Volumes III and IV are entirely Public

223591

BEFORE THE
SURFACE TRANSPORTATION BOARD

STB FINANCE DOCKET NO. 35160

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

REPLY OF THE OREGON INTERNATIONAL PORT OF COOS BAY

Volume III

ENTERED
Office of Proceedings
SEP 12 2008
Part of
Public Record

Exhibit 30

2007 discovery documents regarding bridge and track conditions

01179 – 02438

Volume III

2007 discovery documents regarding bridge and track conditions

01179-01193	Holland Geometry Test
01194-01197	Osmose substandard bridge condition report (Feb 2007)
01198-01210	Osmose bridge list and March 2007 evaluation
01211-01371	Osmose bridge recommendations
01372-02370	Osmose detailed bridge inspection reports (Jan -Feb 2007)
02371-02438	FRA track inspection (Nov 2007)

Holland Geometry Test for CORP — July 25, 2007
Coos Bay Sub

Defect Number	Defect Mileage	Defect Length	Defect Type	Measured Value	Bench Mark	Posted Speed (Frt)	Revised Speed (Frt)	Latitude	Longitude
175	653 3269	8	XLEVEL	-2 11	RX + 918	25	10		
177	653 833	8	LGAGE_TGHT	-0 53	BR + 144	25	-E-		
178	653 9108	6	LGAGE_TGHT	-0 54	BR + 557	25	-E-		
179	654 0265	8	LGAGE_TGHT	-0 52	No 0	25	-E-		
180	654 0055	8	LGAGE_TGHT	-0 55	SG + 34	25	-E-		
181	654 0339	14	LGAGE_TGHT	-0 53	SG + 184	25	-E-		
182	654 0936	7	LGAGE_TGHT	-0 51	SG + 484	25	-E-		
183	654 1155	10	LGAGE_TGHT	-0 53	SG + 611	25	-E-		
184	654 143	21	LGAGE_TGHT	-0 57	SG + 755	25	-E-		
186	654 1885	46	LGAGE_TGHT	-0 58	SG + 942	25	-E-		
188	654 2044	26	LGAGE_TGHT	-0 6	No 0	25	-E-		
189	654 2407	86	LGAGE_TGHT	-0 57	No 0	25	-E-		
196	656 2297	12	LGAGE_TGHT	-0 64	BR + 524	25	-E-		
197	656 2415	16	WARP62 29	-2 25	BR + 590	25	10		
199	656 285	19	LGAGE_TGHT	-0 56	BR + 829	25	-E-		
201	656 3793	24	LGAGE_TGHT	-0 62	No 0	25	-E-		
202	656 3922	15	LGAGE_TGHT	-0 54	No 0	25	-E-		
203	656 4117	24	LGAGE_TGHT	-0 57	No 0	25	-E-		
204	656 4869	10	LGAGE_TGHT	-0 58	No 0	25	-E-		
205	656 743	22	LGAGE_TGHT	-0 62	No 0	25	-E-		
206	656 8352	6	LGAGE_TGHT	-0 55	No 0	25	-E-		
207	656 8665	11	LGAGE_TGHT	-0 55	No 0	25	-E-		
208	656 9497	32	LGAGE_TGHT	-0 55	No 0	25	-E-		
209	656 9765	37	LGAGE_TGHT	-0 57	No 0	25	-E-		
210	657 0527	6	LGAGE_TGHT	-0 52	SG + 276	25	-E-		
211	657 2672	16	LGAGE_TGHT	-0 56	BR + 864	25	-E-		
214	657 8038	11	LGAGE_TGHT	-0 67	No 0	25	-E-		
216	658 3256	12	LGAGE_TGHT	-0 63	BR + 691	25	-E-		
218	658 9363	6	LGAGE_TGHT	-0 56	No 0	25	-E-		
219	659 0767	17	WARP62 29	2 23	SG + 402	25	10		
220	659 1089	7	LGAGE_TGHT	-0 59	SG + 575	25	-E-		
222	659 1392	7	LGAGE_TGHT	-0 57	SG + 737	25	-E-		
225	659 7	6	LGAGE_TGHT	-0 53	No 0	25	-E-		
235	660 944	35	LGAGE_TGHT	-0 61	BR + 146	25	-E-		
236	661 028	16	LGAGE_TGHT	-0 56	SG + 157	25	-E-		
237	661 3955	20	LGAGE_TGHT	-0 57	BR + 473	25	-E-		
238	661 5788	6	LGAGE_TGHT	-0 57	No 0	25	-E-		
242	662 7231	12	WARP62 61	-2 05	BR + 219	25	10		
243	663 1286	12	LGAGE_TGHT	-0 53	SG + 678	25	-E-		
244	663 1447	11	LGAGE_TGHT	-0 52	SG + 757	25	-E-		
251	664 39	17	LGAGE_TGHT	-0 58	No 0	25	-E-		
252	664 4093	14	LGAGE_TGHT	-0 62	No 0	25	-E-		
253	664 6426	20	LGAGE_TGHT	-0 69	BR + 45	25	-E-		
254	664 6975	6	LGAGE_TGHT	-0 55	BR + 26	25	-E-		
255	664 8257	10	LGAGE_TGHT	-0 58	BR + 709	25	-E-		
260	665 3142	6	LGAGE_TGHT	-0 85	RX + 21	25	-E-		
263	665 5403	9	LGAGE_TGHT	-0 61	BR + 19	25	-E-		
269	666 2366	16	LGAGE_WIDE	1 26	BR + 162	25	10		
272	666 4835	9	LGAGE_TGHT	-0 63	No 0	25	-E-		
277	666 9796	21	LGAGE_WIDE	1 42	CR + 625	25	10		
286	667 8044	12	LGAGE_WIDE	1 27	CR + 446	25	10		
291	667 95	11	WARP62 62	-2 16	CR + 52	25	10		
298	668 4598	11	LGAGE_WIDE	1 45	RX + 603	25	10		

Coos Bay Sub

Defect Number	Defect Mileage	Defect Length	Defect Type	Measured Value	Bench Mark	Posted Speed (Frt)	Revised Speed (Frt)	Latitude	Longitude
309	669 5816	13	LGAGE_WIDE	1 49	OH + 420	25	10		
319	669 9583	15	WARP62 31	2 12	No 0	25	10		
320	670 0939	25	WARP62 29	-2 46	CR + 36	25	10		
324	670 2413	19	LGAGE_WIDE	1 68	CR + 230	25	-E-		
325	670 2548	8	LGAGE_WIDE	1 26	CR + 280	25	10		
327	670 2708	15	LGAGE_WIDE	1 53	CR + 368	25	-E-		
329	670 2974	32	LGAGE_WIDE	1 51	CR + 507	25	-E-		
330	670 3228	43	LGAGE_WIDE	1 85	No 0	25	-E-		
332	670 3455	15	LGAGE_WIDE	1 28	RX + 113	25	10		
340	670 6591	54	LGAGE_WIDE	1 84	CR + 435	25	-E-		
342	670 6735	17	LGAGE_WIDE	1 39	CR + 507	25	10		
343	670 6851	23	LGAGE_WIDE	1 57	CR + 568	25	-E-		
366	671.7009	8	LGAGE_WIDE	1 31	CR + 693	25	10		
367	671 7136	4	LGAGE_WIDE	1 33	CR + 766	25	10		
368	671 7339	38	LGAGE_WIDE	1 45	CR + 865	25	10		
376	672 0358	9	LGAGE_WIDE	1 28	SG + 192	25	10		
378	672 0917	7	LGAGE_WIDE	1 47	SG + 503	25	10		
380	672 1023	5	LGAGE_WIDE	1 26	SG + 538	25	10		
388	673 2277	25	WARP62 58	-2 19	No 0	25	10		
389	673 2578	9	WARP62 22	-2	RX + 90	25	10		
396	673 5095	10	LGAGE_WIDE	1 35	CR + 270	25	10		
397	673 5131	19	LGAGE_WIDE	1 25	CR + 284	25	10		
398	673 5254	16	LGAGE_WIDE	1 31	CR + 351	25	10		
399	673 5337	12	LGAGE_WIDE	1 32	CR + 393	25	10		
400	673 5481	13	LGAGE_WIDE	1 41	CR + 471	25	10		
405	673 8184	8	WARP62 56	2 07	CR + 171	25	10		
410	674 3693	25	WARP62 41	-2 4	No 0	25	10		
411	674 3733	5	XLEVEL	2 06	No 0	25	10		
413	674 8781	15	WARP62 62	2	No 0	25	10		
416	675 2555	42	WARP62 21	-2 74	RX + 122	25	10		
417	675 335	6	XLEVEL	2 12	RX + 534	25	10		
427	676 108	17	WARP62 62	2 05	CR + 131	25	10		
445	677 0642	25	WARP62 62	-2 38	BR + 61	25	10		
447	677 0739	10	LGAGE_WIDE	1 31	BR + 24	25	10		
448	677 0881	18	WARP62 62	2 31	BR + 100	25	10		
449	677 0898	19	LGAGE_WIDE	1 4	BR + 106	25	10		
461	677 2915	11	LGAGE_WIDE	1 28	RX + 606	25	10		
466	677 4218	14	WARP62 27	2 14	No 0	25	10		
473	677 4701	10	WARP62 62	-2 19	No 0	25	10		
476	677 6074	18	LGAGE_WIDE	1 37	CR + 402	25	10		
477	677 6155	14	LGAGE_WIDE	1 47	CR + 453	25	10		
480	677 6434	17	LGAGE_WIDE	1 6	RX + 79	25	-E-		
487	677 8458	11	LGAGE_WIDE	1 34	BR + 58	25	10		
490	677 8591	12	LGAGE_WIDE	1 43	BR + 121	25	10		
491	677 8652	20	LGAGE_WIDE	1 37	BR + 154	25	10		
492	677 8699	25	LGAGE_WIDE	1 39	BR + 191	25	10		
493	677 8771	12	LGAGE_WIDE	1 44	BR + 221	25	10		
494	677 8801	8	LGAGE_WIDE	1 34	BR + 233	25	10		
499	677 9026	15	LGAGE_WIDE	1 34	BR + 352	25	10		
502	677 9322	15	LGAGE_WIDE	1 25	BR + 514	25	10		
503	677 9358	12	LGAGE_WIDE	1 34	BR + 536	25	10		
506	677 971	10	LGAGE_WIDE	1 42	BR + 712	25	10		
508	678 0752	37	LGAGE_TGHT	-0 61	SG + 394	25	-E-		
509	678 0932	19	LGAGE_TGHT	-0 59	CR + 81	25	-E-		

Coos Bay Sub

Defect Number	Defect Mileage	Defect Length	Defect Type	Measured Value	Bench Mark	Posted Speed (Frt)	Revised Speed (Frt)	Latitude	Longitude
518	678 3601	17	LGAGE_WIDE	1 25	CR + 459	25	10		
520	678 3809	11	LGAGE_WIDE	1 37	CR + 577	25	10		
522	678 3901	8	LGAGE_WIDE	1 37	CR + 619	25	10		
523	678 3949	11	LGAGE_WIDE	1 37	CR + 642	25	10		
524	678 4135	23	LGAGE_WIDE	1 66	CR + 751	25	-E-		
526	678 4207	3	LGAGE_WIDE	1 25	CR + 790	25	10		
528	678 4995	4	LGAGE_WIDE	1 25	BR + 338	25	10		
530	678 5078	6	LGAGE_WIDE	1 28	BR + 377	25	10		
531	678 5189	21	LGAGE_WIDE	1 78	BR + 434	25	-E-		
532	678 5379	6	LGAGE_WIDE	1 3	BR + 537	25	10		
538	678 8695	6	LGAGE_TGHT	-0 69	CR + 936	25	-E-		
540	678 9394	3	LGAGE_WIDE	1 29	RX + 345	25	10		
544	678 9871	15	LGAGE_WIDE	1 37	RX + 10	25	10		
547	679 0271	23	LGAGE_WIDE	1 48	SG + 137	25	10		
551	679 089	7	LGAGE_TGHT	-0 82	SG + 468	25	-E-		
555	679 2284	19	WARP62 27	-2 27	CR + 352	25	10		
559	679 2962	16	WARP62 15	-2 09	CR + 167	25	10		
560	679 3034	16	LGAGE_WIDE	1 32	CR + 199	25	10		
562	679 312	17	LGAGE_WIDE	1 28	CR + 249	25	10		
575	679 6625	25	WARP62 62	2 18	No 0	25	10		
581	679 8798	10	LGAGE_WIDE	1 26	RX + 10	25	10		
592	680 046	25	WARP62 21	2 24	RX + 60	25	10		
603	680 4358	22	LGAGE_WIDE	1 86	CR + 279	25	-E-		
606	680 4928	14	LGAGE_WIDE	1 27	BR + 65	25	10		
611	680 747	6	LGAGE_WIDE	1 3	BR + 34	25	10		
612	680 7703	9	LGAGE_WIDE	1 4	BR + 34	25	10		
614	680.7831	24	LGAGE_WIDE	1 71	BR + 98	25	-E-		
615	680 7894	8	LGAGE_WIDE	1 36	BR + 133	25	10		
619	680 8339	19	LGAGE_WIDE	1 38	BR + 365	25	10		
620	680 8417	27	LGAGE_WIDE	1 5	BR + 401	25	-E-		
622	680 882	3	LGAGE_WIDE	1 28	BR + 625	25	10		
623	680 8932	10	LGAGE_WIDE	1 52	BR + 678	25	-E-		
624	680 9051	27	LGAGE_WIDE	1 6	BR + 753	25	-E-		
625	680 9078	9	LGAGE_WIDE	1 42	BR + 758	25	10		
628	680 9138	10	LGAGE_WIDE	1 31	BR + 795	25	10		
629	680 9212	22	LGAGE_WIDE	1 28	BR + 827	25	10		
630	680 931	8	LGAGE_WIDE	1 28	BR + 881	25	10		
636	681 0012	15	WARP62 28	-2 08	No 0	25	10		
637	681 0062	12	LGAGE_WIDE	1 47	SG + 31	25	10		
639	681 0288	12	LGAGE_WIDE	1 4	SG + 148	25	10		
649	681 4778	14	LGAGE_WIDE	1 35	BR + 15	25	10		
665	682 1485	15	LGAGE_WIDE	1 57	CR + 376	25	-E-		
670	682 5178	27	WARP62 62	2 13	No 0	25	10		
675	683 3021	18	WARP62 62	-2 28	CR + 464	25	10		
676	683 3127	18	LGAGE_WIDE	1 35	CR + 521	25	10		
677	683 3184	13	LGAGE_WIDE	1 3	CR + 552	25	10		
679	683 5095	29	LGAGE_WIDE	1 43	CR + 218	25	10		
681	683 5506	15	LGAGE_WIDE	1 4	CR + 436	25	10		
693	683 9445	14	WARP62 61	-2 06	CR + 90	25	10		
698	684 2598	33	WARP62 22	-2 16	CR + 249	25	10		
703	684 4432	19	LGAGE_WIDE	1 64	CR + 210	25	-E-		
704	684 4661	36	LGAGE_WIDE	1 45	CR + 327	25	10		
705	684 4731	15	LGAGE_WIDE	1 27	CR + 364	25	10		
706	684 4938	17	LGAGE_WIDE	1 26	CR + 474	25	10		

Coos Bay Sub

Defect Number	Defect Mileage	Defect Length	Defect Type	Measured Value	Bench Mark	Posted Speed (Frt)	Revised Speed (Frt)	Latitude	Longitude
713	684 8144	11	LGAGE_WIDE	1 36	No 0	25	10		
719	685 2033	9	LGAGE_WIDE	1 35	CR + 322	25	10		
725	685 5316	14	LGAGE_WIDE	1 35	CR + 310	25	10		
727	685 5512	21	WARP62 21	-2 16	CR + 413	25	10		
736	685 9241	6	XLEVEL	2 17	CR + 567	25	10		
737	685 9322	22	XLEVEL	2 31	CR + 618	25	10		
744	686 0709	20	LGAGE_WIDE	1 26	RR + 27	25	10		
745	686 0888	19	LGAGE_WIDE	1 34	RR + 123	25	10		
747	686 1343	38	LGAGE_WIDE	1 62	RR + 360	25	-E-		
750	686 1729	28	WARP62 62	2 2	RR + 567	25	10		
752	686 8108	12	WARP62 22	-2	CR + 264	25	10		
753	686 8474	10	WARP62 59	-2 04	CR + 458	25	10		
759	687 6707	12	WARP62 34	2 27	CR + 25	25	10		
763	688 0383	8	WARP62 21	-2	CR + 47	25	10		
768	688 2763	16	WARP62 61	-2 08	CR + 71	25	10		
772	688 4799	16	WARP62 60	2 47	No 0	25	10		
780	688 8532	15	LGAGE_TGHT	-0 74	CR + 544	25	-E-		
790	690 4591	13	LGAGE_TGHT	-0 63	BR + 55	25	-E-		
792	690 8055	40	LGAGE_WIDE	1 92	CR + 399	25	-E-		
793	690 8195	17	LGAGE_WIDE	1 45	CR + 477	25	10		
796	690 842	16	LGAGE_WIDE	1 42	BR + 53	25	10		
797	690 8466	14	LGAGE_WIDE	1 34	BR + 72	25	10		
798	690 8551	18	LGAGE_WIDE	1 34	BR + 121	25	10		
802	691 0667	11	WARP62.62	-2 3	BR + 12	25	10		
804	691 1935	23	WARP62 62	-2 42	BR + 202	25	10		
805	691 2479	13	WARP62 25	2.15	CR + 155	25	10		
811	691 4767	33	WARP62.24	-2 65	CR + 96	25	10		
818	691 6034	13	WARP62 30	2 03	CR + 33	25	10		
819	691 6502	14	WARP62 46	-2 04	CR + 280	25	10		
823	691 7519	6	XLEVEL	2 27	CR + 821	25	10		
824	691 7581	29	WARP62 62	2 44	CR + 853	25	10		
828	691 8566	12	XLEVEL	2 41	No 0	25	10		
829	691 8837	10	WARP62 25	2 06	RX + 121	25	10		
832	692 0847	13	WARP62 24	2 3	CR + 20	25	10		
843	692 3928	16	WARP62 62	-2 49	CR + 128	25	10		
845	692 4523	18	WARP62 62	-2 58	CR + 443	25	10		
848	692 535	3	XLEVEL	-2 21	CR + 87	25	10		
849	692 5398	16	WARP62 59	-2 42	CR + 127	25	10		
855	692 6428	9	WARP62 62	-2 49	RX + 22	25	10		
857	692 6917	9	WARP62 54	-2 07	RX + 279	25	10		
877	693 4053	11	WARP62 62	2 01	CR + 502	25	10		
881	693 5352	11	WARP62 59	-2 01	No 0	25	10		
882	693 5541	23	WARP62 62	2 24	No 0	25	10		
887	693 6616	13	WARP62 22	-2 19	No 0	25	10		
895	693 8709	22	WARP62 62	2 25	No 0	25	10		
906	694 2529	14	LGAGE_WIDE	1 27	CR + 216	25	10		
908	694 2885	22	LGAGE_WIDE	1 4	CR + 401	25	10		
909	694 2985	16	LGAGE_WIDE	1 59	CR + 453	25	-E-		
910	694 3199	6	LGAGE_WIDE	1 35	CR + 568	25	10		
911	694 3528	37	WARP62.62	-2 25	BR + 162	25	10		
912	694 4174	11	WARP62.20	-2 13	CR + 216	25	10		
918	694 5345	17	LGAGE_WIDE	1 87	CR + 226	25	-E-		
919	694 5449	23	LGAGE_WIDE	1 95	CR + 298	25	-E-		
920	694 5483	18	LGAGE_WIDE	1 25	CR + 312	25	10		

Coos Bay Sub

Defect Number	Defect Mileage	Defect Length	Defect Type	Measured Value	Bench Mark	Posted Speed (Frt)	Revised Speed (Frt)	Latitude	Longitude
921	694 5548	19	LGAGE_WIDE	1 28	CR + 333	25	10		
922	694 561	8	LGAGE_WIDE	1 41	CR + 369	25	10		
926	694 5841	14	LGAGE_WIDE	1 5	CR + 483	25	-E-		
927	694 5922	27	LGAGE_WIDE	1 63	CR + 545	25	-E-		
930	694 6089	59	LGAGE_WIDE	1 5	CR + 618	25	-E-		
933	694 631	11	LGAGE_WIDE	1 4	CR + 737	25	10		
934	694 6364	19	WARP62 62	2 51	CR + 765	25	10		
937	694 6851	14	WARP62 22	-2 15	CR + 68	25	10		
943	694 8989	15	LGAGE_WIDE	1 49	BR + 184	25	10		
944	694 9051	9	LGAGE_WIDE	1 36	BR + 211	25	10		
945	694 9144	26	LGAGE_WIDE	1 5	BR + 257	25	-E-		
948	694 9316	13	LGAGE_WIDE	1 45	BR + 348	25	10		
950	694 9811	19	WARP62 62	-2 26	CR + 26	25	10		
3	694 9585	21	LGAGE_WIDE	1 67	BR + 140	25	-E-		
4	694 9665	20	WARP62 62	2 02	BR + 181	25	10		
6	695 017	18	WARP62 62	2 78	CR + 20	25	10		
10	695 1142	7	WARP62 12	-2 44	CR + 134	25	10		
11	695 1998	27	LGAGE_WIDE	1 75	CR + 578	25	-E-		
12	695 4004	6	LGAGE_WIDE	1 39	RX + 311	25	10		
14	695 5862	38	LGAGE_WIDE	1 38	CR + 352	25	10		
16	695 6462	15	LGAGE_WIDE	1 38	RX + 220	25	10		
23	695 8157	14	LGAGE_WIDE	1 69	No 0	25	-E-		
24	695 8228	21	LGAGE_WIDE	1 39	No 0	25	10		
25	695 8295	15	LGAGE_WIDE	1 27	No 0	25	10		
27	695 9068	27	LGAGE_WIDE	1 33	RX + 137	25	10		
28	695 937	12	LGAGE_WIDE	1 25	RX + 311	25	10		
30	695 9454	8	LGAGE_WIDE	1 44	RX + 347	25	10		
31	695 9536	41	LGAGE_WIDE	1 61	RX + 386	25	-E-		
32	695 958	11	LGAGE_WIDE	1 25	RX + 407	25	10		
34	695 9727	8	WARP62 16	2 01	RX + 509	25	10		
36	696 118	17	LGAGE_WIDE	1 39	CR + 250	25	10		
40	696 2646	16	WARP62 25	2 04	No 0	25	10		
43	696 467	11	WARP62 21	-2 09	CR + 205	25	10		
44	696 5278	12	LGAGE_WIDE	1 27	CR + 271	25	10		
52	696 687	10	LGAGE_WIDE	1 26	BR + 51	25	10		
53	696 7007	46	LGAGE_WIDE	1 36	BR + 133	25	10		
58	696 8265	26	LGAGE_WIDE	1 55	CR + 272	25	-E-		
63	697 0303	15	WARP62 23	-2 28	SG + 156	25	10		
67	697 2006	10	WARP62 60	-2 01	No 0	25	10		
69	697 312	7	WARP62 62	-2 07	No 0	25	10		
74	697 5269	14	WARP62 62	-2 18	No 0	25	10		
76	697 5324	6	XLEVEL	2 22	No 0	25	10		
79	697 5977	24	WARP62 59	2 08	No 0	25	10		
84	697 7055	48	WARP62 62	-2 52	CR + 91	25	10		
87	697 8151	9	LGAGE_WIDE	1 27	RX + 3	25	10		
90	697 858	16	WARP62 28	2 18	RX + 233	25	10		
93	698 0502	19	WARP62 21	2 24	RX + 237	25	10		
94	698 0673	6	WARP62 57	-2 04	RX + 304	25	10		
100	698 304	15	LGAGE_WIDE	1 66	CR + 370	25	-E-		
104	698 3333	15	LGAGE_WIDE	1 37	CR + 526	25	10		
107	698 3511	25	LGAGE_WIDE	1 5	CR + 603	25	-E-		
109	698 3621	12	LGAGE_WIDE	1 31	CR + 662	25	10		
112	698 4401	10	WARP62 59	2 12	CR + 75	25	10		
115	698 511	17	LGAGE_WIDE	1 6	CR + 450	25	-E-		

Coos Bay Sub

Defect Number	Defect Mileage	Defect Length	Defect Type	Measured Value	Bench Mark	Posted Speed (Frt)	Revised Speed (Frt)	Latitude	Longitude
118	698 5485	34	WARP62 61	-2 3	CR + 644	25	10		
121	698 6093	4	WARP62 57	2 09	CR + 154	25	10		
123	698 6439	11	WARP62 62	-2 09	CR + 335	25	10		
128	698 7316	16	WARP62 62	2 22	CR + 800	25	10		
140	699 5831	33	LGAGE_WIDE	1 43	CR + 529	25	10		
152	699 8049	11	LGAGE_WIDE	1 29	No 0	25	10		
160	700 0032	11	WARP62 62	2 13	SG + 14	25	10		
161	700 0212	21	WARP62 55	-2 12	SG + 106	25	10		
167	700 2667	14	LGAGE_WIDE	1 29	CR + 266	25	10		
168	700 2727	13	WARP62 58	-2 09	CR + 295	25	10		
179	700 7117	13	WARP62 23	2 06	CR + 794	25	10		
180	700 7632	16	WARP62 61	2	No 0	25	10		
183	700 8034	14	LGAGE_WIDE	1 26	No 0	25	10		
190	700 9216	13	LGAGE_WIDE	1 26	No 0	25	10		
192	700 9334	10	LGAGE_WIDE	1 47	No 0	25	10		
195	700 9502	17	LGAGE_WIDE	1 47	No 0	25	10		
196	700 9638	10	LGAGE_WIDE	1 31	No 0	25	10		
197	700 9835	11	LGAGE_WIDE	1 31	No 0	25	10		
200	701 0057	23	LGAGE_WIDE	1 59	SG + 28	25	-E-		
202	701 0178	10	LGAGE_WIDE	1 29	SG + 104	25	10		
205	701 0496	26	LGAGE_WIDE	1 61	SG + 259	25	-E-		
206	701 0555	19	LGAGE_WIDE	1 4	SG + 290	25	10		
207	701 0601	7	LGAGE_WIDE	1 26	SG + 317	25	10		
209	701 0783	26	LGAGE_WIDE	1 33	SG + 408	25	10		
210	701 0862	18	LGAGE_WIDE	1 38	SG + 452	25	10		
214	701 1004	19	LGAGE_WIDE	1 41	SG + 526	25	10		
217	701 1583	10	LGAGE_WIDE	1 41	SG + 834	25	10		
218	701 1871	12	WARP62 62	2 03	No 0	25	10		
221	701 2333	16	LGAGE_WIDE	1 31	No 0	25	10		
224	701 2898	7	WARP62 62	2 45	No 0	25	10		
225	701 3087	24	WARP62 62	-2 31	No 0	25	10		
226	701 3485	19	WARP62 20	2.12	No 0	25	10		
227	701 375	22	WARP62 62	-2 43	No 0	25	10		
228	701 4169	23	WARP62 51	-2 23	CR + 118	25	10		
233	701 5498	15	WARP62 26	-2 25	CR + 267	25	10		
234	701 5687	27	WARP62 25	2 3	CR + 365	25	10		
240	701 746	17	WARP62 21	-2 48	No 0	25	10		
243	701 8163	23	WARP62 24	-2 2	No 0	25	10		
244	701 8348	24	WARP62 24	2 3	RX + 63	25	10		
250	702 0549	10	WARP62 51	2 01	CR + 72	25	10		
255	702 2576	10	WARP62 23	-2 14	RX + 423	25	10		
262	702 4921	17	WARP62 46	-2 05	RX + 18	25	10		
268	702 6731	15	LGAGE_WIDE	1 32	BR + 54	25	10		
270	702 7144	14	WARP62 20	2 26	BR + 287	25	10		
273	702 8583	15	WARP62 24	-2 01	RX + 640	25	10		
280	702 9574	12	WARP62 59	2.12	BR + 43	25	10		
290	703.2229	19	LGAGE_WIDE	1 32	CR + 331	25	10		
295	703 343	46	WARP62 62	2 32	CR + 403	25	10		
297	703 4689	11	WARP62 26	-2 18	CR + 543	25	10		
299	703 5712	3	WARP62 62	-2 21	CR + 24	25	10		
300	703 5867	8	WARP62 23	-2 13	CR + 138	25	10		
301	703 6138	21	WARP62 62	2 12	CR + 247	25	10		
303	703 6504	13	WARP62 61	2 06	CR + 19	25	10		
307	703 7064	12	WARP62 30	-2 37	CR + 321	25	10		

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Defect Number	Defect Mileage	Defect Length	Defect Type	Measured Value	Bench Mark	Posted Speed (Frt)	Revised Speed (Frt)	Latitude	Longitude
308	703 7241	11	WARP62 32	2 04	CR + 410	25	10		
311	703 7977	17	WARP62 61	2 34	CR + 375	25	10		
313	703 8335	11	WARP62 41	2 39	RX + 155	25	10		
318	704 3928	10	LGAGE_TGHT	-0 55	No 0	25	-E-		
324	704 6137	6	WARP62 50	-2 08	RX + 37	25	10		
325	704 6295	83	XLEVEL	3 28	RX + 97	25	-E-		
327	704 6317	3	XLEVEL	2 17	RX + 134	25	10		
330	704 7002	16	WARP62 23	2 14	CR + 357	25	10		
336	704 8367	8	WARP62 61	-2 05	No 0	25	10		
339	704 9061	13	WARP62 50	2 48	No 0	25	10		
341	704 9938	15	WARP62 47	-2 02	CR + 350	25	10		
343	705 0443	29	WARP62 23	2 35	SG + 229	25	10		
344	705 0457	6	XLEVEL	-2 36	SG + 242	25	10		
352	705 5979	7	LGAGE_TGHT	-0 6	SW + 69	25	-E-		
359	706 0625	18	LGAGE_TGHT	-0 57	SW + 137	25	-E-		
361	706 4157	25	WARP62 62	2 26	RX + 99	25	10		
365	706 6212	51	WARP62 17	2 83	CR + 593	25	10		
368	706 7712	11	WARP62 61	2 03	CR + 17	25	10		
377	707 319	9	WARP62 62	2 18	CR + 385	25	10		
383	707 5529	9	WARP62 34	-2 16	CR + 102	25	10		
387	707 6979	9	WARP62 47	2 03	CR + 159	25	10		
390	707 7856	17	WARP62 31	-2 17	CR + 621	25	10		
394	707 8945	7	WARP62 31	-2 04	CR + 17	25	10		
409	708 3027	15	LGAGE_WIDE	1 26	CR + 717	25	10		
411	708 3247	23	LGAGE_WIDE	1 39	CR + 832	25	10		
422	709 1027	15	WARP62 30	2 19	RX + 108	25	10		
423	709 1159	12	LGAGE_WIDE	1 48	RX + 180	25	10		
424	709 1288	6	WARP62 53	2 05	RX + 256	25	10		
427	709 2903	21	WARP62 62	-2 44	CR + 42	25	10		
433	709 3644	17	LGAGE_WIDE	1 45	CR + 433	25	10		
434	709 3774	39	WARP62 29	2 45	CR + 498	25	10		
438	709 4674	13	WARP62 62	-2 34	CR + 273	25	10		
445	709 6394	13	WARP62 39	2 29	CR + 179	25	10		
446	709 6487	8	LGAGE_TGHT	-0 52	CR + 228	25	-E-		
449	709 6906	6	LGAGE_TGHT	-0 58	CR + 453	25	-E-		
452	709 7493	10	WARP62 39	2	CR + 757	25	10		
459	709 9686	33	WARP62 39	2 14	No 0	25	10		
464	710 1008	31	WARP62 62	-2 68	CR + 124	25	10		
466	710 1182	39	LGAGE_WIDE	1 77	CR + 219	25	-E-		
476	710 3523	12	WARP62 30	-2 01	RX + 312	25	10		
477	710 3528	9	LGAGE_WIDE	1 27	RX + 319	25	10		
480	710 3701	15	LGAGE_WIDE	1 28	RX + 407	25	10		
485	710 4877	11	WARP62 35	2 4	CR + 308	25	10		
488	710 6599	19	WARP62 45	-2 01	CR + 87	25	10		
491	710 6882	14	LGAGE_WIDE	1 27	CR + 234	25	10		
493	710 722	19	LGAGE_WIDE	1 61	CR + 418	25	-E-		
494	710 7233	8	WARP62 47	2 25	CR + 421	25	10		
495	710 729	17	LGAGE_WIDE	1 28	CR + 455	25	10		
497	710 7428	26	LGAGE_WIDE	1 57	CR + 525	25	-E-		
498	710 7619	16	LGAGE_WIDE	1 33	CR + 625	25	10		
500	710 9159	21	WARP62 62	2 06	CR + 118	25	10		
501	710 9415	9	LGAGE_WIDE	1 32	RX + 32	25	10		
502	710 9411	60	WARP62 57	-2 94	RX + 51	25	10		
507	711 1305	32	XLEVEL	-2 96	CR + 306	25	10		

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Defect Number	Defect Mileage	Defect Length	Defect Type	Measured Value	Bench Mark	Posted Speed (Frt)	Revised Speed (Frt)	Latitude	Longitude
508	711 1403	14	WARP62 54	-2 11	CR + 341	25	10		
513	711 3084	8	LGAGE_WIDE	1 33	CR + 204	25	10		
515	711 3151	41	WARP62 45	-2 8	CR + 246	25	10		
516	711 3324	17	LGAGE_WIDE	1 35	CR + 325	25	10		
517	711 335	26	WARP62 62	2 35	CR + 343	25	10		
523	711 5778	25	WARP62 48	2 27	CR + 423	25	10		
524	711 7102	18	LGAGE_WIDE	1 37	BR + 76	25	10		
529	712 2383	21	WARP62 62	-2 08	BR + 278	25	10		
532	712 3583	25	WARP62 24	2 09	CR + 502	25	10		
535	712 4409	6	XLEVEL	2 07	CR + 260	25	10		
536	712 4678	6	XLEVEL	-2 2	RX + 72	25	10		
537	712 4684	89	WARP62 16	2 92	RX + 76	25	10		
542	712 5816	9	WARP62 60	2 09	CR + 522	25	10		
545	712 6023	35	WARP62 24	-3 01	CR + 645	25	-E-		
546	712 665	14	LGAGE_WIDE	1 31	No 0	25	10		
550	712 7231	8	XLEVEL	-2 28	No 0	25	10		
553	712 779	9	WARP62 62	-2 3	CR + 301	25	10		
555	713 0129	20	WARP62 18	-2 33	SG + 81	25	10		
557	713 1315	10	WARP62 16	2 25	SG + 708	25	10		
561	713 2488	15	WARP62 61	2 11	No 0	25	10		
569	713 3652	12	WARP62 62	-3 05	CR + 604	25	-E-		
570	713 3697	13	LGAGE_WIDE	1 32	CR + 629	25	10		
571	713 4117	19	WARP62 61	-2 71	CR + 123	25	10		
572	713 4165	3	XLEVEL	2 23	CR + 149	25	10		
574	713 4602	23	WARP62 62	-2	CR + 379	25	10		
576	713 564	14	LGAGE_WIDE	1 39	CR + 163	25	10		
577	713 5723	22	LGAGE_WIDE	1 51	RX + 36	25	-E-		
579	713 6087	25	LGAGE_WIDE	1 33	RX + 226	25	10		
582	713 6837	14	WARP62 24	2	RX + 620	25	10		
583	713 7237	17	WARP62 60	-2 23	CR + 118	25	10		
587	714 0362	15	WARP62 23	2 05	SG + 184	25	10		
589	714 1274	10	WARP62 29	-2 05	SG + 669	25	10		
590	714 1826	11	WARP62 56	-2 04	No 0	25	10		
600	714 5684	7	WARP62 43	2	No 0	25	10		
602	714 6299	9	WARP62 62	2 77	CR + 117	25	10		
603	714 6481	23	WARP62 62	-2 51	CR + 213	25	10		
605	714 6935	11	WARP62 62	2 07	SW + 65	25	10		
607	714 7426	16	WARP62 62	-2 39	SW + 328	25	10		
608	714 7488	7	XLEVEL	2 39	CR + 8	25	10		
609	714 7619	21	XLEVEL	2 63	CR + 83	25	10		
613	714 9239	19	WARP62 61	2 12	CR + 83	25	10		
614	714 9404	11	WARP62 62	2 02	CR + 170	25	10		
616	715 0379	9	LGAGE_WIDE	1 37	CR + 186	25	10		
618	715 0426	13	LGAGE_WIDE	1 57	SG + 222	25	-E-		
620	715 0822	23	WARP62 60	-2 12	SG + 426	25	10		
625	715 3669	10	WARP62 62	2 05	CR + 611	25	10		
627	715 4191	6	LGAGE_TGHT	-0 56	CR + 83	25	-E-		
628	715 4633	6	LGAGE_TGHT	-0 58	CR + 316	25	-E-		
630	715 4976	12	WARP62 62	-2 29	CR + 495	25	10		
631	715 5131	7	LGAGE_TGHT	-0 53	CR + 582	25	-E-		
637	715 7871	21	WARP62 44	2 23	No 0	25	10		
639	716 1165	8	WARP62 23	2 04	RX + 461	25	10		
640	716 1328	13	WARP62 62	2 49	CR + 57	25	10		
644	716 2133	14	WARP62 62	2 11	CR + 482	25	10		

