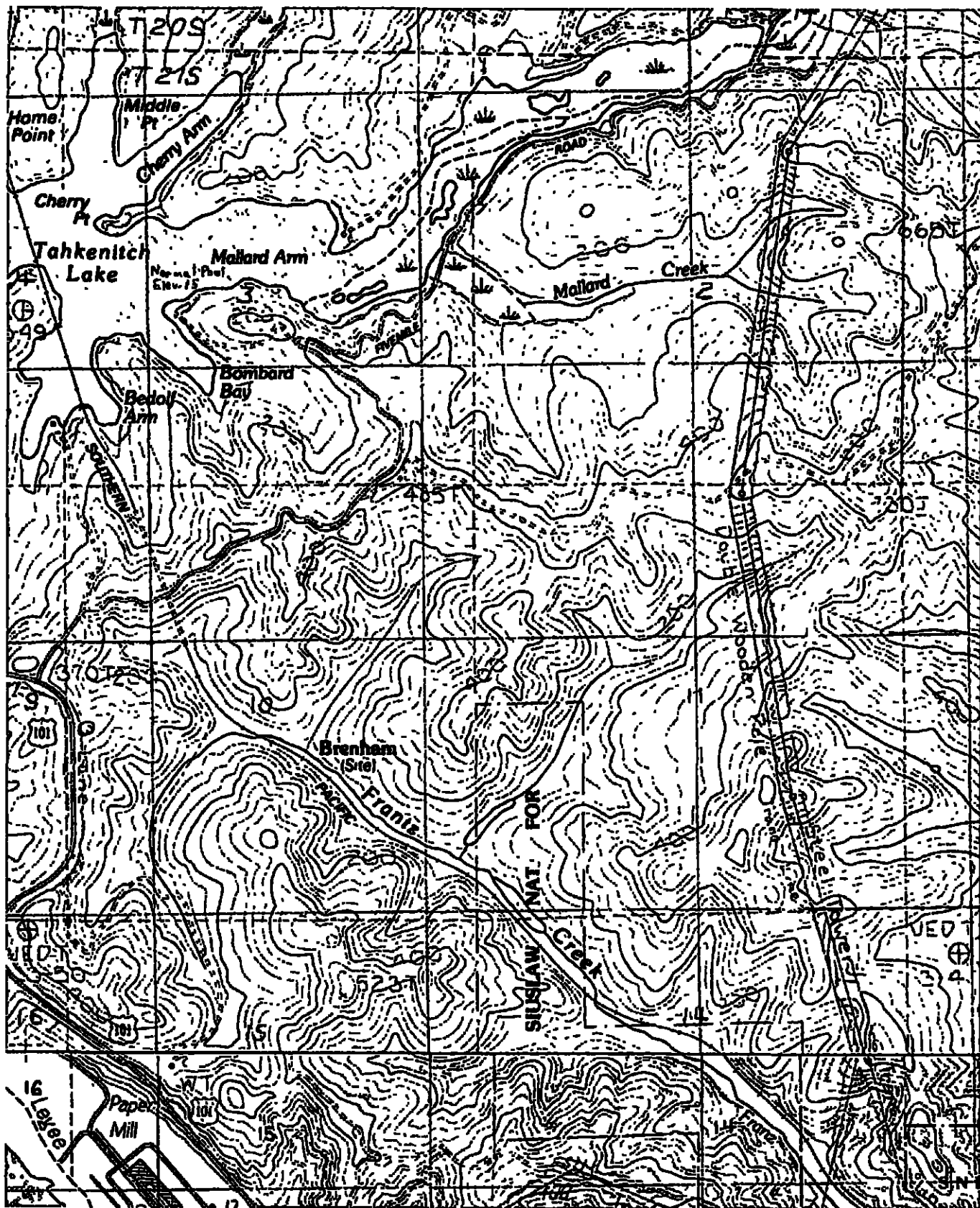
USGS Topographic Maps along Subject Line (South to North)
Douglas County – Map No. 3



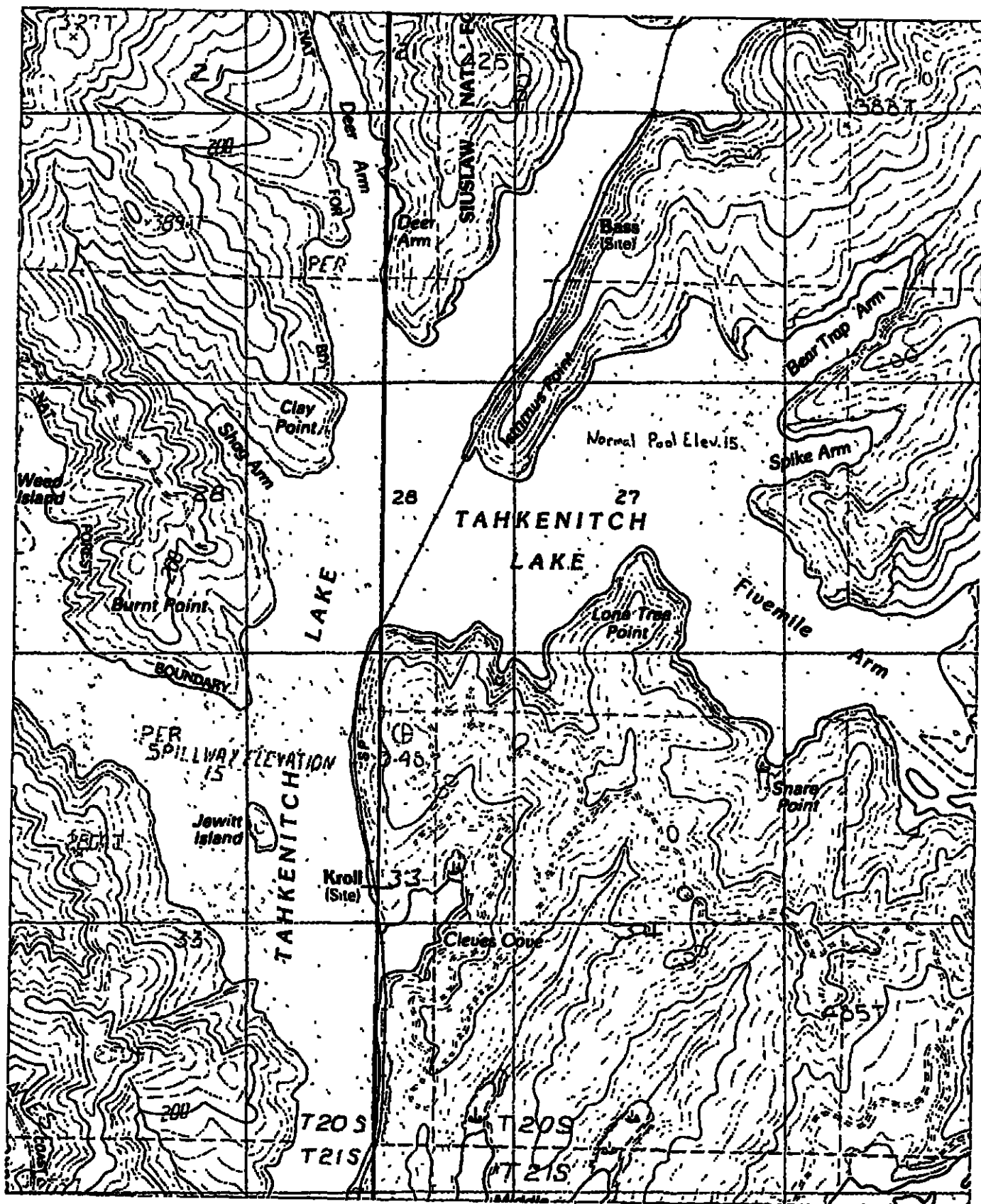
USGS Topographic Maps along Subject Line (South to North)
Douglas County – Map No. 4



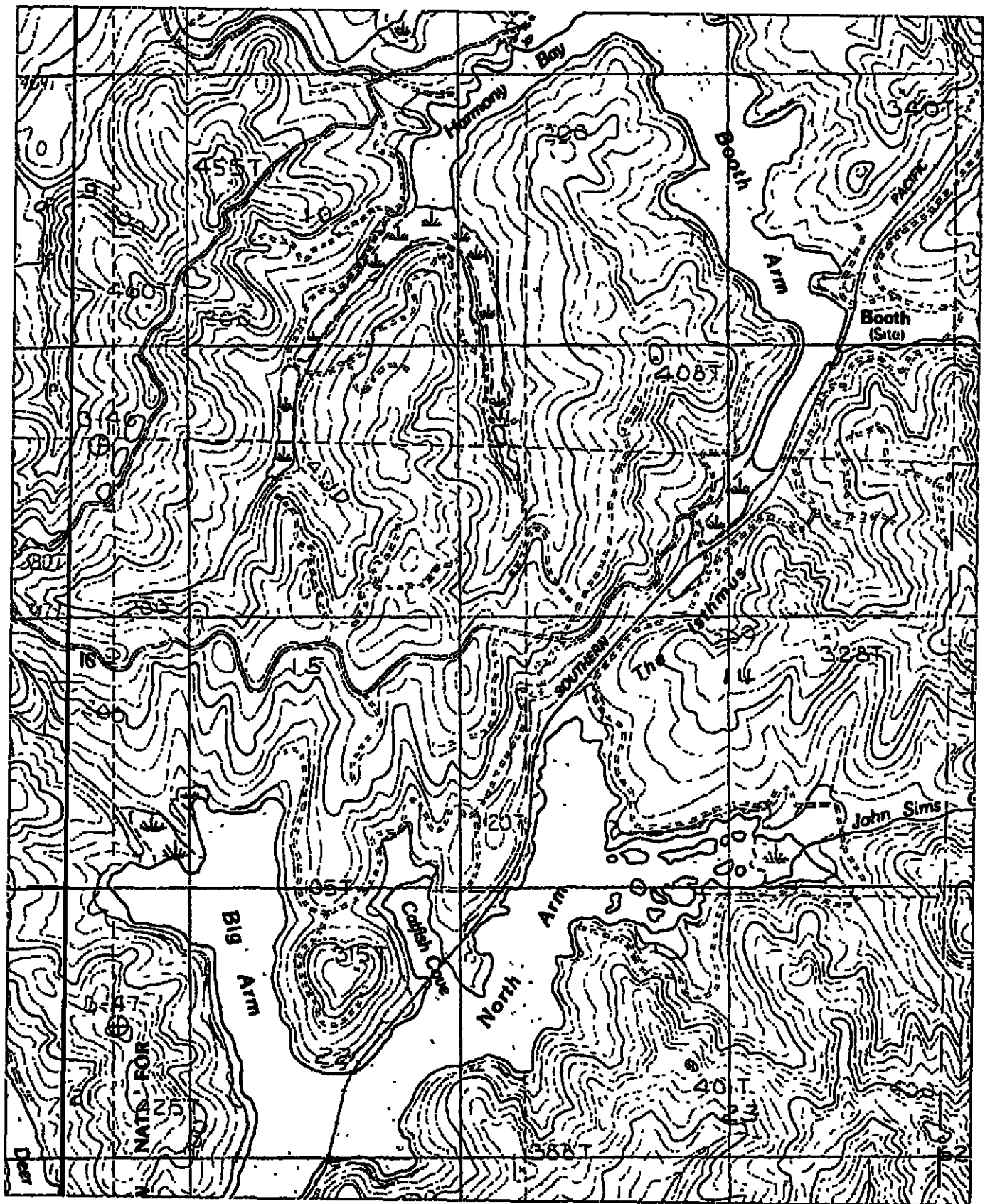
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Douglas County - Map No. 5



