

BEFORE THE
SURFACE TRANSPORTATION BOARD

Central Oregon & Pacific Railroad, Inc. – Abandonment	)	
and Discontinuance of Service – in Coos, Douglas, and	)	
Lane Counties, Oregon (Coos Bay Rail Line)	)	Docket No. AB-515 (Sub-No. 2)
	)	

APPLICATION OF CENTRAL OREGON & PACIFIC RAILROAD, INC.
FOR AUTHORITY TO ABANDON RAILROAD LINES
AND DISCONTINUE RAIL SERVICE

APPLICATION AND EXHIBITS
VOLUME 1 OF 3

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I. INTRODUCTION

The Central Oregon & Pacific Railroad, Inc. (“CORP”) respectfully submits this Application seeking authority under 49 U.S.C. § 10903 for CORP’s abandonment of, and discontinuance of service on, a line of railroad known as the Coos Bay Subdivision, which consists of (1) the Coos Bay Branch (which is owned by CORP), and (2) the Coquille Branch and LPN Branch (which are leased by CORP).¹ Specifically, this Application seeks authority for CORP to abandon the Coos Bay Branch between Milepost 669.0 near Vaughn, OR and Milepost 763.13 near Cordes, OR, a distance of 94.13 miles in Coos, Douglas and Lane Counties, OR (the “Abandonment Segment”). CORP also seeks authority to discontinue service over those segments of the Coos Bay Subdivision that are leased by it, including (1) the Coquille Branch between Milepost 763.13 near Cordes, OR and Milepost 785.5 near Coquille, OR, a distance of 23.37 miles, which is leased from Union Pacific Railroad Company (“UP”)²; and (2) the LPN Branch between CORP Milepost 738.8 and LPN Branch Milepost 2.0, which is leased from Longview, Portland & Northern Railway Company (“LPN”) (collectively, the “Discontinuance Segment”).³

¹ CORP’s Coos Bay Subdivision consists of the Abandonment Segment, the Discontinuance Segment, and the line between Vaughn and Eugene, OR. CORP does not propose to abandon its line between Vaughn and Eugene, OR. Nevertheless, for convenience, the Abandonment Segment and the Discontinuance Segment are referred to collectively in this Application as the “Coos Bay Subdivision.”

² In 2001 CORP discontinued service over the section of the Coquille Branch between Mileposts 785.5 and 786.5. *See Central Oregon & Pacific R.R., Inc.—Discontinuance Exemption—in Coos County, OR*, STB Docket No. AB-515 (Sub-No. 1X) (served Oct. 27, 2000).

³ CORP is also discontinuing service over the 3.5-mile Port of Coos Bay North Spit Rail Spur, which diverges from Roseburg Forest Products’ North Spit Rail Spur at CORP Milepost 763.20 at Cordes, OR. The Board does not have jurisdiction over CORP’s discontinuance of service over this spur track. *See* 49 U.S.C. § 10906.

Under the governing statute, an application to abandon or discontinue service over a rail line should be granted where “the present or future public convenience and necessity require or permit the abandonment or discontinuance.” 49 U.S.C. § 10903(d); *see, e.g., Union Pac. R.R. Co.—Abandonment—in Lancaster & Gage Ctys., NE, and Marshall Cty., KS*, STB Docket No. AB-33 (Sub-No. 140). The Board implements this standard by “balanc[ing] the potential harm to affected shippers and communities against the present and future burden that continued operation could impose on the railroad and on interstate commerce.” *Id.* (citing *Colorado v. United States*, 271 U.S. 153 (1926)).

In this case, the balance weighs decidedly in favor of approving the Application. CORP has incurred massive losses from operation of the Coos Bay Subdivision. In the twelve months prior to the embargo of the Coos Bay Subdivision in September 2007,⁴ the line generated an avoidable operating loss of approximately \$1.3 million. *See* Exh. 1 and V.S. Baranowski. Traffic on the line has declined by 11 percent since 2006 and by 37 percent since 2003. V.S. Williams at 3. The decision by a major shipper, Weyerhaeuser Corporation, to close its paper manufacturing facility at Cordes, OR in 2004 resulted in the loss of approximately 3,000 carloads of rail traffic per year on the line. Traffic volume on the line has continued to exhibit a downward trend, with total volumes of 5,193 carloads in 2005, 5,363 carloads in 2006 and 4,018 carloads in 2007 (through the date of the embargo). This downward trend in rail shipments has

⁴ Because no traffic has moved over the Coos Bay Subdivision since it was embargoed in September 2007, for the purposes of this Application CORP defined the Base Year as the twelve-month period before the line was embargoed—*i.e.*, September 2006 through August 2007. In similar situations where an embargo preceded the abandonment application the Board has used a 12 month period before the embargo as the base year. *See Boston & Maine Corp.—Abandonment—in Essex Cty., MA & Rockingham Cty., NH*, Docket No. AB-32 (Sub-No. 90) (Oct. 3, 2001); *Idaho No. & Pac. R.R. Co.—Abandonment Exemption—in Wallowa & Union Cties., OR*, Docket No. AB-433X (Mar. 12, 1997) (rejecting carrier’s proposed base year because it included time when line was embargoed).

occurred for most of the shippers on the Coos Bay Subdivision. V.S. Williams at 3. CORP is unaware of any potential new source of rail traffic that would come close to offsetting these substantial traffic losses.

Nor can CORP offset the loss of business by increasing rates on the remaining traffic that uses the line. As witness Lundberg explains, the vast majority of the traffic that moves over the Coos Bay Subdivision is handled by CORP for the account of UP. CORP does not have the right to set rates for, or to impose surcharges on, that traffic; rather, CORP receives a flat “Handling Carrier Charge” for each loaded car that it handles on UP’s behalf. Annual adjustments to the Handling Carrier Charge are limited to [] []. Thus, unlike most railroads, CORP cannot take pricing actions to enhance its revenues from most of the traffic that it handles on the Coos Bay Subdivision. The Handling Carrier Charge that CORP receives has not kept up with increases in CORP’s costs in recent years. *See* Exhibit 1; V.S. Baranowski at 15.

To make matters worse, the Coos Bay Subdivision is currently embargoed and cannot be reopened without a major capital expenditure to repair the tunnels on the line (which are nearly a century old). In the absence of any realistic prospects for reversing the large operating losses incurred by CORP in operating the Coos Bay Subdivision, such an investment – estimated to be \$2.9 million in the first 6-12 months and an additional \$3.8 million within 12-48 months – cannot be economically justified. V.S. Lundberg at 5-6 and Attachment 1. Spending millions of dollars to reopen a line over which CORP is experiencing such large operating losses would divert funds that could otherwise be used to address the capital needs of other portions of CORP’s system. In short, requiring CORP to restore service and to continue operating the Coos Bay Subdivision would impose a heavy economic burden on CORP and on interstate commerce.

Conversely, the potential harm to shippers from the proposed abandonment and discontinuance of service is limited. Almost 97% of the traffic on the Coos Bay Subdivision consists of lumber and forest products. V.S. Williams at 5 and Attachment C. Railroads face “vigorous and pervasive intermodal competition” from motor carriers for those commodities. *See Rail General Exemption Authority—Lumber or Wood Products*, Ex Parte No. 346 (Sub-No. 325), 7 I.C.C. 2d 673, 676 (1991). As witness Williams shows, shifting the traffic handled by the Coos Bay Subdivision to direct truck service (for shipments up to 300 miles) or truck-rail transload service (for shipments moving longer distances) would increase shippers’ costs by an average of 11 percent. This increased expense pales in comparison to the massive losses that CORP would incur to rehabilitate the tunnels and to resume operations on the line. In any event, the Board need not hypothesize about whether such modal alternatives to CORP rail service are feasible – shippers on the Coos Bay Subdivision are actually exercising those transportation options today. The Board has made clear that the fact that a proposed abandonment might cause shippers “some inconvenience and added expense” is not sufficient “to outweigh the detriment to the public interest of continued operation of uneconomic and excess facilities.” *Grand Trunk W. R.R., Inc.—Abandonment—in Macomb & Oakland Ctys., MI*, STB Docket No. AB-31 (Sub-No. 33) (Dec. 23, 1998); *see also Union Pac. R.R. Co.—Abandonment—in Lancaster & Gage Ctys., NE, and Marshall Cty., KS*, STB Docket No. AB-33 (Sub-No. 140) (same); *Boston & Maine Corp.—Abandonment—in Hartford & New Haven Ctys., CT*, STB Docket No. AB-32 (Sub-No. 83) (Apr. 22, 1998) (same). Here, the fact that some shippers may have to pay more for motor transportation than for rail service is not sufficient reason to force CORP to continue to provide rail service at a substantial and continuing loss.

II. SUMMARY OF EVIDENCE

A. The Coos Bay Subdivision Generates Significant Avoidable Losses

The Coos Bay Subdivision generated an avoidable loss of approximately \$1.3 million during the Base Year. This operating loss is the product of several factors, including the decline in traffic on the Coos Bay Subdivision since 2004, the high cost of operating and maintaining a rail line in the rugged terrain where the Coos Bay Subdivision is located, and CORP's lack of pricing authority over traffic moving on the line. In 2002 and 2003 the Coos Bay Subdivision was marginally profitable, generating positive operating income of approximately \$235,000 in 2002 and \$552,000 in 2003. However, in 2004, a major shipper on the line, Weyerhaeuser Corporation, ceased operations at its paper manufacturing facility at Cordes, OR. The closure of that plant, which historically generated approximately 3,000 carloads of rail business annually, caused a precipitous decline in the total volume of traffic moving over the Coos Bay Subdivision, from 7,574 carloads in 2003 to 5,408 carloads in 2004. *See* V.S. Lundberg at 4. Traffic volume on the line has continued to exhibit a downward trend, with total volumes of 5,193 carloads in 2005, 5,363 carloads in 2006 and 4,018 carloads in 2007 (through the date of the embargo).⁵ *See* Williams V.S. at 3. The total number of carloads moving over the line during the Base Year (September 1, 2006 – August 31, 2007), the latest twelve-month period during which the line was open, was 4,773 carloads. This represents a decline of 11 percent since 2006, and 37 percent since 2003.

⁵ The small increase in traffic from 2005 to 2006 was attributable to new business from Southport Forest Products, which began shipping traffic from a facility located on the newly-constructed North Spit Spur in late 2005. *See* V.S. Williams at 3. However, traffic from Southport Forest Products declined in the Base Year. In any event, the modest traffic generated by the North Spit Spur project has not been nearly enough to offset the loss of Weyerhaeuser's business.

As witness Williams shows, the downward trend in rail shipments has affected most of the shippers on the Coos Bay Subdivision. Georgia Pacific Corporation, by far the largest shipper on the line, shipped [] cars during 2005, but only [] cars in 2006 and [] cars during the Base Year. The traffic of Roseburg Forest Products increased somewhat from [] cars to [] from 2005 to 2006, but declined to [] cars during the Base Year. *See* V.S. Williams at 3 and Attachment B. Rail shipments by each of the other customers that shipped more than 100 cars in 2005 fell precipitously. American Bridge Manufacturing Corporation's traffic declined from [] cars in 2005 to only [] cars during 2006 and [] cars during the Base Year. Durawood Treating Company's traffic declined from [] cars in 2005 to [] cars in 2006 and [] cars during the Base Year. Thomas & Sons, which shipped [] carloads in 2005, shipped only [] car in each of 2006 and the Base Year – yet that single car ranked Thomas & Sons as one of the lines "top ten shippers" in the Base Year. In short, the Coos Bay Subdivision has experienced a substantial and ongoing decline in traffic across virtually all customers.

Based upon current circumstances, it does not appear likely that CORP can attract sufficient new business from other sources to offset these traffic losses. The two largest rail shippers on the Coos Bay Subdivision, Georgia Pacific and Roseburg Forest Products, collectively account for approximately [] percent of all rail shipments moving over the line in the Base Year. *See* V.S. Williams, Attachment B. Only one other customer ([

]) currently ships more than 100 carloads per year. Nor does the Coos Bay Subdivision enjoy significant traffic diversification from a commodity standpoint. To the contrary, lumber and forest products account for almost 97 percent of all traffic that moved over the Coos Bay Subdivision during the Base Year. *See id.* at Attachment C. Further, rail traffic on the Coos Bay Subdivision is highly concentrated at two stations, Coos Bay and Coquille, both of which are

located near the southern end of the line. Indeed, in 2007, 96 percent of all carloads moving over the line originated or terminated at Coos Bay or Coquille. *See id.* at Attachment D. Other stations along the 118.5 miles of rail lines that are the subject of this Application generate little, if any, sustained rail traffic. In 2007 traffic originated or terminated at stations other than Coos Bay or Coquille totaled only 147 cars, or less than 3 cars per week. *See id.* CORP is not aware of any potential source of new rail traffic in the foreseeable future that would enable CORP to operate the line profitably.

CORP cannot offset the loss of business over the past several years by increasing rates on other traffic that uses the line. The rail lines operated by CORP were acquired from UP's predecessor, the Southern Pacific Transportation Company ("SP") in 1994. At the time of the acquisition, CORP was owned by shortline operator RailTex, Inc. ("Railtex"). Railtex was acquired by RailAmerica in January 2002. Under the terms of a "Cooperative Marketing Agreement" entered into between CORP and SP in connection with the line sale transaction, CORP handles most traffic moving over the Coos Bay Subdivision as a "handling carrier" for UP. Under this arrangement, traffic moves under a UP waybill, and UP has sole authority to determine the rates for the traffic (including the portion of the movement over CORP's lines). CORP receives from UP a "Handling Carrier Charge" (currently \$[] per car) for each loaded car that it handles over the Coos Bay Subdivision on UP's behalf. *See* V.S. Lundberg, Attachment 3, Eighth Amendment. The Handling Carrier Charge is adjusted annually by an amount equal to [

]. In addition, CORP receives a fuel adjustment from UP on traffic moving for UP's account. The Cooperative Marketing Agreement does not give CORP any right to increase rates, or to assess surcharges, on traffic that it handles in conjunction with UP. Nor does that

arrangement provide for negotiation of the fuel adjustment. Rather, UP unilaterally modifies the fuel adjustment from time to time. Any increase in the Carrier Handling Charge (other than the annual adjustment based on _____ is likewise solely within the discretion of UP. The annual adjustments in the Handling Carrier Charge and fuel payments that CORP has received in recent years have not been sufficient to keep pace with rising operating expenses, particularly in an economic environment of dwindling traffic volumes. Indeed, as Exhibit 1 graphically demonstrates, the _____ cap on the annual adjustment to the Handling Carrier Charge is likely to result in increasing losses from operations on the Coos Bay Subdivision even if traffic were to increase significantly. As shown on Exhibit 1, based upon the RCAF-A, operating expenses would increase by 19 percent between the Base Year and the Forecast Year. However, under the terms of its arrangement with UP, CORP's freight revenues would increase by only _____ percent during the same period. As a result, even though witness Baranowski (conservatively) assumed that traffic would grow by nearly 600 cars (or 12 percent) from the Base Year to the Forecast Year, the avoidable loss would increase from approximately \$1.3 million in the Base Year to \$2.1 million in the Forecast Year. *See* Application Exh. 1; V.S. Baranowski at 15.

B. Significant Tunnel Repairs Are Necessary to Restore Service on the Coos Bay Subdivision.

The viability of the Coos Bay Subdivision is further impaired by the deterioration of several timber-lined tunnels on the line.⁶ In October 2006, a joint inspection of the Coos Bay Subdivision by the Federal Railroad Administration ("FRA") and the Oregon Department of Transportation ("ODOT") revealed significant deterioration in Tunnel No. 15 (located near

⁶ Any attempt to portray the current condition of the tunnels as the result of alleged "neglect" by CORP ignores the fact that the tunnels are nearly a century old, and that they did not receive substantial investment from CORP's predecessors, including RailTex and SP.

Milepost 721). CORP engaged a contractor to perform repairs to the tunnel. However, while those repairs were being performed in November 2006, Tunnel No. 15 collapsed, resulting in the temporary closure of the tunnel and increasing the cost of repairs (initially estimated to cost \$350,000 - \$400,000) to approximately \$1.7 million. V.S. Lundberg.

In March 2007, CORP engaged Shannon & Wilson, Inc., a geotechnical and environmental services firm, to evaluate the condition of all nine tunnels on the Coos Bay Subdivision. Shannon & Wilson inspected the tunnels during March and April 2007, and reported their findings to CORP's engineers on July 16, 2007. *See* V.S. Lundberg, Attachment 1 (Shannon & Wilson Report). Shannon & Wilson identified "severe liner and/or rock deterioration and instability" in Tunnel Nos. 13, 15 and 18. *See id.* at 3. Shannon & Wilson recommended that certain short-term repairs ("Level 1 and Level 2 repairs") to Tunnel Nos. 13, 15 and 18 be performed within 12 months. *Id.* at 2, 6. Shannon & Wilson advised that "[i]n our opinion, the repairs recommended for tunnel sections that were classified as Repair Level 1 and 2 in our July 2007 report, are necessary to continue relatively safe train passage." *See id.*, September 21, 2007 Supplement at 2 (emphasis added). The estimated cost of such immediate repairs is approximately \$2,861,000. Shannon & Wilson also recommended that CORP perform more extensive repairs to the tunnels on the Coos Bay Subdivision within 12-48 months ("Level 3, 4 and 5 repairs"). The total cost of all tunnel work recommended by the Shannon & Wilson report is approximately \$6.7 million. *Id.* at 11, Estimated Construction Cost Summary. An independent inspection by FRA shortly after the embargo went into effect "substantially validate[d] the findings documented in the Shannon and Wilson report." FRA concluded that "[t]hese tunnels are hazardous to train traffic and maintenance operations." *See* V.S. Lundberg, Attachment 3, FRA Report (emphasis added).

The minimum cost of \$2.9 million for repairs that are required within 6-12 months represents a rehabilitation cost that must be considered by the Board in analyzing the economic burden on CORP from continued operations. *See Exhibit 1.*

C. Shippers Who Used the Coos Bay Subdivision Have Reasonable Transportation Alternatives.

The few shippers who used rail service on the Coos Bay Subdivision at the time of the embargo have access to other transportation options. The Verified Statement of John Williams details Mr. Williams' analysis of the transportation options available to shippers on the Coos Bay Subdivision following the proposed abandonment and discontinuance of service. Mr. Williams concluded that virtually all of the traffic that CORP handled over the Coos Bay Subdivision can readily be diverted either to direct truck service or to truck-rail transload service. The Board itself has recognized that lumber, plywood, and other forest products—which constitute almost 97% of the traffic on the Coos Bay Subdivision—are subject to “vigorous and pervasive intermodal competition” from motor carriers. *See Rail General Exemption Authority—Lumber or Wood Products*, Ex Parte No. 346 (Sub-No. 325), 7 I.C.C. 2d 673, 676 (1991). Indeed, most of the shippers who used CORP's rail service on the Coos Bay Subdivision prior to the embargo appear to be utilizing direct truck service or truck-rail transload services today. Mr. Williams estimated that the cost of using either truck service or truck-rail transloading service would, on average, be approximately 11 percent higher than the cost that Coos Bay Subdivision shippers would pay for CORP-UP rail service if such service were available today.

As the Board recently stated, the fact that a shipper's transportation costs might increase as a result of an abandonment is no reason to force a railroad to continue “rail service [that] cannot be provided except at a substantial loss.” *Union Pac. R.R. Co — Abandonment — in Carver & Scott Counties, MN*, STB Docket No. AB-33 (Sub-No. 255) (served April 1, 2008)

(approving abandonment in spite of shipper's claim that abandonment would increase its shipping costs by \$1.6 million, reasoning that "[t]here is no reason that this cost should be borne by [the railroad] rather than [the shipper], which is the user of this transportation service"); *see also Boston & Me. Corp. — Abandonment — in Hartford & New Haven Counties, CT*, STB Docket No. AB-32 (Sub-No 23) (service date April 22, 1998) (approving abandonment where a protesting shipper claimed 25% increase in costs from trucking).

D. The Combination of Ongoing Operating Losses and Significant Tunnel Rehabilitation Costs Justifies Abandonment and Discontinuance.

Given the substantial losses incurred by CORP in operating the Coos Bay Subdivision, an investment by CORP of at least \$2.9 million in the short-term (and an additional \$3.8 million in the longer term – *see* V.S. Lundberg at 5) to rehabilitate tunnels on the Coos Bay Subdivision cannot be economically justified.⁷ As the testimony of witness Baranowski shows, the avoidable loss from operations on the Coos Bay Subdivision – even before the cost of tunnel repairs is taken into account – was approximately \$1.3 million in the Base Year and would be \$2.1 million in the Forecast Year. With operating losses of that magnitude, and no opportunity for CORP to increase its revenues by raising rates or attracting substantial new business to the line, there is no realistic prospect that CORP would be able to earn any return on such an investment.⁸ Pouring millions of dollars into the Coos Bay Subdivision would also divert funds that could otherwise be available to address the capital needs of other portions of CORP's system.

⁷ If rehabilitation activity caused one or more tunnels to collapse, as occurred during the repairs to Tunnel No. 15 in 2006, the cost of performing even short-term repairs to the tunnels would be substantially higher than the \$2.9 million estimated by Shannon & Wilson.

⁸ UP, the carrier for whose account CORP handles most of the traffic on the line, agrees that the line "has generated insufficient traffic to support reinvestment in the line." *See* Exhibit 4, Letter dated April 29, 2008 from J. Michael Hemmer to Hon. Charles D. Nottingham, at 2.

Abandonment and discontinuance of service are plainly appropriate in these circumstances. It is well settled that a railroad “cannot legitimately be required to expend money to rehabilitate a line where it will lose money on the operation.” *Michael H. Meyer, Trustee v. N. Coast R.R. Auth. d/b/a N.W. Pac. R.R.*, STB Fin. Docket No. 34337 (served July 27, 2005) (citing *Chi. & N.W. Transp. Co. v. Kalo Brick & Tile Co.*, 450 U.S. 311, 325 (1981)); *see, e.g., Brooks-Scanlon Co. v. R.R. Comm’n of La.*, 251 U.S. 396, 399 (1920) (Holmes, J.) (“A carrier cannot be compelled to carry on even a branch of business at a loss. . . .”); *Purcell v. United States*, 315 U.S. 381, 385 (1942) (if costs “cannot be justified in terms of the reasonably predictable revenues, . . . the expenditures are wasteful” and contrary to “a stated purpose of the Transportation Act”); *Gibbons v. United States*, 660 F.2d 1227, 1233 (7th Cir. 1981) (“[A] railroad cannot be compelled to continue unprofitable operations indefinitely.”). Indeed, the Supreme Court has held that “to compel [a railroad] to go on at a loss” would effect an unconstitutional taking of property. *R.R. Comm’n of Tex. v. E. Tex. R. Co.*, 264 U.S. 79, 85 (1924).

Here, CORP chose to seek abandonment and discontinuance authority as a last resort, only after its efforts to work with other stakeholders on a solution that would ensure the long-term viability of the Coos Bay Subdivision were unsuccessful. Prior to making the decision to seek abandonment authority, CORP met with shippers, Oregon legislators, the Port of Coos Bay and ODOT to solicit their participation in a cooperative effort to address the capital needs of the Coos Bay Subdivision and the ongoing losses from operations over the line. CORP’s efforts to promote a public/private partnership solution to the problems facing the Coos Bay Subdivision are described in detail in CORP’s May 12, 2008 Response to the Board’s Order to Show Cause in Finance Docket No. 35130, *Central Oregon & Pacific Railroad, Inc. – Coos Bay Rail Line*.

As CORP's Response to the Board's Order to Show Cause indicated, its efforts to build a coalition to address the long-term viability of the Coos Bay Subdivision were not successful. Accordingly, CORP made a decision in late April 2008 to seek to abandon the Coos Bay Subdivision.⁹

III. INFORMATION REQUIRED BY 49 C.F.R. § 1152.22

In support of this Application and in conformance with the Board's regulations, CORP provides the information below, which has been organized to parallel the requirements of 49 C.F.R. § 1152.22:

A. § 1152.22(a): General Information

1. § 1152.22(a)(1): Exact name of Applicant

Central Oregon and Pacific Railroad, Inc.

2. § 1152.22(a)(2): Whether Applicant is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, chapter 105

CORP is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, chapter 105

3. § 1152.22(a)(3): Relief sought

CORP seeks authority to abandon the portions of the Coos Bay Subdivision owned by CORP and to discontinue rail service over the portions of the COOS Bay Subdivision that are leased by CORP. Specifically, CORP is seeking authority to abandon the Coos Bay Branch between Milepost 669.0 near Vaughn, OR and Milepost 763.13 near Cordes, OR, in Coos,

⁹ After the close of business on Friday, July 11, 2008, CORP was served with a copy of a Feeder Line Application filed by the Oregon International Port of Coos Bay pursuant to 49 U.S.C. § 10907. CORP has not had an opportunity to study that application in detail. However, it is ironic that the Port, which declined CORP's requests that it participate in a partnership to preserve service on the Coos Bay Subdivision by contributing \$4.6 million over five years, now asks the Board to force CORP to sell the Coos Bay Subdivision (including the segment that CORP does not propose to abandon) to the Port for approximately \$8.9 million (less than half of the constitutional minimum value of the line).

Douglas, and Lane Counties, Oregon. CORP is seeking authority to discontinue service over (1) the Coquille Branch between Milepost 763.13 near Cordes, OR and Milepost 785.5 near Coquille, OR, in Coos County, OR; and (2) the LPN Branch between CORP Milepost 738.8 and LPN Branch Milepost 2.0, in Douglas County, OR.

4. § 1152.22(a)(4): Detailed map of the subject line

A map showing the exact location of the rail line to be abandoned and over which service is to be discontinued, and its relation to other rail lines in the area, highways, water routes, and population centers is attached as Exhibit 2.

5. § 1152.22(a)(5): Reference to inclusion of the rail line to be abandoned or over which service is to be discontinued on the carrier's system diagram map

The Coos Bay Subdivision was designated in Category 1 on CORP's system diagram map as of May 8, 2008. A copy of the system diagram map and line description which accompanied the system diagram map are attached as Exhibit 3.

6. § 1152.22(a)(6): Detailed statement of reasons for filing application

CORP seeks to abandon and discontinue service over the Coos Bay Subdivision because the present and prospective revenues from traffic handled via the line cannot support the ongoing cost of maintaining and operating the line. As shown in Exhibit 1 and the Verified Statement of Michael Baranowski, the Coos Bay Subdivision has been operating at a substantial loss and will continue to be operated at a loss in the future. In part these continuing operating losses are a function of declining traffic on the line over the last several years. The Verified Statement of John Williams describes both the limited number of rail shippers served by the Coos Bay Subdivision and the downward trend in rail usage by those shippers in recent years. It is unlikely

that traffic on the line will grow to a level that can sustain profitable operations by CORP in the foreseeable future.

Moreover, the significant tunnel rehabilitation costs detailed by Shannon & Wilson in its report on the condition of tunnels on the Coos Bay Subdivision sharply highlighted the need for a long-term solution to the financial problems of the Coos Bay Subdivision. *See* V.S. Lundberg, Attachment 1. After CORP was unable to create a public-private partnership to ensure a viable future for the Coos Bay Subdivision, CORP decided to seek authority to abandon and discontinue service. The Verified Statement of Paul Lundberg discusses the reasons underlying CORP's decision to seek abandonment and discontinuance authority in greater detail.

7. § 1152.22(a)(7): Name, title, and address of representative of applicant to whom correspondence should be sent

Any correspondence regarding the proposed abandonment and discontinuance should be sent to CORP's representative at the following address:

Terence M. Hynes
Sidley Austin LLP
1501 K Street, NW
Washington, DC 20005
Telephone: 202-736-8000
Fax: 202-736-8711

8. § 1152.22(a)(8): List of all U.S. Postal Service ZIP Codes that the line traverses

The Coos Bay Subdivision traverses ZIP Codes 97420, 97423, 97439, 97441, 97449, 97453, 97459, 97461, 97467, 97480, 97487, 97490, and 97493.

B. § 1152.22(B): Present physical condition of the line including any operating restrictions and estimate of deferred maintenance and rehabilitation costs

The Coos Bay Subdivision has been embargoed since September 21, 2007 due to hazardous conditions in tunnels on the line. The approximate cost of tunnel rehabilitation that would be immediately required to restore the Coos Bay Subdivision to safe operating condition

is \$2,860,785. *See* V.S. Lundberg, Attachment 1. An additional \$3,818,961 in tunnel repairs will be necessary within four years, for a total of \$6,679,746 in necessary tunnel maintenance. *See id.*

At a minimum, the \$2,860,785 of immediate tunnel work required to restore the line to safe operating condition should be included as a rehabilitation cost for subsidy purposes. *See CSX Transp., Inc.—Discontinuance—at Memphis, in Shelby, TN*, Docket No. AB-55 (Sub-No. 618) (Oct. 28, 2002) (holding that 100% of necessary rehabilitation costs should be included in subsidy year and rejecting shippers' claim that rehabilitation costs should be amortized over several years). Although CORP has taken the conservative approach of not including other tunnel repair costs in its subsidy calculation, the need for future tunnel repairs is further reason to grant CORP authority to abandon and discontinue service on the line.

C. § 1152.22(C): Description of the service provided on the line during the Base Year

1. § 1152.22(c)(1): Number of Trains Operated and Their Frequency

During the Base Year CORP operated North Hauler and North Switcher trains responsible for service at the north end of the line between Eugene and Mapleton, and South Hauler and South Switcher trains responsible for service from Mapleton to Coquille. The total of all trains operating on the line during the Base Year was 814, for an average of less than 16 trains per week.

2. § 1152.22(c)(2): Miles of track operated

During the Base Year CORP operated on all 118.5 miles of the lines proposed for abandonment and/or discontinuance of service.

3. § 1152.22(c)(3): Average number of locomotive units operated

The majority of CORP's train service on the Coos Bay Subdivision—including its service to stations between Coquille and Cordes—was provided by a train with a single SW-1500 locomotive. A small number of CORP train operating on the line—including its service to stations between Hauser and Gardiner Junction—were powered by two GP-38 locomotives.

4. § 1152.22(c)(4): Total tonnage and carloads by each commodity group on the line

The vast majority of the shipments on the Coos Bay Subdivision consisted of lumber and forest products. During the Base Year, 4,476 of the 4,773 carloads consisted of lumber and forest products. Table 1 sets forth the total tonnage and carloads during the Base Year by commodity.

Base Year Shipments by Commodity
Table 1

Commodity	Carloads	Tonnage
Lumber and forest products	4,476	419,461
Metal Products	107	12,201
Scrap Products	71	6,065
Petroleum products	56	4,182
Farm products	21	1,785
Other commodities	60	Various

5. § 1152.22(c)(5): Overhead or bridge traffic by carload commodity group that will not be retained by the carrier

There has been no overhead or bridge traffic over the Coos Bay Subdivision.

6. § 1152.22(c)(6): Average crew size

The average crew size for CORP trains operating over the Coos Bay Subdivision during the Base Year was two crew members per train.

7. § 1152.22(c)(7): Level of maintenance

During the Base Year and in prior years CORP invested considerable time and money in maintaining the Coos Bay Subdivision. The rugged terrain in which the Coos Bay Subdivision is located necessitated maintenance expenses well above those for ordinary track. Between 2003 and 2007, CORP spent an average of 28 percent of its annual gross freight revenues earned on traffic moving over the Coos Bay Subdivision for normal track, bridge and crossing maintenance. In 2006 CORP spent \$934,000—32 percent of gross freight revenues generated by traffic on the line—to maintain tracks, bridges, and crossings on the line. This percentage is more than double the prevailing level of maintenance spending in the railroad industry—in 2006, the aggregate expenditure by Class I carriers for all “Ways and Structures” expenses represented just 13.10% of their aggregate gross operating revenues for 2006.¹⁰

CORP’s ordinary maintenance expenses during the Base Year included regular maintenance of track and crossings. During the Base Year CORP performed weekly track inspections on the Coos Bay Subdivision. CORP would perform general maintenance on the three drawbridges on the Coos Bay Subdivision, and those drawbridges would be annually inspected by a certified inspector. Switch circuit tests would be performed on the draw bridges at Reedsport and North Bend four times a year. Twice a year a spray truck would operate down the Coos Bay Subdivision to control brush and other vegetation. Active grade crossing signals on the Coos Bay Subdivision would be subject to monthly, quarterly and annual inspections. A four-year test and ten-year test would also be performed on grade crossings on the Coos Bay

¹⁰ See *Class I Railroad Annual Report (R-1)*, Sched. 210, Line 13 (Total Railway Operating Revenue) and Sched. 410, Line 151 (Total Way and Structures) as filed with the STB by each Class I railroad for 2005 and 2006 (at http://www.stb.dot.gov/stb/industry/econ_reports.html).

Subdivision. In addition, the four track side warning detectors on the Coos Bay Subdivision would be tested every two months.

CORP also incurred extraordinary maintenance expense during the Base Year to repair tunnels on the Coos Bay Subdivision. In November 2006, CORP incurred approximately \$1.7 million in repair costs for Tunnel No. 15. As discussed above, significant additional tunnel repairs would be necessary to restore the Coos Bay Subdivision to safe operating condition.

8. **§ 1152.22(c)(8): Any important changes in train service undertaken in the 2 calendar years immediately preceding the filing of the Application.**

None.

9. **§ 1152.22(c)(9): Reasons for decline in traffic, if any**

Traffic on the line dropped precipitously in 2004 when a major shipper, Weyerhaeuser Corporation, ceased operations at its paper manufacturing facility at Cordes, OR. Before 2004, Weyerhaeuser's Cordes facility accounted for approximately 3,000 annual carloads of traffic. The closure of that plant resulted in a sharp decline in traffic on the line, from 7,574 carloads in 2003 to 5,408 carloads in 2004. As the Verified Statement of John Williams demonstrates, there has been a continued downward trend in traffic across virtually all customers and commodity groups.

D. § 1152.22(D): Revenue and Cost Data

1. **§ 1152.22(d)(1): Computation of the revenues attributable and avoidable costs for the line to be abandoned for the Base Year**

See Exhibit 1 and the Verified Statement of Michael Baranowski.

2. **§ 1152.22(d)(2): Estimate of future revenues attributable, avoidable costs and reasonable return on the value for the line to be abandoned, for the Forecast Year**

See Exhibit 1 and the Verified Statement of Michael Baranowski.

3. § 1152.22(d)(3): Estimated Subsidy Payment for Base Year

See Exhibit 1 and the Verified Statement of Michael Baranowski. As Exhibit 1 shows, the estimated subsidy payment for the Base Year is \$7,860,995.

E. § 1152.22(e): Rural and Community Impact

1. § 1152.22(e)(1): Name and population of each community in which a station on the line is located

The name and population of each county and incorporated municipality in which a station on the Coos Bay Subdivision is located are as follows:

**Population of Communities on Coos Bay Subdivision
Table 2**

	2007 Estimated Population ¹¹	2000 Census Population ¹²
COUNTIES		
Coos County, OR	63,050	62,788
Douglas County, OR	104,675	100,399
Lane County, OR	343,140	322,977
CITIES		
Coos Bay, OR	16,210	15,372
Coquille, OR	4,215	4,184
Lakeside, OR	1,545	1,421
North Bend, OR	9,830	9,544
Reedsport, OR	4,305	4,378

2. § 1152.22(e)(2): Identification of significant users by name, address, principal commodity, and tonnage and carloads for each of the 2 calendar years preceding to filing of the application, for that part of the current year for which information is available, and for the Base Year

Table 3 identifies the Significant Users of the Coos Bay Subdivision as defined by 49 C.F.R. § 1152.2(l) and their respective carloads and tons shipped and received for calendar year 2006. Because the data maintained by CORP in the normal course of business do not

¹¹ Source: Portland State University Population Research Center, 2007 Oregon Population Report, available at http://www.pdx.edu/media/p/r/PRC_2007_Population_Report2_rev.pdf.

¹² Source: 2000 U.S. Census.

include complete tonnage data for 2006 and 2007, tonnage data for those years has been estimated based on carload totals. Tables 4 and 5 identify significant users for 2007 and the Base Year, respectively. Because the Coos Bay Subdivision has been embargoed, no traffic has moved over the line during calendar year 2008.

Significant Users for 2006
Table 3

Shipper	Principal Commodity	2006 Carloads	2006 Tons
Georgia Pacific Corp. 1400 SE Butler Bridge Rd. Toledo, OR 97391-1900	Lumber and forest products		
Roseburg Forest Products P.O. Box 1088 Roseburg, OR 97470	Lumber and forest products		
Southport Forest Products P.O. Box 298 Coos Bay, OR 97420	Lumber and forest products		
X-Interchange Corp. 11300 Tomahawk Creek Parkway Suite 110 Leawood, Kansas 66211	Scrap iron or steel		
Durawood Treating Co. P.O. Box 750 Coos Bay, OR 97420	Lumber and forest products		
American Bridge Manufacturing Co. 135 American Bridge Way Reedsport, OR 97467	Metal beams, girders, and plate iors		
Amerigas 425 Virginia St. North Bend, OR 97459	Propane and Liquefied Petroleum		
Grange Coop Supply (Cenex) 89 Alder Street Central Point, OR 97502	Shelled Corn		
Westwood Lumber Co. P.O. Box 217 Saginaw, OR 97472	Lumber and forest products		
Coos Head Forest Products 69015 Hauser Depot Road North Bend, OR 97459	Lumber and forest products		

Significant Users for 2007
Table 4

Shipper	Principal Commodity	2007 Carloads	2007 Tons
Georgia Pacific Corp. 1400 SE Butler Bridge Rd. Toledo, OR 97391-1900	Lumber and forest products		
Roseburg Forest Products P.O. Box 1088 Roseburg, OR 97470	Lumber and forest products		
Southport Forest Products P.O. Box 298 Coos Bay, OR 97420	Lumber and forest products		
Durawood Treating Co. P.O. Box 750 Coos Bay, OR 97420	Lumber and forest products		
American Bridge Manufacturing Co. 135 American Bridge Way Reedsport, OR 97467	Metal beams, girders, and plate iors		
Amerigas 425 Virginia St. North Bend, OR 97459	Propane and Liquefied Petroleum		
Danish Dairy 94912 Hwy. 42 S. Coquille, OR 97423	Shelled Corn		
X-Interchange Corp. 11300 Tomahawk Creek Parkway Suite 110 Leawood, Kansas 66211	Scrap iron or steel		
South Coast Lumber Company P.O. Box 670 Brookings, OR 97415	Lumber and forest products		
Coos Head Forest Products 69015 Hauser Depot Road North Bend, OR 97459	Lumber and forest products		

Significant Users for Base Year
Table 5

Shipper	Principal Commodity	Base Year Carloads	Base Year Tons
Georgia Pacific Corp. 1400 SE Butler Bridge Rd. Toledo, OR 97391-1900	Lumber and forest products		
Roseburg Forest Products P.O. Box 1088 Roseburg, OR 97470	Lumber and forest products		
Southport Forest Products P.O. Box 298 Coos Bay, OR 97420	Lumber and forest products		
Durawood Treating Co. P.O. Box 750 Coos Bay, OR 97420	Lumber and forest products		
X-Interchange Corp. 11300 Tomahawk Creek Parkway Suite 110 Leawood, Kansas 66211	Scrap iron or steel		
American Bridge Manufacturing Co. 135 American Bridge Way Reedsport, OR 97467	Metal beams, girders, and plate iors		
Amerigas 425 Virginia St. North Bend, OR 97459	Propane and Liquefied Petroleum		
Ferrellgas 2300 NE Stephens Roseburg, OR 97470	Propane and Liquefied Petroleum		
Thomas & Sons 840 South Front Street Coos Bay, OR 97420	Lumber		

3. § 1152.22(e)(3): General description of the alternate sources of transportation service available (rail, motor, water, air) and the highway network in the proximate area

The area served by the Coos Bay Subdivision has ready access to alternate sources of transportation service, including the interstate highway network, truck-rail transloading service, and water transportation.

Local Highway Network: Between Coquille and Canary, the Coos Bay Subdivision parallels U.S. Highway 101. At Cushman, the line turns in an easterly direction, generally following the course of Oregon Highway 126. Oregon Highway 126 (which intersects U.S. Highway 101 at Florence) provides highway access to Eugene, OR and U.S. Interstate 5. In addition, Oregon Highway 38 (which intersects U.S. Highway 101 at Reedsport) and Oregon Highway 42 (which passes through Coquille) provide direct access to I-5.

Nearby Rail Transportation Service: If the abandonment and discontinuance of service is approved, local shippers will have access to the national rail network via rail-truck transloading points on CORP's lines at Roseburg, Green, and Dillard, and on the lines of CORP, UP and PNWR/BNSF at Eugene. Approximately 96 percent of all carloads that moved over the Coos Bay Subdivision during 2007 originated or terminated at either Coos Bay or Coquille. Coos Bay and Coquille are 118 and 135 miles, respectively, from Eugene, OR. Coquille (the origin of Roseburg Forest Products' traffic) is 61 highway miles from Roseburg's facility at Dillard, OR. Eugene can be reached by truck from both Coos Bay and Coquille via the US-101 Coast Route and Oregon State Highway 126. Highway routes are likewise available for truck shipments from Reedsport (via Scottsburg, OR) or Coquille (via Myrtle Point, OR) to CORP's transload facility at Green, OR or to the Roseburg plant at Dillard, OR.

Water Transportation Service: The area is served by water transportation at the Oregon International Port of Coos Bay. The three largest customers served by CORP on the Coos Bay Subdivision—Georgia Pacific, Southport Forest Products, and Roseburg Forest Products—each maintain terminal facilities at the Port of Coos Bay for barge service. *See* <http://www.portofcoosbay.com/terminals.htm>.

4. § 1152.22(e)(4): Statement of whether the properties proposed to be abandoned are appropriate for use for other public purposes.

CORP does not believe that the right-of-way is suitable for public use. There is little or no likelihood that the rail corridor is needed for a transit or highway corridor. However, the right-of-way could be used for a unique land and water based recreational trail.

F. § 1152.22(f): Environmental Impact

The Environmental Report required by 49 C.F.R. § 1105.7 and the Historic Report required by 49 C.F.R. § 1105.8 were submitted on June 24, 2008. A copy is attached as Exhibit 4.

G. § 1152.22(g): Passenger Service

There is no passenger service on the Coos Bay Subdivision.

H. § 1152.22(h): Additional Information

CORP has submitted with this Application the Verified Statements of Marc Bader, Michael Baranowski, Pat Chapman, Paul Lundberg, Charles Rex and John Williams.

I. § 1152.22(i): Draft Federal Register Notice

The draft notice is attached as Exhibit 5.

J. § 1152.24(b) Service, Publication, and Posting of Notice of Intent

Attached as Exhibit 6 is an affidavit stating that CORP has posted, published and served on the appropriate parties a notice of its intent to abandon and/or discontinue service on the Coos Bay Subdivision, in accordance with 49 C.F.R. § 1152.20.

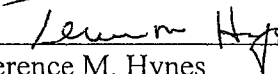
K. § 1152.24(c): Service of Application

Attached as Exhibit 7 is a Certificate of Service stating that CORP has complied with the requirements of 49 C.F.R. § 1152.24(c) regarding service of the Application.

CONCLUSION

For the reasons set forth in this Application and in the accompanying Verified Statements and Exhibits, CORP respectfully requests that the Board authorize the abandonment of and discontinuance of service over the Coos Bay Subdivision.

Respectfully submitted,


Terence M. Hynes
Paul A. Hemmersbaugh
Matthew J. Warren
Sidley Austin LLP
1501 K Street, N.W.
Washington, D.C. 20005
(202) 736-8000

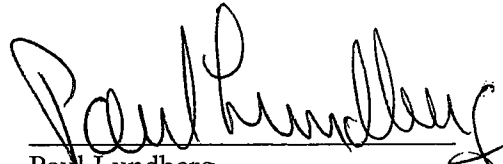
Scott G. Williams
Senior Vice President and
General Counsel
RailAmerica, Inc.
5300 Broken Sound Boulevard N.W.
Boca Raton, Florida 33487
(561) 994-6015

Counsel for Central Oregon & Pacific Railroad, Inc.

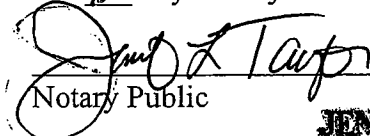
Dated: July 14, 2008

VERIFICATION
49 C.F.R. 1152.22(j)

I, Paul Lundberg, make oath and say that I am Senior Vice President - Strategic Relations of RailAmerica, Inc. and that I also serve as Vice President of Central Oregon & Pacific Railroad, Inc.; that I have been authorized by the Applicant to verify and file with the Surface Transportation Board the foregoing application in STB AB-515 (Sub-No. 2); that I have carefully examined all of the statements in the Application as well as the exhibits attached thereto and made a part thereof; that I have knowledge of the facts and matters relied upon in the Application; and that all representations set forth therein are true and correct to the best of my knowledge, information and belief.


Paul Lundberg

Subscribed and sworn to before me
this 10th day of July 2008.