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Defect Number	Defect Mileage	Defect Length	Defect Type	Measured Value	Bench Mark	Posted Speed (Frt)	Revised Speed (Frt)	Latitude	Longitude
650	716 2879	19	WARP62 62	2 25	CR + 874	25	10		
653	716 339	18	LGAGE_WIDE	1 32	SW + 31	25	10		
655	716 3466	10	LGAGE_WIDE	1 54	SW + 67	25	-E-		
657	716 3801	9	LGAGE_WIDE	1 25	SW + 242	25	10		
658	716 3994	6	LGAGE_WIDE	1 28	BR + 58	25	10		
659	716 4032	14	LGAGE_WIDE	1 25	BR + 77	25	10		
666	717 428	18	XLEVEL	2 14	CR + 17	25	10		
667	717 4426	46	XLEVEL	2 5	CR + 96	25	10		
668	717 4557	57	XLEVEL	2 77	CR + 188	25	10		
669	717 476	19	XLEVEL	2 48	CR + 269	25	10		
670	717 4898	12	XLEVEL	2 13	CR + 351	25	10		
672	717 4976	17	XLEVEL	2 67	CR + 389	25	10		
674	717 5786	27	XLEVEL	2 34	CR + 827	25	10		
675	717 5864	8	XLEVEL	2 14	CR + 855	25	10		
676	717 6882	3	XLEVEL	2 07	No 0	25	10		
679	717 8608	9	LGAGE_WIDE	1 31	CR + 652	25	10		
683	717 9097	12	LGAGE_WIDE	1 35	CR + 906	25	10		
684	717 9186	24	LGAGE_WIDE	1 35	No 0	25	10		
685	717 9229	11	LGAGE_WIDE	1 34	No 0	25	10		
688	718 0055	6	WARP62 61	2	SG + 29	25	10		
692	718 0776	18	WARP62 62	-2 11	CR + 56	25	10		
694	718 1364	7	LGAGE_WIDE	1 25	CR + 371	25	10		
702	718 2042	9	LGAGE_WIDE	1 33	BR + 180	25	10		
718	718 7114	19	WARP62 62	2 16	CR + 319	25	10		
719	718 7388	17	WARP62 48	2 01	CR + 465	25	10		
720	718 8269	31	WARP62 16	-2 97	CR + 81	25	10		
721	718 8311	12	LGAGE_WIDE	1 42	CR + 112	25	10		
730	718 9174	19	LGAGE_WIDE	1 37	CR + 554	25	10		
731	718 9498	56	WARP62 50	-2 27	CR + 723	25	10		
732	718 967	14	XLEVEL	2 22	CR + 15	25	10		
733	718 9744	11	XLEVEL	2 32	RX + 19	25	10		
734	719 0059	22	WARP62 61	-2 38	CR + 186	25	10		
742	719 6209	11	WARP62 62	-2 2	CR + 98	25	10		
747	719 9549	27	LGAGE_WIDE	1 69	CR + 56	25	-E-		
749	720 0146	20	LGAGE_WIDE	1 28	CR + 153	25	10		
750	720 0191	13	LGAGE_WIDE	1 31	CR + 176	25	10		
751	720 0392	21	LGAGE_WIDE	1 36	CR + 285	25	10		
752	720 0258	29	LGAGE_WIDE	1 29	SG + 130	25	10		
753	720 0409	24	LGAGE_WIDE	1 33	SG + 211	25	10		
755	720 0502	19	LGAGE_WIDE	1 46	SG + 271	25	10		
761	720 1106	5	LGAGE_WIDE	1 31	SG + 584	25	10		
762	720 115	23	LGAGE_WIDE	1 28	SG + 599	25	10		
763	720 1365	25	LGAGE_WIDE	1 3	SG + 721	25	10		
776	720 7632	7	XLEVEL	2 48	CR + 88	25	10		
777	720 7699	25	WARP62 62	2 24	CR + 118	25	10		
781	721 1506	19	WARP62 62	2 73	OH + 47	25	10		
782	721 1568	12	XLEVEL	-2 66	OH + 79	25	10		
783	721 1623	36	LGAGE_WIDE	1 96	OH + 110	25	-E-		
785	721 168	12	LGAGE_WIDE	1 27	OH + 144	25	10		
786	721 1714	55	XLEVEL	-3 63	OH + 129	25	-E-		
788	721 1839	13	WARP62 62	-2 25	CR + 57	25	10		
789	740 1807	17	WARP62 26	-2 25	SG + 139	25	10		
795	740 4326	21	LGAGE_WIDE	1 43	No 0	25	10		
797	740 46	11	LGAGE_WIDE	1 36	RX + 144	25	10		

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Defect Number	Defect Mileage	Defect Length	Defect Type	Measured Value	Bench Mark	Posted Speed (Frt)	Revised Speed (Frt)	Latitude	Longitude
799	740 479	9	LGAGE_WIDE	1 31	RX + 245	25	10		
801	740 5127	13	LGAGE_WIDE	1 51	RX + 422	25	-E-		
805	740 5538	10	WARP62 62	2 05	SW + 37	25	10		
809	740 6312	17	LGAGE_WIDE	1 39	SW + 450	25	10		
811	740 6707	17	WARP62 62	-2 24	SW + 654	25	10		
813	740 8801	10	LGAGE_TGHT	-0 64	BR + 325	25	-E-		
815	741 1257	5	XLEVEL	-2 56	CR + 193	25	10		
816	741 1326	70	WARP62 62	-3 03	CR + 231	25	-E-		
817	741 1597	27	WARP62 62	2 54	CR + 373	25	10		
818	741 1657	24	XLEVEL	-2 51	CR + 397	25	10		
819	741 1705	11	XLEVEL	-2 39	CR + 431	25	10		
820	741 1779	23	WARP62 62	-2 56	CR + 479	25	10		
823	741 7898	8	LGAGE_TGHT	-0 59	BR + 397	25	-E-		
828	742 0411	13	LGAGE_WIDE	1 4	BR + 38	25	10		
842	742 5911	20	WARP62 62	2 01	CR + 529	25	10		
849	742 9265	12	WARP62 27	2 28	CR + 735	25	10		
851	743 0024	14	WARP62 22	-2 13	SG + 8	25	10		
857	743 2222	22	LGAGE_WIDE	1 44	RX + 40	25	10		
862	743 5269	19	WARP62 62	-2 36	CR + 354	25	10		
864	743 6129	14	WARP62 25	2 2	CR + 807	25	10		
867	743 7574	18	WARP62 56	-2 03	BR + 29	25	10		
868	743 7758	19	WARP62 62	2 17	BR + 130	25	10		
869	743 7945	16	WARP62 61	-2 16	BR + 227	25	10		
873	743 9322	13	WARP62 62	2 21	BR + 185	25	10		
877	744 0538	10	WARP62 62	-2 11	CR + 60	25	10		
880	744 136	14	LGAGE_WIDE	1 35	CR + 496	25	10		
882	744 1528	23	LGAGE_WIDE	1 36	CR + 594	25	10		
885	744 193	13	LGAGE_WIDE	1 39	CR + 798	25	10		
886	744 2332	30	WARP62 50	2 28	RX + 18	25	10		
898	745 3845	48	WARP62 62	2 75	No 0	25	10		
904	745 5235	63	WARP62 62	2 2	No 0	25	10		
908	745 6	21	WARP62 62	2 21	CR + 178	25	10		
910	745 6216	16	LGAGE_WIDE	1 59	CR + 304	25	-E-		
911	745 631	9	LGAGE_WIDE	1 55	CR + 348	25	-E-		
912	745 658	17	LGAGE_WIDE	1 64	CR + 489	25	-E-		
914	745 6691	51	LGAGE_WIDE	1 57	CR + 550	25	-E-		
915	745 6727	19	LGAGE_WIDE	1 36	CR + 569	25	10		
918	745 8848	18	WARP62 35	-2 1	No 0	25	10		
920	746 1508	16	WARP62 44	-2 19	SG + 791	25	10		
921	746 1578	20	LGAGE_WIDE	1 56	SG + 828	25	-E-		
923	746 421	20	WARP62 29	-2 05	CR + 145	25	10		
926	746 5256	29	WARP62 54	2 71	CR + 180	25	10		
930	746 6295	9	WARP62 57	2 04	CR + 544	25	10		
936	746 7134	18	WARP62 62	2 55	CR + 40	25	10		
937	746 7193	14	XLEVEL	-2 76	CR + 75	25	10		
938	746 7273	23	XLEVEL	-2 87	CR + 122	25	10		
939	746 7328	22	WARP62 62	-2 62	CR + 142	25	10		
940	746 7337	14	XLEVEL	-2 51	CR + 157	25	10		
944	746 9466	18	WARP62 62	-2 6	CR + 257	25	10		
946	746 9653	16	WARP62 24	2 03	CR + 355	25	10		
948	747 1028	16	WARP62 23	2 2	SG + 538	25	10		
950	747 1256	3	XLEVEL	2 13	CR + 74	25	10		
951	747 157	10	WARP62 62	-2 13	CR + 238	25	10		
952	747 1629	8	XLEVEL	2 43	CR + 272	25	10		

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Defect Number	Defect Mileage	Defect Length	Defect Type	Measured Value	Bench Mark	Posted Speed (Frt)	Revised Speed (Frt)	Latitude	Longitude
953	747 1712	9	XLEVEL	2 12	CR + 309	25	10		
954	747 183	13	WARP62 23	2 2	CR + 377	25	10		
955	747 1856	11	XLEVEL	2 72	CR + 393	25	10		
956	747 1924	3	XLEVEL	2 05	CR + 429	25	10		
958	747 2076	10	XLEVEL	2 36	CR + 510	25	10		
960	747 2371	5	XLEVEL	2 22	CR + 663	25	10		
964	747 3699	14	WARP62 62	2 23	CR + 68	25	10		
978	748 1924	11	WARP62 22	2 02	BR + 636	25	10		
983	748 5538	14	WARP62 25	-2 01	BR + 569	25	10		
991	748 8792	17	WARP62 60	2 11	CR + 496	25	10		
993	748 8983	28	WARP62 19	-2 89	CR + 612	25	10		
997	749 0934	20	LGAGE_WIDE	1 68	SG + 490	25	-E-		
998	749 1	13	LGAGE_WIDE	1 43	SG + 529	25	10		
1000	749 1256	14	LGAGE_WIDE	1 3	SG + 659	25	10		
1001	749 1898	19	LGAGE_WIDE	1 26	No 0	25	10		
1005	749 3248	17	WARP62 60	-2	CR + 98	25	10		
1016	749 5807	10	WARP62 62	2 37	CR + 87	25	10		
1020	749 7106	7	WARP62 62	-2 27	CR + 778	25	10		
1022	749 804	13	WARP62 17	-2 2	CR + 339	25	10		
1026	750 1826	15	WARP62 42	2 56	OH + 292	25	10		
1029	750 2655	18	WARP62 62	2 37	OH + 730	25	10		
1032	750 3303	6	WARP62 62	2 36	OH + 157	25	10		
1042	751 3129	15	LGAGE_WIDE	1 3	OH + 442	25	10		
1055	752 2208	7	LGAGE_TGHT	-0 58	RX + 192	25	-E-		
1059	752 5778	14	WARP62 59	-2 09	CR + 282	25	10		
1060	752 5879	21	LGAGE_WIDE	1 5	CR + 338	25	-E-		
1067	752 8276	21	WARP62 19	-2 16	CR + 204	25	10		
1075	753 0752	11	LGAGE_WIDE	1 28	RX + 170	25	10		
1076	753 0869	9	LGAGE_WIDE	1 27	RX + 230	25	10		
1078	753 1555	5	LGAGE_WIDE	1 25	RX + 597	25	10		
1083	753 457	8	WARP62 62	2 06	No 0	25	10		
1096	754 0383	8	WARP62 59	2 11	SG + 198	25	10		
1099	754 0875	24	LGAGE_WIDE	1 39	SG + 462	25	10		
1102	754 114	49	LGAGE_WIDE	1 38	SG + 596	25	10		
1103	754 1337	6	WARP62 42	-2 03	SG + 712	25	10		
1106	754 2585	8	WARP62 22	-2 02	CR + 158	25	10		
1107	754 2642	8	XLEVEL	2 33	CR + 193	25	10		
1112	754 4833	22	WARP62 58	2 69	CR + 686	25	10		
1113	754.4993	6	XLEVEL	2 24	No 0	25	10		
1115	754 5106	50	XLEVEL	2 73	CR + 59	25	10		
1116	754 518	14	WARP62 62	2 01	CR + 99	25	10		
1119	754 6528	15	XLEVEL	2 44	CR + 815	25	10		
1121	754 9135	13	WARP62 60	-2 06	No 0	25	10		
1132	755 5436	9	WARP62 52	2 18	No 0	25	10		
1143	756 2767	11	WARP62 21	-2 04	BR + 404	25	10		
1147	756 8835	15	WARP62 62	-2 11	CR + 66	25	10		
1154	757 096	7	WARP62 60	2 17	SG + 507	25	10		
1156	757 2723	13	WARP62 23	2 09	CR + 904	25	10		
1160	757 4061	19	WARP62 21	2 87	BR + 149	25	10		
1162	757 467	12	LGAGE_WIDE	1 25	BR + 439	25	10		
1164	757 4847	34	WARP62 62	-2 91	BR + 537	25	10		
1170	757 5551	13	WARP62 57	-2 2	BR + 911	25	10		
1172	757 8644	21	WARP62 62	2 28	No 0	25	10		
1176	757 9623	12	WARP62.62	-2 23	CR + 509	25	10		

Coos Bay Sub

Defect Number	Defect Mileage	Defect Length	Defect Type	Measured Value	Bench Mark	Posted Speed (Frt)	Revised Speed (Frt)	Latitude	Longitude
1185	758 1591	13	WARP62 62	2 46	CR + 99	25	10		
1186	758 2038	15	WARP62 51	-2 07	CR + 203	25	10		
1193	758 4962	7	LGAGE_TGHT	-0 56	No 0	25	-E-		
1197	758 6805	5	XLEVEL	2 06	CR + 250	25	10		
1199	758 7033	10	XLEVEL	2 47	CR + 367	25	10		
1200	758 7085	24	WARP62 25	-2 53	CR + 394	25	10		
1201	758 711	19	XLEVEL	3 12	CR + 413	25	-E-		
1202	758 7178	16	XLEVEL	2 53	CR + 454	25	10		
1205	758 7758	8	WARP62 37	-2 47	SW + 154	25	10		
1213	759 3275	7	LGAGE_TGHT	-0 77	RX + 47	25	-E-		
1218	759 5718	11	WARP62 62	2 21	CR + 789	25	10		
1220	759 6046	7	WARP62 61	-2 06	No 0	25	10		
1222	759 642	18	WARP62 61	2 44	No 0	25	10		
1223	759 661	14	WARP62 59	2 02	No 0	25	10		
1225	759 7055	13	WARP62 61	2 08	No 0	25	10		
1226	759 7493	7	WARP62 61	2 04	CR + 85	25	10		
1228	759 8915	14	WARP62 19	2 19	CR + 852	25	10		
1231	759 9995	15	WARP62 23	-2 06	No 0	25	10		
1236	760 2957	15	XLEVEL	2 55	No 0	25	10		
1237	760 3023	92	WARP62 62	-3 01	No 0	25	-E-		
1238	760 3041	145	LGAGE_TGHT	-2 63	No 0	25	-E-		
1253	760 9142	9	WARP62 61	-2 08	No 0	25	10		
1254	760 9453	16	LGAGE_TGHT	-1 42	No 0	25	-E-		
1267	761 7028	10	WARP62 28	-2 28	BR + 880	25	10		
1268	761 7212	24	WARP62 62	2 17	No 0	25	10		
1271	761 8438	18	LGAGE_TGHT	-0 61	CR + 118	25	-E-		
1272	761 874	25	WARP62 16	2 79	CR + 326	25	10		
1278	762 0765	31	LGAGE_TGHT	-1 55	SG + 402	25	-E-		
1280	762 0956	26	LGAGE_TGHT	-1 05	CR + 61	25	-E-		
1295	762 6245	7	LGAGE_TGHT	-0 55	CR + 914	25	-E-		
1296	762 6295	13	WARP62 25	-2 2	CR + 940	25	10		
1302	762 7926	15	WARP62 22	2 12	SW + 829	25	10		
1303	762 8138	20	WARP62 20	-2	SW + 943	25	10		
1304	762 8297	11	WARP62 62	2 14	No 0	25	10		
1306	762 8803	11	WARP62 20	2	No 0	25	10		
1308	762 8945	196	LGAGE_TGHT	-2 77	No 0	25	-E-		
1309	762 9144	16	WARP62 62	-2 52	No 0	25	10		
1310	763 0432	13	LGAGE_TGHT	-0 53	SG + 238	25	-E-		
1313	763 1483	6	WARP62 59	2 39	SG + 786	25	10		
1314	763 1642	18	WARP62 61	2 33	CR + 81	25	10		
1315	763 2324	11	LGAGE_TGHT	-0 64	SW + 90	25	-E-		
1316	763 2387	13	WARP62 22	2 09	SW + 117	25	10		
1318	763 3492	9	WARP62 61	2 04	SW + 703	25	10		
1319	763 3685	20	WARP62 62	-2 39	SW + 805	25	10		
1	739 4382	16	LGAGE_TGHT	-0 6	BR - 297	25	-E-		
2	739 4091	9	LGAGE_TGHT	-0 53	BR - 460	25	-E-		
4	739 1047	7	LGAGE_TGHT	-0 52	BR - 45	25	-E-		
5	739 0506	17	WARP62 25	-2 24	BR - 326	25	10		
8	738 9148	15	WARP62 57	2 13	BR - 61	25	10		
10	738 7502	14	LGAGE_WIDE	1 44	RX - 176	25	10		
15	738 4786	6	WARP62 62	-2 11	CR - 78	25	10		
16	738 4377	21	WARP62 62	2 11	SW - 83	25	10		
17	738 4335	35	LGAGE_WIDE	1 64	SW - 112	25	-E-		
20	738 3864	12	WARP62 62	2 82	SW - 348	25	10		

Coos Bay Sub

Defect Number	Defect Mileage	Defect Length	Defect Type	Measured Value	Bench Mark	Posted Speed (Frt)	Revised Speed (Frt)	Latitude	Longitude
38	737 6214	18	WARP62 25	-2 12	CR - 802	25	10		
39	737 6061	8	WARP62 62	-2 72	CR - 888	25	10		
42	737 2788	21	LGAGE_WIDE	1 68	BR - 211	25	-E-		
45	737 264	10	LGAGE_WIDE	1 28	BR - 282	25	10		
47	736 9411	9	LGAGE_WIDE	1 31	SG - 308	25	10		
50	736 8872	64	WARP62 62	3 56	SG - 593	25	-E-		
51	736 8445	8	WARP62 23	2 09	CR - 29	25	10		
61	736 5657	57	WARP62 62	3 1	CR - 679	25	-E-		
71	736 3021	19	LGAGE_WIDE	1 32	CR - 656	25	10		
86	735 6226	14	LGAGE_WIDE	1 38	CR - 490	25	10		
87	735 6182	9	WARP62 62	-2 07	CR - 513	25	10		
94	735 4661	17	WARP62 61	2 56	CR - 48	25	10		
95	735 4443	41	WARP62 62	3 13	CR - 168	25	-E-		
103	735 2543	12	WARP62 62	-2 09	CR - 126	25	10		
116	734 807	24	WARP62 62	-2 11	No 0	25	10		
117	734 7862	18	WARP62 62	-2 4	No 0	25	10		
127	734 5299	14	WARP62 28	2 27	No 0	25	10		
129	734 5191	11	LGAGE_WIDE	1 42	No 0	25	10		
133	734 4756	8	WARP62 53	-2 07	No 0	25	10		
136	734 3428	28	WARP62 61	-2 36	CR - 357	25	10		
137	734 3261	15	WARP62 60	2 13	CR - 447	25	10		
138	734 3106	9	WARP62 62	2 54	CR - 535	25	10		
139	734 2608	31	WARP62 55	2 5	CR - 140	25	10		
145	733 4887	22	LGAGE_WIDE	1 44	CR - 306	25	10		
146	733 4813	23	LGAGE_WIDE	1 26	CR - 345	25	10		
148	733 4375	22	LGAGE_WIDE	1 32	CR - 574	25	10		
149	733 3864	6	WARP62 21	-2 05	CR - 852	25	10		
153	733 3084	24	LGAGE_WIDE	1 34	CR - 244	25	10		
155	733 3002	43	LGAGE_WIDE	1 42	CR - 281	25	10		
165	733 0055	18	WARP62 62	-2 23	CR - 56	25	10		
166	732 9822	12	WARP62 62	-2 13	SG - 87	25	10		
167	732 9553	16	WARP62 62	2 52	BR - 26	25	10		
172	732 5	17	WARP62 62	2 32	CR - 84	25	10		
174	732 3659	23	WARP62 62	-2 37	CR - 794	25	10		
183	731 5765	16	WARP62 62	2 62	BR - 443	25	10		
185	731 5379	7	WARP62 62	-2 01	CR - 161	25	10		
186	731 5292	20	LGAGE_WIDE	1 38	CR - 207	25	10		
187	731 5239	28	LGAGE_WIDE	1 29	CR - 235	25	10		
188	731 5227	6	WARP62 24	-2 13	CR - 241	25	10		
194	731 3818	23	LGAGE_WIDE	1 25	CR - 191	25	10		
195	731 3727	21	LGAGE_WIDE	1 27	CR - 237	25	10		
198	731 3528	27	LGAGE_WIDE	1 4	CR - 343	25	10		
200	731 3307	23	LGAGE_WIDE	1 28	CR - 461	25	10		
202	730 978	8	WARP62 62	2 07	SG - 109	25	10		
205	730 9382	17	WARP62 21	2 09	SG - 323	25	10		
207	730 9205	20	WARP62 62	-2 49	SG - 411	25	10		
210	730 5214	9	LGAGE_TGHT	-0 51	BR - 272	25	-E-		
214	729 8508	14	LGAGE_WIDE	1 26	SG - 779	25	10		
215	729 8129	18	LGAGE_WIDE	1 31	No 0	25	10		
224	729 3992	9	WARP62 51	2	CR - 628	25	10		
232	728 961	26	LGAGE_WIDE	1 44	SG - 200	25	10		
236	728 9089	13	WARP62 62	2 21	SG - 474	25	10		
238	728.8903	10	LGAGE_WIDE	1 32	SG - 574	25	10		
246	728 5814	9	LGAGE_TGHT	-0 56	CR - 834	25	-E-		

Coos Bay Sub

Defect Number	Defect Mileage	Defect Length	Defect Type	Measured Value	Bench Mark	Posted Speed (Frt)	Revised Speed (Frt)	Latitude	Longitude
249	728 3474	23	LGAGE_TGHT	-0 58	CR - 8	25	-E-		
252	727 9097	34	LGAGE_WIDE	1 42	OH - 143	25	10		
255	727 8496	27	WARP62 62	2 58	CR - 62	25	10		
257	727 8445	7	XLEVEL	-2 15	CR - 92	25	10		
258	727 7385	23	WARP62 34	-2 29	CR - 650	25	10		
262	727 2765	19	WARP62 61	2 34	RX - 32	25	10		
264	727 2203	7	WARP62 31	-2 22	RX - 330	25	10		
272	726 7007	16	WARP62 62	-2 16	No 0	25	10		
274	726 5294	22	WARP62 61	2	CR - 768	25	10		
278	725 5659	15	WARP62 62	-2 18	CR - 139	25	10		
282	725 514	16	WARP62 20	-2 46	CR - 432	25	10		
290	725 3595	13	WARP62 62	-2 15	RX - 463	25	10		
291	725 3316	29	WARP62 62	2 89	RX - 609	25	10		
300	724 4678	57	WARP62 62	-3 38	CR - 88	25	-E-		
301	724 4309	16	LGAGE_WIDE	1 35	CR - 283	25	10		
305	724 2972	24	LGAGE_WIDE	1 55	CR - 339	25	-E-		
307	724 278	39	LGAGE_WIDE	1 39	CR - 440	25	10		
309	724 143	14	LGAGE_WIDE	1 33	CR - 245	25	10		
312	724 1068	8	LGAGE_WIDE	1 35	CR - 441	25	10		
319	723 9392	11	LGAGE_WIDE	1 32	SG - 319	25	10		
321	723 7409	40	WARP62 62	3 14	No 0	25	-E-		
328	723 4964	27	WARP62 62	2 6	CR - 85	25	10		
332	723 4235	15	WARP62 23	2 12	CR - 472	25	10		
340	723 1621	18	LGAGE_WIDE	1 31	No 0	25	10		
347	722 9593	13	WARP62 32	2 54	SG - 221	25	10		
355	722 7311	11	WARP62 27	-2 24	No 0	25	10		
363	722 2402	22	LGAGE_WIDE	1 26	CR - 806	25	10		
365	722 2282	10	LGAGE_WIDE	1 42	CR - 873	25	10		
368	722 2116	14	WARP62 55	-2 51	No 0	25	10		
370	722 1202	22	WARP62 22	2 36	CR - 246	25	10		
374	721 9595	37	LGAGE_WIDE	1 64	SG - 208	25	-E-		
375	721 9351	20	LGAGE_WIDE	1 39	SG - 336	25	10		
381	721 7488	14	LGAGE_WIDE	1 3	OH - 515	25	10		
386	763 6144	10	WARP62 61	2	BR + 48	25	10		
388	763 7062	31	LGAGE_TGHT	-0 58	BR + 522	25	-E-		
389	763 9665	35	LGAGE_TGHT	-0 84	No 0	25	-E-		
397	764 3631	15	LGAGE_WIDE	1 45	BR + 919	25	10		
398	764 3666	29	WARP62 31	2 36	BR + 942	25	10		
401	764 4027	42	LGAGE_WIDE	1 68	No 0	25	-E-		
402	764 4104	28	LGAGE_WIDE	1 4	No 0	25	10		
403	764 4182	40	LGAGE_WIDE	1 27	No 0	25	10		
404	764 4337	7	LGAGE_WIDE	1 28	No 0	25	10		
408	764 6545	7	LGAGE_TGHT	-0 62	CR + 920	25	-E-		
414	764 9621	11	LGAGE_WIDE	1 31	OH + 102	25	10		
417	765 1074	6	LGAGE_WIDE	1 48	SW + 2	25	10		
419	765 1346	12	XLEVEL	-2 24	SW + 143	25	10		
420	765 1417	37	WARP62 62	-2 77	SW + 178	25	10		
424	765 3161	6	LGAGE_TGHT	-0 61	RX + 677	25	-E-		
425	765 5479	33	WARP62 14	-2 57	RX + 379	25	10		
430	765 7106	17	WARP62 62	2 1	CR + 220	25	10		
447	766 411	11	LGAGE_WIDE	1 27	RX + 37	25	10		
452	766 525	11	WARP62 27	-2 4	CR + 200	25	10		
454	766 5966	14	WARP62 54	-2 27	RX + 96	25	10		
456	766 6674	6	LGAGE_TGHT	-0 52	CR + 26	25	-E-		

Coos Bay Sub

Defect Number	Defect Mileage	Defect Length	Defect Type	Measured Value	Bench Mark	Posted Speed (Frt)	Revised Speed (Frt)	Latitude	Longitude
457	766 8898	31	WARP62 59	2 28	RX + 83	25	10		
458	767 0096	22	WARP62 62	-2 82	SG + 48	25	10		
460	767 0487	34	WARP62 23	2 4	RX + 86	25	10		
463	767 1082	18	LGAGE_WIDE	1 5	CR + 101	25	-E-		
468	767 1451	21	LGAGE_WIDE	1 36	CR + 291	25	10		
471	767 1657	41	LGAGE_WIDE	1 78	CR + 411	25	-E-		
475	767 3125	7	LGAGE_WIDE	1 3	RX + 143	25	10		
477	767 3432	21	XLEVEL	-2 68	RX + 301	25	10		
480	767 4157	16	LGAGE_WIDE	1 44	RX + 21	25	10		
481	767 4222	9	LGAGE_WIDE	1 39	RX + 63	25	10		
494	767 7869	24	WARP62 23	-2 27	CR + 162	25	10		
495	767 8095	24	WARP62 14	2 6	SW + 34	25	10		
497	767 8693	31	WARP62 22	2 11	RX + 109	25	10		
498	767 8917	31	WARP62 61	2 75	RX + 46	25	10		
500	767 9248	23	WARP62 62	-2 44	RX + 157	25	10		
502	767 958	7	WARP62 62	2 18	RX + 330	25	10		
504	768 046	26	LGAGE_WIDE	1 54	RX + 225	25	-E-		
508	768 4159	8	LGAGE_WIDE	1 54	SW + 35	25	-E-		
511	768 4536	8	WARP62 62	-2 01	CR + 43	25	10		
517	768 6646	21	WARP62 21	-2 8	CR + 407	25	10		
519	768 7036	8	LGAGE_WIDE	1 36	SW + 31	25	10		
520	768 7178	9	LGAGE_WIDE	1 4	SW + 101	25	10		
526	768 7712	18	LGAGE_WIDE	1 33	CR + 236	25	10		
528	768 8276	42	WARP62 52	-2 83	SW + 53	25	10		
530	768 8528	13	LGAGE_WIDE	1 61	SW + 188	25	-E-		
535	768 9184	13	WARP62 62	-2 04	SW + 53	25	10		
536	768 9332	11	LGAGE_WIDE	1 33	SW + 134	25	10		
538	768 9382	6	LGAGE_WIDE	1 25	SW + 170	25	10		
543	768 9595	16	LGAGE_WIDE	1 27	SW + 273	25	10		
544	768 9636	11	LGAGE_WIDE	1 63	SW + 304	25	-E-		
546	768 9688	7	LGAGE_WIDE	1 31	SW + 325	25	10		
549	768 9909	40	WARP62 62	-2 85	SW + 442	25	10		
551	769 033	15	WARP62 48	-2 23	CR + 159	25	10		
554	769 053	10	XLEVEL	-2 1	SG + 281	25	10		
556	769 079	14	WARP62 13	2 33	SW + 56	25	10		
557	769 0841	4	XLEVEL	-2 3	SW + 77	25	10		
558	769 1002	35	WARP62 62	-3 02	RX + 34	25	-E-		
559	769 1044	7	LGAGE_WIDE	1 43	RX + 56	25	10		
562	769 2093	28	WARP62 20	-2 15	BR + 244	25	10		
565	769 2778	34	WARP62 19	-3 31	RX + 140	25	-E-		
566	769 2831	16	XLEVEL	2 79	RX + 159	25	10		
567	769 2894	15	XLEVEL	2 5	RX + 177	25	10		
568	769 2993	38	WARP62 62	2 49	RX + 231	25	10		

Re-Evaluation Inspection Report
- 2006 –

CENTRAL OREGON & PACIFIC RAILROAD

Coos Bay Subdivision
Book 1 of 2

Osmose®

Osmose Railroad Services, Inc.
4546 Tompkins Drive • Madison, WI 53716 • 800/721-3322

TO. DUKE RODLEY CORP

DATE. 2-13-07

REG/DIV:

PAGE 1 of 1

DIST/SUB/BRANCH COOS BAY

SUBSTANDARD CONDITION REPORT * 2007 PROGRAM

Listed below are conditions found during this inspection that we consider unsafe and could fail at anytime. We recommend condition be repaired as soon as possible. Condition must be monitored continually until repairs have been completed.

BRIDGE	LOCATION	BENT or PIER	SPAN or PANEL	MEMBERS	REMARKS
65817	VENETA, OR		ALL SPANS	TIES	POOR 30 REJECT (PLATECUT)
678.43	RICHARDSON, OR			NORTHWEST WINGWALL	LOSING BALLAST
681.45	" "		SPAN 1 PIER 1	EAST WEST FLANGE ANGLES & STIFFENERS	80% SECTION LOSS AT BEARING OF SPAN 1
"	"			WALKWAY	DAMAGED & NEED TO BE REPAIRED
69478	SUTTSEHOME, OR			SOUTHEAST WALKWAY	6 SECTIONS DAMAGED
* 716.40	CUSHMAN, OR	164		CAP	SEVERE CRUSHING UNDER CHORD 2 REJECT
* 719.21	CANARY, OR	13		2" SHIM	REJECT (CRUSHING) } DROP IN ELEVATION
		14		2" SHIM	FAILED } 10 MPH
* 736.03	GARDINER JCT OR	3		NORTH SHIM	REJECT (FAILING)

Signed: [signature]

Date: 2/13/07

Osmose

Osmose Railroad Services, Inc
4546 Tompkins Drive • Madison, WI 53716 • 800/721-3322

TO. DUKE RODLEY CORP DATE 2-14-07 PAGE 1 of 1

REG/DIV _____ DIST/SUB/BRANCH COOS BAY

SUBSTANDARD CONDITION REPORT * 2007 PROGRAM

Listed below are conditions found during this inspection that we consider unsafe and could fail at anytime. We recommend condition be repaired as soon as possible. Condition must be monitored continually until repairs have been completed.

	BRIDGE	LOCATION	BENT or PIER	SPAN or PANEL	MEMBERS	REMARKS
	728.51	KROLL, OR	9		CAP	REJECT (CRUSHING UNDER BOTH CHORDS)
*3	763.55	NORTH BEND, OR	15		CAP	REJECT (PILES PUNCHING, CRUSHING)
*	"	"	29		CAP	REJECT (PILES PUNCHING, CRUSHING
*	"	"	35		CAP	REJECT (PILE PUNCHING, CRUSHING)
*	776.56	HAYDEN, OR	3		ELEVATION SHIMS	REJECT (FAILING)

Signed: _____ Date: 2/15/07

CORP001196

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4546 Tompkins Drive • Madison, WI 53716 • 800/721-3322

TO. DUKE RODLEY DATE. 2/14/07 PAGE 1 of 1

CORP REG/DIV: DIST/SUB/BRANCH. COOS BAY

SUBSTANDARD CONDITION REPORT * 2007 PROGRAM

Listed below are conditions found during this inspection that we consider unsafe and could fail at anytime. We recommend condition be repaired as soon as possible. Condition must be monitored continually until repairs have been completed.