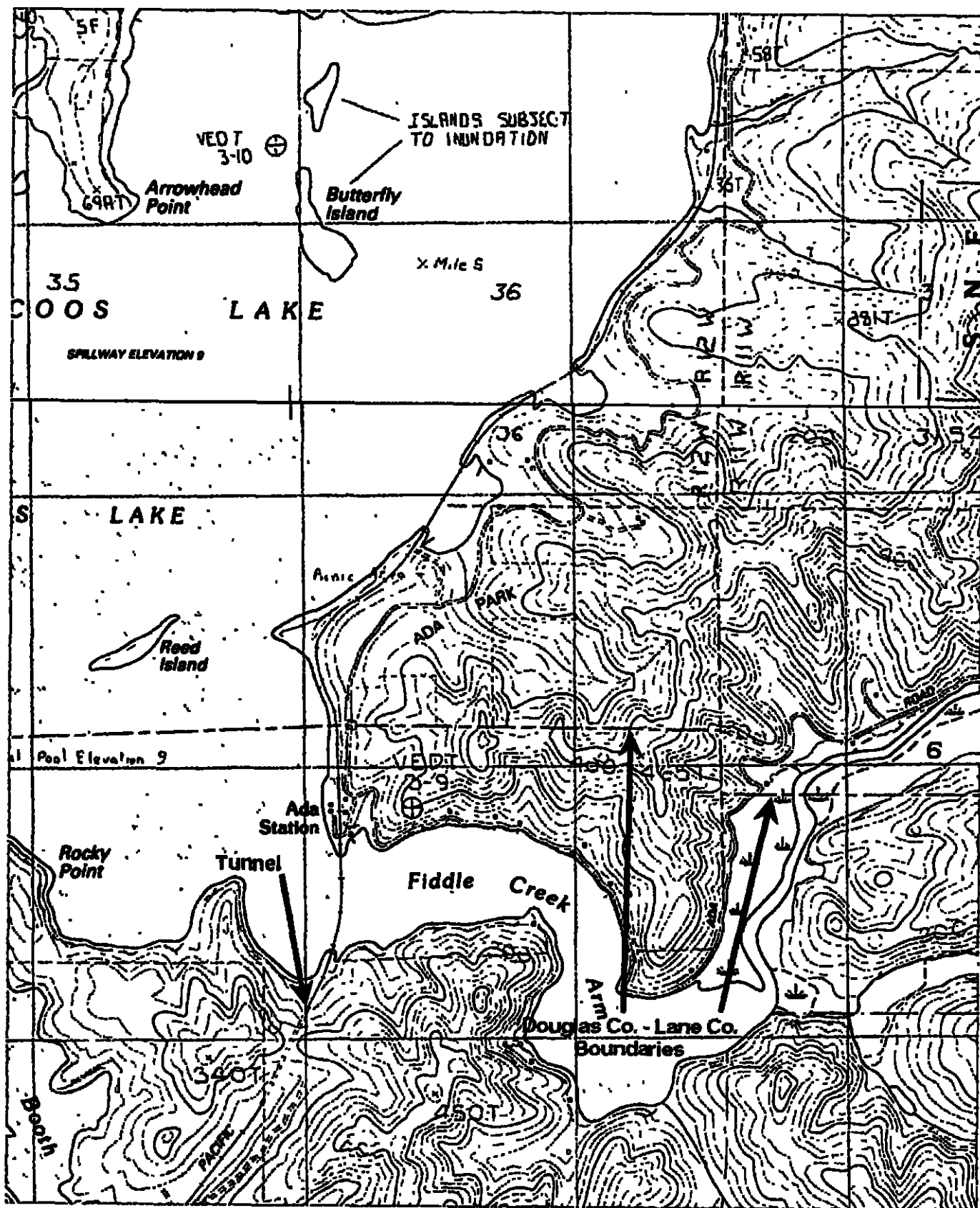
**USGS Topographic Maps along Subject Line (South to North)
Douglas County – Map No. 6**



USGS Topographic Maps along Subject Line (South to North)
Douglas County – Map No. 7



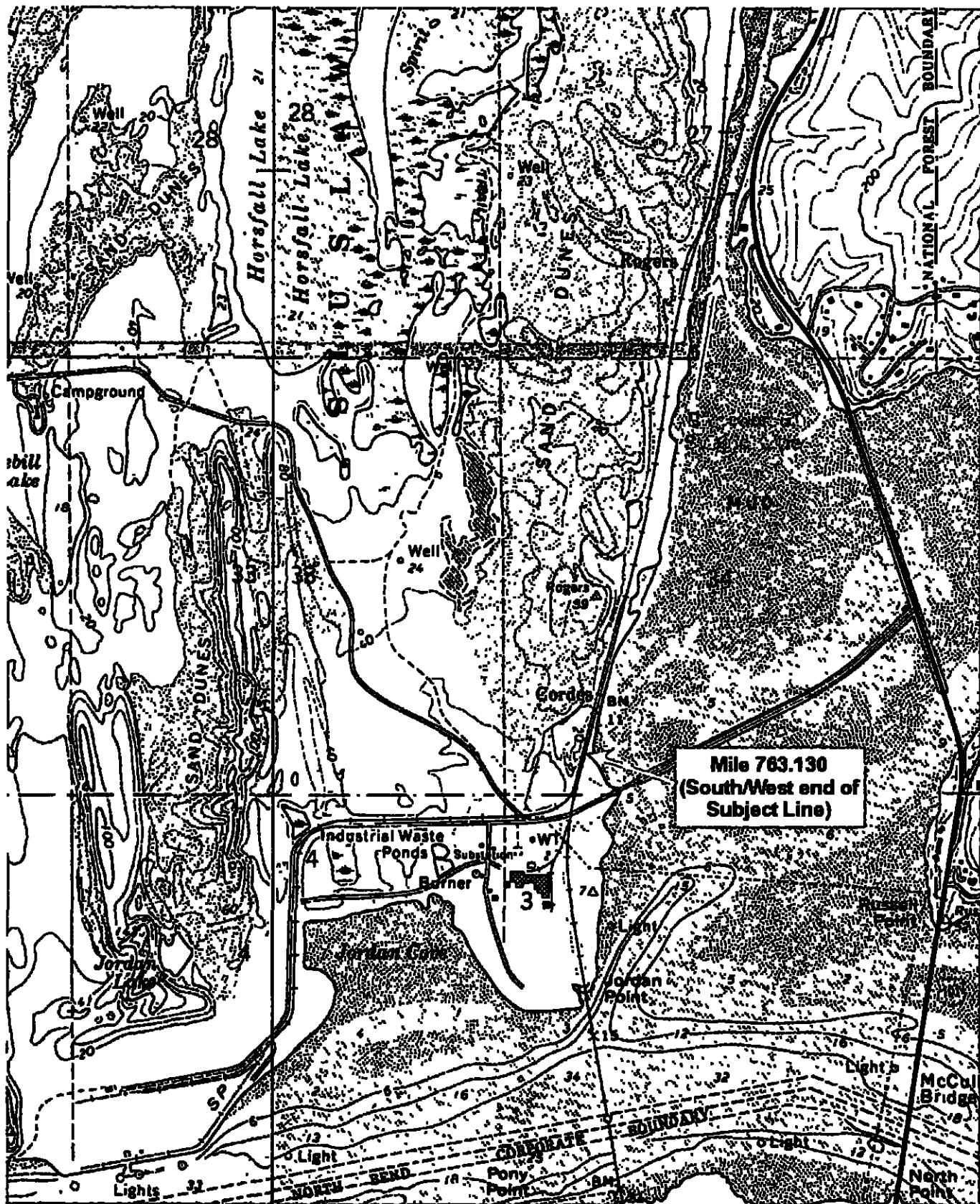
USGS Topographic Maps along Subject Line (South to North)
Douglas County – Map No. 8