Notary Public

JENNIFER L. TAYLOR

My Commission Expires: June 26, 2009

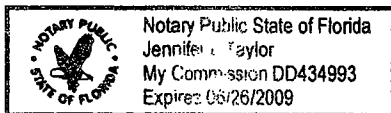
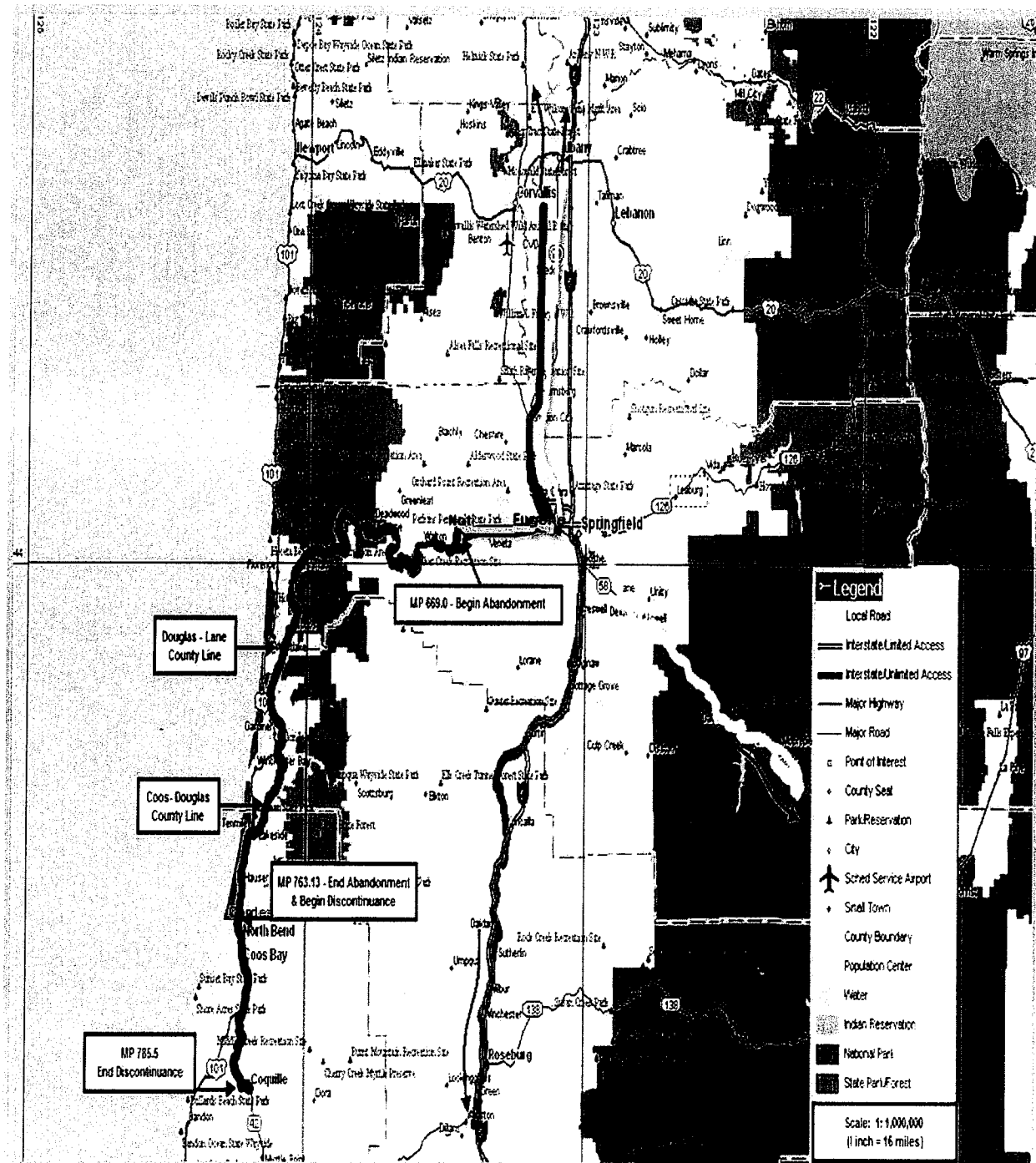


EXHIBIT 1

Central Oregon & Pacific Railroad Company
Computation of Revenue Attributable to the Line, Avoidable Costs,
And Reasonable Return on the Value of the Line to be Abandoned For
Branch name: Coos Bay

Revenue for:		Base Year	Forecast Year
1	Freight originated and/or terminated on-branch	\$2,730,889	\$3,306,341
2	Bridge traffic	\$0	\$0
3	All other revenue and income	\$340,533	\$412,290
4	Total attributable revenue (Sum Ln 1 through Ln 3)	\$3,071,422	\$3,718,631
Avoidable Costs for:			
5	On-branch costs (Lines 5a-5k)		
a	Maintenance of way & structures costs		
b	Maintenance of equipment		
c	Transportation see note in H 11		
d	General administrative		
e	Deadheading, taxi and hotel		
f	Overhead movement/other		
g	Freight car cost - non-ROI		
h	ROI expense freight cards		
i	ROI expense locomotives		
j	Revenue taxes		
k	Property taxes		
	Total on-branch costs (Sum Ln.5a through Ln 5k)	\$3,550,895	\$4,748,339
6	Off-branch Costs (Lines 6a-6d)		
a	Off-branch costs excluding freight car ROI		
b	Off-branch freight car ROI costs		
c	Off-branch URCS multiple car adjustment		
d	Make-whole adjustment off branch		
	Total off-branch costs (Sum Ln.6a through Ln 6d)	\$815,536	\$1,090,553
7	Total on & off-branch avoidable costs (L.5 + L6 Totals)	\$4,366,431	\$5,838,892
	Avoidable gain or (loss) from operations (L.4-L.7)	(\$1,295,010)	(\$2,120,261)
Subsidization Costs for:			
8	Rehabilitation	\$0	\$2,861,000
9	Administrative costs (subsidy year only)	\$0	\$0
10	Casualty reserve account	\$0	\$0
11	Total subsidization cost (L.8+L.9+L.10)	\$0	\$2,861,000
	Return on value		
12	Valuation of road property		
a	Working capital	\$137,208	\$183,477
b	Income tax consequences	\$0	\$0
c	Net liquidation value (track, bridges & land)	\$19,540,729	\$19,540,729
	Total valuation of property (L.12a+b+c)	\$19,677,937	\$19,724,206
13a	Nominal rate of return	14.60%	14.60%
13b	Real rate of return	10.50%	10.50%
14	Nominal return on value (L.12*L.13a)	\$2,872,979	\$2,879,734
15	Holding gain or (loss)(L.12.c Col. B* (L13a Col b-L13b Col b))	\$0	\$801,170
16	Total return on value (L.14-L.15)	\$2,872,979	\$2,078,564
17	Avoidable gain or (loss) from operations (L.4-L.7)	(\$1,295,010)	(\$2,120,261)
18	Estimated forecast year loss (L.4-L.7-L.16)		(\$4,198,825)
19	Estimated subsidy payment (L.4-L.7-L.11-L.14)		(\$7,860,995)

EXHIBIT 2



-  CORP – Coos Bay Line: Proposed Abandonment - MP 669.0 to MP 763.13
-  CORP – Proposed Discontinuance: MP 763.13 to MP 785.5
-  CORP – Siskiyou Line
-  Union Pacific
-  Portland & Western

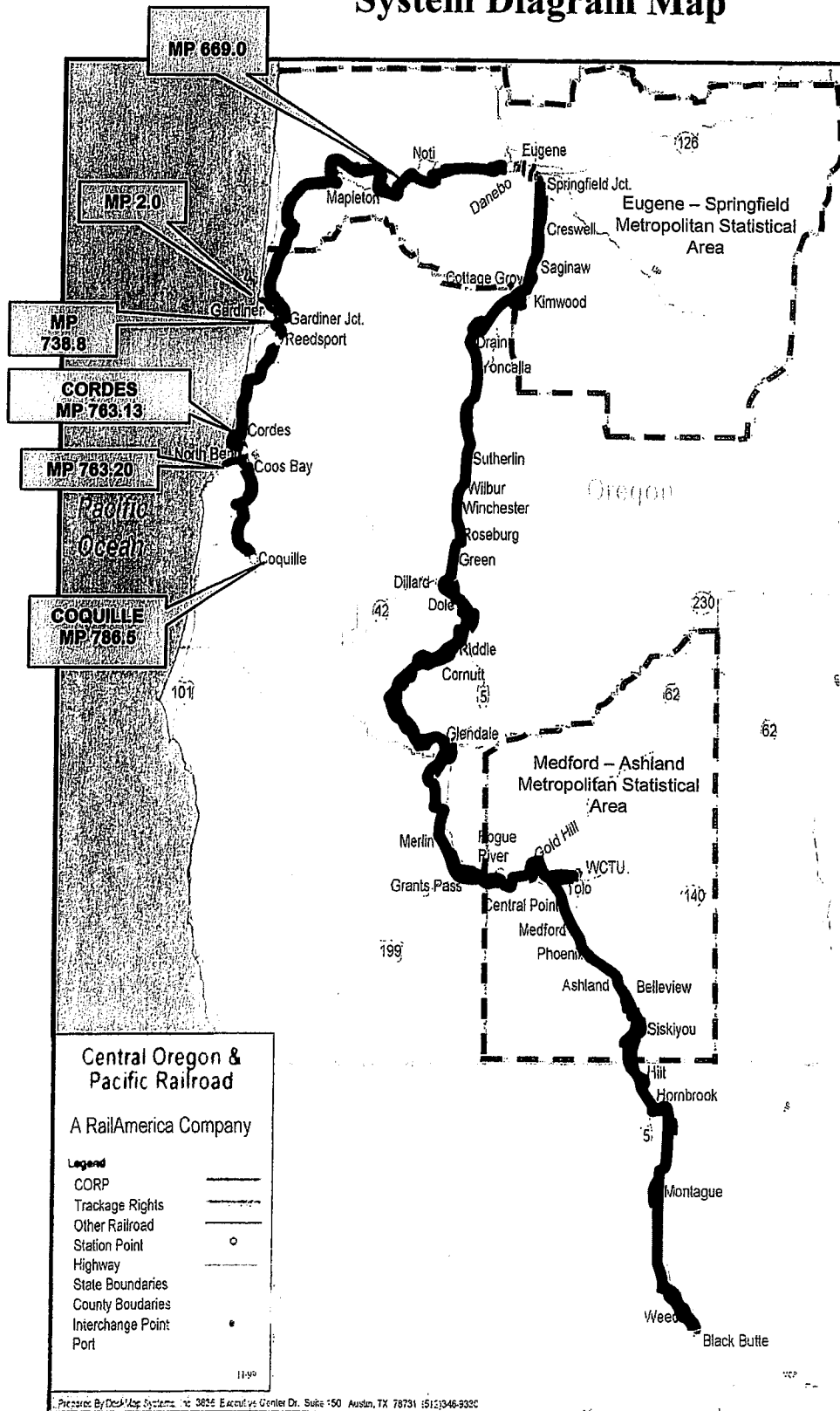
Scale: 1 inch = 16 miles

EXHIBIT 3

Central Oregon & Pacific Railroad System Diagram Map



CORP Category 1
(Coos Bay Subdivision)
Milepost 669.0 to
Coquille Milepost 786.5
LPN Milepost 2.0 to
Milepost 738.8 and
Port of Coos
Bay North Spit
Rail Spur
Milepost 763.20
CORP Category 5



CENTRAL OREGON & PACIFIC RAILROAD, INC.
DESCRIPTION OF LINES IN CATEGORY 1 OF SYSTEM DIAGRAM MAP

The Central Oregon & Pacific Railroad, Inc. ("CORP") provides notice that a 116.6 mile long portion of the Coos Bay Subdivision, approximately 2 miles of trackage between Gardiner Junction and the west end of trestle number two between Bolen Island and Gardiner, OR, and approximately 3.5 miles of the Port of Coos Bay North Spit Rail Spur diverging from Roseburg Forest Products' North Spit Rail Spur at CORP Milepost 763.20 at Cordes, OR will be placed in Category 1.

- (a) **Carrier's designation:** CORP designates the Line as the Coos Bay Subdivision.
- (b) **State or states in which each line is located:** The Line is located in Oregon.
- (c) **County or counties in which each line is located:** The Line is located within Coos, Douglas and Lane Counties.
- (d) **Mileposts delineating each line:** The proposed abandonment or discontinuance of service would begin at Milepost 669.0 up to and including Milepost 785.6, and CORP Milepost 738.8 and LPN Milepost 2.0.
- Owned portion-Coos Bay Branch from Milepost 669.0 to Milepost 763.13
 - Leased portion-Coquille Branch from Milepost 763.13 to Milepost 786.5
 - Leased portion LPN Branch from CORP Milepost 738.8 to LPN Milepost 2.0
 - Leased portion of Port of Coos Bay North Spit Rail Spur diverging from Roseburg Forest Products' North Spit Rail Spur at CORP Milepost 763.20
- (e) **Agency or terminal stations located on each line or portion of line with milepost designations:**

Station	Milepost
Coquille	785.6
Chrome	781.2
Hayden	773.1
McCormac	770.5
Coos Bay	768.9
North Bend	765.6
Cordes	763.0
Hauser	759.3
Lakeside	752.1
Reedsport	740.4
Gardiner Jct.	738.8
Kroll	732.8
Canary	721.3
Cushman	716.0
Wendson	715.0

Beck	709.0
Mapleton	705.3
Tide	699.2
Suislaw	697.8
Swisshome	697.1
Richardson	685.0

CORP shall furnish a copy of its System Diagram Map and this Description to any interested person upon reasonable request. Please contact CORP's counsel, Terence M. Hynes, Sidley Austin LLP, 1501 K. Street, NW, Washington, DC 20005 (202) 736-8000 or thynes@sidley.com

EXHIBIT 4

COMBINED ENVIRONMENTAL AND HISTORIC REPORT
(49 C.F.R. 1105.7 and 1105.8)

Docket No. AB-515 (Sub-No. 2)

CENTRAL OREGON & PACIFIC RAILROAD, INC.—ABANDONMENT AND
DISCONTINUANCE—IN COOS, DOUGLAS AND LANE COUNTIES, OR
(COQUILLE TO VAUGHN)

Dated: June 24, 2008

ENVIRONMENTAL REPORT

(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

The Central Oregon & Pacific Railroad, Inc. (“CORP”) will file an abandonment application seeking authority to abandon and discontinue service over approximately 119.5 miles of its Coos Bay Subdivision in Coos, Douglas and Lane Counties, OR.

The Application will seek authority to abandon the portions of the Coos Bay Subdivision that are owned by CORP, namely the Coos Bay Branch between Milepost 669.0 near Vaughn, OR and Milepost 763.13 near Cordes, OR, a distance of 94.13 miles in Coos, Douglas and Lane Counties, OR (the “Abandonment Line”). The portion of the line proposed for abandonment includes the stations of Richardson (MP 685.0); Swisshome (MP 697.1); Suislaw (MP 697.8); Tide (MP 699.2); Mapleton (MP 705.3), Beck (MP 709.0); Wendson (MP 715.0); Cushman (MP 716.0); Canary (MP 721.3), Kroll (MP 732.8); Gardiner Junction (MP 738.8); Reedsport (MP 740.4); Lakeside (MP 752.1); Hauser (MP 759.3); and Cordes (MP 763.0).

The Application also will seek authority to discontinue service over the portions of the Coos Bay Subdivision that are leased by CORP, including (1) the Coquille Branch extending between Milepost 763.13 near Cordes, OR and Milepost 786.5 near Coquille, OR, a distance of

23.37 miles in Coos County, OR, which is leased from Union Pacific Railroad Company (“UP”); and (2) the LPN Branch extending between CORP Milepost 738.8 and LPN Branch Milepost 2.0, a distance of 2.0 miles in Douglas County, OR, which is leased from Longview, Portland & Northern Railway Company (“LPN”) (collectively, the “Discontinuance Line”).¹ The Coquille Branch includes the stations of North Bend (MP 765.6); Coos Bay (MP 768.9); McCormac (MP 770.5); Hayden (MP 773.1); Chrome (MP 781.2); and Coquille (MP 785.6). The LPN Branch includes the station of Gardiner Junction (MP 738.8).

CORP embargoed the Line on September 21, 2007 due to serious safety concerns with three tunnels on the Line. The Line was properly embargoed under Embargo Number CORP000107, issued pursuant to the AAR Embargo and Permit System.

Upon receipt of abandonment and discontinuance of service authority, CORP’s common carrier obligation to operate over the Line will terminate. Unless the Abandonment Line is acquired pursuant to the feeder line statute (49 U.S.C. § 10907 and 49 C.F.R. § 1151), the offer of financial assistance procedures (49 U.S.C. § 10904 and 49 C.F.R. § 1152.27) or for trail use (16 U.S.C. § 1247(d) and 49 C.F.R. § 1152.29), CORP will salvage the track and materials on the Abandonment Line and dispose of the underlying real estate. CORP will also discontinue rail service over the Discontinuance Lines. The future use and disposition of the Discontinuance Lines will be the responsibility of the owners of those lines.

The only alternative to the proposed abandonment and discontinuance of service would be for CORP to continue to operate the Line. Traffic on the Line has declined significantly in recent years. CORP handled 7,574 cars on the Line during 2003. However, in 2004, a major shipper on the Line (Weyerhaeuser Corporation) ceased operations at its paper manufacturing

¹ The Abandonment Line and the Discontinuance Line are referred to collectively hereinafter as the “Line.”

facility at Cordes, OR. As a result, traffic on the Line declined to 5,408 cars in 2004, 5,193 cars in 2005, 5,363 cars in 2006 and 4,018 cars in 2007 (prior to the embargo). The Line suffers a substantial avoidable loss, incurs significant opportunity costs, and would require a major capital investment to repair the tunnels and rehabilitate the Line for safe operations. Even prior to the embargo, the level of traffic on the Line did not justify the ongoing cost of operating and maintaining the Line (much less the extraordinary expense of repairing the tunnels). Nor has the revenue from the Line provided CORP a reasonable return on its investment in the Line. Making the further capital investment required to repair the tunnels and restore service on the Line would not be a prudent use of carrier resources.

A map of the proposed abandonment and discontinuance of service is attached hereto as Exhibit 1.

(2) Transportation System. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

There has been no rail passenger service over the Line in decades, so the proposed abandonment and discontinuance of service will not have any impact on passengers. The volume of freight traffic on the Line has varied over the last several years. Table 1 shows the total number of loaded rail cars that moved over the Line during each of the last three years:

TABLE 1
Loaded Cars Moving On The Line

<u>Year</u>	<u>Loaded Cars</u>
2005	5,193 carloads
2006	5,363 carloads
2007	4,018 carloads

CORP will base its estimate of the environmental impact of the proposed abandonment on the traffic that moved over the Line between September 2006 and August 2007—the twelve-

month period before the line was embargoed (the “Base Year”). A total of 4,707 loaded rail cars moved over the Line during the Base Year. Table 2 provides information regarding the traffic that moved over the Line during the Base Year, including the commodities and the stations at which the traffic originated (or terminated):

TABLE 2
Traffic Moving on the Line in the Base Year²

Station	Commodity	Cars Originated	Cars Terminated
Reedsport	Scrap iron & steel; Iron rails, beams, and girders	83	11
Hauser	Lumber and Forest products; Gypsum board and paneling	74	2
North Bend	Propane and liquified petroleum	53	6
Coos Bay	Lumber and Forest products; Shelled Corn; Gypsum board and paneling	2966	299
McCormac	Lumber and Forest products	0	6
Coquille	Lumber and Forest Products; Assorted Other Commodities	991	78

To be conservative, CORP assumes for purposes of this analysis that all of the traffic that previously moved over the Line would be diverted to other modes, and that the volume of such traffic would be equal to the volume handled over the Line in the Base Year. CORP cannot determine with precision whether all of the traffic would be diverted to truck, or whether some might be diverted to water carriage. Given the commodities involved (predominantly forest products) and the proximity of certain key traffic origins to the Port of Coos Bay, water transportation may be a viable option for some shippers. Nevertheless, CORP takes a

² Because of incomplete data, Table 2 does not include all the 4,707 carloads that moved over the Line during the Base Year.

conservative approach and bases this analysis on the assumption that all of the rail traffic previously handled by CORP would be diverted to truck.

According to the Oregon Department of Transportation mileage calculator (“ORDOT MC”), the highway distance from Coos Bay to the nearest railroad transload facility (at Roseburg, OR) is 95 miles. However, CORP has observed that a substantial portion of traffic is currently being transloaded at Eugene, OR, a distance of 116 miles from Coos Bay. Consistent with its conservative approach, CORP assumes for purposes of this analysis that all rail traffic would move over the road to/from a transload facility at Eugene, OR. For simplification, CORP assumes that all rail traffic originates at Coos Bay. As Table 2 demonstrates, approximately two-thirds of all of the traffic on the Line originated or terminated at Coos Bay. While some stations on the Line (such as Reedsport and Hauser) are closer to Eugene than Coos Bay, while other stations on the Line (such as Coquille) are farther from Eugene than Coos Bay, Coos Bay is a logical and conservative origin point for purposes of this analysis.

Traffic moving by truck between Coos Bay and Eugene (or points in between) would traverse US Highway 101 and/or Oregon Highway 126. Based upon annual diversion of 4,707 carloads of rail traffic, and a conversion ratio of four trucks per rail car as used by SEA in prior proceedings (*see. e.g., San Joaquin Valley Railroad Company—Abandonment Exemption—in Tulare County, CA*, STB Docket No. AB-398 (Sub-No. 8X), Environmental Assessment served April 28, 2008, at 2) the proposed abandonment and discontinuance would result in an increase of approximately 18,828 truckloads per year moving over those highways.

Even these conservative estimates (which likely overstate the actual increase in truck volume) would have minimal impact on highway traffic. Using 2006 traffic volumes from the Oregon Department of Transportation, the lowest-volume segment of the highway route between

Coos Bay and Eugene is on U.S. Highway 101 at the Lane-Douglas County line, which has average traffic of 4,000 vehicles per day (approximately 1,460,000 per year). *See* Oregon Department of Transportation, 2006 Traffic Volume on State Highways, at 48, *available at* http://www.oregon.gov/ODOT/TD/TDATA/tsm/docs/2006_TVT.pdf. An increase of 18,828 truckloads represents only a 1.3% increase in annual traffic.

(3) **Land Use.** (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies. (ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land. (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9. (iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

(i) CORP considers the proposed abandonment and discontinuance of service to be not inconsistent with existing land use plans. The land adjoining the Line is mainly rural in character. CORP contacted Coos, Douglas and Lane Counties, OR, and the cities of Coquille, Coos Bay, North Bend, Lakeside, Reedsport and Florence, OR, by letters dated June 24, 2008. *See* Exhibit 2. As of this date, no response has been received from those government entities. A copy of this Environmental Report has been mailed to the appropriate local and state agencies for their information and further comment.

(ii) CORP notified the United States Department of Agriculture ("USDA") Natural Resources Conservation Service (the agency succeeding to the responsibilities of the Soil Conservation Service) of the proposed abandonment and discontinuance of service by letter dated June 24, 2008, and requested assistance in identifying any potential effects on prime agricultural land. *See* Exhibit 2. No response has been received from USDA to date. A copy of this Environmental Report is being provided to USDA for its information and further comment.

(iii) The Line does pass through the Oregon Coastal Zone. CORP notified the Oregon Department of Land Conservation and Development (“ORDLCD”) of the proposed abandonment and discontinuance of service by letter dated June 24, 2008, and requested assistance in identifying any potential effects on the Oregon Coastal Zone. *See* Exhibit 2. No response has been received to date. A copy of this Environmental Report is being provided to the ORDLCD for its information and further comment. CORP is willing to adapt its salvage plan for the Line as necessary to comply with the Oregon Coastal Management Program. CORP intends to salvage the Line, but CORP will not develop any of its underlying right-of-way. CORP will comply with any consistency certification necessary under governing law.

(iv) CORP does not believe that the right-of-way is suitable for public use. There is little or no likelihood that the rail corridor is needed for a transit or highway corridor. The right-of-way could be used for a unique land and water based recreational trail.

(4) Energy. (i) Describe the effect of the proposed action on transportation of energy resources. (ii) Describe the effect of the proposed action on recyclable commodities. (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why. (iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

(i) The proposed abandonment and discontinuance of service will have no effect on the transportation of energy resources. Forest products account for more than 95% of the rail traffic on the Line, and the Line does not handle any coal traffic.

(ii) The proposed abandonment and discontinuance of service will not have a material effect on the transportation of recyclable commodities. The only recyclable commodities that moved over the Line during the Base Year consisted of 40 cars of scrap metal.

(iii) If the traffic that previously moved over the Line is diverted to truck, the proposed abandonment and discontinuance of service will result in an increase in energy usage, because trucks are generally less fuel efficient than railroads.

(iv) If the traffic that previously moved over the Line is diverted to truck, the proposed abandonment and discontinuance of service will result in the diversion of more than 1,000 rail carloads per year to motor carriage. The increased energy consumption is estimated to be 516,351 gallons of diesel fuel. The data and calculations used to arrive at this result are based on trucks operating one way loaded with 100% empty return, and fuel consumption for loaded and empty trucks of 4.5 and 6.5 miles per gallon, respectively. *Norfolk Southern Railway Company—Discontinuance of Service Exemption—in Stanly County, North Carolina*, STB Docket No. AB-290 (Sub-No. 254X); *Yadkin Railroad Company—Discontinuance of Service Exemption—in Stanly County, North Carolina*, STB Docket No. AB-290 (Sub-No. 274X); *Winston-Salem Southbound Railway Company—Discontinuance of Service Exemption—in Stanly County, North Carolina*, STB Docket No. AB-149 (Sub-No. 2X) (STB served June 12, 2006), Environmental Assessment at 4. However, because the vast majority of the traffic moved over the Line consists of lumber and other forest products, including inter-plant shipments for certain customers, it is likely that a significant number of truck shipments could be aligned in two-way movements (thereby reducing the number of empty return movements).

Based upon the foregoing conservative assumptions, the 4,707 rail carloads from the base year would be diverted to 18,828 loaded trucks and 18,828 empty trucks. The loaded trucks would consume 485,344 gallons based on 18,828 truckloads times 116 miles divided by 4.5 miles per gallon. The empty trucks would consume 336,007 gallons based on 18,828 truckloads

times 116 miles divided by 6.5 miles per gallon. The total fuel to be consumed in trucking the traffic from the Line to Eugene would be 821,351 gallons of diesel fuel.

CORP consumed approximately 305,000 gallons of diesel fuel in the base year handling the 4,707 carloads on the Line. The difference between the fuel consumed by CORP and to be consumed by trucks would be an additional 516,351 gallons of diesel fuel.

(5) Air. (i) If the proposed action will result in either: (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) an increase in rail yard activity of at least 100 percent (measured by carload activity), or (C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in sub-section (5)(i)(A) will apply. (ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either: (A) an increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line; (B) an increase in rail yard activity of at least 20 percent (measured by carload activity); or (C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply. (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

(i) The proposed abandonment and discontinuance of service is likely to result in an increase of more than 50 vehicles a day on certain road segments, including US Highway 101 and/or Oregon State Highway 126. The estimated 18,828 additional loaded trucks, operating six days a week translates to approximately 60 trucks per day, or approximately 2.5 trucks per hour. Conservatively including 18,828 empty trucks as well would produce total additional highway traffic of 120 trucks per day, or 5 per hour. Because of the generally rural nature of the area that would be affected by additional truck traffic, CORP believes that any increase in emissions over

those emissions currently resulting from railroad operations would be within the parameters established by the State Implementation Plan. Any air emissions associated with salvage operations would be temporary and would not have a significant impact on air quality.

(ii) The Line proposed for abandonment and discontinuance of service is not in a nonattainment area. The Environmental Protection Agency does not list any geographic area in which the Line is located as a nonattainment area for 1-Hour Ozone, 8-Hour Ozone, Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter PM-10, Particulate Matter PM-2.5 or Lead. The counties of Coos, Douglas and Lane each are currently listed as attainment areas for all priority pollutants. In any event, because of the generally rural nature of the area that would be affected by additional truck traffic, CORP believes that any increase in emissions over those emissions currently resulting from railroad operations will be within the parameters established by the State Implementation Plan. CORP contacted the Oregon Department of Environmental Quality ("ORDEQ") and the United States Environmental Protection Agency ("USEPA") by letters dated June 24, 2008. *See* Exhibit 2. To date, no response has been received. A copy of this Environmental Report has been supplied to the ORDEQ and USEPA for their information and comment.

(iii) The proposed abandonment and discontinuance of service will not affect the transportation of ozone depleting materials, because the traffic handled by CORP on the Line does not include such commodities.

(6) **Noise.** If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) an incremental increase in noise levels of three decibels Ldn or more; or (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

CORP has considered noise impacts associated with the potential increase in truck traffic on affected road segments, including US Highway 101 and/or Oregon State Highway 126. The Board considers noise impacts to be potentially significant only where noise levels would increase by at least 3 decibels (dBA) and the resulting noise level experienced would be 65 dBA or greater. 49 C F R §1105.7(e)(5)(i)(C) and (6). CORP has determined that, even under the conservative assumptions stated above, the increase in projected truck traffic would result in a change of less than 3 dBA on road segments where truck traffic is expected to be routed. Using 2006 traffic volumes from the Oregon Department of Transportation,³ CORP determined that the lowest 2006 traffic volume (where the projected increase in traffic volume would be expected to have the greatest noise impact) on the affected roads is on U.S. 101 at Lane-Douglas County line. At that point, Oregon DOT reports a traffic volume of 4000 vehicles per day. CORP calculated the increase in Day Night Average Noise Level ("DNL") using the following equation: $\text{Change in DNL (dBA)} = 10 \log (\text{projected traffic volume} / \text{existing truck volume})$. See *Norfolk Southern Railway Company, Pan Am Railways, Inc. et al. - Joint Control and Operating/Pooling Agreements-Pan Am Southern LLC*, FD35147 – *Environmental Appendix* (June 6, 2008). Assuming a 60 truck per day increase, the projected DNL is 0.065 dBA, well below the 3 dBA significance level. CORP contacted the ORDEQ and the USEPA by letters dated June 24, 2008. See Exhibit 2. To date, no response has been received. A copy of this Environmental Report has been supplied to the ORDEQ and USEPA for their information and comment.

³ See http://www.oregon.gov/ODOT/TD/TDATA/tsm/docs/2006_TVT.pdf

(7) **Safety.** (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings). (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials. (iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

(i) The proposed abandonment and discontinuance of service will not have a detrimental effect on public health and safety. To the contrary, the proposed abandonment will eliminate 77 private rail crossings, all with passive controls, nine public crossings with passive controls, and eight public crossings with either flashers or gates and flashers. As a result of the proposed discontinuance of service, CORP will also stop operating over 47 private crossings, all with passive warning devices, 17 public crossings with passive warning devices, and seven public crossings with either flashers or gates and flashers. Accordingly, the proposed action will reduce, rather than increase, vehicle delay time at railroad grade crossings.

(ii) The proposed abandonment and discontinuance of service will not have a material effect on the transportation of hazardous materials. In the Base Year, CORP handled only 14 cars of propane over the Line.

(iii) On May 15, 2008, at milepost 727.7, near Ada, OR, the CORP Roadmaster discovered that someone had vandalized a transformer and that oil had been released. The site was cleaned and the contaminated soil was removed by a contractor. CORP is not aware of any other hazardous material waste sites or sites where known hazardous material spills have occurred on or along the rail corridor of the Line.

(8) Biological Resources. (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects. (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

(i) CORP does not believe that the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat. CORP notified the U.S. Fish and Wildlife Service ("USF&WS") of the proposed abandonment by letter dated June 24, 2008, and requested assistance in determining whether the proposed abandonment and discontinuance of service will adversely affect endangered or threatened species or areas designated as a critical habitat. *See* Exhibit 2. A copy of this Environmental Report has been supplied to the USF&WS for its information and further comment.

(ii) The wildlife sanctuaries or refuges, National or State parks or forests that are adjacent to the Line are identified on the attached USGS maps. CORP does not believe that any of those wildlife sanctuaries or refuges, National or State parks or forests will be adversely affected by the proposed abandonment and discontinuance of service. The discontinuance of train operations along portions of the Line that are bounded by such resources will reduce the likelihood of adverse impacts on wildlife from train operations. CORP intends to salvage the track and material from the Abandonment Line, but not the subsurface. In those areas where CORP seeks authority to discontinue service, it will not salvage any track or material and will not disturb any of the surrounding area. CORP notified the National Parks Service of the proposed abandonment and discontinuance of service by letter dated June 24, 2008, and requested assistance in identifying any potential effects on wildlife sanctuaries or refuges, National or State parks or forests. *See* Exhibit 2. To date, no response to this request has been received. A copy of this Environmental Report is being supplied to the National Park Service for its information and comment.

(9) **Water.** (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies. (ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects. (iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

(i) CORP is confident that the proposed abandonment and discontinuance of service will be consistent with all applicable water quality standards. CORP contacted the ORDEQ and the USEPA by letters dated June 24, 2008. *See Exhibit 2.* To date, no response to this request has been received. A copy of this Environmental Report has been supplied to the ORDEQ and USEPA for their information and comment.

(ii) CORP does not believe that any permits under section 404 of the Clean Water Act are required for the proposed abandonment and discontinuance of service and that no designated wetlands or 100-year flood plains will be affected by the proposed abandonment and discontinuance of service. Upon receiving abandonment authority, the right-of-way and existing public and private crossings will be used for access to remove the track and material from the Abandonment Line. No new access roads are contemplated. CORP does not intend to disturb any of the underlying roadbed or to perform any activities that would cause sedimentation or erosion of the soil, and does not anticipate any dredging or use of fill in the removal of the track material. Crossties and debris will be transported away from the Abandonment Line and will not be discarded along the right-of-way, nor will they be placed or left in streams or wetlands or along the banks of such waterways. During track removal, appropriate measures will be taken to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any waterways. CORP contacted the U.S. Army Corps of Engineers by letter dated June 24, 2008 and has received no response to date. *See Exhibit 2.* A copy of this Environmental Report has been supplied to the U.S. Army Corps of Engineers for its information and comment.

(iii) CORP does not believe that any permit under section 402 of the Clean Water Act would be required for the abandonment and discontinuance of service. CORP contacted the ORDEQ and the USEPA by letter dated June 24, 2008. *See* Exhibit 2. A copy of this Environmental Report has been supplied to the ORDEQ and USEPA for their information and further comment.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

CORP does not anticipate that the proposed abandonment and discontinuance of service would result in any adverse environmental impacts. Therefore, CORP does not believe that any mitigating actions will be necessary. CORP will, of course, adhere to any remedial actions suggested by the recipients of this Environmental Report, which are required by the Board.

HISTORIC REPORT

1. A U.S.G.S. topographic map (or alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action.

U.S. Geological Survey Maps have been supplied to the Oregon Parks and Recreation Department ("ORPRD"). *See* Exhibit 3. From the southern terminus of the Line at Milepost 763.13 near Cordes, OR to the northern terminus at Milepost 669.0 near Vaughn, OR, the USGS maps should be viewed in the following order: Coquille, Coos Bay, North Bend, Lakeside, Winchester Bay, Reedsport, Fivemile Creek, Tahkenitch Creek, Florence, Mercer Lake, Tiernan, Mapleton, Greenleaf, Roman Nose Mountain, Clay Creek, Walton and Noti. Along with the hard copy of the maps, CORP is filing with ORPRD and SEA the accompanying CD that will allow them to view the maps in greater detail.

2. A written description of the right of way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area.

In general, the Line passes through rural areas. The few urban areas along the Line are noted in the description. The right-of-way is generally 100 feet wide, although subject to variation, with the track generally in the center of the right-of-way. The Line is in a coastal area and as can be seen in the description runs along a number of rivers and other bodies of water.

The Line begins at Milepost 786.5 near Cedar Point to the west of Coquille on the north bank of the Coquille River moving in an east-west direction. From Milepost 786.5 to Milepost 763.13, the Line is owned by UP and operated by CORP pursuant to a lease. West of Cedar Point, the Line turns north and essentially runs parallel to (and to the west of) Oregon Highway ("ORH") 42. To the west of the Line is Beaver Slough. The Line is crossed by ORH 42, so that the railroad line is to the east of the highway.

The Line continues to run parallel and to the east of ORH 42 and to the west of the Isthmus Slough. The Line crosses Manning Gulch, Rogue Gulch, Wall Gulch and then Davis Slough. Continuing in a northerly direction between ORH 42 on the west and the Isthmus Slough to the east, the Line crosses Shinglehouse Slough before passing through the town of Millington, OR. The Line then enters the town of Bunker Hill and crosses the Coalbank Slough before entering Coos Bay, OR. The Line passes through the eastern part of Coos Bay and North Bend, OR to the west of a body of water known as Coos Bay. At the northern end of North Bend, the Line crosses US Highway 101 and then crosses the Coos Bay.

The portion of the Line owned by UP ends north of Coos Bay, at Milepost 763.13. The portion of the Line north of this point is owned by CORP. Continuing north, the Line runs to the east of Oregon Dunes National Recreation Area ("ODNRA") and to the west of the North Slough. The Line then enters the ODNRA, with US Highway 101 located parallel to the east.

The Line continues running in a northerly direction to the east of the Siuslaw National Forest and crosses Saunders Lake. The Line at this point continues to the west of US Highway 101. The Line crosses Tenmile Creek and turns east, crossing US Highway 101 and passing through Lakeside, OR. The Line then turns north again and runs along the west side of North Tenmile Lake and crosses a portion of the Lake. The Line then runs along and crosses a portion of Blacks Arm in the William M. Tugman State Park. At this point, the Line crosses from Coos County into Douglas County. The Line crosses Blacks Creek and travels along the eastern side of the Creek.

The Line enters Tunnel No. 19 at milepost 746.41 and leaves the Tunnel at milepost 745.62. The Line continues north along Wind Creek and crosses Wind Creek several times. The Line then turns east and crosses Scholfield Creek, traveling through marshes on the west side of Scholfield Creek. Turning in a northwesterly direction, the line again crosses Scholfield Creek before it enters Reedsport, OR and turns to the northeast. From Reedsport, the Line crosses the Umpqua River.

The Line then passes through East Gardiner, OR on the west side of the Smith River before veering off in a more northerly direction through the Siuslaw National Forest along the east side of Frantz Creek. Turning in a northwesterly direction, the Line crosses Frantz Creek near Brenham, OR. The Line enters Tunnel No. 18 at Milepost 734.77 and exits the Tunnel at Milepost 734.48. The Line travels north along the eastern shore of Tahkenitch Lake and then crosses Tahkenitch Lake and onto Isthmus Point. The Line runs along the east bank of an arm of the lake and then crosses North Arm and travels along its western shore, crossing Catfish Cove.

In a northeasterly direction, the Line passes to the east of Booth Arm and crosses Lane Creek. Tunnel No. 17 is located between Milepost 727.83 and Milepost 727.70. Upon exiting

Tunnel No. 17, the Line turns north to cross Fiddle Creek at Ada Point, and then turns to the northeast along the eastern shore of Siltcoos Lake to the west of Ada Park. The Line continues along Siltcoos Lake and turns to the east along the south shore of Miller Arm. The Line enters a marsh and turns again to the northeast, crossing Carle Creek and running along the west side of Maple Creek. The Line then turns northwest and enters Tunnel No. 16, which is located between Milepost 721.64 and Milepost 721.52. The Line then enters Tunnel No. 15 at Milepost 721.14. Exiting Tunnel No. 15 at Milepost 720.73, the Line turns north as it continues through the Siuslaw National Forest, running along the east side of the South Inlet and then along the eastern shore of the South Slough. Turning north, the Line crosses the South Slough and then at Cushman crosses the Siuslaw River over a drawbridge. The Line continues to run in a generally easterly direction on the north shore of the Siuslaw River past the Prosser Slough and Wendson. The Line continues along the north of the Siuslaw River past the towns Betzen, Tiernan, Tide and Swisshome, OR in the Siuslaw National Forest. Crossing Lake Creek, the Line continues along the north bank of the Siuslaw River. The Line crosses a bend in the Siuslaw River twice near Milepost 694, remaining on the north shore. As the Siuslaw River turns to the south and west, the Line continues to run along the same side of the river, first on the east side and then the south because the river is headed west. The river then turns east and the Line continues on the north shore of the river with the Linslaw County Park to the south.

East of Linslaw, OR the Line crosses the Siuslaw River and continues along its southern shore. As the Siuslaw River turns south again, the Line crosses it and moves east along Wildcat Creek. At an elevation of about 400 feet, the Line continues east along the north side of Wildcat Creek. The Line enters Tunnel No. 14 at Milepost 681.18 and exits that Tunnel at Milepost 681.09. The Line then follows the west bank of Wildcat Creek as the Line and creek both turn to

the north. Turning east, past Walton, the Line continues on the north side of Wildcat Creek past Cram and Penn, OR.

The Line enters Tunnel No. 13 at Milepost 669.94. Exiting Tunnel No. 13 at Milepost 669.47, the Line ends at Milepost 669.0, west of Vaughn, OR.

Additional details regarding the Line can be found in the USGS Maps contained in Exhibit 3 (and the accompanying CD) and the track charts in Exhibit 5.

3. Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area.

Photographs of the bridges on the Line that are 50 years old or older and a detailed description of the bridges are attached as Exhibit 4.

4. The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known.

See Exhibit 4.

5. A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action.

In 1906, the Southern Pacific Railroad ("SP") announced that it was planning to build a rail line from Eugene to Coos Bay, OR. Construction of the line by SP's subsidiary, the Willamette Pacific Railroad, was delayed until 1911, but the line to Coos County was finally completed in 1916. The railroad created Reedsport as a camp for railroad construction workers. Reedsport became a permanent town in 1912.

CORP acquired the Abandonment Line, and leased the Discontinuance Line, from SP in 1994 and continuously operated the Line until it was embargoed on September 21, 2008.

6. A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic.

CORP possesses the valuation maps of the Line, but is not aware of any other documentation regarding the Line in its possession.

7. An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities).

CORP believes that the bridges, tunnels and structures on the Line are neither unusual nor sufficiently noteworthy to warrant inclusion in the National Register of Historic Places. To CORP's knowledge, there are no archeological resources or other railroad related historic properties in the project area.

8. A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic waste), and the surrounding terrain.

CORP is not aware of any existing subsurface ground disturbances or fills, or environmental conditions that might affect the archeological recovery of any potential resources.

9. Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specific non railroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (i.e. prehistoric or native American).

CORP does not foresee the likelihood that any additional information will need to be supplied in connection with the proposed abandonment other than that information previously submitted. If such additional information is requested, CORP will promptly supply the necessary information (to the extent that it is in CORP's possession).

CORP contacted ORPRD. *See* Exhibit 2. No response has been received. A copy of this Report has been mailed to ORPRD.

EXHIBIT 1–MAP

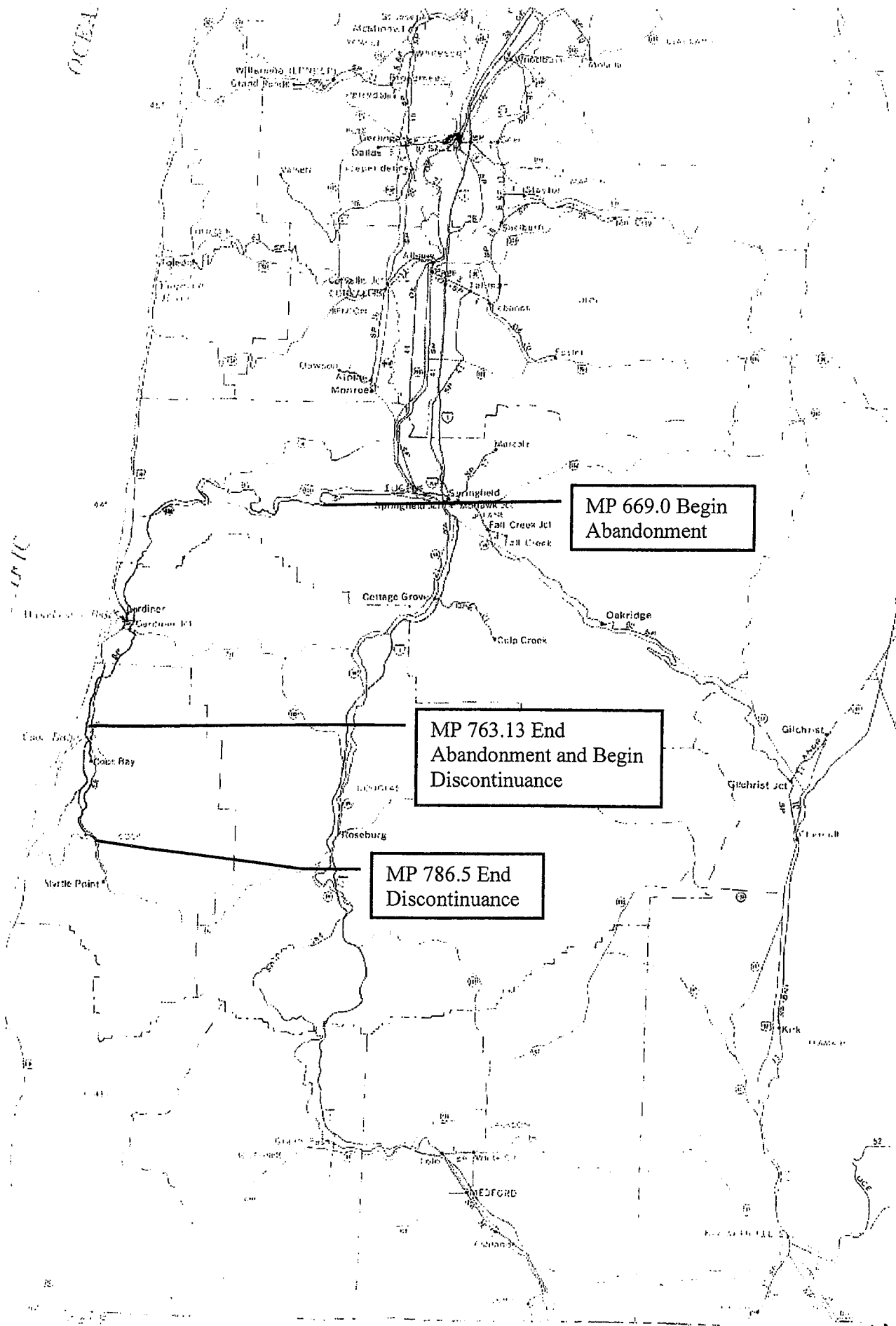


Exhibit 1

EXHIBIT 2—CONSULTATION LETTERS



SIDLEY AUSTIN LLP
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LONDON	WASHINGTON, D.C.

FOUNDED 1866

June 24, 2008

Natural Resources Conservation Service
U.S. Department of Agriculture
101 SW Main Street, Suite 1300
Portland, OR 97204-3221

Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

Dear Sir/Madam:

On or about July 14, 2008, we expect to be filing with the Surface Transportation Board ("STB") an application seeking authority for Central Oregon and Pacific Railroad, Inc. ("CORP") to abandon and discontinue service over approximately 119.5 miles of its Coos Bay Subdivision in Coos, Douglas, and Lane Counties, OR. CORP will seek to abandon a 94.13 mile segment between milepost 669.0 near Vaughn, OR, and milepost 763.13 south of Cordes, OR. CORP will seek to discontinue service over approximately 24.47 miles consisting of: (1) about 22.47 miles between milepost 763.13 south of Cordes and milepost 785.6 near Coquille, OR, over a line that is leased from the Union Pacific Railroad Company; and (2) the 2.0 mile LPN Branch between Gardiner Jct., milepost 738.8, and the end of the line at milepost 2.0, leased from Longview, Portland & Northern Railway Company.

Attached is a Combined Environmental and Historic Report describing the proposed action and any expected environmental and historic effects, as well as a map (Exhibit 1) of the affected area. We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the STB's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, 395 E Street, SW, Washington, DC 20423, telephone 202-245-0295 and refer to the above Docket No. AB-515 (Sub-No. 2X).

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Sincerely,

Terence M. Hynes
Counsel for Central Oregon & Pacific
Railroad, Inc. and RailAmerica, Inc.

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June 24, 2008

U.S. Fish and Wildlife Service
Region 1
Eastside Federal Complex
911 NE 11th Avenue
Portland, OR 97232-4181

Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

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June 24, 2008

National Park Service, Pacific West Region
One Jackson Center
1111 Jackson Street, Suite 700
Oakland, CA 94607

Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

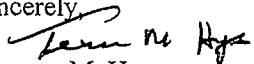
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June 24, 2008

Elin D. Miller, Regional Administrator
U.S. Environmental Protection Agency
Regional Administrator's Office, RA-140
1200 Sixth Avenue, Suite 900
Seattle, WA 98101

Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

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June 24, 2008

Colonel Thomas O'Donovan, District Engineer
U.S. Army Corps of Engineers, Portland District
P.O. Box 2946
Portland, OR 97208-2946

Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

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June 24, 2008

NGS Information Services, NOAA, N/NGS12
National Geodetic Survey SSMC-3, #9202
1315 East-West Highway
Silver Spring, MD 20910-3282

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June 24, 2008

Dick Pedersen, Interim Director
Oregon Department of Environmental Quality
811 SW Sixth Avenue
Portland, OR 97204-1390

Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

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June 24, 2008

Oregon Coastal and Ocean Program Management
Department of Land Conservation and Development
800 Oregon Street, NE #18
Portland, OR 97223

Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

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June 24, 2008

State Historic Preservation Office
Oregon Parks & Recreation Department
725 Summer Street, Suite C
Salem, OR 97301

Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

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June 24, 2008

Matthew Garrett, Director
Oregon Transportation Department
355 Capitol Street, N.E.
Salem, OR 97301-3870

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Sincerely,


Terence M. Hynes
Counsel for Central Oregon & Pacific
Railroad, Inc. and RailAmerica, Inc.

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FOUNDED 1866

June 24, 2008

Coos County Board of Commissioners
250 N. Baxter
Coquille, OR 97423

Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

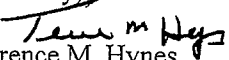
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June 24, 2008

Douglas County Board of Commissioners
1036 S.E. Douglas Street
Roseburg, OR 97470

Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

Dear Sir/Madam:

On or about July 14, 2008, we expect to be filing with the Surface Transportation Board ("STB") an application seeking authority for Central Oregon and Pacific Railroad, Inc. ("CORP") to abandon and discontinue service over approximately 119.5 miles of its Coos Bay Subdivision in Coos, Douglas, and Lane Counties, OR. CORP will seek to abandon a 94.13 mile segment between milepost 669.0 near Vaughn, OR, and milepost 763.13 south of Cordes, OR. CORP will seek to discontinue service over approximately 24.47 miles consisting of: (1) about 22.47 miles between milepost 763.13 south of Cordes and milepost 785.6 near Coquille, OR, over a line that is leased from the Union Pacific Railroad Company; and (2) the 2.0 mile LPN Branch between Gardiner Jct., milepost 738.8, and the end of the line at milepost 2.0, leased from Longview, Portland & Northern Railway Company.

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June 24, 2008

Lane County Board of Commissioners
125 East 8th Avenue
Eugene, OR 97401

Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

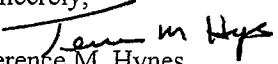
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June 24, 2008

Jeff McKeown, Mayor
City of Coos Bay
500 Central Avenue
Coos Bay, OR 97420

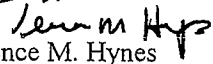
Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

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June 24, 2008

Steve Britton, Mayor
City of Coquille
851 N. Central Boulevard
Coquille, OR 97423

Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

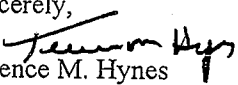
Dear Mayor Britton:

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Terence M. Hynes
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June 24, 2008

Phil Brubaker, Mayor
City of Florence
P.O. Box 2377
Florence, OR 97439

Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

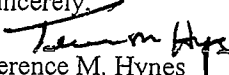
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June 24, 2008

City of Lakeside
P.O. Box L
Lakeside, OR 97449

Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

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June 24, 2008

Rick Wetherell, Mayor
City of North Bend
835 California Street
North Bend, OR 97459

Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

Dear Mayor Wetherell:

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June 24, 2008

Keith Tymchuk, Mayor
City of Reedsport
451 Winchester Avenue
Reedsport, OR 97467

Re: Docket No. AB-515 (Sub-No. 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

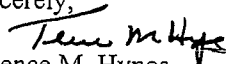
Dear Mayor Tymchuk:

On or about July 14, 2008, we expect to be filing with the Surface Transportation Board ("STB") an application seeking authority for Central Oregon and Pacific Railroad, Inc. ("CORP") to abandon and discontinue service over approximately 119.5 miles of its Coos Bay Subdivision in Coos, Douglas, and Lane Counties, OR. CORP will seek to abandon a 94.13 mile segment between milepost 669.0 near Vaughn, OR, and milepost 763.13 south of Cordes, OR. CORP will seek to discontinue service over approximately 24.47 miles consisting of: (1) about 22.47 miles between milepost 763.13 south of Cordes and milepost 785.6 near Coquille, OR, over a line that is leased from the Union Pacific Railroad Company; and (2) the 2.0 mile LPN Branch between Gardiner Jct., milepost 738.8, and the end of the line at milepost 2.0, leased from Longview, Portland & Northern Railway Company.

Attached is a Combined Environmental and Historic Report describing the proposed action and any expected environmental and historic effects, as well as a map (Exhibit 1) of the affected area. We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the STB's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, 395 E Street, SW, Washington, DC 20423, telephone 202-245-0295 and refer to the above Docket No. AB-515 (Sub-No. 2X).