	BRIDGE	LOCATION	BENT or PIER	SPAN or PANEL	MEMBERS	REMARKS
c3	739.14	COQUILLE, OR	3		CAP	REJECT (CRUSHING UNDER CHORD 2)
c1	739.43	REEDSPORT, OR	4		SILL	REJECT (SPLIT UNDER H2O)
c1	739.43	REEDSPORT, OR	14		CAP	REJECT (CRUSHING UNDER CHORD 1)
	741.35	" "	5		CAP & SHIMS	REJECT (CRUSHING, VERTICAL SPLIT)
*	741.74	" "	4		CAP	REJECT (CRUSHING, PILES PUNCHING)
*	743.73	" "		6	PLYS 2, 3, 4, 5 & 7	REJECT (BURNED, CRUSHING, BREAKING)
*	743.73	" "		8	PLYS 1, 2, 4 & 5	REJECT (CRUSHING, BREAKING, BURNED)
*	743.73	" "		9	PLYS 1, 2 & 8	REJECT (BURNED, BROKEN, CRUSHING)
	746.88	LAKESIDE, OR		2	PLYS 1, 4 & 5	REJECT (CRUSHING)
	746.88	" "		3	PLYS 1, 4 & 5	REJECT (CRUSHING)
	746.88	" "		4	PLYS 1, 2, 6 & 8	REJECT (CRUSHING)

Signed: _____ Date: 2/14/07

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
652 21	Eugene	OR	652.21	1	8	ODPT	9				1940	120 0	15 0	6 0
652 58	Finn	OR	652.58	1	1	WSB				2	1929	8 0	8 0	3 0
656 12	Veneta	OR	656 12	1	1	Thru Truss				2	1907	100 0	100 0	15 0
657 12	Veneta	OR	657 12	1	8	ODPT	9				1941	120 0	15 0	2 0
657 96	Veneta	OR	657 96	1	2	BDPT	3				1927	30 0	15 0	6 0
658 17	Veneta	OR	658 17	1	8	STL			9			123 0	15 3	11 0
660 89	Veneta	OR	660 89	1	6	ODPT	7					90 0	15.0	10 0
661 28	Veneta	OR	661 28	1	6	ODPT	7					86 0	14 0	8 0
661 28	Veneta	OR	661 28	2	1	TPG			2			63 0	63 0	14 0
661 28	Veneta	OR	661.28	3	6	ODPT	7				1927	86 0	14 0	8 0
661 73	Veneta	OR	661 73	1	9	ODPT	10				1934	135 0	15 0	7 0
662 59	Veneta	OR	662.59	1	23	ODPT	24				1936	345 0	15 0	7 0
664 00	Noti	OR	664 00	1	1	Thru Truss			1	1	1907	100 0	100 0	20 0
664 00	Noti	OR	664 00	2	9	BDPT	10					132.0	14 5	11 0
664 62	Noti	OR	664 62	1	6	ODPT	7				1939	90 0	15 0	17 0
664 62	Noti	OR	664 62	2	1	Thru Truss			2			100 0	100 0	18 0
664 62	Noti	OR	664 62	3	6	ODPT	7				1939	90 0	15 0	15 0
664 85	Noti	OR	664 85	1	5	ODPT	6				1939	75 0	15 0	17 0
664 85	Noti	OR	664 85	2	1	Thru Truss			2			100 0	100 0	20 0
664 85	Noti	OR	664 85	3	5	ODPT	6				1939	75 0	15 0	21 0
665 49	Noti	OR	665 49	1	7	ODPT	8				1933	105 0	15 0	36 0
665 49	Noti	OR	665 49	2	1	Thru Truss			2			100 0	100 0	20 0
665 49	Noti	OR	665 49	3	6	ODPT	7				1933	90 0	15 0	30 0
666 21	Noti	OR	666 21	1	4	BDPT	5					60 0	15 0	11 0
667 28	Vaughn	OR	667.28	1	5	ODPT	6				1928	75 0	15 0	15 0
667 40	Vaughn	OR	667 40	1	6	ODPT	7				1939	90 0	15 0	38 0
667 40	Vaughn	OR	667.40	2	4	DPG	4					160 0		50 0
667 40	Vaughn	OR	667 40	3	3	ODPT	4	1			1939	45 0	15 0	28 0
668 50	Vaughn	OR	668 50	1	11	ODPT	11					154 0		46 0
668 50	Vaughn	OR	668 50	2	3	DPG			4			120 0	120 0	58 0
668 50	Vaughn	OR	668.50	3	6	ODFT	7					90 0	15 0	39 0
Tunnel 13	Vaughn	OR	669 47	1		Tunnel						2487 0		
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					80 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	18 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 06	Richardson	OR	681 06	1	2	TPG			1	2	1913	156 0	156 0	8 0
Tunnel 14	Richardson	OR	681 09	1		Tunnel						417 0		

Central Oregon & Pacific Railroad
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LINE: Coos Bay Subdivision **Eugene, OR - Coquille, 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
681 45	Richardson	OR	681 45	1	2	DPG			1	2		223 0		20 0
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		165 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	83 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	ODPT	2					15 0	15 0	2 0
692 06	Swisshome	OR	692.06	1	1	BDPT	2					15 0	15 0	2 0
693 27	Swisshome	OR	693.27	1	5	BDPT	6				1929	75 0	15 0	12 0
694 32	Swisshome	OR	694.32	1	10	ODPT	11				1936	130 0	14 6	22 0
694 32	Swisshome	OR	694.32	2	1	Thru Truss			2			200 0	200.0	25 0
694 32	Swisshome	OR	694.32	3	6	ODPT	7					90 0	14 6	20 0
694 78	Swisshome	OR	694 78	1	2	DPG			1	2		314 0		15 0
694 78	Swisshome	OR	694 78	2	1	Thru Truss			2			150 0	150 0	20 0
694 78	Swisshome	OR	694 78	3		DPG						163 0		15 0
694 98	Swisshome	OR	694 98	1	1	ODFT	2					15 0		2 0
696 66	Swisshome	OR	696.66	1	5	BDFT	6					75 0		15 0
696 66	Swisshome	OR	696 66	2	1	Thru Truss			2			150 0	150 0	20 0
696 66	Swisshome	OR	696 66	3	9	ODPT	10					138 0		21.0
700 37	Tide	OR	700.37	1	8	ODPT/OD FT	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				1932	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

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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
Tunnel 15	Canary	OR	720 73	1		Tunnel						2143 0		
Tunnel 16	Canary	OR	721 52	1		Tunnel						617 0		
724 22	Kroll	OR	724 22	1	4	Concrete Tub	5					120 0		15 0
725 98	Kroll	OR	725.98	1	37	ODPT	38				1975	577 0		10 0
726 31	Kroll	OR	726 31	1	65	ODPT	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					1917	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				1914			
735 86	Kroll	OR	735 86	1	5	ODPT	6				1931	80 0		14 0
736 03	Gardiner Jct.	OR	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				1937	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		18 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	18 0

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741 35	Reedsport	OR	741 35	1	4	ODPT/ODFT	5					50 0		9 0
741 74	Reedsport	OR	741 74	1	3	ODPT/ODFT	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/ODFT	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				1929	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					1916			
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/ODFT	21					315 0		8 5
Tunnel 21	Lakeside	OR	751 23	1		Tunnel								
752 99	Lakeside	OR	752 99	1	12	ODPT	13					60 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/ODFT	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
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

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782 53	Coquille	OR	782.53	1	4	ODPT	5				1938	60 0		10 0
785 28	Coquille	OR	785.28	1	4	ODPT	5					60 0		12 0
785 33	Coquille	OR	785.33	1	4	ODPT	5				1938	60.0		10 0

Central Oregon & Pacific Railroad
Coos Bay Subdivision
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Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Cnd	Ptng Yr	Date Comp	Ptng A DK	Ptng E DK	Ptng AX	Ptng EX	Ptng A GL	Ptng E GL	Str Spans	Str Data	Acc	Remarks
652.21	Eugene, OR	652 21	9	0	Y	6	ODPT	C-98	40		0 0	79 0	0 0	20 0	0	0	64	Y	R	
652 58	Finn, OR	652 58	0	0	N/C	1	WSB	C-98	29		0 0	0 0	0 0	0 0	0	0	14	Y	R	
657 12	Veneta, OR	657 12	9	0	D	2	ODPT	C-98	41		0 0	16 0	0 0	3 0	0	0	64	Omni	R	Not Enough Decay
657 96	Veneta, OR	657 96	3	0	N/C	6	BDPT	C-98	27		0 0	22.0	0 0	0 0	0	0	24	Y	R	
658 17	Veneta, OR	658 17	0	0	N/C	11		C-98	0		0.0	0.0	0 0	0 0	0	0	64	Y	R	Steel piles, timber strgs
660.89	Veneta, OR	660 89	7	0	D	10	ODPT	C-98	0		0 0	15 0	0 0	0 0	0	0	48	Y	R	Not Enough Decay
661 28 NA	Veneta, OR	661 28	7	0	Y	8	ODPT	C-98	0		0 0	37 0	0 0	6 0	0	0	48	Y	T	
661.28 SA	Veneta, OR	661 28	7	0	Y	8	ODPT	C-98	0		0 0	55 0	0.0	10 0	0	0	48	Y	T	
661 73	Veneta, OR	661 73	10	0	Y	7	ODPT	C-98	34		0 0	56 0	0 0	10 0	0	0	72	Omni	B	
662 59	Veneta, OR	662 59	24	0	Y	7	ODPT	C-98	36		0 0	83 0	0 0	20 0	0	0	184	Newer	B	
664 00 SA	Noti, OR	664 00	10	0	Y	11	BDPT	C-98	0		0 0	67 0	0 0	15 0	0	0	108	Y	R	
664 62 NA	Noti, OR	664 62	7	0	Y	17	ODPT	C-98	39		0 0	66 0	0.0	16 0	0	0	48	Y	R	
664 62 SA	Noti, OR	664 62	7	0	Y	15	ODPT	C-98	39		0.0	61 0	0.0	16 0	0	0	48	Omni	R	
664 85 NA	Noti, OR	664 85	6	0	Y	17	ODPT	C-98	39		0 0	29 0	0 0	4 0	0	0	40	Omni	R	
664 85 SA	Noti, OR	664.85	6	0	Y	21	ODPT	C-98	0		0 0	29 0	0 0	4 0	0	0	50	Y	R	
665 49 NA	Noti, OR	665 49	8	0	Y	36	ODPT	C-98	33		0.0	40 0	0 0	5 0	0	0	56	Y	T	
665 49 SA	Noti, OR	665 49	7	0	Y	30	ODPT	C-98	0		0 0	45 0	0 0	9 0	0	0	42	Y	T	
666.21	Noti, OR	666 21	5	0	Y	11	BDPT	C-98	0		0 0	37 0	0 0	0.0	0	0	48	Omni	T	

Bridge	Location	Mile Post	Bts	Pier	Subg	Max Hgt	Type	Cnst	Plng Yr	Date Comp	Plng A DK	Plng E DK	Plng AX	Plng EX	Plng A GL	Plng E GL	Str Spans	Str Date	Acc	Remarks
667.28	Vaughn, OR	667 28	6	0	Y	15	ODPT	C-98	0		0 0	47.0	0 0	10.0	0	0	40	Newer	B	
667 40 NA	Vaughn, OR	667 40	7	0	R	38	ODPT	C-98	39		0 0	71.0	0 0	25 0	0	0	48	Y	B	Reject % High
667 40 SA	Vaughn OR	667 40	4	1	Y	28	ODPT	C-98	39		0 0	53 0	0 0	19 0	0	0	24	Y	B	
668.50	Vaughn, OR	668.50	11	0	Y	46	ODPT	C-98	0		0 0	79 0	0.0	15 0	0	0	88	Y	R	
668.50 SA	Vaughn, OR	668 50	7	0	Y	39	ODPT	C-98	0		0 0	200	0 0	0 0	0	0	48	Y	R	
Tunnel 13	Vaughn, OR	669 47	0	0	N&C	0		C-98	0		0 0	0 0	0 0	0 0	0	0	0		R	Tunnel Est 304 Ringers
671.89	Vaughn, OR	671 89	7	0	Y	20	ODPT	C-98	0		0 0	20 0	0 0	2 0	0	0	48		T	
674.03	Vaughn, OR	674.03	3	0	Y	9	ODPT	C-98	0		0.0	37 0	0.0	6 0	0	0	16	Y	R	
677 80 NA	Vaughn, OR	677.80	5	0	Y	10	ODPT	C-98	0		0 0	43 0	0 0	10 0	0	0	32	Y	B	
677 80 SA	Vaughn, OR	677 80	4	0	Y	12	ODPT	C 98	0		0 0	27 0	0 0	0 0	0	0	24	Y	B	
678 43 NA	Richardson, OR	678.43	6	0	Y	12	ODPT	C-98	0		0 0	66 0	0 0	16 0	0	0	43	Y	R	
678 43 SA	Richardson, OR	678 43	4	0	Y	11	ODPT	C-98	0		0 0	83 0	0 0	20 0	0	0	28	Y	R	
687 03	Richardson, OR	687 03	6	0	Y	16	ODPT	C-98	35		0 0	41 0	0 0	0 0	0	0	40	Y	T	
687.88	Richardson, OR	687 88	7	0	Y	17	ODPT	C-98	39		0 0	41 0	0 0	7 0	0	0	48	Newer	I	
689 23	Richardson, OR	689 23	2	0	R	4	BDPT	C-98	0		0 0	80 0	0 0	40 0	0	0	12	Y	T	Reject % High
691.05 SA	Richardson, OR	691 05	10	0	Y	20	ODPT	C-98	34		0 0	68 0	0 0	15 0	0	0	75	Y	T	
691 38	Richardson OR	691 38	2	0	R	2	ODPT	C-98	0		0 0	25 0	0 0	25.0	0	0	8	Y	T	Reject % High
692 06	Swissborne, OR	692 06	2	0	D	2	BDPT	C-98	0		0 0	100	0 0	0 0	0	0	12	Y	R	Not Enough Decay

CORP001204

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Cnd	Ping Yr	Date Comp	Ping A DK	Ping B DK	Ping AX	Ping EX	Ping A GL	Ping B GL	Str Spans	Str Data	Acc	Remarks
693 27	Swnshome, OR	693 27	6	0	Y	12	BDPT	C-98	29		00	180	00	00	0	0	60	Y	T	
694 32 NA	Swnshome, OR	694 32	11	0	Y	22	ODPT	C-98	36		00	560	00	80	0	0	80	Y	R	Treated 1976
694.32 SA	Swnshome, OR	694 32	7	0	Y	20	ODPT	C-98	36		00	580	00	60	0	0	48	Y	R	Treated 1976
694 78	Swnshome, OR	694.78	0	0		15			0		00	00	00	0.0	0	0	0			
694 98	Swnshome, OR	694 98	2	0	D	2	ODFT	C-98	0		00	100	00	00	0	0	8		R	Not Enough Decay
696 66 NA	Swnshome, OR	696 66	6	0	Y	15	BDFT	C-98	0		00	310	00	30	0	0	60	Y	B	
696 66 SA	Swnshome, OR	696.66	10	0		21	ODPT	C-98	0		00	330	00	20	0	0	85	Y	B	
700 37	Tide, OR	700.37	9	0	Y	19	ODPT/ ODFT	C-98	39		00	280	00	40	0	0	64	Y	T	
702 65	Mapleton, OR	702 65	10	0	Y	18	ODPT/ ODFT	C-98	0		00	370	00	30	0	0	72	Y	R	
702.95	Mapleton, OR	702 95	5	0	Y	8	ODPT	C-98	0		00	260	00	00	0	0	32	Y	R	
710 20	Beck, OR	710 20	8	0		15	BDFT		25	4/30/1976	68 6	500	114	50	0	0	84		T	
710 20	Beck, OR	710 20	8	0	R	15	BDPT	C-98	25		00	700	00	260	0	0	84		T	Treated 1976
711 37	Beck, OR	711.37	6	0	D	14	BDPT	C-98	0		00	100	00	00	0	0	60	Y	B	Not Enough Decay
711 67	Beck, OR	711.67	6	0	R	14	BDPT	C-98	0		00	870	00	300	0	0	60	Y	T	Reject % High
712 16	Wendson, OR	712 16	5	0	Y	14	BDPT	C-98	0		00	560	00	00	0	0	48	Y	T	
712 80	Wendson, OR	712 80	5	0	Y	9	ODPT	C-98	0		00	640	00	200	0	0	32	Y	T	
716.4 S2	Cushman, OR	716.40	10	0		19	ODPT	Y-75	32	8/10/1976	48 9	400	400	50	0	0	72	Y	T	
716.4 S2	Cushman OR	716 40	10	0	Y	19	ODPT	C-98	32		00	600	00	150	0	0	72	Y	T	Treated 1976

Bridge	Location	Mile Post	Bts	Pres	Subj	Max Hgt	Type	Cnst	Ptng Yr	Date Comp	Ptng A DK	Ptng B DK	Ptng AX	Ptng EX	Ptng A GL	Ptng B GL	Str Spans	Str Data	Acc	Remarks
716 4 S4	Cushman, OR	716 40	171	0		18	ODPT	Y-64	0	9/14/1964	7 7	40 0	0 2	5 0	0	0	1,360		T	
716.4 S4	Cushman, OR	716 40	171	0	Y	18	ODPT	C-98	0		0 0	31 0	0 0	5 0	0	0	1,360	Ornst	T	Treated 1964
719 07	Canary, OR	719 07	8	0		24	ODPT		0	4/28/1976	70 0	60.0	20 0	10.0	0	0	56		T	
719 07	Canary, OR	719 07	8	0	Y	24	ODPT	C-98	0		0 0	80 0	0 0	20 0	0	0	56		T	Treated 1976
719 21	Canary, OR	719.21	22	0		24	ODPT		42	5/ 5/1976	57 3	50 0	5 5	3 0	0	0	168		R	
719.21	Canary, OR	719 21	22	0	Y	24	ODPT	C-98	42		0.0	77 0	0 0	15 0	0	0	168	Y	R	Treated 1976
725 96	Kroll, OR	725 96	38	0	Y	10	ODPT	C-98	75		0 0	39 0	0.0	6 0	0	0	296	Y	R	
726 31	Kroll, OR	726 31	66	0	D	8	ODPT	C-98	73		0 0	10 0	0 0	3.0	0	0	592	Y	R	Not Enough Decay
Tunnel 17	Kroll, OR	727 70	103	0	NAC	0	Tunnel	C-98	0		0 0	0 0	0 0	0 0	0	0	0		r	Tunnel - Est 103 Timber Ringsets
728.51	Kroll, OR	728 51	19	0	Y	10	ODPT	C-98	30		0 0	77 0	0.0	19 0	0	0	146	Y	R	
729 04	Kroll, OR	729 04	27	0	Y	18	ODPT	S-98	36		0 0	63 0	0 0	9 0	0	0	260	Y	R	
730 56 S1	Kroll, OR	730 56	13	0	Y	10	ODPT	C-98	0		0 0	68 0	0.0	17 0	0	0	104		R	
730 56 S3	Kroll, OR	730 56	19	0	Y	10	ODPT	C-98	0		0 0	57 0	0 0	13 0	0	0	144	Y	R	
730 56 S5	Kroll, OR	730 56	36	0	Y	10	ODPT	R-98	0		0 0	44 0	0 0	9 0	0	0	0	Glulam	R	
731 65 NA	Kroll, OR	731 65	64	0	D	9	ODPT	C-98	0		0 0	12 0	0 0	0 0	0	0	504	Y	R	Not Enough Decay
731 65 SA	Kroll, OR	731.65	167	0	Y	9	ODPT	C-98	0		0 0	37 0	0 0	0 0	0	0	1,660		R	
732 84 NA	Kroll, OR	732.84	26	0	Y	8	ODPT/ ODFT	C-98	0		0 0	69 0	0 0	16 0	0	0	250	r	R	
732 84 MS	Kroll, OR	732 84	0	2	Y	7	ODPT	C-98	0		0 0	60 0	0 0	15 0	0	0	0	Beam span	R	

CORP001206

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Cnst	Plng Yr	Date Comp	Plng A DK	Plng B DK	Plng AX	Plng FX	Plng A GL	Plng B GL	Str Spans	Str Data	Acc	Remarks
732 84 SA	Kroll, OR	732 84	20	0	Y	9	ODFT	C-98	0		00	53 0	00	11 0	0	0	190	Newer	R	
Tunnel 18	Kroll, OR	734 48	152	0	N/C	0	Tunnel	C-98	0		00	00	00	00	0	0	0			Tunnel - Est 152 Timber Ringsets
735 86	Kroll OR	735.86	6	0	Y	14	ODFT	C-98	31		00	73 0	00	16 0	0	0	40	Y	R	
736.03	Gardiner Jct , OR	736 03	6	0	Y	14	ODFT	C-98	26		00	77 0	00	19 0	0	0	42	Y	R	
736.51	Gardiner, OR	736 51	4	0	Y	9	ODFT	C-98	26		00	29 0	00	7 0	0	0	24	Y	R	
737 33	Gardiner, OR	737 33	7	0	Y	13	BDFT	C-98	0		00	42 0	00	3 0	0	0	72	Y	R	
738 70 Main	Reedsport, OR	738 70	3	0	Y	8	ODFT	C-98	0		00	30 0	00	12 0	0	0	16	Y	B	
738 70 Siding	Reedsport, OR	738 70	3	0	Y	8	ODFT	C-98	0		00	53.0	00	20 0	0	0	16	Y	B	
738 94	Gardiner JCT , OR	738 94	28	0	Y	13	ODFT/ ODFT	C-98	0		00	61 0	00	9 0	0	0	216	Y	B	
739 14	Gardiner, OR	739 14	26	0	Y	18	ODFT	C-98	37		00	69 0	00	16 0	0	0	200	Y	R	
739 14 SA	Gardiner, OR	739 14	12	0	Y	13	ODFT	C-98	0		00	57.0	00	19 0	0	0	88	Y	R	
739 43 NA	Reedsport, OR	739 43	19	0	Y	15	ODFT	C-98	37		00	47 0	00	13 0	0	0	144	Y	R	
739 43 SA	Reedsport, OR	739 43	8	0	Y	15	ODFT	C-98	0		00	51 0	00	12 0	0	0	64	Y	R	
739 68 NA	Reedsport, OR	739 68	5	0	Y	16	ODFT	C-98	0		00	30 0	00	5 0	0	0	32	Y	R	
739 68 SA	Reedsport, OR	739 68	5	0	Y	16	ODFT	C-98	0		0.0	25.0	00	6 0	0	0	32	Y	R	
740.25 Main	Reedsport, OR	740 25	5	0	Y	7	ODFT	C-98	0		00	60 0	0.0	24 0	0	0	32	Y	T	
741 35	Reedsport, OR	741.35	5	0	Y	9	ODFT/ ODFT	C-98	0		00	36.0	00	20 0	0	0	32	Y	R	

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Crsd	Plng Yr	Date Comp	Plng A DK	Plng E DK	Plng AX	Plng EX	Plng A GL	Plng E GL	Str Spans	Str Data	Acr	Remarks
741 74	Reedsport, OR	741 74	4	0	Y	9	ODFT/ ODFT	C-98	0		00	21 0	00	5 0	0	0	24	Y	R	
742 05	Reedsport, OR	742 05	4	0	D	9	ODFT	C-98	0		00	100	00	00	0	0	24	Y	R	Not Enough Decay
742 24	Reedsport, OR	742 24	9	0	Y	12	ODFT	C-98	28		00	57 0	00	13 0	0	0	64	Y	R	
742 72	Reedsport, OR	742 72	10	0	Y	11	ODFT/ ODFT	C-98	0		00	15 0	00	5 0	0	0	64		B	
742.95	Reedsport, OR	742 98	5	0	Y	8	ODFT	C-98	0		00	28 0	00	4 0	0	0	32	Y	T	
743 20	Reedsport, OR	743.20	4	0	Y	8	BDFT	C-98	29		00	75.0	00	15 0	0	0	36	Y	T	
743 73	Reedsport, OR	743 73	10	0	Y	12	ODFT	C-98	34		0.0	56 0	00	10 0	0	0	32	Y	B	
743 88	Reedsport, OR	743 88	9	0	Y	12	ODFT	C-98	0		00	52.0	00	8 0	0	0	64	Y	B	
743 97	Reedsport, OR	743 97	8	0	Y	12	ODFT	C-98	32		00	55.0	00	10 0	0	0	56	Y	T	
744.24	Reedsport, OR	744 24	6	0	Y	11	BDFT	C-98	29		00	71 0	00	4 0	0	0	60	Y	T	
744 44	Reedsport, OR	744 44	6	0	Y	10	BDFT	C-98	0		0.0	36 0	0.0	00	0	0	60	Y	T	
744 70	Reedsport, OR	744 70	6	0	Y	11	BDFT	C-98	25		00	33 0	00	7 0	0	0	60	Newer	R	
744 83	Reedsport, OR	744.83	6	0	Y	9	BDFT	C-98	29		0.0	29 0	00	00	0	0	60	Y	R	
748 06	Lakeside, OR	748 06	7	0	D	8	BDFT	C-98	0		00	15 0	00	00	0	0	72	Y	B	Not Enough Decay
748 44	Lakeside, OR	748 44	3	0	Y	4	BDFT	C-98	30		00	13.0	00	6 0	0	0	24	Y	R	
748 68	Lakeside, OR	748 68	6	0	Y	8	ODFT	C-98	0		00	39 0	00	00	0	0	40	Y	R	
750.46 NA	Lakeside, OR	750.46	66	0	D	9	ODFT	C-98	0		00	100	0.0	00	0	0	528	Y	R	Not Enough Decay
750 46 MS	Lakeside, OR	750 46	0	2	D	3	ODFT	C-98	0		00	100	00	00	0	0	0	Steel	R	Not Enough Decay

CORP001208

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Cnd	Plng Yr	Date Comp	Plng A DK	Plng B DK	Plng AX	Plng EX	Plng A GL	Plng B GL	Str Spans	Str Data	Acc	Remarks
750 46 SA	Lakeside, OR	750.46	55	0	D	9	ODFT	C-98	0		0 0	10 0	0 0	0 0	0	0	432		R	Not Enough Decay
751 02	Lakeside, OR	751 02	21	0	Y	9	ODPT/ ODFT	C-98	0		0.0	47 0	0 0	7 0	0	0	160	Y	R	
Tunnel 21	Lakeside, OR	751 23	0	0	N/C	0		S-98	0		0 0	0 0	0 0	0 0	0	0	0			Tunnel - Lst. 61 Ring sets
752 99	Lakeside OR	752 99	13	0	Y	15	ODP1	C-98	0		0 0	78 0	0 0	9 0	0	0	96	Newer	T	
753 48	Lakeside, OR	753 48	8	0	Y	16	ODPT	C-98	0		0 0	36.0	0 0	5 0	0	0	56	Y	T	
755.63	Lakeside, OR	755 63	6	0	Y	8	ODPT	C-98	0		0 0	24.0	0 0	6.0	0	0	50	Y	R	
756 13	Hauser, OR	756 13	6	0	Y	10	ODFT	C-98	0		0 0	56 0	0 0	20.0	0	0	40		R	
756 55	Hauser, OR	756.55	6	0	Y	2	ODPT/ ODFT	C-98	0		0 0	23 0	0 0	3 0	0	0	0	Y	R	
757.37	Hauser, OR	757.37	6	0	Y	8	ODFT	C-98	31		0 0	19 0	0 0	0 0	0	0	40	Y	R	
763.55 NA	North Bend, OR	763.55	22	0		16	BDP1	Y-75	0	4/16/1976	32.3	33 0	1 6	1.0	0	0	252	Y	B	
763 55 NA	North Bend, OR	763 55	22	0	Y	16	BDP1	C-98	0		0 0	59 0	0 0	7 0	0	0	252	Y	B	Treated 1976
763 55 SA	North Bend, OR	763 55	38	0		16	BDPT	Y-75	0	4/17/1976	59 3	50 0	9 9	7.0	0	0	370		B	
763 55 SA	North Bend, OR	763 55	38	0	Y	16	BDP1	C-98	0		0 0	80 0	0 0	17 0	0	0	370	Y	B	Treated 1976
769 11 NA	Coos Bay, OR	769 11	14	0	Y	9	ODPT	C-98	0		0 0	70 0	0 0	25 0	0	0	104	Y	T	
769 11 SA	Coos Bay, OR	769 11	8	0		12	ODPT	Y-75	0	4/21/1976	71 4	50 0	3 6	4 0	0	0	70		T	
769 11 SA	Coos Bay, OR	769 11	8	0	R	12	ODPT	C-98	0		0 0	88 0	0.0	27 0	0	0	70		T	Reject 96 High, Treated 1976
771 76	Coos Bay, OR	771 76	7	0		10	ODPT		30	4/15/1976	48 6	40 0	2 9	2.0	0	0	48		T	

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Cnst	Plng Yr	Date Comp	Plng A DK	Plng E DK	Plng AX	Plng EX	Plng A GL	Plng E GL	Str Spans	Str Data	Acc	Remarks
771 76	Coos Bay, OR	771 76	7	0	Y	10	ODPT	C-98	30		00	71.0	00	90	0	2	48	Y	T	Treated 1976
773 94	Hayden, OR	773 94	4	0	Y	12	ODPT	C-98	0		00	30.0	00	50	0	0	18	Y	T	
776.56	Hayden, OR	776.56	4	0	Y	8	ODPT	C-98	0		00	70 0	0.0	100	0	4	24	Y	T	
777 03	Hayden, OR	777 03	3	0	D	8	ODPT	C-98	0		00	100	00	00	0	0	16	Y	T	Not Enough Decay
779 80	Couquille, OR	779 80	5	0	D	8	ODPT	C 98	0		00	100	00	00	0	0	40	Y	B	Not Enough Decay
782 35	Couquille, OR	782 35	4	0	Y	8	ODPT	C-98	38		00	170	00	00	0	0	24	Y	B	
782 53	Couquille, OR	782 53	5	0	Y	10	ODPT	C-98	38		00	230	00	00	0	0	32	Y	B	
785.26	Couquille, OR	785.26	5	0	Y	12	ODPT	C-98	0		00	220	00	00	0	0	36	Y	R	
785.33	Couquille, OR	785 33	5	0	Y	10	ODPT	C-98	0		00	200	00	00	0	0	32	Y	B	

RECOMMENDATIONS

The following is a summary of our recommendations for repairs These repair recommendations have been made to most economically correct the existing bridge problems Although not all deficiencies require immediate attention to maintain the structural integrity of the bridges, we do feel that these recommendations should be carried out before failure occurs

A priority rating for repairs has been established, which will help you to focus on the most critical situations first.

An inspection sheet has been included for the structure inspected, summarizing the defects found, repair recommendations and priorities for implementing repairs. The priority rating is a measure of the level of importance associated with repairing defective members or conditions found at the time of the inspection All substandard conditions should be repaired in a timely fashion, since the seriousness of a particular defect can become greater over time, and with it, the structure's repair priority Bridge components are interactive with each other structurally, therefore, substandard members can affect the overall structural integrity of a bridge **Osmose strongly recommends that all Priority 1 repairs be made immediately and that Priority 2 repairs be accomplished as soon as possible.**

The priority ratings are as follows·

PRIORITY 1 - Emergency Stop operation over structure and perform repairs immediately.

PRIORITY 2 - Condition is unsafe and could cause failure at any time. Repair as soon as possible Condition must be monitored continually until repairs have been completed

PRIORITY 3 - Condition could become unsafe and should be monitored frequently. Repair in the near future

PRIORITY 4 - Condition is substandard and should be monitored Condition may require repairs within 1 to 5 years

PRIORITY 5 - Either no defects or only minor defects were found. Repairs not recommended at this time, but condition of structure should be monitored

Recommendations and priorities are based on conditions present at the time of this inspection, utilizing Industry standards and information made available to us by the Owner They are based on defects found that may limit the original capacity of the structure No rating of the structure has been performed Conditions and standards can and do change, so frequent re-inspection and evaluation are recommended For whatever reasons if only partial Priority 1, 2 and 3 recommended repairs are made to any one or all bridges listed in that category, Osmose accepts no liability Again, bridge components are interactive with each other structurally, therefore, substandard members can affect the overall structural integrity of a bridge

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 652.21 MP 652 21 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Shim on Bent 2 (crushing)	OSMOSE	2
2	Replace - Cap on Bent 7 (slight crushing under both chords)	OSMOSE	2
3	Replace - All stringers	OSMOSE	2
4	Replace - Shim on Bent 1 - Shim on Bent 5 (vertical split, crushing under chord 2) Shim on Bent 8	OSMOSE	3
5	Add ballast and tamp up both approaches	RAILROAD	4
6	Post. - Pile 1 of Bent 2 - Pile 2 of Bent 6 - Pile 5 of Bent 7	OSMOSE	4
7	Replace - Both Sway Braces on Bent 6	OSMOSE	4
8	In-place preservatively treat piles and caps	OSMOSE	4

BRIDGE NUMBER. 652.58 MP 652 58 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Install - An additional 10" of Ballast retainer to each side of trackbed and - Add ballast and cover tie ends (West side)	RAILROAD	3
2	Monitor: - Both abutments for additional widening of cracks	RAILROAD	5

BRIDGE NUMBER. 656 12 MP 656 12 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3
2	Clean both bridge seats and floor beam top flange angles of debris	RAILROAD	3
3	Reset abutment #2 bearings	OSMOSE	4
4	Replace - All guard timber	OSMOSE	4
5	Continue regular inspections	OSMOSE	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

BRIDGE NUMBER. 657 12 — MP: 657 12 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Remove drift from bridge as necessary	RAILROAD	3
3	Install - Wingwalls to the North headwall	OSMOSE	3
4	Replace. - Cap on Bent 3 (minor crushing under chord 1 piles 1 & 2 punching)	OSMOSE	3
5	Post - Pile 1 of Bent 3 - Pile 1 of Bent 4 - Pile 1 of Bent 8	OSMOSE	4
6	Replace - Cap on Bent 8	OSMOSE	4
7	In-place preservatively treat piles and caps.	OSMOSE	4
8	Install - An 8" plank to the North headwall	OSMOSE	4

BRIDGE NUMBER: 657 98 — MP 657 98 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 1 in Spans 1 & 2	OSMOSE	4
2	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: 658.17 — MP 658.17 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove drift from bridge as necessary	RAILROAD	2
2	Remove - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD	2
3	Replace all 97 bridge ties	OSMOSE	2
4	Perform - Detailed stringer inspection	OSMOSE	3
5	Replace: - Stringer 1 in Span 6 - Stringer 2 in Span 6	OSMOSE	3
6	Replace, - South Headwall lop plank	OSMOSE	4
7	Replace - Stringer 8 in Span 5 - Stringer 1 in Span 7	OSMOSE	4

BRIDGE NUMBER: 660.89 — MP 660 89 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1	OSMOSE	3
3	Replace - Top North Headwall plank - Top South Headwall plank	OSMOSE	4
4	Replace - Stringer 1 in Span 3 - Stringer 1 in Span 5 - Stringer 8 in Span 6	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 661.28 North Approach **MP: 661.28** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and lamp up approach	RAILROAD	2
2	Post. - Pile 2 of Bent 2 - Pile 5 of Bent 2 - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE	3
3	Post. - Pile 1 of Bent 1 - Pile 2 of Bent 3	OSMOSE	4
4	Replace - Cap on Bent 6	OSMOSE	4
5	Replace. - Stringer 8 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 5 - Stringer 1 in Span 6	OSMOSE	4
6	Spot replace 2 bridge ties	OSMOSE	4
7	Replace - Top plank of headwall	OSMOSE	4
8	In-place preservatively treat piles, caps and stringers	OSMOSE	4
9	Monitor - Pile 1 of Bent 3	RAILROAD	5

BRIDGE NUMBER: 661.28 Main Section **MP 661.28** **SECTION #2**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove debris from - Bearing seats - Lower gusset plates and remove pack rust	RAILROAD	3
2	Spot replace 8 bridge ties	OSMOSE	4
3	Monitor - Cracking and efflorescence of abutment seats	RAILROAD	5
4	Monitor - Bottom flange angles for additional corrosion	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 661.28 South Approach MP 661 28 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Replace - Cap on Bent 1	OSMOSE	3
3	Post - Pile 1 of Bent 2 - Pile 5 of Bent 2 - Pile 1 of Bent 5 - Pile 3 of Bent 5	OSMOSE	3
4	Cut Pile tops down and - Replace Cap and install a 5"- 6" Subcap on Bent 7	OSMOSE	3
5	Install - Wingwall to the Northeast headwall	OSMOSE	3
6	Replace - Stringer 1 in Span 2 - Stringer 8 in Span 2	OSMOSE	3
7	Shim or Epoxy - Over Pile 2 of Bent 4 - Over Pile 5 of Bent 4	OSMOSE	4
8	Post. - Pile 1 of Bent 3 - Pile 1 of Bent 4	OSMOSE	4
9	In-place preservatively treat piles, caps, and stringers	OSMOSE	4
10	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 3 - Stringer 1 in Span 6	OSMOSE	4
11	Monitor - Stringer 1 in Span 4	RAILROAD	5

BRIDGE NUMBER: 661.73 MP 661 73 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3
2	Post. - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE	3
3	Replace - Stringer 4 in Span 1 - Stringer 8 in Span 2	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Post. - Pile 2 of Bent 6 - Pile 1 of Bent 7 - Pile 1 of Bent 8 - Pile 1 of Bent 9	OSMOSE	4
6	Replace - Shim on Bent 5 (slight crushing under chord 1) - Shim on Bent 6 (slight crushing under chords 1 & 2) - Shim on Bent 8 (slight crushing under chord 1)	OSMOSE	4
7	Spot replace 6 bridge ties	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 662.59 — **MP 662.59** — **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Post. - Pile 5 of Bent 7 (slight brooming)	OSMOSE	2
3	Replace - Cap on Bent 20 (slight crushing) - Cap on Bent 24	OSMOSE	3
4	Spot replace 20 bridge ties under rail joints and line bridge	OSMOSE	3
5	Replace - All Guard timber	OSMOSE	3
6	Post - Pile 2 of Bent 11 - Pile 5 of Bent 11 - Pile 2 of Bent 12 - Pile 3 of Bent 12 - Pile 1 of Bent 17 - Pile 4 of Bent 17	OSMOSE	3
7	Install - Shim under Stringer Chords on Bent 17 (pumping)	OSMOSE	3
8	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
9	Replace - Cap on Bent 17 (cornering)	OSMOSE	4
10	Replace - South Sway Brace on Bent 2	OSMOSE	4
11	Post - Pile 5 of Bent 1 - Pile 3 of Bent 2 - Pile 5 of Bent 3 - Pile 2 of Bent 4 - Pile 4 of Bent 5 - Pile 4 of Bent 8 - Pile 1 of Bent 13 - Pile 4 of Bent 18 - Pile 2 of Bent 20 - Pile 5 of Bent 22	OSMOSE	4
12	Shim or Epoxy - Over Pile 1 of Bent 1 - Over Pile 2 of Bent 21 - Over Pile 3 of Bent 21 - Over Pile 4 of Bent 21	OSMOSE	4
13	Monitor - Pile 2 of Bent 3 - Pile 1 of Bent 7 - Pile 2 of Bent 10 - Pile 2 of Bent 15 - Pile 5 of Bent 15	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER 664 00 Main Section MP 664 00 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace bottom truss chord diagonal bracing, all panels	OSMOSE	2
2	Remove - Vegetation from under bridge	RAILROAD	3
3	Add ballast and tamp up approach	RAILROAD	3
4	Replace stringer top lateral angles and horizontal gusset plates, all panels	OSMOSE	3
5	Floor beam #1 - Replace bottom flange angles and repair web at BFA connection Floor beam #2 - Replace bottom flange angles and repair web at BFA connection Floor beam #3 - Replace bottom flange angles and repair web at BFA connection Floor beam #4 - Replace bottom flange angles and repair web at BFA connection	OSMOSE	3
6	Repair stringer bottom flange angles at truss diagonal bracing connection, all panels.	OSMOSE	3
7	Panel #2 - Replace stringer top and bottom flange angles Panel #3 - Replace stringer top and bottom flange angles	OSMOSE	3
8	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 664 00 South Approach MP 664 00 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approach	RAILROAD	3
2	Patch - Ballast leak at Southeast corner of headwall	RAILROAD	4
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Monitor: - Pile 4 of Bent 7 - Pile 5 of Bent 10	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 664.62 North Approach **MP: 664.62** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Replace - Shim on Bent 4 (crushing under both chords) - Shim on Bent 7 (crushing under both chords)	OSMOSE	3
3	Replace - Guard timber	OSMOSE	3
4	Post: - Pile 1 of Bent 3 - Pile 4 of Bent 3 - Pile 1 of Bent 4 - Pile 4 of Bent 4	OSMOSE	3
5	Replace - Approximately 15 walkway planks	OSMOSE	3
6	Replace: - Stringer 5 in Span 3 - Stringer 8 in Span 4 - Stringer 1 in Span 5	OSMOSE	4
7	In-place preservatively treat piles, caps and stringers	OSMOSE	4
8	Post - Pile 1 of Bent 2	OSMOSE	4
9	Spot replace 6 bridge ties'	OSMOSE	4
10	Replace - North Sway brace on Bent 3	OSMOSE	4
11	Monitor: - Shim on Bent 2 (minor cornering under both chords)	RAILROAD	5

BRIDGE NUMBER: 664.62 Main Section **MP: 664.62** **SECTION #2**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - 2 sections of Guard timber on the East side	OSMOSE	4
2	Continue regular inspections.	OSMOSE	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE. Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER. 664 62 South Approach MP 664 62 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach.	RAILROAD	2
2	Replace - Stringer 1 in Span 6 - Stringer 8 in Span 6	OSMOSE	3
3	Shim - Over Pile 3 of Bent 7	OSMOSE	3
4	Replace - Cap on Bent 7	OSMOSE	3
5	Post: - Pile 3 of Bent 3 - Pile 4 of Bent 3	OSMOSE	3
6	Replace - Approximately 5 walkway planks	OSMOSE	3
7	Post. - Pile 1 of Bent 2 - Pile 1 of Bent 4 - Pile 5 of Bent 6	OSMOSE	4
8	In-place preservatively treat piles, caps and stringers	OSMOSE	4
9	Spot replace 8 bridge ties.	OSMOSE	4
10	Replace. - Girt Brace 2 in Span 5	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 664.85 North Approach MP: 664 85 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	3
2	Shim - Over Pile 2 of Bent 1	OSMOSE	3
3	Replace - Cap on Bent 1	OSMOSE	4
4	Shim - Under Chord 1 on Bent 6	OSMOSE	4
5	Post. - Pile 2 of Bent 3	OSMOSE	4
6	In-place preservatively treat the piles, caps and stringers	OSMOSE	4
7	Monitor - Pile 3 of Bent 2	RAILROAD	5