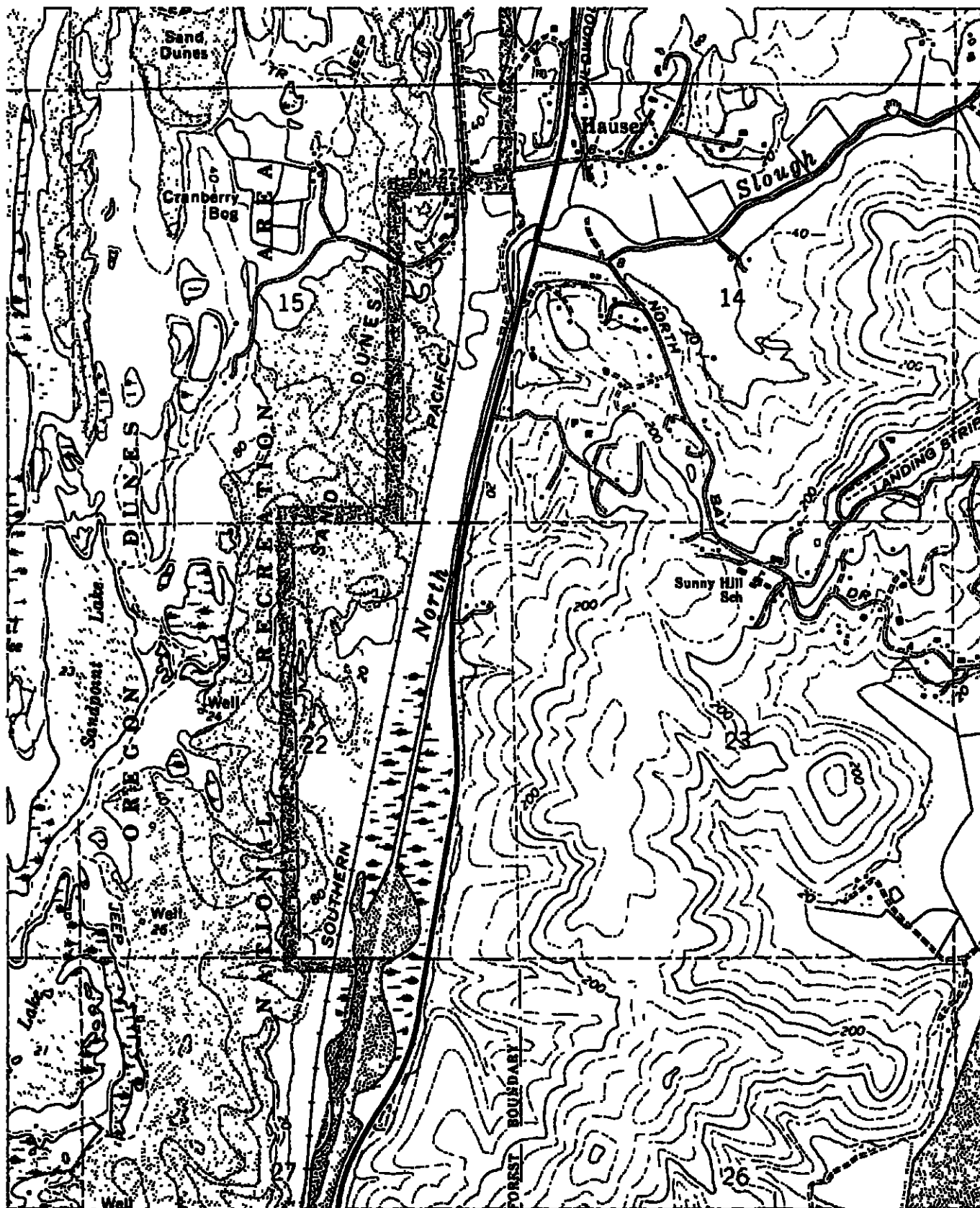
USGS Topographic Maps along Subject Line (South to North)
Douglas County - Map No. 9

Addenda Section G

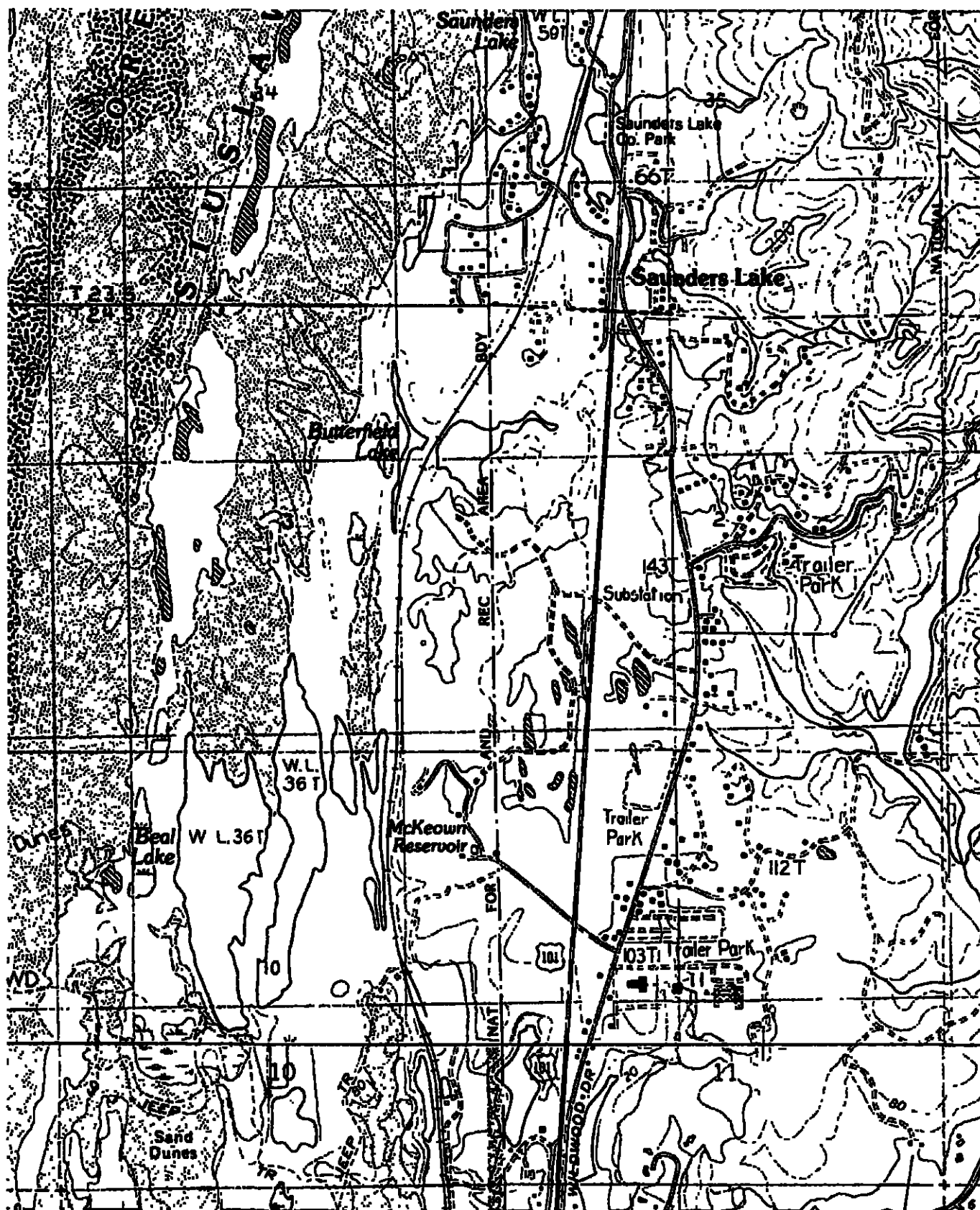
Coos County U.S.G.S. Topographic Maps regarding Subject



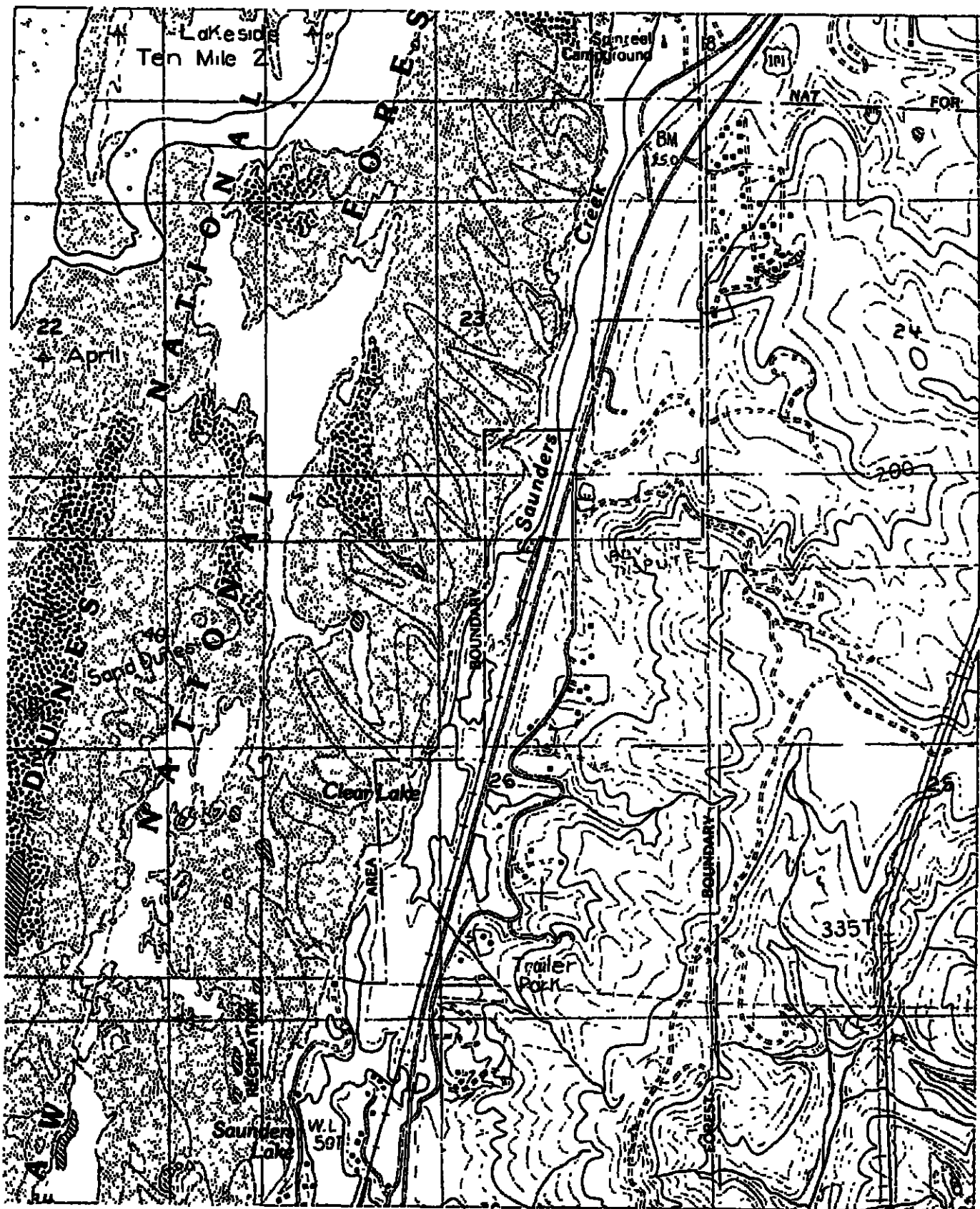
USGS Topographic Maps along Subject Line (South to North)
Coos County – Map No. 1