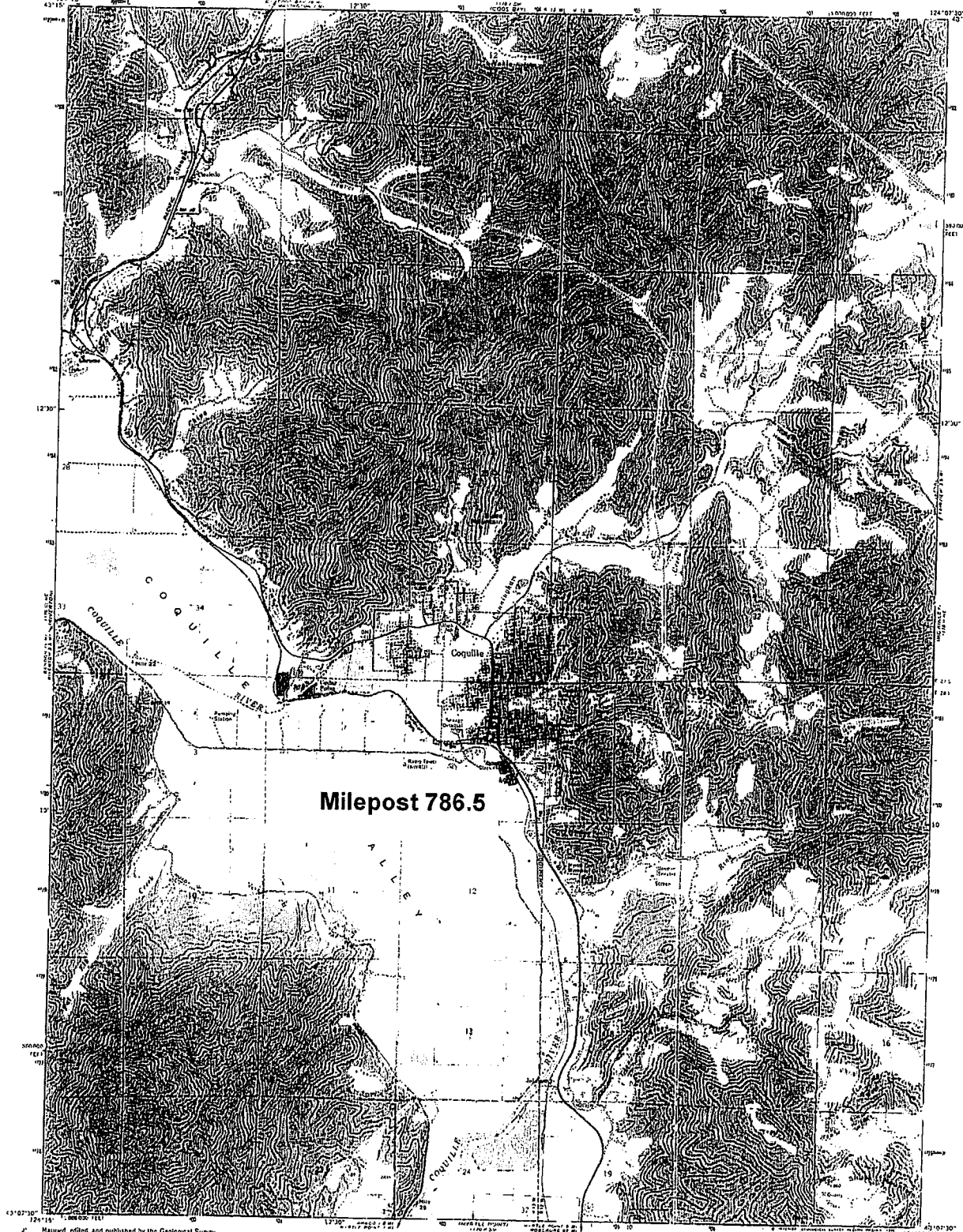
Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to our representative) would be appreciated within 3 weeks. Your comments will be considered by the STB in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please contact our representative directly. Our representative in this matter is Terence M. Hynes who may be contacted by telephone at 202-736-8198, email at thynes@sidley.com, or mail at Sidley Austin LLP, 1501 K Street, NW, Washington, DC 20005.

Sincerely,


Terence M. Hynes
Counsel for Central Oregon & Pacific
Railroad, Inc. and RailAmerica, Inc.

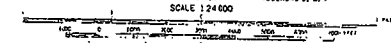
TMH:aat
Enclosures

EXHIBIT 3 – USGS MAPS



Milepost 786.5

Map published, edited, and published by the Geological Survey
Control by 1955 and USGS
Topography by photogrammetric methods from aerial
photographs taken 1959-60. First checked 1971.
Boundaries and 10,000-foot grid lines. Oregon coordinate
system, 1983 zone (Baltimore datum) and NAD 83.
1000-foot contour interval. 1987 North American datum.
16 spots on the present North American datum 1983.
Map has projection lines 27 miles north and
98 miles east as shown by dashed outer lines.
The two indices show in which grid square buildings are shown.
The two indices show in which grid square buildings are shown.
The two indices show in which grid square buildings are shown.



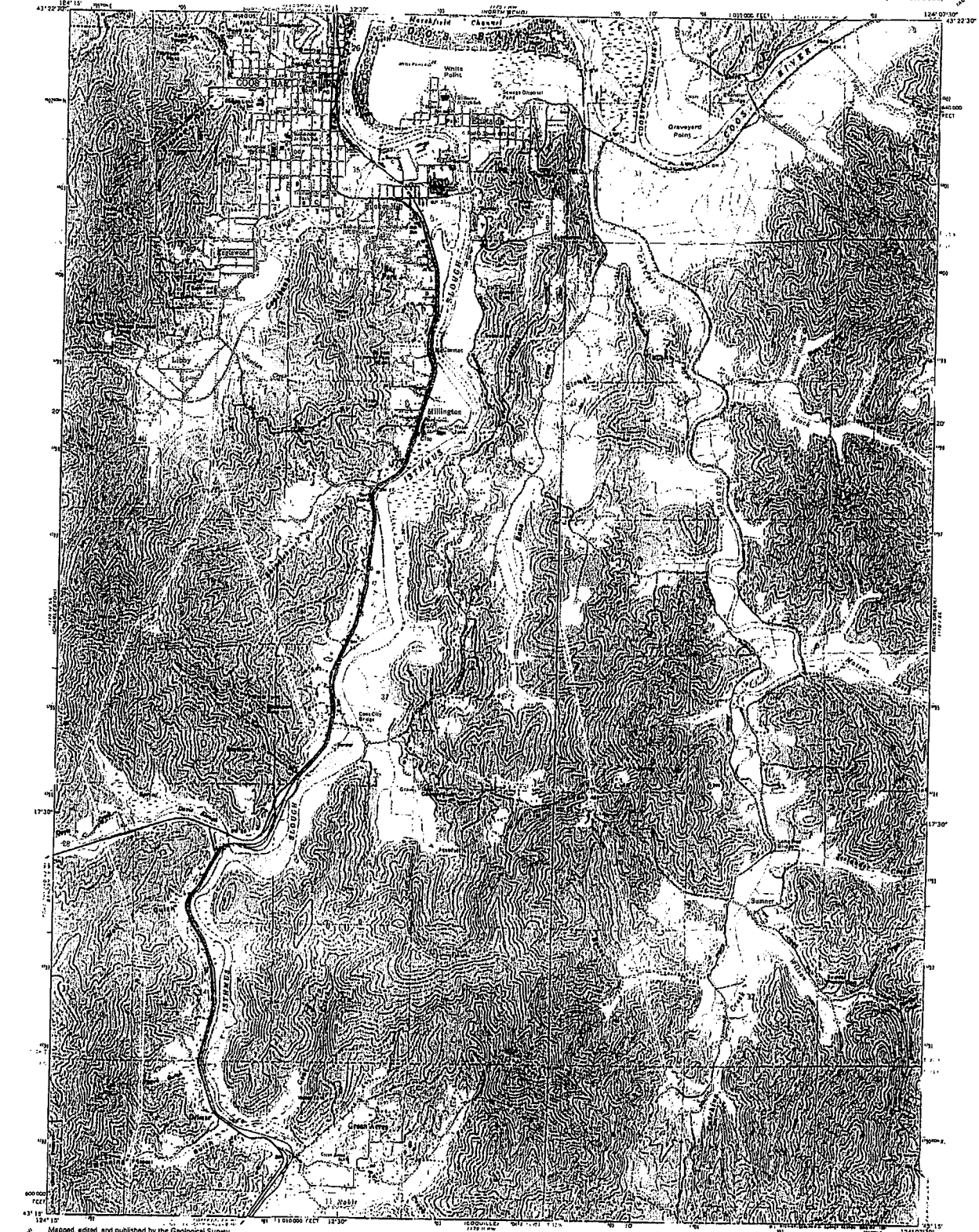
CONTOUR INTERVAL 40 FEET
DOTTED LINES REPRESENT 20-FOOT CONTOURS
NATIONAL GEODESIC TRIANGULAR DATUM OF 1983

SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, ON REQUEST, \$2.00 PER COPY
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION
Primary highway
Light duty road, hard or
Improved surface
Secondary highway
Unimproved road
Interstate Route
U. S. Route
State Route

COQUILLE, OREG.
1971
PHOTOGRAPHICALLY
BY 1:25,000 - 1:50,000 1983



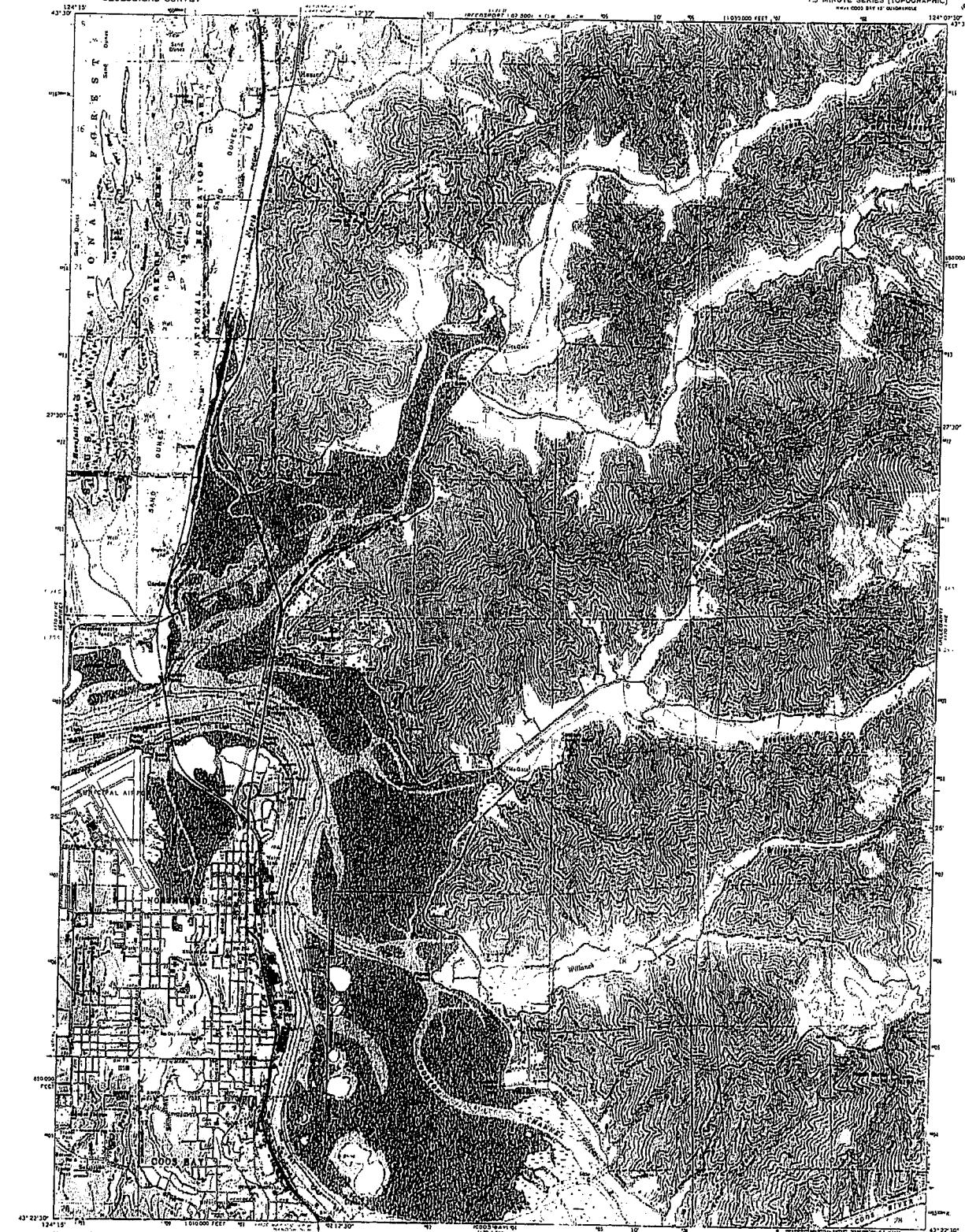
Mapped, edited, and published by the Geological Survey
Control: USGS and NAD 83/DA
Topography by photogrammetric methods from aerial photographs taken 1961-70. Final contouring 1971.
Selected topographic data compiled from NAD 83/DA Chart 18587 (1972). This information is not intended for navigational purposes.
Projection and 10,000-foot grid: Coos Bay coordinate system, south zone Lambert conformal conic, 1971 North American Datum, 1000-meter Universal Transverse Mercator grid, zone 10 shown in blue. The difference between 1971 North American Datum and North American Datum of 1983 NAD 83 for 7.5 minute quadrangles is given in USGS Bulletin 1876. The NAD 83 is shown by dashed center lines.
Red ink indicates areas in which only landmark buildings are shown.
Pink red dashed lines indicate selected fence lines.
Areas enclosed by dashed light-blue pattern are subject to continued modification.

SCALE 1:24,000
CONTOUR INTERVAL 40 FEET
DOTTED LINES REPRESENT 20-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1985
DEPTH CURVES AND SHADINGS IN BLUE OUTLINE OF MAJOR LOWER LOW WATER
INDICATE DEPTH, SHADINGS, AND SHADINGS OF MAJOR LOWER LOW WATER
IN BLUE OUTLINE OF MAJOR LOWER LOW WATER
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80205 OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Unimproved road
Interstate Route U.S. Route State Route
COOS BAY, OREG.
43124-021-024
1971
PHOTOGRAPHICALLY CORRECTED
DATA 1170 1 24-021-024 1982

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

NORTH BEND QUADRANGLE
OREGON-COOS CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
WITH COOS RIVER QUADRANGLE

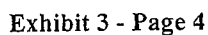


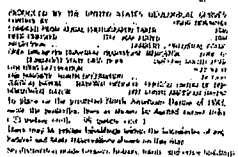
Maped, edited, and published by the Geological Survey
Control by U.S.G.S. and U.S.C.S.
Topography by photogrammetric methods from aerial
photographs taken 1969-70. (Ferry checked 1971)
Selected hydrographic data compiled from USCGC's Chart 5984 (1972)
This information is not intended for navigational purposes
Projection and 10,000-foot grid ticks: Oregon coordinate
system, south zone (Lambert conformal conic)
1000-meter (Universal Transverse Mercator) grid ticks,
zone 10, shown in blue. 1927 North American datum
Red line indicates areas in which only landmark buildings are shown
Areas covered by National Wetlands Inventory
are subject to controlled inundation

SCALE: 24,000
CONTOUR INTERVAL: 40 FEET
DOTTED LINES REPRESENT 30-FOOT CONTOURS
BASED ON MEAN SEA LEVEL
DETAILED SURVEY AND SOUNDINGS IN FEET—DATA ON MEAN LOWER LOW WATER
INDICATED BY LOW WATER LINE—MEAN HIGH WATER LINE OF MEAN HIGH WATER
THE MEAN HIGHS OF 1911 IS APPROXIMATELY 6 FEET
FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80215, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION
Primary highway, hard surface ————
Secondary highway, hard surface ————
Unimproved road ————
Highway Route — U.S. Route ————
State Route ————
NORTH BEND, OREG.
WITH COOS RIVER QUADRANGLE
H4322 5-1012403 5/7.5
1971
AND 1170 1 1000 1602

LAKESIDE QUADRANGLE
OREGON
7.5 MINUTE SERIES (TOPOGRAPHIC)





PROVISIONAL MAP
Produced from original
manuscript drawings taken
from the chosen set of data of
demonstration.

CONSTITUTIONAL INTERPRETATION

[illegible]

FROM SALES BY THE U.S. GOVERNMENT OF SURPLUS PROPERTY, DISTRICT OF COLUMBIA, FROM THE NATIONAL ARCHIVES

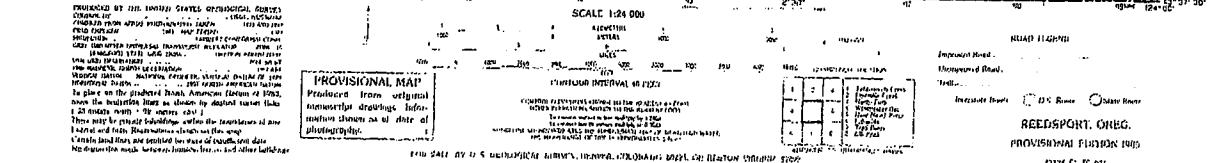
WIND LEGEND

☐ Imperfect fruit ☐ Imperfect fruit
☐ fruit ☐ fruit
☐ Imperfect fruit ☐ fruit ☐ fruit

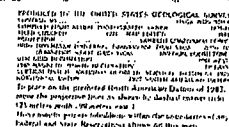
WINCHESTER BAY, OREG
PROVISIONAL CITIZEN 188

4M2412-II B2

REEDSPORT QUADRANGLE
OREGON-DOUGLAS CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)



FIVEMILE CREEK QUADRANGLE
OREGON
7.5 MINUTE SERIES (TOPOGRAPHIC)



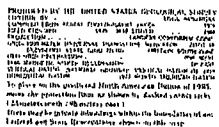
CONFIDENTIAL INFORMATION

[illegible]

ROAD LEGEND

Impaved Road	---	-----
Unimpaved Road	---	-----
Trail	---	-----
Intersecting Power	---	-----
City Block	---	-----
State Block	---	-----

FIVEMILE CREEK, OREG.
PROVISIONAL EDITION 1985

TANKEWITCH CREEK QUADRANGLE
OREGON
7.5 MINUTE SERIES (TOPOGRAPHIC)

PROVISIONAL MAP
Produced from original
manuscript drawings. In-
formation shown as of date of
field check.

CONFIDENTIAL



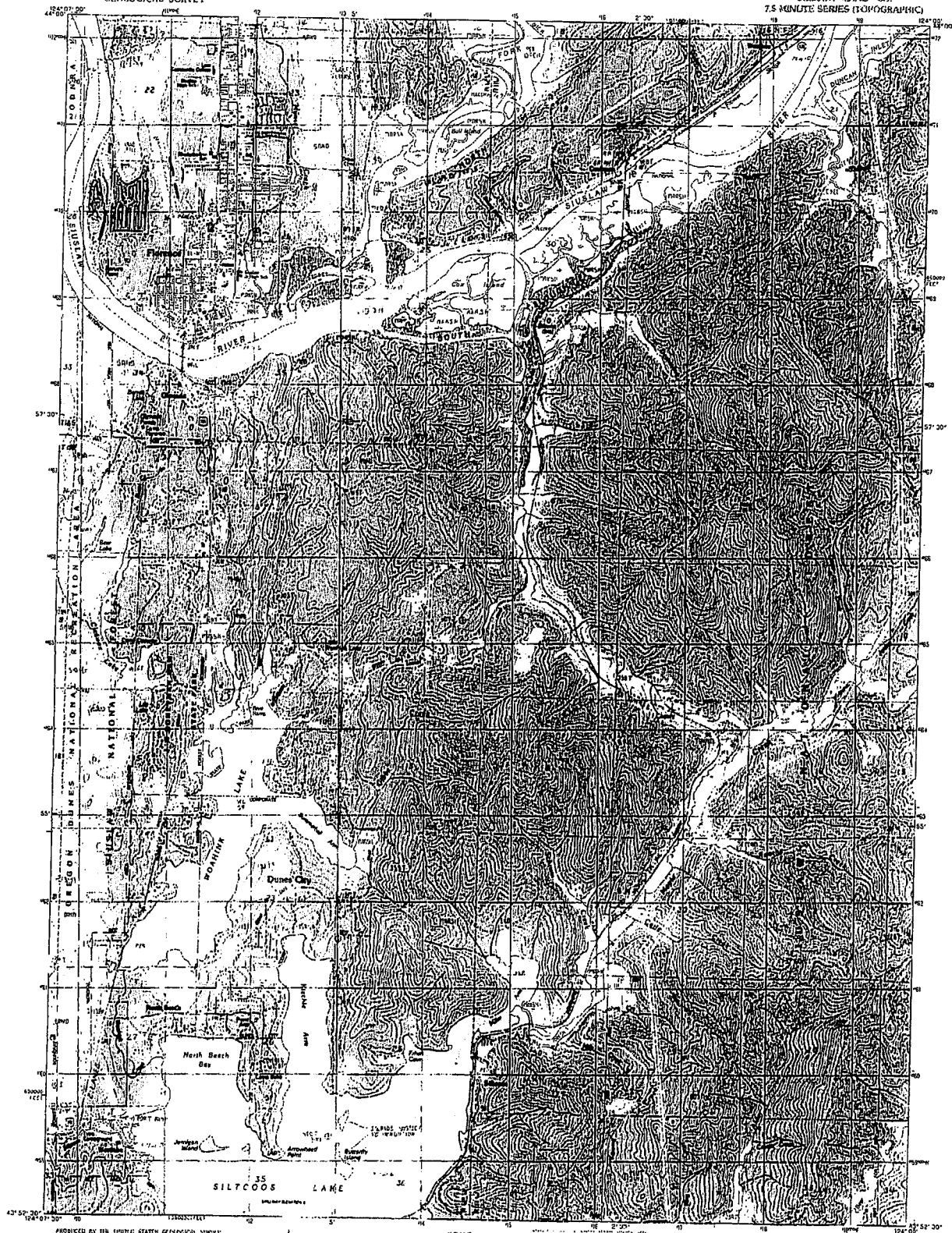
RIVER LEGEND

Imagined River
Unimagined River
Island
Waterfall
Shoal or Bar
Rocks
Swampy Area

TAKENITCH CREEK, OREG.
PROVISIONAL LISTING 1986

Area of 2500

FLORENCE QUADRANGLE
OREGON-LANE CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

[illegible]

PROVISIONAL MAP
Produced from original
manuscript drawings. Infor-
mation shown as of date of
field check.

CONTINUOUS INTERVAL 40 FEET
SUPPLEMENTARY CONTINUOUS INTERVAL 20 FEET
CONCRETE REINFORCING BARS WITH THE BAR SPACING AT 12 INCHES
FROM THE TOP SURFACE THROUGH THE ENTIRE DEPTH OF THE WALL

IN PLACEMENT PRACTICE THE BAR SPACING MAY BE 12 INCHES
IN PLACEMENT PRACTICE TO BE ADJUSTED TO 12 INCHES
FROM THE TOP SURFACE THROUGH THE ENTIRE DEPTH OF THE WALL

FROM SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WEST-IN VIRGINIA 26002

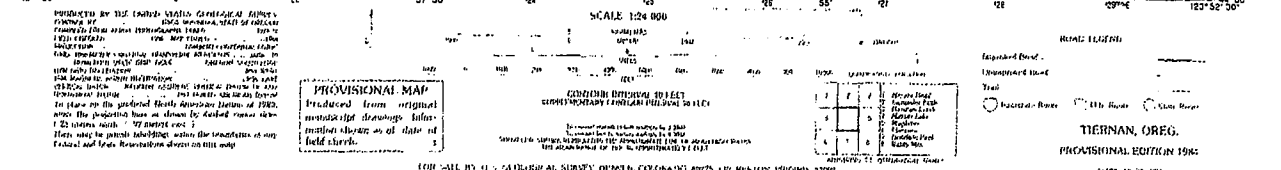
ROAD LEGEND

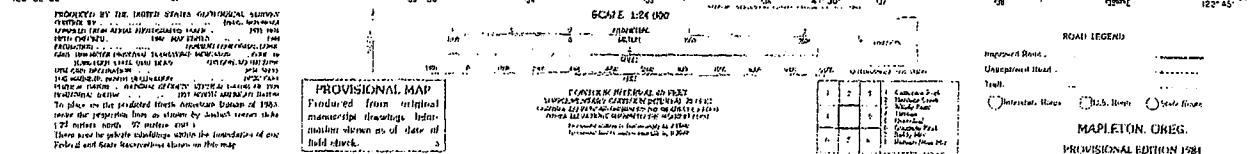
Imperial Road		
Development Road		
Trail		
1. Arroyo River	U.S. Route	State Route

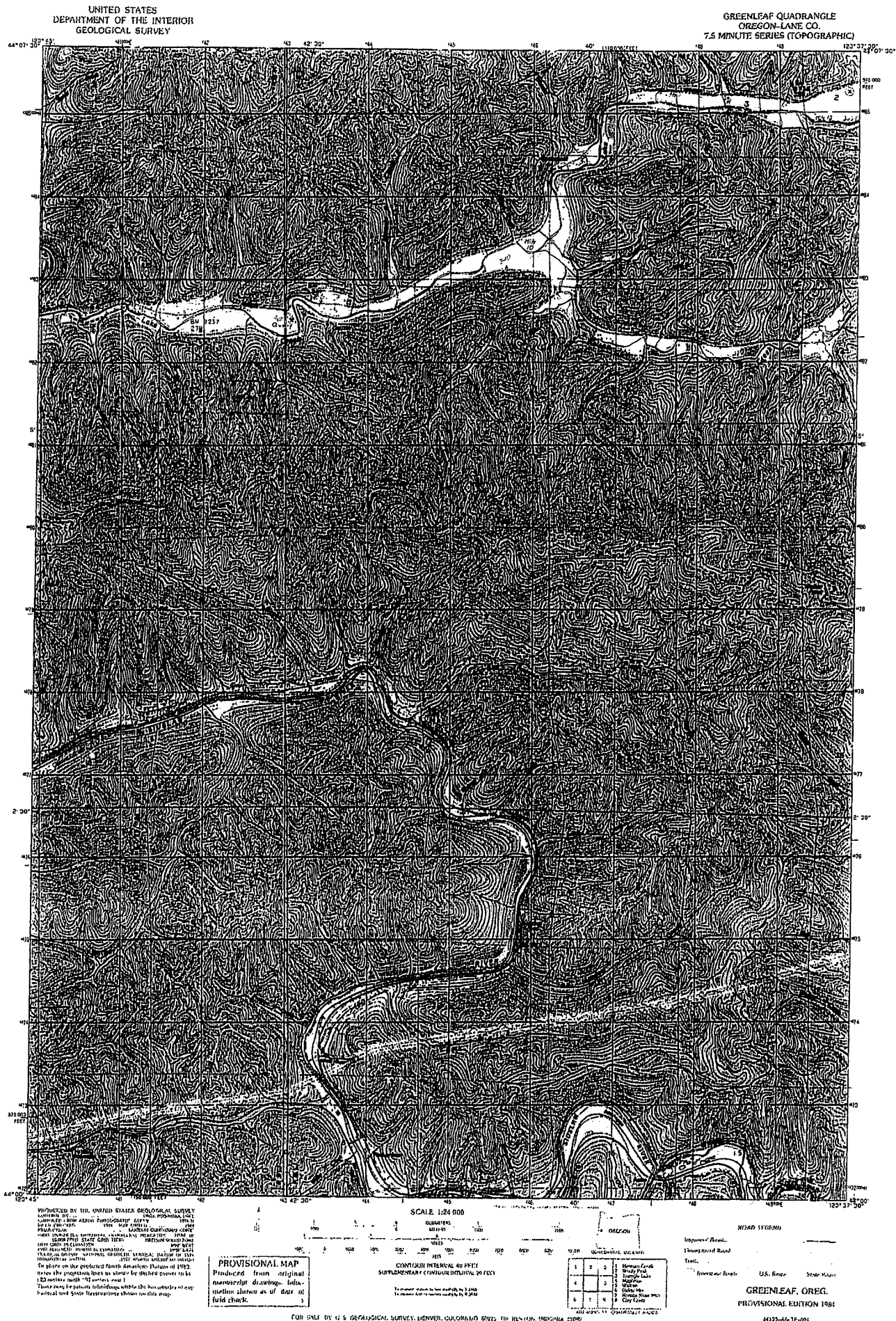
FLORENCE, OREG.

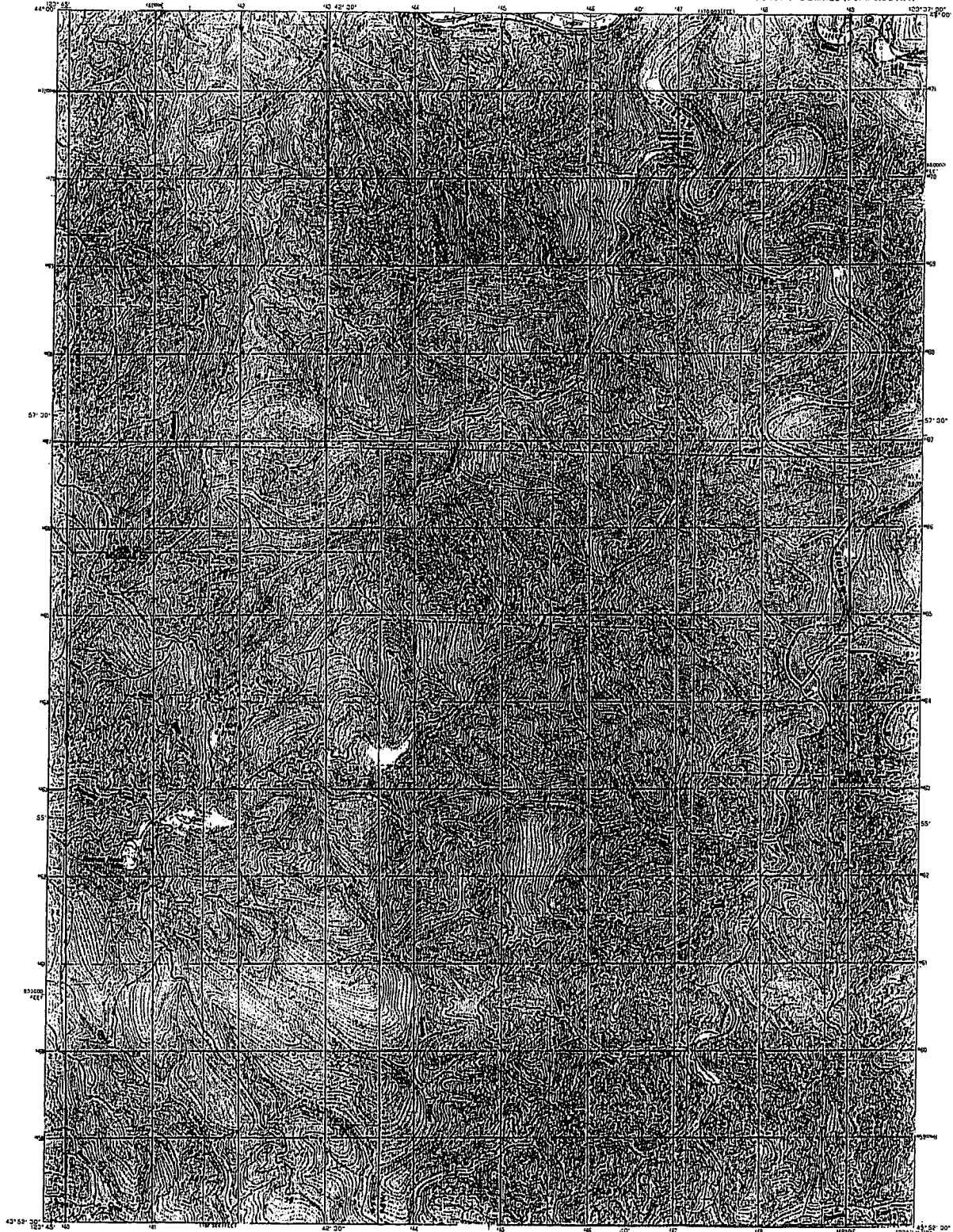
PROVISIONAL EDITION 1984

CHS-2010-10-20





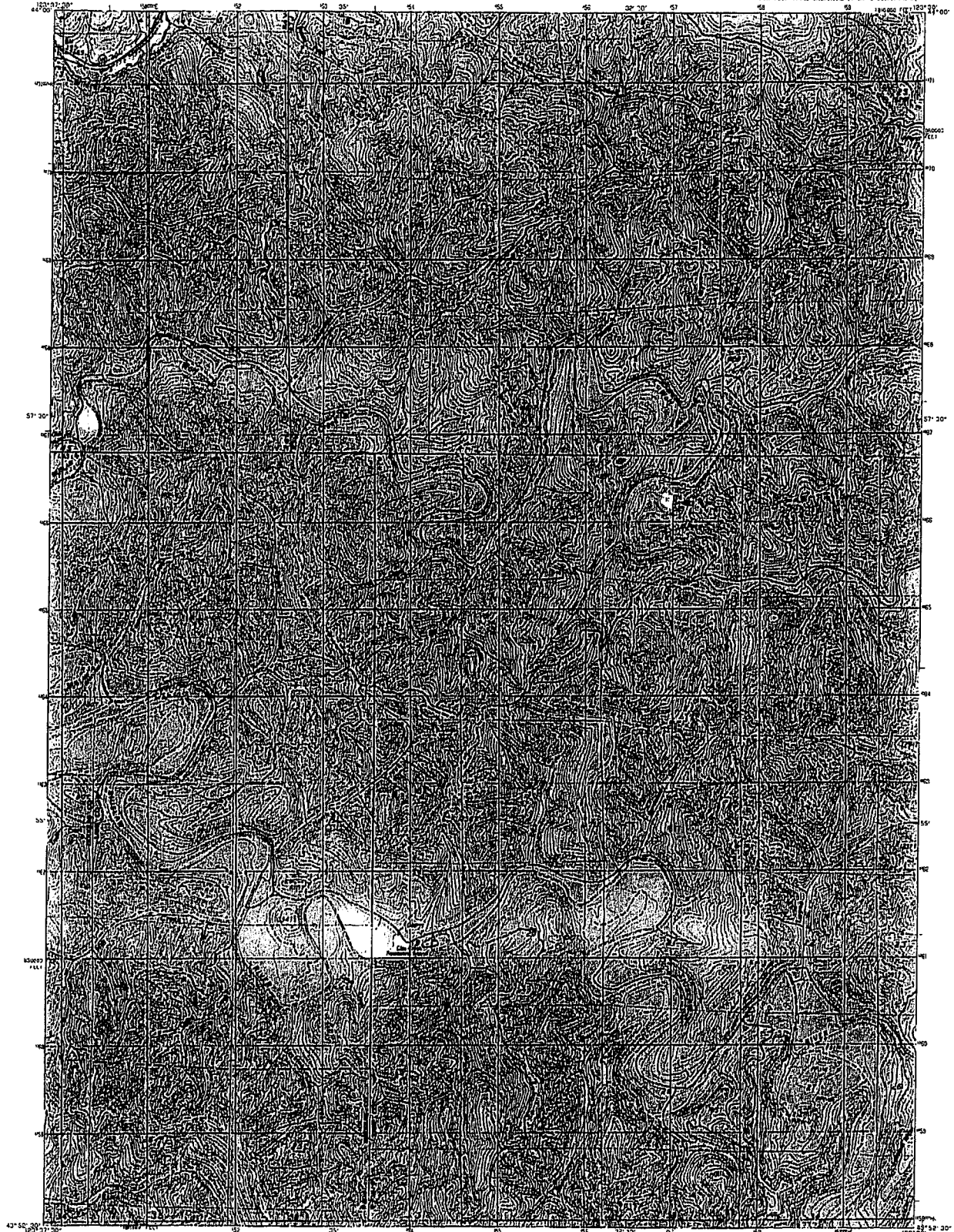




PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY
ROMAN NOSE MTN. QUADRANGLE, OREGON
7.5 MINUTE SERIES (TOPOGRAPHIC)
SCALE 1:24,000
CONTOURS AND ELEVATIONS IN METERS
ROAD LEGEND
Improved Road
Unimproved Road
Trail
Deerwood Road
Cattle Road
Horse Road
ROMAN NOSE MTN., OREG.
PROVISIONAL EDITION 1984
13123-466-04-001

PROVISIONAL MAP
Produced from original
manuscript drawings. Infor-
mation shown as of date of
field check.

CONTINUOUS INTERVAL 40 METERS
ELEVATION INTERVAL 20 METERS
ROMAN NOSE MTN. QUADRANGLE, OREGON
7.5 MINUTE SERIES (TOPOGRAPHIC)
SCALE 1:24,000
CONTOURS AND ELEVATIONS IN METERS
ROAD LEGEND
Improved Road
Unimproved Road
Trail
Deerwood Road
Cattle Road
Horse Road
ROMAN NOSE MTN., OREG.
PROVISIONAL EDITION 1984
13123-466-04-001



PROVISIONAL MAP
Produced from original
manuscript drawings. In-
formation shown as of date of
field check.

SCALE 1:25,000

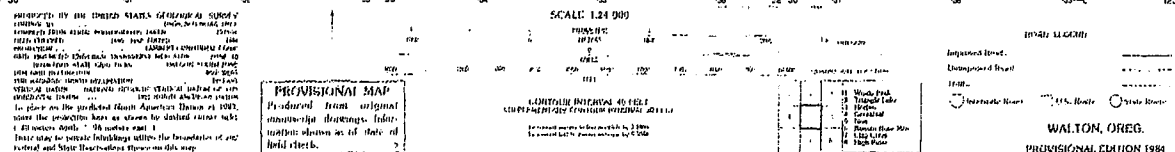
CLAY CREEK, OREGON

ROAD LEGEND

Improved Road	Unimproved Road	Trail	Intermittent Arroyo	U.S. Road	Sea Shore
---------------	-----------------	-------	---------------------	-----------	-----------

CLAY CREEK, OREGON
PROVISIONAL EDITION 1936

4125-10-11-201





NOT, OREG.

**EXHIBIT 4 – BRIDGE
PHOTOGRAPHS AND DESCRIPTIONS**

Central Oregon & Pacific Railroad BRIDGE LIST

LINE: Coos Bay Subdivision
Eugene, OR - Couquille, OR

BRDG NO.	LOCATION	ST	MILE POST	SEC NO.	SPANS	TYPE	TIMBER/ STEEL BENTS	PIERS TIMBER	CONC/ STEEL PIERS	ABUT MENTS	YEAR CONST	SEC- TION LGTH	AVG LGTH SPAN	EST HGT MAX
671.89	Vaughn	OR	671.89	1	6	ODPT	7					90.0	15.0	20.0
674.03	Vaughn	OR	674.03	1	2	ODPT	3					30.0	15.0	9.0
676.23	Vaughn	OR	676.23	1	1	STL				2	1913	61.0	61.0	16.0
677.05	Vaughn	OR	677.05	1	4	STL	5					60.0	15.0	5.0
677.80	Vaughn	OR	677.80	1	4	ODPT	5					51.0	14.3	10.0
677.80	Vaughn	OR	677.80	2	1	TPG			2			83.0	83.0	20.0
677.80	Vaughn	OR	677.80	3	3	ODPT	4					45.0	15.0	12.0
678.43	Richardson	OR	678.43	1	5	ODPT	6					72.0	14.5	12.0
678.43	Richardson	OR	678.43	2	1	TPG			2			123.0	123.0	16.0
678.43	Richardson	OR	678.43	3	3	ODPT	4					43.0	14.5	11.0
680.17	Richardson	OR	680.17	1	1	Thru Truss				2		150.0	150.0	20.0
680.46	Richardson	OR	680.46	1	1	TPG				2	1913	102.0		11.0
680.77	Richardson	OR	680.77	1	1	TPG				2		102.0	102.0	11.0
681.08	Richardson	OR	681.08	1	2	TPG			1	2	1913	156.0	156.0	8.0
Tunnel 14	Richardson	OR	681.09	1		Tunnel						417.0		
681.45	Richardson	OR	681.45	1	2	DPG			1	2		223.0		20.0

Central Oregon & Pacific Railroad BRIDGE LIST

LINE: Coos Bay Subdivision
Eugene, OR - Couquille, OR

BRDG NO.	LOCATION	ST	MILE POST	SEC NO.	SPANS	TYPE	TIMBER/ STEEL BENTS	PIERS TIMBER	CONC/ STEEL PIERS	ABUT MENTS	YEAR CONST	SEC- TION LGTH	AVG LGTH SPAN	EST HGT MAX
682.18	Richardson	OR	682.18	1	1	TPG			1	1		201.0		30.0
682.18	Richardson	OR	682.18	2	2	DPG			2	1		50.0		30.0
683.36	Richardson	OR	683.36	1	1	TPG			1	1		155.0		15.0
683.36	Richardson	OR	683.36	2	2	Thru Truss			2			200.0	100.0	15.0
683.36	Richardson	OR	683.36	3	1	TPG				1		120.0		15.0
687.03	Richardson	OR	687.03	1	5	ODPT	6				1935	58.0	15.0	16.0
687.88	Richardson	OR	687.88	1	6	ODPT	7				1939	86.0	15.0	17.0
689.23	Richardson	OR	689.23	1	1	BDPT	2					15.0	15.0	4.0
690.47	Richardson	OR	690.47	1	1	TPG				2		61.0	61.0	6.0
690.85	Richardson	OR	690.85	1	2	TPG			1	1	1914	63.0		20.0
690.85	Richardson	OR	690.85	2	1	Thru Truss			2			100.0	100.0	20.0
690.85	Richardson	OR	690.85	3	1	TPG				1				20.0
691.05	Richardson	OR	691.05	1	1	DPG			1	1				15.0
691.05	Richardson	OR	691.05	2	2	Thru Truss			3			250.0	125.0	25.0
691.05	Richardson	OR	691.05	3	9	ODPT	10				1934	138.0	15.3	20.0
691.38	Richardson	OR	691.38	1	1	ODFT	2					15.0	15.0	2.0
692.06	Swishhome	OR	692.06	1	1	BDPT	2					15.0	15.0	2.0
693.27	Swishhome	OR	693.27	1	5	BDPT	6				1929	75.0	15.0	12.0
694.32	Swishhome	OR	694.32	1	10	ODPT	11				1936	130.0	14.6	22.0
694.32	Swishhome	OR	694.32	2	1	Thru Truss			2			200.0	200.0	25.0
694.32	Swishhome	OR	694.32	3	6	ODPT	7					90.0	14.6	20.0
694.78	Swishhome	OR	694.78	1	2	TFT			1	2		314.0		15.0
694.78	Swishhome	OR	694.78	2	1	Thru Truss			2			150.0	150.0	20.0
694.78	Swishhome	OR	694.78	3		DPG						163.0		15.0
694.98	Swishhome	OR	694.98	1	1	ODFT	2					15.0		2.0
696.66	Swishhome	OR	696.66	1	5	BDFT	6					75.0		15.0
696.66	Swishhome	OR	696.66	2	1	Thru Truss			2			150.0	150.0	20.0
696.66	Swishhome	OR	696.66	3	9	ODPT	10					138.0		21.0
700.37	Tide	OR	700.37	1	8	ODPT	9				1939	119.0		19.0
702.65	Mapleton	OR	702.65	1	9	ODPT/OD FT	10					129.0		18.0
702.95	Mapleton	OR	702.95	1	4	ODPT	5					60.0		8.0
710.20	Beck	OR	710.20	1	7	BDPT	8					106.0		15.0
711.37	Beck	OR	711.37	1	5	BDPT	6					75.0		14.0
711.67	Beck	OR	711.67	1	5	BDPT	6					75.0		14.0
712.16	Wendson	OR	712.16	1	4	BDPT	5					60.0		14.0
712.80	Wendson	OR	712.80	1	4	ODPT	5					60.0		9.0
716.4	Cushman	OR	716.40	1	1	TPG		1		1	1933	54.0	54.0	19.0
716.4	Cushman	OR	716.40	2	9	ODPT	10					115.0		19.0
716.4	Cushman	OR	716.40	3	4	Thru Truss			5		1933	686.0		30.0
716.4	Cushman	OR	716.40	4	170	ODPT/OD FT	171					2522.0		18.0
718.12	Canary	OR	718.12	1	1	CONC				2		30.0		12.0
719.07	Canary	OR	719.07	1	7	ODPT	8				1931	105.0		24.0
719.21	Canary	OR	719.21	1	21	ODPT	22					312.0		24.0
Tunnel 15	Canary	OR	720.73	1		Tunnel						2143.0		
Tunnel 16	Canary	OR	721.52	1		Tunnel						617.0		

Central Oregon & Pacific Railroad BRIDGE LIST

LINE: Coos Bay Subdivision
Eugene, OR - Couquille, OR

BRDG NO.	LOCATION	ST	MILE POST	SEC NO.	SPANS	TYPE	TIMBER/ STEEL BENTS	PIERS TIMBER	CONC/ STEEL PIERS	ABUT MENTS	YEAR CONST	SEC- TION LGTH	AVG LGTH SPAN	EST HGT MAX
724.22	Kroll	OR	724.22	1	4	Concrete Tub	5					120.0		15.0
725.96	Kroll	OR	725.96	1	37	ODPT	38				1975	577.0		10.0
726.31	Kroll	OR	726.31	1	65	ODFT	66				1973	990.0		8.0
727.35	Kroll	OR	727.35	1	40	CONC	39			2		1200.0		16.0
Tunnel 17	Kroll	OR	727.70	1		Tunnel	103							
728.51	Kroll	OR	728.51	1	18	ODPT	19				1930	520.0		10.0
729.04	Kroll	OR	729.04	1	26	ODPT	27				1936	580.0		18.0
729.17	Kroll	OR	730.17	1	16	Concrete Slab	16			2	1981	472.0		16.0
730.56	Kroll	OR	730.56	1	12	ODPT	13							10.0
730.56	Kroll	OR	730.56	2	4	CONC	5							10.0
730.56	Kroll	OR	730.56	3	19	ODPT	19							9.5
730.56	Kroll	OR	730.56	4	2	STL			3					10.0
730.56	Kroll	OR	730.56	5	35	ODPT/OD FT	36							9.5
731.65	Kroll	OR	731.65	1	63	ODPT	64					940.0		9.0
731.65	Kroll	OR	731.65	2	1	STL						102.0		10.0
731.65	Kroll	OR	731.65	3	166	ODPT/OD FT	167					1242.0		9.0
732.84	Kroll	OR	732.84	1	25	ODPT/OD FT	26					370.0		8.0
732.84	Kroll	OR	732.84	2	1	DPG		2				28.0		7.0
732.84	Kroll	OR	732.84	3	19	ODPT/OD FT	20					221.0		9.0
733.88	Kroll	OR	733.88	1	35	CONC	34			2		1126.0		18.0
733.95	Kroll	OR	733.95	1	38	CONC		37		2		1170.0		20.0
Tunnel 18	Kroll	OR	734.48	1		Tunnel	152							
735.86	Kroll	OR	735.86	1	5	ODPT	6				1931	80.0		14.0
736.03	Gardiner Jct.	OK	736.03	1	5	ODPT	6				1926	50.0		14.0
736.51	Gardiner	OR	736.51	1	3	ODPT	4				1926	50.0		9.0
737.33	Gardiner	OR	737.33	1	6	BDPT	7					90.0		13.0
738.70 Main	Reedsport	OR	738.70	1	2	ODPT	3					30.0		7.5
738.70 Siding	Reedsport	OR	738.70	1	2	ODPT	3					30.0		7.5
738.94	Gardiner JCT.	OR	738.94	1	27	ODPT/OD FT	28					350.0		13.0
739.14	Gardiner	OR	739.14	1	25	ODPT	26					37.0		18.0
739.14	Gardiner	OR	739.14	2	1	TPG			2			50.0		
739.14	Gardiner	OR	739.14	3	11	ODPT/OD FT	12					160.0		13.0
739.43	Reedsport	OR	739.43	1	18	ODPT	19					283.0		15.0
739.43	Reedsport	OR	739.43	2	1	TPG			2			92.0		
739.43	Reedsport	OR	739.43	3	8	ODPT/OD FT	8					117.0		15.0
739.68	Reedsport	OR	739.68	1	4	ODPT	5					80.0		16.0
739.68	Reedsport	OR	739.68	2	11	Thru Truss			12			1598.0		30.0
739.68	Reedsport	OR	739.68	3	4	ODPT	5					80.0		16.0
740.25 Main	Reedsport	OR	740.25	1	4	ODPT	5					61.0		7.0
740.84	Reedsport	OR	740.84	1	16	CONC	15			2		480.0	30.0	16.0
741.35	Reedsport	OR	741.35	1	4	ODPT/OD FT	5					50.0		9.0

Central Oregon & Pacific Railroad BRIDGE LIST

LINE: Coos Bay Subdivision
Eugene, OR - Couquille, OR

BRDG NO.	LOCATION	ST	MILE POST	SEC NO.	SPANS	TYPE	TIMBER/ STEEL BENTS	PIERS TIMBER	CONC/ STEEL PIERS	ABUT MENTS	YEAR CONST	SEC- TION LGTH	AVG LGTH SPAN	EST HGT MAX
741.74	Reedsport	OR	741.74	1	3	ODPT/OD FT	4					45.0		9.0
742.05	Reedsport	OR	742.05	1	3	ODFT	4					45.0		8.5
742.24	Reedsport	OR	742.24	1	8	ODPT	9				1928	125.0		12.0
742.72	Reedsport	OR	742.72	1	9	ODPT/OD FT	10					137.0		11.0
742.95	Reedsport	OR	742.98	1	4	ODPT	5					60.0		8.0
743.20	Reedsport	OR	743.20	1	3	BDPT	4					45.0		8.0
743.73	Reedsport	OR	743.73	1	9	ODPT	10				1934	135.0		11.5
743.88	Reedsport	OR	743.88	1	8	ODPT	9				1934	120.0		12.0
743.97	Reedsport	OR	743.97	1	7	ODPT	8				1937	103.0		12.0
744.24	Reedsport	OR	744.24	1	5	BDPT	6				1929	75.0		11.0
744.44	Reedsport	OR	744.44	1	5	BDPT	6					75.0		10.0
744.70	Reedsport	OR	744.70	1	5	BDPT	6				1925	75.0		11.0
744.83	Reedsport	OR	744.83	1	5	BDPT	6				1929	75.0		9.0
Tunnel 19	Reedsport	OR	745.62	1		Tunnel								
748.06	Lakeside	OR	748.06	1	6	BDPT	7				1931	90.0		7.5
748.44	Lakeside	OR	748.44	1	2	BDPT	3				1930	30.0		3.5
748.68	Lakeside	OR	748.68	1	5	ODFT	6					75.0		7.5
749.89	Lakeside	OR	749.89	1	31	CONC	30			2		923.0		14.0
Tunnel 20	Lakeside	OR	750.12	1		Tunnel								
750.46	Lakeside	OR	750.46	1	66	ODFT	66					94.0		8.5
750.46	Lakeside	OR	750.46	2	1	DPG		2				80.0	80.0	3.0
750.46	Lakeside	OR	750.46	3	54	ODFT	55					505.0		8.5
751.02	Lakeside	OR	751.02	1	20	ODPT/OD FT	21					315.0		8.5
Tunnel 21	Lakeside	OR	751.23	1		Tunnel								
752.99	Lakeside	OR	752.99	1	12	ODPT	13					80.0		15.0
753.48	Lakeside	OR	753.48	1	7	ODPT	8					105.0		16.0
753.97	Lakeside	OR	753.97	1	1	TPG				2				16.0
755.63	Lakeside	OR	755.63	1	5	ODPT	6					75.0		7.5
756.13	Hauser	OR	756.13	1	5	ODFT	6					75.0		10.0
756.55	Hauser	OR	756.55	1	5	ODPT/OD FT	6					75.0		2.0
757.37	Hauser	OR	757.37	1	5	ODFT	6					75.0		8.0
761.13	North Bend	OR	761.13	1	3	WSB	4					45.0		6.0
761.53	North Bend	OR	761.53	1	3	WSB	4					45.0		8.0