BRIDGE NUMBER 664 85 Main Span MP: 664 85 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace ties and walkways	OSMOSE	2
2	Pier #1 - Chip out deteriorated concrete on backwall - Drill and install dowels and rebar - Form and pour concrete to original lines	OSMOSE	3
3	Clean debris from top flange angles of floor beams and stringers of Thru Truss	RAILROAD	5
4	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 664.85 South Approach MP: 664 85 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - All stringers	OSMOSE	3
2	Replace - Shim on Bent 1 (crushing under both chords) - 1/2" Shim on Bent 5	OSMOSE	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Add ballast and tamp up approach.	RAILROAD	4
5	Monitor - Pile 1 of Bent 3	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 665 49 North Approach MP 665 49 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Cut Pile tops down and - Replace Cap and install a 6"- 8" Subcap on Bent 3 (piles 3 & 5 punching)	OSMOSE	3
3	Post - Pile 1 of Bent 4 - Pile 3 of Bent 4	OSMOSE	3
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Install - Lower sway braces on Bent 3	OSMOSE	4
6	Spot replace 3 bridge ties	OSMOSE	4
7	Monitor - Pile 3 of Bent 6	RAILROAD	5

BRIDGE NUMBER: 665.49 Main Section MP 665 49 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - 1 walkway plank	RAILROAD	2
2	Clean debris off of bridge seats and steel members	RAILROAD	4
3	Monitor corrosion on top flange angles on all floor beams of thru truss	RAILROAD	5
4	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 665 49 South Approach MP 665 49 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Post - Pile 1 of Bent 2 - Pile 4 of Bent 2	OSMOSE	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Shim or Epoxy - Over Pile 1 of Bent 7	OSMOSE	4
5	Post - Pile 1 of Bent 6	OSMOSE	4
6	Spot replace 8 bridge ties	OSMOSE	4
7	Monitor - Pile 2 of Bent 4	RAILROAD	5

BRIDGE NUMBER: 666.21 MP 666.21 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	4
2	In-place preservatively treat piles and caps	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 667.28 **MP: 667.28** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Both Sway Braces on Bent 2 - Both Sash Braces on Bent 3 - Both Sway Braces on Bent 3 - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4 - Both Sway Braces on Bent 5	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Shim or Epoxy - Over Pile 2 of Bent 3	OSMOSE	4
4	Replace - Top Plank of South headwall	OSMOSE	4
5	In-place preservatively treat piles and caps	OSMOSE	4
6	Post. - Pile 4 of Bent 2 - Pile 4 of Bent 3	OSMOSE	4
7	Spot replace 3 bridge ties	OSMOSE	4
8	Monitor - Pile 3 of Bent 3	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 667.40 North Approach MP 667.40 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post - Pile 2 of Bent 2 - Pile 4 of Bent 2	OSMOSE	3
2	Replace - Walkway planks	OSMOSE	3
3	Cut Pile tops down and - Replace Cap & Install a Double Cap on Bent 2 (slight crushing piles punching) - Replace Cap & Install a Double Cap on Bent 4	OSMOSE	3
4	Add ballast and tamp up approach	RAILROAD	3
5	Post - Pile 1 of Bent 6	OSMOSE	4
6	Spot replace 6 bridge ties	OSMOSE	4
7	In-place preservatively treat piles, caps and stringers	OSMOSE	4
8	Monitor - Stringer 8 in Span 4	RAILROAD	5
9	Monitor - Pile 1 of Bent 4 - Pile 2 of Bent 4	RAILROAD	5

BRIDGE NUMBER: 667.40 Main Section MP 667.40 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Top Flange angles on both girders in Spans 1 thru 4	OSMOSE	2
2	Replace. - East bottom Flange angles and bottom Cover plates in Span 4	OSMOSE	2
3	Replace. - All Laterals and Gusset plates in Spans 1 thru 4	OSMOSE	2
4	Remove debris from - Tower leg pedestals - Pier tops - Laterals and Gusset plates	RAILROAD	3
5	Replace - Top Tier, East side of Tower 2 steel diagonal bracing	OSMOSE	3
6	Replace - West bottom Flange angles and bottom Cover plates in Span 4	OSMOSE	3
7	Replace all 137 bridge ties.	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 667.40 South Approach **MP 667 40** **SECTION #3**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post - Pile 1 in Row 2 of Pier 1 - Pile 3 in Row 2 of Pier 1 - Pile 6 in Row 2 of Pier 1	OSMOSE	2
2	Post - Pile 2 of Bent 3 - Pile 5 of Bent 3	OSMOSE	3
3	Replace. - All walkway boards	OSMOSE	3
4	Add ballast and tamp up approach	RAILROAD	3
5	In-place preservatively treat piles, caps and stringers	OSMOSE	4
6	Replace - Stringer 1 in Span 3	OSMOSE	4
7	Replace - Girt Brace 1 in Span 1	OSMOSE	4
8	Monitor - Pile 1 in Row 1 of Pier 1	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 668.50 North Approach MP 668 50 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 154 bridge ties	OSMOSE	2
2	Post: - Pile 2 of Bent 6 (failing) - Pile 3 of Bent 6	OSMOSE	2
3	Add ballast and tamp up approach	RAILROAD	2
4	Replace - Stringer 1 in Span 6 - Stringer 8 in Span 6 (horizontal shear)	OSMOSE	3
5	Replace or Re-tighten - Stringer packing bolts in Spans 7 & 8	OSMOSE	3
6	Replace - Stringer 8 in Span 1 - Stringer 1 in Span 5 - Stringer 8 in Span 7	OSMOSE	4
7	Shim - Over Pile 1 of Bent 1	OSMOSE	4
8	In-place preservatively treat piles, caps and stringers	OSMOSE	4
9	Post - Pile 1 of Bent 4 (7 pile bent) - Pile 6 of Bent 4 - Pile 3 of Bent 7	OSMOSE	4
10	Monitor - Pile 6 of Bent 6	RAILROAD	5

BRIDGE NUMBER: 668.50 Main Section MP 668 50 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 104 bridge ties	OSMOSE	2
2	Remove debris from - Gusset plates, laterals and flange angles	RAILROAD	3

BRIDGE NUMBER: 668.50 South Approach MP 668 50 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Elevation Shim on Steel tower (minor crushing)	OSMOSE	3
2	Replace all bridge ties	OSMOSE	3
3	Add ballast and tamp up approach	RAILROAD	3
4	Replace. - Southwest tower brace in Tier 2 of Span 2	OSMOSE	4
5	In-place preservatively treat piles and caps	OSMOSE	4
6	Monitor - Cap on Bent 3 (very minor cornering under both chords) - Cap on Bent 4 (very minor cornering under chord 2)	RAILROAD	5

BRIDGE NUMBER: Tunnel 13 MP 669 47 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time: - Perform inspection on tunnel when required	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 671.89 MP 671.89 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 1 in Span 6 - Stringer 4 in Span 6	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Perform: - Detailed Stringer inspection	OSMOSE	3
4	Replace - South wingwalls	OSMOSE	4
5	Replace - Girt Brace 1 & 2 in Span 3 - Girt 1 in Span 5 - East Sash Brace on Bent 5	OSMOSE	4
6	In-place preservatively treat piles and caps	OSMOSE	4
7	Post: - Pile 1 of Bent 7	OSMOSE	4
8	Replace - Stringer 1 in Span 1 - Stringer 1 in Span 2 - Stringer 1 in Span 4 (22" Deep Stringer) - Stringer 4 in Span 6	OSMOSE	4
9	Shim or Epoxy - Over Pile 4 of Bent 7	OSMOSE	4
10	Monitor - Stringer 8 in Span 1	RAILROAD	5

BRIDGE NUMBER: 674.03 MP 674.03 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 31 bridge ties	OSMOSE	2
2	Add ballast and tamp up both approaches	RAILROAD	2
3	Remove debris from Bent 2 (fire hazard)	RAILROAD	3
4	In-place preservatively treat the piles, caps and stringers	OSMOSE	4
5	Post. - Pile 5 of Bent 2	OSMOSE	4
6	Replace - Stringer 8 in Span 2	OSMOSE	4

BRIDGE NUMBER: 676.23 MP 676.23 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Replace all 62 bridge ties	OSMOSE	2
3	Remove debris from - Both abutment seats - All lower gusset plates and flange angles	RAILROAD	3
4	Install. - Wingwall to the Northwest abutment	OSMOSE	3
5	Replace - 3 North Parapet timbers - 3 South Parapet timbers	OSMOSE	3

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 677 05 — MP 677 05 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Place - Riprap at the Southeast headwall	RAILROAD	3
2	Replace - All Guard timber	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1	OSMOSE	3
5	Replace. - Stringer 8 in Span 2 - Stringer 8 in Span 3	OSMOSE	4

BRIDGE NUMBER: 677 80 North Approach — MP 677 80 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 1 in Span 2 - Stringer 8 in Span 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE	3
2	Add ballast and tamp up approach	RAILROAD	3
3	Post - Pile 1 of Bent 2 - Pile 5 of Bent 2	OSMOSE	3
4	Replace - Stringer 1 in Span 4	OSMOSE	4
5	In-place preservatively treat piles and caps	OSMOSE	4

BRIDGE NUMBER: 677.80 Main Section — MP. 677 80 — SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove debris from - Lower gusset plates, flange angles and Pier tops	RAILROAD	3

BRIDGE NUMBER: 677.80 South Approach — MP 677 80 — SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace -Stringer 8 in Span 2	OSMOSE	4
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Add ballast and tamp up approach.	RAILROAD	4
4	Monitor - Bent 4 for additional erosion	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 678.43 North Approach **MP 678.43** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Northwest wingwall	OSMOSE	2
2	Post: - Pile 3 of Bent 3 - Pile 4 of Bent 3	OSMOSE	3
3	Replace - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4	OSMOSE	3
4	Add ballast and tamp up approach	RAILROAD	3
5	Replace - Stringer 8 in Span 5	OSMOSE	4
6	Post: - Pile 3 of Bent 1 - Post 3 of Bent 2 - Pile 5 of Bent 5	OSMOSE	4
7	In-place preservatively treat piles and caps	OSMOSE	4
8	Monitor - Pile 5 of Bent 3 - Pile 2 of Bent 5	RAILROAD	5

BRIDGE NUMBER: 678.43 Main Span **MP. 678.43** **SECTION #2**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove Drift from base of Pier 2	RAILROAD	3
2	Remove debris from - Lower gusset plates, flange angles & Pier tops	RAILROAD	4

BRIDGE NUMBER: 678.43 South Approach **MP 678.43** **SECTION #3**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - 1/2" Shim on Bent 2 (crushing)	OSMOSE	3
2	Replace - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE	3
3	Add ballast and tamp up approach.	RAILROAD	3
4	In-place preservatively treat piles and caps.	OSMOSE	4
5	Replace - Cap on Bent 2 (cornering) - Cap on Bent 4	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 680 17 MP 680 17 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace bottom flange angles on Floor Beam #0, #1 and #2	OSMOSE	3
2	Replace all 128 bridge ties	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	4
4	Remove debris from - Top of Flange angles at Floor beams 0, 1, 5 & 6	RAILROAD	4
5	Monitor - East outer Hanger 2 for additional impact damage - West Hanger 2 for additional impact damage - East inboard side of Hanger 4 for additional impact damage - West outboard side of Hanger 4 for additional impact damage	RAILROAD	5
6	Continue regular inspections.	OSMOSE	5

BRIDGE NUMBER: 680 46 MP 680 46 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - All upper lateral bracing of stringers	OSMOSE	2
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Replace - Lower flange angles	OSMOSE	3
4	Replace - All stringers	OSMOSE	3
5	Replace - Bottom cover plates	OSMOSE	3
6	Remove debris from - Lower gusset plates, flange angles, floor beam top and abutment seats	RAILROAD	4

BRIDGE NUMBER: 680.77 MP 680.77 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove debris from - Lower gusset plates, flange angles and floor beam tops - Abutment seats	RAILROAD	3
2	Replace all 84 bridge ties	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Continue regular inspections	RAILROAD	5

BRIDGE NUMBER: 681.08 MP 681 08 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove - Fouled ballast, replace and tamp up North approach to correct elevation	RAILROAD	2
2	Add ballast and tamp up South approach.	RAILROAD	3
3	Remove debris from - Lower gusset plates, flange angles, floor beam tops and abutment seats	RAILROAD	4
4	Replace - Bottom Laterals in Span 2	OSMOSE	4
5	Monitor - Bottom cover plates for additional delamination and paint peeling	RAILROAD	5
6	Monitor - Bottom Laterals in Span 1 for additional section loss	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: Tunnel 14 MP: 681.09 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 681.45 MP: 681.45 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove - Fouled ballast, replace and tamp up South approach to correct elevation	RAILROAD	2
2	Replace - 2 sections West Handrail cable - 2 sections East Walkway grate - 1 East Handrail and Walkway support	RAILROAD	2
3	Replace - Lower Flange angles of floor beam 0 at Pier 1 - East & West stiffeners of floor beam 0 at Pier 1	OSMOSE	2
4	Add ballast and tamp up North approach.	RAILROAD	3
5	Replace - Upper lateral gusset plates in Span 2	OSMOSE	3
6	Remove debris from: - Lower gusset plates - Flange angles - Floor beam top and abutment seats	RAILROAD	4
7	Monitor: - Lower lateral angles and gusset plates for additional section loss	RAILROAD	5
8	Monitor: - Structure for additional pitting and corrosion	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 682.18 MP 682.18 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Install - Wingwall to the Northwest abutment	OSMOSE	2
2	Replace - Upper Struts in each panel	OSMOSE	3
3	Replace - All Guard timber	OSMOSE	3
4	Remove debris from - Gusset plates, flange angles, floor beams and stringer tops	RAILROAD	3
5	Remove debris from - Abutment seat	RAILROAD	4
6	Replace. - Lower laterals	OSMOSE	4

BRIDGE NUMBER: 682.18 MP 682.18 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Lower flange angles in Span 2 at the South abutment	OSMOSE	3
2	Replace - All Guard timber	OSMOSE	3
3	Remove debris from - Gusset plates, flange angles, floor beams and stringer tops - Abutment seat	RAILROAD	3
4	Replace - Lower laterals in Span 1	OSMOSE	3
5	Add ballast and tamp up approach	RAILROAD	4
6	Replace - Upper flange angles in Span 2	OSMOSE	4
7	Monitor - Upper laterals & Gusset plates in Span 1 for additional section loss	RAILROAD	5
8	Monitor - Lower laterals in Span 2 for additional section loss	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER. 683.36 — MP 683 36 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove - Fouled ballast, replace and tamp up approach to correct elevation	RAILROAD	2
2	Remove debris from - Gusset plates, flange angles and abutment seats	RAILROAD	3
3	Spot replace 14 bridge ties	OSMOSE	4
4	Monitor - Gusset plates and flange angles for additional section loss	RAILROAD	5

BRIDGE NUMBER: 683.36 Main Section — MP 683 36 — SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 196 bridge ties and guard timbers (both trusses)	OSMOSE	2
2	Remove debris from - Bearing areas	RAILROAD	4
3	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER. 683 36 — MP 683 36 — SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 57 bridge ties	OSMOSE	2
2	Add ballast and tamp up approach	RAILROAD	3
3	Place - Rip/rap and add ballast to the Southeast wingwall	RAILROAD	3
4	Replace - 3 Parapet timbers	OSMOSE	3
5	Remove debris from - Gusset plates, flange angles and abutment seats	RAILROAD	4
6	Monitor - Gusset plates and flange angles for additional section loss	RAILROAD	5

BRIDGE NUMBER: 687.03 — MP 687 03 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Subcap on Bent 2 (slight crushing under chord 2) - Cap on Bent 4 (minor crushing)	OSMOSE	3
2	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 6 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 5 - Stringer 8 in Span 5	OSMOSE	3
3	In-place preservatively treat piles and caps	OSMOSE	4
4	Shim or Epoxy: - Over Post 3 of Bent 3	OSMOSE	4
5	Add ballast and tamp up both approaches	RAILROAD	4
6	Replace: - Stringer 8 in Span 2 (visual reject)	OSMOSE	4
7	Replace. - Cap on Bent 1	OSMOSE	4
8	Monitor: - Cap on Bent 3 (piles slightly punching) - Subcap on Bent 5 (very minor cornering under both chords)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 687.88 MP 687.88 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and - Replace Cap and Subcap on Bent 5 with a Double Cap (crushing under chord 2)	OSMOSE	2
2	Replace - Subcap on Bent 3 (crushing under chord 2) - Subcap on Bent 4 (crushing under chord 2) - Subcap on Bent 7 (crushing under chord 2)	OSMOSE	2
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Replace - North Guard timber	OSMOSE	3
5	Replace - 2 sections of Northwest walkway	RAILROAD	3
6	Replace - Subcap on Bent 1 - Subcap on Bent 2 (slight crushing under chord 2)	OSMOSE	3
7	Remove drift from bridge as necessary	RAILROAD	3
8	Replace - Subcap on Bent 6	OSMOSE	4
9	Replace - Top plank on East headwall	OSMOSE	4
10	In-place preservatively treat piles, caps and stringers	OSMOSE	4
11	Post - Post 5 of Bent 2 - Post 5 of Bent 6	OSMOSE	4

BRIDGE NUMBER: 689.23 MP 689.23 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Place - Large Rip/Rap and fill behind Northwest Headwall	RAILROAD	3
2	Replace -Southwest Headwall retaining timber	OSMOSE	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4

BRIDGE NUMBER: 690.47 MP. 690.47 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD	2
2	Replace, - All Guard timber	OSMOSE	2
3	Remove debris from: - Abutment seats - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD	3
4	Monitor - Floor beams for additional pitting	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 690.85 MP: 690.85 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 84 bridge ties	OSMOSE	2
2	Remove debris from - Abutment top - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD	3
3	Install - Wingwall to the Northeast abutment	OSMOSE	3
4	Replace - West Knee brace 2 in Span 1 - West Knee brace 4 in Span 1	OSMOSE	4
5	Replace - Lower laterals	OSMOSE	4
6	Add ballast and tamp up approach	RAILROAD	4
7	Monitor - West Knee brace 3 in Span 1 for additional impact damage	RAILROAD	5

BRIDGE NUMBER: 690.85 Main Span MP: 690.85 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove debris from - Pier tops	RAILROAD	3
2	Spot replace 6 bridge ties.	OSMOSE	4
3	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 690.85 MP: 690.85 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	3
2	Remove debris from. - Abutment seat - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD	3
3	Replace all 44 bridge ties	OSMOSE	3
4	Replace - Lower laterals - Gusset plates	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE. Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER. 691.05 North Approach MP 691 05 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Lower laterals	OSMOSE	3
2	Remove debris from - Abutment seat - Gusset plates and lower flange angles	RAILROAD	3
3	Replace - Upper gusset plates - Cross braces	OSMOSE	4
4	Replace - Upper and lower flange angles at the North abutment - Upper 8" of stiffeners at the North abutment	OSMOSE	4
5	Monitor - Bottom cover plates and lower flange angles for additional section loss	RAILROAD	5

BRIDGE NUMBER: 691.05 Main Span MP 691 05 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace stringer top lateral angles and gusset plates, both trusses	OSMOSE	2
2	Replace stringer top flange angles, both trusses	OSMOSE	3
3	Replace stringer bottom flange angles, both trusses	OSMOSE	4
4	Replace truss bottom chord diagonal bracing, both trusses	OSMOSE	4
5	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 691.05 South Approach MP 691 05 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - 2" Elevation Shim on Bent 10 (working out)	OSMOSE	2
2	Replace. - 1 section of Southeast Walkway grate	RAILROAD	2
3	Remove - Fouled ballast, replace and tamp up approach to correct elevation	RAILROAD	3
4	Post: - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE	3
5	Replace - Stringer 8 in Spans 5 & 6 (crushing, horizontal shear) - Stringer 1 in Span 7	OSMOSE	4
6	Post: - Pile 5 of Bent 2 - Pile 4 of Bent 9	OSMOSE	4
7	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
8	Monitor - Pile 2 of Bent 6	RAILROAD	5

BRIDGE NUMBER: 691.38 MP 691.38 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3
2	Replace. - 1 East side section of Guard Timber	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 692.06 MP 692.06 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	4

BRIDGE NUMBER: 693.27 MP 693.27 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3
2	Replace - Sill in Bent 3 (minor crushing)	OSMOSE	3
3	Replace - Cap on Bent 3	OSMOSE	3
4	Replace - Stringer 1 in Span 5	OSMOSE	4
5	In-place preservatively treat piles, caps and stringers	OSMOSE	4
6	Replace - Sill in Bent 4	OSMOSE	4
7	Monitor - Erosion at Concrete pedestals of Bents 2 & 3	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivsion **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 694.32 North Approach MP 694 32 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Replace: - Cap on Bent 1	OSMOSE	3
3	Remove - Debris from Stringer tops	RAILROAD	3
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Post: - Pile 1 of Bent 5 - Pile 5 of Bent 6 - Pile 1 of Bent 7	OSMOSE	4
6	Shim or Epoxy: - Over Pile 1 of Bent 2 - Over Pile 2 of Bent 2	OSMOSE	4
7	Replace - Cap on Bent 8	OSMOSE	4
8	Monitor: - Pile 2 of Bent 5	RAILROAD	5

BRIDGE NUMBER: 694.32 Main Span MP: 694 32 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Splice West Floor Beams 4 & 5 at lower flange angles	OSMOSE	2
2	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE	2
3	Replace truss bottom chord diagonal bracing in Panels #1, #2, #3, #4 and #5	OSMOSE	2
4	Replace truss bottom chord horizontal gusset plates at Floor Beams #0, #1, #2, #3 and #4	OSMOSE	2
5	Heat shrink all loose eyebars (subcontract)	OSMOSE	2
6	Replace stringer top and bottom flange angles, all panels	OSMOSE	3
7	Replace West Coped flange angles at eyebar connections of Floor Beams 4 & 5	OSMOSE	3
8	Replace floor beam bottom flange angles, all floor beams	OSMOSE	4

BRIDGE NUMBER: 694.32 South Approach MP 694 32 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	3
2	Replace - 3/4" Shim under Chord 1 on Bent 4 (working out)	OSMOSE	3
3	Post - Post 1 of Bent 3 - Pile 1 of Bent 6	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 694.78 MP 694 78 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - 6 sections of Southeast walkway	RAILROAD	2
2	Replace - Upper and lower flange angles at the North abutment - Stiffeners over the North abutment bearing areas	OSMOSE	2
3	Replace all 73 bridge ties	OSMOSE	3
4	Add ballast and tamp up approach	RAILROAD	3
5	Replace - Both expansion bearings	OSMOSE	3
6	Remove debris from. - Gusset plates, lower laterals floor beams and stringer tops - Abutment seat	RAILROAD	4
7	Replace - Cross braces - Upper laterals - Lower laterals - Gussel plates	OSMOSE	4
8	Monitor - Bottom cover plates for additional corrosion and delamination	RAILROAD	5

BRIDGE NUMBER: 694.78 Main Span MP 694 78 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tighten handrail cables and install more handrail posts as required	OSMOSE	2
2	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE	2
3	Replace truss bottom chord diagonal bracing, all panels	OSMOSE	3
4	Replace stringer top flange angles, all panels	OSMOSE	3
5	Replace - All West Guard timber	OSMOSE	3
6	Replace stringer bottom flange angles, all panels	OSMOSE	4
7	Replace floor beam bottom flange angles, all floor beams	OSMOSE	4
8	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 694.78 MP 694 78 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Upper and lower flange angles at the South abutment - Stiffeners over the South abutment bearing areas	OSMOSE	2
2	Replace - Both fixed bearings	OSMOSE	3
3	Add ballast and tamp up approach	RAILROAD	3
4	Replace - All West Guard timber	OSMOSE	3
5	Remove debris from: - Gusset plates, lower laterals, floor beams and stringer tops - Abutment seat	RAILROAD	4
6	Replace. - Cross braces - Upper laterals - Lower laterals - Gusset plates	OSMOSE	4
7	Monitor - Bottom cover plates for additional corrosion and delamination	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE. Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 694.98 MP 694.98 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 1	OSMOSE	3
2	Remove - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD	3

BRIDGE NUMBER: 696 66 North Approach MP 696 66 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove drift from bridge as necessary	RAILROAD	2
2	Replace - Cap on Bent 3 (split)	OSMOSE	3
3	Post: - Post 1 of Bent 5	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Replace - Cap on Bent 4	OSMOSE	4

BRIDGE NUMBER: 696.66 Main Span MP 696 66 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace ties	OSMOSE	3
2	Replace stringer top lateral gusset plates	OSMOSE	4
3	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 696.66 South Approach MP 696 66 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Sill in Bent 3 (minor crushing)	OSMOSE	3
2	Add ballast and tamp up approach	RAILROAD	4
3	Replace - Sill in Bent 4 - Sill in Bent 5 (split)	OSMOSE	4
4	Post - Post 5 of Bent 2 - Pile 4 of Bent 7	OSMOSE	4
5	In-place preservatively treat piles and caps	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 700.37 — **MP 700.37** — **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove - Vegetation from under bridge	RAILROAD	2
2	Replace - 2" Stringer chord Shims on Bent 5 (crushing) - Stringer chord Shims on Bent 6 (crushing)	OSMOSE	2
3	Replace - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 7 in Span 6 - Stringer 9 in Span 6 - Stringer 1 in Span 7 - Stringer 9 in Span 7	OSMOSE	3
4	Add ballast and tamp up both approaches	RAILROAD	3
5	Replace - Cap on Bent 7 (comering)	OSMOSE	3
6	Replace - Cap with oversized cap on Bent 4 (slight crushing)	OSMOSE	3
7	Shim or Epoxy - Over Pile 3 of Bent 7	OSMOSE	4
8	Replace. - Stringer 1 in Span 5	OSMOSE	4
9	In-place preservatively treat piles, caps and stringers	OSMOSE	4
10	Post - Pile 5 of Bent 3 - Post 1 of Bent 6	OSMOSE	4
11	Monitor - Sill in Bent 5	RAILROAD	5

BRIDGE NUMBER: 702.65 — **MP 702.65** — **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Spot replace 6 bridge ties at rail joints	OSMOSE	2
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Replace - Tapered Shim on Bent 1 (split, working out)	OSMOSE	3
4	Replace - 2 sections of Guard timber	OSMOSE	4
5	Replace - 6" Shim on Bent 6 (vertical split)	OSMOSE	4
6	Replace - Stringer 1 in Span 1	OSMOSE	4
7	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
8	Monitor - Pile 1 of Bent 1	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER 702 95 MP 702 95 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - 2" Shim under Chord 2 on Bent 2 (crushing)	OSMOSE	2
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Replace. - 2" Shim on Bent 3 (slight crushing) - Both Shims on Bent 4	OSMOSE	3
4	Replace - Mud block under Post 5 of Bent 4	OSMOSE	3
5	In-place preservatively treat piles, caps and stringers	OSMOSE	4

BRIDGE NUMBER: 710.20 MP. 710 20 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Frame out. - Bent 8	OSMOSE	2
2	Post - Pile 4 of Bent 5 - Pile 5 of Bent 5	OSMOSE	3
3	Replace - Cap on Bent 5	OSMOSE	4
4	Post - Pile 2 of Bent 2	OSMOSE	4
5	Replace - Stringer 1 in Span 1 - Stringer 1 in Span 2	OSMOSE	4
6	Monitor - Pile 3 of Bent 2 - Pile 1 of Bent 3	RAILROAD	5

BRIDGE NUMBER: 711.37 MP 711 37 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove vegetation from under bridge	RAILROAD	3
2	Shim or Epoxy - Over Pile 5 of Bent 1	OSMOSE	4
3	Replace - South Sway Brace on Bent 2 - Both Sway Braces on Bent 3	OSMOSE	4
4	Replace - Stringer 1 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 5	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 711 67 MP 711 67 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 2 of Bent 1 - Pile 5 of Bent 1 (split)	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Post: - Pile 2 of Bent 3 - Pile 1 of Bent 4	OSMOSE	4
5	Shim or Epoxy - Over Pile 3 of Bent 4	OSMOSE	4
6	Replace - Stringer 6 in Span 1 - Stringer 12 in Span 1	OSMOSE	4
7	Monitor - Pile 1 of Bent 1	RAILROAD	5

BRIDGE NUMBER: 712 16 MP 712.16 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 1	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Replace - North headwall (undermining)	OSMOSE	4
5	Replace. - Stringer 1 in Span 3 - Stringer 1 in Span 4	OSMOSE	4
6	Post - Pile 2 of Bent 5	OSMOSE	4
7	Monitor - Pile 4 of Bent 1 - Pile 5 of Bent 1 - Pile 1 of Bent 5	RAILROAD	5

BRIDGE NUMBER: 712.80 MP 712.80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3
2	Replace - Subcap on Bent 2 (decay pocket East end)	OSMOSE	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Post - Pile 1 of Bent 1 - Pile 1 of Bent 2	OSMOSE	4
5	Replace - South sway brace on Bent 3	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 716.4 Section 1 MP 716 40 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Repair - Vehicle impact damage to East bottom girder (1" tear)	OSMOSE	2
2	Add ballast and lamp up both approaches	RAILROAD	2
3	Replace - 1 Anchor bolt on concrete abutment	OSMOSE	3
4	Monitor: - West web and bottom cover plates of Panel 2 for additional impact damage	RAILROAD	5
5	Monitor - Underside of TPG for additional vehicle impact damage	RAILROAD	5

BRIDGE NUMBER: 716.4 Section 2 MP 716 40 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post - Post 1 of Bent 9 - Pile 3 of Bent 9	OSMOSE	3
2	Post - Post 5 of Bent 1 - Pile 1 of Bent 3 - Pile 5 of Bent 6 - Pile 5 of Bent 7	OSMOSE	4
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Monitor - Pile 5 of Bent 4 - Pile 1 of Bent 8	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 716 4 Section 3 **MP 716.40** **SECTION #3**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace stringer top lateral angles and gusset plates, all trusses, all panels	OSMOSE	2
2	Repair or replace the following vertical truss members Truss #1, L1-U1 east and west Truss #1, L2-U2 east and west Truss #1, L5-U5 east and west Truss #2, L4-U4 east Truss #2, L5-U5 east and west Truss #3, L1-U1 east Truss #3, L2-U2 east and west Truss #3, L3-U3 west Truss #3, L4-U4 east and west Truss #3, L5-U5 east and west	OSMOSE	2
3	Replace truss-to-floor beam splice plates, Truss #1, Floor Beam #2, west	OSMOSE	2
4	Replace stringer top flange angles, all trusses, all panels	OSMOSE	2
5	Replace truss top chord sway bracing diagonals, struts and interior gusset plates, all trusses, all panels	OSMOSE	2
6	Replace truss top chord diagonal bracing and gusset plates, all trusses, all panels	OSMOSE	2
7	Replace truss bottom chord diagonal bracing and horizontal gusset plates, Truss #3, all panels	OSMOSE	2
8	Heat shrink all loose eyebars identified in report (subcontract)	OSMOSE	2
9	Replace inspection ladders at the following locations Truss #2, north end east side Truss #2, both ladders in vicinity of Floor Beam #5	OSMOSE	2
10	Repair or replace the following diagonal truss members Truss #2, L2-U1 east and west	OSMOSE	2
11	Replace Floor Beam top flange angles & cover plates (if applicable) at the following locations Truss #1, Floor Beam #0 Truss #1, Floor Beam #1 Truss #1, Floor Beam #2 Truss #2, Floor Beam #0 Truss #2, Floor Beam #3	OSMOSE	3
12	Repair or replace the following vertical truss members Truss #1, L3-U3 east and west Truss #1, L4-U4 east and west Truss #2, L3-U3 east and west Truss #2, L4-U4 west Truss #2, L7-U7 east and west Truss #2, L8-U8 east and west Truss #3, L3-U3 east	OSMOSE	3
13	Repair or replace the following diagonal truss members Truss #1, L0-U1 east and west (bottom flange angles and top cover plates) Truss #1, L2-U3 eyebars east and west Truss #1, L3-U2 eyebars east and west Truss #1, L3-U4 eyebars east and west Truss #1, L4-U3 eyebars east and west Truss #1, L5-U4 eyebars east and west Truss #2, L2-U3 eyebars east and west Truss #2, L5-U4 eyebars east and west Truss #2, L5-U6 eyebars east and west Truss #2, L8-U9 eyebars east and west Truss #3, L0-U1 west (top cover plate) Truss #3, L0-U1 east (top cover plate and bottom flange angles) Truss #3, L2-U3 east eyebar Truss #3, L4-U3 east and west Truss #3, L4-U5 east and west Truss #3 L5-U4 east and west	OSMOSE	3
14	Replace portal braces at the following locations Truss #1, north and south end Truss #2, south end	OSMOSE	3

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Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision		Eugene, OR - Couquille, OR	
15	Repair truss bottom chord members at the following locations Truss #1, Panel #2 west side (at Floor Beam #2) Truss #3, Panel #6 west side Truss #3, Panel #7 west side	OSMOSE	3
16	Repair stringer webs at the following locations Truss #2, Panel #3 west (at Floor Beam #3 connection) Truss #2, Panel #4 west (at Floor Beam #4 connection) Truss #2, Panel #5 west (at Floor Beam #5 connection)	OSMOSE	3
17	Repair floor beams at web-to-bottom flange angle connection at the following locations Truss #3, Floor Beam #3 (including bottom chord splice plates) Truss #3, Floor Beam #6 (outboard from stringers - both sides)	OSMOSE	3
18	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #4 Truss #1, Panel #5	OSMOSE	3
19	Repair the following vertical truss members Truss #1, L1-U1 east Truss #1, L6-U6 east Truss #2, L1-U1 east Truss #2, L2-U2 east Truss #2, L6-U6 east and west	OSMOSE	4
20	Repair the following diagonal truss members Truss #2, L7-U6 east and west Truss #3, L4-U5 west Truss #3, L5-U6 east and west	OSMOSE	4
21	Repair floor beams at the following locations Truss #1, Floor Beam #2 (web at bottom of stringer-to-floor beam connection) Truss #1, Floor Beam #3 (top flange angles) Truss #1, Floor Beam #4 (top flange angles) Truss #1, Floor Beam #5 (top flange angles) Truss #1, Floor Beam #6 (top flange angles) Truss #1, Floor Beam #7 (top flange angles) Truss #2, Floor Beam #2 (top and bottom flange angles) Truss #2, Floor Beam #4 (top and bottom flange angles) Truss #2, Floor Beam #7 (top and bottom flange angles) Truss #2, Floor Beam #8 (top and bottom flange angles, web at bottom flange angle connection) Truss #2, Floor Beam #9 (top and bottom flange angles, web at bottom flange angle connection) Truss #2, Floor Beam #10 (top flange angles) Truss #3, Floor Beam #5 (bottom flange angles)	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER. 716.4 Section 4 MP 716 40 SECTION #4

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Post 4 of Bent 5 (brooming) - Post 4 of Bent 17 (fading) - Post 1 of Bent 28 - Post 5 of Bent 28 (visual) - Post 5 of Bent 45 (failing)	OSMOSE	2
2	Replace - Cap on Bent 164 (crushing under chord 2)	OSMOSE	2
3	Replace - Cap on Bent 9 - Cap on Bent 11 (slight crushing under both chords) - Cap on Bent 28 - Cap on Bent 70 - Cap on Bent 87 - Cap on Bent 135 (slight bulging)	OSMOSE	3
4	Post - Pile 1 of Bent 64 - Pile 5 of Bent 64 - Post 1 of Bent 114 - Post 5 of Bent 114	OSMOSE	3
5	Post: - Post 3 of Bent 6 - Post 5 of Bent 7 - Post 5 of Bent 10 - Post 2 of Bent 13 - Post 5 of Bent 14 - Post 5 of Bent 16 - Post 1 of Bent 18 - Post 5 of Bent 19 - Post 1 of Bent 20 - Post 5 of Bent 21 - Post 5 of Bent 29 - Post 1 of Bent 92 - Post 5 of Bent 93 - Post 5 of Bent 94 - Post 5 of Bent 100 - Post 5 of Bent 105 - Post 5 of Bent 107 - Post 1 of Bent 109 - Post 5 of Bent 110 - Post 1 of Bent 112 - Post 5 of Bent 119 - Post 5 of Bent 127 - Post 1 of Bent 129 - Post 4 of Bent 136 - Post 5 of Bent 149 - Post 7 of Bent 151 - Post 7 of Bent 153	OSMOSE	4
6	In-place preservatively treat piles, posts, sills and caps	OSMOSE	4
7	Replace - Tower Brace in Span 9 - West Tower Brace in Span 17 - Both Tower Braces in Span 24 - East Tower Brace in Span 38 - East Tower Brace in Span 39 - West Tower Brace in Span 45 - West Tower Brace in Span 54 - West Tower Brace in Span 86 - Both Tower Braces in Span 102	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Coquille , OR**

8	Replace - Cap on Bent 4 - Cap on Bent 22 (slight crushing under chord 1) - Cap on Bent 25 - Cap on Bent 37 - Cap on Bent 38 - Cap on Bent 169 (slight crushing under chord 1 & 2) - Cap on Bent 165 (slight crushing under chord 2)	OSMOSE	4
9	Add ballast and tamp up approach	RAILROAD	4
10	Spot replace 6 bridge ties	RAILROAD	4
11	Monitor - Cap on Bent 17 (vertical split) - Cap on Bent 26 (vertical split) - Cap on Bent 66 (vertical split) - Cap on Bent 74 (vertical split)	RAILROAD	5
12	Monitor - Pile 5 of Bent 68 - Post 5 of Bent 118 - Post 1 of Bent 166 - Post 1 of Bent 167	RAILROAD	5