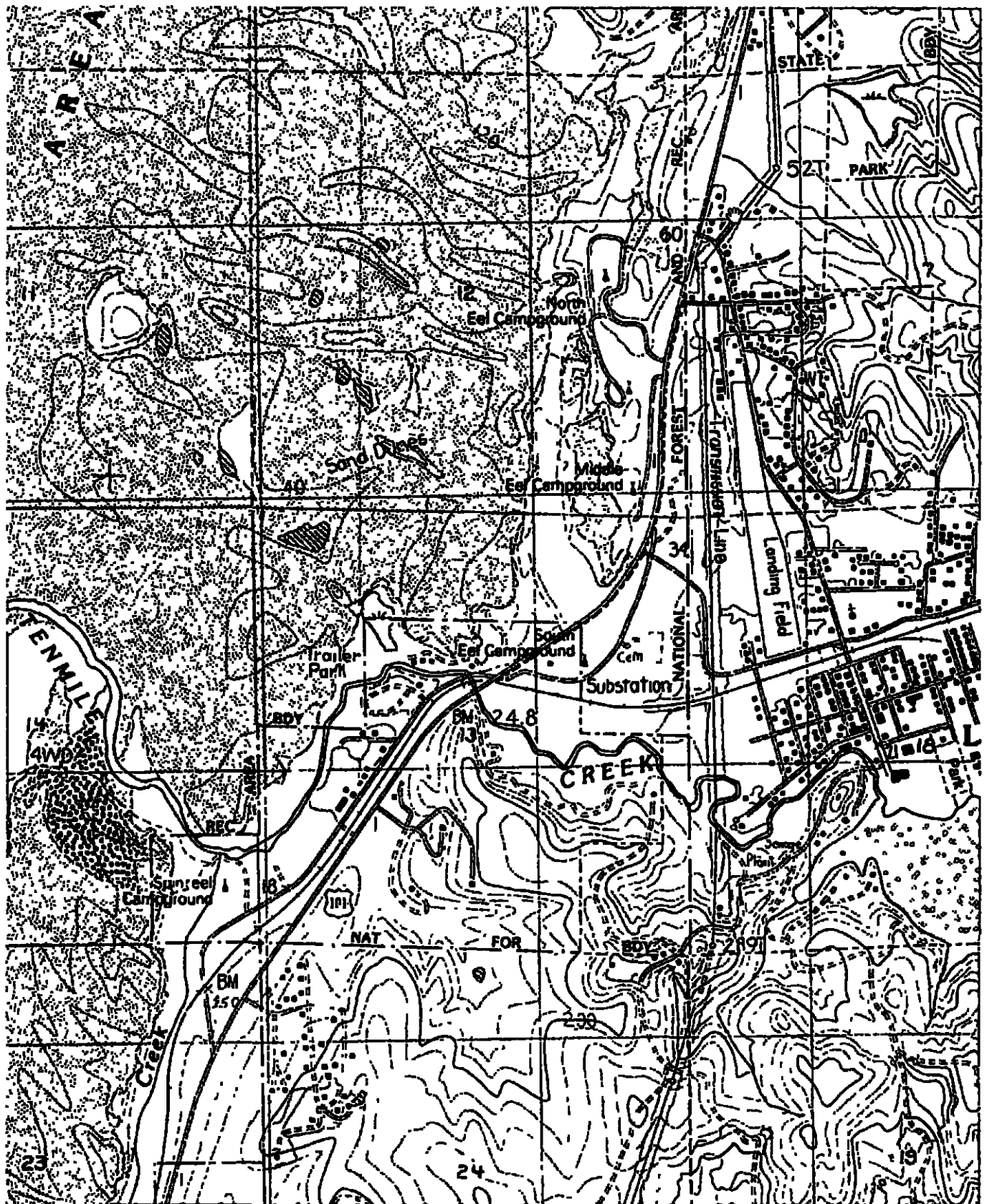
USGS Topographic Maps along Subject Line (South to North)
Coos County - Map No. 2



USGS Topographic Maps along Subject Line (South to North)
Coos County – Map No. 3



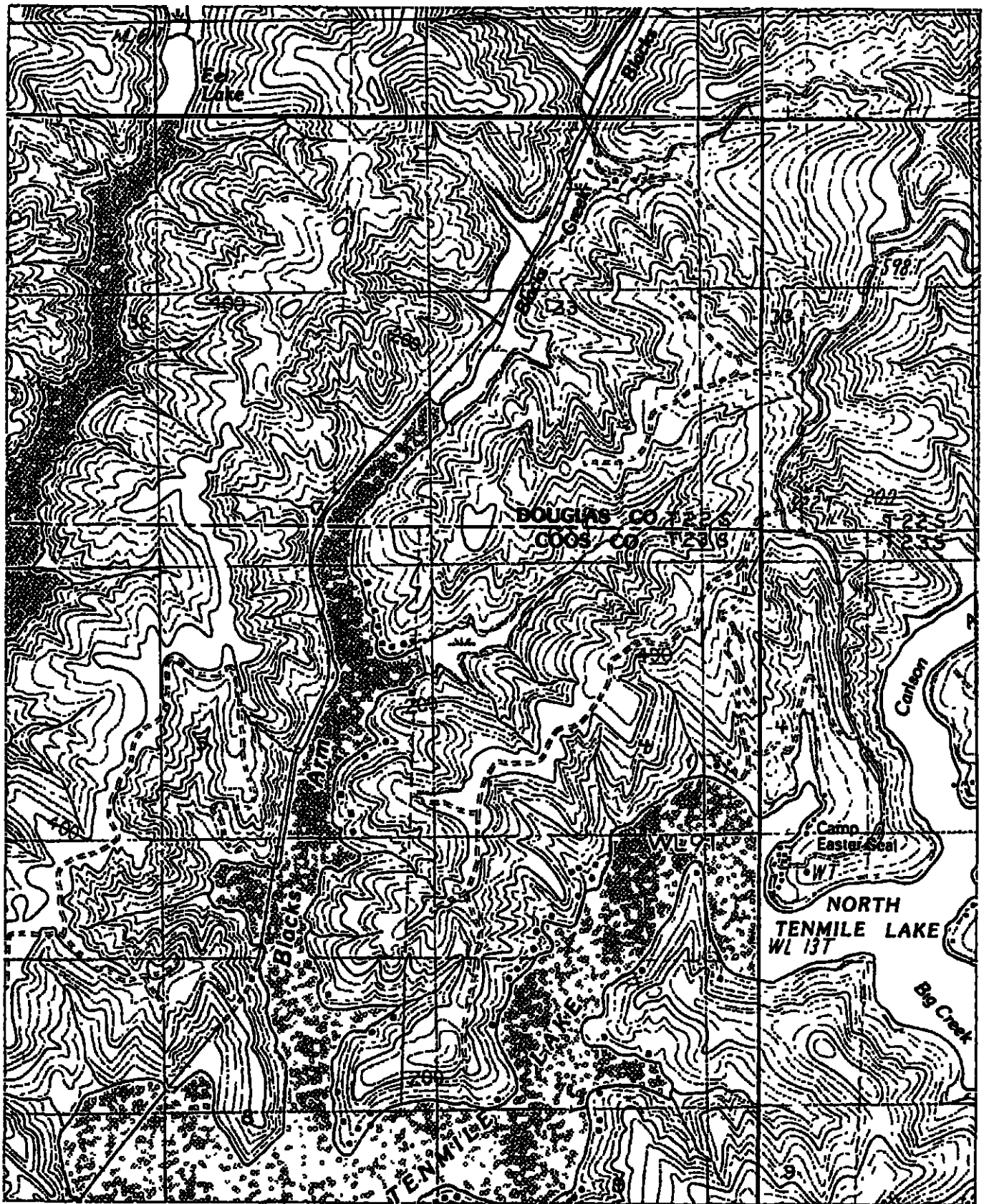
USGS Topographic Maps along Subject Line (South to North)
Coos County – Map No. 4



**USGS Topographic Maps along Subject Line (South to North)
Coos County – Map No. 5**



**USGS Topographic Maps along Subject Line (South to North)
Coos County – Map No. 6**



USGS Topographic Maps along Subject Line (South to North)
Coos County – Map No. 7

Addenda Section H

Photograph Sampling of Subject Property

Photo Sampling – Valuation Unit 1 (No Value Areas)



A westerly view of the subject's east end (near Danebo). The red arrow approximates the start point. The water is Amazon Creek.

Vaughn Rd. crossing, between Noti and Vaughn, viewed northerly (Lane County).



Photo Sampling – Valuation Unit 1 (No Value Areas)



The main Siuslaw River crossing, viewed west from east of Florence.

Wetland and slough areas just south of the main Siuslaw River crossing, viewed southerly.



Photo Sampling – Valuation Unit 1 (No Value Areas)

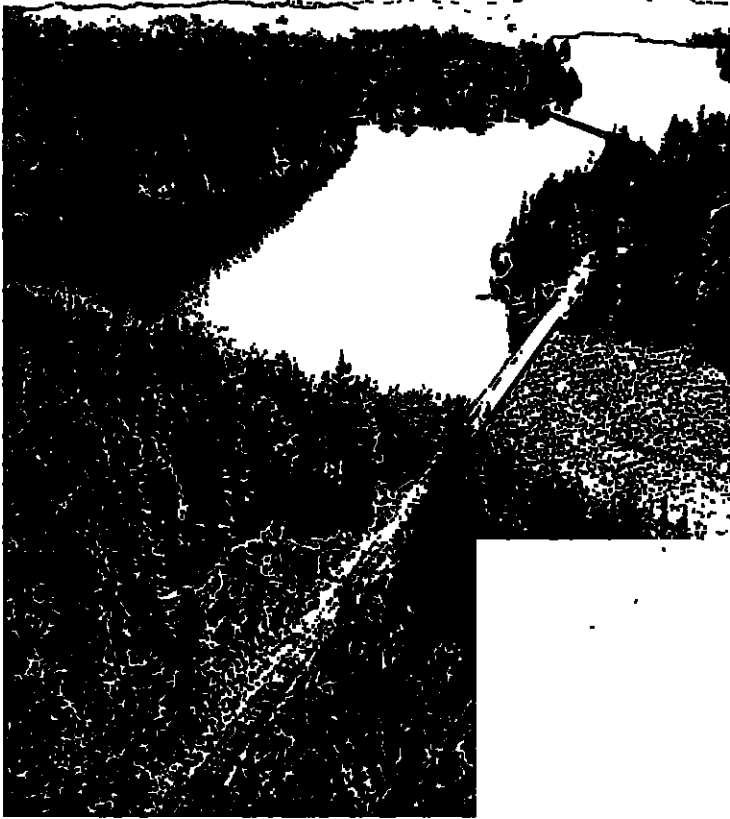


**Siltcoos Lake crossing,
Lane County**

Siltcoos Lake crossing



Photo Sampling – Valuation Unit 1 (No Value Areas)



**Tahkenitch Lake crossing,
Douglas County**

**Tahkenitch Lake crossing,
Douglas County**

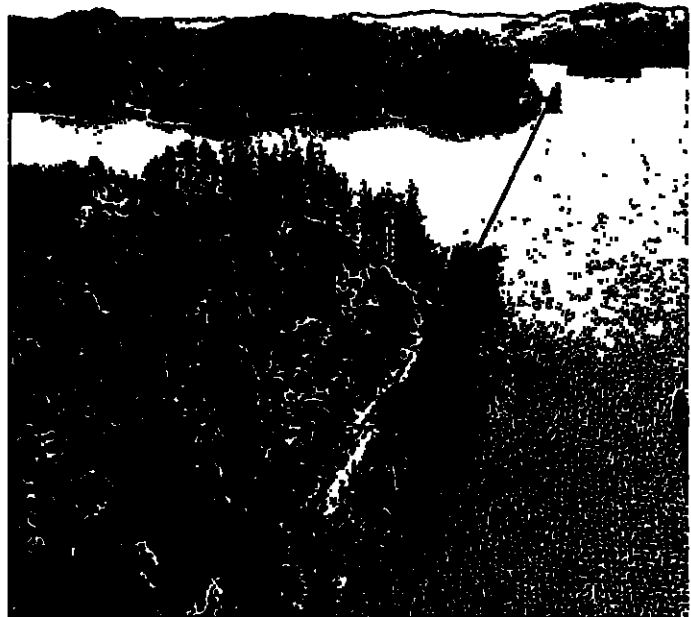


Photo Sampling – Valuation Unit 1 (No Value Areas)



Trestle in distance is the subject line crossing the Smith and Umpqua Rivers, viewed southeasterly from Smith River Road (Douglas County).



