



Brotherhood of Locomotive Engineers and Trainmen

A Division of the Rail Conference-International Brotherhood of Teamsters

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Secretary-Treasurer

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STB Hearing / CORP Abandonment
Eugene, Oregon

AB-515 Sub 2
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To Whom It May Concern:

My name is Sellar Nugent. I represent the Brotherhood of Locomotive Engineers, Oregon State Legislative Board also known as the BLE&T. We are the oldest union in the United States representing Engineers and Trainmen. My Chairman, Scott Palmer could not be here today because of a previous commitment in Washington DC.

First, let me start by stating we are very much against letting CORP abandon this stretch of track especially in the condition it is in. To let this happen would be a betrayal of public trust. In years past when the Southern Pacific operated this and the Siskiyou Line from Springfield Jct. to Black Butte, they had crews that did nothing but repair the tunnels. It was on going, system wide where ever they had timber or rock lined tunnels.

When CORP took over, they knew the condition of the right of way, bridges, tunnels and all the other physical plant. They let the maintenance go and did nothing. They took all the gravy off the top of the profits and has not invested in keeping the railroad in good condition. They have kept it at a level where it just meets the FRA

and DOT guidelines for safety. They knew the condition of these tunnels and did nothing until one day without notice, they decided to shut the line down. In the past they tried to get the signal system removed from Springfield to Roseburg, citing maintenance costs. You can not put a price on safety and they were ordered to keep the signals operating. They are going to or have stopped using the line from Ashland to Weed citing again maintenance costs. This has forced the Yreka Western Railroad to go out of business because they would only get service once a week at their interchange with CORP in Montague. The shipper on their line went to trucks

because the Yreka Western could not provide the service they needed thanks to CORP. Roseburg Lumber in Weed now has to get their shipments via Eugene via Klamath Falls and the Cascade Line , not Black Butte direct to Roseburg.

As far as Coos Bay taking over this route, we see no problem. We hope they know what they are doing getting into the railroad business. We believe it would cost them more money than they realize and they would have to get state and federal help, again making the taxpayers pay for something that CORP should have been doing over all these years.

We urge you to make CORP repair everything on this line up to the standards when they took over from Southern Pacific, now Union Pacific. This should include track, ties, ballast, bridges, crossings, tunnels and all the other plant that goes with the railroad. If they say the tunnels were in this shape, they should have repaired them and not let them get is such of a state of disrepair. Then, and only then, they should be allowed to petition to abandon the line and let Coos Bay take over the operation. The corporate greed of CORP should not be passed on to the tax payers. Also, there should be some protection that CORP will give Coos Bay good interchange service when they need it if they do take it over.

I believe if you look into the first large mergers of railroads,(GN-NP-CB&Q - SP&S into the BN and then BNSF the carriers stated they needed this to keep all the railroads operating. They would be able to pool their money so to speak and help marginal lines to keep serving customers. The ICC approved on this basis. When Southern Pacific merged with the Denver Rio Grande it was the same argument and the merger was granted. I believe when CORP took over operation of these lines they were supposed to keep all the plant in good condition. They have failed to do this.

Yours truly,



Sellar B Nugent
Oregon State Legislative Board
Medford, Oregon

cc: Scott Palmer, Chairman