Central Oregon & Pacific Railroad BRIDGE LIST

LINE: Coos Bay Subdivision
Eugene, OR - Couquille, OR

BRDG NO.	LOCATION	ST	MILE POST	SEC NO.	SPANS	TYPE	TIMBER/ STEEL BENTS	PIERS TIMBER	CONC/ STEEL PIERS	ABUT MENTS	YEAR CONST	SEC- TION LGTH	AVG LGTH SPAN	EST HGT MAX
763.55	North Bend	OR	763.55	1	21	BDPT	22					320.0		16.0
763.55	North Bend	OR	763.55	2	12	Thru Truss			13			2213.0		16.0
763.55	North Bend	OR	763.55	3	37	BDPT	38					555.0	14.5	16.0
769.11	Coos Bay	OR	769.11	1	13	ODPT	14					68.0		9.0
769.11	Coos Bay	OR	769.11	2	3	DPG			4			102.0		9.0
769.11	Coos Bay	OR	769.11	3	7	ODPT	8					87.0		12.0
771.76	Coos Bay	OR	771.76	1	6	ODPT	7				1930	90.0		10.0
773.94	Hayden	OR	773.94	1	3	ODPT	4					45.0		12.0
774.8	Hayden	OR	774.80	1		CONC	2			2		90.0		
776.56	Hayden	OR	776.56	1	3	ODPT	4					45.0		8.0
777.03	Hayden	OR	777.03	1	2	ODPT	3					24.0		8.0
779.80	Couquille	OR	779.80	1	4	ODPT	5					60.0		8.0
782.35	Couquille	OR	782.35	1	3	ODPT	4				1938	45.0		8.0
782.53	Couquille	OR	782.53	1	4	ODPT	5				1938	60.0		10.0
785.26	Couquille	OR	785.26	1	4	ODPT	5					60.0		12.0
785.33	Couquille	OR	785.33	1	4	ODPT	5				1938	60.0		10.0
785.96	Couquille	OR	785.96	1	26	ODPT	23				1935			10.0

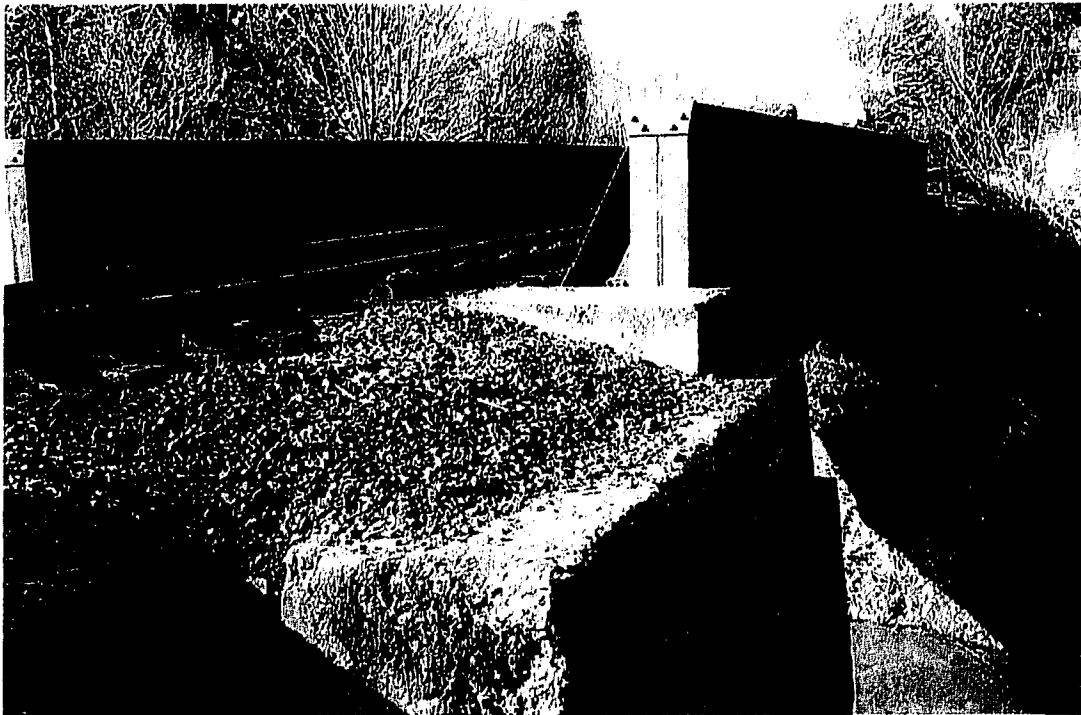
CORP Owned Bridges— Coos Bay Sub MP 669.0 – MP 763.13