Northerly view of the subject's crossing of Smith River at the Umpqua River confluence.

Photo Sampling – Valuation Unit 1 (No Value Areas)



North Ten Mile Lake crossing, just north of Lakeside (Coos County).



Highway 101 overpass of subject at southwest side of Lakeside (viewed northeasterly)

Photo Sampling – Valuation Unit 1 (No Value Areas)

Saunders Lake (Coos County) crossing



Photo Sampling – Valuation Unit 2 (Nominal Value Areas)



View east from the Fern Ridge Wildlife Refuge parking area off of K.R. Nielsen Rd.
(subject line indicated by arrow).



The red arrow indicates the
subject line as it passes through
the Fern Ridge Reservoir (view
southwesterly from east of
Veneta).

Photo Sampling – Valuation Unit 2 (Nominal Value Areas)



Easterly view from above the Suslaw River, between Cushman and Mapleton. The red arrow indicates the subject line where it abuts wetlands (also bordering highway).



Westerly view across Ford owned wetlands at north end of Siltcoos Lake (subject line visible in distance).

Photo Sampling – Valuation Unit 2 (Nominal Value Areas)



Westerly view across Ford owned wetlands at north end of Siltcoos Lake (subject line visible in distance).



Northwest view of inlet/bay on Siltcoos Lake, taken from Lane County park boat ramp.

Photo Sampling – Valuation Unit 2 (Nominal Value Areas)



South end of Reedsport.

Area south of Reedsport
(Vicinity of Schofield Creek Rd.)

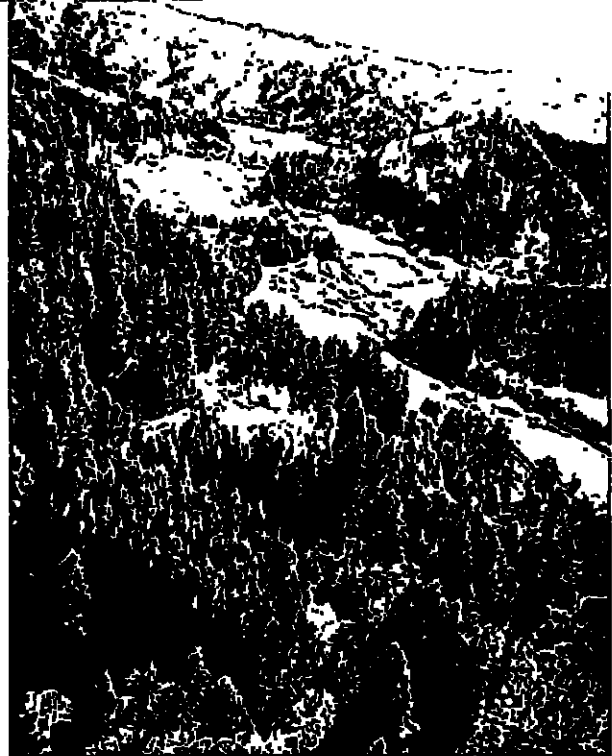


Photo Sampling – Valuation Unit 2 (Nominal Value Areas)

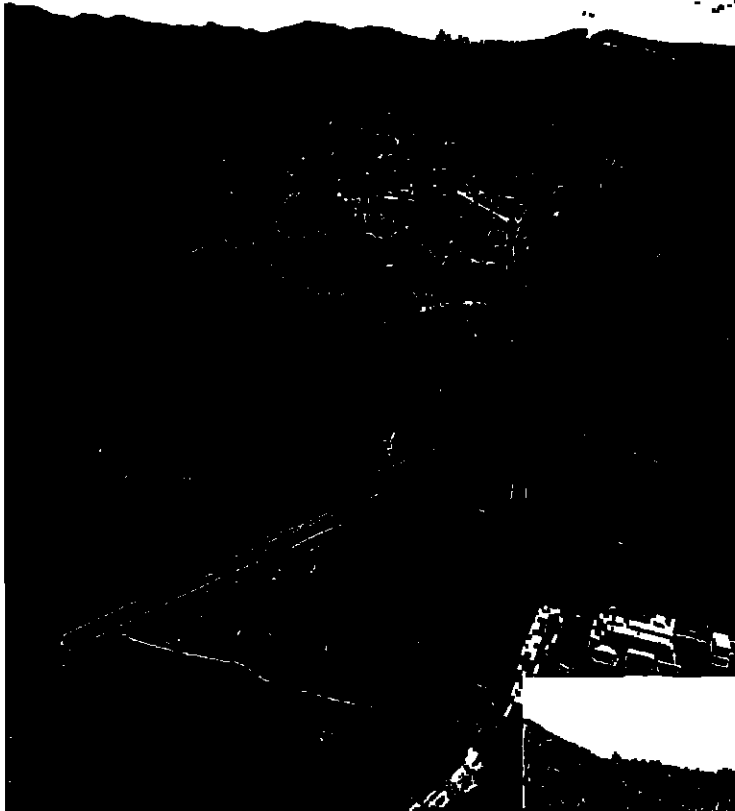


Subject property along Clear Lake, Coos County, viewed south



View west from Hwy. 101 across the wetlands/slough that abuts the east side of the subject (indicated by arrow) to the south of Hauser.

Photo Sampling – Valuation Unit 3 (Forest Nominal)



South view from above Noti
(Lane County).

Vicinity of Tunnel No. 13
(Vaughn area, Lane Co.)

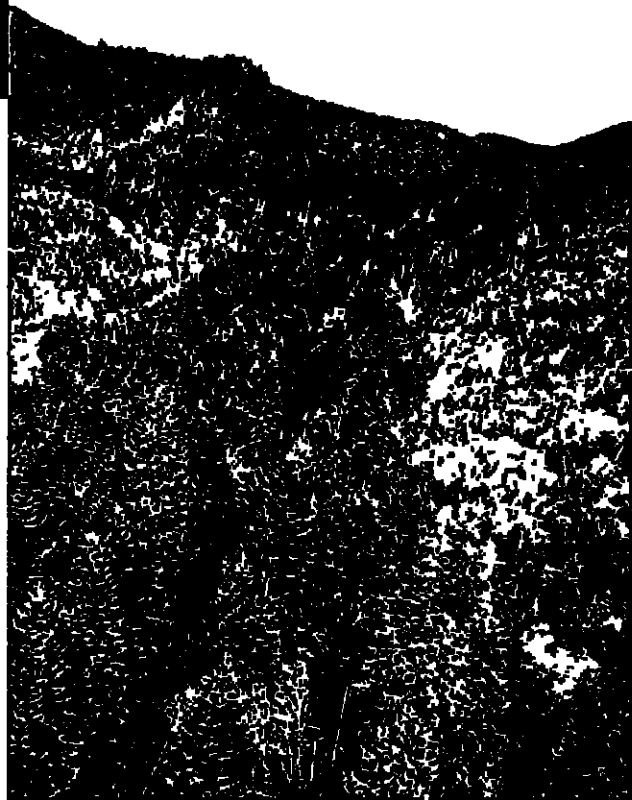


Photo Sampling – Valuation Unit 3 (Forest Nominal)



Vicinity of Tunnel No. 2
(Lane Co.)

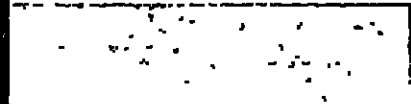


Arrow indicates subject line (elevated) in valley north of Canary, Lane Co. (viewed northwesterly).

Photo Sampling – Valuation Unit 3 (Forest Nominal)



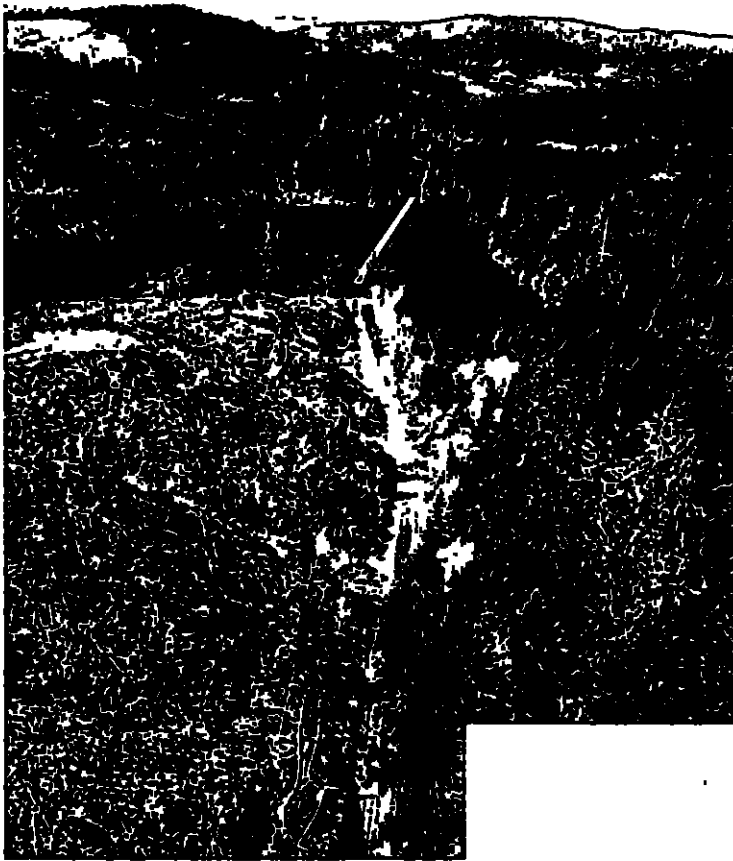
Lake Tahkenitch area, north
end viewed south (Douglas
Co.)