BRIDGE NUMBER: 718.12 — MP 718.12 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: 719.07 — MP: 719.07 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 108 bridge ties	OSMOSE	2
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Replace. - Cap on Bent 1	OSMOSE	3
4	Post. - Pile 2 of Bent 4 - Pile 5 of Bent 4 - Pile 3 of Bent 5 - Pile 5 of Bent 5 - Pile 4 of Bent 7 - Pile 5 of Bent 7	OSMOSE	3
5	In-place preservatively treat piles, caps and stringers	OSMOSE	4
6	Replace - Cap on Bent 3	OSMOSE	4
7	Post: - Pile 1 of Bent 2 - Pile 4 of Bent 6	OSMOSE	4
8	Replace. - South Sash Brace on Bent 2	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER 719.21 MP 719.21 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - South headwall	OSMOSE	2
2	Replace - 2" Shim on Bent 13 (crushing) - 2" Shim on Bent 14 (failed)	OSMOSE	2
3	Add ballast and tamp up both approaches	RAILROAD	2
4	Replace - Cap on Bent 1	OSMOSE	3
5	Replace all bridge ties	OSMOSE	3
6	Cut Pile tops down and - Replace Cap & Shim & install a 6" - 8" Subcap on Bent 22 (slight crushing)	OSMOSE	3
7	Replace - Shim on Bent 10 (crushing) - Shim on Bent 15 (slight crushing) - Both Shims on Bent 20 (slight crushing)	OSMOSE	3
8	Replace - Girt Bracing in Span 3 - Girt Bracing in Span 7 - Girt Bracing in Span 21	OSMOSE	4
9	In-place preservatively treat piles, caps and stringers	OSMOSE	4
10	Post: - Pile 4 of Bent 4 - Pile 5 of Bent 5 - Pile 1 of Bent 8 - Pile 1 of Bent 11 - Pile 2 of Bent 12 - Pile 5 of Bent 15 - Pile 1 of Bent 21	OSMOSE	4
11	Replace - Sash Brace on Bent 19	OSMOSE	4
12	Replace - Cap on Bent 13 - Cap on Bent 17	OSMOSE	4
13	Replace. - Stringer 8 in Span 1 - Stringer 3 in Span 18	OSMOSE	4
14	Monitor - Pile 5 of Bent 3 - Pile 3 of Bent 4 - Pile 1 of Bent 9 - Pile 3 of Bent 13 - Pile 1 of Bent 15 - Pile 3 of Bent 17 - Pile 1 of Bent 18 - Pile 5 of Bent 18	RAILROAD	5

BRIDGE NUMBER: Tunnel 15 MP 720.73 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: Tunnel 16 MP 721.52 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 724.22 MP 724.22 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3

BRIDGE NUMBER: 725.96 MP 725.96 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Replace - Cap on Bent 15 - Cap on Bent 28 - Cap on Bent 29 - Cap on Bent 31	OSMOSE	3
3	Post - Pile 6 of Bent 10 - Pile 6 of Bent 11	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Monitor: - Pile 5 of Bent 3 - Pile 1 of Bent 5 - Pile 4 of Bent 6 - Pile 1 of Bent 10 - Pile 2 of Bent 10 - Pile 1 of Bent 15	RAILROAD	5
6	Monitor - Stringer 2 in Span 20 (parting line on cap 2 1/2")	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 726 31 — MP 726 31 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 2 in Span 4 - Stringer 4 in Span 4 - Stringer 5 in Span 4 - Stringer 7 in Span 4 - Stringer 5 in Span 23 - Stringer 6 in Span 23 - Stringer 7 in Span 23 - Stringer 8 in Span 23 - Stringer 3 in Span 24 - Stringer 4 in Span 24 - Stringer 5 in Span 24 - Stringer 6 in Span 24 - Stringer 9 in Span 24 - Stringer 4 in Span 34 - Stringer 5 in Span 34 - Stringer 7 in Span 34 - Stringer 8 in Span 34 - Stringer 3 in Span 57 - Stringer 5 in Span 57 - Stringer 6 in Span 57 - Stringer 8 in Span 57 - Stringer 9 in Span 57 - Stringer 2 in Span 63 - Stringer 3 in Span 63 - Stringer 4 in Span 63 - Stringer 6 in Span 63 - Stringer 7 in Span 63 - Stringer 8 in Span 63 - Stringer 2 in Span 64 - Stringer 3 in Span 64 - Stringer 4 in Span 64 - Stringer 5 in Span 64 - Stringer 6 in Span 64 - Stringer 8 in Span 64 - Stringer 2 in Span 65 - Stringer 3 in Span 65 - Stringer 4 in Span 65 - Stringer 5 in Span 65 - Stringer 8 in Span 65	OSMOSE	2
2	Replace - Stringer 4 in Span 20 - Stringer 5 in Span 20 - Stringer 6 in Span 20 - Stringer 2 in Span 22 - Stringer 6 in Span 22 - Stringer 7 in Span 22 - Stringer 5 in Span 59 - Stringer 6 in Span 59 - Stringer 7 in Span 59 - Stringer 2 in Span 62 - Stringer 3 in Span 62 - Stringer 7 in Span 62	OSMOSE	3
3	Install Shim under - Chord 2 on Bent 8 - Stringers 3 & 4 on Bent 23 - Chord 2 on Bent 28	OSMOSE	3
4	Replace - Top 3 Planks of South headwall	OSMOSE	3
5	Add ballast and tamp up both approaches	RAILROAD	3

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE	Coos Bay Subdivision	Eugene, OR - Couquille, OR	
6	Cut Cutoffs down - Install a Subsill on Bent 11 - Install a Subsill on Bent 13 - Install a Subsill on Bent 17 - Install a Subsill on Bent 23 - Install a Subsill on Bent 57	OSMOSE	3
7	Cut Cutoff down and Install Block over - Cutoff 1 of Bent 3 - Cutoff 1 of Bent 8 - Cutoff 1 of Bent 14 - Cutoff 2 of Bent 28 - Cutoff 2 of Bent 46	OSMOSE	4
8	Replace - Cap on Bent 58 (very minor cornering)	OSMOSE	4
9	Replace - Stringer 8 in Span 1 - Stringer 2 in Span 3 - Stringer 4 in Span 3 - Stringer 4 in Span 5 - Stringer 4 in Span 17 - Stringer 4 in Span 19 - Stringer 8 in Span 19 - Stringer 2 in Span 21 - Stringer 5 in Spas 25 - Stringer 6 in Span 27 - Stringer 4 in Span 28 - Stringer 6 in Span 28 - Stringer 7 in Span 31 - Stringer 9 in Span 31 - Stringer 6 in Span 32 - Stringer 9 in Span 32 - Stringer 4 in Span 33 - Stringer 8 in Span 33 - Stringer 7 in Span 35 - Stringer 7 in Span 36 - Stringer 2 in Span 49 - Stringer 2 in Span 50 - Stringer 6 in Span 53 - Stringer 6 in Span 54 - Stringer 6 in Span 55 - Stringer 7 in Span 56 - Stringer 7 in Span 58 - Stringer 9 in Span 60 - Stringer 9 in Span 61	OSMOSE	4
10	Replace - Post 2 of Bent 33	OSMOSE	4
11	Monitor - Post 3 of Bent 23	RAILROAD	5
12	Monitor - Cap on Bent 10 (vertical split)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

13 Monitor — RAILROAD — 5
- Stringer 3 in Span 1
- Stringer 5 in Span 1
- Stringer 6 in Span 4
- Stringer 6 in Span 21
- Stringer 5 in Span 27
- Stringer 4 in Span 31
- Stringer 5 in Span 31
- Stringer 4 in Span 32
- Stringer 5 in Span 32
- Stringer 6 in Span 33
- Stringer 3 in Span 56
- Stringer 6 in Span 58
- Stringer 9 in Span 58
- Stringer 4 in Span 59
- Stringer 9 in Span 59
- Stringer 6 in Span 60
- Stringer 5 in Span 62

BRIDGE NUMBER: 727.35 — MP: 727.35 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Patch - Ballast leaks in Spans 10, 11, 13, 16, 22, 24, 26 27, 30, 31 & 39	RAILROAD	2
2	Remove vegetation from both abutments.	RAILROAD	3

BRIDGE NUMBER. Tunnel 17 — MP 727.70 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 728 51 **MP 728 51** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 3 (slight crushing) - Cap on Bent 9 (crushing under both chords)	OSMOSE	2
2	Replace all 216 bridge ties.	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Replace - Cap on Bent 11	OSMOSE	3
5	Post: - Pile 4 of Bent 7 - Pile 5 of Bent 7 - Pile 2 of Bent 8 - Pile 3 of Bent 8 - Pile 1 of Bent 9 - Pile 4 of Bent 9 - Pile 2 of Bent 16 - Pile 6 of Bent 16 - Pile 2 of Bent 17 - Pile 5 of Bent 17 (split) - Pile 4 of Bent 18 - Pile 5 of Bent 18	OSMOSE	3
6	Replace - 2" Shims on Bent 1 - 2" Shim on Bent 18 (working out under chord 2)	RAILROAD	3
7	Shim or Epoxy - Over Pile 2 in Bent 2A - Over Pile 3 in Bent 2A - Over Pile 4 in Bent 2A	OSMOSE	4
8	Post. - Pile 2 of Bent 4 - Pile 5 of Bent 6 - Pile 2 of Bent 10 - Pile 2 of Bent 12 - Pile 1 of Bent 15	OSMOSE	4
9	Replace - Cap on Bent 8	OSMOSE	4
10	Replace - Stringer 4 in Span 10	OSMOSE	4
11	In-place preservatively treat piles, caps and stringers	OSMOSE	4
12	Monitor - Pile 4 of Bent 5 - Pile 1 of Bent 6 - Pile 5 of Bent 11 - Pile 5 of Bent 12 - Pile 4 of Bent 15	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 729.04 **MP: 729.04** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 309 bridge ties	OSMOSE	2
2	Replace - 1 1/2" Shims on Bent 1 (working out) - 1/2" Shims on Bent 4 (crushing) - 1/2" Shims on Bent 7 (crushing) - 1/2" Shims on Bent 13 (crushing) - 1/2"Shims on Bent 15 (crushing) - 1/2" Shims on Bent 20 (crushing) - 1/2" Shims on Bent 22 (crushing) - 1 1/2" Shims on Bent 24 (crushing)	OSMOSE	2
3	Surface bridge	OSMOSE	2
4	Remove - Trees & brush from under bridge (fire hazard)	RAILROAD	3
5	Add ballast and tamp up both approaches	RAILROAD	3
6	Replace - Shim on Bent 23 (slight crushing under chord 1)	OSMOSE	3
7	Replace - Cap on Bent 5 (slight crushing under chord 2) - Cap on Bent 27	OSMOSE	3
8	Post - Post 5 of Bent 10 (visual) - Pile 1 of Bent 17 - Pile 3 of Bent 17	OSMOSE	3
9	Replace. - Stringer 2 in Span 7 - Stringer 6 in Span 7 - Stringer 9 in Span 7 - Stringer 1 in Span 9 - Stringer 2 in Span 9 - Stringer 9 in Span 9 - Stringer 2 in Span 17 - Stringer 9 in Span 17 - Stringer 3 in Span 20 - Stringer 5 in Span 20	OSMOSE	3
10	In-place preservatively treat piles, caps and stringers	OSMOSE	4
11	Shim or Epoxy: - Over Pile 2 of Bent 2	OSMOSE	4
12	Replace - Cap on Bent 17	OSMOSE	4
13	Post: - Pile 2 of Bent 4 - Pile 1 of Bent 5 - Post 1 of Bent 9 - Pile 4 of Bent 11 - Pile 2 of Bent 20 - Pile 1 of Bent 22 - Pile 5 of Bent 23 - Post 5 of Bent 26	OSMOSE	4
14	Replace. - Tower Bracing in Span 11 - Tower Bracing in Span 22	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

15	Replace - Stringer 2 in Span 1 - Stringer 9 in Span 2 - Stringer 9 in Span 3 - Stringer 9 in Span 4 - Stringer 9 in Span 5 - Stringer 2 in Span 6 - Stringer 2 in Span 21 - Stringer 9 in Span 23 - Stringer 2 in Span 24 - Stringer 2 in Span 25	OSMOSE	4
16	Monitor - Stringer 7 in Span 26	RAILROAD	5
17	Monitor - Pile 5 of Bent 18 - Pile 5 of Bent 20 - Pile 2 of Bent 22	RAILROAD	5
18	Monitor - Cap on Bent 2 (stringer 5 in span 1 crushing into cap on bent 2) - Cap on Bent 20 (horizontal split at west end)	RAILROAD	5

BRIDGE NUMBER: 729 17 — MP 730 17 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 730.56 Section 1 MP: 730 56 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	3
2	Post - Pile 1 of Bent 4 - Pile 5 of Bent 4 - Pile 1 of Bent 12 - Pile 3 of Bent 12	OSMOSE	3
3	In-place preservatively treat piles and caps	OSMOSE	4
4	Post. Pile 1 of Bent 2 Pile 6 of Bent 6 Pile 1 of Bent 10 Pile 6 of Bent 11 Pile 1 of Bent 13	OSMOSE	4
5	Monitor - Pile 4 of Bent 3 - Pile 5 of Bent 3	RAILROAD	5

BRIDGE NUMBER: 730.56 Section 2 MP: 730 56 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD	5

BRIDGE NUMBER: 730.56 Section 3 MP: 730 56 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post - Pile 1 of Bent 5 - Pile 6 of Bent 5 - Pile 1 of Bent 10 - Pile 3 of Bent 10	OSMOSE	3
2	Replace: - Cap on Bent 1 (decay pocket at East end) - Elevation Subcap on Bent 1 (decay pocket at East end)	OSMOSE	3
3	In-place preservatively treat piles and caps	OSMOSE	4
4	Post: - Pile 1 of Bent 6 - Pile 6 of Bent 8 - Pile 1 of Bent 9 - Pile 6 of Bent 17 - Pile 2 of Bent 18	OSMOSE	4
5	Monitor. - Pile 1 of Bent 8	RAILROAD	5
6	Monitor - Subcap on Bent 19 (split)	RAILROAD	6

BRIDGE NUMBER: 730.56 Section 4 MP: 730 56 SECTION #4

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all remaining bridge ties	OSMOSE	2
2	Replace: - All lateral bracing - All upper gusset plates and cross bracing	OSMOSE	3

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 730.56 Section 5 **MP- 730 56** **SECTION #5**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Headwall	OSMOSE	3
2	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Piles 1 & 7 of Bent 5 - Post 4 of Bent 5 - Piles 1 & 7 of Bent 8 - Post 5 of Bent 8 - Piles 1 & 7 of Bent 10 - Post 3 of Bent 10 - Piles 1 & 7 of Bent 12 - Post 5 of Bent 12 - Piles 1 & 7 of Bent 15 - Post 5 of Bent 15 - Piles 1 & 7 of Bent 17 - Post 2 of Bent 17 - Piles 1 & 7 of Bent 18 - Post 4 of Bent 18 - Piles 1 & 7 of Bent 19 - Post 3 of Bent 19 - Piles 1 & 7 of Bent 24 - Post 3 of Bent 24	OSMOSE	3
3	Replace - Shim on Bent 16 (crushing under chord 1)	OSMOSE	3
4	In-place preservatively treat the piles and caps	OSMOSE	4
5	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Piles 1 & 7 of Bent 2 - Piles 1 & 7 of Bent 3 - Piles 1 & 7 of Bent 4 - Piles 1 & 7 of Bent 7 - Piles 1 & 7 of Bent 9 - Piles 1 & 7 of Bent 11 - Piles 1 & 7 of Bent 13 - Piles 1 & 7 of Bent 14 - Pile 1 of Bent 16 - Piles 1 & 7 of Bent 20 - Piles 1 & 7 of Bent 21 - Piles 1 & 7 of Bent 23 - Pile 1 of Bent 25 - Post 3 of Bent 25 - Pile 1 of Bent 26 - Post 5 of Bent 26 - Post 5 of Bent 28 - Pile 1 of Bent 29 - Post 3 of Bent 29 - Posts 3 & 5 of Bent 30 - Pile 7 of Bent 30 - Post 4 of Bent 32 - Pile 7 of Bent 32 - Post 3 of Bent 33 - Post 5 of Bent 33 - Pile 6 of Bent 34	OSMOSE	4
6	Replace - Cap on Bent 8	OSMOSE	4
7	Spot replace 25 bridge ties.	OSMOSE	4
8	Add ballast and tamp up approach.	RAILROAD	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 731.65 North Approach MP 731 65 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 6 (crushing) - Cap on Bent 51	OSMOSE	2
2	Replace: - Stringer 2 in Span 49 (broke) - Stringer 7 in Span 49 (breaking)	OSMOSE	3
3	Replace - Cap on Bent 43 (slight crushing under chord 1 & 2) - Cap on Bent 59 (slight crushing under chord 2)	OSMOSE	3
4	Line and surface bridge	OSMOSE	3
5	Replace. - Cap on Bent 40 - Cap on Bent 48 - Cap on Bent 63 (slight crushing)	OSMOSE	4
6	Replace. - Stringer 4 in Span 38 - Stringer 4 in Span 39 - Stringer 7 in Spans 50 & 51 (broken)	OSMOSE	4
7	Replace - Tower brace 1 in Span 16	OSMOSE	4
8	Monitor - Cap on Bent 9 (cornering under chord 2)	RAILROAD	5
9	Monitor - Stringer 6 in Span 14 - Stringer 8 in Span 35 - Stringer 4 in Span 62	OSMOSE	5
10	Monitor - Bent 10 for additional settlement - Bent 44 for additional settlement - Bent 45 for additional settlement - Bent 46 for additional settlement	RAILROAD	5

BRIDGE NUMBER: 731.65 Main Section MP 731 65 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 65 bridge ties.	OSMOSE	2
2	Replace - Upper Gusset plates	OSMOSE	4
3	Monitor - Upper laterals and cross bracing for additional pitting and section loss	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 731.65 South Approach **MP: 731 65** **SECTION #3**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and. - Replace cap on Bent 15 (crushing)	OSMOSE	2
2	Replace - Stringer to Cap plywood Shims on Bent 44 - Stringer to Cap plywood Shims on Bent 62 - Stringer to Cap plywood Shims on Bent 64	OSMOSE	3
3	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Post 2 of Bent 21 - Post 3 of Bent 21 - Post 5 of Bent 21 - Pile 1 of Bent 23 - Post 3 of Bent 23 - Post 6 of Bent 23 - Pile 1 of Bent 27 - Post 5 of Bent 27 - Pile 7 of Bent 27 - Pile 1 of Bent 39 - Post 5 of Bent 39 - Pile 7 of Bent 39 - Post 2 of Bent 55 - Post 4 of Bent 55 - Post 6 of Bent 55 - Post 2 of Bent 123 - Post 5 of Bent 123 - Post 6 of Bent 123 - Post 3 of Bent 131 - Post 4 of Bent 131 - Post 5 of Bent 131 - Post 2 of Bent 137 - Post 4 of Bent 137 - Post 6 of Bent 137 - Post 3 of Bent 139 - Post 5 of Bent 139 - Pile 7 of Bent 139 - Post 5 of Bent 149 - Post 6 of Bent 149 - Pile 7 of Bent 149 - Post 4 of Bent 159 - Post 5 of Bent 159 - Post 6 of Bent 159	OSMOSE	3
4	Perform - Detailed Stringer inspection	OSMOSE	3
5	Replace all bridge ties.	OSMOSE	3
6	Replace - Cap on Bent 35 (crushing under chord 2) - Cap on Bent 63 (crushing)	OSMOSE	3

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

7	Replace - Stringer 2 in Span 4 - Stringer 2 in Span 5 - Stringer 2 in Span 9 - Stringer 2 in Span 10 - Stringer 2 in Span 12 - Stringer 2 in Span 16 - Stringer 2 in Span 19 - Stringer 5 in Span 19 - Stringer 2 in Span 26 - Stringer 10 in Span 31 - Stringer 10 in Span 32 - Stringer 10 in Span 33 - Stringer 10 in Span 34 - Stringer 5 in Span 35 - Stringer 5 in Span 36 - Stringer 2 in Span 37 - Stringer 2 in Span 38 - Stringer 9 in Span 59 - Stringer 6 in Span 61 - Stringer 2 in Span 135 - Stringer 2 in Span 136 - Stringer 2 in Span 137 - Stringer 2 in Span 138 - Stringer 9 in Span 147	OSMOSE	4
8	Shim or Epoxy - Over Post 6 of Bent 75 - Over Post 6 of Bent 133 - Over Pile 7 of Bent 159	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

9	Post (frame bents w/ 5 posts + piles 1 & 7 on outside). - Pile 4 of Bent 8 - Post 6 of Bent 15 - Post 2 of Bent 19 - Pile 7 of Bent 19 - Pile 1 of Bent 29 - Post 5 of Bent 29 - Pile 7 of Bent 31 - Post 5 of Bent 35 - Pile 7 of Bent 35 - Pile 7 of Bent 41 - Pile 1 of Bent 43 - Post 3 of Bent 45 - Pile 7 of Bent 47 - Pile 7 of Bent 49 - Post 4 of Bent 51 - Pile 1 of Bent 53 - Pile 7 of Bent 59 - Pile 7 of Bent 61 - Pile 7 of Bent 63 - Post 6 of Bent 89 - Pile 1 of Bent 95 - Pile 7 of Bent 95 - Post 4 of Bent 99 - Post 5 of Bent 99 - Pile 1 of Bent 109 - Post 2 of Bent 111 - Pile 3 of Bent 116 - Pile 7 of Bent 117 - Post 5 of Bent 119 - Post 3 of Bent 121 - Post 4 of Bent 121 - Post 4 of Bent 125 - Post 6 of Bent 125 - Pile 1 of Bent 133 - Post 5 of Bent 133 - Post 3 of Bent 141 - Post 4 of Bent 141 - Post 6 of Bent 143 - Post 5 of Bent 147 - Post 4 of Bent 151 - Pile 7 of Bent 151 - Post 3 of Bent 153 - Post 5 of Bent 153 - Post 4 of Bent 161 - Pile 5 of Bent 163 - Pile 5 of Bent 165	OSMOSE	4
10	Replace. - Cap on Bent 13 - Cap on Bent 41 (slight crushing under chord 1) - Cap on Bent 81 (slight crushing under chord 1) - Cap on Bent 97 (minor crushing under chord 2)	OSMOSE	4
11	In-place preservatively treat piles, posts, sills and caps	OSMOSE	4
12	Monitor - Cap on Bent 65 (slight cornering under chord 1) - Cap on Bent 79 (split at right end) - Cap on Bent 97 (minor cornering under chord 2) - Cap on Bent 151 (vertical split)	RAILROAD	5
13	Monitor: - Post 5 of Bent 45 - Pile 1 of Bent 93 - Pile 1 of Bent 129	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 732.84 North Approach **MP 732.84** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and - Replace Cap on Bent 16 with an oversize cap (crushing under chord 2)	OSMOSE	2
2	Add ballast and tamp up approach	RAILROAD	3
3	Post: - Post 4 of Bent 16 (seven pile/post bent) - Post 6 of Bent 16 - Pile 7 of Bent 16 - Pile 1 of Bent 17 (seven pile/post bent) - Post 5 of Bent 17 - Pile 7 of Bent 17 - Pile 1 of Bent 20 (seven pile/post bent) - Post 3 of Bent 20 - Pile 7 of Bent 20 - Pile 1 of Bent 23 (seven pile/post bent) - Post 5 of Bent 23 - Pile 7 of Bent 23	OSMOSE	3
4	Replace - North headwall	OSMOSE	3
5	In-place preservatively treat piles, posts, sills, caps and stringers	OSMOSE	4
6	Post. - Pile 1 of Bent 2 - Pile 3 of Bent 2 - Pile 5 of Bent 3 - Post 5 of Bent 5 - Post 4 of Bent 6 - Post 4 of Bent 7 - Post 5 of Bent 7 - Post 5 of Bent 8 - Pile 1 of Bent 10 - Post 3 of Bent 10 - Pile 7 of Bent 11 - Post 3 of Bent 12 - Post 5 of Bent 12 - Post 3 of Bent 13 - Pile 7 of Bent 13 - Post 3 of Bent 14 - Pile 1 of Bent 18 - Post 5 of Bent 18 - Post 3 of Bent 19 - Pile 7 of Bent 19 - Post 3 of Bent 22 - Post 3 of Bent 25 - Pile 7 of Bent 25	OSMOSE	4
7	Cut Pile tops down and - Replace cap on Bent 15 with an oversize cap	OSMOSE	4
8	Replace. - Cap on Bent 22 (minor crushing under chord 2)	OSMOSE	4
9	Shim or Epoxy - Over Pile 1 of Bent 11	OSMOSE	4
10	Monitor - Post 3 of Bent 5 - Post 3 of Bent 7 - Pile 7 of Bent 7 - Post 5 of Bent 8 - Post 4 of Bent 15 - Pile 7 of Bent 18 - Post 5 of Bent 19 - Post 5 of Bent 24	RAILROAD	5
11	Monitor - Cap on Bent 23 (minor crushing under chord 2)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 732 84 Main Span MP 732 84 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - All laterals and gusset plates	OSMOSE	3
2	Replace - Cap on Row 1 of Pier 2	OSMOSE	3
3	In-place preservatively treat piles, sills and caps	OSMOSE	4
4	Post: - Pile 2 in Row 1 of Pier 1 - Pile 3 in Row 1 of Pier 1 - Pile 2 in Row 2 of Pier 1	OSMOSE	4

BRIDGE NUMBER: 732.84 South Approach MP 732 84 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 10 (crushing under chord 2)	OSMOSE	2
2	Cut Pile tops down and - Install an 8" Subcap on existing Cap of Bent 11	OSMOSE	3
3	Post - Pile 2 of Bent 10 (7 pile bent) - Pile 3 of bent 10 - Pile 7 of Bent 10	OSMOSE	3
4	Add ballast and tamp up approach	RAILROAD	3
5	Post: - Pile 3 of Bent 12	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
7	Monitor - Cap on Bent 4 (cornering under chord 2) - Cap on Bent 8 (minor decay at right end)	RAILROAD	5
8	Monitor - Pile 3 of Bent 14 - Pile 5 of Bent 14	RAILROAD	5
9	Monitor: - Bent 10 for additional settlement - Bent 11 for additional settlement - Bent 12 for additional settlement	RAILROAD	5

BRIDGE NUMBER: 733.88 MP 733.88 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3

BRIDGE NUMBER: 733 95 MP: 733 95 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Chip out: - Cracked and spalled concrete on West walkway - Patch to original lines	RAILROAD	3
2	Patch - Approximately 17 ballast leaks throughout deck where concrete tubs join	RAILROAD	3
3	Add ballast and tamp up both approaches	RAILROAD	3

BRIDGE NUMBER: Tunnel 18 MP 734 48 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 735 86 MP: 735 86 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 81 bridge ties.	OSMOSE	2
2	Replace - Both headwalls	OSMOSE	2
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Post: - Pile 5 of Bent 4 - Pile 6 of Bent 4	OSMOSE	3
5	Post: - Pile 3 of Bent 2 - Pile 1 of Bent 3 - Pile 5 of Bent 5	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers	OSMOSE	4
7	Replace: - Cap on Bent 3	OSMOSE	4
8	Shim or Epoxy - Over Pile 2 of Bent 1	OSMOSE	4
9	Replace - Stringer 1 in Span 1 (horizontal shear) - Stringer 1 in Span 2 (horizontal shear)	OSMOSE	4

BRIDGE NUMBER. 736 03 MP: 736 03 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 81 bridge ties.	OSMOSE	2
2	Replace - North Shim under Chord 2 on Bent 3 (crushing, falling) - 2" Shims under chord 1 on Bent 5 (crushing)	OSMOSE	2
3	Post. - Pile 2 of Bent 1 - Pile 4 of Bent 1 - Pile 1 of Bent 4 - Pile 7 of Bent 4	OSMOSE	3
4	Add ballast and tamp up both approaches	RAILROAD	3
5	Post: - Pile 7 of Bent 3 - Pile 2 of Bent 5	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers	OSMOSE	4
7	Monitor: - Pile 2 of Bent 2	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 736.51 MP 736 51 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Cap on Bent 1	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Shim - Under chord 1 on Bent 2	OSMOSE	3
4	Post - Pile 1 of Bent 1(visual)	OSMOSE	3
5	Replace all 40 bridge ties	OSMOSE	4
6	Post - Pile 5 of Bent 4	OSMOSE	4
7	In-place preservatively treat piles, caps and stringers	OSMOSE	4
8	Replace - Stringer 8 in Spans 1 & 2	OSMOSE	4
9	Monitor - Stringer 1 in Span 1 - Stringer 1 in Span 2 - Stringer 5 in Span 3	RAILROAD	5
10	Monitor: - Cap on Bent 3 (minor cornering under chord 1)	RAILROAD	5

BRIDGE NUMBER: 737.33 MP 737 33 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 12 in Span 1 - Stringer 12 in Span 3 - Stringer 12 in Span 5	OSMOSE	4
2	Replace - Cap on Bent 2	OSMOSE	4
3	Post - Pile 6 of Bent 2	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Replace - North Sway Brace on Bent 2	OSMOSE	4

BRIDGE NUMBER: 738 70 Main Main line MP 738 70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post - Pile 1 of Bent 2 - Pile 2 of Bent 2	OSMOSE	3
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Replace: - North Sway brace on Bent 2	OSMOSE	4
4	Replace - Stringer 8 in Spans 1 & 2 (horizontal shear)	OSMOSE	4
5	Add ballast and tamp up both approaches	RAILROAD	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 738.70 Siding Siding **MP: 738 70** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 1 in Span 2 - Stringer 4 in Span 2 - Stringer 5 in Span 2	OSMOSE	2
2	Post - Post 3 of Bent 1 - Post 5 of Bent 1 (failed)	OSMOSE	2
3	Replace - Cap on Bent 2 (minor crushing)	OSMOSE	2
4	Replace all bridge ties	OSMOSE	2
5	Replace - Stringer 1 in Span 1 - Stringer 5 in Span 1	OSMOSE	3
6	Add ballast and tamp up both approaches	RAILROAD	3
7	Replace - South Sway Brace on Bent 2	OSMOSE	4
8	Post: - Pile 3 of Bent 2	OSMOSE	4
9	In-place preservatively treat piles, caps and stringers	OSMOSE	4

BRIDGE NUMBER: 738.94 **MP: 738 94** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Reweld - Southwest & Southeast steel walkway grating at 4 sections - Northeast steel walkway grating 35° and 45° from approach at 2 sections	RAILROAD	2
2	Replace - Cap on Bent 14 (slight crushing) - Cap on Bent 19 (slight crushing) - Cap on Bent 21 - Cap on Bent 22	OSMOSE	3
3	Replace - Walkway inspection planks & install hand cable	OSMOSE	3
4	Remove drift from bridge as necessary	RAILROAD	3
5	In-place preservatively treat piles, caps and stringers	OSMOSE	4
6	Post: - Post 3 of Bent 4 - Pile 1 of Bent 13 - Pile 5 of Bent 14 - Pile 3 of Bent 16 - Pile 5 of Bent 17 - Pile 5 of Bent 22 - Post 1 of Bent 24 - Pile 2 of Bent 27	OSMOSE	4
7	Replace - North Sway Brace on Bent 3 - South Sway Brace on Bent 5 - Tower Braces 1 & 4 in Span 6 - Sash Brace on Bent 14 - Sash Brace on Bent 15 - Sash Brace on Bent 16 - North Sway Brace on Bent 18 - 2 Girt Braces in Span 25 - 2 Girt Braces in Span 26	OSMOSE	4
8	Add ballast and tamp up both approaches	RAILROAD	4

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RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 739 14 North Approach **MP 739 14** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 21 (crushing under chord 2)	OSMOSE	2
2	Add ballast and tamp up approach	RAILROAD	2
3	Post. - Pile 2 of Bent 3 - Pile 4 of Bent 3 - Pile 1 of Bent 8 - Pile 4 of Bent 8 - Pile 1 of Bent 17 - Pile 3 of Bent 17 - Pile 2 of Bent 23 - Pile 4 of Bent 23	OSMOSE	3
4	Replace. - Cap on Bent 22 (vertical split) - Cap on Bent 23 (slight crushing under chord 1) - Cap on Bent 24	OSMOSE	3
5	Replace. - Walkway inspection planks & install hand cable	OSMOSE	3
6	Replace all bridge ties.	OSMOSE	3
7	Replace. - Cap on Bent 5 - Cap on Bent 10 (slight crushing under chord 2) - Cap on Bent 14 - Cap on Bent 26 (slight breaking at middle)	OSMOSE	4
8	Replace - South Sash Brace on Bent 8 - North Sway Brace on Bent 14 - North Sash Brace on Bent 19 - North Sash Brace on Bent 20 - North Sash Brace on Bent 21	OSMOSE	4
9	Replace: - East tower brace in Span 23	OSMOSE	4
10	In-place preservatively treat piles caps and stringers	OSMOSE	4
11	Post. - Pile 3 of Bent 4 - Pile 1 of Bent 6 - Pile 5 of Bent 11 - Pile 1 of Bent 15 - Pile 3 of Bent 18 - Pile 3 of Bent 19 - Pile 5 of Bent 25	OSMOSE	4
12	Monitor - Pile 4 of Bent 2 - Pile 4 of Bent 9 - Pile 1 of Bent 10	RAILROAD	5
13	Monitor - Cap on Bent 11 (slight crushing under chord 1 & 2)	RAILROAD	5

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RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 739.14 Main Span MP 739 14 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Lower Flange angles of Floor beam 5	OSMOSE	2
2	Replace - Floor beam 0	OSMOSE	2
3	Remove - Pack rust and debris from Flange angles, Cover plates and Gusset plates	RAILROAD	3
4	Replace - All Gusset plates	OSMOSE	3
5	Replace: - Upper Flange angles of floor beam 5	OSMOSE	4
6	Replace. - Knee Brace at Floor Beam 5	OSMOSE	4
7	Monitor - Floor beams 1 thru 4 for additional corrosion	RAILROAD	5
8	Monitor - Pier caissons for additional corrosion	RAILROAD	5
9	Monitor - Diagonal braces for additional section loss	RAILROAD	5

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RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 739.14 South Approach **MP: 739 14** **SECTION #3**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut down cutoffs - Replace sill with an oversized sill in Bent 2 - Replace sill with an oversized sill in Bent 3 - Replace sill with an oversized sill in Bent 5 - Replace sill with an oversized sill in Bent 6 - Replace sill with an oversized sill in Bent 7 - Replace sill with an oversized sill in Bent 8	OSMOSE	2
2	Reframe (4 & 5 post frame bents with piles 1 & 6 or 7 driven on each side) - Existing frame bent in bent 4 (cutting cutoffs down 1-2') - Existing frame bent in bent 9 (cutting cutoffs down 1-2')	OSMOSE	2
3	Replace - Cap on Bent 2 (crushing) - Cap on Bent 3 (crushing under chord 2) - Cap on Bent 7 (crushing under chord 2) - Cap on Bent 12 (very slight crushing)	OSMOSE	2
4	Reframe (5 post frame bent with piles 1 & 7 driven on each side). - Existing frame bent in bent 10 (cutting cutoffs down 1-2')	OSMOSE	3
5	Replace all bridge ties	OSMOSE	3
6	Replace - Walkway inspection planks & install hand cable	OSMOSE	3
7	Add ballast and tamp up approach	RAILROAD	3
8	Replace - Cap on Bent 4 (crushing under chord 2) - Cap on Bent 8 (breaking over Posts 5 & 6)	OSMOSE	3
9	Replace - Cap on Bent 11 (slight crushing under chord 1)	OSMOSE	4
10	In-place preservatively treat piles, caps and stringers	OSMOSE	4
11	Post - Post 3 of Bent 7 - Post 3 of Bent 8	OSMOSE	4
12	Monitor - Cap on Bent 5 (breaking at daps) - Cap on Bent 6 (vertical split)	RAILROAD	5
13	Monitor - Post 5 of Bent 8	RAILROAD	5

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RECOMMENDED BRIDGEWORK

LINE. Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 739.43 North Approach — MP 739 43 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Replace - Sill in Bent 4 (split)	OSMOSE	2
3	Post: -Post 2 of Bent 7 -Post 4 of Bent 7 - Pile 7 of Bent 7	OSMOSE	2
4	Replace - Cap on Bent 2 (slight crushing) - Cap on Bent 4 (split) - Cap on Bent 7 (cornering, bulging) - Cap on Bent 14 (crushing under chord 1)	OSMOSE	2
5	Post. - Post 3 of Bent 9 - Post 5 of Bent 9 - Post 4 of Bent 12 - Pile 7 of Bent 12	OSMOSE	3
6	Remove drift from bridge as necessary	RAILROAD	3
7	Replace - Walkway inspection planks & install hand cable	OSMOSE	3
8	Replace - Cap on Bent 8	OSMOSE	3
9	Replace. - Cap on Bent 3 (breaking at dap)	OSMOSE	4
10	In-place preservatively treat piles and caps	OSMOSE	4
11	Inspect for Marine Borer	RAILROAD	4
12	Post - Pile 5 of Bent 2 - Pile 6 of Bent 4 - Post 5 of Bent 8 - Pile 7 of Bent 10 - Post 4 of Bent 14 - Pile 7 of Bent 17 - Pile 7 of Bent 18	OSMOSE	4
13	Monitor - Cap on Bent 6 (vertical split) - Cap on Bent 18 (pile 2 slightly punching)	RAILROAD	5

BRIDGE NUMBER: 739.43 Main Span — MP, 739 43 — SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Stringer shelf brackets on all TPG floor beams	OSMOSE	3
2	Clean: - Pier bearings - All steel members	RAILROAD	4
3	Monitor: - All steel members for additional corrosion - Floor beams for additional web pin holes	RAILROAD	5