Bridge 671.89



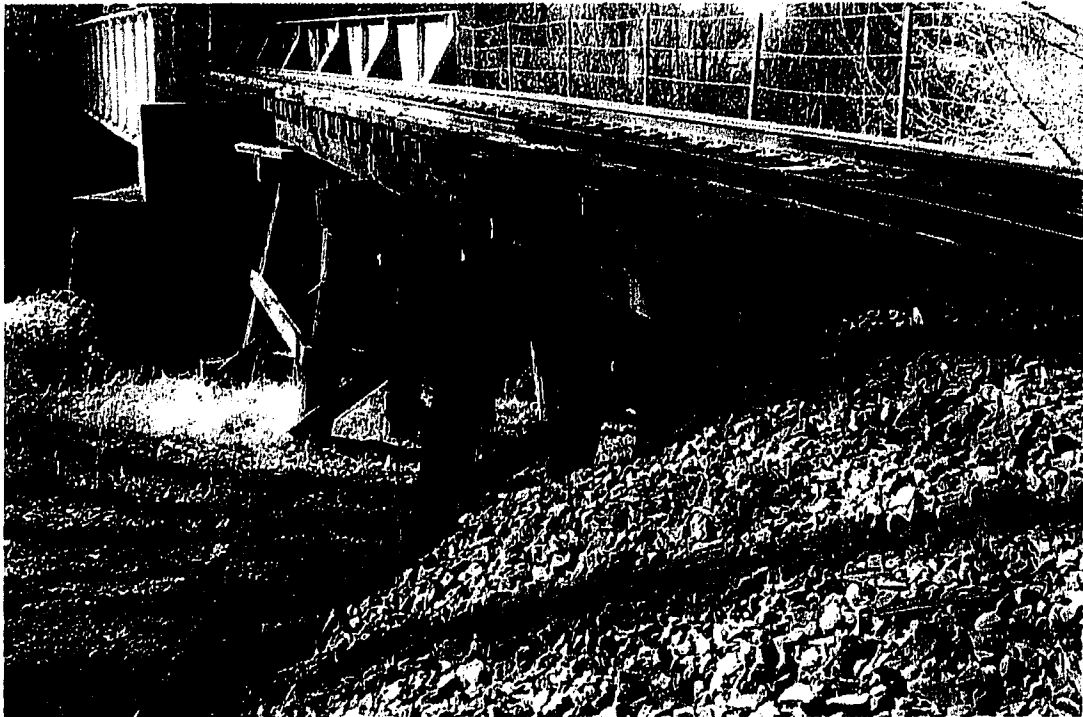
Bridge 674.03



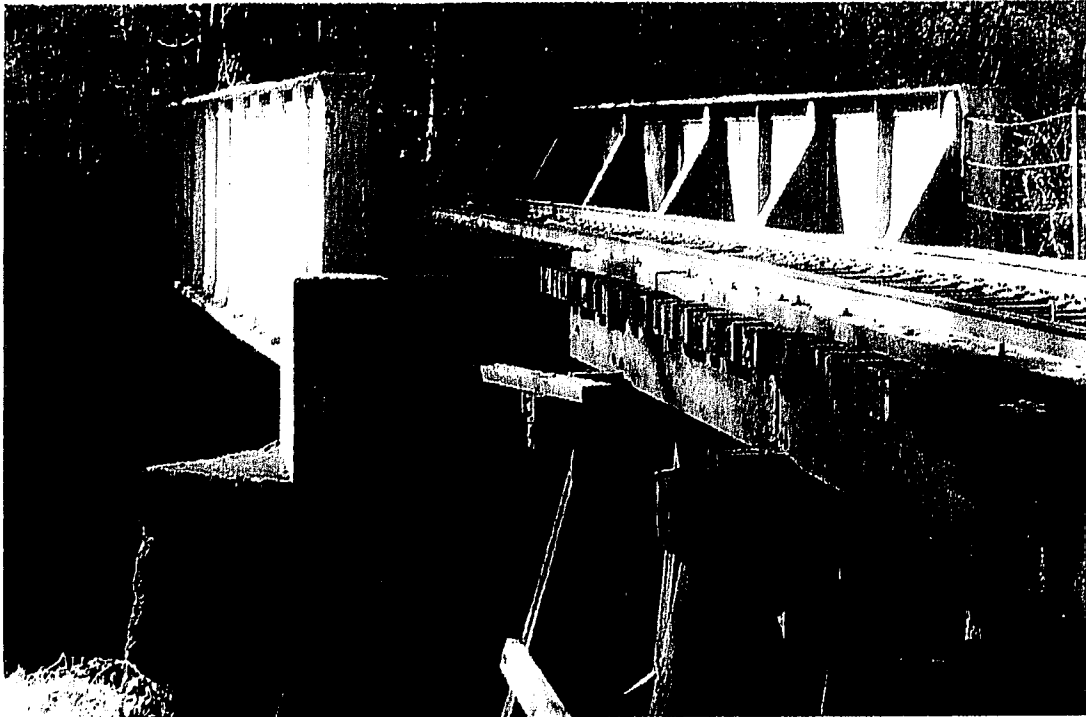
Bridge 676.23



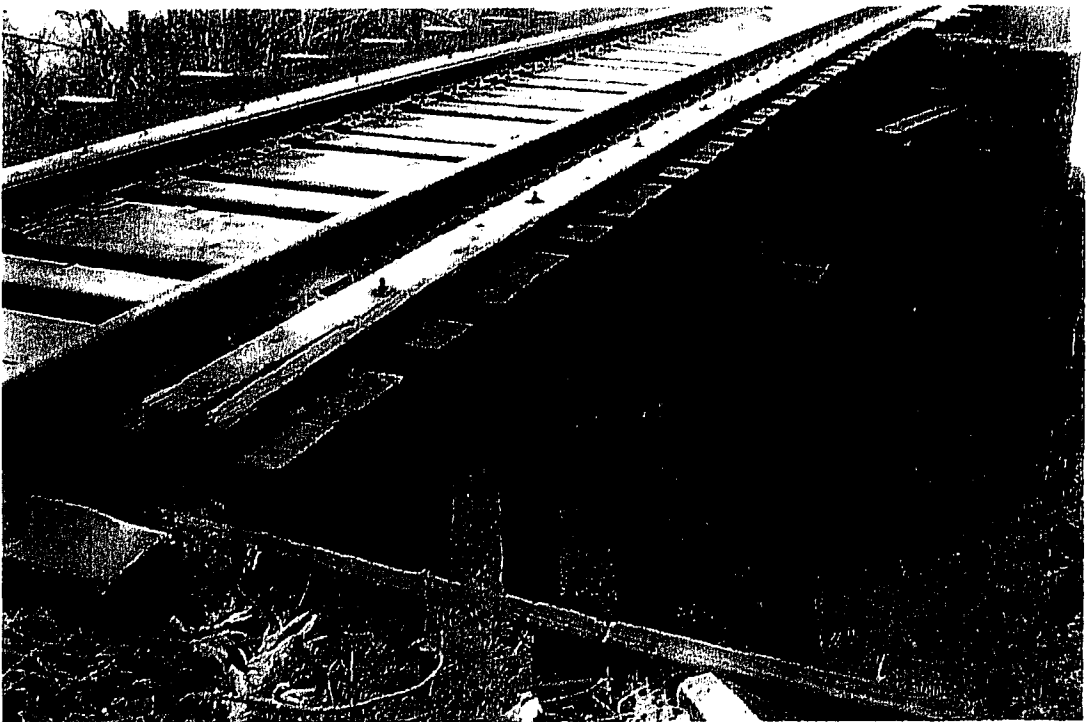
Bridge 677.05



Bridge 677.80 Section 1



Bridge 677.80 Section 2



Bridge 677.80 Section 3



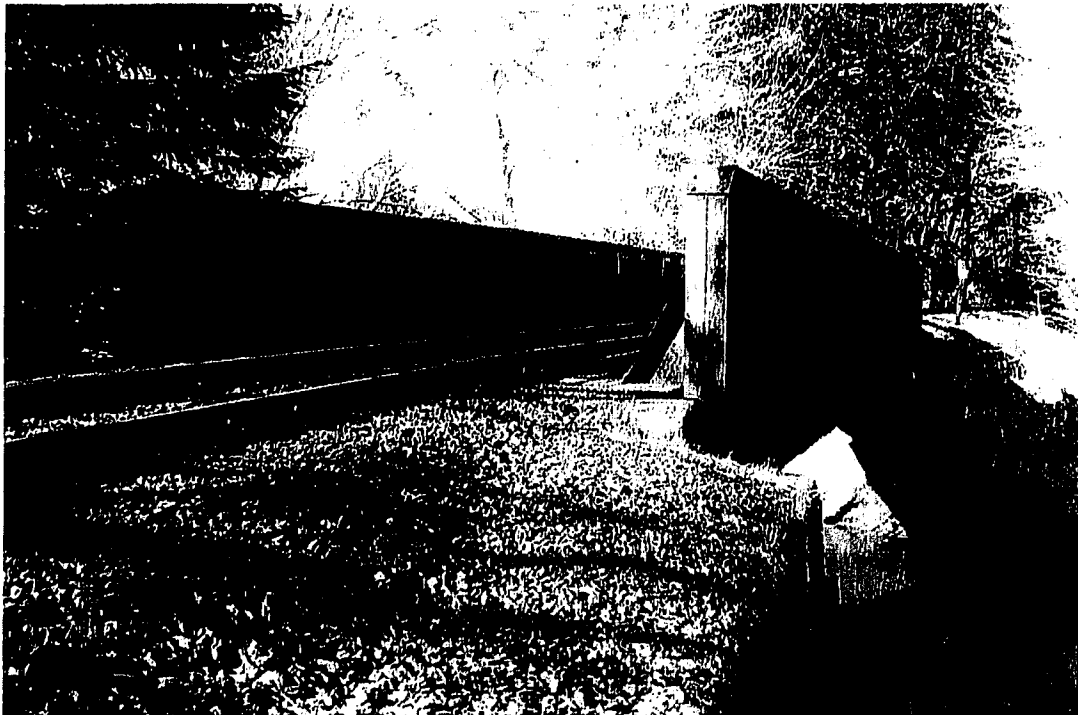
Bridge 678.43 Section 1



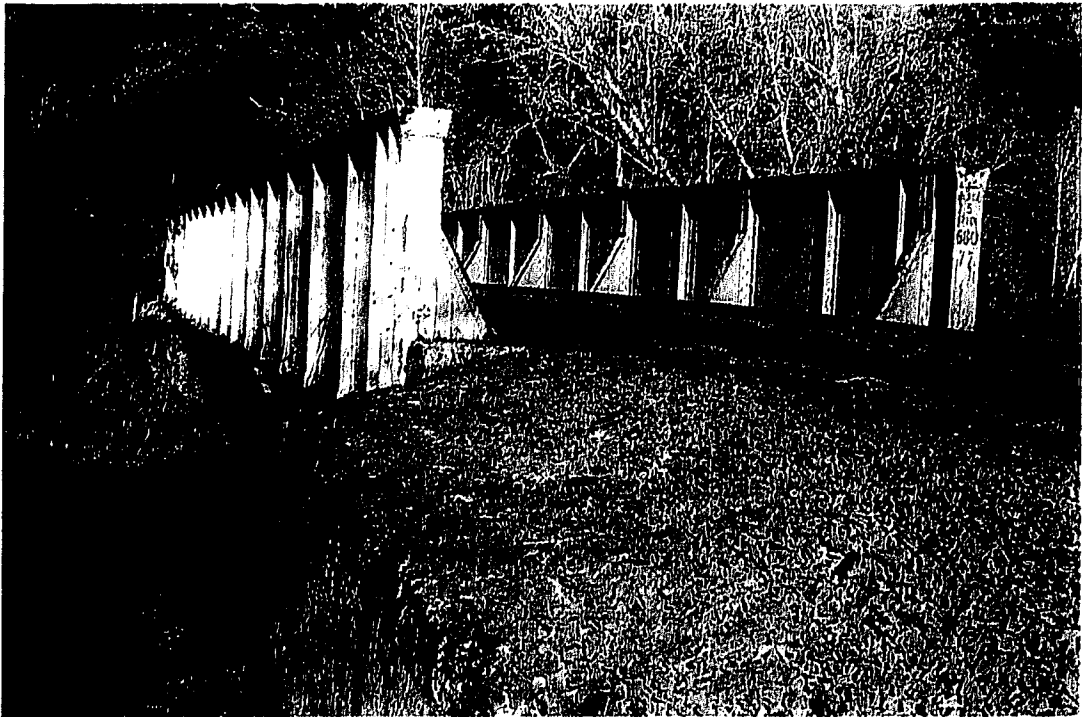
Bridge 678.43 Section 3



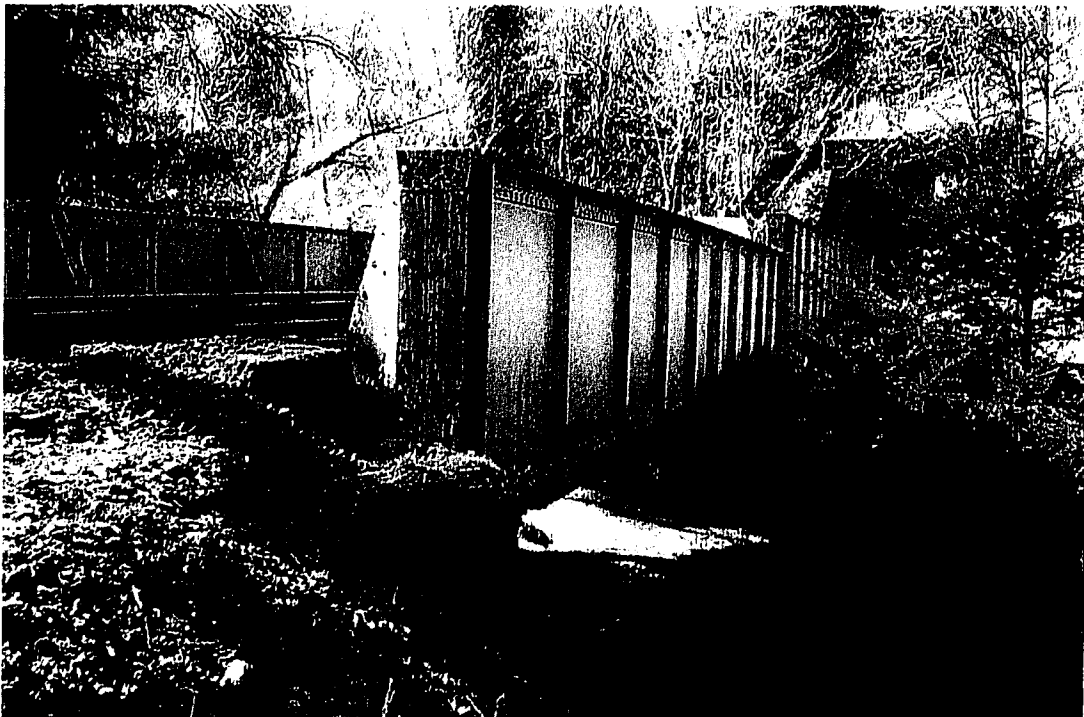
Bridge 680.17



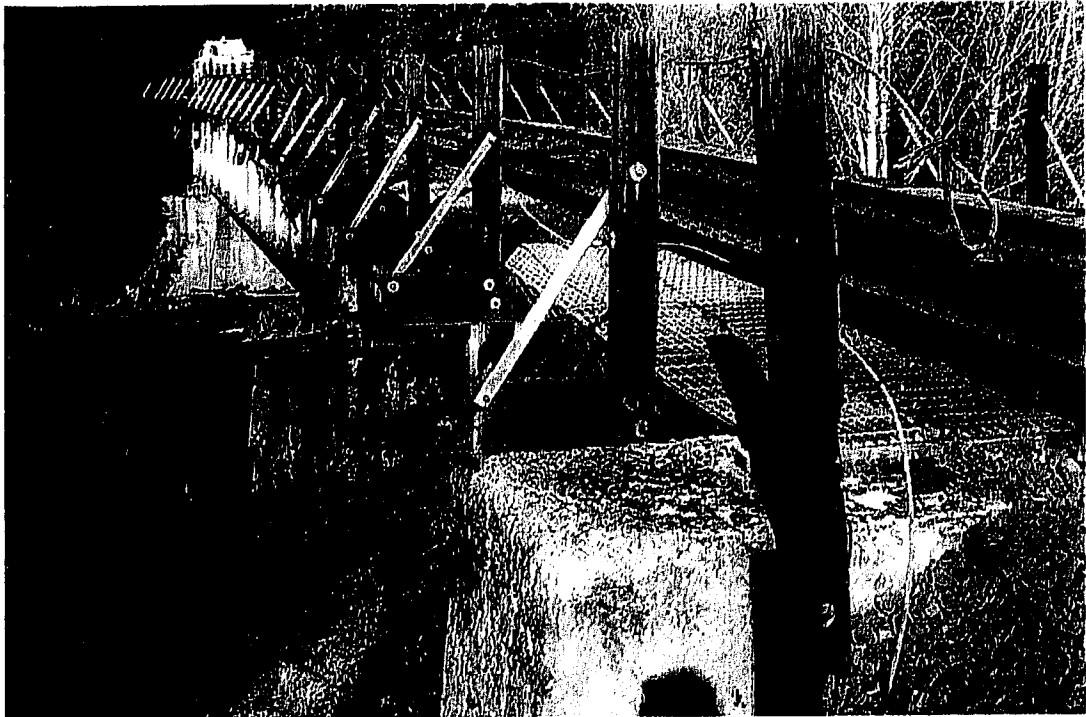
Bridge 680.46



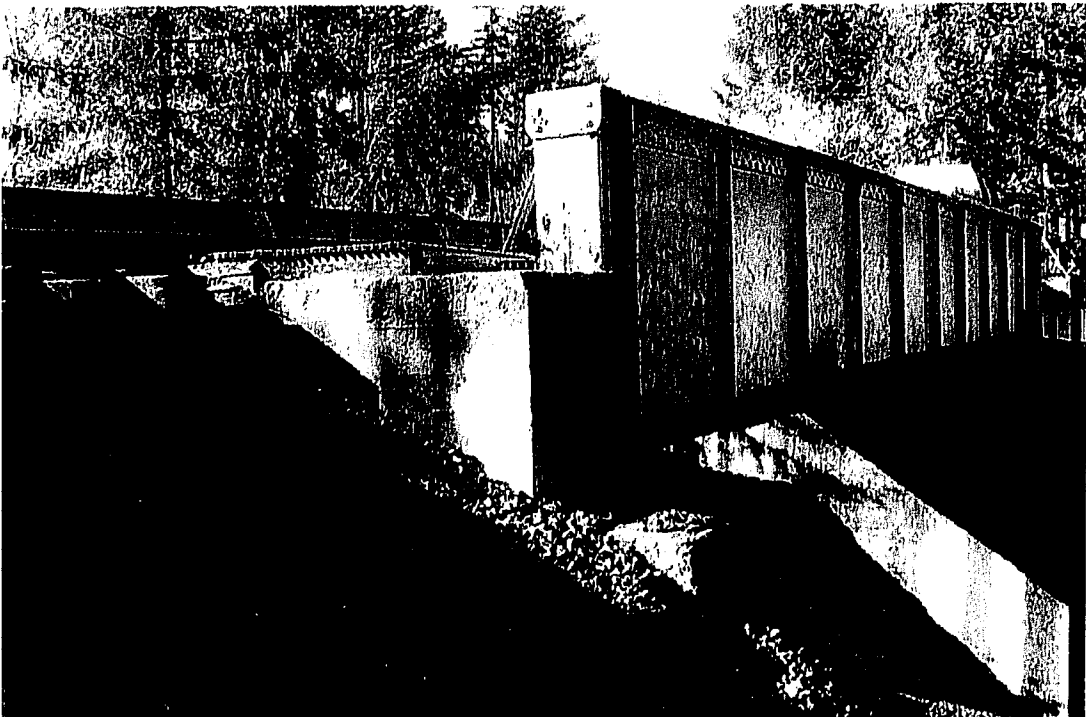
Bridge 680.77



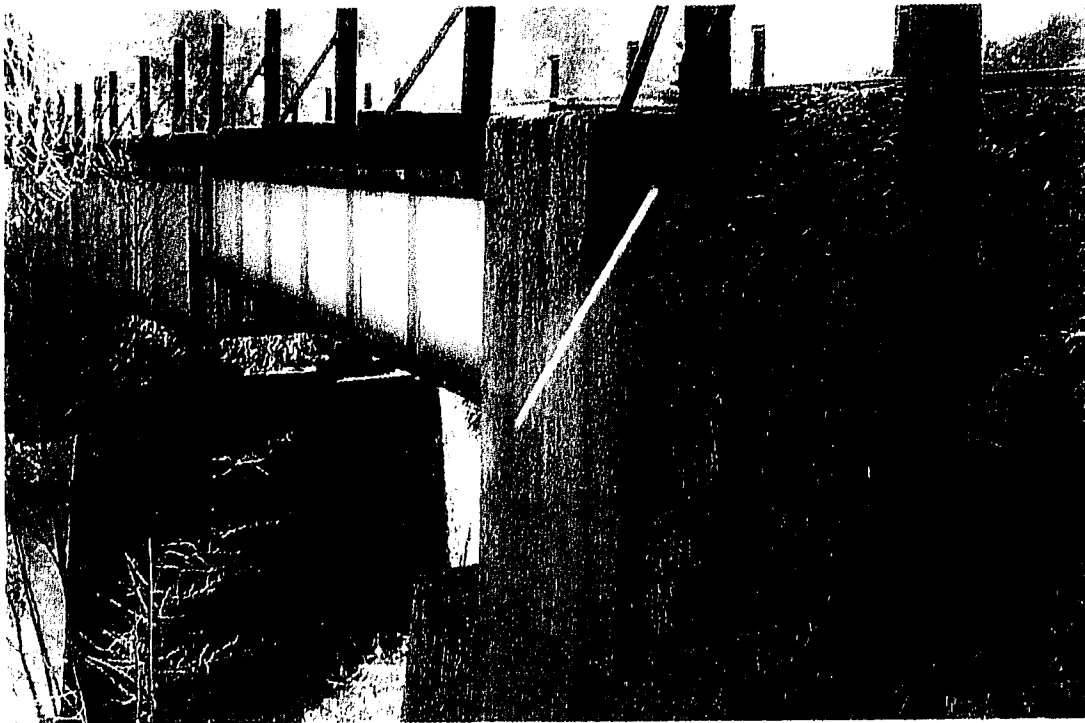
Bridge 681.08



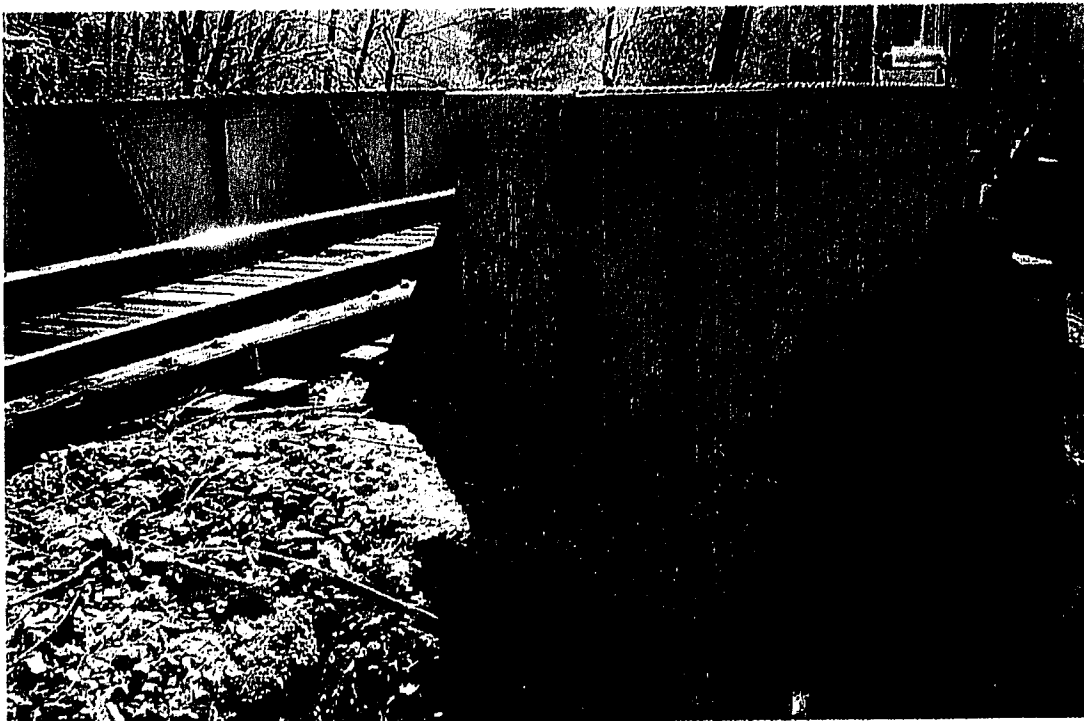
Bridge 681.45



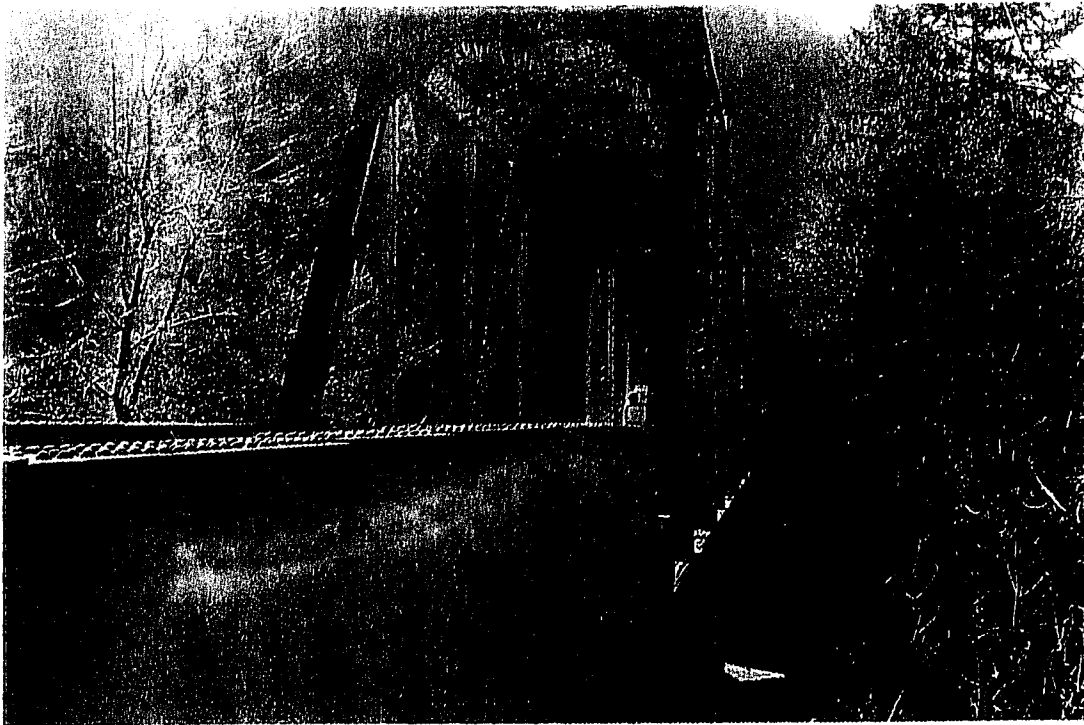
Bridge 682.18 Section 1



Bridge 682.18 Section 2



Bridge 683.36 Section 1



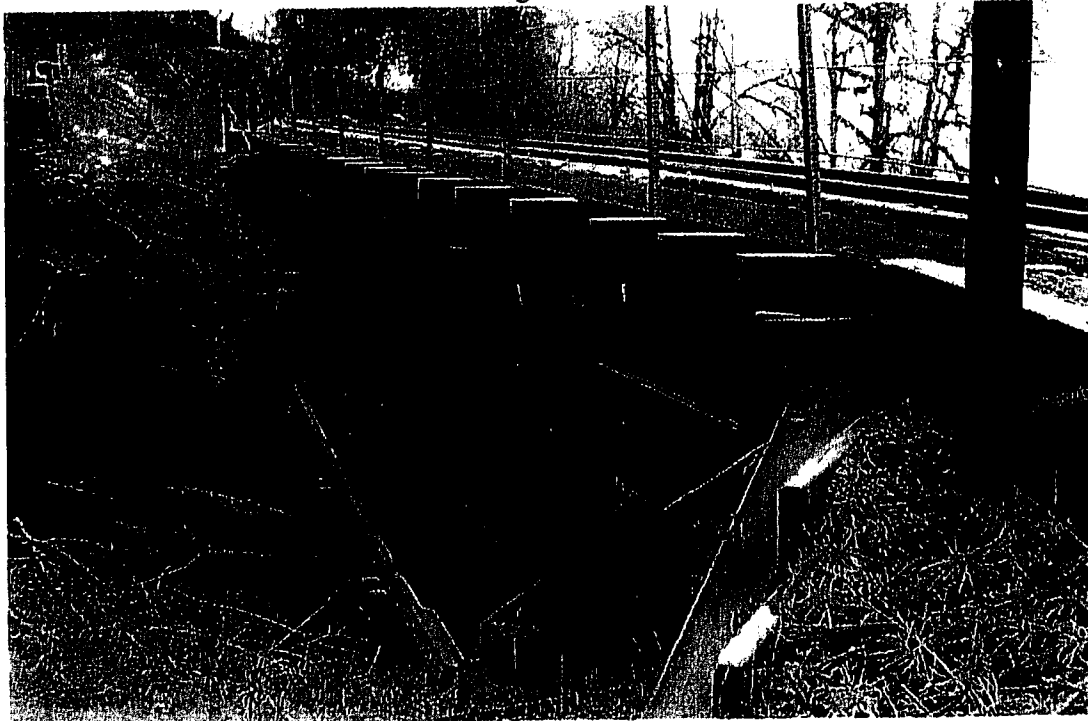
Bridge 683.36 Section 2



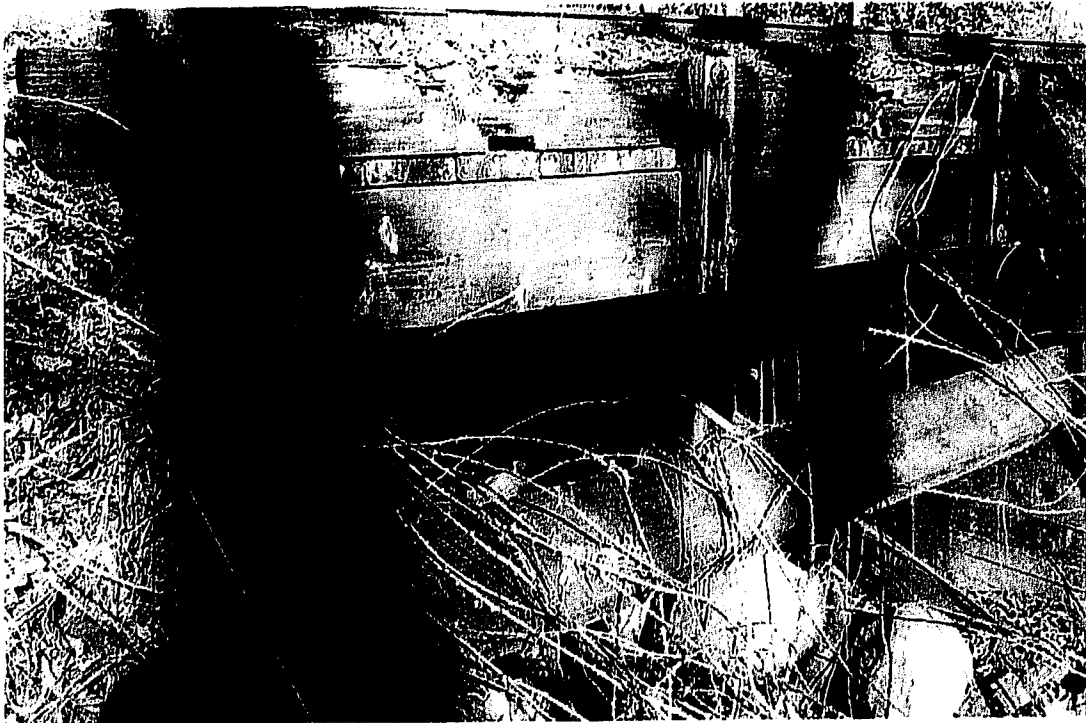
Bridge 683.36 Section 3



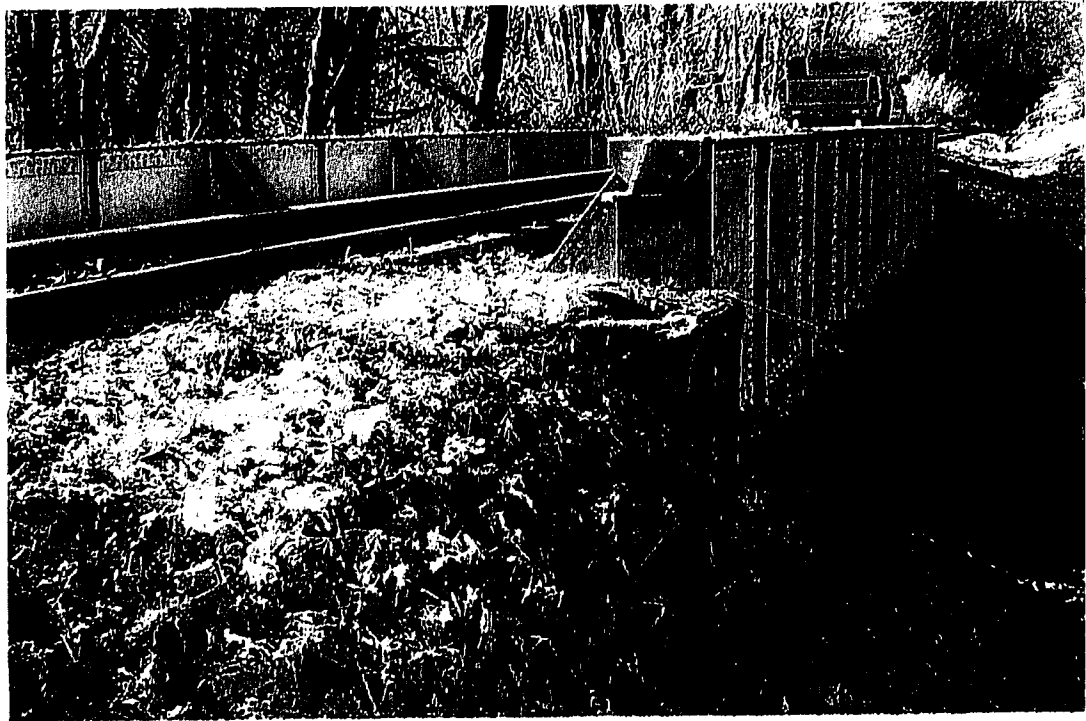
Bridge 687.03



Bridge 687.88



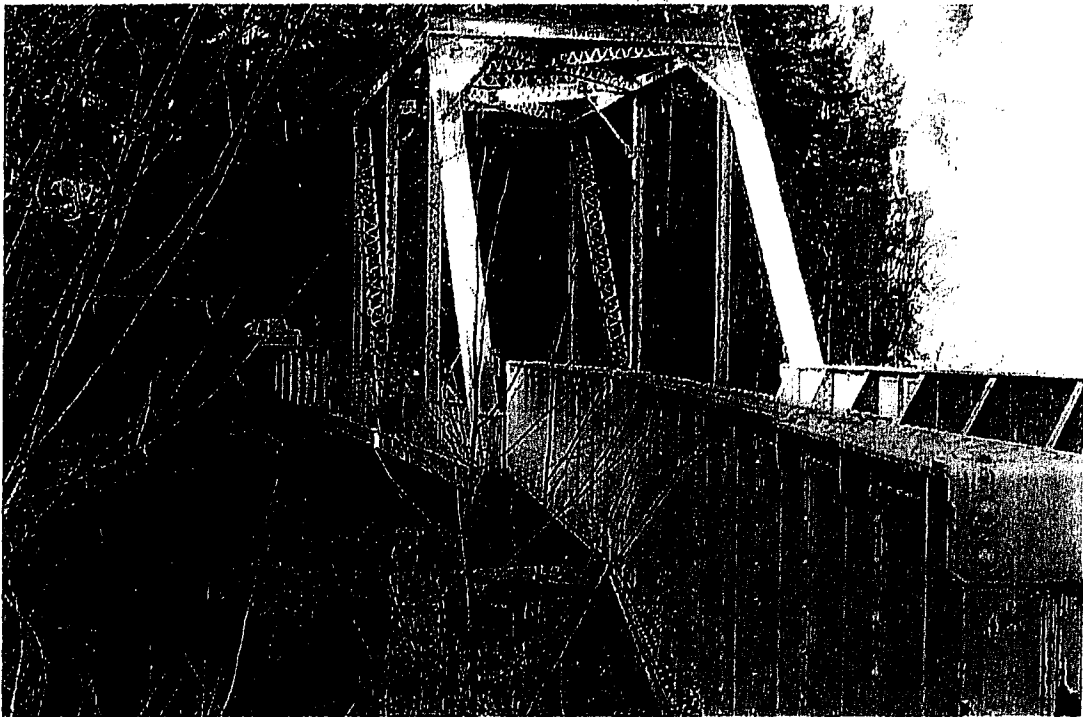
Bridge 689.23



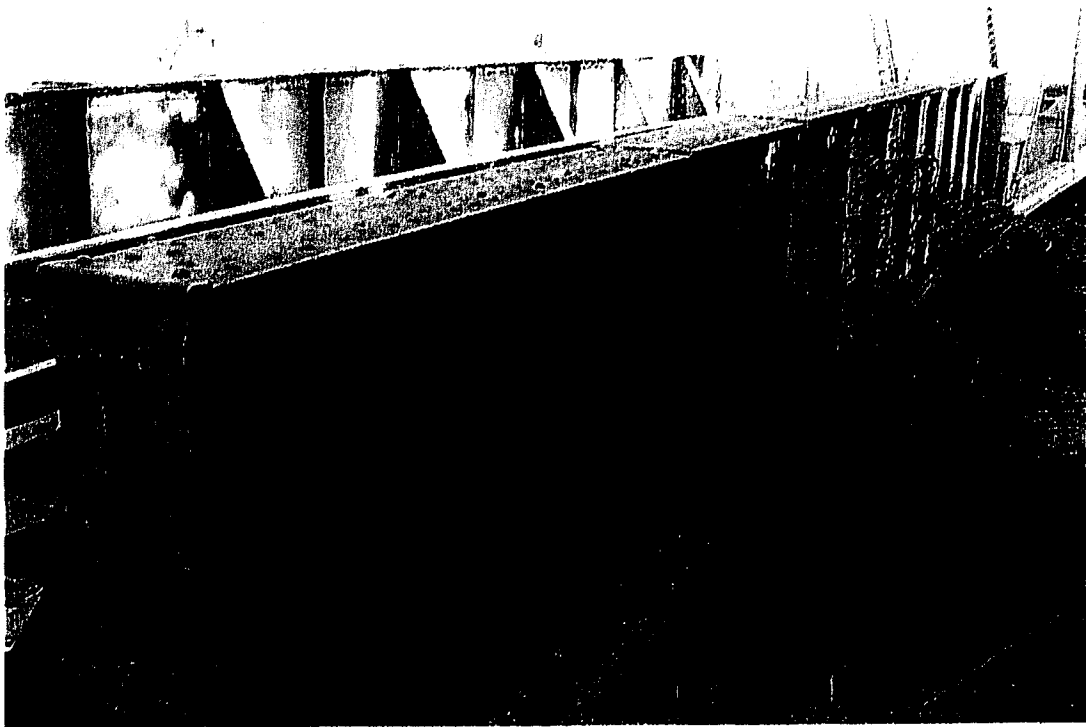
Bridge 690.47



Bridge 690.85 Section 1



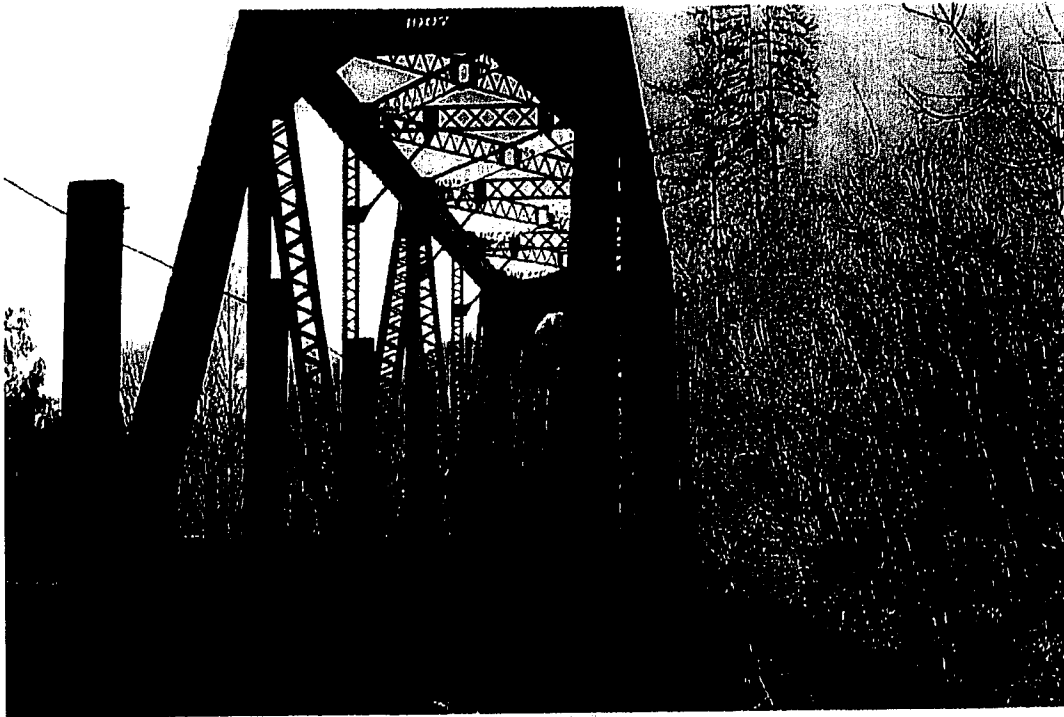
Bridge 690.85 Section 2



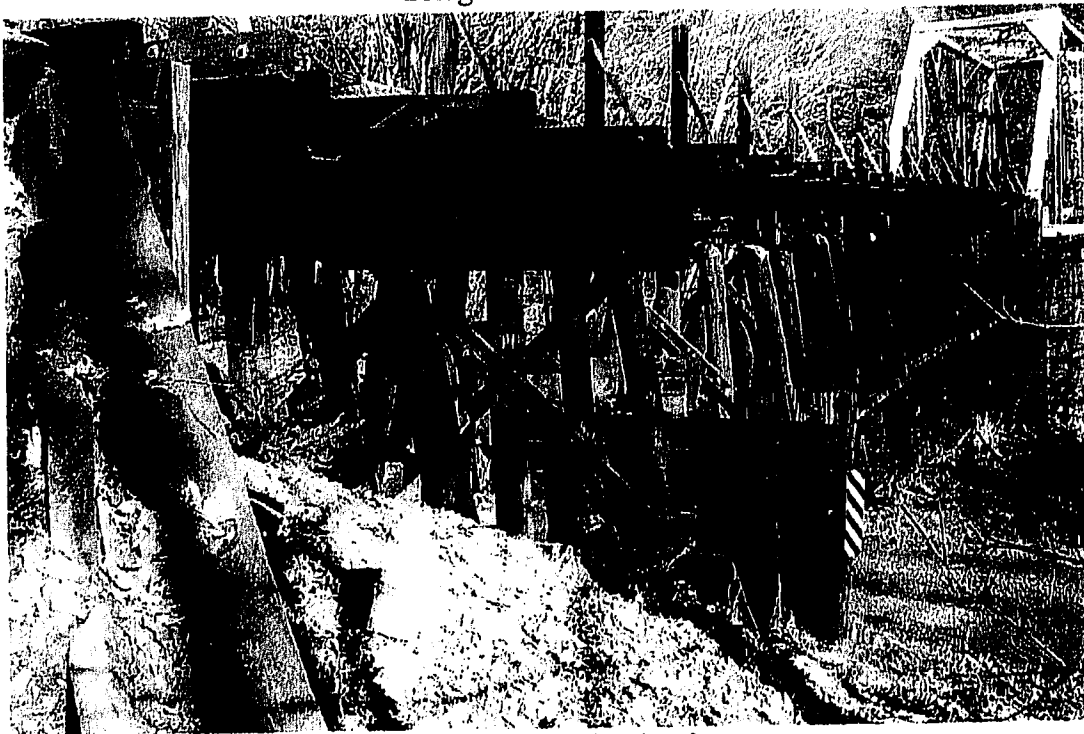
Bridge 690.85 Section 3



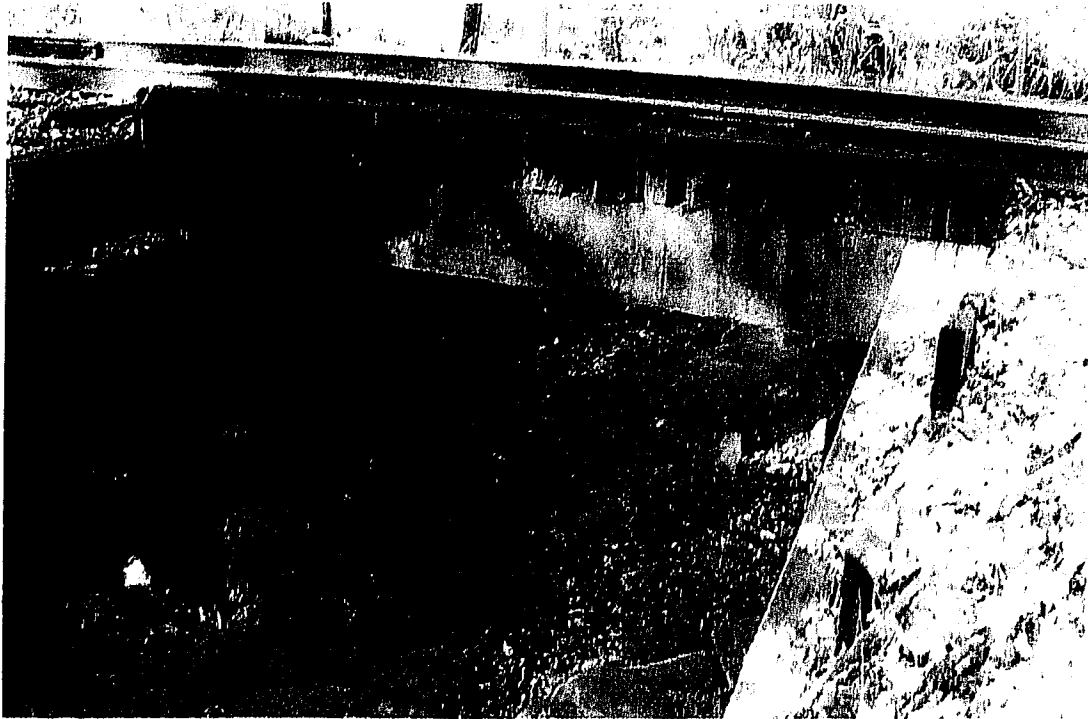
Bridge 691.05 Section 1



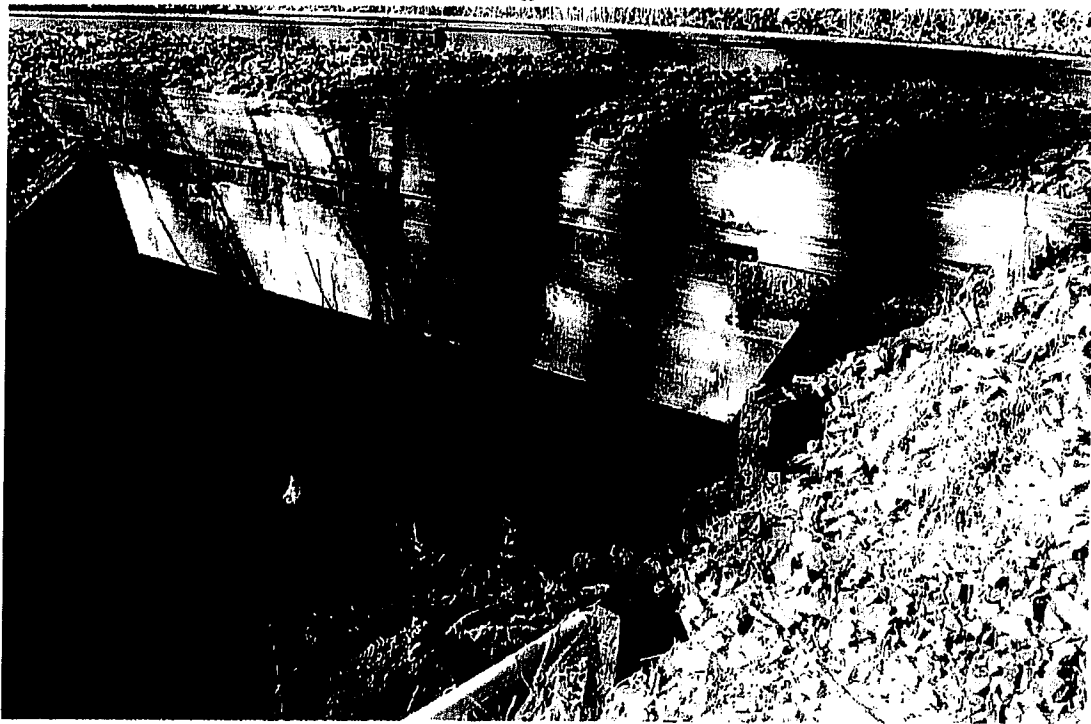
Bridge 691.05 Section 2



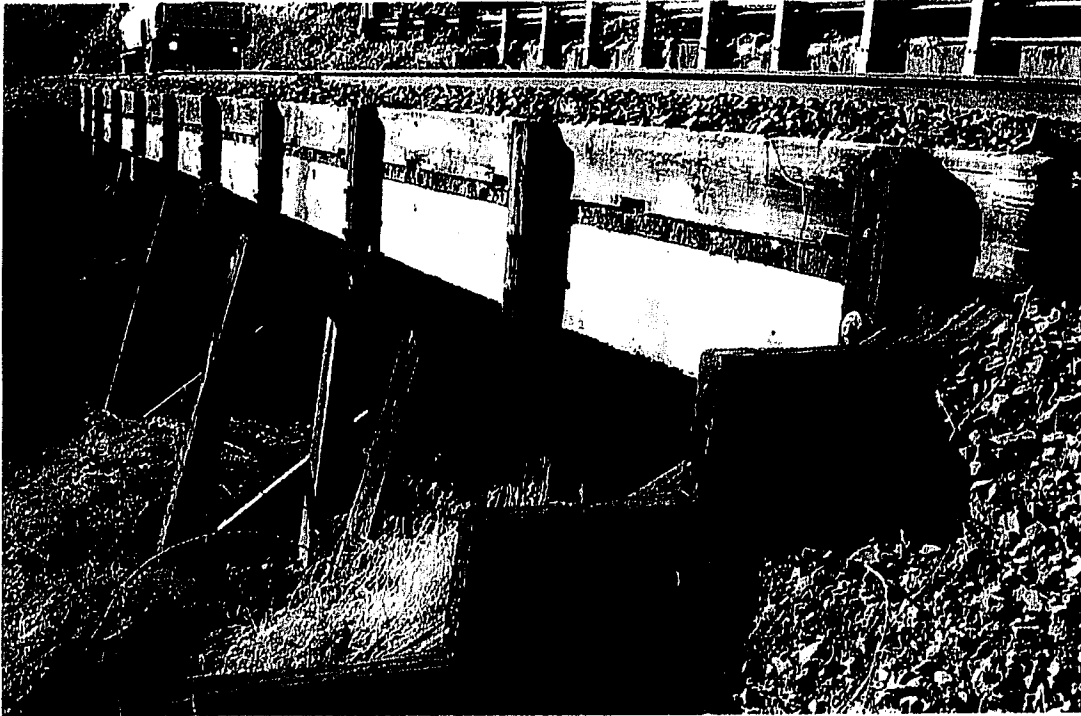
Bridge 691.05 Section 3



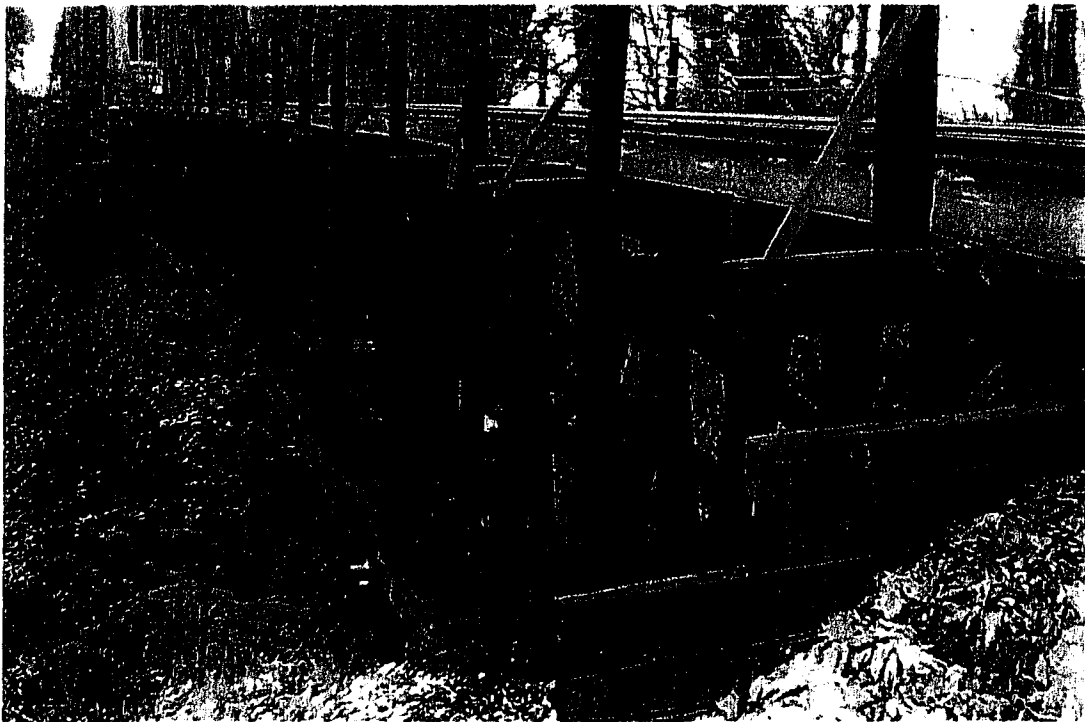
Bridge 691.38



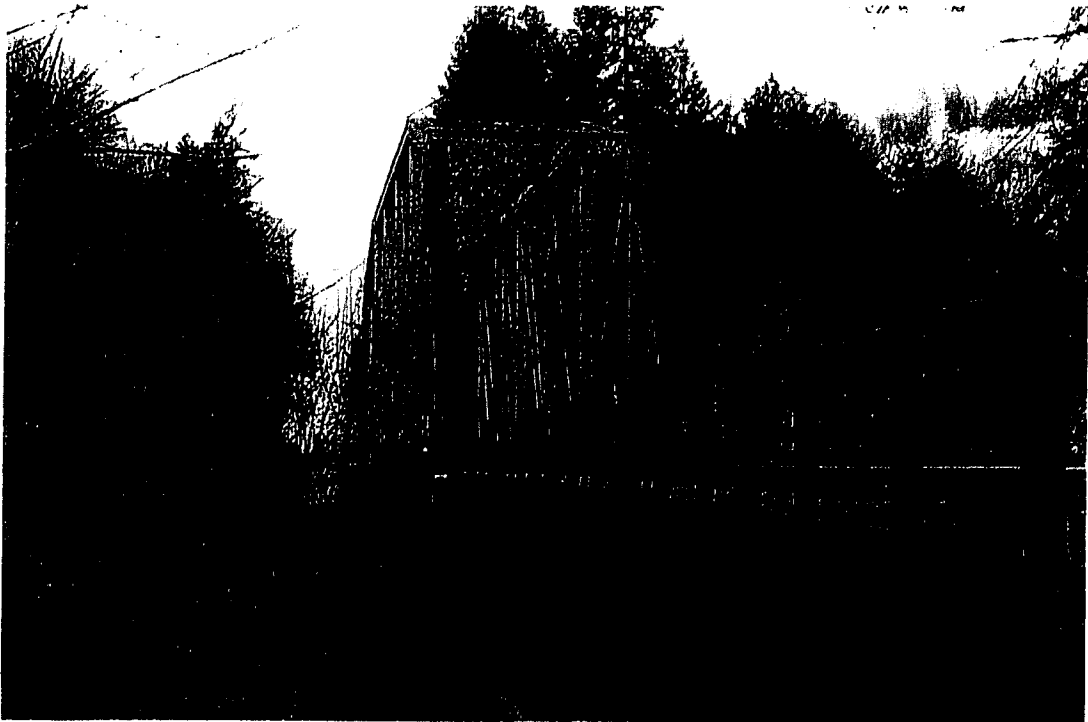
Bridge 692.06



Bridge 693.27



Bridge 694.32 Section 1



Bridge 694.32 Section 2



Bridge 694.32 Section 3



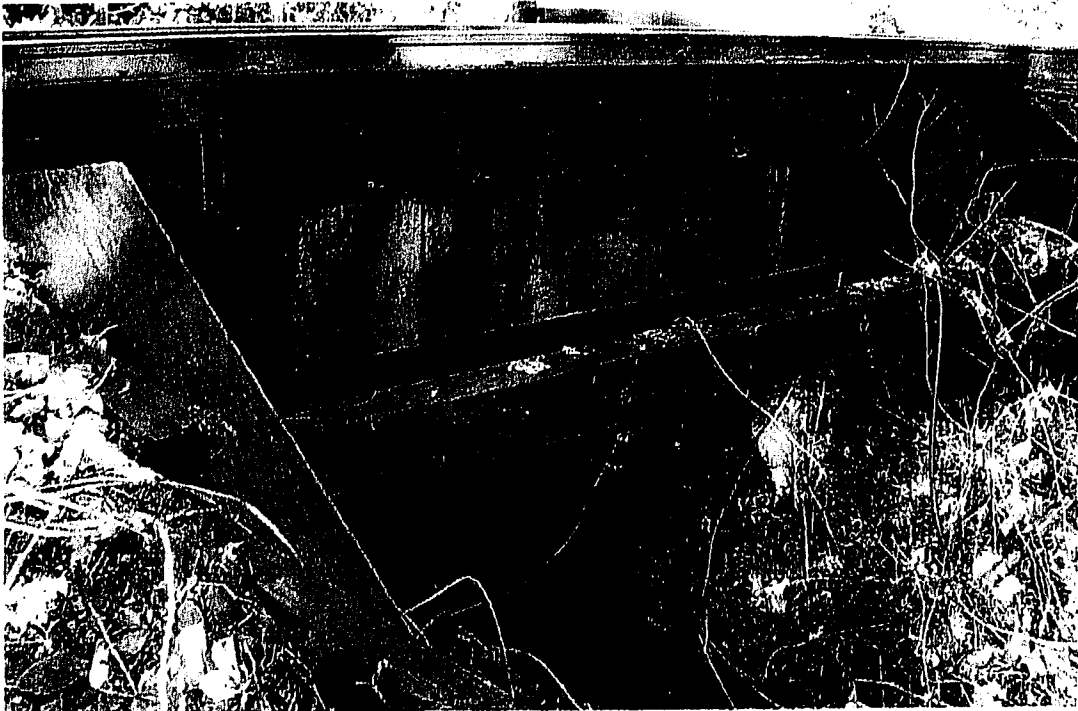
Bridge 694.78 Section 1



Bridge 694.78 Section 2



Bridge 694.78 Section 3



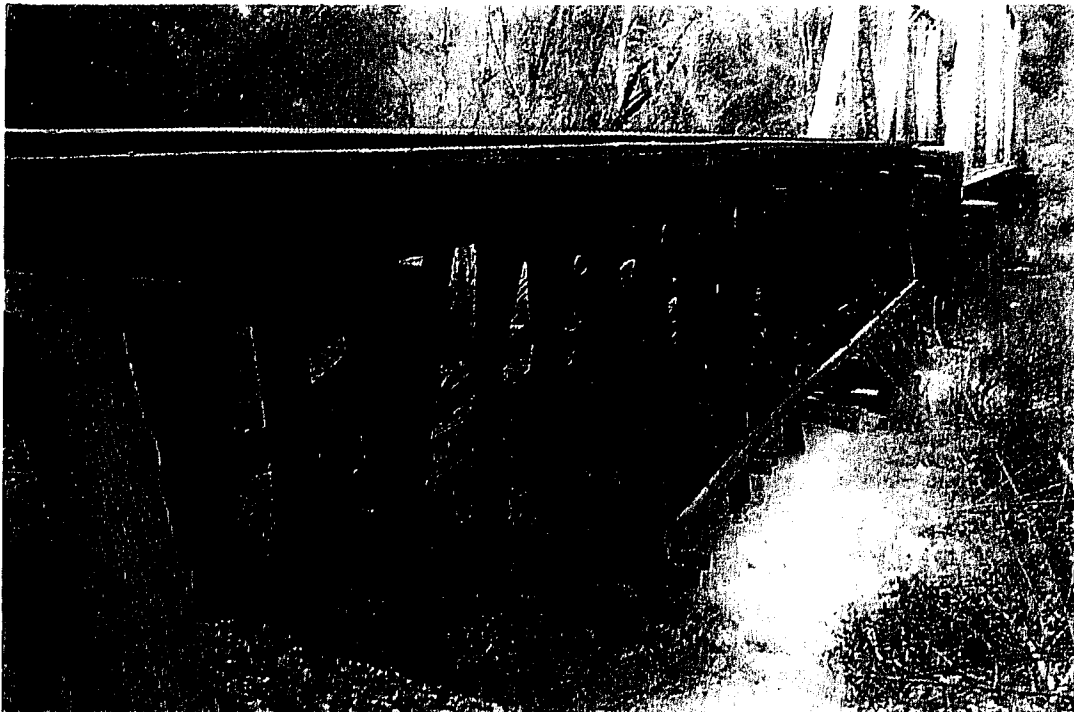
Bridge 694.98



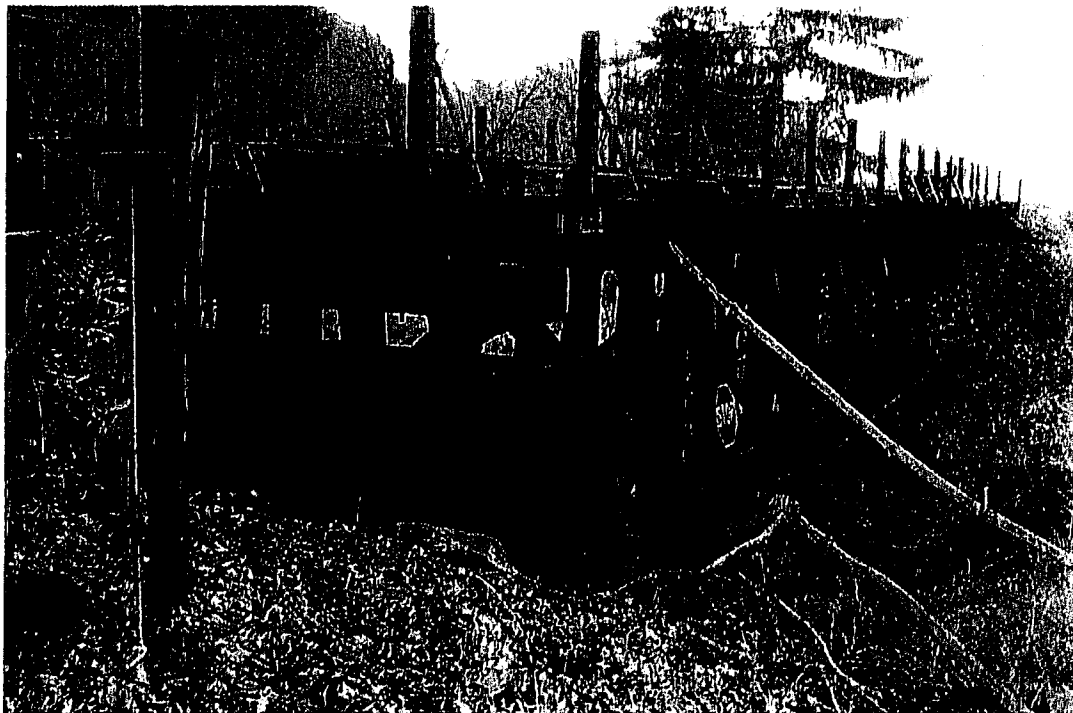
Bridge 696.66 Section 1



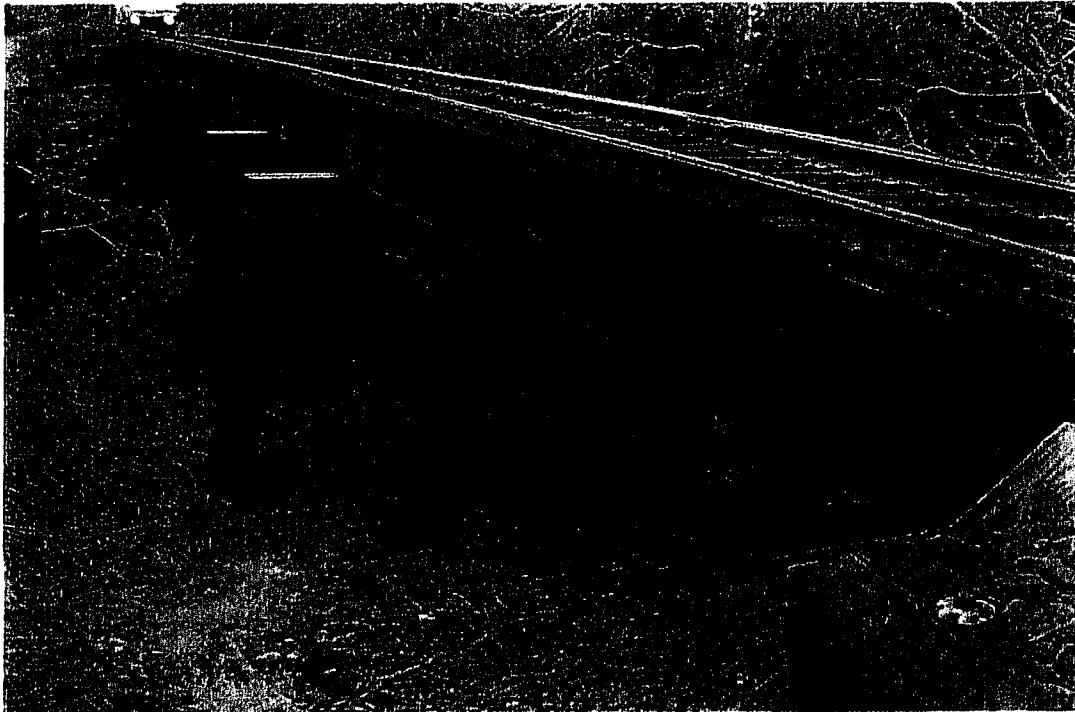
Bridge 696.66 Section 2



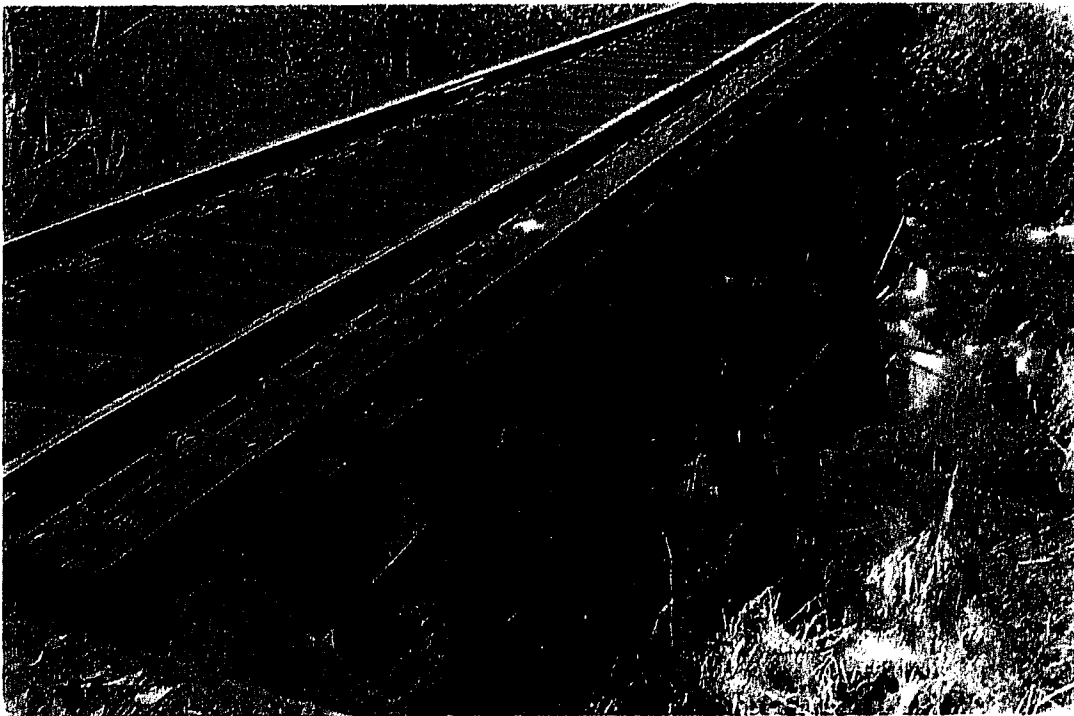
Bridge 696.66 Section 3