Lake Tahkenitch area,
south end viewed north
(Douglas Co.)



Photo Sampling – Valuation Unit 3 (Forest Nominal)



Lake Tahkenitch area, south
end viewed north (Douglas
Co.)

Area north of Franz & Reedsport
(Douglas Co.)



Photo Sampling – Valuation Unit 3 (Forest Nominal)



Forest area south of
Reedsport (Douglas Co.)

Area north of Tunnel No 6
(Douglas Co.)



Photo Sampling – Valuation Unit 3 (Forest Nominal)



Valley on north side of North
Ten Mile Lake (Douglas
Co.)

North Ten Mile Lake (Coos
County) viewed south.



Photo Sampling – Valuation Unit 5 (Unique Forest)



North Ten Mile Lake viewed south, with red arrow approximating location of properties making up the valuation unit.

Photo Sampling – Valuation Unit 6 (Farm)



**Westerly view of the subject
paralleling Hwy. 126, west
of Veneta (Lane County)**

**Looking westerly at the subject
east of Noti (Lane County)**



Photo Sampling – Valuation Unit 7 (Lane Co. Rural Residential)



**Area between Noti &
Vaughn, viewed southerly
(Lane County)**

**Area north of Vaughn, viewed
northerly (Vaughn Rd. crossing
at bottom of photo)**



Photo Sampling – Valuation Unit 7 (Lane Co. Rural Residential)



Easterly view at east end of Mapleton (Hwy. 36 visible on right edge of photo).



Northerly view at Canary Rd. crossing (west of Canary Station, Lane Co.)

Photo Sampling – Valuation Unit 7 (Lane Co. Rural Residential)



Siltcoos Station viewed southwesterly (Lane County).



View east across subject from the Ada Marina on Siltcoos Lake (Douglas Co).

Photo Sampling – Swisshome Area (Lane County)

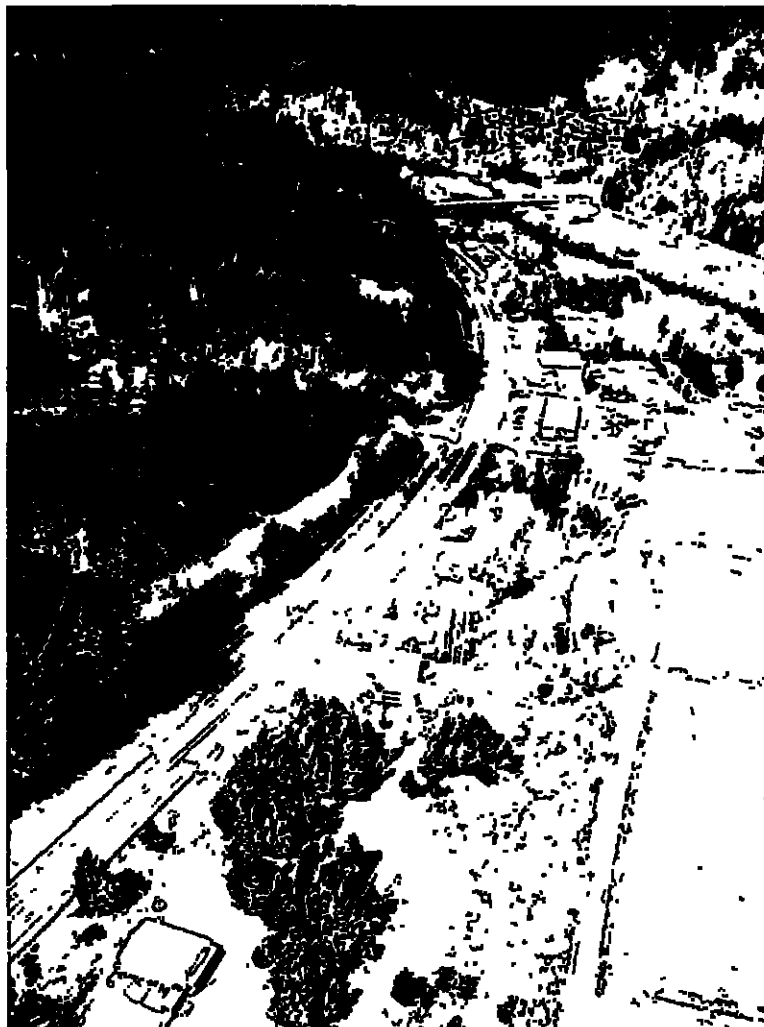


Swisshome, viewed
southerly (red roof is closed
mill)

Swisshome viewed northerly.



Photo Sampling – Mapleton (Lane County)



South end of Mapleton
(bridge visible across river
is Hwy. 126).



Another northerly view of Mapleton's south end.

Photo Sampling – Mapleton (Lane County)



Central portion of Mapleton,
viewed northwesterly.



Northeast end of Mapleton,
viewed easterly.

Photo Sampling – Valuation Unit 8 (City of Veneta, Lane Co.)

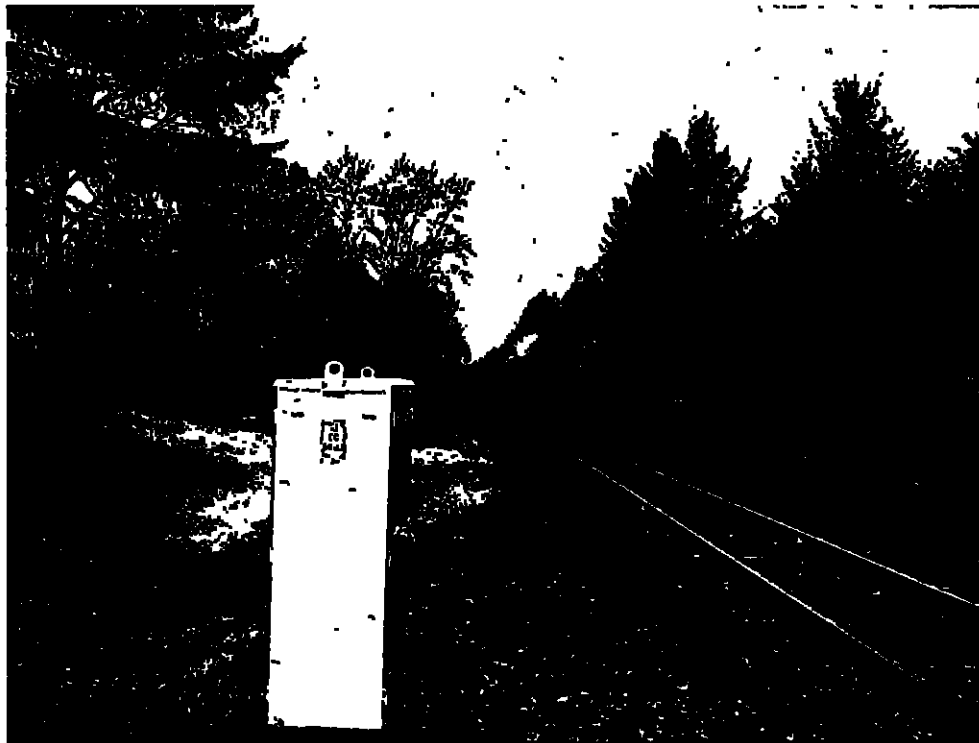


Easterly view. Arrow points to the Territorial Hwy. crossing of the subject.



Westerly view, with arrow indicating 8th Ave. overpass of subject.

Photo Sampling – Valuation Unit 8 (City of Veneta, Lane Co.)



Ground view west from Territorial Hwy. crossing.

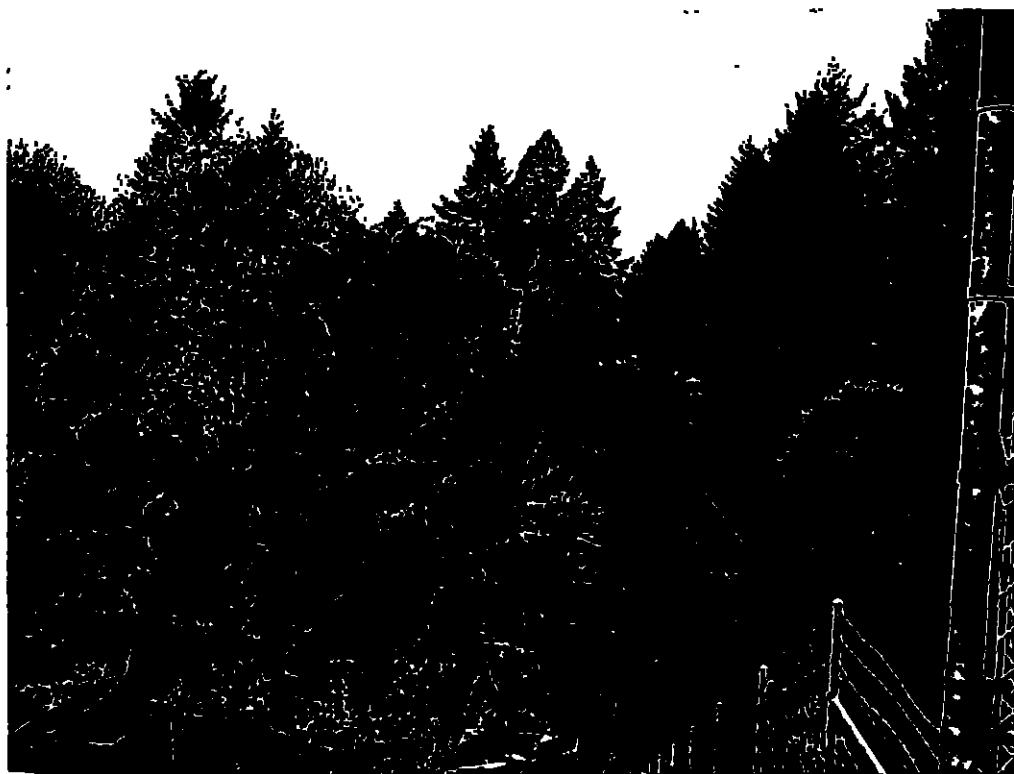


View of area south of subject, taken westerly from Broadway & 5th Ave.

Photo Sampling – Valuation Unit 8 (City of Veneta, Lane Co.)