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RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 739.43 South Approach **MP 739.43** **SECTION #3**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and: - Replace Cap with an oversized cap on Bent 1 (broken)	OSMOSE	2
2	Cut Pile tops down and: - Replace Cap with an oversized cap on Bent 5 (breaking) - Replace Cap with an oversized cap on Bent 6 (breaking)	OSMOSE	3
3	Add ballast and tamp up approach	RAILROAD	3
4	Post. - Pile 1 of Bent 2 - Post 5 of Bent 2	OSMOSE	3
5	Replace - Guard timber	OSMOSE	3
6	Replace - Walkway inspection planks & install hand cable	OSMOSE	3
7	Replace Cap on Bent 3 (slight crushing under chord 1 & 2)	OSMOSE	4
8	Replace all bridge ties.	OSMOSE	4
9	Post. - Pile 1 of Bent 1 - Pile 1 of Bent 6 - Pile 7 of Bent 7 - Pile 1 of Bent 8	OSMOSE	4
10	In-place preservatively treat piles and caps	OSMOSE	4
11	Monitor - Cap on Bent 3 (slight crushing)	RAILROAD	5

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RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER 739 68 North Approach MP 739 68 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	In-place preservatively treat piles, caps and stringers	OSMOSE	4
2	Shim. - Over Post 4 of Bent 4	OSMOSE	4
3	Replace - Girt Brace 3 in Span 2	OSMOSE	4
4	Replace - Stringer 1 in Spans 1 & 2 (horizontal shear)	OSMOSE	4
5	Add ballast and tamp up approach	RAILROAD	4
6	Monitor - Cap on Bent 3 (very minor crushing under both chords)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER. 739 68 Main Span MP 739 68 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace stringer top lateral angles and gusset plates, Truss #5 (all panels)	OSMOSE	2
2	Install inner guardrail across bridge	OSMOSE	2
3	Replace access stairway and all timber decking around drum pier Replace all access ladders and walkways, all trusses	OSMOSE	2
4	Repair impact damage on bottom chord, Truss #2, Panel #3 (east) THIS IS A HIGH PRIORITY 2!	OSMOSE	2
5	Replace expansion bearings and masonary plates at the following piers Pier 2 Pier 3 Pier 5 Pier 6 Pier 7 Pier 8	OSMOSE	2
6	Replace all anchor bolts, all piers	OSMOSE	2
7	Replace ties on the following trusses Truss #4 Truss #5 Truss #6 Truss #7 Truss #8	OSMOSE	2
8	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #5 (both sides) Truss #2, Floor Beam #3 (west) Truss #3, Floor Beam #1 (west) Truss #7, Floor Beam #0 (west) Truss #8, Floor Beam #0 (west)	OSMOSE	2
9	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #4 Truss #2, Panel #2 Truss #2, Panel #4 Truss #8, Panel #4	OSMOSE	2
10	Repair or replace the following truss members and/or vertical gusset plates Truss #4 vertical gusset plates at Floor Beam #2, L2-U1 and L2-U3 (west) Truss #4, vertical gusset plates at Floor Beam #3, L3-U4 (both sides) Truss #7, vertical gusset plates at Floor Beam #2, L2-U1 (both sides) Truss #8, connection angle at Floor Beam #3, FB-to-L3-U4 (west) Truss #7, vertical truss member L1-U1 (west) Truss #7, diagonal truss members L2-U1 (both sides) Truss #7, vertical truss member L4-U4 (east) Truss #9, vertical truss member L8-U8 (east) Truss #9, vertical truss member L11-U11 (both sides)	OSMOSE	2
11	Repair floor beams at the following locations Truss #4, Floor Beam #3 (web outboard from west stringer) Truss #8, Floor Beam #3 (web and bottom flange angles outboard from west stringer) Truss #9, Floor Beam #7 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #8 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #9 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #11 (web outboard from both stringers at bottom flange angle connection)	OSMOSE	2
12	Replace stringer top lateral angles and gusset plates at the following locations Truss #2, Panel #4 Truss #3, Panel #5	OSMOSE	2
13	Perform miscellaneous repairs at the following locations Replace bottom chord lacing bars, Truss #4, Panel #3 (west) Repair/replace truss bottom chord channels, Truss #8, Floor Beam #4 (west side, both panels) Repair/replace stringer web at bottom flange angle connection, Truss #7, panel #5 (west)	OSMOSE	2
14	Replace stringer top lateral angles and gusset plates at the following locations (unless prioritized at a higher level elsewhere) Truss #1, all panels Truss #4, all panels Truss #8 all panels	OSMOSE	3

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RECOMMENDED BRIDGEWORK

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

15	Replace truss bottom chord lacing bars and repair channels as required at the following locations Truss #1, all panels Truss #2, all panels Truss #7, all panels Truss #8, all panels	OSMOSE	3
16	Replace stringer shelf angles at floor beam connection at the following locations Truss #1, all floor beams Truss #2, all floor beams Truss #3, all floor beams	OSMOSE	3
17	Repair or replace top chord channels and cover plates at the following locations Truss #6, all panels	OSMOSE	3
18	Repair/replace floor beam members at the following locations Truss #1, Floor Beam #3, top flange angles Truss #2, Floor Beam #0, bottom flange angles & web at horizontal gusset plate connections Truss #2, Floor Beam #2, flange angles & web at stringer-to-floor beam connections Truss #3, Floor Beam #1, web at bottom flange angle connection, outboard from stringers Truss #3, Floor Beam #2, web and bottom flange angles, outboard from stringers Truss #3, Floor Beam #3, web and bottom flange angles, outboard from west stringer Truss #4, Floor Beam #0, web, outboard from west stringer Truss #4, Floor Beam #3, bottom flange angles Truss #5, Floor Beam #0, web outboard from stringers (particularly west) Truss #6, Floor Beam #0, top and bottom flange angles Truss #6, Floor Beam #2, web and bottom flange angles (at connection) Truss #6, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #2, top and bottom flange angles Truss #8, Floor Beam #3, top and bottom flange angles Truss #8, Floor Beam #5, top flange angles Truss #9, Floor Beam #0, top flange angles Truss #9, Floor Beam #9, bottom flange angles Truss #9, Floor Beam #10, particularly on west side	OSMOSE	3
19	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #4 (west) Truss #2, Floor Beam #1 (west) Truss #2, Floor Beam #2 (both sides) Truss #3, Floor Beam #2 (west) Truss #3, Floor Beam #3 (west) Truss #4, Floor Beam #0 (both sides) Truss #7, Floor Beam #1 (west) Truss #7, Floor Beam #3 (west) Truss #7, Floor Beam #5 (both sides)	OSMOSE	3
20	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #3 Truss #2, Panel #3 Truss #3, Panel #3 Truss #3, Panel #4 Truss #5, Panel #3 Truss #6, Panel #3	OSMOSE	3

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RECOMMENDED BRIDGEWORK

LINE. Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

21	Repair or replace the following truss members and/or vertical gusset plates Truss #1 L3-U4 (west) corrosion on bottom 10' of web Truss #2, L2-U1 (west) corrosion on bottom 12' of web Truss #5, vertical gusset plates and flange angles, L2-U1 (both sides) Truss #6, vertical gusset plates at Floor Beam #3, L3-U2 (both sides) Truss #7, L1-U1 (east) web and flange angles Truss #7, vertical gusset plates at Floor Beam #3, L3-U4 (both sides) Truss #7, L4-U4 (west) web and flange angles Truss #7, L3-U4 (both sides) web and flange angles Truss #8, L2-U2 (both sides) corrosion on web Truss #8, vertical gusset plate at Floor Beam #2 L2-U1 (both sides) Truss #8, L3-U3 (both sides) corrosion on web Truss #8, vertical gusset plate at Floor Beam #3, L3-U4 (west) Truss #9, L2-U1 (both sides) heavy corrosion on web Truss #9, L2-U2 (both sides) corrosion on web Truss #9, L2-U3 (both sides) heavy corrosion on plates Truss #9, L4-U3 (both sides) heavy corrosion on plates and lacing bars Truss #9, L4-U4 (both sides) corrosion on channels Truss #9, L4-U5 (east) heavy corrosion on plates and lacing bars Truss #9, vertical gusset plate at Floor Beam #4, L4-U5 (west) Truss #9, L6-U5 (both sides) heavy corrosion on web and lacing bars Truss #9, L8-U8 (both sides) bottom vertical gusset plates Truss #9, L8-U9 (both sides) heavy corrosion on web plates Truss #9, L10-U11 (both sides) heavy corrosion on flange angles webs and lacing bars Truss #9, L12-U11 (both sides) heavy corrosion on flange angles and webs	OSMOSE	3
22	Repair stringer-to-floor beam connections at the following locations Truss #1, Panel #1, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #2, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #4, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #1, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #2, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #3, Panel #1, stringer top flange angles (both sides) 24" from FB connections Truss #3, Panel #2, stringer top & bottom flange angles (both sides) 24" from FB connections Truss #3, Panel #4, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #3, Panel #5, stringer top flange angles (both sides) 12" from FB connections Truss #4, Panel #5, stringer top flange angles (both sides) 12" from FB connections Truss #6, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections	OSMOSE	3
23	Repair truss bottom chords at the following locations Truss #1, Panel #4, bottom flange on channels (both sides) Truss #2, Panel #1, top batten plates at Floor Beam #1 connections (both sides) Truss #2, Panel #5, heavy on channels at floor beams, corrosion throughout (both sides) Truss #3, Panel #2, corrosion on channel webs and lacing bars (west) Truss #3, Panel #4, corrosion on lacing bars (both sides) Truss #3, Panel #5, corrosion on webs and lacing bars (both sides) Truss #4, Panel #4, corrosion on lacing bars (west) Truss #5, Panel #4, corrosion on channels at FB#4 connection (west) Truss #5, Panel #5, corrosion on channels at FB#4 & FB#5 connection (west) Truss #6, Panel #1, corrosion on channels and lacing bars (west) Truss #6, Panel #3, corrosion on lacing bars (both sides) Truss #7, Panel #3, corrosion on channels at FB#3 connection (both sides) Truss #7, Panel #4, corrosion on channels at FB#4 connection (west) Truss #9, Panel #11, corrosion on web plate (east)	OSMOSE	3
24	Repair stringers at the following locations Truss #4, Panel #5, corroded web and bottom flange angles at connection (west) Truss #5, Panel #3, corroded web and bottom flange angles at connection (west) Truss #5, Panel #5, corroded web and bottom flange angles at connection (west) Truss #6, Panel #1, corroded web and bottom flange angles at connection (west) Truss #6, Panel #2, corroded web and bottom flange angles at connection (west) Truss #6, Panel #3, corroded web and bottom flange angles at connection (west) Truss #8, Panel #1, corroded web and bottom flange angles at connection (west) Truss #8, Panel #4, corroded web and bottom flange angles at connection (both sides) Truss #9, Panel #3, corroded bottom flange angles (west) Truss #9, Panel #4, corroded bottom flange angles (both sides) Truss #9, Panel #5, corroded web and bottom flange angles at connection (west) Truss #9, Panel #8, corroded bottom flange angles (west)	OSMOSE	3

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RECOMMENDED BRIDGEWORK

LINE	Coos Bay Subdivision	Eugene, OR - Couquille, OR	
25	Replace stringer top lateral angles and/or gusset plates at the following locations Truss #3, Panel #1, angles and gussets Truss #3, Panel #2, angles and gussets Truss #7, Panel #5, gussets Truss #8, Panel #3, angles and gussets Truss #8, Panel #5, angles and gussets Truss #9, Panel #3, angles and gussets Truss #9, Panel #4, gussets Truss #9, Panel #6, angles and gussets Truss #9, Panel #8, gussets Truss #9, Panel #9, gussets Truss #9, Panel #11, gussets Truss #9, Panel #12, guasets	OSMOSE	3
26	Repair truss top chords at the followng locations Truss #1, Panel #1, top portal brace bottom strut Truss #1, Panel #5, top portal top and bottom flange angles Truss #9, Panel #8, top chord bracing Truss #9, Panel #9, top chord bracing Truss #9, Panel #10, top chord bracing Truss #9, Panel #11, top chord bracing Truss #10, Panel #1, top chord bracing	OSMOSE	3
27	Repair/Replace stringers at the following locations Truss #1, all panels, top flange angles Truss #2, Panel #2, top flange angles Truss #2, Panel #5, top flange angles Truss #3, all panels, top flange angles Truss #3, Panel #1, web at bottom flange angle connection (west) Truss #3, Panel #2, web at bottom flange angle connection (west) Truss #3, Panel #4, webs at bottom flange angle connection (both sides) Truss #4, all panels, top flange angles Truss #4, Panel #1, bottom flange angles (both sides) web at BFA connection (west) Truss #6, all panels, top flange angles Truss #5, panel #2, bottom flange angles at floor beam connections (west) Truss #6, Panel #2, bottom flange angles (both sides) Truss #7, Panel #1, top flange angles (east) Truss #8, all panels, top flange angles Truss #8, Panel #2, web at bottom flange angle connection (west) Truss #9, all panels, top flange angles Truss #9, Panel #3, bottom flange angles (east) Truss #9, Panel #4, web at bottom flange angle connection (east) Truss #9, Panel #10, web at bottom flange angle connection (both sides) Truss #9, Panel #11, web at bottom flange angle connection (both sides) Truss #10, all panels, top flange angles	OSMOSE	4
28	Replace truss bottom chord diagonal bracing at the followng locations Truss #1, all panels Truss #2, all panels Truss #4, Panel #1 Truss #4, Panel #2 Truss #4, Panel #3 Truss #7, Panel #3 Truss #8, Panel #2 Truss #8, Panel #3 Truss #9, Panel #5 Truss #10, Panel #3	OSMOSE	4
29	Replace truss top chord channels and cover plates or miscellaneous top chord repairs at the followng locations Truss #1, all panels Truss #2, all panels Truss #3, all panels Truss #4, all panels Truss #4, Panel #5, top flange angles of portal Truss #5, all panels Truss #6, Panel #1, top channel of portal Truss #8, all panels Truss #9, all panels Truss #10, panel #4, top chord bracing	OSMOSE	4

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RECOMMENDED BRIDGEWORK

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

30	Replace truss bottom chord members at the following locations Truss #2, Panel #1, bottom chord channels at floor beam connections (both sides) Truss #2, Panel #2, bottom chord flanges and webs (both sides) Truss #3, Panel #3, bottom chord lacing bars and channels (both sides) Truss #4, Panel #1, bottom chord channel web and lacing bars (west) Truss #4, Panel #2, bottom chord channel web and lacing bars (west) Truss #5, all panels (west only) Truss #6, all panels Truss #7, all panels Truss #8, all panels Truss #9, Panel #12, bottom chord web plate (both sides)	OSMOSE	4
31	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #0 (both sides) Truss #1, Floor Beam #2 (west) Truss #2, Floor Beam #1 (east) Truss #2, Floor Beam #4 (both sides) Truss #2, Floor Beam #5 (both sides) Truss #3, Floor Beam #0 (both sides) Truss #3, Floor Beam #4 (both sides) Truss #4, Floor Beam #1 (west) Truss #4, Floor Beam #2 (west) Truss #4, Floor Beam #3 (both sides) Truss #4, Floor Beam #5 (both sides) Truss #5, Floor Beam #3 (both sides) Truss #5, Floor Beam #5 (both sides) Truss #8, Floor Beam #4 (both sides)	OSMOSE	4
32	Repair or replace the following truss members and/or vertical gusset plates Truss #1 L1-U1 (east) corrosion on web Truss #1, L2-U1 (both sides) corrosion on rivet heads throughout Truss #1, vertical gusset plates, L3-U4 (both sides) Truss #3, L1-U1 (west) web at flange angle connection Truss #3, L3-U4 (both sides) web and inboard flange angles Truss #4, L4-U4 (east) corrosion on web Truss #5 vertical gusset plates, L3-U4 (both sides) Truss #5, L4-U4 (both sides) web corrosion Truss #5, L3-U4 (both sides) corrosion on webs and flange angles Truss #6, L2-U1 (both sides) corrosion on webs and flange angles Truss #6, L2-U3 (both sides) corrosion on flange angles and rivets Truss #6, L3-U2 (both sides) corrosion on flange angles and rivets Truss #6, L4-U3 (both sides) corrosion on webs Truss #7, L2-U3 (both sides) corrosion on flange angles Truss #7, L3-U2 (both sides) corrosion on flange angles Truss #8, L1-U1 (both sides) corrosion on web Truss #8, L2-U1 (both sides) corrosion on webs and flange angles Truss #8, L3-U2 (both sides) corrosion on webs and flange angles Truss #8, L3-U4 (both sides) corrosion on webs and flange angles Truss #9, L3-U3 (both sides) corrosion on webs and flange angles Truss #9, L4-U5 (west) corrosion on plates and lacing bars Truss #9, L5-U5 (both sides) corrosion on webs and flange angles Truss #9, L6-U5 (both sides) corrosion throughout Truss #9, L6-U6 (both sides) corrosion on channels Truss #9, L6-U8 (west) corrosion throughout Truss #9, L9-U9 (both sides) corrosion on webs and flange angles Truss #9, L10-U9 (both sides) corrosion on plates and lacing bars Truss #9, L10-U10 (east) corrosion on channels	OSMOSE	4
33	Replace stringer top lateral angles and/or gusset plates at the following locations Truss #2, Panel #1, angles and gussets Truss #7, Panel #1, gussets Truss #7, Panel #2, gussets Truss #7, Panel #3, angles and gussets Truss #8, Panel #1, gussets Truss #10, Panel #1, gussets Truss #10, Panel #3, angles and gussets Truss #10, Panel #4, angles and gussets	OSMOSE	4

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RECOMMENDED BRIDGEWORK

LINE Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

34	Repair/replace floor beam members at the following locations Truss #1, Floor Beam #2, web outboard from stringers Truss #2, Floor Beam #3, top flange angles Truss #2, Floor Beam #2, flange angles & web at stringer-to-floor beam connections Truss #3, Floor Beam #2, top flange angles Truss #3, Floor Beam #3, top flange angles Truss #3, Floor Beam #4, bottom flange angles outboard from west stringers Truss #4, Floor Beam #0, bottom flange angles at gusset plate connections Truss #4, Floor Beam #3, top cover plate Truss #4, Floor Beam #5, top flange angles Truss #5, Floor Beam #0, top flange angles Truss #5, Floor Beam #2, bottom flange angles and web outboard from west stringer Truss #5, Floor Beam #3, bottom flange angles and web outboard from west stringer Truss #5, Floor Beam #5, bottom flange angles outboard from east stringer Truss #7, Floor Beam #0, bottom flange angles and web outboard from west stringer Truss #7, Floor Beam #1, web at bottom flange connection Truss #7, Floor Beam #3, web outboard from west stringer Truss #7, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #0, top & bottom flange angles, web outboard from west stringer Truss #8, Floor Beam #1, top & bottom flange angles, web outboard from west stringer Truss #8, Floor Beam #2, web outboard from west stringer Truss #8, Floor Beam #3, web outboard from west stringer Truss #8, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #5, top and bottom flange angles Truss #9, Floor Beam #2, bottom flange angles, web at bottom flange angle connection Truss #9, Floor Beam #4, bottom flange angles, web outboard from west stringer Truss #9, Floor Beam #5, bottom flange angles, web outboard from west stringer Truss #9, Floor Beam #8, bottom flange angles Truss #9, Floor Beam #9, top flange angles Truss #9, Floor Beam #11, bottom flange angles Truss #9 Floor Beam #12, top flange angles	OSMOSE	4

BRIDGE NUMBER: 739.68 South Approach — MP 739.68 — SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Install - New roadway clearance signs	RAILROAD	2
2	Post - Pile 5 of Bent 3	OSMOSE	4
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Add ballast and tamp up approach	RAILROAD	4
5	Replace - Stringer 1 in Span 3	OSMOSE	4
6	Monitor - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 4 in Span 3 - Stringer 5 in Span 3 - Stringer 6 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3	RAILROAD	5
7	Monitor - Stringers in Span 3 for additional impact damage	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER. 740.25 Main MP 740 25 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - North Headwall	OSMOSE	2
2	Excavate & Inspect: - Sill and Cutoffs of Bent 4	OSMOSE	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Post: - Post 5 of Bent 2 - Post 1 of Bent 4	OSMOSE	4
5	Add ballast and tamp up both approaches	RAILROAD	4
6	Install - Hog jaw bracing From Bent 2 to Bent 3	OSMOSE	4
7	Monitor: - Bent 2 for additional leaning to the South - Bent 3 for additional leaning to the South - Bent 4 for additional leaning to the South	RAILROAD	5

BRIDGE NUMBER: 740.84 MP 740 84 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3

BRIDGE NUMBER: 741.35 MP 741 35 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and - Replace Cap & Install a 6" - 8" Subcap on Bent 5 (crushing)	OSMOSE	2
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Shim - Under Stringer 2, 4 & 6 of Bent 3	OSMOSE	3
4	Replace - 6 1/2" of Shims on Bent 1	OSMOSE	3
5	Replace - Sill in Bent 2 (vertical split, crushing under post 4)	OSMOSE	3
6	Replace - Top plank on South headwall	OSMOSE	3
7	Post. - Post 2 of Bent 5 (visual reject) - Post 5 of Bent 5	OSMOSE	3
8	In-place preservatively treat piles, caps and stringers	OSMOSE	4
9	Post: - Pile 4 of Bent 1	OSMOSE	4
10	Spot replace 11 bridge ties	OSMOSE	4
11	Spot replace 11 bridge ties	OSMOSE	4
12	Replace. - Stringer 8 in Span 3 (crushing) - Stringer 8 in Span 4 (crushing)	OSMOSE	4
13	Monitor: - Sill in Bent 3 (cornering, crushing)	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 741.74 MP 741 74 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 4 (crushing, piles 3 & 4 punching into cap)	OSMOSE	2
2	Replace - Sill in Bent 2 (crushing)	OSMOSE	2
3	Replace all 46 bridge ties	OSMOSE	2
4	Replace - Stringer 4 in Span 3 - Stringer 8 in Span 3 (horizontal shear)	OSMOSE	3
5	Install - Wingwalls to the Northwest headwall	OSMOSE	3
6	Re-straighten and Brace - Bent 2 - Bent 3	OSMOSE	3
7	Add ballast and tamp up both approaches	RAILROAD	4
8	In-place preservatively treat piles, caps and stringers	OSMOSE	4
9	Replace - Stringer 8 in Span 2 (horizontal shear)	OSMOSE	4
10	Post: - Pile 4 of Bent 1	OSMOSE	4

BRIDGE NUMBER. 742 05 MP 742.05 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1 & 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE	3
2	Replace all 36 bridge ties	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Post. - Post 5 of Bent 3	OSMOSE	4
5	Sim or Epoxy - Over Pile 3 of Bent 3	OSMOSE	4
6	Monitor - Bents 1 through 4 Tapered Elevation shims for additional crushing	RAILROAD	5

BRIDGE NUMBER: 742.24 MP 742.24 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - 1/4" Shims under both chords on Bent 8	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Replace - Cap on Bent 4	OSMOSE	4
4	Replace all bridge ties	OSMOSE	4
5	In-place preservatively treat piles, caps and stringers	OSMOSE	4
6	Replace - Both Sway Braces on Bent 6	OSMOSE	4
7	Post. - Pile 6 of Bent 5 - Pile 3 of Bent 6	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 742.72 MP: 742.72 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 1 - Cap on Bent 4	OSMOSE	3
2	Remove - Fouled ballast at North approach, replace and tamp to correct elevation	RAILROAD	3
3	Spot replace 5 bridge ties	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Post: - Pile 1 of Bent 7 - Pile 7 of Bent 7 - Post 5 of Bent 8	OSMOSE	4
6	Re-set: - Stringer 9 in Span 7 (helper)	OSMOSE	4
7	Replace - Stringer 2 in Spans 1 & 2 - Stringer 1 in Spans 5 & 6 - Stringer 10 in Span 5	OSMOSE	4
8	Replace - Cap on Bent 5	OSMOSE	4
9	Add ballast and tamp up South approach	RAILROAD	4
10	Monitor - Bent 8 for additional pumping	RAILROAD	5
11	Monitor - Stringer 1 in Span 8	RAILROAD	5

BRIDGE NUMBER. 742.95 MP: 742.98 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 61 bridge ties	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Replace - Stringer 1 in Span 4 (horizontal shear) - Stringer 8 in Span 4 - Stringer 1 in Span 2 - Stringer 5 in Span 2	OSMOSE	3
4	Replace - North Headwall top plank	OSMOSE	3
5	Post. - Pile 1 of Bent 3	OSMOSE	4
6	In-place preservatively treat piles caps and stringers	OSMOSE	4
7	Replace - Stringer 1 in Span 3	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER. 743.20 MP 743.20 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post - Pile 2 of Bent 2 - Pile 4 of Bent 2 - Pile 2 of Bent 3 - Pile 5 of Bent 3	OSMOSE	3
2	Replace - Cap on Bent 1 (slight crushing)	OSMOSE	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Post. - Pile 1 of Bent 1	OSMOSE	4
5	Monitor - Pile 1 of Bent 2	RAILROAD	5

BRIDGE NUMBER: 743.73 MP 743 73 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Spot replace 5 bridge ties at North approach	OSMOSE	2
2	Replace. - All stringers in Span 6 thru 9	OSMOSE	2
3	Replace - North headwall - Top 2 planks on South headwall	OSMOSE	3
4	Post. - Pile 1 of Bent 2 - Pile 2 of Bent 2 - Pile 1 of Bent 3 - Pile 4 of Bent 3	OSMOSE	3
5	Remove drift from bridge as necessary	RAILROAD	3
6	Replace - Cap on Bent 1	OSMOSE	3
7	Replace - Stringer 1 in Span 1 - Stringer 7 in Span 3 - Stringer 6 in Span 4 - Stringer 5 in Span 5	OSMOSE	4
8	Post - Pile 2 of Bent 6 - Pile 2 of Bent 7	OSMOSE	4
9	In-place preservatively treat piles, caps and stringers	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 743.88 MP 743.88 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	2
2	Replace all 121 bridge ties	OSMOSE	3
3	Replace - North headwall	OSMOSE	3
4	Post: - Pile 1 of Bent 3 - Pile 3 of Bent 3	OSMOSE	3
5	Replace. - Cap on Bent 5 - Cap on Bent 8 (split cornering) - Cap on Bent 9	OSMOSE	3
6	Replace - Stringer 6 in Span 5 - Stringer 1 in Span 7 - Stringer 1 in Span 8	OSMOSE	4
7	In-place preservatively treat piles, caps and stringers	OSMOSE	4
8	Post. - Pile 1 of Bent 1 - Pile 5 of Bent 2	OSMOSE	4
9	Monitor - Stringer 1 in Span 1	RAILROAD	5

BRIDGE NUMBER. 743.97 MP 743.97 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - West side Guard timber	OSMOSE	2
2	Cut Pile tops down and - Replace Cap on Bent 6 with an oversize (crushing)	OSMOSE	3
3	Post - Pile 1 of Bent 2 - Pile 5 of Bent 2	OSMOSE	3
4	Replace all 109 bridge ties	OSMOSE	3
5	Replace. - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 1 in Span 7 - Stringer 3 in Span 7	OSMOSE	3
6	Add ballast and tamp up both approaches	RAILROAD	4
7	Replace - Cap on Bent 1 - Cap on Bent 3	OSMOSE	4
8	Post: - Pile 3 of Bent 3 - Pile 1 of Bent 8	OSMOSE	4
9	Replace - Stringer 1 in Span 2 - Stringer 8 in Span 3 - Stringer 8 in Span 4 - Stringer 1 in Span 8	OSMOSE	4
10	In-place preservatively treat piles, caps and stringers	OSMOSE	4

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RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 744 24 — MP 744 24 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - 1 East handrail post	OSMOSE	2
2	Replace - Cap on Bent 2	OSMOSE	3
3	Replace - Both Sway Braces on Bent 2 - Both Sway Braces on Bent 5	OSMOSE	3
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Post - Pile 4 of Bent 2 (spill) - Pile 1 of Bent 4 - Pile 2 of Bent 6	OSMOSE	4

BRIDGE NUMBER: 744.44 — MP 744.44 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post. - Post 1 of Bent 1	OSMOSE	3
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Monitor - Pile 4 of Bent 2 - Pile 1 of Bent 6	RAILROAD	5

BRIDGE NUMBER: 744.70 — MP 744 70 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4	OSMOSE	3
2	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
3	Post: - Pile 5 of Bent 1 - Pile 5 of Bent 6	OSMOSE	4
4	Replace - Stringer 12 in Span 4	OSMOSE	4

BRIDGE NUMBER. 744.83 — MP 744 83 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	In-place preservatively treat piles, caps and stringers	OSMOSE	4
2	Replace - Sway Braces on Bent 3	OSMOSE	4
3	Replace: - Stringer 2 in Span 3	OSMOSE	4
4	Replace - 1 section of West ballast retainer in Span 2	OSMOSE	4

BRIDGE NUMBER: Tunnel 19 — MP. 745 62 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

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RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 748.06 MP 748.06 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 3 (slight crushing) - Cap on Bent 7 (crushing)	OSMOSE	2

BRIDGE NUMBER: 748.44 MP 748.44 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 5 of Bent 2	OSMOSE	4
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Add ballast and tamp up both approaches	RAILROAD	4
4	Replace: - Both Sway braces on Bent 2	OSMOSE	4

BRIDGE NUMBER: 748.68 MP 748.68 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Stringer 1 in Span 2 - Stringer 4 in Span 2 - Stringer 5 in Span 2 - Stringer 1 in Span 3 - Stringer 4 in Span 3 - Stringer 5 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 4 - Stringer 2 in Span 4 - Stringer 6 in Span 4 - Stringer 8 in Span 4	OSMOSE	2
2	Replace - Mud Blocks 1, 2 & 6 of Bent 6	OSMOSE	3
3	Replace - 1 1/2" Shim under Chord 2 on Bent 5 (slight crushing)	OSMOSE	3
4	Shim - Under Stringer chord 1 of Bent 5 - Under Stringer 4 of Bent 5	OSMOSE	3
5	Add ballast and tamp up both approaches	RAILROAD	4
6	In-place preservatively treat piles and caps	OSMOSE	4
7	Replace - Stringer 8 in Span 1 - Stringer 4 in Span 5	OSMOSE	4
8	Replace - Cap on Bent 6 (mechanical crushing under stringers)	OSMOSE	4
9	Monitor - Stringer 2 in Span 5 - Stringer 3 in Span 5	RAILROAD	5
10	Monitor - Cap on Bent 1 (minor crushing under chord 1) - Cap on Bent 4 (slight cornering under chord 1) - Cap on Bent 5 (slight cornering)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE. Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 749.89 — MP 749 89 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Patch ballast leaks at - Bent 10 - Bent 22 - Bent 23 - Bent 24 - Bent 26	RAILROAD	2
2	Patch - Ballast leak at Abutment 1	RAILROAD	2
3	Replace - South Handrail inspection cable for lower Walkway	OSMOSE	2
4	Add ballast and tamp up both approaches	RAILROAD	3
5	Monitor: - Bents 18, 19 & 20 for additional cracking and spalling at nose of concrete caps	RAILROAD	5
6	Monitor - Cap on Bent 5 for additional spider cracking	RAILROAD	5

BRIDGE NUMBER: Tunnel 20 — MP 750 12 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 750.46 North Approach — MP 750.46 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Reweld - Walkway welds in Span 63	RAILROAD	3
3	Replace - Missing brace bolts and nuts	OSMOSE	3
4	Replace - Stringer 4 in Span 23	OSMOSE	4

BRIDGE NUMBER: 750.46 Main Span — MP 750 48 — SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Southwest & Northwest flange angles over bearings - All Struts	OSMOSE	2
2	Replace. - All Laterals & gusset plates - All Cross bracing	OSMOSE	3
3	Monitor - Southeast & Northeast flange angles for additional section loss at bearings	RAILROAD	5

BRIDGE NUMBER: 750.46 South Approach — MP 750 48 — SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - 1 Section of Walkway at South approach	RAILROAD	2
2	Add ballast and tamp up approach	RAILROAD	2
3	Replace. - Missing brace bolts and nuts	OSMOSE	3
4	Reweld - Walkway in Span 25	RAILROAD	3

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 751.02 MP 751.02 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - All Stringers with parting lines centered over all 'B' Bents - Surface bridge and Shim accordingly Remove. - All 'A' Bents at waterline	OSMOSE	2
2	Cut Pile tops down and - Install an 8" Subcap on existing cap of Bent 12B - Replace Cap & Install an 8" Subcap on Bent 20B	OSMOSE	3
3	Shim or Epoxy - Over Pile 4 of Bent 11B	OSMOSE	4
4	Spot replace 1 bridge tie	OSMOSE	4
5	Post - Pile 1 of Bent 5B - Post 2 of Bent 7B	OSMOSE	4
6	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: Tunnel 21 MP 751.23 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 752.99 MP 752.99 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Elevation Shim on Bent 4	OSMOSE	3
2	Remove drift from bridge as necessary	RAILROAD	3
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Replace: - 2 Tower Braces in Span 3 - Tower Braces 1 & 2 in Span 11	OSMOSE	4
5	In place preservatively treat piles and caps	OSMOSE	4
6	Post. - Pile 5 of Bent 2 - Pile 2 of Bent 9 - Pile 2 of Bent 12 - Pile 1 of Bent 13	OSMOSE	4
7	Monitor: - Pile 5 of Bent 13	RAILROAD	5

BRIDGE NUMBER: 753.48 MP 753.48 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove: - Fouled ballast, replace and tamp up both approaches	RAILROAD	2
2	Spot replace 17 bridge ties at rail joints	OSMOSE	3
3	In-place preservatively treat piles and caps	OSMOSE	4
4	Post. - Pile 1 of Bent 4 - Pile 1 of Bent 7	OSMOSE	4
5	Shim or Epoxy - Over Pile 2 of Bent 3	OSMOSE	4
6	Replace - One section of Guard timber	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 753.97 **MP: 753.97** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Steel Walkway supports	OSMOSE	2
2	Remove - Debris from bottom flange angles	RAILROAD	4
3	Replace - Lower Flange angles over bearing areas & bottom cover plates	OSMOSE	4

BRIDGE NUMBER: 755.63 **MP: 755.63** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Subcap on Bent 3 (comering, split)	OSMOSE	2
2	Remove - Fouled ballast, replace and tamp up both approaches	RAILROAD	3
3	Post - Pile 5 of Bent 5 - Pile 1 of Bent 6	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Replace - Stringer 3 in Span 3 - Stringer 7 in Span 3	OSMOSE	4

BRIDGE NUMBER: 756.13 **MP: 756.13** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	2
2	Replace: - North headwall and install - Wingwalls	OSMOSE	3
3	In-place preservatively treat posts, sills and caps	OSMOSE	4
4	Monitor - Stringer 2 in Span 3	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 756.55 MP: 756 55 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Install - Wingwalls to the North headwall - Wingwall to the Southeast headwall	OSMOSE	2
2	Replace - Cap on Bent 5 - Cap on Bent 6	OSMOSE	3
3	Replace all 76 bridge ties	OSMOSE	3
4	Add ballast and tamp up both approaches	RAILROAD	3
5	Replace - Subcap on Bent 3 (slight crushing)	OSMOSE	3
6	Replace. - Subcap on Bent 4 (slight crushing)	OSMOSE	4
7	In-place preservatively treat piles, caps and stringers	OSMOSE	4
8	Post - Pile 2 of Bent 1	OSMOSE	4
9	Replace - Stringer 1 in Span 1 - Stringer 6 in Span 2 - Stringer 6 in Span 3	OSMOSE	4
10	Monitor - Stringer 1 in Span 2	RAILROAD	5

BRIDGE NUMBER: 757.37 MP: 757 37 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 6 in Span 2 - Stringer 1 in Span 4 - Stringer 2 in Span 4 - Stringer 3 in Span 4 - Stringer 6 in Span 4	OSMOSE	2
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Shim - Under Chord 1 on Bent 3	OSMOSE	3
4	Spot replace 2 bridge ties	OSMOSE	4
5	In-place preservatively treat piles, caps and stringers	OSMOSE	4
6	Replace - Stringer 6 in Span 3 - Stringer 6 in Span 5	OSMOSE	4
7	Monitor - Stringer 1 in Span 1	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 761.13 MP 761 13 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Grind off corrosion and Install. - Splice plates to the flanges and webs of H pile on Bents 2 & 3	OSMOSE	2
2	Replace all 44 bridge ties	OSMOSE	2
3	Replace - Stringer 1 in Span 2 - Stringer 5 in Span 2 - Stringer 8 in Span 2 (crushing) - Stringer 1 in Span 3 - Stringer 5 in Span 3 - Stringer 8 in Span 3 (crushing)	OSMOSE	3
4	Add ballast and tamp up both approaches	RAILROAD	3
5	Replace - Stringer 1 in Span 1 (crushing)	OSMOSE	4
6	Monitor - H pile for additional section loss in Bent 4	RAILROAD	5

BRIDGE NUMBER: 761.53 MP. 761 53 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Grind off corrosion and Install - Splice plates to the flanges and webs of H pile on Bents 2 & 3	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Replace - Stringer 5 in Sapn 2 & 3	OSMOSE	4
4	Monitor - H pile for additional section loss in Bent 4	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 763.55 North Approach MP 763 55 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post - Pile 2 of Bent 14 - Pile 6 of Bent 14 - Pile 1 of Bent 18 - Pile 2 of Bent 18	OSMOSE	3
2	Cut Pile tops down and - Replace Cap on Bent 1 - Replace Cap on Bent 11	OSMOSE	3
3	Install - Bracing on Bent 2 (12' tall) - Bracing on Bent 3 (14' tall)	OSMOSE	3
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Post. - Pile 3 of Bent 16 (visual reject) - Pile 3 of Bent 19	OSMOSE	4
6	Add ballast and tamp up approach	RAILROAD	4
7	Replace - Cap on Bent 16 - Cap on Bent 18	OSMOSE	4
8	Monitor - Pile 4 of Bent 16 - Pile 3 of Bent 18 - Pile 3 of Bent 20	RAILROAD	5