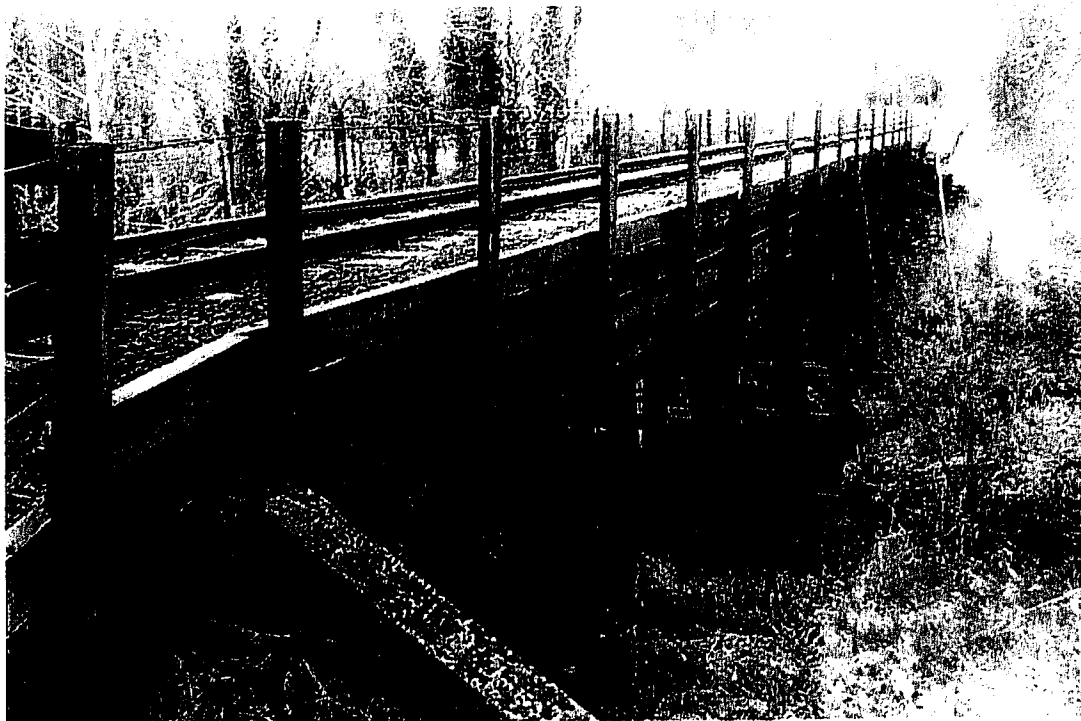
Bridge 700.37



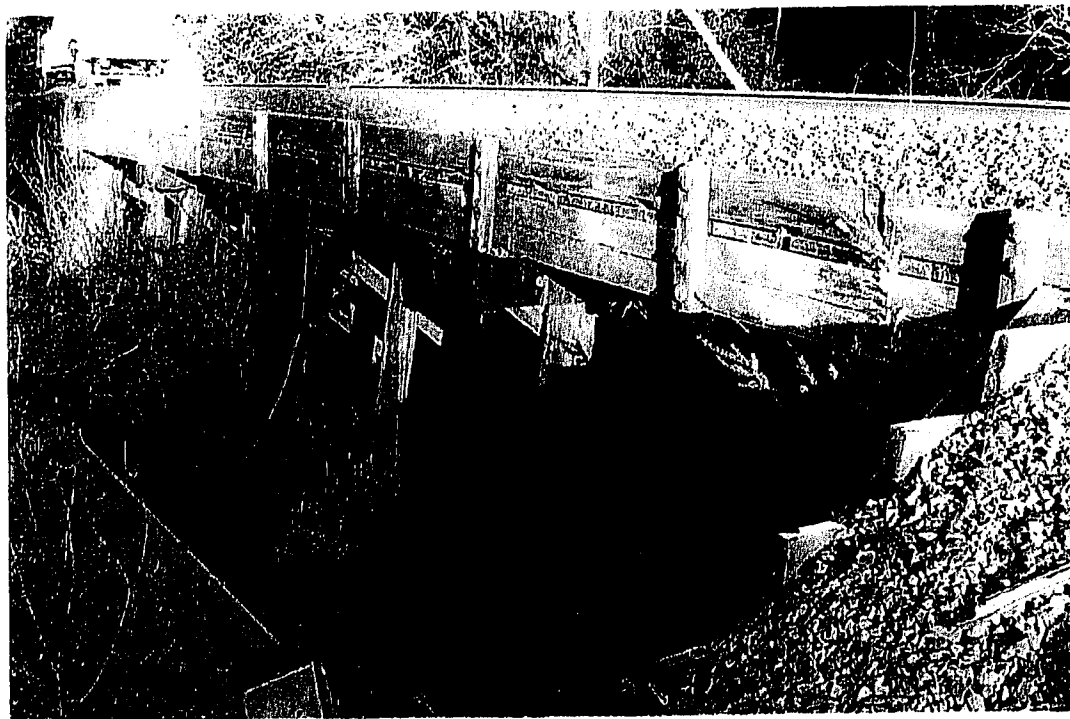
Bridge 702.65



Bridge 702.95



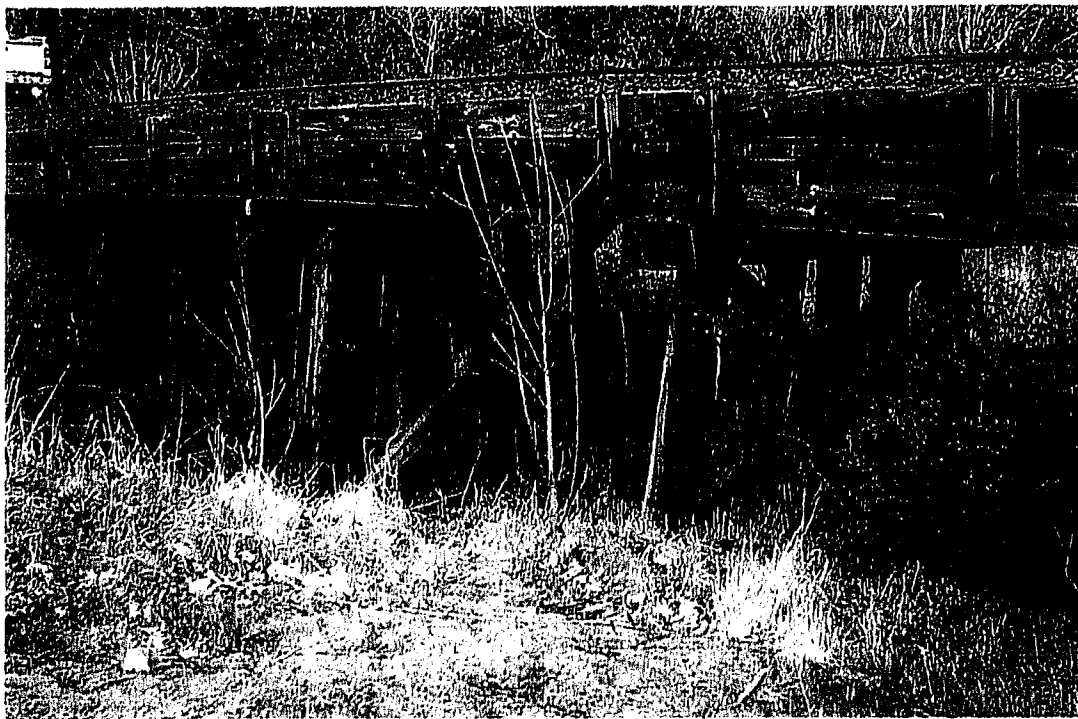
Bridge 710.20



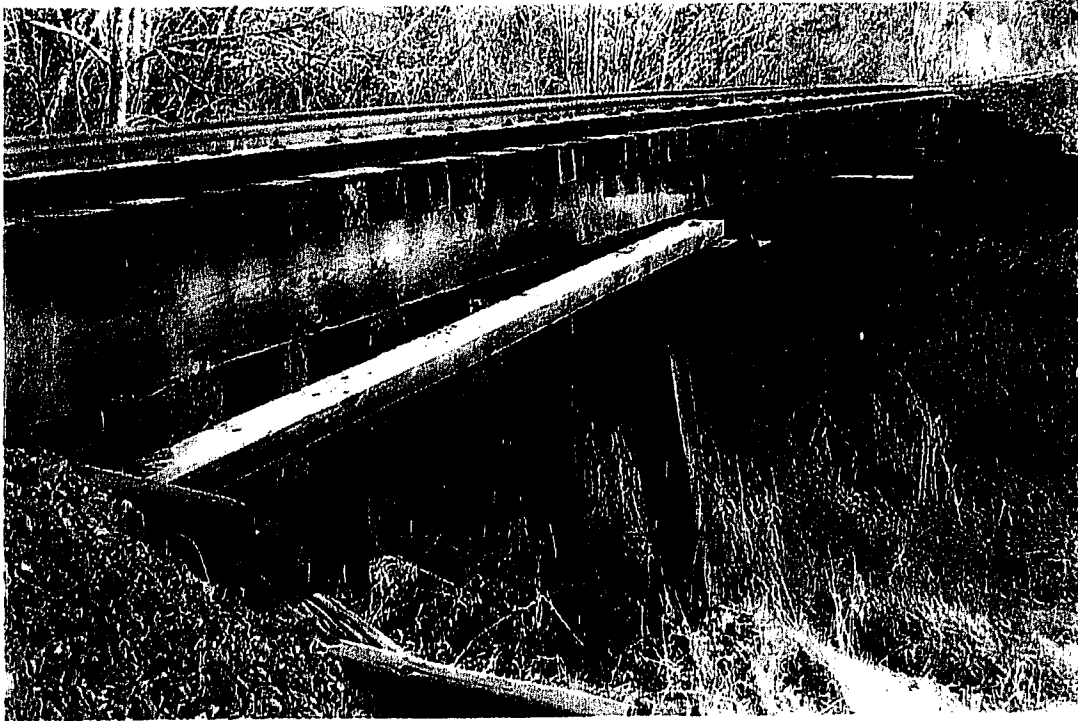
Bridge 711.37



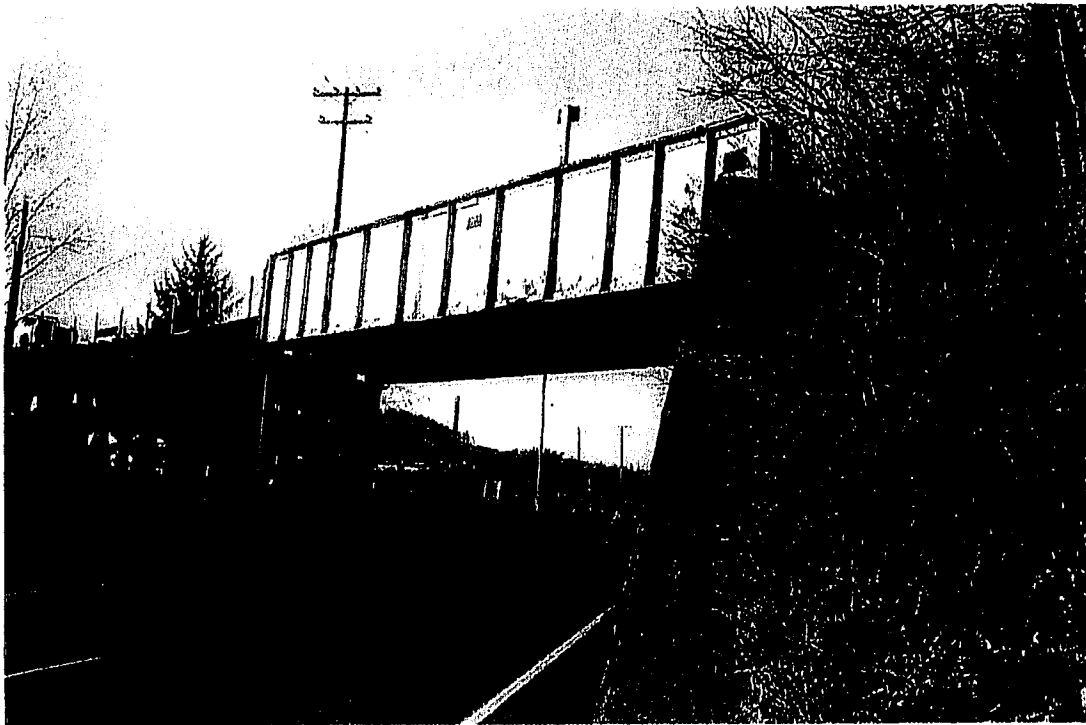
Bridge 711.67



Bridge 712.16



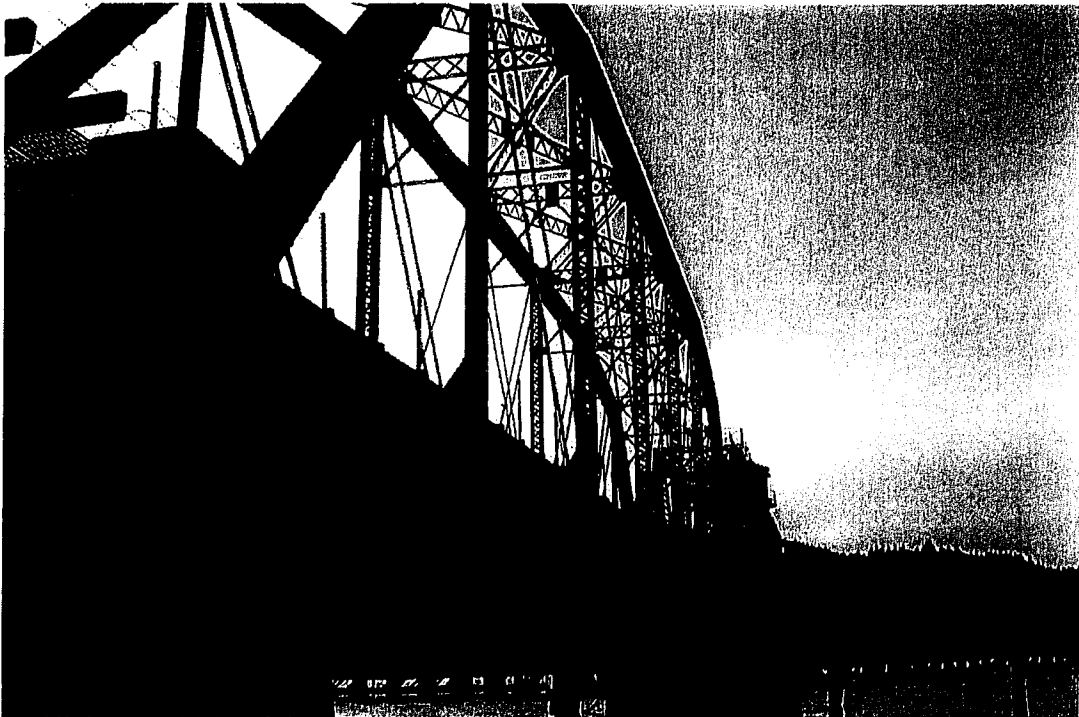
Bridge 712.80



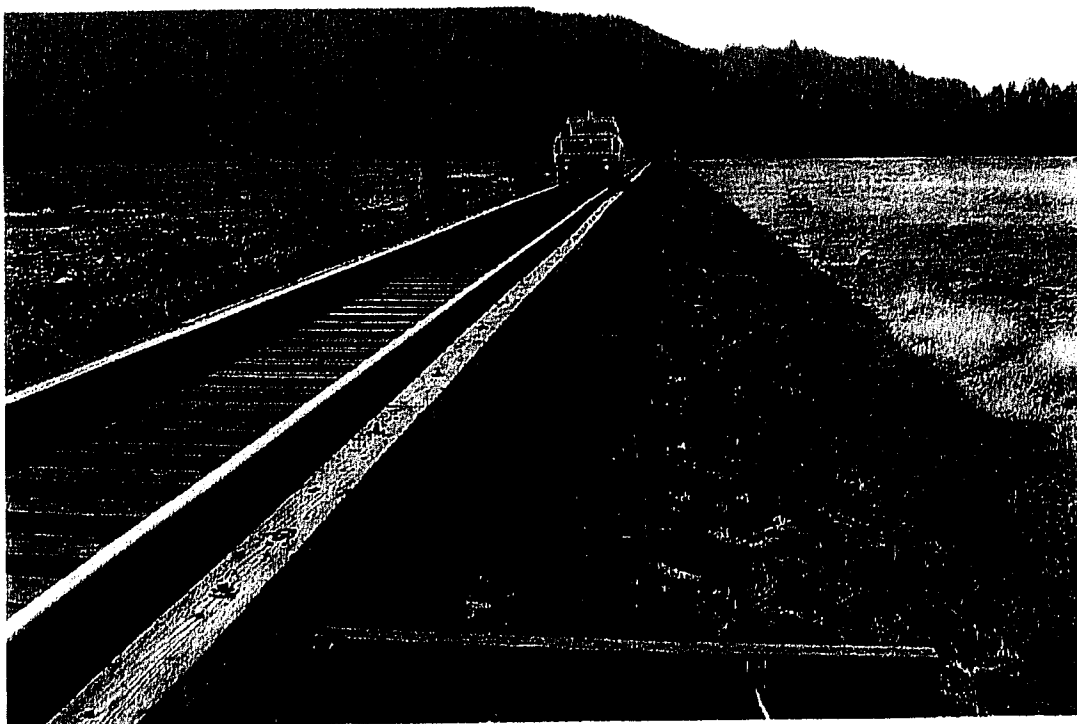
Bridge 716.40 Section 1



Bridge 716.40 Section 2



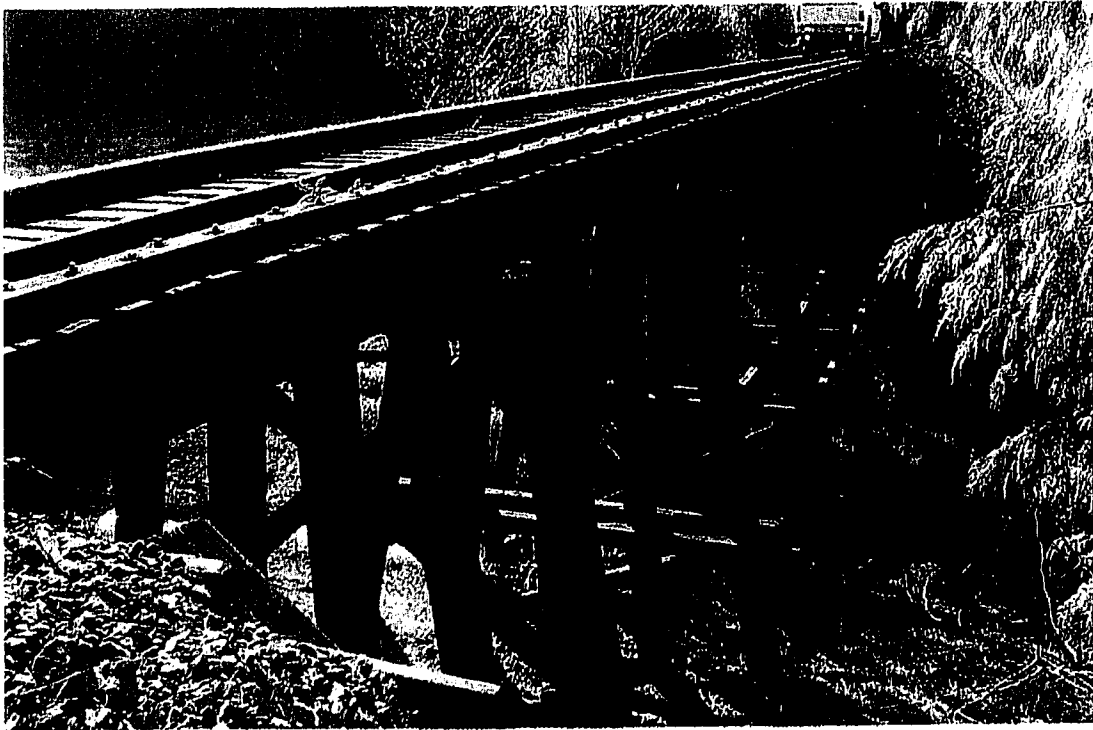
Bridge 716.40 Section 3



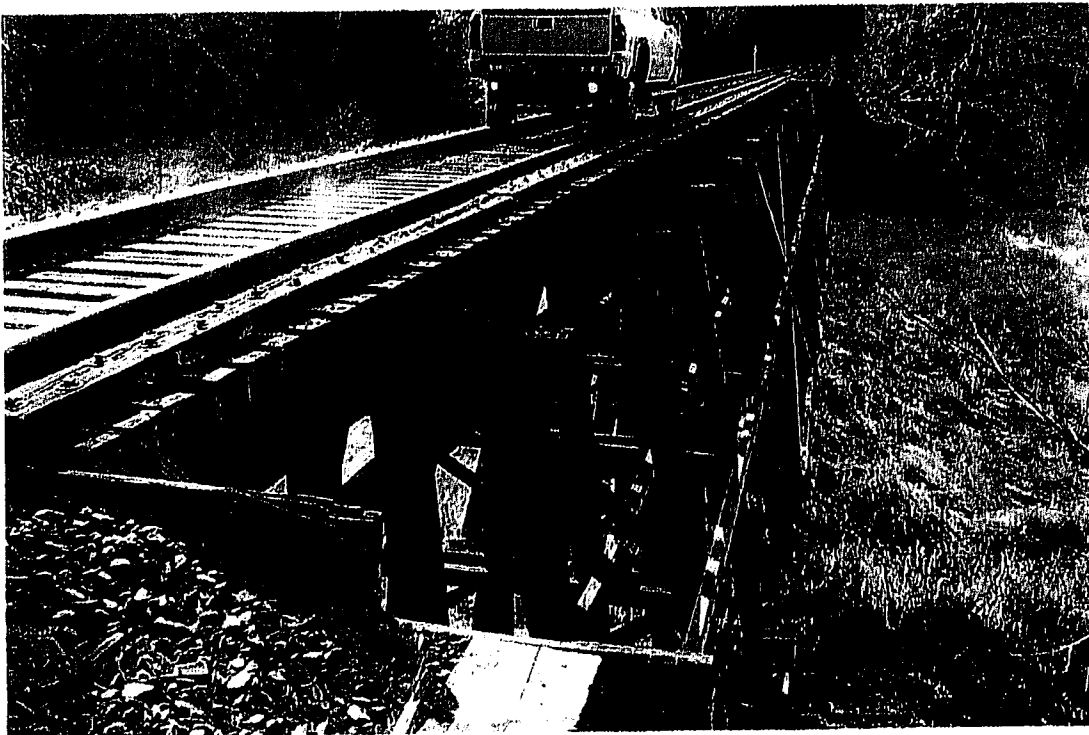
Bridge 716.40 Section 4



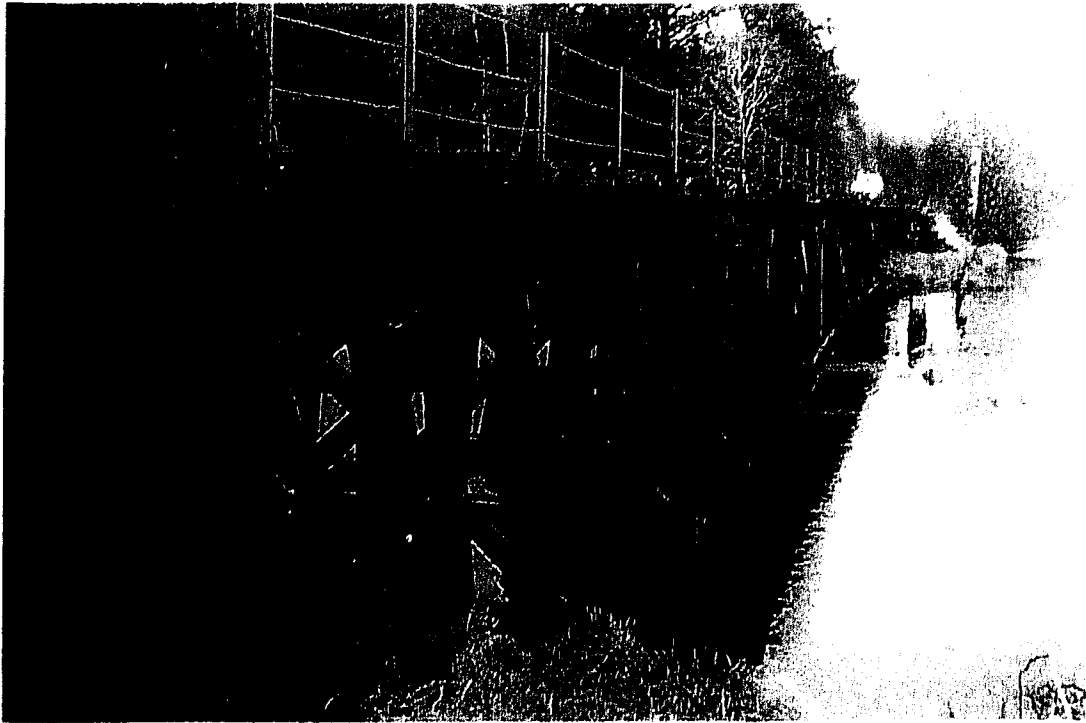
Bridge 718.12



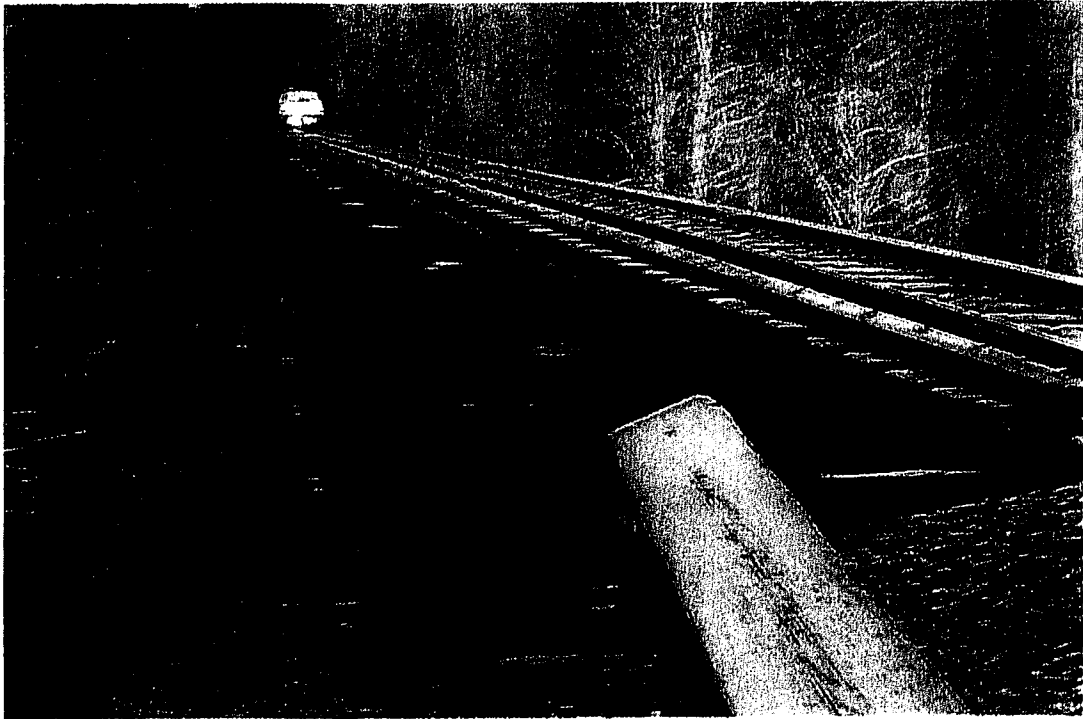
Bridge 719.07



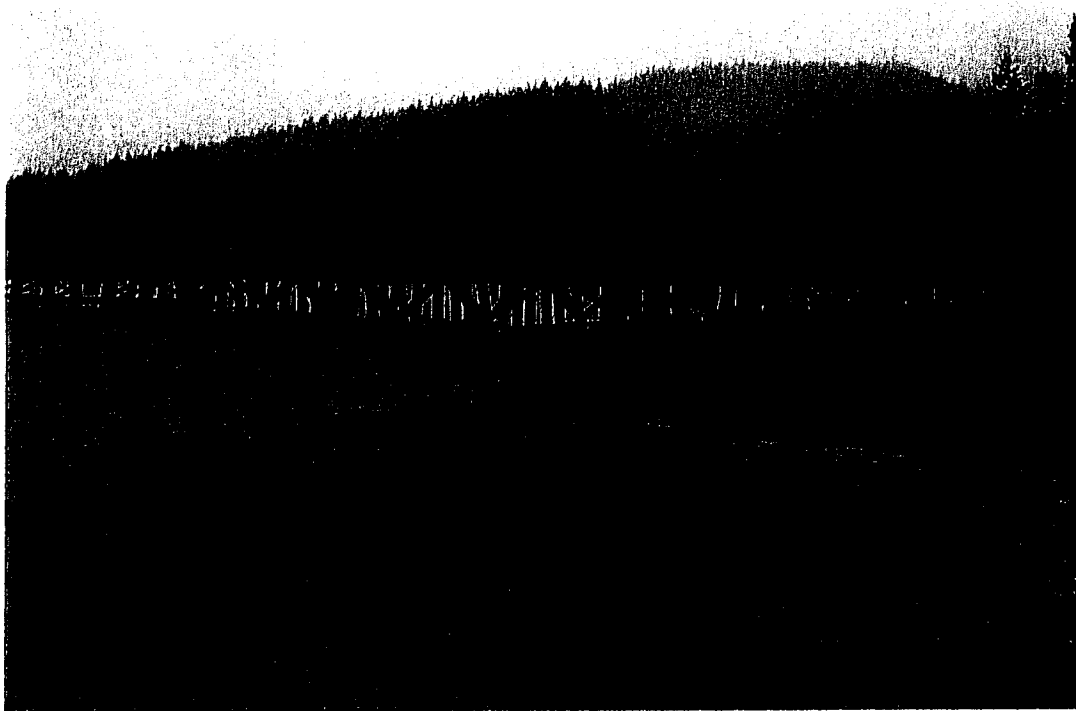
Bridge 719.21



Bridge 728.51



Bridge 729.04



Bridge 730.56 Section 1



Bridge 730.56 Section 2



Bridge 730.56 Section 3



Bridge 730.56 Section 4



Bridge 730.56 Section 5



Bridge 731.65 Section 1



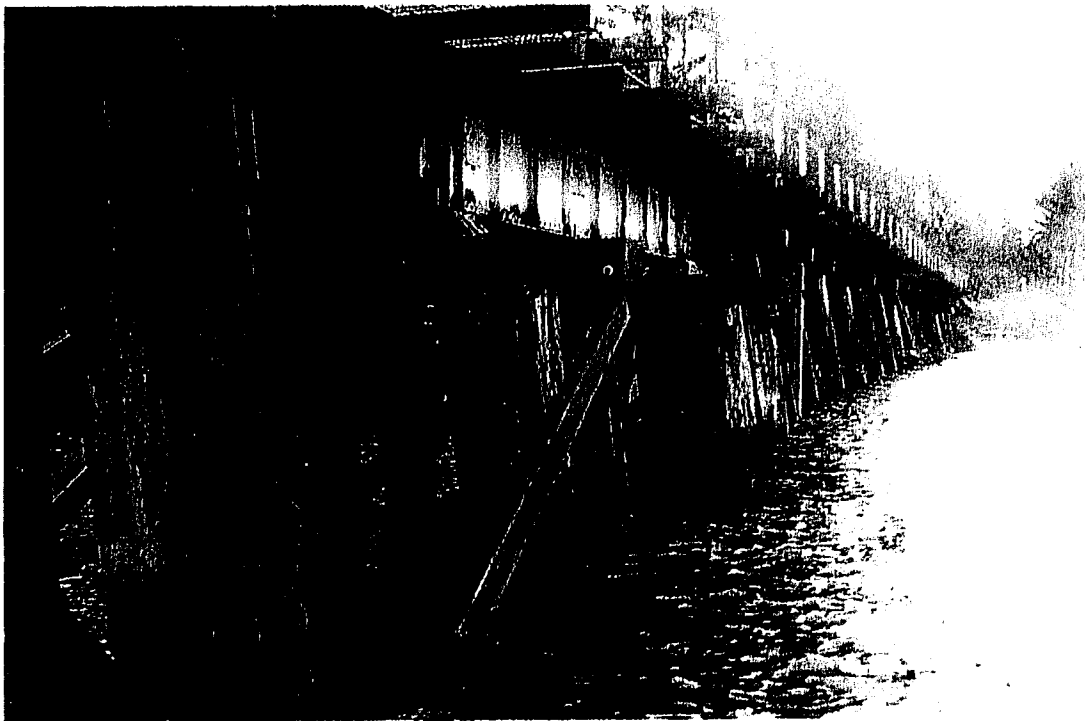
Bridge 731.65 Section 2



Bridge 731.65 Section 3



Bridge 732.84 Section 1



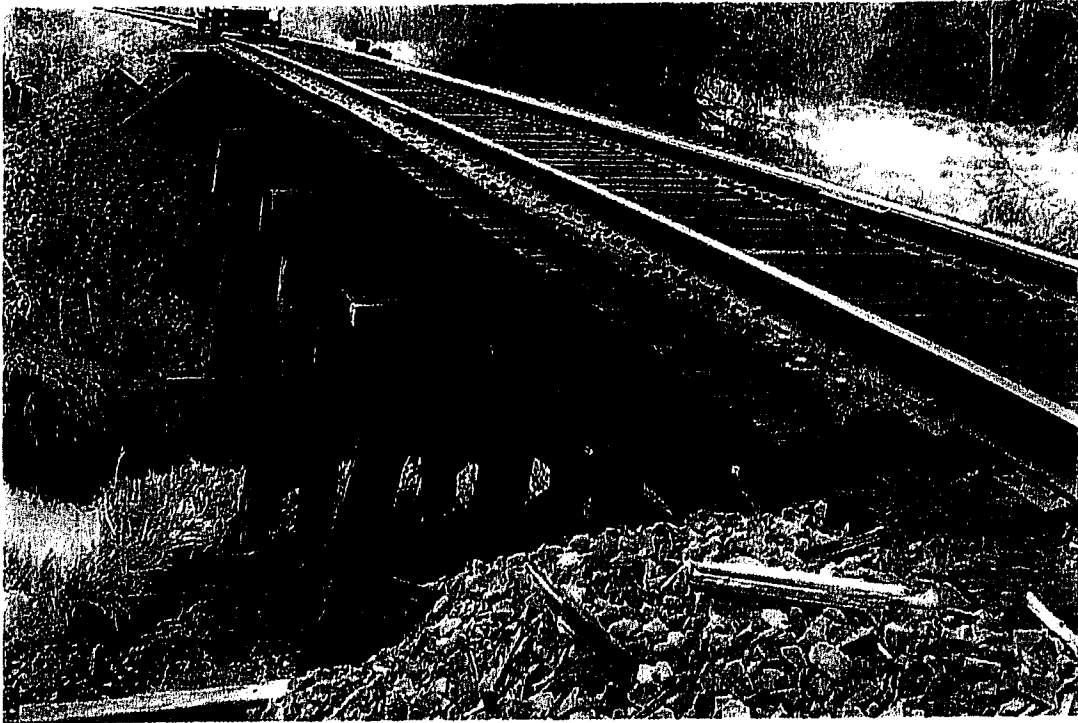
Bridge 732.84 Section 2



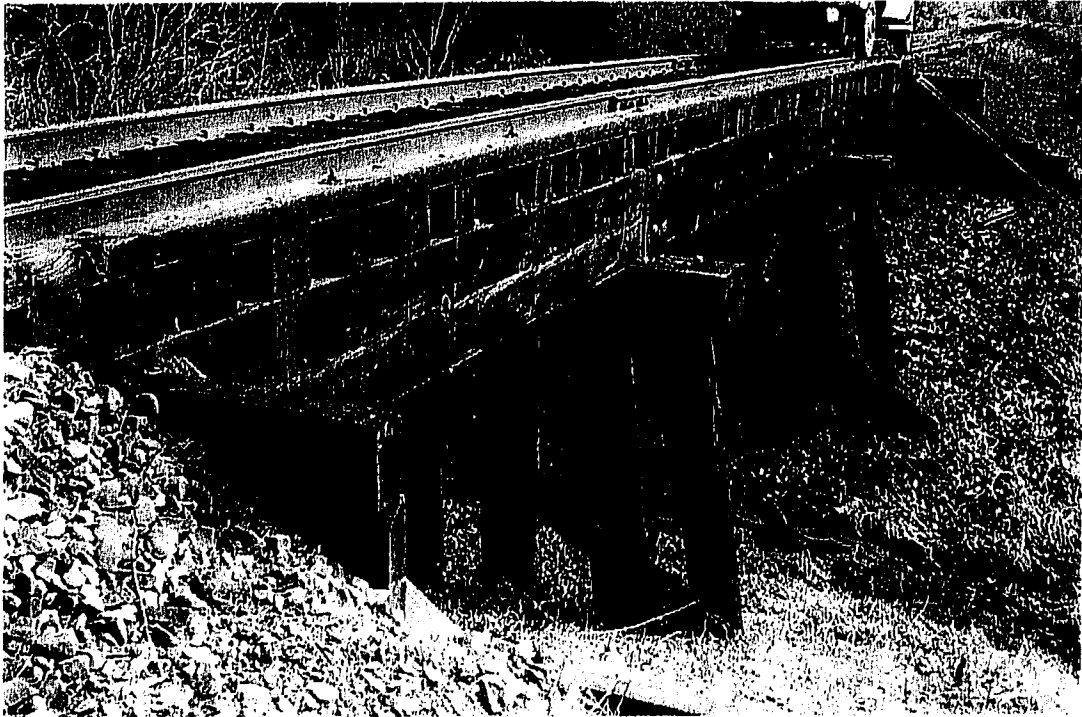
Bridge 732.84 Section 3



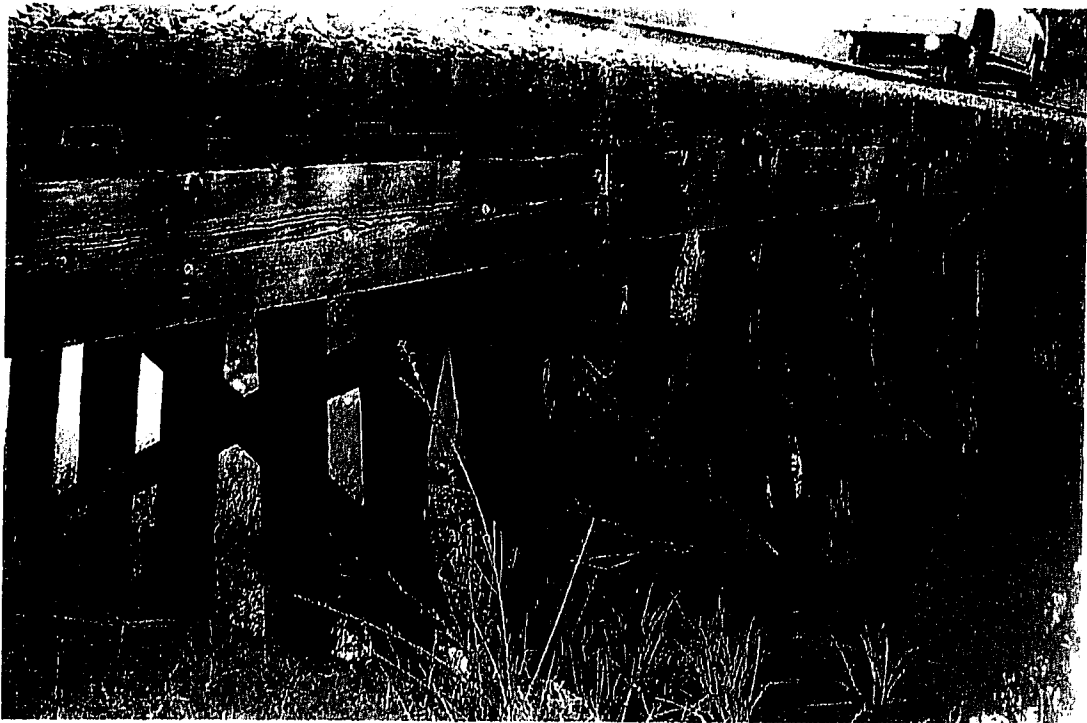
Bridge 735.86



Bridge 736.03



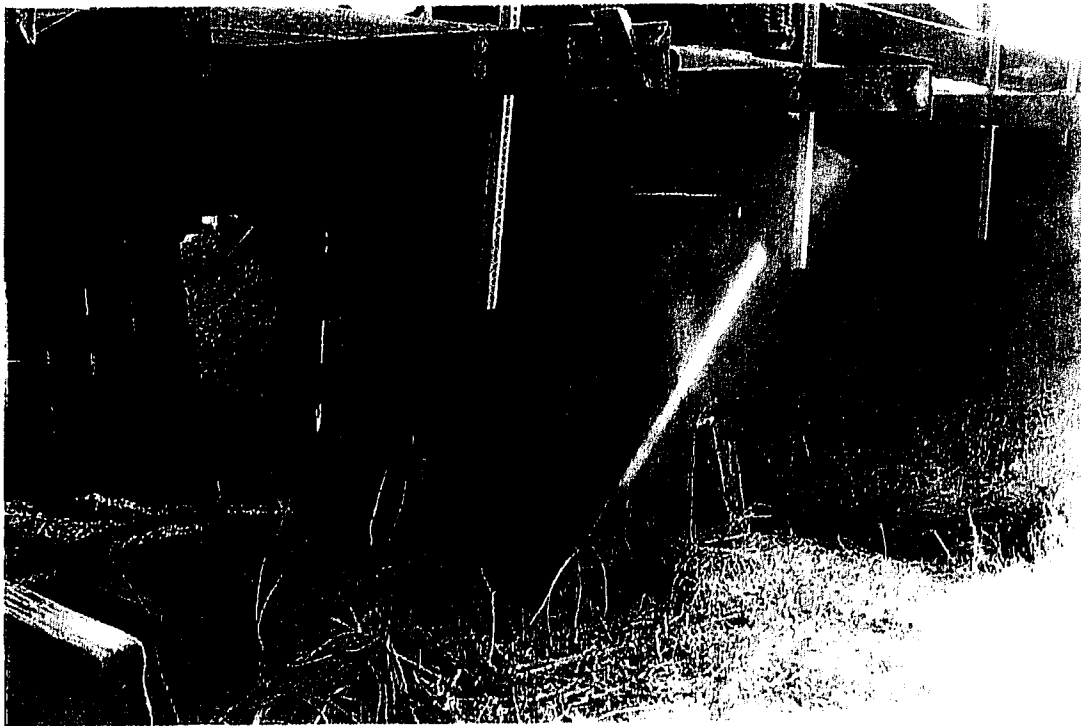
Bridge 736.51



Bridge 737.33



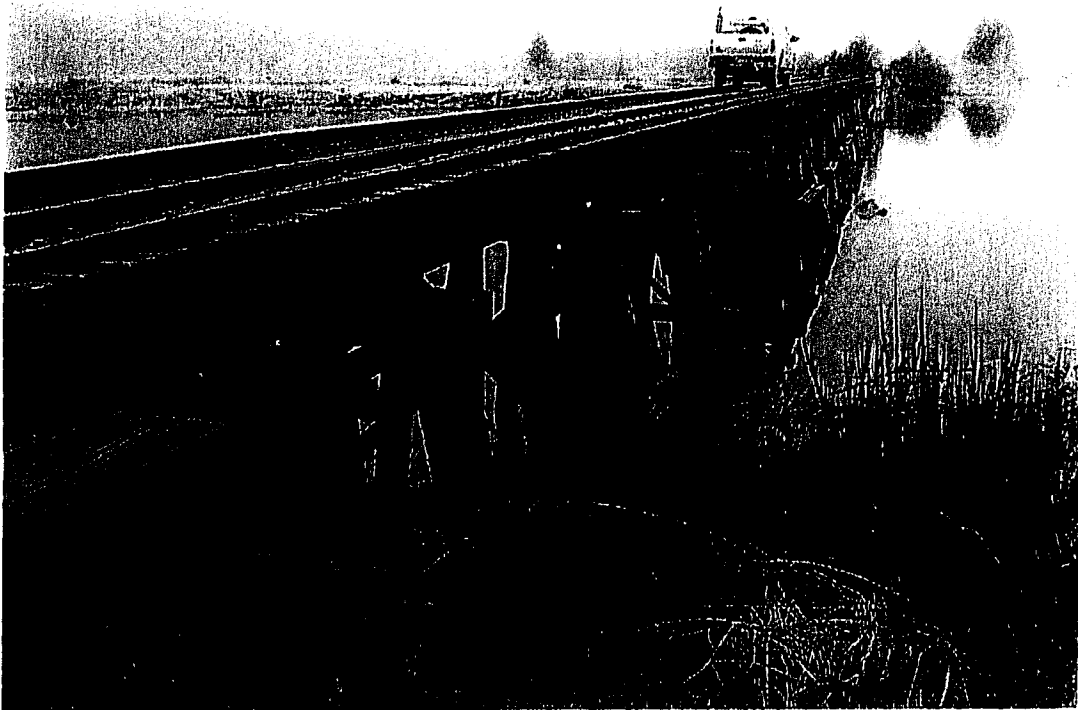
Bridge 738.70 Main



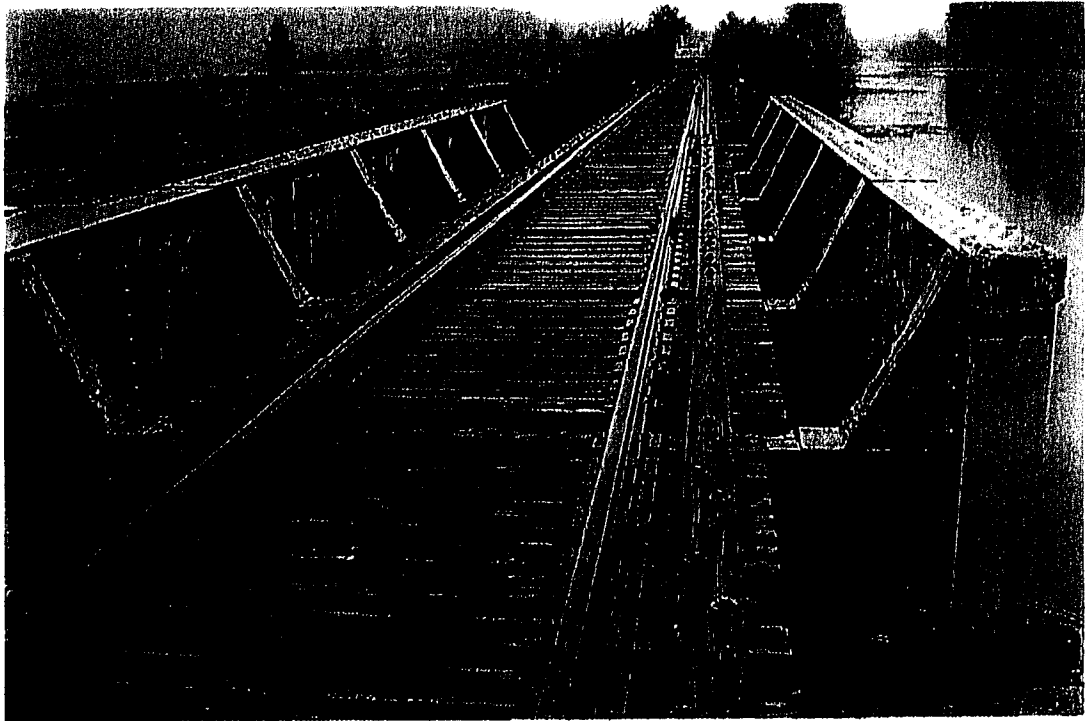
Bridge 738.70 Siding



Bridge 738.94



Bridge 739.14 Section 1



Bridge 739.14 Section 2



Bridge 739.14 Section 3



Bridge 739.43 Section 1



Bridge 739.43 Section 2



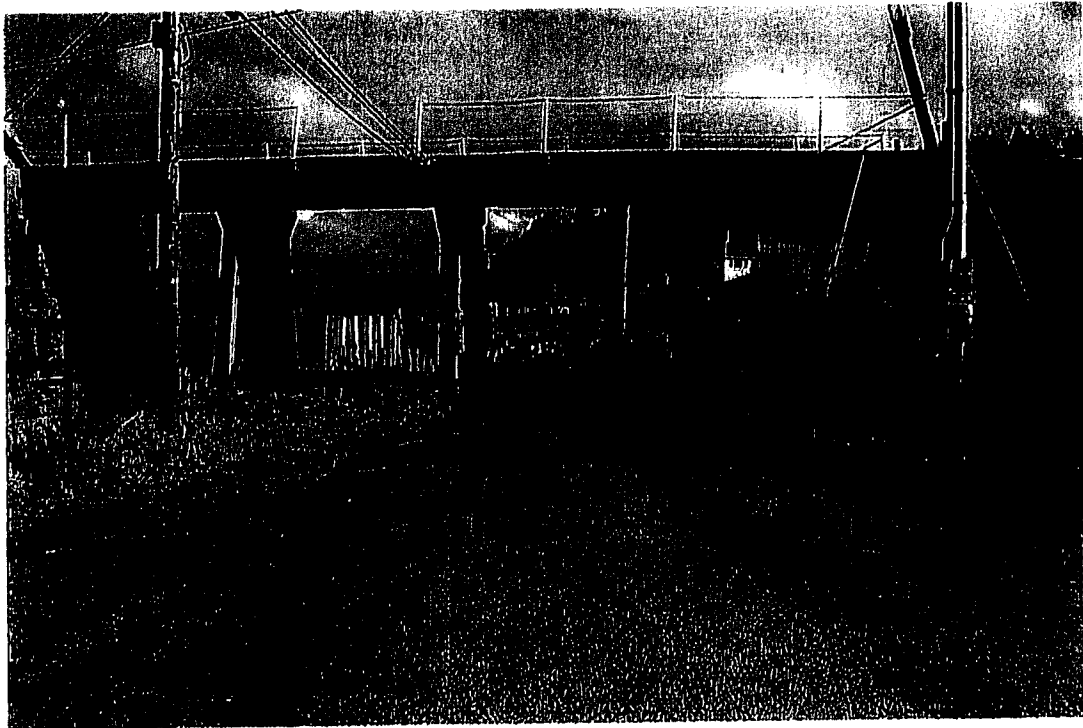
Bridge 739.43 Section 3



Bridge 739.68 Section 1



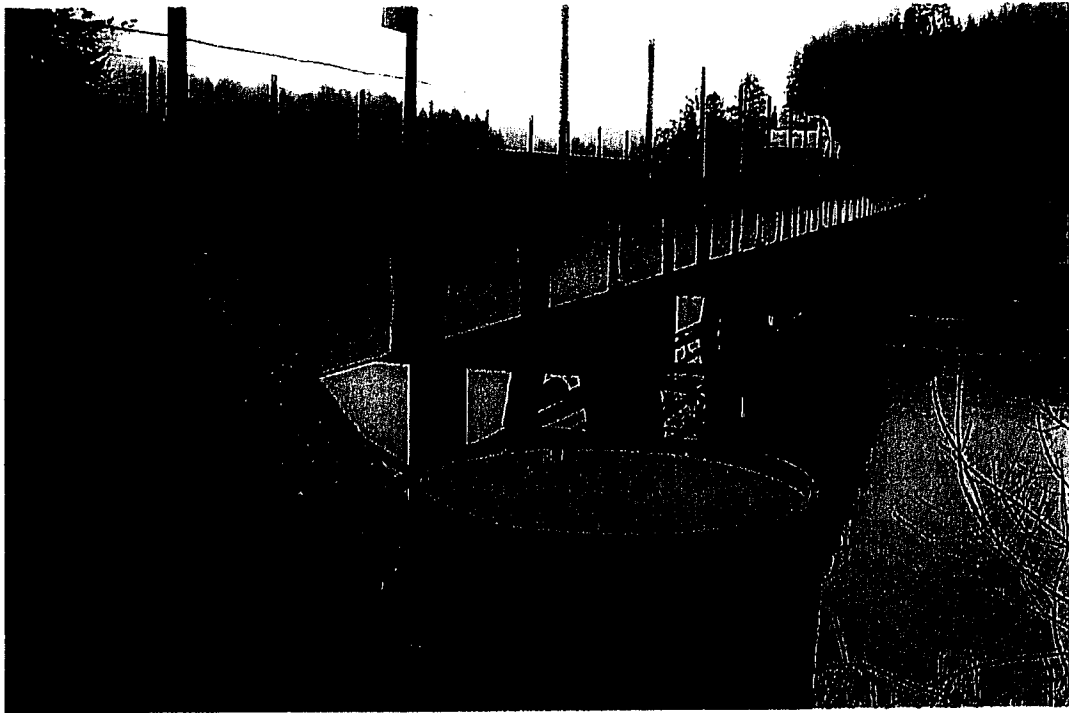
Bridge 739.68 Section 2



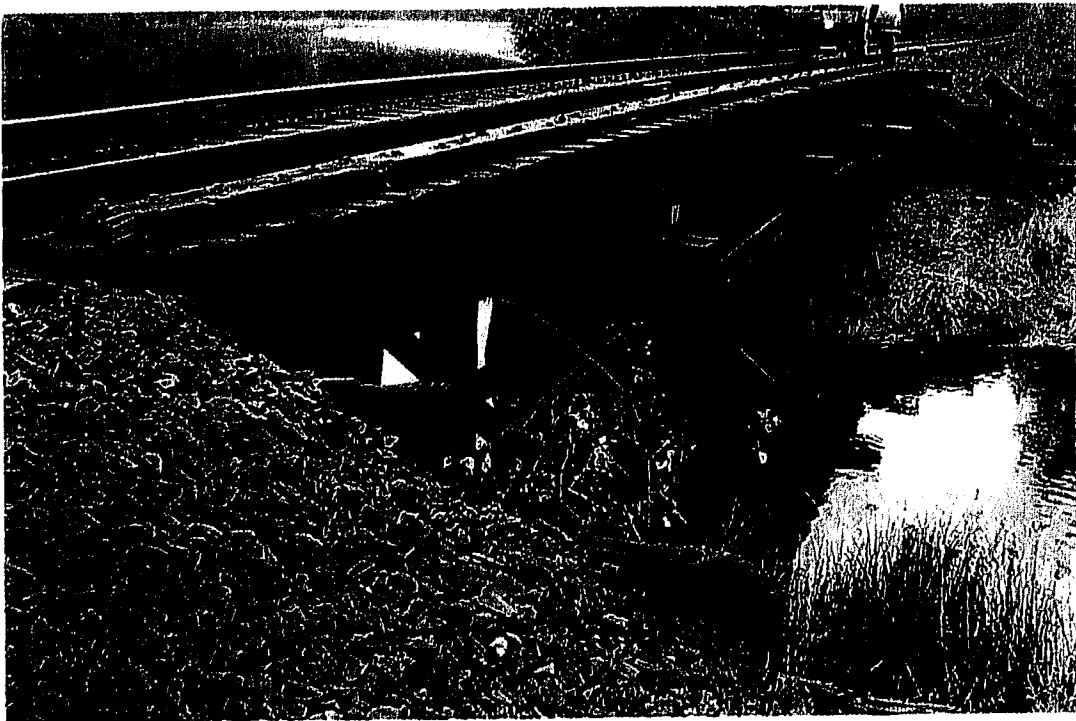
Bridge 739.68 Section 3



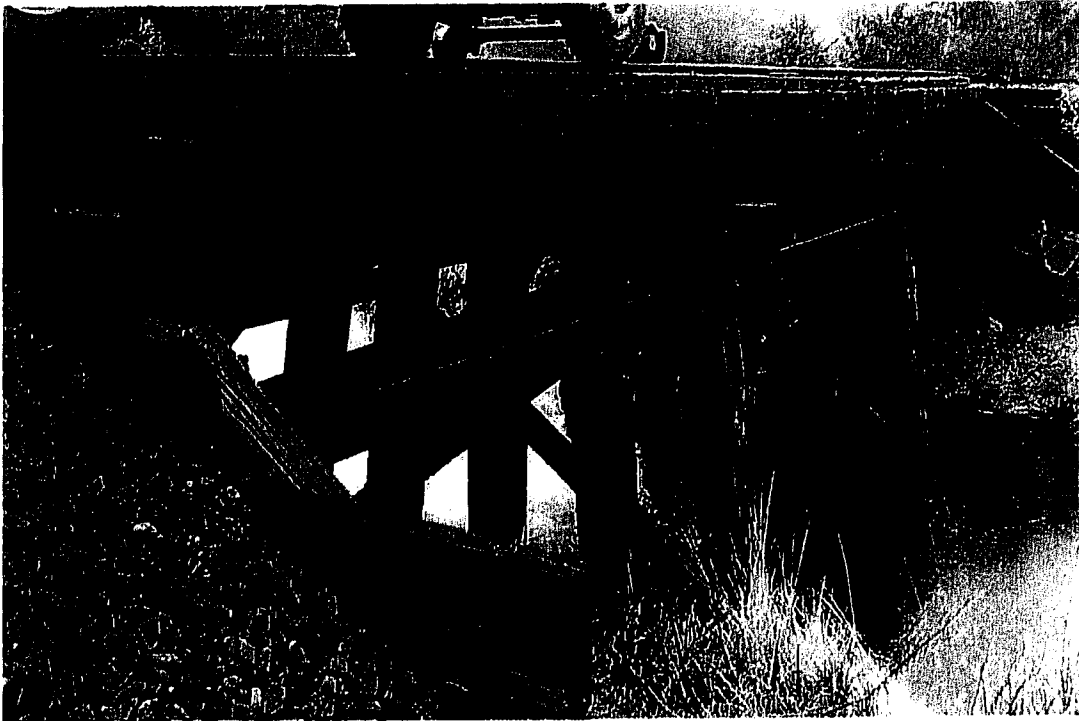
Bridge 740.25



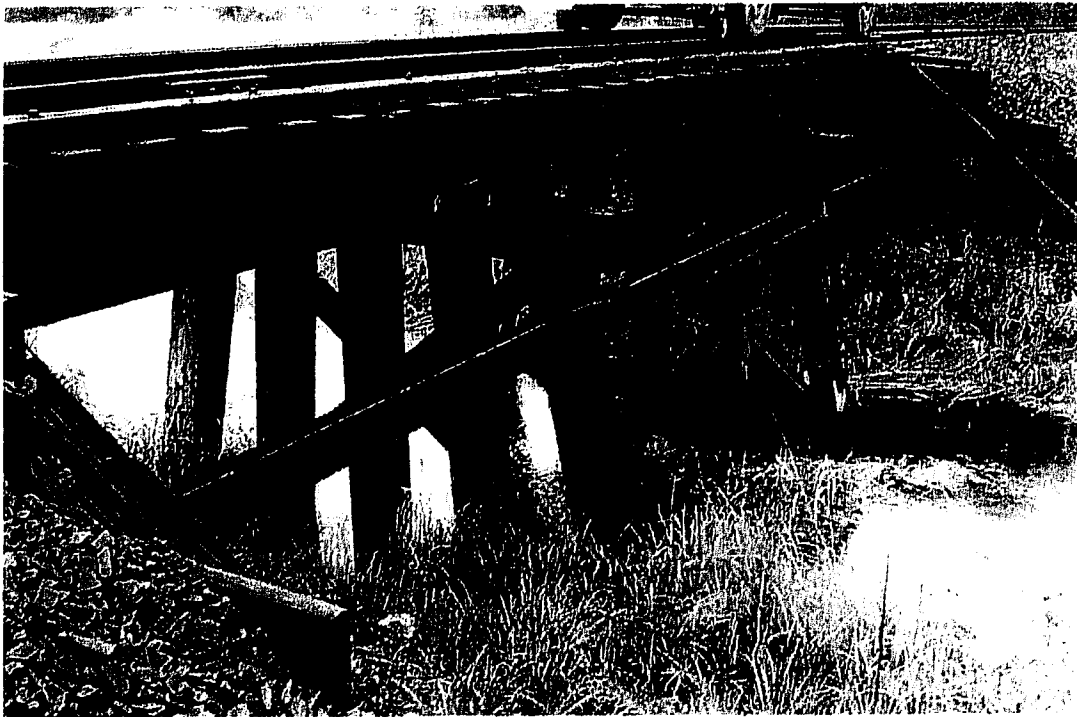
Bridge 740.84



Bridge 741.35



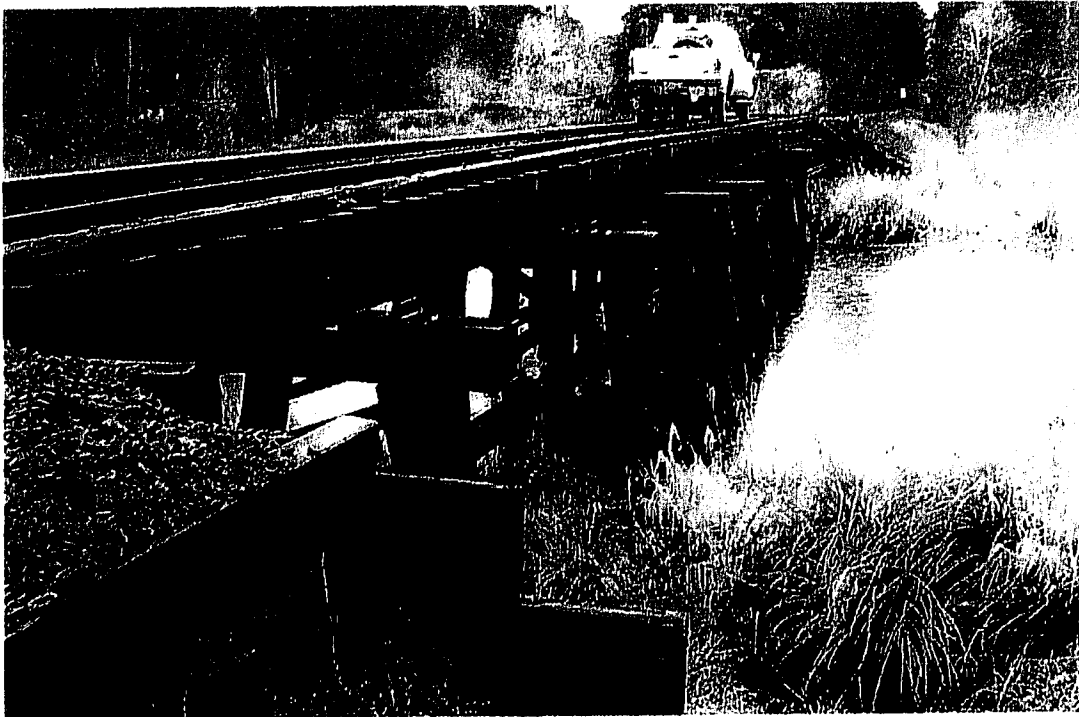
Bridge 741.74



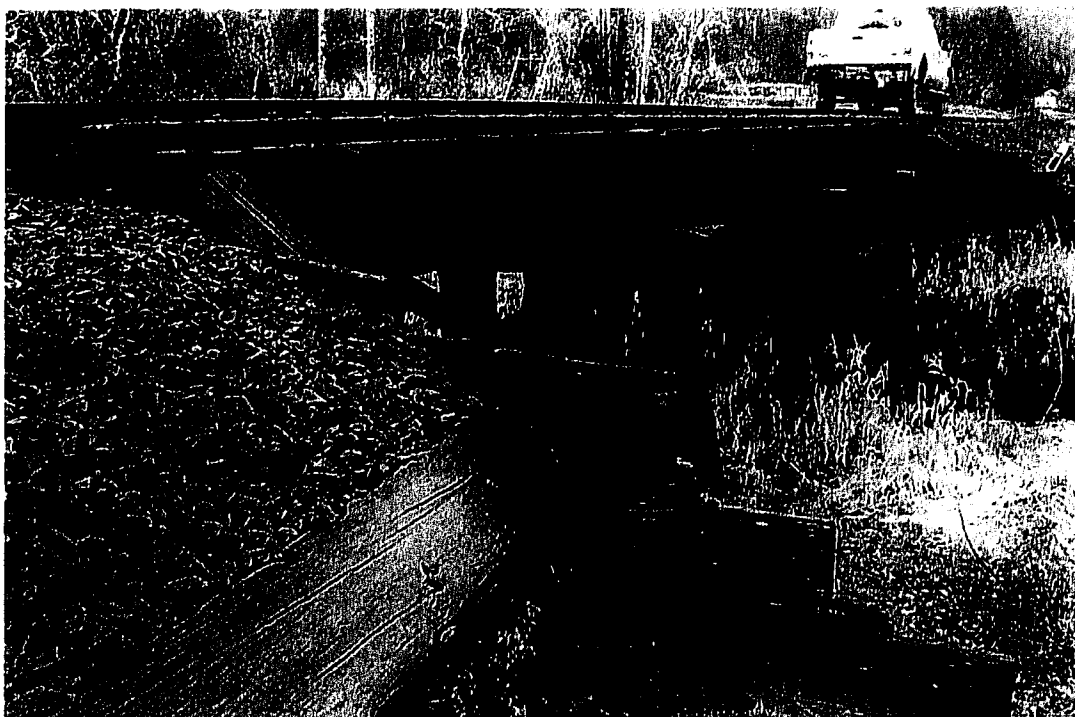