View west from 8th Ave overpass crossing.



Easterly view from 8th Ave. overpass crossing.

Photo Sampling – Valuation Unit 8 (City of Veneta, Lane Co.)



Northwesterly view from 8th Ave. overpass. Arrow indicates subject tracks, which are situated significantly lower than developed grade to south (visible at right edge).



This is a southerly view across Jack Kelley Dr. at 8th Ave. The subject is beyond the trees in the distance.

Photo Sampling – Valuation Unit 9 (Siltcoos Station Residential)



Southerly view along the east bank of Siltcoos Lake, with Siltcoos Station. The subject is visible near the water.

A southeast view of residential properties in the vicinity of the subject's north bay/inlet crossing of Siltcoos Lake.

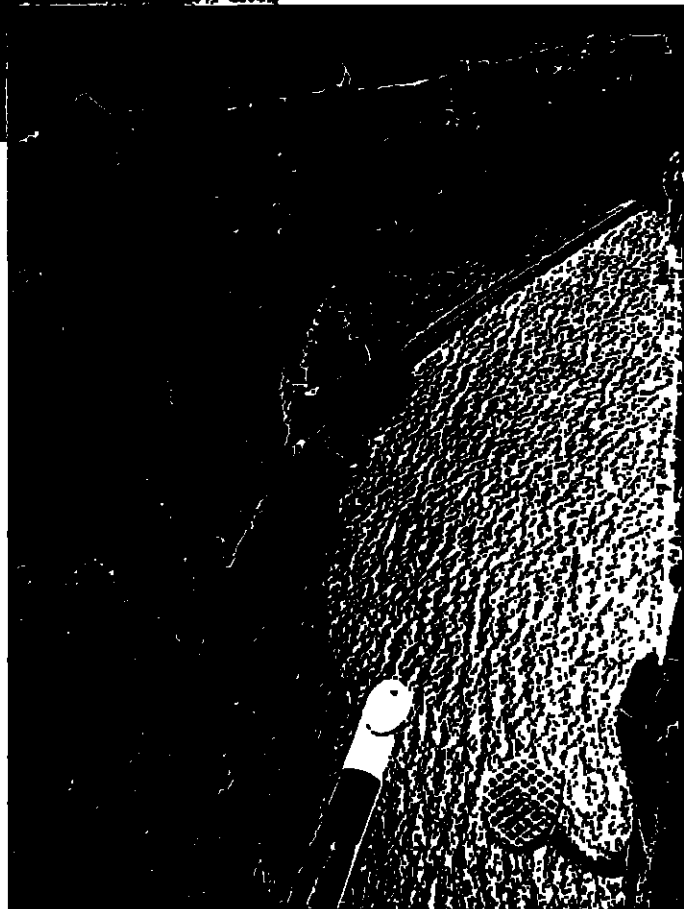


Photo Sampling – Valuation Unit 9 (Siltcoos Station Residential)

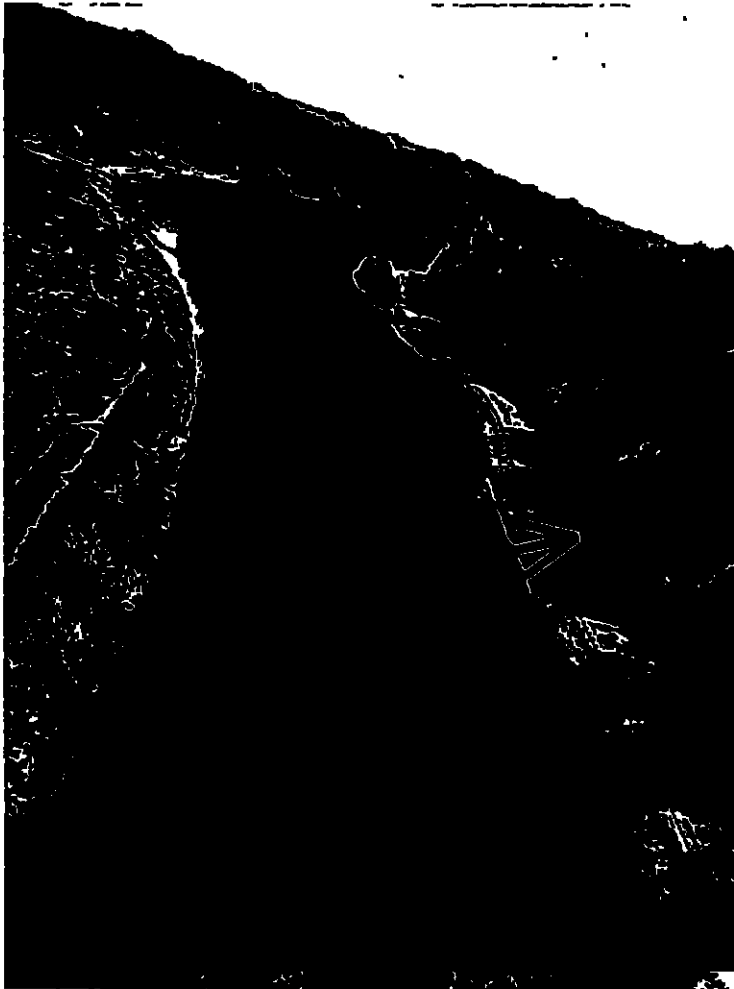


**Inlet/bay crossing just north
of point along east shore of
Siltcoos Lake.**

**East shoreline with Ada
Marina visible in distance.**



Photo Sampling – Valuation Unit 10 (Reedsport Rural Residential)

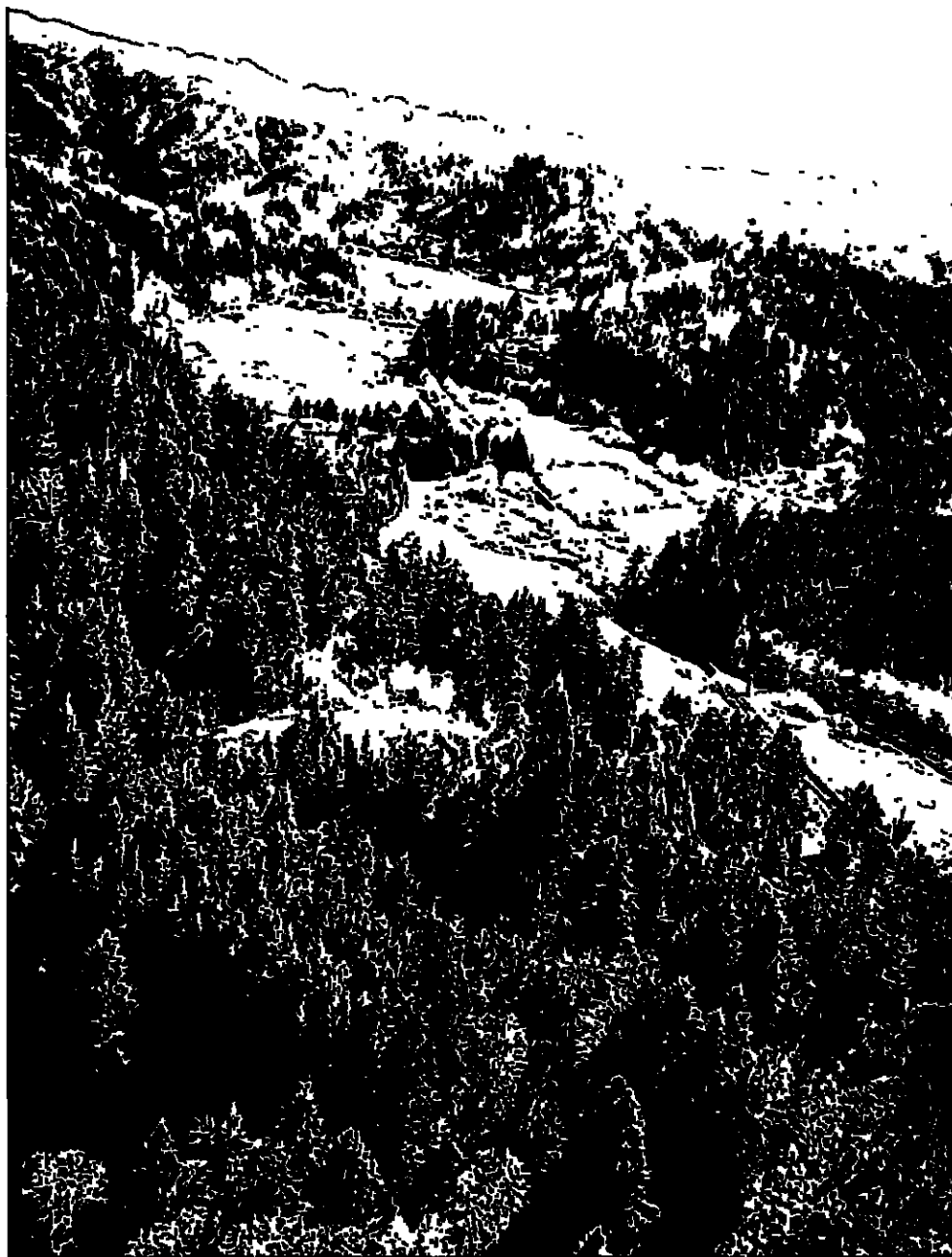


Left: South view along the Smith River, between Franz and Reedsport. The red arrow indicates the subject on the right side of Smith River Rd.



Below: Northerly view along Smith River Rd. (from south of Franz).

Photo Sampling – Valuation Unit 10 (Reedsport Rural Residential)



Rural residential area south of Reedsport (off of Schofield Creek Rd.)

Photo Sampling – Valuation Unit 10 (Reedsport Rural Residential)



A northerly view along the subject line from the Thorton Oar Rd. crossing.



The subject line viewed south from the Thorton Oar Rd.

Photo Sampling – Valuation Unit 11 (Rural Residential in Coos Co.)



**Left : Saunders Lake,
viewed southeasterly.**

**Below: Southeasterly view
of the subject and abutting
area, taken from across the
Cronnog Rd. /Dune Rd.
intersection.**



Photo Sampling – Valuation Unit 12 (Water Residential)



Southerly view along the east bank of Siltcoos Lake, with Siltcoos Station. The subject is visible near the water.

A southeast view of residential properties in the vicinity of the subject's north bay/inlet crossing of Siltcoos Lake.



Photo Sampling – Valuation Unit 12 (Water Residential)



Inlet/bay crossing just north
of point along east shore of
Siltcoos Lake.

East shoreline with Ada
Manna visible in distance.