Bridge 742.05



Bridge 742.24



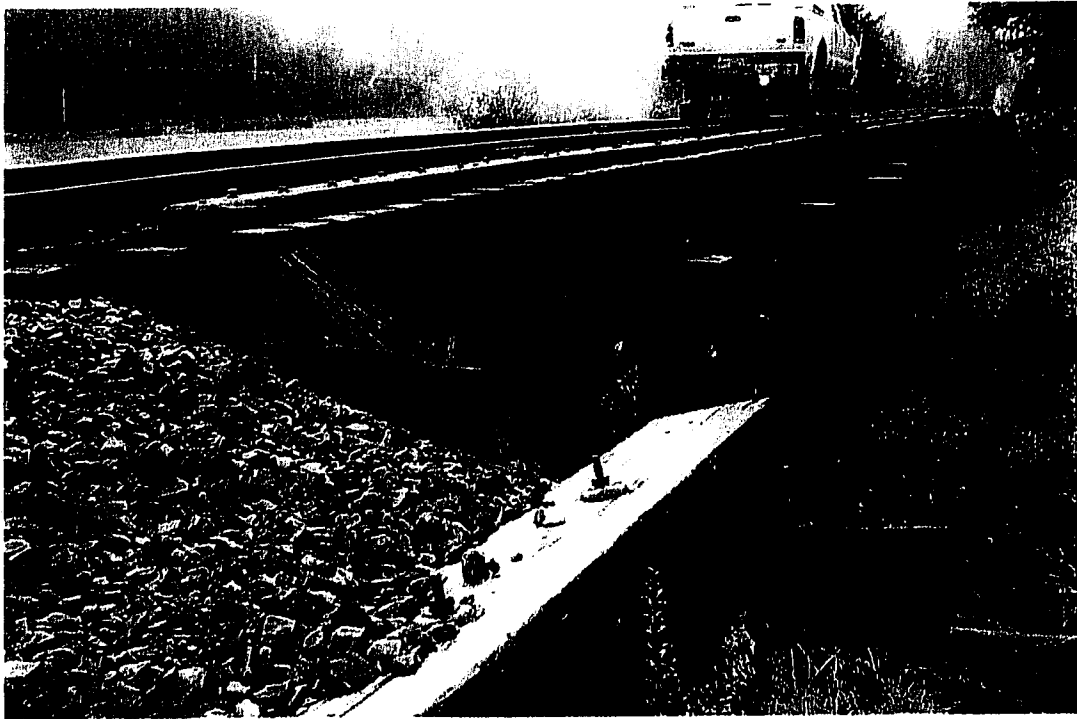
Bridge 742.72



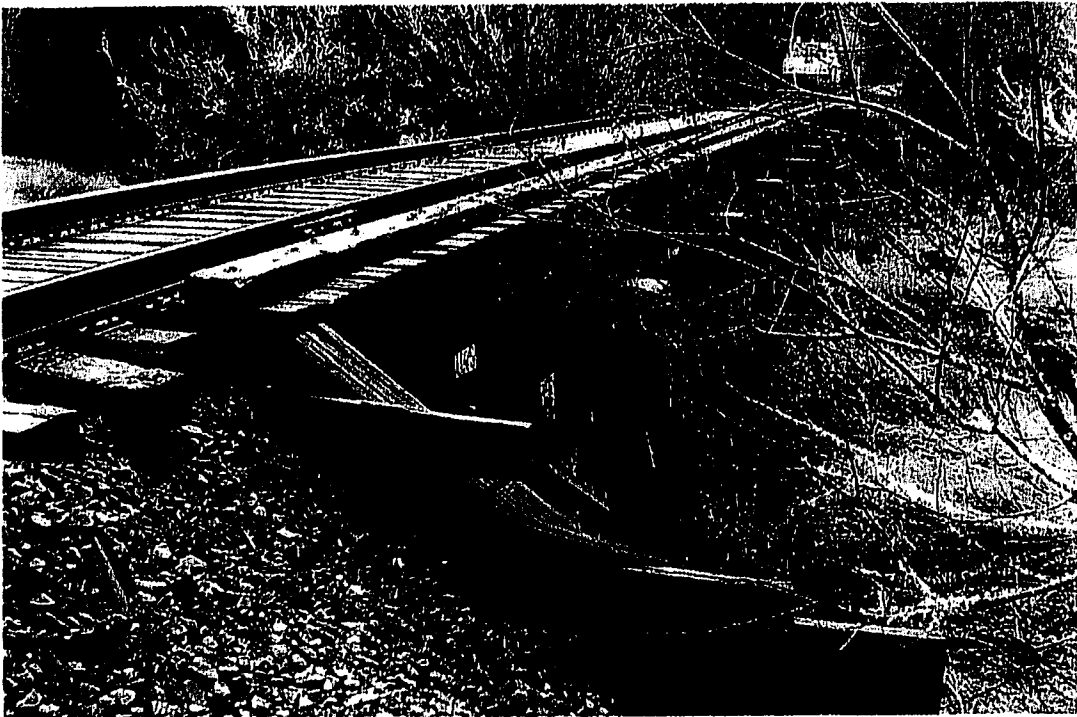
Bridge 742.95



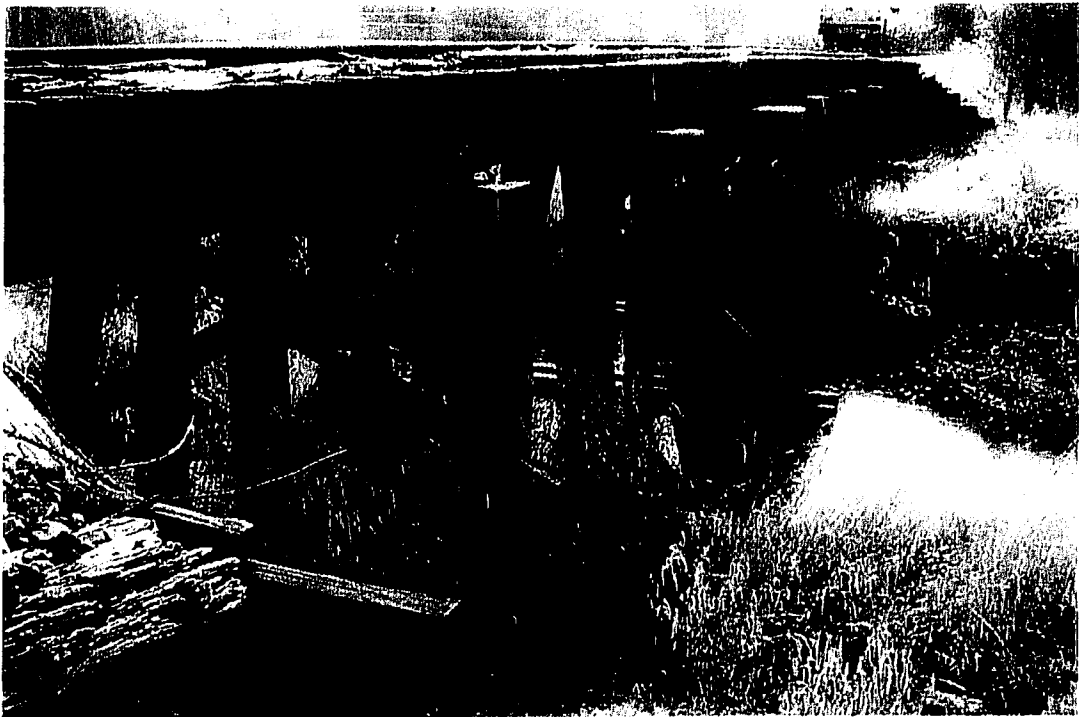
Bridge 743.20



Bridge 743.73



Bridge 743.88



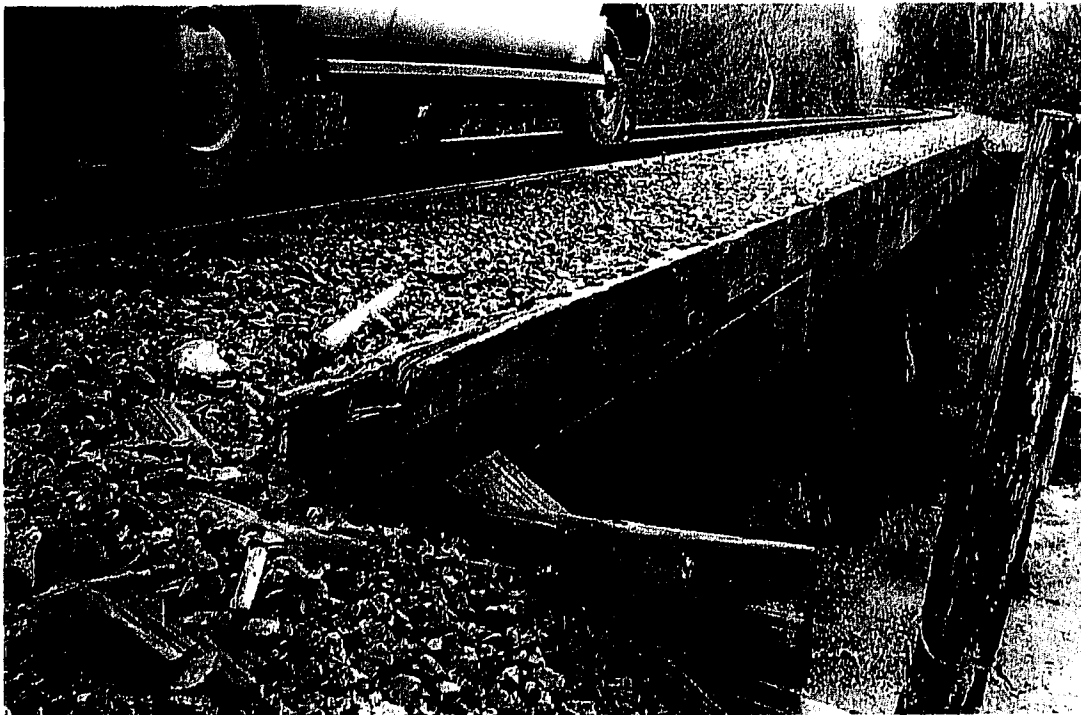
Bridge 743.97



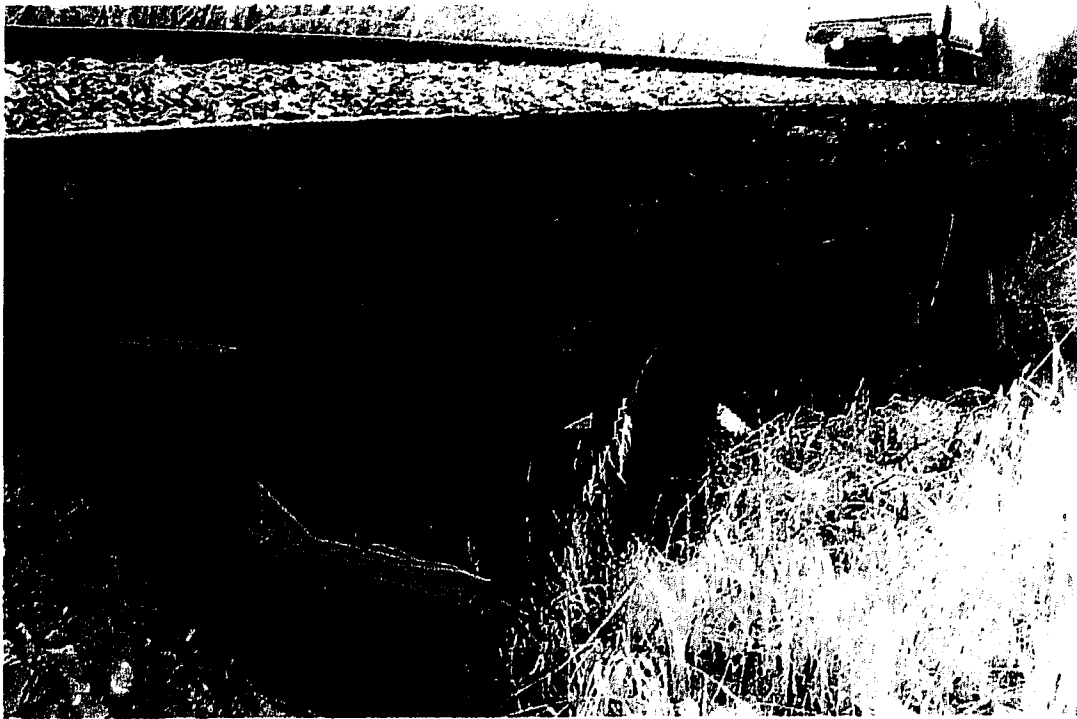
Bridge 744.24



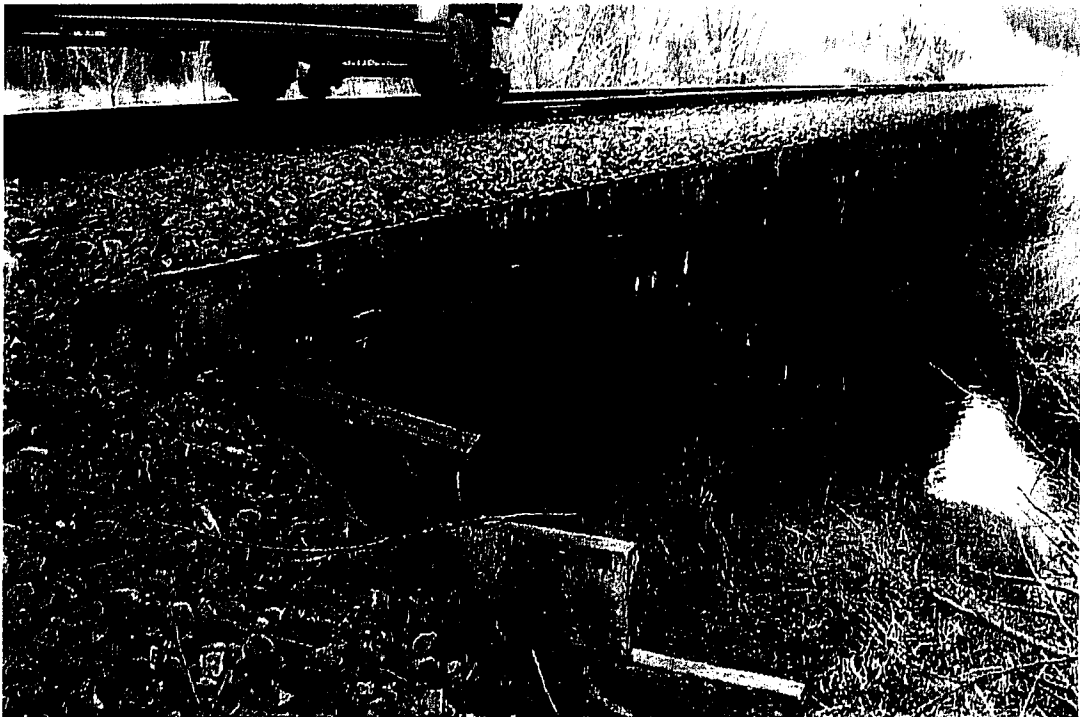
Bridge 744.44



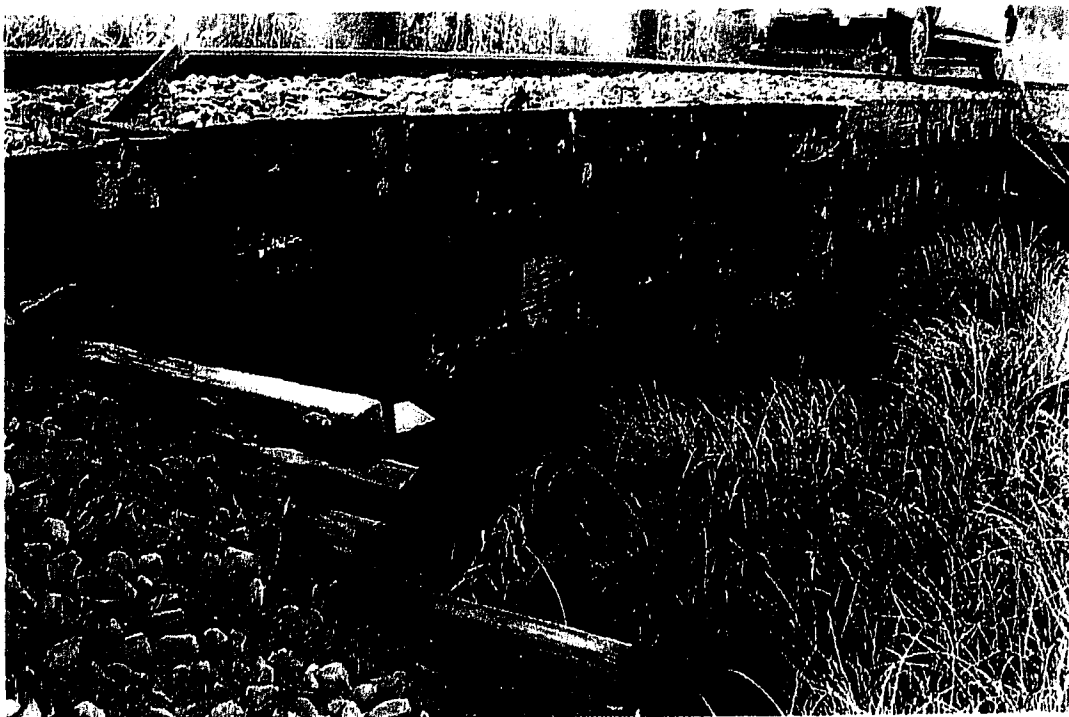
Bridge 744.70



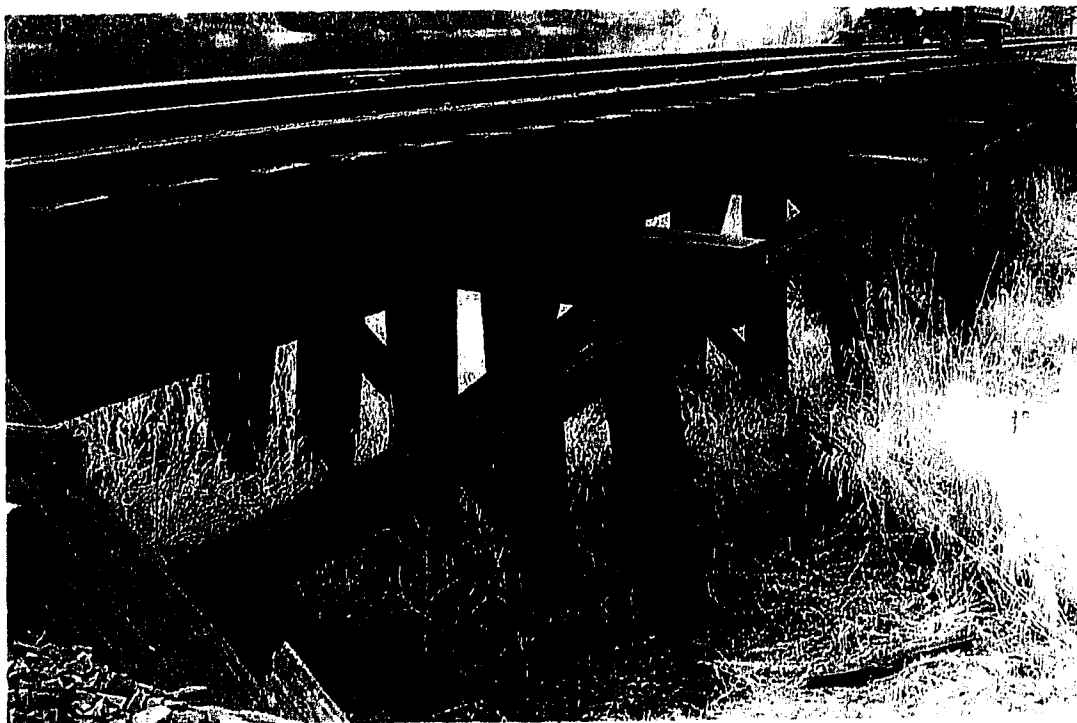
Bridge 744.83



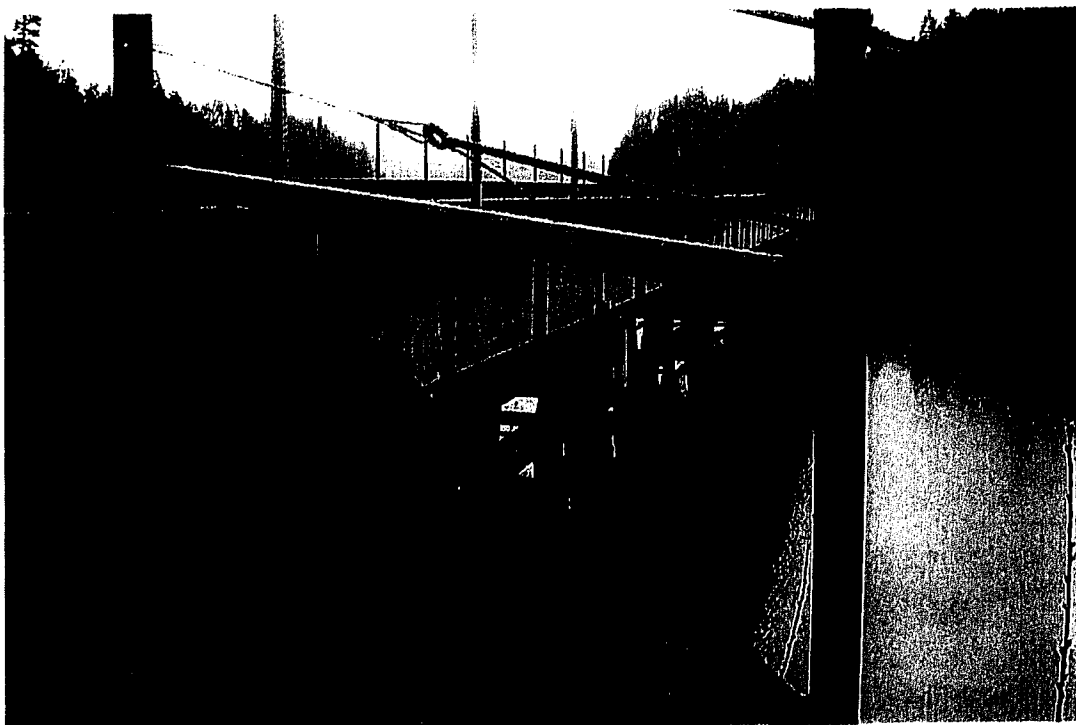
Bridge 748.06



Bridge 748.44



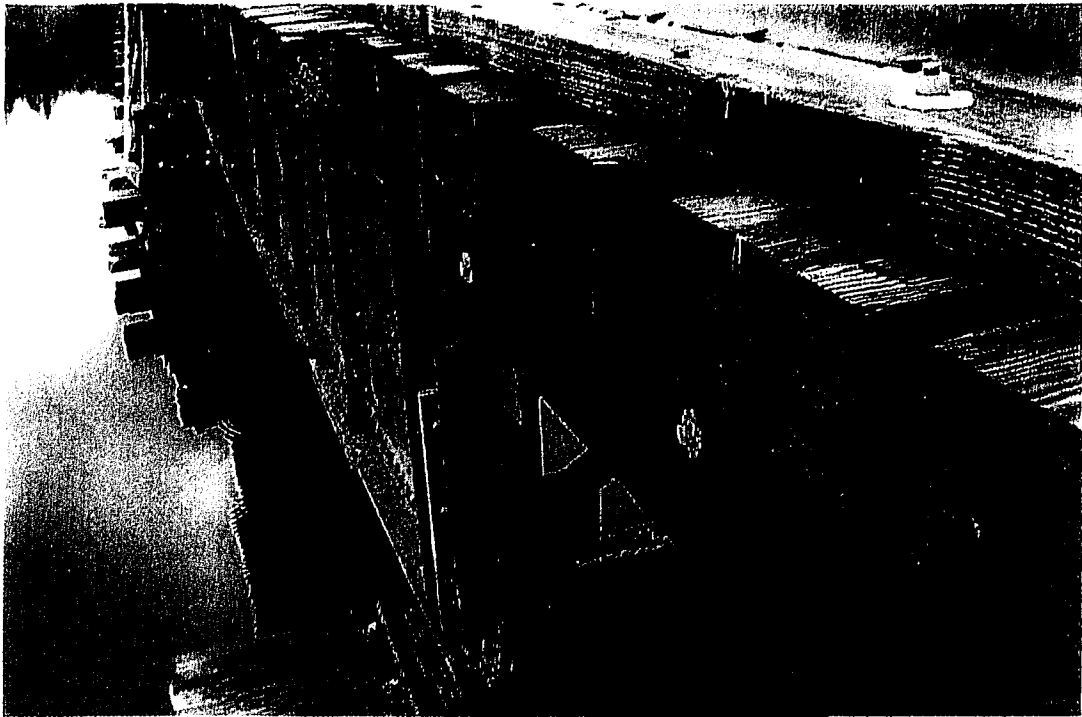
Bridge 748.68



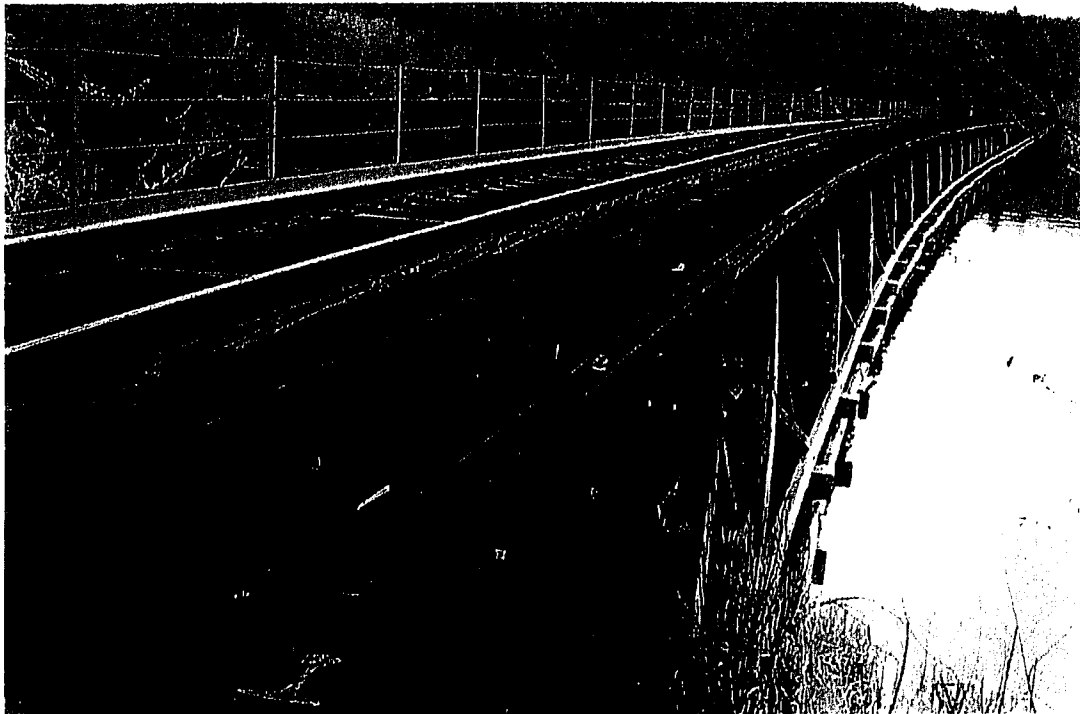
Bridge 749.89



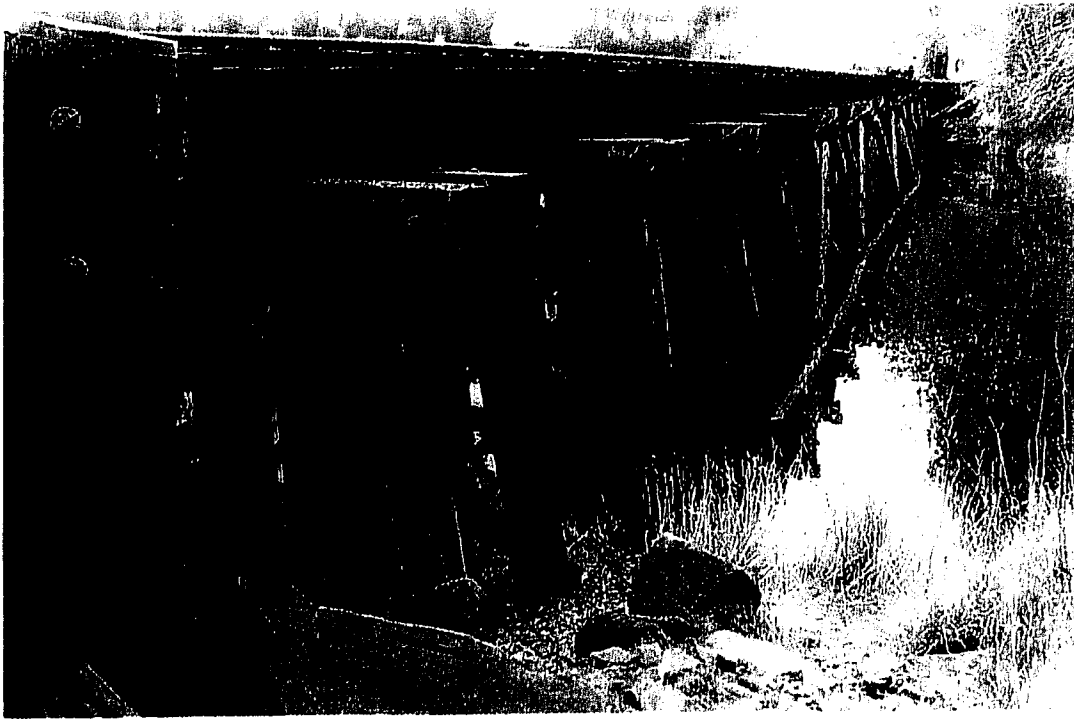
Bridge 750.46 Section 1



Bridge 750.46 Section 2



Bridge 750.46 Section 3



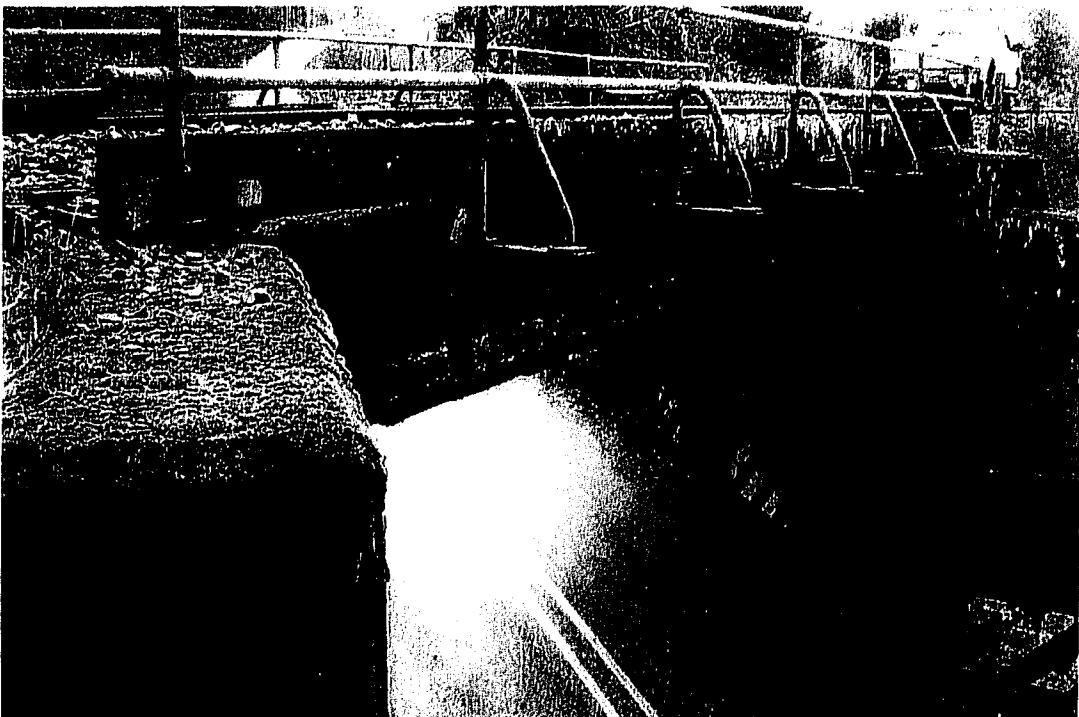
Bridge 751.02



Bridge 752.99



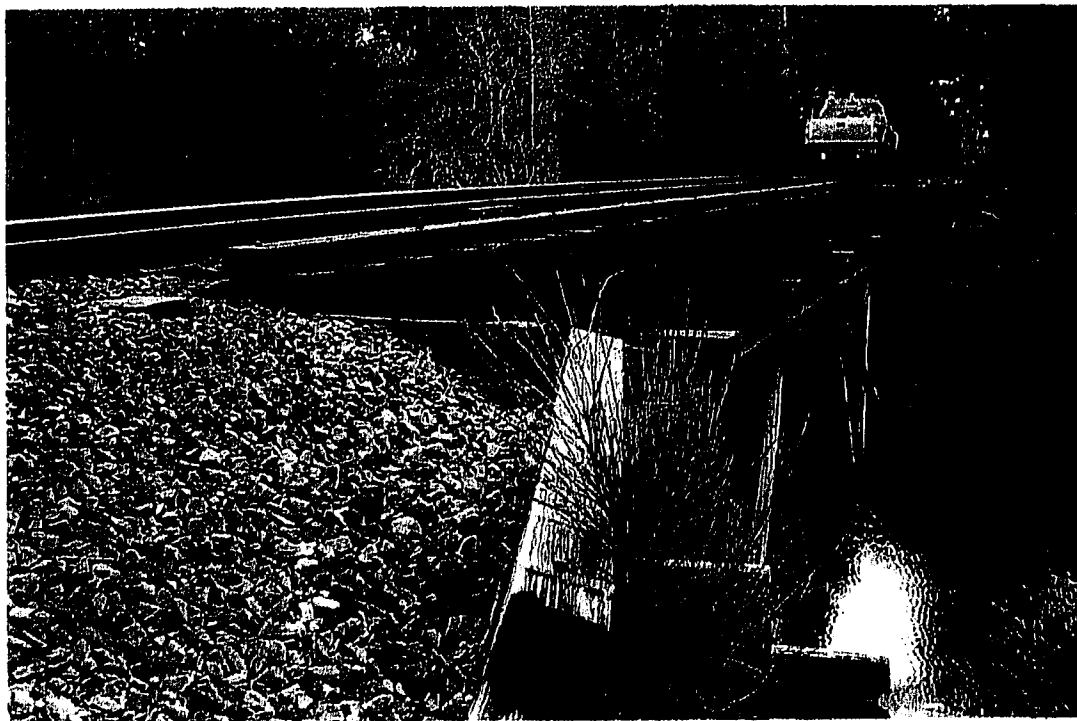
Bridge 753.48



Bridge 753.97



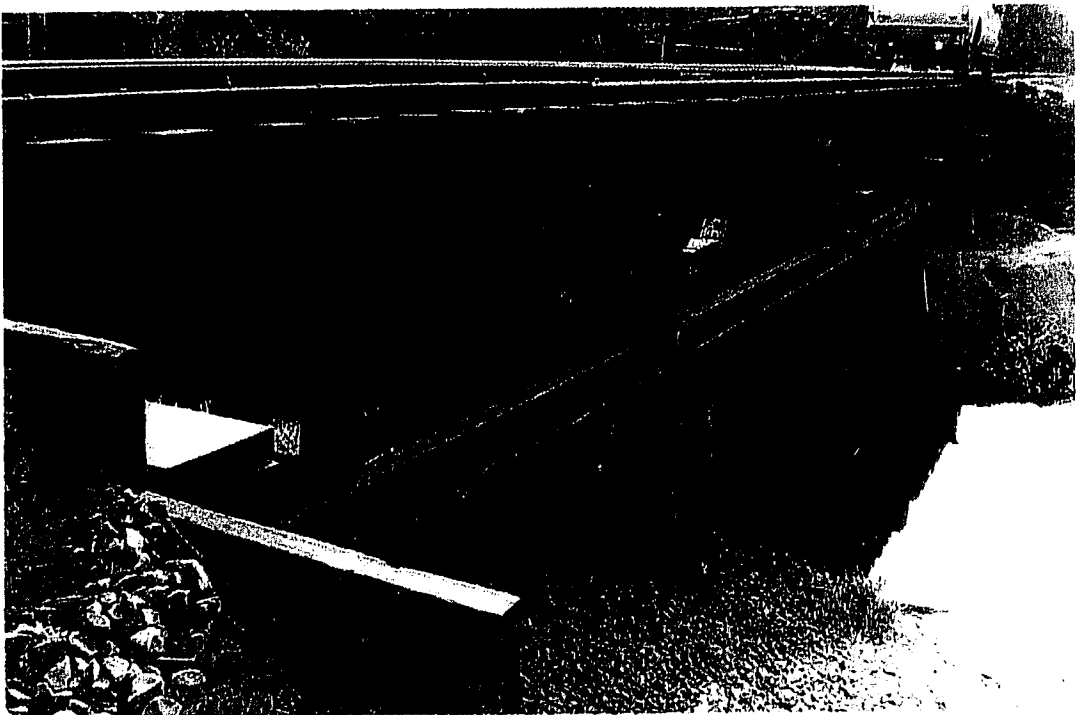
Bridge 755.63



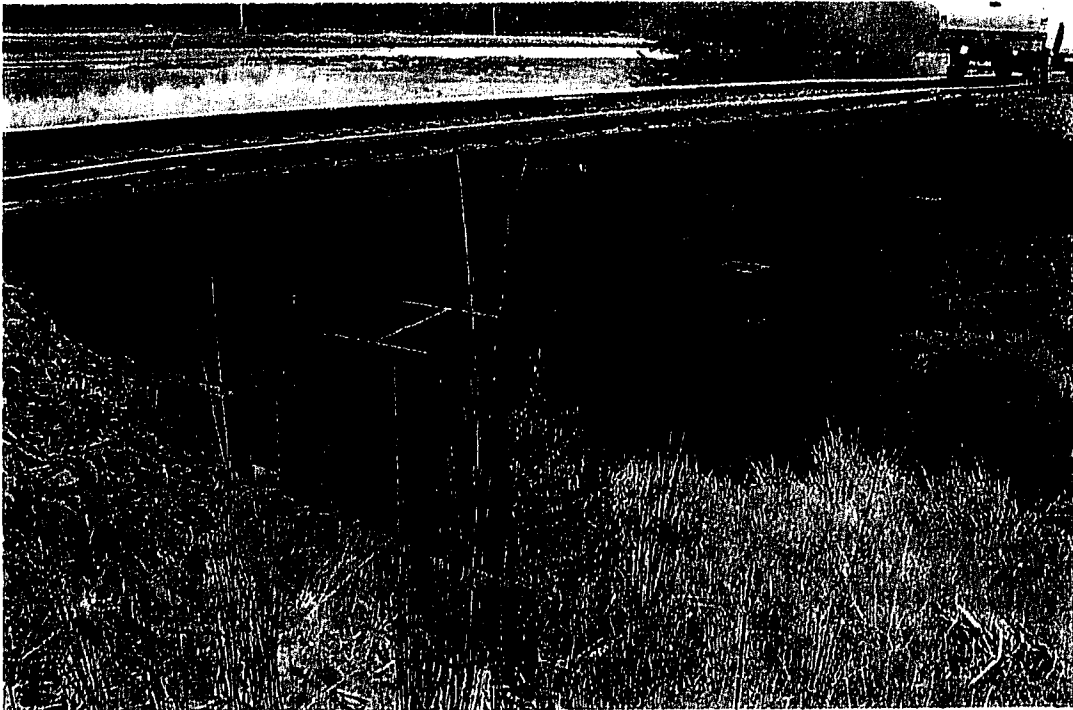
Bridge 756.13



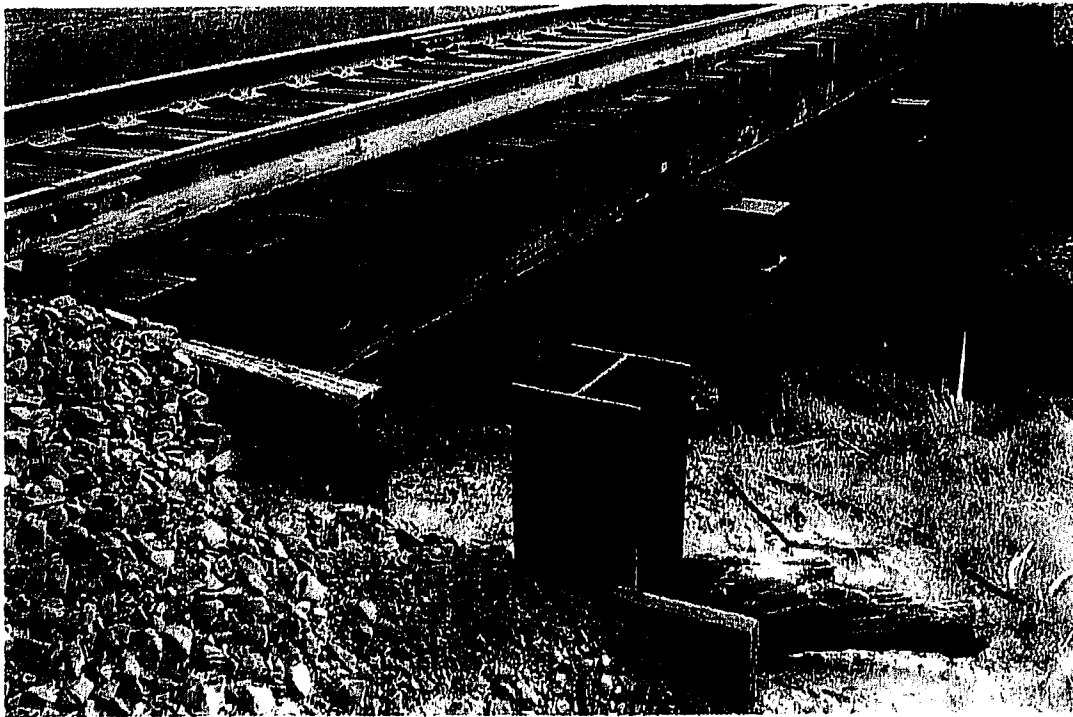
Bridge 756.55



Bridge 757.37



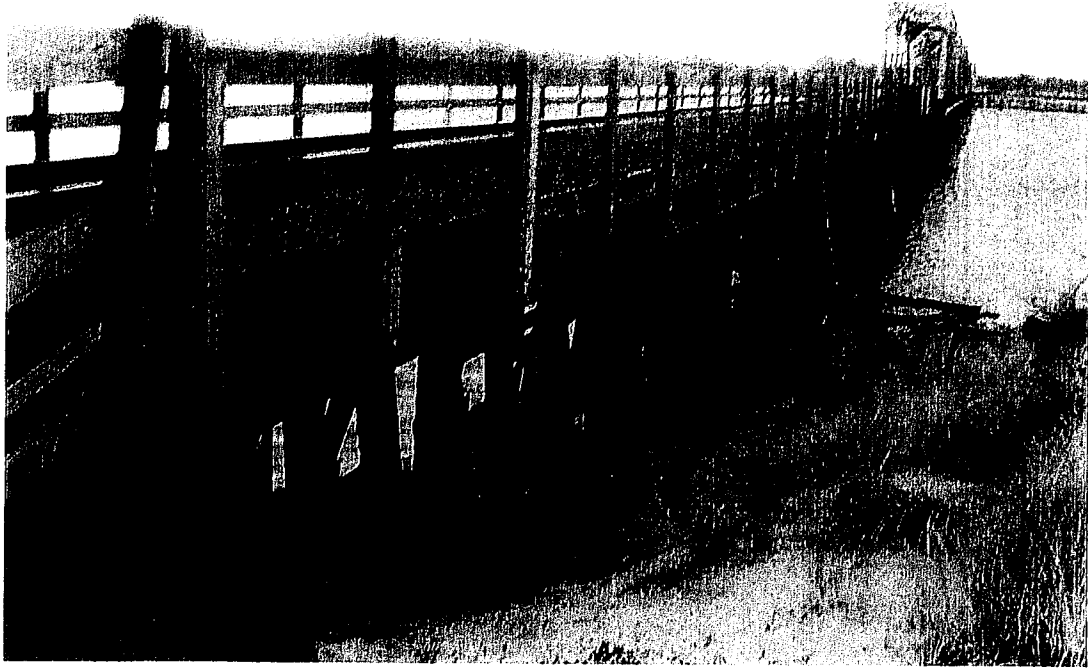
Bridge 761.13



Bridge 761.53

CORP Lease Line Bridges (UP Owned) – Coos Bay Sub MP 763.13 – MP 786.5

The Port of Coos Bay owns all 3 sections of Bridge 763.55



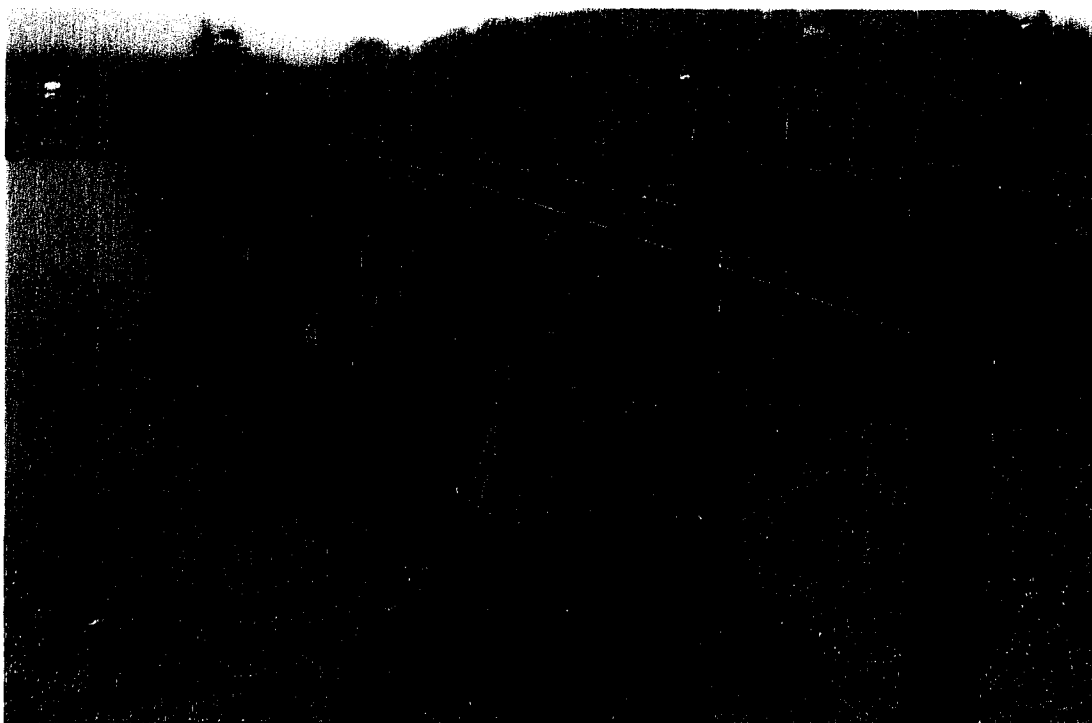
Bridge 763.55 Section 1



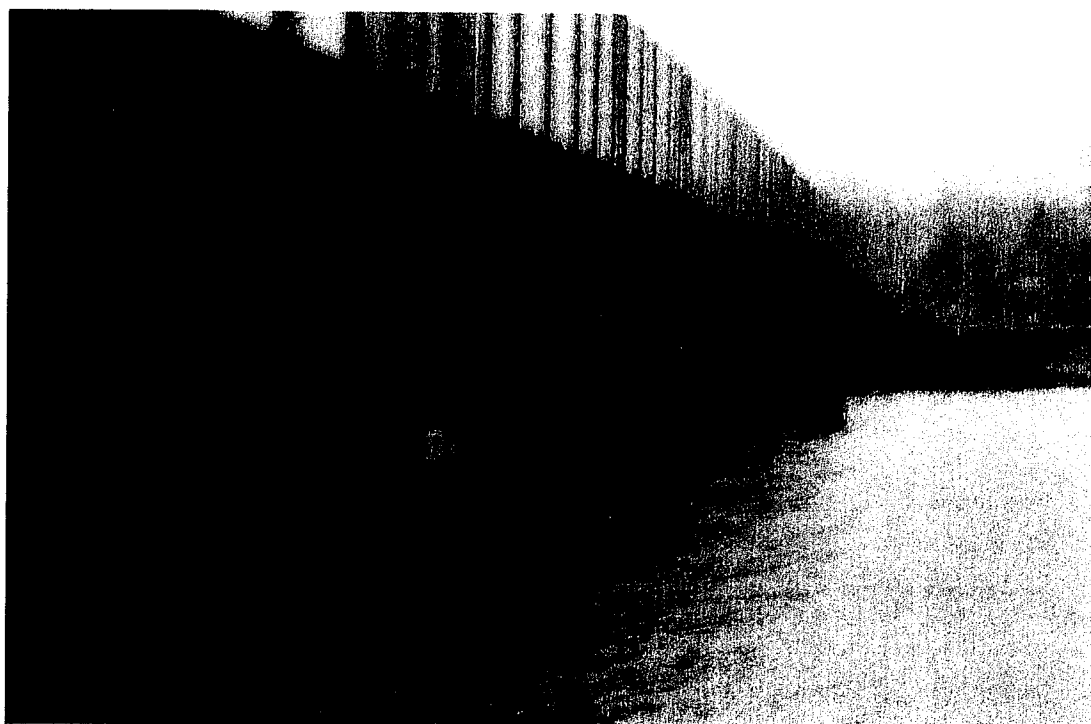
Bridge 763.55 Section 2



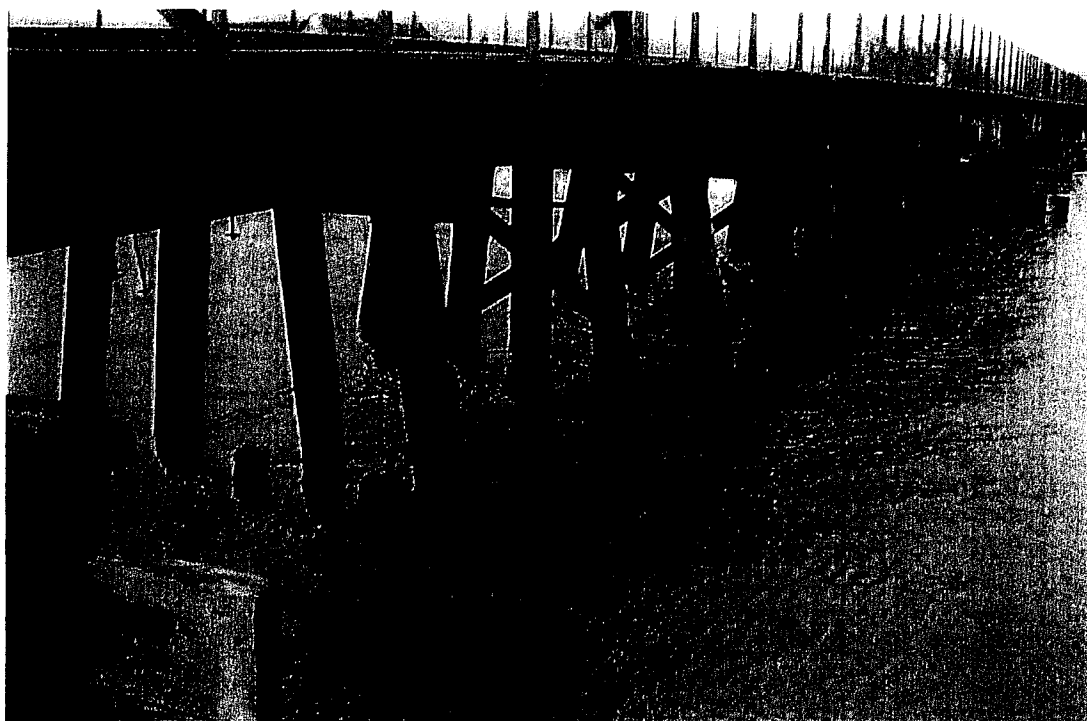
Bridge 763.55 Section 3



Bridge 769.11 Section 1



Bridge 769.11 Section 2



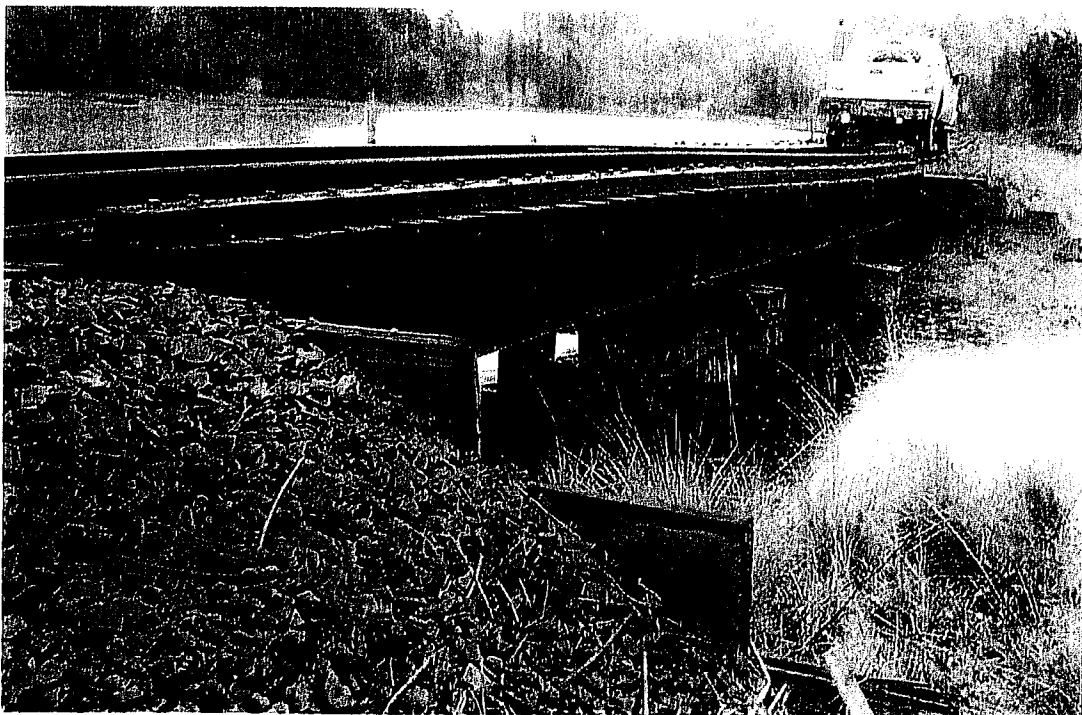
Bridge 769.11 Section 3



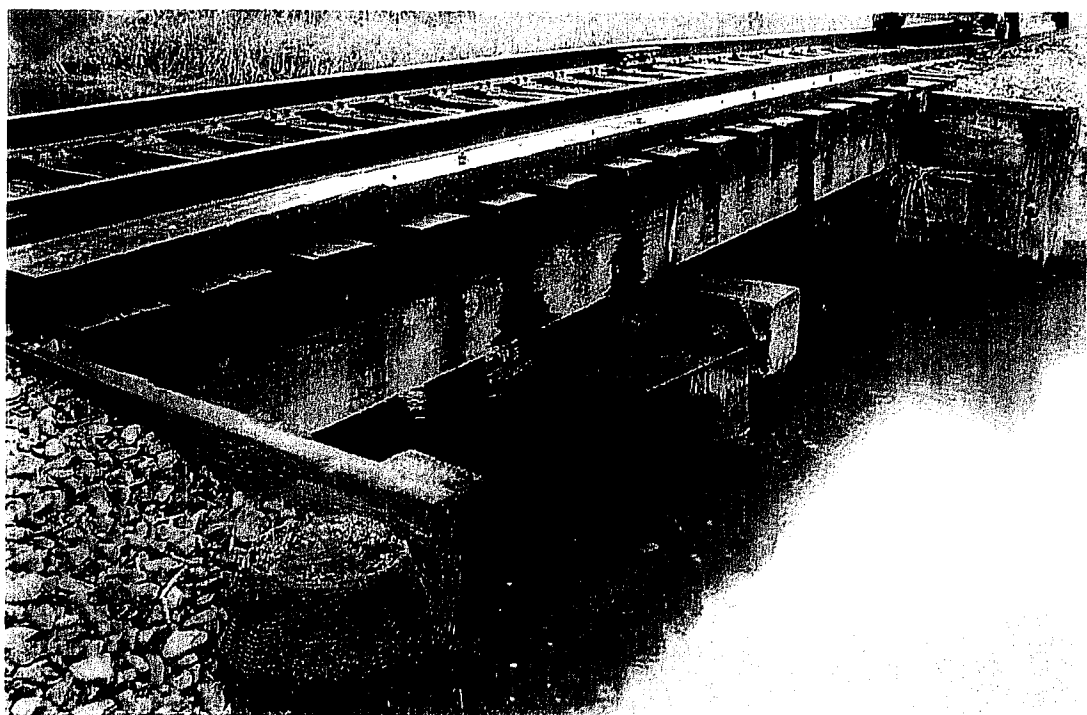
Bridge 771.76



Bridge 773.94



Bridge 776.56



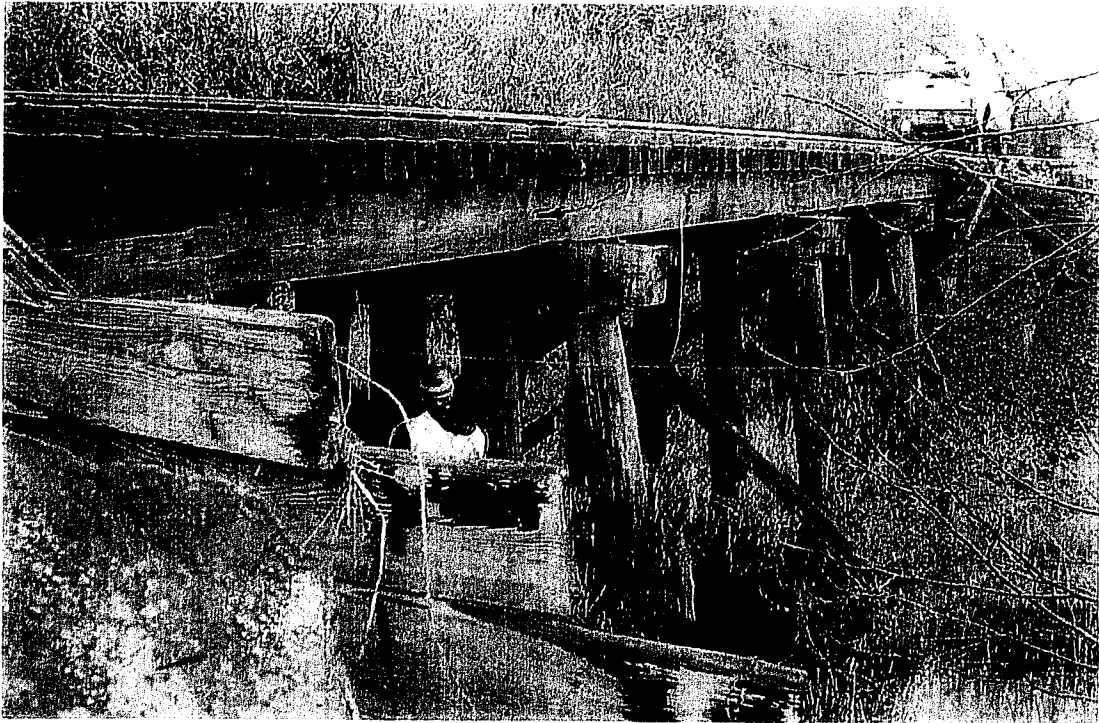
Bridge 777.03



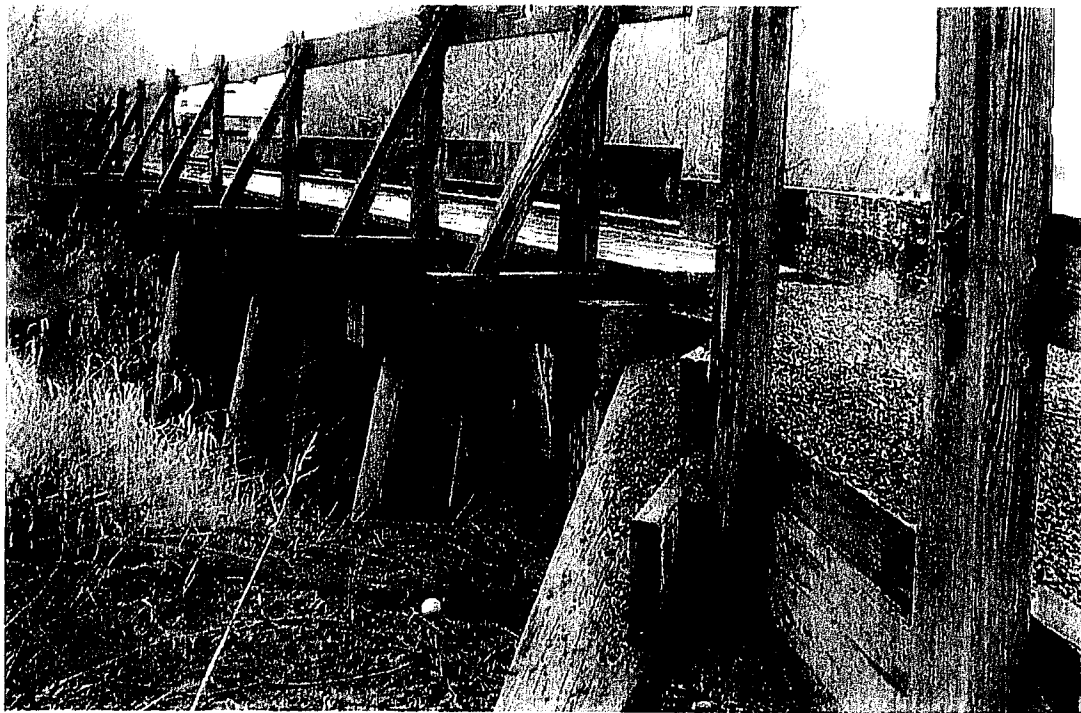
Bridge 779.80



Bridge 782.35



Bridge 782.53



Bridge 785.26



Bridge 785.33

EXHIBIT 5 – TRACK CHARTS

CENTRAL OREGON & PACIFIC RAILROAD, INC.
COOS BAY BRANCH

LAST REVISED
 AUGUST 23, 2000

MOBILE-TEL. STA.

NAME

RANGE

M. P.

M. P.

M. P.

M. P.

M. P.

M. P.

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M. P.

M. P.

M. P.

M. P.

YARD LIMIT
 DRAG. EOPT. DET.
 HOT BOX DET.
 PWR. SW.
 INT. SIG. B. NO.
 ABSOLUTE SIG.
 SHIPPED LOAD DET.
 TEMP-WIND GAGE
 HIGH WATER DET.

TOPOGRAPHY
 ELEV. TOP OF RAIL
 AT STATION MAX
 CONTROL POINTS B
 STATION NAMES
 CIRCULAR 7 NUMBER
 MILE POST LOCATION
 LOT# (CLEAR) OF SIDING

MAX. GRADE PERCENT
 (SUB GRADE)

SLIDE WARNING
 EL. ABOVE SEA LEVEL
 FIBER OPTICS
 C.T. C.
 A.B.S.
 SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT &
 FLANGE LUBRICATORS

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING

SIDING

TIE GANG

SIDING

MAIN

GRADE XING DATA

X-BLOCK

FLASHER

GATES

TRAP PTE

STOP SIGN

SIGNAL

CONT. LEVER

GRADE XING DATA

X-BLOCK

FLASHER

GATES

TRAP PTE

STOP SIGN

SIGNAL

CONT. LEVER

SOLD TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC FIN DOC 36463 DATED 11-21-1994 PER AGREEMENT XXXXX EFFECTIVE 11-21-1994 FROM MP 763.13 TO MP 652.114

CONSTRUCTED BY WILLAMETTE PACIFIC RAILROAD-1914

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CENTRAL OREGON & PACIFIC RAILROAD, INC.
COOS BAY BRANCH

LAST REVISED
 AUGUST 22, 2000

MOBILE-TEL. STA.

NAME
 RANGE
 N. P. M. P.

- YARD LIMIT
- DRAG EOPT. DET.
- HOT BOX DET.
- ENR-SW
- INT. SIG. & NO.
- ABSOLUTE SIG.
- HIGH WIDE
- TEMP. SWING DET.
- TEMP. SWING
- HIGH WATER DET.

TOPOGRAPHY
 ELEV. TOP OF RAIL
 AT STATION A.P.
 CONTROL POINTS &
 STATION NAMES
 CIRCULAR 7 NUMBER
 MILE POST LOCATION
 LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
 (SUS GRADE)

SLIDE WARNING
 ELEV. ABOVE SEA LEVEL
 FIBER OPTICS
 C. T. C.
 A. B. S.
 SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT &
 FLANGE LUBRICATORS

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING

SIDING

TRUCKING

SIDING

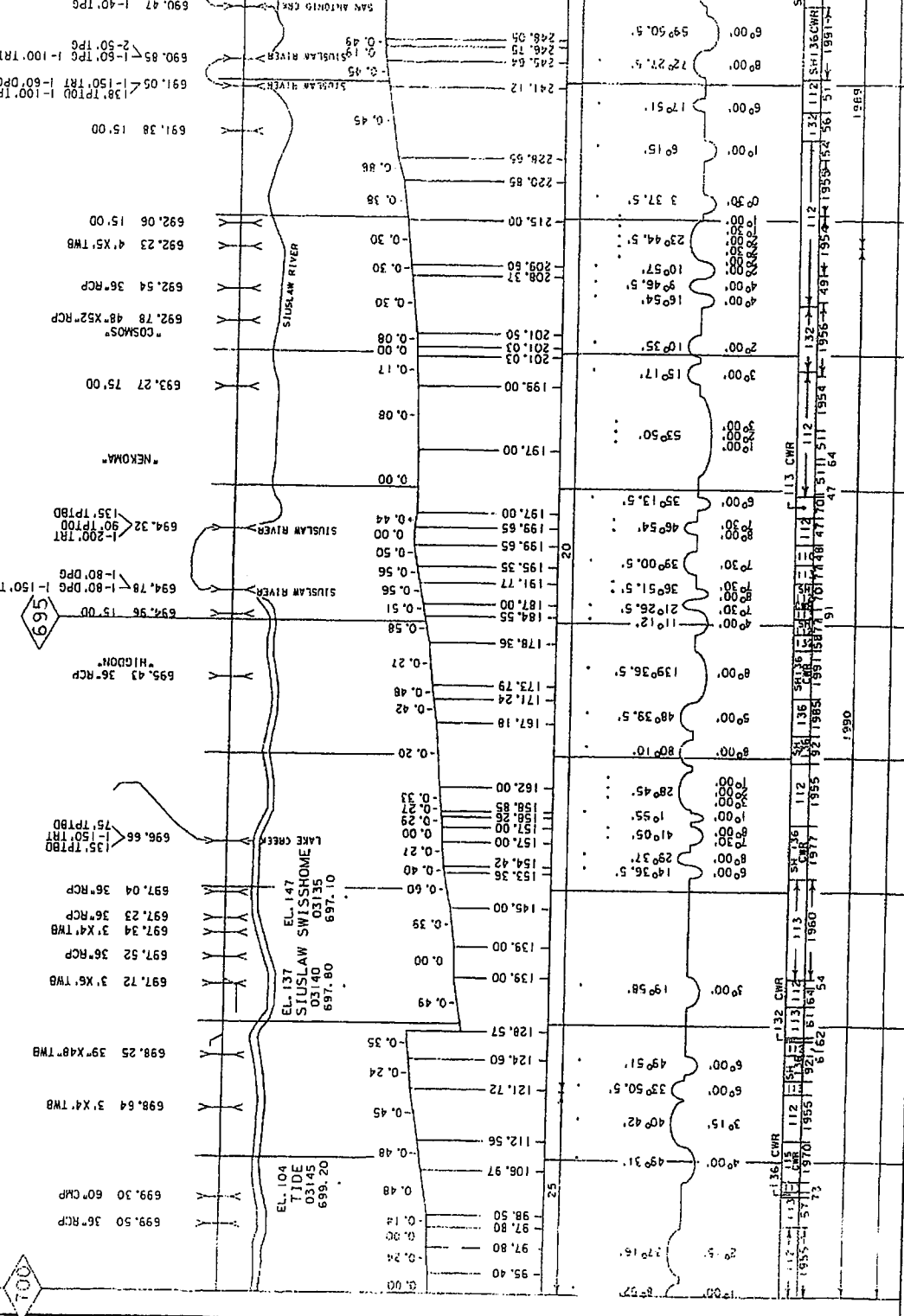
MAIN

GRADE PLACING DATA
 X-BLOCK
 BELL
 GATEWAY
 WIDE WING
 STOP SIGN
 CANTILEVER

SOLD TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC FIN DOC 36463 DATED 11-21-1994 PER AGREEMENT XXXXXX EFFECTIVE 11-21-1994 FROM MP 763.13 TO MP 652.114

CONSTRUCTED BY WILLAMETTE PACIFIC RAILROAD-1914

10



8-MW

MAVA (WPRO)

CENTRAL OREGON & PACIFIC RAILROAD, INC.
COOS BAY BRANCH

LAST REVISED
 AUGUST 24, 2000

MOBILE-TEL. STA.

NAME
 RANGE
 M. P. LOCATION
 M. P.

YARD LIMIT
 DRAG, EPT. DET.
 HOT BOX DET.
 SPR. SW.
 INT. SIC. & NO.
 ABSOLUTE SIC.
 SHUT DOWN SIG.
 TEMP-WIND GAGE
 HIGH WATER DET.

TOPOGRAPHY
 ELEV. TOP OF RAIL
 STATIONING
 STATION NAMES
 STATION NUMBERS
 FURROW & NOBIA
 MILE POST LOCATION
 LOGS CLEAR OF SIDING

MAX. GRADE PERCENT
 (SUB GRADE)

SLIDE WARNING
 15' ABOVE SEA LEVEL
 FINDER OPTICS
 C. I. C.
 S. S.
 SPEED ALLOWANCE

AUTN. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT B
 FLANGE LUBRICATORS

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING B. LINING

SIDING

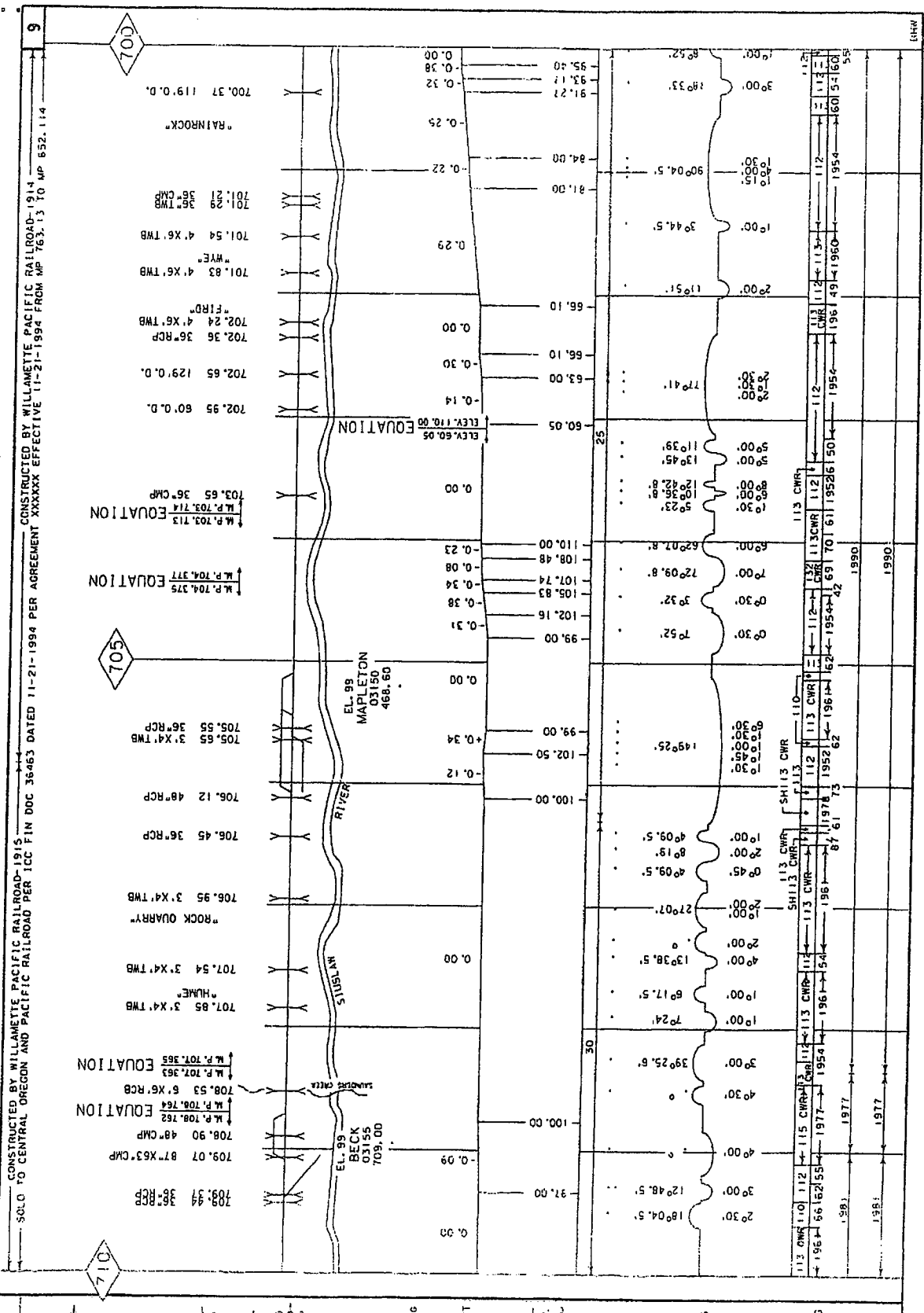
TIE GANG

SIDING

MAIN

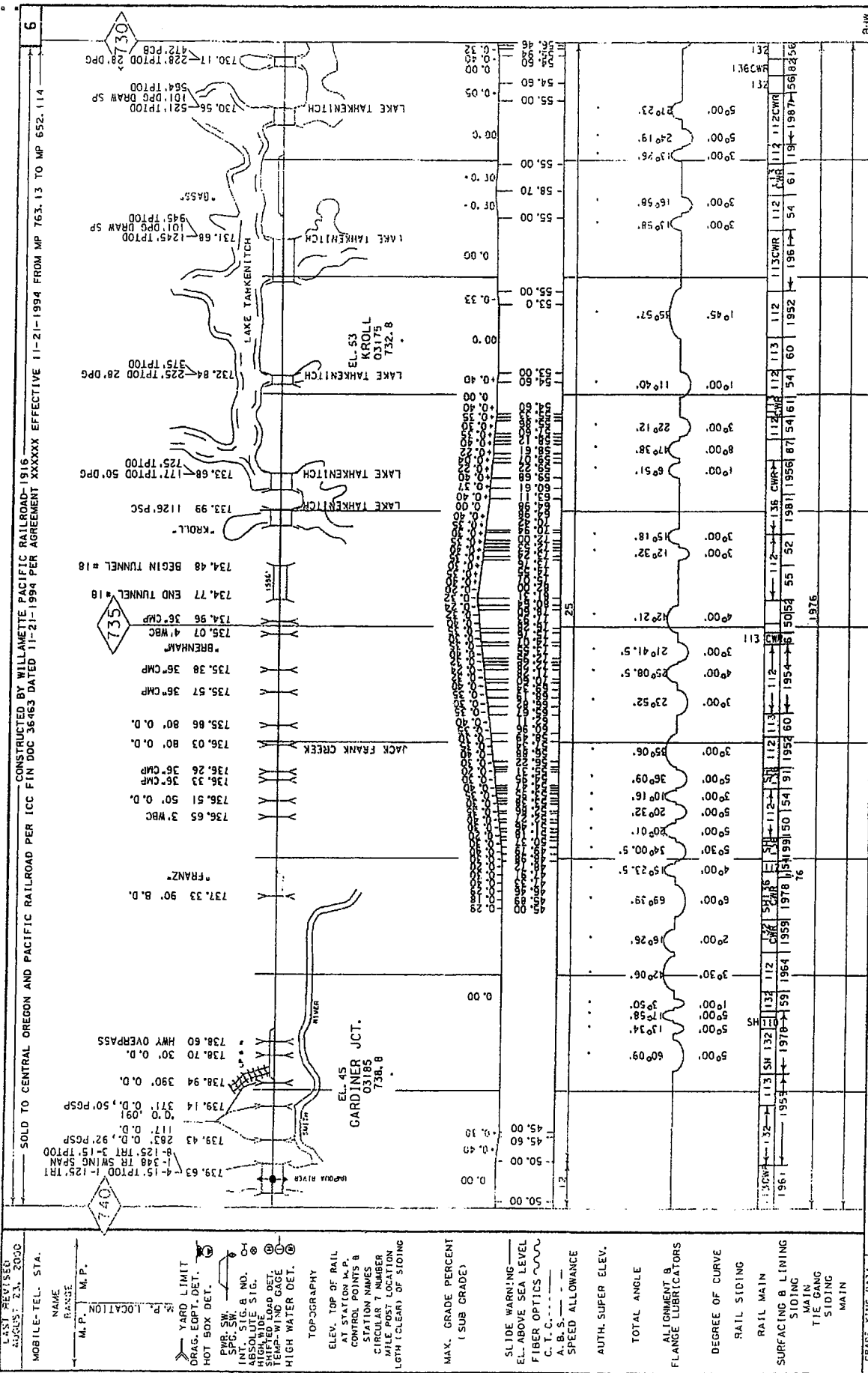
GRADE XING DATA

X = BLACK
 X = YELLOW
 X = WHITE
 X = RED
 X = STOP SIGN
 X = SIGNAL
 X = GRADE ELEVATION



END
 MAYA
 (4900)

CENTRAL OREGON AND PACIFIC RAILROAD INC
COOS BAY BRANCH



[illegible]

GRADE	XING DATA					BHW
0	Z-RUCK					
1	BELL					
2	FLASHER					LACU
3	CUTTER					CR
4	WILDRAG					(W)PO:
5	TREFFLIG SIGNAL					

**CENTRAL OREGON AND PACIFIC RAILROAD INC
COOS BAY BRANCH**

LAST REVISED
AUGUST 23, 2000

MOBILE-TEL. STA.

NAME
RANGE
M.P.

U.P. LOCATION

YARD LIMIT
DRAG. EOPT. DET.
HOT BOX DET.
P.W. SW.
INT. SIG. & NO.
ABSOLUTE SIG.
SIGN. WIDE
TEMPERED DET.
TEMPERED DET.
HIGH WATER DET.

TOPOGRAPHY
ELEV. TOP OF RAIL
AT STATION M.F.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LOW (CLEAN) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.

A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT &
FLANGE LUBRICATORS

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING

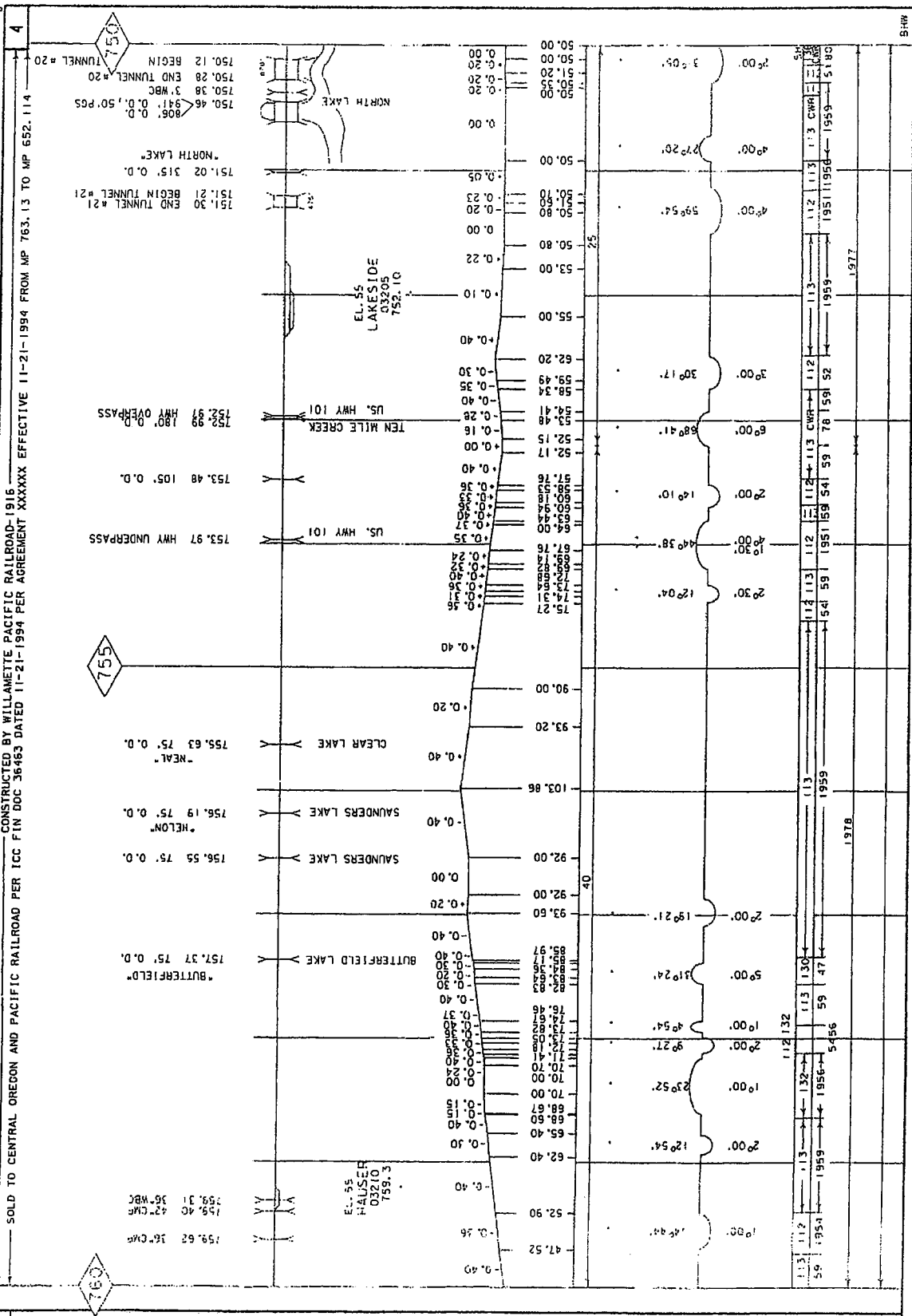
SIDING

TIE GANG

SIDING

MAIN

GRADE KING DATA
X = X-BLOCK
X = BELL
X = CATER
X = GATE
X = TIE
X = STOP SIGN
X = CANTILEVER



SHW
LACU
(WPRO)

**CENTRAL OREGON & PACIFIC RAILROAD INC
CASCADE SUBDIVISION-COOS BAY BRANCH**

FILE PAGE
LAST REVISED
FEBRUARY 21, 2001
BRIDGES UPDATED
FEBRUARY 21, 2001
ROAD KING UPDATED
MAY 23, 2000

- YARD LIMIT
- ABSOLUTE SIG.
- AEI DETECTOR
- CRACKED WHEEL INDICATOR
- DRAC. EOPT. DET.
- HOT BOX DET.
- HIGH WIDE
- SHIFTED LOAD DET.
- HIGH WATER DET.
- IMPACT DETECTOR
- INT. SIG. NO.
- TEMP-WIND GAGE
- POWER SW.
- SPRING SW.
- DEPOT SYMBOL
- HISTORICAL MARKER
- TOPOGRAPHY
- ELEV. TOP OF RAIL
- AT STATION M.P.
- CONTROL POINTS & STATION NAMES
- CIRCULAR 7 NUMBER
- WHEEL POST LOCATION
- 1/4" IN CLEAR OF SIDING

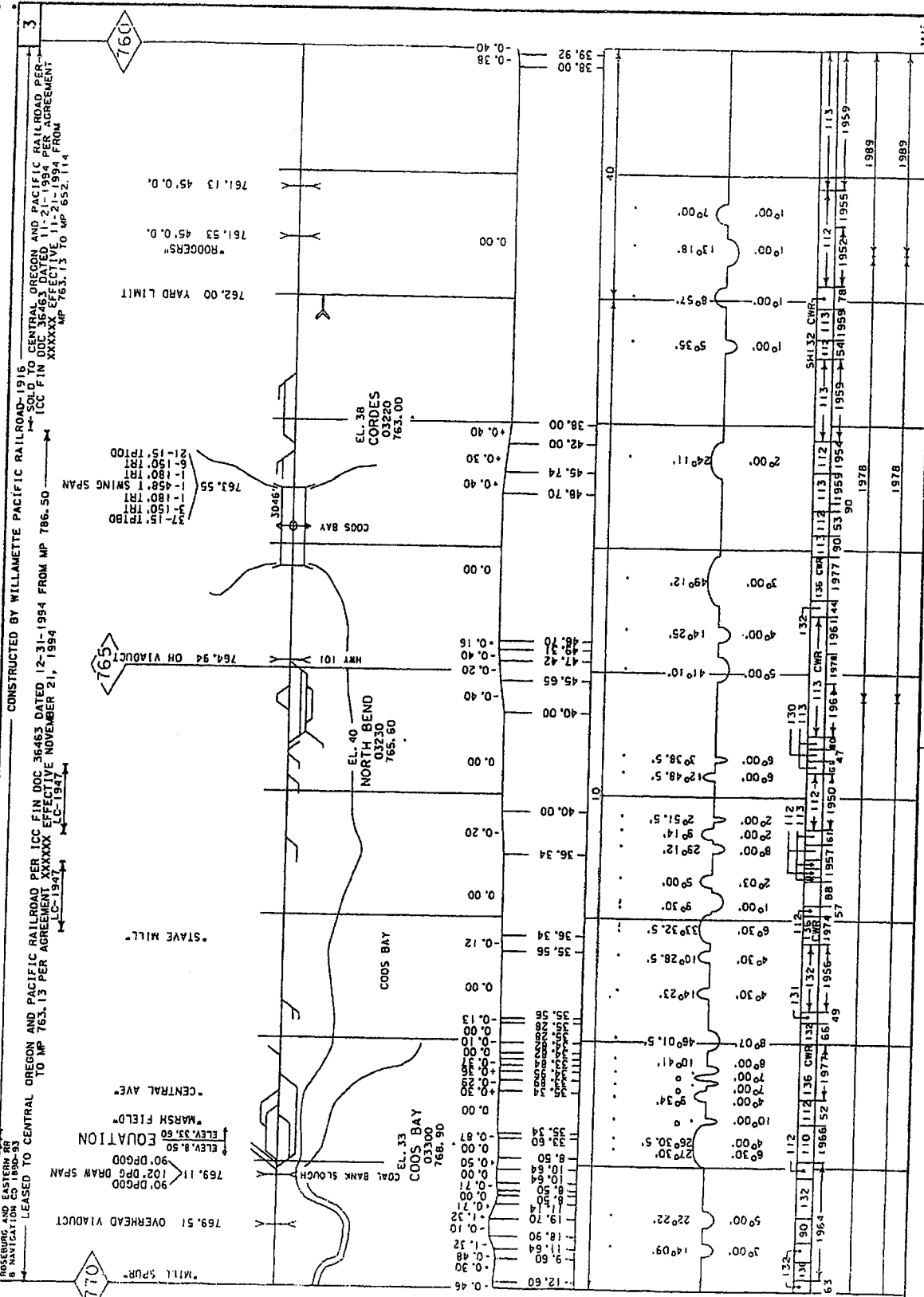
MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
SPEED ALLOWANCE
AUTH. SUPER ELEV.

TOTAL ANGLE
ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE
RAIL SIDING
RAIL MAIN
SURFACING & LINING
SLOPING
TIE SLOPING
MAIN

GRADE KING DATA
X = BUCK
O = FLASHER
G = GATES
T = TRAFFIC SIGNAL
P = STOP SIGN
L = LIGHT



STATION	DEGREE OF CURVE	RAIL SIDING	RAIL MAIN	SURFACING & LINING	SLOPING	TIE SLOPING	MAIN
760.00	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'
760.50	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'
761.00	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'
761.50	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'
762.00	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'
762.50	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'
763.00	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'
763.50	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'
764.00	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'
764.50	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'
765.00	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'	10°00'

[illegible]

CENTRAL OREGON & PACIFIC RAILROAD INC CASCADE SUBDIVISION-COODS BAY BRANCH

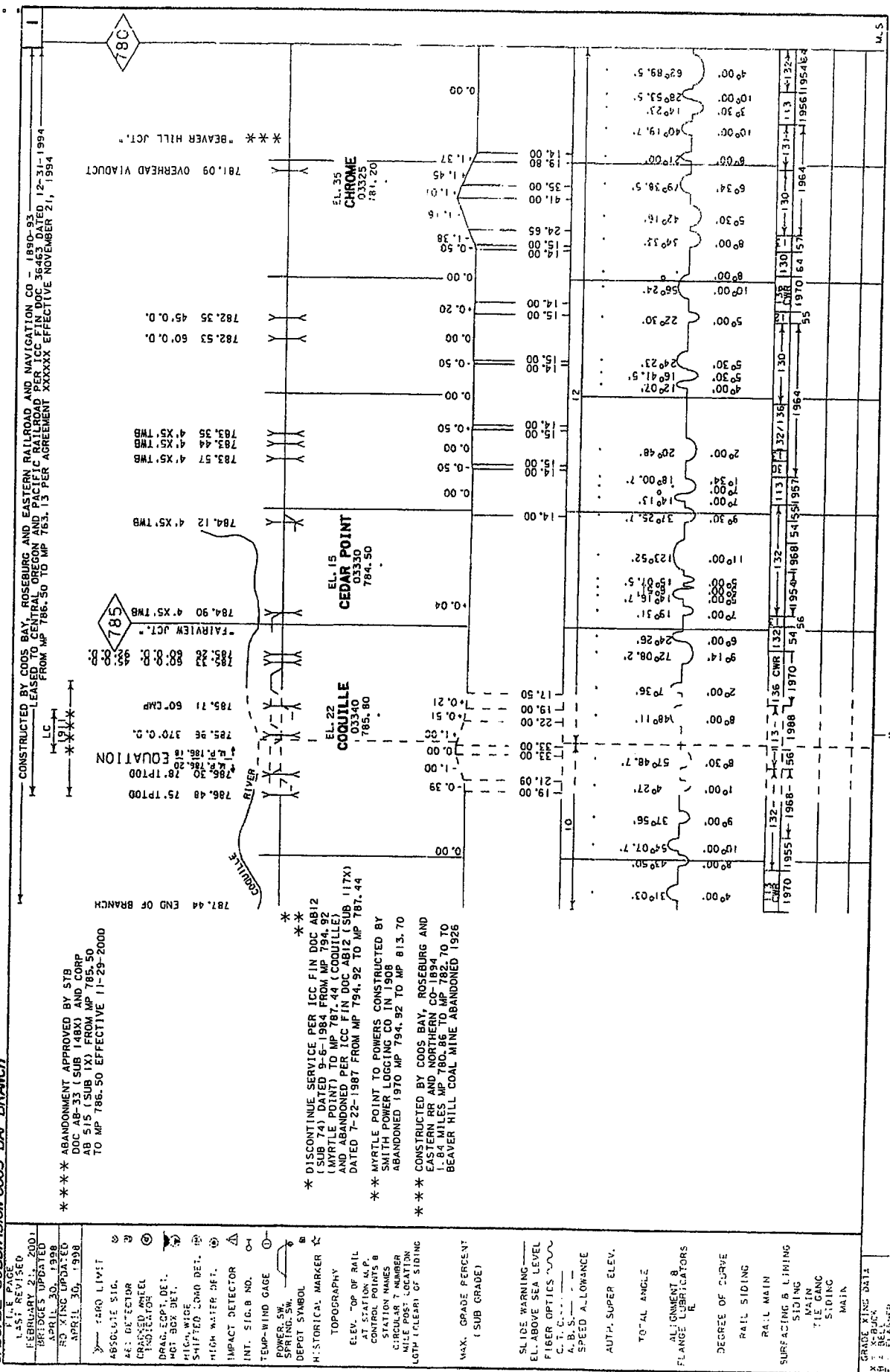


EXHIBIT 5

STB No. AB-515 (Sub-No. 2)

NOTICE OF APPLICATION TO ABANDON OR TO DISCONTINUE SERVICE

On July 14, 2008 the Central Oregon & Pacific Railroad, Inc. ("CORP") filed with the Surface Transportation Board, Washington, D.C. 20423, an Application for permission for the abandonment of, and/or discontinuance of service on, a line of railroad known as the Coos Bay Subdivision, which consists of (1) the Coos Bay Branch (which is owned by CORP), and (2) the Coquille Branch and LPN Branch (which are leased by CORP).

The Application seeks authority to abandon the portions of the Coos Bay Subdivision that are owned by CORP, namely the line between Milepost 669.0 near Vaughn, Oregon and Milepost 763.13 near Cordes, Oregon, which traverses United States Postal Service ZIP Codes 97439, 97441, 97449, 97453, 97459, 97461, 97467, 97480, 97487, 97490, and 97493, a distance of 94.13 miles, in Coos, Douglas, and Lane Counties, Oregon. The portion of the line proposed for abandonment includes the stations of Richardson (MP 685.0); Swisshome (MP 697.1); Suislaw (MP 697.8); Tide (MP 699.2); Beck (MP 709.0); Wendson (MP 715.0); Cushman (MP 716.0); Canary (MP 721.3), Kroll (MP 732.8); Gardiner Junction (MP 738.8); Reedsport (MP 740.4); Lakeside (MP 752.1); Hauser (MP 759.3); and Cordes (MP 763.0).

The Application also seeks authority to discontinue service over the portions of the Coos Bay Subdivision that are leased by CORP, namely (1) the Coquille Branch between Milepost 763.13 near Cordes, Oregon and Milepost 785.5 near Coquille, Oregon, which traverses United States Postal Service ZIP Codes 97420, 97423, and 97459, a distance of 22.37 miles, in Coos County, Oregon; and (2) the LPN Branch between CORP Milepost 738.8 and LPN Branch Milepost 2.0, which traverses United States Postal Service ZIP Code 97441, a distance of 2.0 miles, in Douglas County, Oregon. The Coquille Branch includes the stations of

North Bend (MP 765.6); Coos Bay (MP 768.9); McCormac (MP 770.5); Hayden (MP 773.1); Chrome (MP 781.2); and Coquille (MP 785.6). The LPN Branch includes the station of Gardiner Junction (MP 738.8).

The line does contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it. CORP's entire case for abandonment and discontinuance (case in chief) was filed with the Application.

This line of railroad has appeared on CORP's system diagram map or has been included in its narrative in Category 1 since May 8, 2008.

The interest of CORP's employees will be protected as required by 49 U.S.C. § 10903(b)(2) and *Oregon Short Line Co. – Abandonment – Goshen*, 360 I.C.C. 91 (1979).

Any interested person may file with the Surface Transportation Board written comments concerning the proposed abandonment and discontinuance or protests (including the protestant's entire opposition case), within 45 days after the Application is filed. All interested persons should be aware that following any abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 U.S.C. § 10905 (§ 1152.28 of the Board's rules) and any request for a trail use condition under 16 U.S.C. § 1247(d) (§ 1152.29 of the Board's rules) must be filed within 45 days after the application is filed. Persons who may oppose the abandonment and discontinuance but who do not wish to participate fully in the process by appearing at any oral hearings or by submitting verified statements of witnesses containing detailed evidence should file comments. Persons interested only in seeking public use or trail use conditions should also file comments. Persons opposing the proposed abandonment and discontinuance that do wish to participate actively and fully in the process should file a protest.

In addition, a commenting party or protestant may provide:

- (i) An offer of financial assistance, pursuant to 49 U.S.C. § 10904 (due 120 days after the Application is filed or 10 days after the Application is granted by the Board, whichever occurs sooner);
- (ii) Recommended provisions for protection of the interests of employees;
- (iii) A request for a public use condition under 49 U.S.C. § 10905; and
- (iv) A statement pertaining to prospective use of the right-of-way for interim trail use and rail banking under 16 U.S.C. § 1247(d) and § 1152.29.

Parties seeking information concerning the filing of protests should refer to § 1152.25.

Written comments and protests, including all requests for public use and trail use conditions, must indicate the proceeding designation STB No. AB-515 (Sub-No. 2) and should be filed with the Secretary, Surface Transportation Board (Board), Washington, DC 20423, no later than August 28, 2008. Interested persons may file a written comment or protest with the Board to become a party to this abandonment and discontinuance proceeding. A copy of each written comment or protest shall be served upon the representative of CORP: Terence M. Hynes, Sidley Austin LLP, 1501 K Street, N.W., Washington, D.C. 20005; Telephone: 202-736-8000; Fax: 202-736-8711. The original and 10 copies of all comments or protests shall be filed with the Board with a certificate of service. Except as otherwise set forth in part 1152, every document filed with the Board must be served on all parties to the abandonment proceeding. 49 C.F.R. § 1104.12(a).

The line sought to be abandoned and discontinued will be available for subsidy or sale for continued rail use, if the Board decides to permit the abandonment (or discontinuance), in accordance with applicable laws and regulations (49 U.S.C. § 10904 and 49 C.F.R. § 1152.27).

No subsidy arrangement approved under 49 U.S.C. § 10904 shall remain in effect for more than 1 year unless otherwise mutually agreed by the parties (49 U.S.C. § 10904(f)(4)(B)). Applicant will promptly provide upon request to each interested party an estimate of the subsidy and minimum purchase price required to keep the line in operation. The carrier's representative to whom inquiries may be made concerning sale or subsidy terms is Terence M. Hynes, Sidley Austin LLP, 1501 K Street, N.W., Washington, D.C. 20005; Telephone: 202-736-8000; Fax: 202-736-8711.

Persons seeking further information concerning abandonment procedures may contact the Surface Transportation Board or refer to the full abandonment or discontinuance regulations at 49 C.F.R. part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by the Section of Environmental Analysis will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Any other persons who would like to obtain a copy of the EA (or EIS) may contact the Section of Environmental Analysis. EAs in these abandonment proceedings normally will be made available within 33 days of the filing of the Application. The deadline for submission of comments on the EA will generally be within 30 days of its service. The comments received will be addressed in the Board's decision. A supplemental EA or EIS may be issued where appropriate.

EXHIBIT 6

Central Oregon & Pacific Railroad, Inc. – Abandonment) Docket No. AB-515 (Sub-No. 2)
and Discontinuation of Service – in Coos, Douglas, and)
Lane Counties, Georgia (Coos Bay Rail Line))

6. I caused a copy of the Notice to be published in the World, a newspaper of general circulation in Coos County, Oregon, on June 20, 2008, June 27, 2008, and July 4, 2008.

7. I caused a copy of the Notice to be published in the News Review, a newspaper of general circulation in Douglas County, Oregon, on June 23, 2008, June 30, 2008, and July 7, 2008.

8. I caused a copy of the Notice to be published in the Register-Guard, a newspaper of general circulation in Lane County, Oregon, on June 26, 2008, June 30, 2008, and July 7, 2008.

9. CORP has complied with all requirements of 49 C.F.R. § 1152.20 regarding filing and publication of the Notice.

I, Patrick Kerr, declare under penalty of perjury that the foregoing is true and correct.
Further, I certify that I am qualified and authorized to file this affidavit.


Patrick Kerr

Executed on July ^{9th}7, 2008.

SERVICE LIST

The following parties were served with the Notice of Abandonment by first class mail on June 16, 2008 (unless another date is indicated):

Significant Users of the Line (49 C.F.R. § 1152.20(a)(2)(i))

Oregon International Port of Coos Bay
Administration Office
125 Central Avenue, Suite 300
Coos Bay, OR 97420

Andy Jeffers
Traffic Manager - Rail
Roseburg Forest Products
P.O. Box 1088
Roseburg, OR 97470

Jerry Keck
Toledo Area Manager
Georgia-Pacific Corp.
1400 SE Butler Bridge Rd.
Toledo, OR 97391-1900

Paul Brewster
Plant Manager
American Bridge Co.
135 American Bridge Way
Reedsport, OR 97467

Jason W. Smith
Mill Manager
Southport Forest Products
P.O. Box 298
Coos Bay, OR 97420

Allen Dasher
Retail Manager
Amerigas
425 Virginia St.
North Bend, OR 97459

Ferrellgas
2300 NE Stephens
Roseburg, OR 97470
(served by first class mail on July 8, 2008)

Tom McMann
Transportation
Coos Bay Lumber Co., LLC
P.O. Box 750
Coos Bay, OR 97420

Carl Foster
Partner
Danish Dairy
94912 Hwy. 42 S.
Coquille, OR 97423

Rocky Buckles
Operations
Thomas & Sons Transportation Systems
840 South Front St.
Coos Bay, OR 97420

John W. Brands
President
Central Dock
P.O. 148
Coos Bay, OR 97420

Doug Woolsey
Transportation Manager
Coos Bay Docks
P.O. Box 277
Coos Bay, OR 97420

American Laminators
12796 Highway 36
Swishhome, OR 97480

Westwood Lumber Co.
P.O. Box 217
Saginaw, OR 97472

(served by first class mail on July 8, 2008)

Durawood Treating Co.

P.O. Box 750

Coos Bay, OR 97420

(served by first class mail on July 8, 2008)

Menasha Forest Products Corp.

P.O. Box 588

North Bend, OR 97459

(served by first class mail on July 8, 2008)

Grange Co-op

89 Alder Street

Central Point, OR 97502

(served by first class mail on July 11, 2008)

(served by first class mail on July 8, 2008)

X-Interchange Corp.

11300 Tomahawk Creek Parkway

Suite 110

Leawood, Kansas 66211

(served by first class mail on July 8, 2008)

Weyerhaeuser Company

P.O. Box 9777

Federal Way, WA 98063-9777

(served by first class mail on July 11, 2008)

Coos Head Forest Products

69015 Hauser Depot Road

North Bend, OR 97459

(served by first class mail on July 11, 2008)

Governor

(49 C.F.R. § 1152.20(a)(2)(ii))

Governor Theodore R. Kulongoski

State of Oregon

160 State Capitol

900 Court Street

Salem, Oregon 97301-4047

Public Service Commission

(49 C.F.R. § 1152.20(a)(2)(iii))

Lee Beyer, Chairman

Public Utility Commission of Oregon

550 Capitol St. N.E. #215

P.O. Box 2148

Salem, OR 97308-2148

Designated State Agency

(49 C.F.R. § 1152.20(a)(2)(iv))

Matthew Garrett, Director

Oregon Department of Transportation

355 Capitol St. N.E.

Salem, OR 97301-3871

**State Cooperative Extension Service
(49 C.F.R. § 1152.20(a)(2)(v))**

Oregon State University Extension Service
Extension Service Administration
101 Ballard Hall
Corvallis, OR 97331-3606

**U.S. Department of Transportation (Federal Railroad Administration)
(49 C.F.R. § 1152.20(a)(2)(vi))**

U.S. Department of Transportation
Federal Railroad Administration
1120 Vermont Avenue, NW
Washington, DC 20590

**Department of Defense (Military Traffic Management Command, Transportation
Engineering Agency, Railroads for National Defense Program)
(49 C.F.R. § 1152.20(a)(2)(vii))**

Military Surface Deployment & Distribution Command
Transportation Engineering Agency
Railroads for National Defense Program
720 Thimble Shoals Boulevard, Suite 130
Newport News, VA 23606-2574

**U.S. Department of Interior (Recreation Resources Assistance Division,
National Park Service)
(49 C.F.R. § 1152.20(a)(2)(viii))**

U.S. Department of the Interior
National Park Service
Recreation Resources Assistance Division
1849 C Street, NW
Washington, DC 20240

**U.S. Railroad Retirement Board
(49 C.F.R. § 1152.20(a)(2)(ix))**

U.S. Railroad Retirement Board
844 North Rush Street
Chicago, IL 60611-2092

**National Railroad Passenger Corporation ("Amtrak")
(49 C.F.R. § 1152.20(a)(2)(x))**

Amtrak does not operate over the affected lines

**U.S. Department of Agriculture, Chief of the Forest Service
(49 C.F.R. § 1152.20(a)(2)(xi))**

U.S. Department of Agriculture,
Chief of the Forest Service
1400 Independence Avenue, SW
Washington, DC 20250-0003

**Headquarters of All Duly Certified Labor Organizations That Represent
Employees on the Affected Rail Line
(49 C.F.R. § 1152.20(a)(2)(xii))**

No duly certified labor organizations represent employees on the affected rail line.

EXHIBIT 7

CERTIFICATE OF SERVICE

I hereby certify that, pursuant to 49 C.F.R. § 1152.24(c), I have caused the Application of Central Oregon & Pacific Railroad, Inc. for Abandonment and Discontinuance of Service to be served by overnight courier this 14th day of July 2008 on the following:

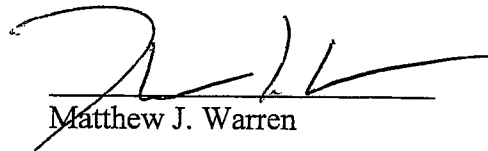
Governor Theodore R. Kulongoski
State of Oregon
160 State Capitol
900 Court Street
Salem, Oregon 97301-4047

Lee Beyer, Chairman
Public Utility Commission of Oregon
550 Capitol St. N.E. #215
P.O. Box 2148
Salem, OR 97308-2148

Matthew Garrett, Director
Oregon Department of Transportation
355 Capitol St. N.E.
Salem, OR 97301-3871

I have also caused the Application to be served by hand-delivery and/or overnight courier this 14th day of July 2008 on all parties who participated in STB Finance Docket No. 35130, *Central Oregon & Pacific Railroad, Inc.—Coos Bay Rail Line*.

A copy of the Application shall be available for public inspection at the following agency station through which business for the Coos Bay Subdivision is received or forwarded: Customer Service Center, Central Oregon & Pacific Railroad, 333 S.E. Mosher, Roseburg, OR 97470, Contact: Don Taylor. The Application will be available for inspection from 8:00 AM to 5:00 PM Pacific Standard Time, Monday through Friday.



Matthew J. Warren

CERTIFICATE OF SERVICE

I hereby certify that, pursuant to 49 C.F.R. § 1152.24(c) and the Board's August 15, 2008 Decision in this proceeding, I have caused the revised public version of the Application of Central Oregon & Pacific Railroad, Inc. for Abandonment and Discontinuance of Service to be served by overnight courier this 19th day of August 2008 on the following:

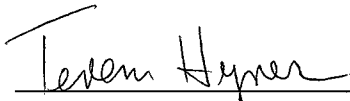
Governor Theodore R. Kulongoski
State of Oregon
160 State Capitol
900 Court Street
Salem, Oregon 97301-4047

Lee Beyer, Chairman
Public Utility Commission of Oregon
550 Capitol St. N.E. #215
P.O. Box 2148
Salem, OR 97308-2148

Matthew Garrett, Director
Oregon Department of Transportation
355 Capitol St. N.E.
Salem, OR 97301-3871

I have also caused copies of the revised public version of the Application to be served by hand-delivery and/or first class mail, postage prepaid, this 19th day of August 2008 on all parties of record in this proceeding.

Copies of the confidential and highly confidential versions of the Application will be promptly served on persons who have executed the appropriate undertakings pursuant to the Board's protective order in this proceeding.



Terence M. Hynes