Photo Sampling – Valuation Unit 12 (Water Residential)



Left: Saunders Lake,
viewed southeasterly.

Below: A westerly view
across an easterly portion of
Saunders Lake, taken from
Lakeside Dr. (arrow
indicates subject location).



Photo Sampling – Valuation Unit 14 (Eugene Industrial)



Left: The subject in the vicinity of Greenhill Rd. (arrow), viewed westerly.

Below: The subject east of Greenhill Rd , taken from the road crossing.

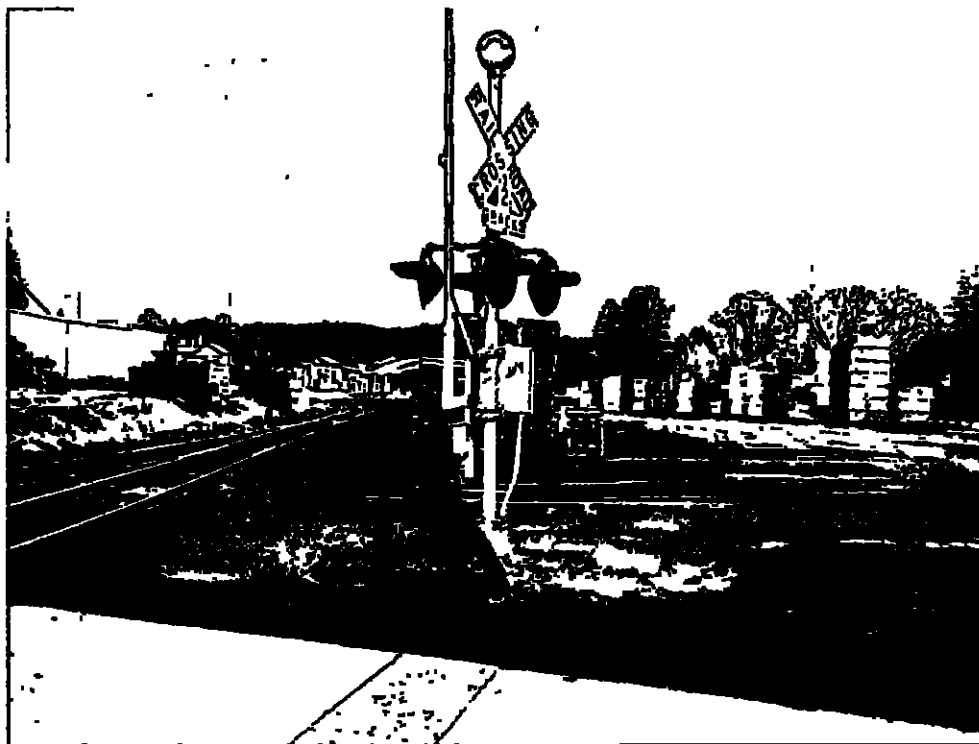


Photo Sampling – Valuation Unit 14 (Rural Industrial)



Noti viewed northeasterly from above its southwest end. Vaughn Rd. is indicated by the upper arrow and the subject by the lower arrow

Photo Sampling – Valuation Unit 14 (Rural Industrial)



Area east and south of Vaughn Rd. crossing.

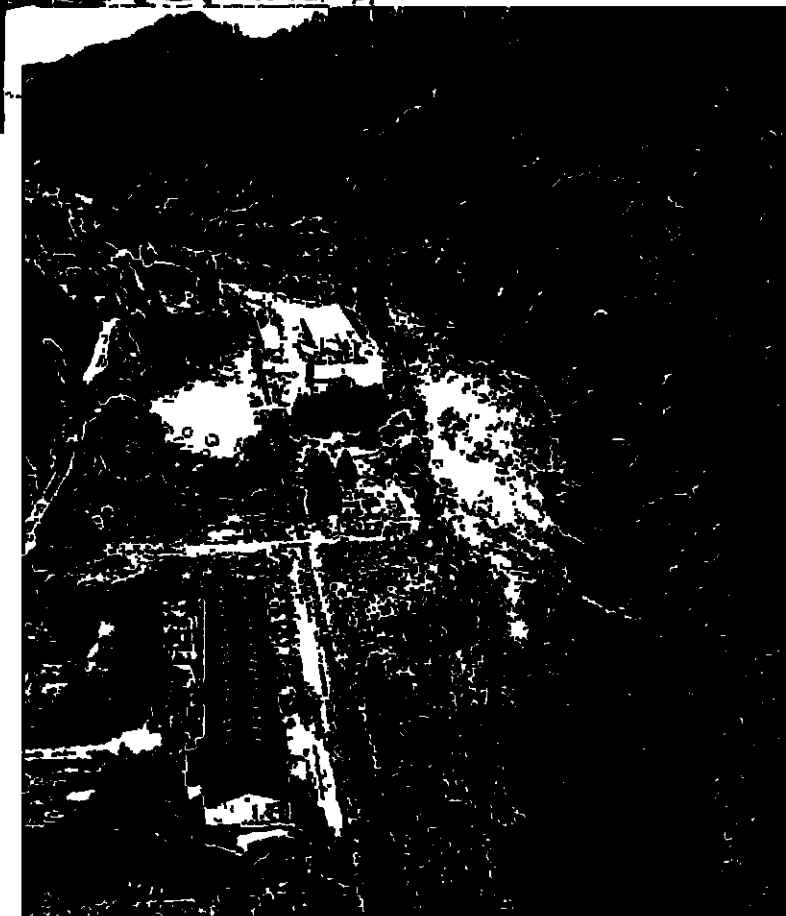


View west from the Vaughn Rd. crossing in Noti.

Photo Sampling – Valuation Unit 14 (Rural Industrial)

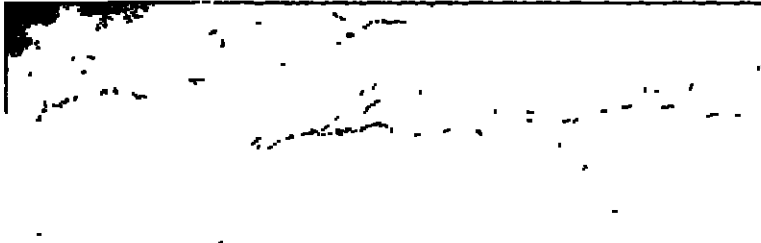


Swisshome, viewed
southerly (red roof is closed
mill)



Swisshome viewed
northerly.

Photo Sampling – Valuation Unit 14 (Rural Industrial)



Left: The Westwood mill at Franz (north of Reedsport, Smith River in distance).



Below. View north along Smith River Rd. (Westwood mill is in distance, at turn in road).



Photo Sampling – Valuation Unit 15 (Reedsport Industrial)



Reedsport viewed southeasterly from above the Umpqua River (red arrow points to subject line).



A southeasterly aerial view of Reedsport. The red arrow points to the subject at Winchester Ave

Photo Sampling – Valuation Unit 15 (Reedsport Industrial)



Subject at south side of Umpqua River (east side of subject line).



Northwesterly view along E. Railroad Ave., from the vicinity of the N. 4th St. intersection (arrow indicated by red arrow).

Photo Sampling – Valuation Unit 15 (Reedsport Industrial)



The subject (red arrow) and area abutting east, view north across the intersection of Umpqua Ave. (foreground) and E. Railroad Ave.



A northeasterly view of the subject and area abutting west, from across the intersection of Umpqua Ave. (foreground) and W. Railroad Ave (left edge).

Photo Sampling – Valuation Unit 15 (Reedsport Industrial)



The subject (red arrow) and east abutting area at the Umpqua Ave. crossing.



A southeasterly view across Umpqua Ave at its intersection with W. Railroad Ave.
(subject indicated by red arrow).

Photo Sampling – Valuation Unit 15 (Reedsport Industrial)



The subject viewed northwesterly from its crossing of Winchester Ave



From Winchester Ave. crossing, the subject viewed southeasterly.

Photo Sampling – Valuation Unit 16 (City of Lakeside, Coos County)

**Southerly aerial view of
City (Tenmile Lake visible
on left)**



**Northerly aenal view of City's
north end, with No Tenmile
Lake visible in the distance.**



Photo Sampling – Valuation Unit 16 (City of Lakeside, Coos County)



The subject is in the distance, as viewed west from N. 15th St



A southerly view along the east side of the subject (and abutting unimproved public right of way), from the west end of N. 13th St.

Photo Sampling – Valuation Unit 16 (City of Lakeside, Coos County)



The subject is in the distance, on the left, in this northwesterly view along N. 11th St.



The subject viewed north from the N. 8th St. crossing.

Photo Sampling – Valuation Unit 16 (City of Lakeside, Coos County)



North view of the subject from the N. 8th St. crossing.



A northerly view along Bowron Rd. from north of N. 8th St. (subject abuts on right side of road).

Photo Sampling – Valuation Unit 16 (City of Lakeside, Coos County)



The intersection of Airport Way (foreground), Bowron Rd. (beyond stop sign), and N. 8th St., viewed northerly. The subject is on right side of photo.



Area between Airport Way (left) and the subject (to right), viewed northeasterly.

Photo Sampling – Valuation Unit 16 (City of Lakeside, Coos County)



Again, the area between Airport Way (left) and the subject (to right), viewed northerly and from south of prior photo.



The south extreme of area between Airport Way (left) and the subject (to right), viewed northerly from south of prior photo).

Photo Sampling – Hauser Area (Coos County)



The subject property viewed north from the Hauser Depot Rd. crossing.



The subject area south of the Hauser Depot Rd. crossing

Photo Sampling – Hauser Area (Coos County)



Northerly view along Hauser Depot Way, towards where it becomes a private, controlled access roadway.

Photo Sampling – Valuation Unit 17 (Rural Commercial)



The westerly approach to Cushman, along Highway 126.



Northeasterly view of the marina at Cushman. The subject overpass of Hwy. 126, and approach to the Siuslaw River crossing, are visible in the distance.

Photo Sampling – Valuation Unit 17 (Rural Commercial)



The view westerly along the subject towards the entrance building of the Nightingale Marina (near Siltcoos Station), taken from the private road crossing.



Northeasterly view along the subject line from the private road crossing serving the Nightingale Marina.

Photo Sampling – Valuation Unit 17 (Rural Commercial)



Left: Southerly aerial view of Siltcoos Lake's east shore at the Fiddle Creek Arm. The arrow indicates the location of the Ada Marina.

Below: North view along the subject with the Ada Marina on the left side (taken from road crossing).



Addenda Section I

Compact Disk (CD) with Additional Maps

- **County Assessor Maps pertaining to Subject**
- **SPTC Right-of-Way Maps**