BRIDGE NUMBER: 763.55 Main Section MP 763 55 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 763.55 South Approach MP 763.55 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Frame out - Bent 7	OSMOSE	2
2	Cut Pile tops down and - Replace cap on Bent 9 (split, comering, piles punching) - Replace cap on Bent 12 (piles punching) - Replace cap on Bent 15 (piles punching) - Replace cap on Bent 16 (piles punching) - Replace cap on Bent 22 (crushing, pile 2 punching) - Replace cap on Bent 23 (crushing pile 4 punching) - Replace cap on Bent 29 (crushing, piles punching) - Replace cap on Bent 33 (piles punching) - Replace cap on Bent 35 (pile 4 slightly punching, crushing)	OSMOSE	2
3	Post - Pile 1 of Bent 3 - Pile 3 of Bent 3 - Post 3 of Bent 6 - Cutoff 3 of Bent 6 - Pile 5 of Bent 6 - Pile 4 of Bent 8 - Pile 5 of Bent 8 - Pile 2 of Bent 12 - Pile 3 of Bent 12 - Pile 1 of Bent 22 - Pile 2 of Bent 22 - Pile 2 of Bent 29 - Pile 3 of Bent 29	OSMOSE	3
4	Cut Pile tops down and - Replace cap on Bent 28 - Replace cap on Bent 36	OSMOSE	3
5	Replace - Both Sway Braces on Bent 22 - All Bracing on Bents 23 thru 30 - 1 Sash Brace on Bent 31 - 1 Sway Brace on Bent 37	OSMOSE	3
6	Add ballast and tamp up approach	RAILROAD	3
7	Post - Pile 4 of Bent 10 - Pile 1 of Bent 14 - Pile 5 of Bent 18 - Pile 3 of Bent 19 - Pile 2 of Bent 20 - Pile 3 of Bent 21 - Pile 1 of Bent 24 - Pile 4 of Bent 33 - Pile 2 of Bent 37	OSMOSE	4
8	Replace - Cap on Bent 24	OSMOSE	4
9	In-place preservatively treat piles, caps and stringers	OSMOSE	4
10	Replace: - Stringer 1 in Span 37	OSMOSE	4
11	Monitor - Pile 4 of Bent 12 - Pile 2 of Bent 14 - Pile 3 of Bent 18 - Pile 3 of Bent 20	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 769.11 North Approach MP 769 11 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and - Replace Cap & Install an 8" Subcap on Bent 8 (crushed, vertical split) - Replace Cap & Install an 8" Subcap on Bent 10 (crushed)	OSMOSE	2
2	Replace - 1 Sway Brace on Bent 5 - Both Sway Braces on Bent 12	OSMOSE	3
3	Install marine wrap on - Bent 2 - Bent 3 (piles 2 & 3) - Bent 4 - Bent 5 (piles 1 & 3) - Bent 6 - Bent 8 - Bent 10 - Bent 12 - Bent 14	OSMOSE	3
4	Post, - Pile 2 of Bent 5 (4 pile bent)	OSMOSE	3
5	Replace - Stringer 4 in Span 3	OSMOSE	4

BRIDGE NUMBER: 769 11 Main Section MP 769 11 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Section 2 (steel)	OSMOSE	2

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER. 769 11 South Approach MP 769 11 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Headwall	OSMOSE	2
2	Frame out - Bent 7B	OSMOSE	2
3	Place - Large Rip/Rap and fill at Southeast Headwall	RAILROAD	2
4	Add ballast and tamp up approach.	RAILROAD	2
5	Replace. - Stringer 5 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4 - Stringer 9 in Span 4	OSMOSE	2
6	Replace - Both sway braces on Bent 1 - Both sway braces on Bent 2 - North sway Brace on Bent 3	OSMOSE	3
7	Replace - 3/4" Shims under both Chords on Bent 3 (crushed)	OSMOSE	3
8	Replace. - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 10 in Span 3 - Stringer 5 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4 - Stringer 9 in Span 4	OSMOSE	3
9	Shim - Under Stringers 1 & 4 of Bent 4	OSMOSE	3
10	Install marine wrap on - Bent 1 - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6 - Bent 7A	OSMOSE	3
11	Cut Pile tops down and - Replace Cap & Install an 8" Subcap on Bent 7A	OSMOSE	3
12	Post: - Pile 5 of Bent 2 - Pile 5 of Bent 3	OSMOSE	4
13	Replace - Stringer 6 in Span 2 - Stringer 5 in Span 5 - Stringer 3 in Span 6 - Stringer 9 in Span 6	OSMOSE	4
14	Monitor - Stringer 5 in Span 1	RAILROAD	5
15	Monitor - Cap on Bent 3 (slight cornering) - Cap on Bent 4 (minor mechanical crushing)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE. Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 771.76 MP 771 76 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - North headwall	OSMOSE	2
2	Cut Pile tops down and - Replace Cap on Bent 4 (crushing, failing) - Replace Cap on Bent 5 (crushing)	OSMOSE	2
3	Replace - 3/4" Shim under Chord 1	OSMOSE	3
4	Post: - Pile 4 of Bent 6 - Pile 5 of Bent 6	OSMOSE	3
5	Install marine wrap on - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6	OSMOSE	3
6	Add ballast and tamp up both approaches	RAILROAD	3
7	Replace all bridge ties	OSMOSE	3
8	Spot replace 6 bridge ties	OSMOSE	4
9	Replace - Sway Braces on Bent 2 - Sway Braces on Bent 3 - Sway Braces on Bent 4 - Sway Braces on Bent 5 - Sway Braces on Bent 6	OSMOSE	4
10	In-place preservatively treat piles, caps and stringers	OSMOSE	4
11	Post - Pile 5 of Bent 4	OSMOSE	4
12	Shim or Epoxy - Over Pile 4 of Bent 3 - Over Pile 3 of Bent 7 - Over Pile 4 of Bent 7	OSMOSE	4
13	Cut Pile tops down and - Replace Cap on Bent 1 (split)	OSMOSE	4

BRIDGE NUMBER: 773.94 MP 773 94 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Elevation Shim on Bent 2 (split, working out)	OSMOSE	2
2	Install marine wrap on - Bent 2 - Bent 3	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	4
4	Spot replace 3 bridge ties.	OSMOSE	4
5	In-place preservatively treat piles, caps and stringers	OSMOSE	4
6	Post. - Pile 5 of Bent 3	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE. Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 774.8 MP 774 80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Patch - Ballast leaks at both approaches and add ballast	RAILROAD	2
2	Tighten - West handrail cable	RAILROAD	3
3	Monitor - Steel pipes for additional corrosion	RAILROAD	5
4	Monitor - Caps on Bents 1 & 2 for additional cracking and spalling	RAILROAD	5

BRIDGE NUMBER: 776.56 MP 776 56 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and - Install a 2nd Concrete Cap on Bent 1 - Install a third cap on Bent 3	OSMOSE	2
2	Replace - All stringers	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Replace all 46 bridge ties	OSMOSE	3
5	Install marine wrap on - Bent 2 - Bent 3	OSMOSE	3
6	In-place preservatively treat piles and caps	OSMOSE	4
7	Replace. - Both Sway braces on Bent 3	OSMOSE	4
8	Monitor - Pile 4 of Bent 2	RAILROAD	5

BRIDGE NUMBER: 777.03 MP 777 03 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Install marine wrap on. - Bent 1 - Bent 2 - Bent 3	OSMOSE	3

BRIDGE NUMBER: 779.80 MP 779 80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3
2	Replace - Stringer 2 in Span 1 - Stringer 3 in Span 1 - Stringer 9 in Span 1 - Stringer 3 in Span 3 - Stringer 9 in Span 3	OSMOSE	3
3	Spot replace 10 bridge ties	OSMOSE	4
4	Replace - Stringer 9 in Span 2 - Stringer 1 in Span 4	OSMOSE	4
5	Monitor: - Stringer 8 in Span 4	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 782.35 **MP: 782.35** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Replace - Cap on Bent 2 (bulgng under chord 2)	OSMOSE	3
3	For better bearing of Stringers - Scab Cap or Pull Bent 2	OSMOSE	3
4	Replace - Stringer 4 in Span 1 - Stringer 6 in Span 2 - Stringer 3 in Span 3	OSMOSE	4
5	Replace - North Sway Brace on Bent 2	OSMOSE	4
6	Spot replace 4 bridge ties	OSMOSE	4
7	Replace - 2 sections of guard timber	OSMOSE	4
8	Spot replace 6 bridge ties	OSMOSE	4
9	Monitor - Stringer 4 in Span 2	RAILROAD	5

BRIDGE NUMBER: 782.53 **MP: 782.53** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Replace: - North headwall	OSMOSE	2
3	Install - Wingwall to the Northwest headwall - Wingwall to the Southwest headwall	OSMOSE	2
4	Replace: - South headwall	OSMOSE	3
5	Replace. - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 1 in Span 2 - Stringer 8 in Span 2	OSMOSE	3
6	Replace - Stringer 1 in Span 4	OSMOSE	4
7	In-place preservatively treat piles and caps	OSMOSE	4
8	Spot replace 6 bridge ties	OSMOSE	4

BRIDGE NUMBER: 785.26 **MP: 785.26** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - All Stringers	OSMOSE	2
2	Replace - Cap on Bent 2 (crushing)	OSMOSE	2
3	Add ballast and tamp up both approaches.	RAILROAD	3
4	In-place preservatively treat piles and caps	OSMOSE	4
5	Post - Pile 1 of Bent 2	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

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

BRIDGE NUMBER: 785.33 MP 785 33 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Monitor - Pile 4 of Bent 2	RAILROAD	5

RECOMMENDATIONS

The following is a summary of our recommendations for repairs. These repair recommendations have been made to most economically correct the existing bridge problems Although not all deficiencies require immediate attention to maintain the structural integrity of the bridges, we do feel that these recommendations should be carried out before failure occurs.

A priority rating for repairs has been established, which will help you to focus on the most critical situations first

An inspection sheet has been included for the structure inspected, summarizing the defects found, repair recommendations and priorities for implementing repairs. The priority rating is a measure of the level of importance associated with repairing defective members or conditions found at the time of the inspection All substandard conditions should be repaired in a timely fashion, since the seriousness of a particular defect can become greater over time, and with it, the structure's repair priority Bridge components are interactive with each other structurally, therefore, substandard members can affect the overall structural integrity of a bridge. **Osmose strongly recommends that all Priority 1 repairs be made immediately and that Priority 2 repairs be accomplished as soon as possible.**

The priority ratings are as follows

PRIORITY 1 - **Emergency.** Stop operation over structure and perform repairs immediately

PRIORITY 2 - Condition is unsafe and could cause failure at any time Repair as soon as possible Condition must be monitored continually until repairs have been completed.

PRIORITY 3 - Condition could become unsafe and should be monitored frequently Repair in the near future

PRIORITY 4 - Condition is substandard and should be monitored. Condition may require repairs within 1 to 5 years

PRIORITY 5 - Either no defects or only minor defects were found. Repairs not recommended at this time, but condition of structure should be monitored.

Recommendations and priorities are based on conditions present at the time of this inspection, utilizing industry standards and information made available to us by the Owner They are based on defects found that may limit the original capacity of the structure. No rating of the structure has been performed. Conditions and standards can and do change, so frequent re-inspection and evaluation are recommended. For whatever reasons if only partial Priority 1, 2 and 3 recommended repairs are made to any one or all bridges listed in that category. Osmose accepts no liability Again, bridge components are interactive with each other structurally, therefore, substandard members can affect the overall structural integrity of a bridge

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
652.21		652 21	Replace - Shim on Bent 2 (crushing)	OSMOSE
652.21		652.21	Replace - Cap on Bent 7 (slight crushing under both chords)	OSMOSE
652 21		652.21	Replace - All stringers	OSMOSE
657 12		657 12	Add ballast and tamp up both approaches	RAILROAD
658 17		658 17	Remove - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD
658.17		658 17	Replace all 97 bridge ties	OSMOSE
658 17		658 17	Remove drift from bridge as necessary	RAILROAD
660 89		660 89	Add ballast and tamp up both approaches	RAILROAD
661 28	North Approach	661 28	Add ballast and tamp up approach	RAILROAD
661 28	South Approach	661 28	Add ballast and tamp up approach	RAILROAD
662 59		662 59	Add ballast and tamp up both approaches	RAILROAD
662 59		662.59	Post - Pile 5 of Bent 7 (slight brooming)	OSMOSE
664.00	Main Section	664 00	Replace bottom truss chord diagonal bracing, all panels	OSMOSE
664 62	North Approach	664 62	Add ballast and tamp up approach	RAILROAD
664 62	South Approach	664 62	Add ballast and tamp up approach	RAILROAD
664 85	Main Span	664 85	Replace ties and walkways	OSMOSE
665 49	North Approach	665.49	Add ballast and tamp up approach	RAILROAD
665 49	Main Section	665 49	Replace - 1 walkway plank	RAILROAD
666 49	South Approach	665.49	Add ballast and tamp up approach	RAILROAD
667 40	Main Section	667.40	Replace - All Laterals and Gusset plates in Spans 1 thru 4	OSMOSE
667.40	Main Section	667.40	Replace - Top Flange angles on both girders in Spans 1 thru 4	OSMOSE
667 40	Main Section	667 40	Replace - East bottom Flange angles and bottom Cover plates in Span 4	OSMOSE
667 40	South Approach	667.40	Post - Pile 1 in Row 2 of Pier 1 - Pile 3 in Row 2 of Pier 1 - Pile 6 in Row 2 of Pier 1	OSMOSE
668 50	North Approach	668.50	Replace all 154 bridge ties	OSMOSE
668 50	North Approach	668 50	Post - Pile 2 of Bent 6 (failing) - Pile 3 of Bent 6	OSMOSE
668 50	North Approach	668.50	Add ballast and tamp up approach	RAILROAD

Central Oregon & Pacific Railroad
RECOMMENDATIONS LISTED BY PRIORITY

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

PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
668 50	Main Section	668.50	Replace all 104 bridge ties	OSMOSE
674 03		674 03	Replace all 31 bridge ties	OSMOSE
674 03		674 03	Add ballast and tamp up both approaches.	RAILROAD
676 23		676 23	Add ballast and tamp up both approaches.	RAILROAD
676 23		676 23	Replace all 62 bridge ties	OSMOSE
678 43	North Approach	678.43	Replace - Northwest wingwall	OSMOSE
680 46		680 46	Replace - All upper lateral bracing of stringers	OSMOSE
681 08		681 08	Remove - Fouled ballast, replace and tamp up North approach to correct elevation	RAILROAD
681 45		681 45	Replace - 2 sections West Handrail cable - 2 sections East Walkway grate - 1 East Handrail and Walkway support	RAILROAD
681 45		681 45	Replace - Lower Flange angles of floor beam 0 at Pier 1 - East & West stiffeners of floor beam 0 at Pier 1	OSMOSE
681 45		681 45	Remove. - Fouled ballast, replace and tamp up South approach to correct elevation	RAILROAD
682 18		682 18	Install - Wingwall to the Northwest abutment	OSMOSE
683 36		683 36	Remove - Fouled ballast, replace and tamp up approach to correct elevation	RAILROAD
683 36	Main Section	683 36	Replace all 196 bridge ties and guard timbers (both trusses)	OSMOSE
683 36		683.36	Replace all 57 bridge ties	OSMOSE
687 88		687 88	Replace - Subcap on Bent 3 (crushing under chord 2) - Subcap on Bent 4 (crushing under chord 2) - Subcap on Bent 7 (crushing under chord 2)	OSMOSE
687 88		687 88	Cut Pile tops down and - Replace Cap and Subcap on Bent 5 with a Double Cap (crushing under chord 2)	OSMOSE
690 47		690 47	Remove - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD
690 47		690 47	Replace - All Guard timber	OSMOSE
690 85		690.85	Replace all 84 bridge ties.	OSMOSE
691 05	Main Span	691 05	Replace stringer top lateral angles and gusset plates, both trusses	OSMOSE
691 05	South Approach	691 05	Replace - 2" Elevation Shim on Bent 10 (working out)	OSMOSE
691.05	South Approach	691.05	Replace - 1 section of Southeast Walkway grate	RAILROAD

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

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

PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
694 32	North Approach	694 32	Add ballast and tamp up approach	RAILROAD
694 32	Main Span	694 32	Replace truss bottom chord diagonal bracing in Panels #1, #2, #3, #4 and #5	OSMOSE
694 32	Main Span	694 32	Replace truss bottom chord horizontal gusset plates at Floor Beams #0, #1, #2, #3 and #4	OSMOSE
694 32	Main Span	694 32	Heat shrink all loose eyebars (subcontract)	OSMOSE
694 32	Main Span	694 32	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE
694 32	Main Span	694 32	Splice West Floor Beams 4 & 5 at lower flange angles	OSMOSE
694 78		694 78	Replace - 6 sections of Southeast walkway	RAILROAD
694 78		694 78	Replace - Upper and lower flange angles at the North abutment - Stiffeners over the North abutment bearing areas	OSMOSE
694 78	Main Span	694 78	Tighten handrail cables and install more handrail posts as required	OSMOSE
694 78	Main Span	694 78	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE
694 78		694 78	Replace - Upper and lower flange angles at the South abutment - Stiffeners over the South abutment bearing areas	OSMOSE
696 66	North Approach	696 66	Remove drift from bridge as necessary	RAILROAD
700 37		700 37	Replace - 2" Stringer chord Shims on Bent 5 (crushing) - Stringer chord Shims on Bent 6 (crushing)	OSMOSE
700 37		700 37	Remove - Vegetation from under bridge	RAILROAD
702.65		702.65	Spot replace 6 bridge ties at rail joints	OSMOSE
702 95		702 95	Replace - 2" Shim under Chord 2 on Bent 2 (crushing)	OSMOSE
710 20		710.20	Frame out - Bent 8	OSMOSE
716 4	Section 1	716 40	Repair - Vehicle impact damage to East bottom girder (1" tear)	OSMOSE
716 4	Section 1	716 40	Add ballast and tamp up both approaches	RAILROAD
716 4	Section 3	716 40	Repair or replace the following vertical truss members Truss #1, L1-U1 east and west Truss #1, L2-U2 east and west Truss #1, L5-U5 east and west Truss #2, L4-U4 east Truss #2, L5-U5 east and west Truss #3, L1-U1 east Truss #3, L2-U2 east and west Truss #3, L3-U3 west Truss #3, L4-U4 east and west Truss #3, L5-U5 east and west	OSMOSE
716 4	Section 3	716.40	Replace truss-to-floor beam splice plates, Truss #1, Floor Beam #2, west	OSMOSE
716 4	Section 3	716.40	Replace stringer top flange angles, all trusses, all panels	OSMOSE

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PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
716 4	Section 3	716.40	Replace truss top chord sway bracing diagonals, struts and interior gusset plates, all trusses, all panels	OSMOSE
716 4	Section 3	716 40	Replace truss top chord diagonal bracing and gusset plates, all trusses, all panels	OSMOSE
716 4	Section 3	716.40	Replace truss bottom chord diagonal bracing and horizontal gusset plates, Truss #3, all panels	OSMOSE
716 4	Section 3	716 40	Heat shrink all loose eyebars identified in report (subcontract)	OSMOSE
716 4	Section 3	716.40	Replace inspection ladders at the following locations Truss #2, north and east side Truss #2, both ladders in vicinity of Floor Beam #5	OSMOSE
716 4	Section 3	716 40	Repair or replace the following diagonal truss members Truss #2, L2-U1 east and west	OSMOSE
716 4	Section 3	716 40	Replace stringer top lateral angles and gusset plates, all trusses, all panels	OSMOSE
716 4	Section 4	716.40	Post: - Post 4 of Bent 5 (brooming) - Post 4 of Bent 17 (failing) - Post 1 of Bent 28 - Post 5 of Bent 28 (visual) - Post 5 of Bent 45 (failing)	OSMOSE
716 4	Section 4	716 40	Replace - Cap on Bent 164 (crushing under chord 2)	OSMOSE
719.07		719 07	Replace all 106 bridge ties	OSMOSE
719 21		719.21	Replace - South headwall	OSMOSE
719.21		719 21	Replace - 2" Shim on Bent 13 (crushing) - 2" Shim on Bent 14 (failed)	OSMOSE
719.21		719 21	Add ballast and tamp up both approaches	RAILROAD
725.96		725.96	Add ballast and tamp up both approaches	RAILROAD

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PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
728 31		728 31	Replace - Stringer 2 in Span 4 - Stringer 4 in Span 4 - Stringer 6 in Span 4 - Stringer 7 in Span 4 - Stringer 5 in Span 23 - Stringer 6 in Span 23 - Stringer 7 in Span 23 - Stringer 8 in Span 23 - Stringer 3 in Spas 24 - Stringer 4 in Span 24 - Stringer 5 in Span 24 - Stringer 6 in Span 24 - Stringer 9 in Span 24 - Stringer 4 in Span 34 - Stringer 5 in Span 34 - Stringer 7 in Span 34 - Stringer 8 in Span 34 - Stringer 3 in Span 57 - Stringer 5 in Span 57 - Stringer 6 in Span 57 - Stringer 8 in Span 57 - Stringer 9 in Span 57 - Stringer 2 in Span 63 - Stringer 3 in Span 63 - Stringer 4 in Span 63 - Stringer 6 in Span 63 - Stringer 7 in Span 63 - Stringer 8 in Span 63 - Stringer 2 in Span 64 - Stringer 3 in Span 64 - Stringer 4 in Span 64 - Stringer 5 in Span 64 - Stringer 6 in Span 64 - Stringer 8 in Span 64 - Stringer 2 in Span 65 - Stringer 3 in Span 65 - Stringer 4 in Span 65 - Stringer 5 in Span 65 - Stringer 8 in Span 65	OSMOSE
727 35		727 35	Patch - Ballast leaks in Spans 10, 11, 13, 16, 22, 24, 26, 27, 30, 31 & 39	RAILROAD
728 51		728 51	Replace: - Cap on Bent 3 (slight crushing) - Cap on Bent 9 (crushing under both chords)	OSMOSE
729 04		729 04	Surface bridge	OSMOSE
729 04		729 04	Replace - 1 1/2" Shims on Bent 1 (working out) - 1/2" Shims on Bent 4 (crushing) - 1/2" Shims on Bent 7 (crushing) - 1/2" Shims on Bent 13 (crushing) - 1/2"Shims on Bent 15 (crushing) - 1/2" Shims on Bent 20 (crushing) - 1/2" Shims on Bent 22 (crushing) - 1 1/2" Shims on Bent 24 (crushing)	OSMOSE
729 04		729 04	Replace all 309 bridge ties	OSMOSE
730 56	Section 4	730 56	Replace all remaining bridge ties	OSMOSE

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PRIORITY. 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
731 65	North Approach	731 65	Replace. - Cap on Bent 6 (crushing) - Cap on Bent 51	OSMOSE
731 65	Main Section	731 65	Replace all 85 bridge ties	OSMOSE
731 65	South Approach	731 65	Cut Pile tops down and. - Replace cap on Bent 15 (crushing)	OSMOSE
732 84	North Approach	732 84	Cut Pile tops down and - Replace Cap on Bent 16 with an oversize cap (crushing under chord 2)	OSMOSE
732 84	South Approach	732 84	Replace. - Cap on Bent 10 (crushing under chord 2)	OSMOSE
735 86		735 86	Replace all 81 bridge ties	OSMOSE
735 86		735 86	Replace - Both headwalls	OSMOSE
736.03		736 03	Replace all 81 bridge ties	OSMOSE
736 03		736 03	Replace - North Shim under Chord 2 on Bent 3 (crushing, failing) - 2" Shims under chord 1 on Bent 5 (crushing)	OSMOSE
738 70 Siding	Siding	738 70	Post: - Post 3 of Bent 1 - Post 5 of Bent 1 (failed)	OSMOSE
738 70 Siding	Siding	738 70	Replace. - Cap on Bent 2 (minor crushing)	OSMOSE
738 70 Siding	Siding	738 70	Replace all bridge ties	OSMOSE
738 70 Siding	Siding	738 70	Replace - Stringer 1 in Span 2 - Stringer 4 in Span 2 - Stringer 5 in Span 2	OSMOSE
738 94		738 94	Rewald - Southwest & Southeast steel walkway grating at 4 sections - Northeast steel walkway grating 35' and 45' from approach at 2 sections	RAILROAD
739 14	North Approach	739 14	Add ballast and tamp up approach	RAILROAD
739 14	North Approach	739 14	Replace - Cap on Bent 21 (crushing under chord 2)	OSMOSE
739.14	Main Span	739.14	Replace - Floor beam 0	OSMOSE
739 14	Main Span	739 14	Replace: - Lower Flange angles of Floor beam 5	OSMOSE
739 14	South Approach	739 14	Cut down cutoffs. - Replace sill with an oversized sill in Bent 2 - Replace sill with an oversized sill in Bent 3 - Replace sill with an oversized sill in Bent 5 - Replace sill with an oversized sill in Bent 6 - Replace sill with an oversized sill in Bent 7 - Replace sill with an oversized sill in Bent 8	OSMOSE

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PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 14	South Approach	739.14	Reframe (4 & 5 post frame bents with piles 1 & 8 or 7 driven on each side). - Existing frame bent in bent 4 (cutting cutoffs down 1-2') - Existing frame bent in bent 9 (cutting cutoffs down 1-2')	OSMOSE
739 14	South Approach	739 14	Replace - Cap on Bent 2 (crushing) - Cap on Bent 3 (crushing under chord 2) - Cap on Bent 7 (crushing under chord 2) - Cap on Bent 12 (very slight crushing)	OSMOSE
739 43	North Approach	739 43	Add ballast and tamp up approach	RAILROAD
739 43	North Approach	739 43	Post -Post 2 of Bent 7 -Post 4 of Bent 7 - Pile 7 of Bent 7	OSMOSE
739 43	North Approach	739 43	Replace - Cap on Bent 2 (slight crushing) - Cap on Bent 4 (split) - Cap on Bent 7 (cornering, bulging) - Cap on Bent 14 (crushing under chord 1)	OSMOSE
739 43	North Approach	739 43	Replace - Sill in Bent 4 (split)	OSMOSE
739 43	South Approach	739 43	Cut Pile tops down and - Replace Cap with an oversized cap on Bent 1 (broken)	OSMOSE
739 68	Main Span	739 68	Replace expansion bearings and masonary plates at the following piers Pier 2 Pier 3 Pier 5 Pier 6 Pier 7 Pier 8	OSMOSE
739 68	Main Span	739 68	Replace all anchor bolts, all piers	OSMOSE
739 68	Main Span	739 68	Replace ties on the following trusses Truss #4 Truss #5 Truss #6 Truss #7 Truss #8	OSMOSE
739 68	Main Span	739 68	Repair impact damage on bottom chord, Truss #2, Panel #3 (east) THIS IS A HIGH PRIORITY 2!	OSMOSE
739 68	Main Span	739 68	Replace access stairway and all timber decking around drum pier Replace all access ladders and walkways, all trusses	OSMOSE
739 68	Main Span	739 68	Replace stringer top lateral angles and gusset plates, Truss #5 (all panels)	OSMOSE
739 68	Main Span	739 68	Install inner guardrail across bridge	OSMOSE
739 68	Main Span	739 68	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #5 (both sides) Truss #2, Floor Beam #3 (west) Truss #3, Floor Beam #1 (west) Truss #7, Floor Beam #0 (west) Truss #8, Floor Beam #0 (west)	OSMOSE

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PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #4 Truss #2, Panel #2 Truss #2, Panel #4 Truss #8, Panel #4	OSMOSE
739 68	Main Span	739 68	Repair or replace the following truss members and/or vertical gusset plates Truss #4 vertical gusset plates at Floor Beam #2, L2-U1 and L2-U3 (west) Truss #4, vertical gusset plates at Floor Beam #3, L3-U4 (both sides) Truss #7, vertical gusset plates at Floor Beam #2, L2-U1 (both sides) Truss #8, connection angle at Floor Beam #3, FB-to-L3-U4 (west) Truss #7, vertical truss member L1-U1 (west) Truss #7, diagonal truss members L2-U1 (both sides) Truss #7, vertical truss member L4-U4 (east) Truss #8, vertical truss member L8-U8 (east) Truss #9, vertical truss member L11-U11 (both sides)	OSMOSE
739 68	Main Span	739 68	Repair floor beams at the following locations Truss #4, Floor Beam #3 (web outboard from west stringer) Truss #8, Floor Beam #3 (web and bottom flange angles outboard from west stringer) Truss #9, Floor Beam #7 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #8 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #9 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #11 (web outboard from both stringers at bottom flange angle connection)	OSMOSE
739 68	Main Span	739 68	Replace stringer top lateral angles and gusset plates at the following locations Truss #2, Panel #4 Truss #3, Panel #5	OSMOSE
739 68	Main Span	739 68	Perform miscellaneous repairs at the following locations Replace bottom chord lacing bars, Truss #4, Panel #3 (west) Repair/replace truss bottom chord channels, Truss #6, Floor Beam #4 (west side, both panels) Repair/replace stringer web at bottom flange angle connection, Truss #7, panel #5 (west)	OSMOSE
739 68	South Approach	739 68	Install - New roadway clearance signs	RAILROAD
740 25 Main		740.25	Replace - North Headwall	OSMOSE
741 35		741.35	Cut Pile tops down and - Replace Cap & Install a 6" - 6" Subcap on Bent 5 (crushing)	OSMOSE
741 74		741 74	Replace - Cap on Bent 4 (crushing, piles 3 & 4 punching into cap)	OSMOSE
741 74		741 74	Replace: - Sill in Bent 2 (crushing)	OSMOSE
741 74		741 74	Replace all 46 bridge ties	OSMOSE
743 73		743 73	Replace - All stringers in Span 6 thru 9	OSMOSE
743 73		743 73	Spot replace 5 bridge ties at North approach	OSMOSE
743 88		743 88	Add ballast and tamp up both approaches.	RAILROAD

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PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
743 97		743 97	Replace - West side Guard timber	OSMOSE
744 24		744 24	Replace - 1 East handrail post	OSMOSE
748 06		748.06	Replace - Cap on Bent 3 (slight crushing) - Cap on Bent 7 (crushing)	OSMOSE
748.68		748 68	Replace - Stringer 1 in Span 2 - Stringer 4 in Span 2 - Stringer 5 in Span 2 - Stringer 1 in Span 3 - Stringer 4 in Span 3 - Stringer 5 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 4 - Stringer 2 in Span 4 - Stringer 6 in Span 4 - Stringer 8 in Span 4	OSMOSE
749 89		749 89	Replace - South Handrail inspection cable for lower Walkway	OSMOSE
749 89		749 89	Patch - Ballast leak at Abutment 1	RAILROAD
749 89		749 89	Patch ballast leaks at. - Bent 10 - Bent 22 - Bent 23 - Bent 24 - Bent 26	RAILROAD
750 46	North Approach	750 46	Add ballast and tamp up approach.	RAILROAD
750.46	Main Span	750.46	Replace - Southwest & Northwest flange angles over bearings - All Struts	OSMOSE
750 46	South Approach	750.46	Add ballast and tamp up approach	RAILROAD
750.46	South Approach	750.46	Replace - 1 Section of Walkway at South approach	RAILROAD
751 02		751 02	Replace - All Stringers with parting lines centered over all ' B ' Bents - Surface bridge and Shim accordingly Remove - All ' A ' Bents at waterline	OSMOSE
753 48		753 48	Remove - Fouled ballast, replace and tamp up both approaches	RAILROAD
753 97		753 97	Replace - Steel Walkway supports	OSMOSE
755 63		755 63	Replace - Subcap on Bent 3 (cornering, split)	OSMOSE
758.13		758 13	Add ballast and tamp up both approaches	RAILROAD
758 55		758 55	Install - Wingwalls to the North headwall - Wingwall to the Southeast headwall	OSMOSE

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LINE. Coos Bay Subdivision **Eugene, OR - Coquille, OR**

PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
757 37		757 37	Replace - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 6 in Span 2 - Stringer 1 in Span 4 - Stringer 2 in Span 4 - Stringer 3 in Span 4 - Stringer 8 in Span 4	OSMOSE
761 13		761 13	Grind off corrosion and Install - Splice plates to the flanges and webs of H pile on Bents 2 & 3	OSMOSE
761 13		761 13	Replace all 44 bridge ties	OSMOSE
763 55	South Approach	763 55	Cut Pile tops down and - Replace cap on Bent 9 (split, cornering, piles punching) - Replace cap on Bent 12 (piles punching) - Replace cap on Bent 15 (piles punching) - Replace cap on Bent 16 (piles punching) - Replace cap on Bent 22 (crushing, pile 2 punching) - Replace cap on Bent 23 (crushing, pile 4 punching) - Replace cap on Bent 29 (crushing, piles punching) - Replace cap on Bent 33 (piles punching) - Replace cap on Bent 35 (pile 4 slightly punching, crushing)	OSMOSE
763 55	South Approach	763.55	Frame out - Bent 7	OSMOSE
769 11	North Approach	769 11	Cut Pile tops down and. - Replace Cap & Install an 8" Subcap on Bent 8 (crushed, vertical split) - Replace Cap & Install an 8" Subcap on Bent 10 (crushed)	OSMOSE
769 11	Main Section	769 11	Replace - Section 2 (steel)	OSMOSE
769 11	South Approach	769 11	Replace - Headwall	OSMOSE
769 11	South Approach	769 11	Place - Large Rip/Rap and fill at Southeast Headwall	RAILROAD
769 11	South Approach	769 11	Frame out: - Bent 7B	OSMOSE
769 11	South Approach	769 11	Add ballast and tamp up approach	RAILROAD
769 11	South Approach	769 11	Replace - Stringer 5 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4 - Stringer 9 in Span 4	OSMOSE
771 76		771 76	Cut Pile tops down and - Replace Cap on Bent 4 (crushing, failing) - Replace Cap on Bent 5 (crushing)	OSMOSE
771 76		771.76	Replace - North headwall	OSMOSE
773 94		773 94	Replace. - Elevation Shim on Bent 2 (split, working out)	OSMOSE
774 8		774 80	Patch - Ballast leaks at both approaches and add ballast	RAILROAD

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

PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
776 56		776 56	Cut Pile tops down and. - Install a 2nd Concrete Cap on Bent 1 - Install a third cap on Bent 3	OSMOSE
777 03		777 03	Add ballast and tamp up both approaches	RAILROAD
782 35		782.35	Add ballast and tamp up both approaches	RAILROAD
782 53		782 53	Add ballast and tamp up both approaches	RAILROAD
782.53		782 53	Replace - North headwall	OSMOSE
782.53		782 53	Install - Wingwall to the Northwest headwall - Wingwall to the Southwest headwall	OSMOSE
785 26		785 26	Replace - Cap on Bent 2 (crushing)	OSMOSE
785.26		785 26	Replace - All Stringers	OSMOSE

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PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
652 21		652 21	Replace - Shim on Bent 1 - Shim on Bent 5 (vertical split, crushing under chord 2) - Shim on Bent 8	OSMOSE
652 58		652 58	Install - An additional 10" of Ballast retainer to each side of trackbed and - Add ballast and cover te ends (West side)	RAILROAD
656 12		656.12	Add ballast and tamp up both approaches	RAILROAD
656 12		656 12	Clean both bridge seats and floor beam top flange angles of debris	RAILROAD
657 12		657 12	Replace. - Cap on Bent 3 (minor crushing under chord 1, piles 1 & 2 punching)	OSMOSE
657 12		657 12	Remove drift from bridge as necessary	RAILROAD
657 12		657 12	Install - Wingwalls to the North headwall	OSMOSE
658 17		658 17	Perform - Detailed stringer inspection	OSMOSE
658 17		658 17	Replace - Stringer 1 in Span 6 - Stringer 2 in Span 6	OSMOSE
660 89		660 89	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1	OSMOSE
661 28	North Approach	661 28	Post - Pile 2 of Bent 2 - Pile 5 of Bent 2 - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE
661 28	Main Section	661 28	Remove debris from - Bearing seats - Lower gusset plates and remove pack rust	RAILROAD
661 28	South Approach	661 28	Replace: - Cap on Bent 1	OSMOSE
661 28	South Approach	661 28	Post - Pile 1 of Bent 2 - Pile 5 of Bent 2 - Pile 1 of Bent 5 - Pile 3 of Bent 5	OSMOSE
661.28	South Approach	661.28	Cut Pile tops down and - Replace Cap and install a 6"- 8" Subcap on Bent 7	OSMOSE
661 28	South Approach	661.28	Install - Wingwall to the Northeast headwall	OSMOSE
661 28	South Approach	661 28	Replace. - Stringer 1 in Span 2 - Stringer 8 in Span 2	OSMOSE
661 73		661 73	Add ballast and tamp up both approaches	RAILROAD
661 73		661 73	Post - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE

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

PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
662 59		662.59	Replace - All Guard timber	OSMOSE
662 59		662.59	Post - Pile 2 of Bent 11 - Pile 5 of Bent 11 - Pile 2 of Bent 12 - Pile 3 of Bent 12 - Pile 1 of Bent 17 - Pile 4 of Bent 17	OSMOSE
662 59		662 59	Install - Shim under Stringer Chords on Bent 17 (pumping)	OSMOSE
662 59		662 59	Spot replace 20 bridge ties under rail joints and line bridge	OSMOSE
662 59		662.59	Replace. - Cap on Bent 20 (slight crushing) - Cap on Bent 24	OSMOSE
664 00	Main Section	664 00	Add ballast and tamp up approach	RAILROAD
664 00	Main Section	664.00	Replace stringer top lateral angles and horizontal gusset plates, all panels	OSMOSE
664 00	Main Section	664 00	Floor beam #1 - Replace bottom flange angles and repair web at BFA connection Floor beam #2 - Replace bottom flange angles and repair web at BFA connection. Floor beam #3 - Replace bottom flange angles and repair web at BFA connection Floor beam #4 - Replace bottom flange angles and repair web at BFA connection	OSMOSE
664 00	Main Section	664 00	Repair stringer bottom flange angles at truss diagonal bracing connection, all panels.	OSMOSE
664 00	Main Section	664 00	Panel #2 - Replace stringer top and bottom flange angles Panel #3 - Replace stringer top and bottom flange angles.	OSMOSE
664 00	Main Section	664 00	Remove - Vegetation from under bridge	RAILROAD
664 00	South Approach	664.00	Add ballast and tamp up both approach	RAILROAD
664 62	North Approach	664 62	Replace. - Shim on Bent 4 (crushing under both chords) - Shim on Bent 7 (crushing under both chords)	OSMOSE
664 62	North Approach	664 62	Post: - Pile 1 of Bent 3 - Pile 4 of Bent 3 - Pile 1 of Bent 4 - Pile 4 of Bent 4	OSMOSE
664 62	North Approach	664 62	Replace - Approximately 15 walkway planks	OSMOSE
664 62	North Approach	664 62	Replace - Guard timber	OSMOSE
664 62	South Approach	664 62	Replace - Stringer 1 in Span 6 - Stringer 8 in Span 6	OSMOSE
664 62	South Approach	664 62	Shim - Over Pile 3 of Bent 7	OSMOSE

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PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
664 62	South Approach	664 62	Replace - Cap on Bent 7	OSMOSE
664 62	South Approach	664 62	Post - Pile 3 of Bent 3 - Pile 4 of Bent 3	OSMOSE
664 62	South Approach	664 62	Replace - Approximately 5 walkway planks	OSMOSE
664 85	North Approach	664 85	Shim - Over Pile 2 of Bent 1	OSMOSE
664 85	North Approach	664 85	Add ballast and tamp up approach.	RAILROAD
664 85	Main Span	664 85	Pier #1 - Chip out deteriorated concrete on backwall - Drill and install dowels and rebar - Form and pour concrete to orignal lines	OSMOSE
664.85	South Approach	664 85	Replace - All stringers	OSMOSE
664 85	South Approach	664 85	Replace - Shim on Bent 1 (crushing under both chords) - 1/2" Shim on Bent 5	OSMOSE
665 49	North Approach	665.49	Cut Pile tops down and - Replace Cap and Install a 6"- 8" Subcap on Bent 3 (piles 3 & 5 punching)	OSMOSE
665 49	North Approach	665 49	Post - Pile 1 of Bent 4 - Pile 3 of Bent 4	OSMOSE
665 49	South Approach	665 49	Post - Pile 1 of Bent 2 - Pile 4 of Bent 2	OSMOSE
667 28		667 28	Add ballast and tamp up both approaches	RAILROAD
667 28		667 28	Replace - Both Sway Braces on Bent 2 - Both Sash Braces on Bent 3 - Both Sway Braces on Bent 3 - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4 - Both Sway Braces on Bent 5	OSMOSE
667.40	North Approach	667 40	Cut Pile tops down and - Replace Cap & Install a Double Cap on Bent 2 (slight crushing, piles punching) - Replace Cap & Install a Double Cap on Bent 4	OSMOSE
667 40	North Approach	667 40	Post - Pile 2 of Bent 2 - Pile 4 of Bent 2	OSMOSE
667 40	North Approach	667 40	Replace - Walkway planks	OSMOSE
667.40	North Approach	667.40	Add ballast and tamp up approach	RAILROAD
667 40	Main Section	667 40	Remove debris from - Tower leg pedestals - Pier tops - Laterals and Gusset plates	RAILROAD

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PRIORITY. 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
667 40	Main Section	667 40	Replace - Top Tier, East side of Tower 2 steel diagonal bracing	OSMOSE
667 40	Main Section	667 40	Replace - West bottom Flange angles and bottom Cover plates in Span 4	OSMOSE
667 40	South Approach	667 40	Add ballast and tamp up approach.	RAILROAD
667 40	South Approach	667 40	Post - Pile 2 of Bent 3 - Pile 5 of Bent 3	OSMOSE
667.40	South Approach	667 40	Replace. - All walkway boards	OSMOSE
668 50	North Approach	668 50	Replace or Re-tighten - Stringer packing bolts in Spans 7 & 8	OSMOSE
668 50	North Approach	668 50	Replace - Stringer 1 in Span 6 - Stringer 8 in Span 6 (horizontal shear)	OSMOSE
668 50	Main Section	668 50	Remove debris from - Gusset plates, laterals and flange angles	RAILROAD
668 50	South Approach	668 50	Replace - Elevation Shim on Steel tower (minor crushing)	OSMOSE
668 50	South Approach	668 50	Add ballast and tamp up approach	RAILROAD
668 50	South Approach	668 50	Replace all bridge ties	OSMOSE
671 89		671 89	Perform - Detailed Stringer inspection	OSMOSE
671 89		671 89	Add ballast and tamp up both approaches	RAILROAD
671.89		671 89	Replace - Stringer 1 in Span 6 - Stringer 4 in Span 6	OSMOSE
674.03		674 03	Remove debris from Bent 2 (fire hazard)	RAILROAD
676.23		676 23	Replace - 3 North Parapet timbers - 3 South Parapet timbers	OSMOSE
676.23		676 23	Install - Wingwall to the Northwest abutment	OSMOSE
676.23		676 23	Remove debris from - Both abutment seats - All lower gusset plates and flange angles	RAILROAD
677 05		677 05	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1	OSMOSE
677 05		677 05	Add ballast and tamp up both approaches	RAILROAD
677 05		677 05	Place. - Rip/rap at the Southeast headwall	RAILROAD
677 05		677 05	Replace. - All Guard timber	OSMOSE
677 80	North Approach	677 80	Add ballast and tamp up approach	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
677 80	North Approach	677 80	Post. - Pile 1 of Bent 2 - Pile 5 of Bent 2	OSMOSE
677 80	North Approach	677 80	Replace: - Stringer 1 in Span 2 - Stringer 8 in Span 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE
677 80	Main Section	677 80	Remove debris from - Lower gusset plates, flange angles and Pier tops	RAILROAD
678 43	North Approach	678 43	Add ballast and tamp up approach	RAILROAD
678 43	North Approach	678 43	Replace - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4	OSMOSE
678.43	North Approach	678.43	Post. - Pile 3 of Bent 3 - Pile 4 of Bent 3	OSMOSE
678 43	Main Span	678 43	Remove Drift from base of Pier 2	RAILROAD
678 43	South Approach	678.43	Add ballast and tamp up approach	RAILROAD
678 43	South Approach	678 43	Replace - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE
678 43	South Approach	678 43	Replace - 1/2" Shim on Bent 2 (crushing)	OSMOSE
680 17		680 17	Replace bottom flange angles on Floor Beam #0, #1, and #2	OSMOSE
680 17		680 17	Replace all 128 bridge ties	OSMOSE
680 46		680 46	Add ballast and tamp up both approaches	RAILROAD
680 46		680 46	Replace - Lower flange angles	OSMOSE
680 46		680 46	Replace. - Bottom cover plates	OSMOSE
680.46		680 46	Replace. - All stringers	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
680 77		680 77	Remove debris from - Lower gusset plates, flange angles and floor beam tops - Abutment seats	RAILROAD
680 77		680 77	Replace all 84 bridge ties	OSMOSE
680 77		680 77	Add ballast and tamp up both approaches	RAILROAD
681 08		681 08	Add ballast and tamp up South approach.	RAILROAD
681 45		681 45	Replace - Upper lateral gusset plates in Span 2	OSMOSE
681 45		681 45	Add ballast and tamp up North approach	RAILROAD
682.18		682.18	Replace - All Guard timber	OSMOSE
682.18		682 18	Remove debris from - Gusset plates, flange angles, floor beams and stringer tops	RAILROAD
682.18		682.18	Replace - Upper Struts in each panel	OSMOSE
682 18		682 18	Replace. - Lower flange angles in Span 2 at the South abutment	OSMOSE
682.18		682 18	Replace. - All Guard timber	OSMOSE
682.18		682.18	Remove debris from. - Gusset plates, flange angles, floor beams and stringer tops - Abutment seat	RAILROAD
682 18		682 18	Replace. - Lower laterals in Span 1	OSMOSE
683 36		683 36	Remove debris from - Gusset plates, flange angles and abutment seats	RAILROAD
683.36		683 36	Replace - 3 Parapet timbers	OSMOSE
683 36		683 36	Add ballast and tamp up approach	RAILROAD
683 36		683 36	Place - Rip/rap and add ballast to the Southeast wingwall	RAILROAD
687 03		687 03	Replace. - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 5 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 5 - Stringer 8 in Span 5	OSMOSE
687 03		687 03	Replace - Subcap on Bent 2 (slight crushing under chord 2) - Cap on Bent 4 (minor crushing)	OSMOSE
687 88		687 88	Remove drift from bridge as necessary	RAILROAD
687 88		687 88	Replace - Subcap on Bent 1 - Subcap on Bent 2 (slight crushing under chord 2)	OSMOSE
687 88		687 88	Add ballast and tamp up both approaches	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
687 88		687 88	Replace - North Guard timber	OSMOSE
687 88		687 88	Replace - 2 sections of Northwest walkway	RAILROAD
689 23		689.23	Place - Large Rip/Rap and fill behind Northwest Headwall	RAILROAD
689 23		689 23	Replace -Southwest Headwall retaining timber	OSMOSE
690 47		690 47	Remove debris from - Abutment seats - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD
690 85		690 85	Remove debris from - Abutment top - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD
690 85		690 85	Install - Wingwall to the Northeast abutment	OSMOSE
690 85	Main Span	690 85	Remove debris from - Pier tops	RAILROAD
690 85		690 85	Add ballast and tamp up approach	RAILROAD
690 85		690 85	Remove debris from - Abutment seat - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD
690 85		690 85	Replace all 44 bridge ties	OSMOSE
691 05	North Approach	691 05	Remove debris from - Abutment seat - Gusset plates and lower flange angles	RAILROAD
691.05	North Approach	691 05	Replace - Lower laterals	OSMOSE
691.05	Main Span	691 05	Replace stringer top flange angles, both trusses	OSMOSE
691 05	South Approach	691 05	Remove - Fouled ballast, replace and tamp up approach to correct elevation	RAILROAD
691 05	South Approach	691 05	Post: - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE
691 38		691 38	Add ballast and tamp up both approaches	RAILROAD
693 27		693 27	Replace - Sill in Bent 3 (minor crushing)	OSMOSE
693 27		693 27	Replace. - Cap on Bent 3	OSMOSE
693 27		693 27	Add ballast and tamp up both approaches	RAILROAD
694 32	North Approach	694 32	Remove - Debris from Stringer tops	RAILROAD
694 32	North Approach	694 32	Replace - Cap on Bent 1	OSMOSE
694 32	Main Span	694 32	Replace West Coped flange angles at eyebar connections of Floor Beams 4 & 5	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
694 32	Main Span	694 32	Replace stringer top and bottom flange angles, all panels	OSMOSE
694 32	South Approach	694 32	Add ballast and tamp up approach	RAILROAD
694 32	South Approach	694 32	Replace - 3/4" Shim under Chord 1 on Bent 4 (working out)	OSMOSE
694 78		694 78	Replace all 73 bridge ties	OSMOSE
694 78		694 78	Add ballast and tamp up approach	RAILROAD
694 78		694 78	Replace - Both expansion bearings	OSMOSE
694 78	Main Span	694 78	Replace truss bottom chord diagonal bracing, all panels	OSMOSE
694 78	Main Span	694.78	Replace stringer top flange angles, all panels	OSMOSE
694 78	Main Span	694.78	Replace - All West Guard timber	OSMOSE
694 78		694 78	Replace - Both fixed bearings	OSMOSE
694 78		694.78	Add ballast and tamp up approach	RAILROAD
694 78		694.78	Replace - All West Guard timber	OSMOSE
694 98		694.98	Remove. - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD
694 98		694.98	Replace - Cap on Bent 1	OSMOSE
696 66	North Approach	696 66	Replace - Cap on Bent 3 (split)	OSMOSE
696 66	Main Span	696 66	Replace ties	OSMOSE
696 66	South Approach	696 66	Replace: - Sill in Bent 3 (minor crushing)	OSMOSE
700 37		700 37	Replace: - Cap on Bent 7 (cornering)	OSMOSE
700 37		700.37	Replace: - Cap with oversized cap on Bent 4 (slight crushing)	OSMOSE
700 37		700.37	Add ballast and tamp up both approaches	RAILROAD
700 37		700 37	Replace - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 7 in Span 6 - Stringer 9 in Span 6 - Stringer 1 in Span 7 - Stringer 9 in Span 7	OSMOSE
702 65		702.65	Replace - Tapered Shim on Bent 1 (split, working out)	OSMOSE
702 65		702.85	Add ballast and tamp up both approaches.	RAILROAD
702 95		702.95	Add ballast and tamp up both approaches	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
702 95		702 95	Replace - 2" Shim on Bent 3 (slight crushing) - Both Shims on Bent 4	OSMOSE
702 95		702 95	Replace - Mud block under Post 5 of Bent 4	OSMOSE
710.20		710.20	Post: - Pile 4 of Bent 5 - Pile 5 of Bent 5	OSMOSE
711.37		711 37	Remove vegetation from under bridge	RAILROAD
711 67		711 67	Add ballast and tamp up both approaches	RAILROAD
711 67		711 67	Post - Pile 2 of Bent 1 - Pile 5 of Bent 1 (split)	OSMOSE
712.16		712 16	Replace - Cap on Bent 1	OSMOSE
712 16		712 16	Add ballast and tamp up both approaches	RAILROAD
712.80		712 80	Add ballast and tamp up both approaches	RAILROAD
712.80		712 80	Replace - Subcap on Bent 2 (decay pocket East end)	OSMOSE
716 4	Section 1	716 40	Replace - 1 Anchor bolt on concrete abutment	OSMOSE
716 4	Section 2	716 40	Post - Post 1 of Bent 9 - Pile 3 of Bent 9	OSMOSE
716 4	Section 3	716 40	Replace Floor Beam top flange angles & cover plates (if applicable) at the following locations Truss #1, Floor Beam #0 Truss #1, Floor Beam #1 Truss #1, Floor Beam #2 Truss #2, Floor Beam #0 Truss #2, Floor Beam #3	OSMOSE
716 4	Section 3	716.40	Repair or replace the following vertical truss members Truss #1, L3-U3 east and west Truss #1, L4-U4 east and west Truss #2, L3-U3 east and west Truss #2, L4-U4 west Truss #2, L7-U7 east and west Truss #2, L8-U8 east and west Truss #3, L3-U3 east	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
716 4	Section 3	716 40	Repair or replace the following diagonal truss members Truss #1, L0-U1 east and west (bottom flange angles and top cover plates) Truss #1, L2-U3 eyebars east and west Truss #1, L3-U2 eyebars east and west Truss #1, L3-U4 eyebars east and west Truss #1, L4-U3 eyebars east and west Truss #1, L5-U4 eyebars east and west Truss #2, L2-U3 eyebars east and west Truss #2, L5-U4 eyebars east and west Truss #2, L5-U6 eyebars east and west Truss #2, L8-U9 eyebars east and west Truss #3, L0-U1 west (top cover plate) Truss #3, L0-U1 east (top cover plate and bottom flange angles) Truss #3, L2-U3 east eyebar Truss #3, L4-U3 east and west Truss #3, L4-U5 east and west Truss #3, L5-U4 east and west	OSMOSE
716 4	Section 3	716 40	Replace portal braces at the following locations Truss #1, north and south end Truss #2, south end	OSMOSE
716 4	Section 3	716 40	Repair truss bottom chord members at the following locations Truss #1, Panel #2 west side (at Floor Beam #2) Truss #3, Panel #6 west side Truss #3, Panel #7 west side	OSMOSE
716.4	Section 3	716 40	Repair stringer webs at the following locations Truss #2, Panel #3 west (at Floor Beam #3 connection) Truss #2, Panel #4 west (at Floor Beam #4 connection) Truss #2, Panel #5 west (at Floor Beam #5 connection)	OSMOSE
716 4	Section 3	716.40	Repair floor beams at web-to-bottom flange angle connection at the following locations Truss #3, Floor Beam #3 (including bottom chord splice plates) Truss #3, Floor Beam #6 (outboard from stringers - both sides)	OSMOSE
715 4	Section 3	716 40	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #4 Truss #1, Panel #5	OSMOSE
716 4	Section 4	716 40	Replace - Cap on Bent 9 - Cap on Bent 11 (slight crushing under both chords) - Cap on Bent 28 - Cap on Bent 70 - Cap on Bent 87 - Cap on Bent 135 (slight bulging)	OSMOSE
716 4	Section 4	716 40	Post. - Pile 1 of Bent 64 - Pile 5 of Bent 64 - Post 1 of Bent 114 - Post 5 of Bent 114	OSMOSE
719 07		719 07	Add ballast and tamp up both approaches.	RAILROAD
719 07		719 07	Replace - Cap on Bent 1	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
719 07		719 07	Post: - Pile 2 of Bent 4 - Pile 5 of Bent 4 - Pile 3 of Bent 5 - Pile 5 of Bent 5 - Pile 4 of Bent 7 - Pile 5 of Bent 7	OSMOSE
719 21		719.21	Replace - Shim on Bent 10 (crushing) - Shim on Bent 15 (slight crushing) - Both Shims on Bent 20 (slight crushing)	OSMOSE
719 21		719 21	Cut Pile tops down and - Replace Cap & Shim & Install a 6" - 8" Subcap on Bent 22 (slight crushing)	OSMOSE
719 21		719 21	Replace all bridge ties	OSMOSE
719 21		719 21	Replace - Cap on Bent 1	OSMOSE
724 22		724.22	Add ballast and tamp up both approaches	RAILROAD
725 96		725.96	Replace - Cap on Bent 15 - Cap on Bent 28 - Cap on Bent 29 - Cap on Bent 31	OSMOSE
726 31		726 31	Cut Cutoffs down - Install a Subsill on Bent 11 - Install a Subsill on Bent 13 - Install a Subsill on Bent 17 - Install a Subsill on Bent 23 - Install a Subsill on Bent 57	OSMOSE
726 31		726 31	Install Shim under - Chord 2 on Bent 8 - Stringers 3 & 4 on Bent 23 - Chord 2 on Bent 28	OSMOSE
726 31		726 31	Replace. - Stringer 4 in Span 20 - Stringer 5 in Span 20 - Stringer 6 in Span 20 - Stringer 2 in Span 22 - Stringer 6 in Span 22 - Stringer 7 in Span 22 - Stringer 5 in Span 59 - Stringer 6 in Span 59 - Stringer 7 in Spas 59 - Stringer 2 in Span 62 - Stringer 3 in Span 62 - Stringer 7 in Span 62	OSMOSE
726 31		726.31	Replace. - Top 3 Planks of South headwall	OSMOSE
726.31		726 31	Add ballast and tamp up both approaches	RAILROAD
727 35		727 35	Remove vegetation from both abutments	RAILROAD
728 51		728 51	Replace - 2" Shims on Bent 1 - 2" Shim on Bent 18 (working out under chord 2)	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
728 51		728 51	Replace - Cap on Bent 11	OSMOSE
728 51		728.51	Post. - Pile 4 of Bent 7 - Pile 5 of Bent 7 - Pile 2 of Bent 8 - Pile 3 of Bent 8 - Pile 1 of Bent 9 - Pile 4 of Bent 9 - Pile 2 of Bent 16 - Pile 6 of Bent 16 - Pile 2 of Bent 17 - Pile 5 of Bent 17 (split) - Pile 4 of Bent 18 - Pile 5 of Bent 18	OSMOSE
728 51		728.51	Replace all 216 bridge ties.	OSMOSE
728 51		728 51	Add ballast and tamp up both approaches	RAILROAD
729 04		729 04	Remove - Trees & brush from under bridge (fire hazard)	RAILROAD
729 04		729.04	Replace - Cap on Bent 5 (slight crushing under chord 2) - Cap on Bent 27	OSMOSE
729 04		729 04	Post. - Post 5 of Bent 10 (visual) - Pile 1 of Bent 17 - Pile 3 of Bent 17	OSMOSE
729 04		729 04	Replace - Stringer 2 in Span 7 - Stringer 6 in Span 7 - Stringer 9 in Span 7 - Stringer 1 in Span 9 - Stringer 2 in Span 9 - Stringer 9 in Span 9 - Stringer 2 in Span 17 - Stringer 9 in Span 17 - Stringer 3 in Span 20 - Stringer 5 in Span 20	OSMOSE
729 04		729 04	Replace - Shim on Bent 23 (slight crushing under chord 1)	OSMOSE
729 04		729 04	Add ballast and tamp up both approaches	RAILROAD
729 17		730 17	Add ballast and tamp up both approaches	RAILROAD
730 56	Section 1	730 56	Add ballast and tamp up approach.	RAILROAD
730 56	Section 1	730 56	Post - Pile 1 of Bent 4 - Pile 5 of Bent 4 - Pile 1 of Bent 12 - Pile 3 of Bent 12	OSMOSE
730.56	Section 3	730 56	Replace - Cap on Bent 1 (decay pocket at East end) - Elevation Subcap on Bent 1 (decay pocket at East end)	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
730 56	Section 3	730 56	Post - Pile 1 of Bent 5 - Pile 6 of Bent 5 - Pile 1 of Bent 10 - Pile 3 of Bent 10	OSMOSE
730 56	Section 4	730 56	Replace - All lateral bracing - All upper gusset plates and cross bracing	OSMOSE
730 56	Section 5	730 56	Replace - Headwall	OSMOSE
730 56	Section 5	730 56	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Piles 1 & 7 of Bent 5 - Post 4 of Bent 5 - Piles 1 & 7 of Bent 8 - Post 5 of Bent 8 - Piles 1 & 7 of Bent 10 - Post 3 of Bent 10 - Piles 1 & 7 of Bent 12 - Post 5 of Bent 12 - Piles 1 & 7 of Bent 15 - Post 5 of Bent 15 - Piles 1 & 7 of Bent 17 - Post 2 of Bent 17 - Piles 1 & 7 of Bent 18 - Post 4 of Bent 18 - Piles 1 & 7 of Bent 19 - Post 3 of Bent 19 - Piles 1 & 7 of Bent 24 - Post 3 of Bent 24	OSMOSE
730 56	Section 5	730 56	Replace - Shim on Bent 16 (crushing under chord 1)	OSMOSE
731 65	North Approach	731 65	Replace - Stringer 2 in Span 49 (broke) - Stringer 7 in Span 49 (breaking)	OSMOSE
731 65	North Approach	731 65	Line and surface bridge	OSMOSE
731 65	North Approach	731 65	Replace - Cap on Bent 43 (slight crushing under chord 1 & 2) - Cap on Bent 59 (slight crushing under chord 2)	OSMOSE
731 65	South Approach	731 65	Replace - Cap on Bent 35 (crushing under chord 2) - Cap on Bent 63 (crushing)	OSMOSE
731 65	South Approach	731 65	Perform - Detailed Stringer inspection	OSMOSE
731 65	South Approach	731 65	Replace all bridge ties	OSMOSE
731 65	South Approach	731 65	Replace: - Stringer to Cap plywood Shims on Bent 44 - Stringer to Cap plywood Shims on Bent 62 - Stringer to Cap plywood Shims on Bent 64	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
731 65	South Approach	731 65	Post (frame bents w/ 5 posts + piles 1 & 7 on outside). - Post 2 of Bent 21 - Post 3 of Bent 21 - Post 5 of Bent 21 - Pile 1 of Bent 23 - Post 3 of Bent 23 - Post 6 of Bent 23 - Pile 1 of Bent 27 - Post 5 of Bent 27 - Pile 7 of Bent 27 - Pile 1 of Bent 39 - Post 5 of Bent 39 - Pile 7 of Bent 39 - Post 2 of Bent 55 - Post 4 of Bent 55 - Post 6 of Bent 55 - Post 2 of Bent 123 - Post 5 of Bent 123 - Post 6 of Bent 123 - Post 3 of Bent 131 - Post 4 of Bent 131 - Post 5 of Bent 131 - Post 2 of Bent 137 - Post 4 of Bent 137 - Post 6 of Bent 137 - Post 3 of Bent 139 - Post 5 of Bent 139 - Pile 7 of Bent 139 - Post 5 of Bent 149 - Post 6 of Bent 149 - Pile 7 of Bent 149 - Post 4 of Bent 159 - Post 5 of Bent 159 - Post 6 of Bent 159	OSMOSE
732 84	North Approach	732 84	Add ballast and tamp up approach	RAILROAD
732 84	North Approach	732 84	Replace - North headwall	OSMOSE
732 84	North Approach	732 84	Post. - Post 4 of Bent 16 (seven pile/post bent) - Post 6 of Bent 16 - Pile 7 of Bent 16 - Pile 1 of Bent 17 (seven pile/post bent) - Post 5 of Bent 17 - Pile 7 of Bent 17 - Pile 1 of Bent 20 (seven pile/post bent) - Post 3 of Bent 20 - Pile 7 of Bent 20 - Pile 1 of Bent 23 (seven pile/post bent) - Post 5 of Bent 23 - Pile 7 of Bent 23	OSMOSE
732.84	Main Span	732.84	Replace - All laterals and gusset plates	OSMOSE
732 84	Main Span	732 84	Replace - Cap on Row 1 of Pier 2	OSMOSE
732 84	South Approach	732 84	Cut Pile tops down and - Install an 8" Subcap on existing Cap of Bent 11	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
732 84	South Approach	732 84	Post. - Pile 2 of Bent 10 (7 pile bent) - Pile 3 of bent 10 - Pile 7 of Bent 10	OSMOSE
732.84	South Approach	732 84	Add ballast and tamp up approach	RAILROAD
733 88		733 88	Add ballast and tamp up both approaches	RAILROAD
733 95		733 95	Chip out - Cracked and spalled concrete on West walkway - Patch to original lines	RAILROAD
733 95		733 95	Patch - Approximately 17 ballast leaks throughout deck where concrete tubs join	RAILROAD
733 95		733 95	Add ballast and tamp up both approaches	RAILROAD
735 86		735 86	Post - Pile 5 of Bent 4 - Pile 6 of Bent 4	OSMOSE
735 86		735 86	Add ballast and tamp up both approaches	RAILROAD
736 03		736 03	Add ballast and tamp up both approaches.	RAILROAD
736 03		736 03	Post. - Pile 2 of Bent 1 - Pile 4 of Bent 1 - Pile 1 of Bent 4 - Pile 7 of Bent 4	OSMOSE
736 51		736 51	Replace - Cap on Bent 1	OSMOSE
736 51		736 51	Add ballast and tamp up both approaches	RAILROAD
736 51		736 51	Shim - Under chord 1 on Bent 2	OSMOSE
736.51		736.51	Post. - Pile 1 of Bent 1(visual)	OSMOSE
738.70 Main	Main line	738 70	Post: - Pile 1 of Bent 2 - Pile 2 of Bent 2	OSMOSE
738.70 Siding	Siding	738 70	Add ballast and tamp up both approaches	RAILROAD
738 70 Siding	Siding	738 70	Replace: - Stringer 1 in Span 1 - Stringer 5 in Span 1	OSMOSE
738 94		738 94	Remove drift from bridge as necessary	RAILROAD
738 94		738.94	Replace - Cap on Bent 14 (slight crushing) - Cap on Bent 19 (slight crushing) - Cap on Bent 21 - Cap on Bent 22	OSMOSE
738 94		738 94	Replace - Walkway inspection planks & install hand cable	OSMOSE
739 14	North Approach	739 14	Replace - Walkway inspection planks & install hand cable	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 14	North Approach	739 14	Replace all bridge ties	OSMOSE
739 14	North Approach	739 14	Post - Pile 2 of Bent 3 - Pile 4 of Bent 3 - Pile 1 of Bent 8 - Pile 4 of Bent 8 - Pile 1 of Bent 17 - Pile 3 of Bent 17 - Pile 2 of Bent 23 - Pile 4 of Bent 23	OSMOSE
739 14	North Approach	739 14	Replace: - Cap on Bent 22 (vertical split) - Cap on Bent 23 (slight crushing under chord 1) - Cap on Bent 24	OSMOSE
739 14	Main Span	739 14	Replace - All Gusset plates	OSMOSE
739 14	Main Span	739 14	Remove - Pack rust and debris from Flange angles Cover plates and Gusset plates	RAILROAD
739 14	South Approach	739 14	Replace all bridge ties	OSMOSE
739 14	South Approach	739.14	Reframe (5 post frame bent with piles 1 & 7 driven on each side) - Existing frame bent in bent 10 (cutting cutoffs down 1-2')	OSMOSE
739 14	South Approach	739 14	Replace. - Walkway inspection planks & install hand cable	OSMOSE
739 14	South Approach	739 14	Add ballast and tamp up approach	RAILROAD
739 14	South Approach	739.14	Replace. - Cap on Bent 4 (crushing under chord 2) - Cap on Bent 8 (breaking over Posts 5 & 6)	OSMOSE
739 43	North Approach	739 43	Replace - Walkway inspection planks & install hand cable	OSMOSE
739 43	North Approach	739 43	Remove drift from bridge as necessary	RAILROAD
739.43	North Approach	739 43	Post: - Post 3 of Bent 9 - Post 5 of Bent 9 - Post 4 of Bent 12 - Pile 7 of Bent 12	OSMOSE
739 43	North Approach	739 43	Replace - Cap on Bent 8	OSMOSE
739 43	Main Span	739 43	Replace - Stringer shelf brackets on all TPG floor beams	OSMOSE
739 43	South Approach	739 43	Add ballast and tamp up approach	RAILROAD
739 43	South Approach	739.43	Cut Pile tops down and - Replace Cap with an oversized cap on Bent 5 (breaking) - Replace Cap with an oversized cap on Bent 6 (breaking)	OSMOSE
739.43	South Approach	739.43	Post: - Pile 1 of Bent 2 - Post 5 of Bent 2	OSMOSE
739 43	South Approach	739 43	Replace - Guard timber	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 43	South Approach	739 43	Replace - Walkway inspection planks & install hand cable	OSMOSE
739 68	Main Span	739 68	Replace stringer top lateral angles and/or gusset plates at the following locations Truss #3, Panel #1, angles and gussets Truss #3, Panel #2, angles and gussets Truss #7, Panel #5, gussets Truss #8, Panel #3, angles and gussets Truss #8 Panel #5, angles and gussets Truss #9, Panel #3, angles and gussets Truss #9, Panel #4, gussets Truss #9, Panel #6, angles and gussets Truss #9, Panel #8, gussets Truss #9, Panel #9, gussets Truss #9, Panel #11, gussets Truss #9, Panel #12, gussets	OSMOSE
739 68	Main Span	739 68	Repair truss bottom chords at the following locations Truss #1, Panel #4, bottom flange on channels (both sides) Truss #2, Panel #1, top bottom plates at Floor Beam #1 connections (both sides) Truss #2, Panel #5, heavy on channels at floor beams, corrosion throughout (both sides) Truss #3, Panel #2, corrosion on channel webs and lacing bars (west) Truss #3, Panel #4, corrosion on lacing bars (both sides) Truss #3, Panel #5, corrosion on webs and lacing bars (both sides) Truss #4, Panel #4, corrosion on lacing bars (west) Truss #5, Panel #4, corrosion on channels at FB#4 connection (west) Truss #5, Panel #5, corrosion on channels at FB#4 & FB#6 connection (west) Truss #6, Panel #1, corrosion on channels and lacing bars (west) Truss #6, Panel #3, corrosion on lacing bars (both sides) Truss #7, Panel #3, corrosion on channels at FB#3 connection (both sides) Truss #7, Panel #4, corrosion on channels at FB#4 connection (west) Truss #9, Panel #11, corrosion on web plate (east)	OSMOSE
739 68	Main Span	739 68	Repair stringers at the following locations Truss #4, Panel #5, corroded web and bottom flange angles at connection (west) Truss #5, Panel #3, corroded web and bottom flange angles at connection (west) Truss #5, Panel #5, corroded web and bottom flange angles at connection (west) Truss #6, Panel #1, corroded web and bottom flange angles at connection (west) Truss #6, Panel #2, corroded web and bottom flange angles at connection (west) Truss #6, Panel #3, corroded web and bottom flange angles at connection (west) Truss #8, Panel #1, corroded web and bottom flange angles at connection (west) Truss #8, Panel #4, corroded web and bottom flange angles at connection (both sides) Truss #9, Panel #3, corroded bottom flange angles (west) Truss #9, Panel #4, corroded bottom flange angles (both sides) Truss #9, Panel #5, corroded web and bottom flange angles at connection (west) Truss #9, Panel #8, corroded bottom flange angles (west)	OSMOSE
739 68	Main Span	739 68	Replace stringer top lateral angles and gusset plates at the following locations (unless prioritized at a higher level elsewhere) Truss #1, all panels Truss #4, all panels Truss #6, all panels	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Replace truss bottom chord lacing bars and repair channels as required at the following locations Truss #1, all panels Truss #2, all panels Truss #7, all panels Truss #8, all panels	OSMOSE
739 68	Main Span	739 68	Replace stringer shelf angles at floor beam connection at the following locations Truss #1, all floor beams Truss #2, all floor beams Truss #3, all floor beams	OSMOSE
739 68	Main Span	739 68	Repair or replace top chord channels and cover plates at the following locations Truss #6, all panels	OSMOSE
739.68	Main Span	739 68	Repair/replace floor beam members at the following locations Truss #1, Floor Beam #3, top flange angles Truss #2, Floor Beam #0, bottom flange angles & web at horizontal gusset plate connections Truss #2, Floor Beam #2, flange angles & web at stringer-to-floor beam connections Truss #3, Floor Beam #1, web at bottom flange angle connection, outboard from stringers Truss #3, Floor Beam #2, web and bottom flange angles, outboard from stringers Truss #3, Floor Beam #3, web and bottom flange angles, outboard from west stringer Truss #4, Floor Beam #0, web, outboard from west stringer Truss #4, Floor Beam #3, bottom flange angles Truss #5, Floor Beam #0, web outboard from stringers (particularly west) Truss #6, Floor Beam #0, top and bottom flange angles Truss #6, Floor Beam #2, web and bottom flange angles (at connection) Truss #6, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #2, top and bottom flange angles Truss #8, Floor Beam #3, top and bottom flange angles Truss #8, Floor Beam #5, top flange angles Truss #9, Floor Beam #0, top flange angles Truss #9, Floor Beam #9, bottom flange angles Truss #9, Floor Beam #10, particularly on west side	OSMOSE
739 68	Main Span	739 68	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #4 (west) Truss #2, Floor Beam #1 (west) Truss #2, Floor Beam #2 (both sides) Truss #3, Floor Beam #2 (west) Truss #3, Floor Beam #3 (west) Truss #4, Floor Beam #0 (both sides) Truss #7, Floor Beam #1 (west) Truss #7, Floor Beam #3 (west) Truss #7, Floor Beam #5 (both sides)	OSMOSE
739 68	Main Span	739 68	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #3 Truss #2, Panel #3 Truss #3, Panel #3 Truss #3, Panel #4 Truss #5, Panel #3 Truss #6, Panel #3	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Repair or replace the following truss members and/or vertical gusset plates Truss #1 L3-U4 (west) corrosion on bottom 10' of web Truss #2, L2-U1 (west) corrosion on bottom 12' of web Truss #5, vertical gusset plates and flange angles, L2-U1 (both sides) Truss #6, vertical gusset plates at Floor Beam #3, L3-U2 (both sides) Truss #7, L1-U1 (east) web and flange angles Truss #7, vertical gusset plates at Floor Beam #3, L3-U4 (both sides) Truss #7, L4-U4 (west) web and flange angles Truss #7, L3-U4 (both sides) web and flange angles Truss #8, L2-U2 (both sides) corrosion on web Truss #8, vertical gusset plate at Floor Beam #2, L2-U1 (both sides) Truss #8, L3-U3 (both sides) corrosion on web Truss #8, vertical gusset plate at Floor Beam #3, L3-U4 (west) Truss #9, L2-U1 (both sides) heavy corrosion on web Truss #9, L2-U2 (both sides) corrosion on web Truss #9, L2-U3 (both sides) heavy corrosion on plates Truss #9, L4-U3 (both sides) heavy corrosion on plates and lacing bars Truss #9, L4-U4 (both sides) corrosion on channels Truss #9, L4-U5 (east) heavy corrosion on plates and lacing bars Truss #9, vertical gusset plate at Floor Beam #4, L4-U5 (west) Truss #9, L6-U5 (both sides) heavy corrosion on web and lacing bars Truss #9, L8-U8 (both sides) bottom vertical gusset plates Truss #9, L8-U9 (both sides) heavy corrosion on web plates Truss #9, L10-U11 (both sides) heavy corrosion on flange angles, webs and lacing bars Truss #9, L12-U11 (both sides) heavy corrosion on flange angles and webs	OSMOSE
739 68	Main Span	739 68	Repair stringer-to-floor beam connections at the following locations Truss #1, Panel #1, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #2, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #4, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #1, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #2, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #3, Panel #1, stringer top flange angles (both sides) 24" from FB connections Truss #3, Panel #2, stringer top & bottom flange angles (both sides) 24" from FB connections Truss #3, Panel #4, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #3, Panel #5, stringer top flange angles (both sides) 12" from FB connections Truss #4, Panel #5, stringer top flange angles (both sides) 12" from FB connections Truss #9, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections	OSMOSE
739 68	Main Span	739 68	Repair truss top chords at the following locations Truss #1, Panel #1, top portal brace bottom strut Truss #1, Panel #5, top portal top and bottom flange angles Truss #9, Panel #8, top chord bracing Truss #9, Panel #9, top chord bracing Truss #9, Panel #10, top chord bracing Truss #9, Panel #11, top chord bracing Truss #10, Panel #1, top chord bracing	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
740 25 Main		740 25	Excavate & Inspect - Sill and Cutoffs of Bent 4	OSMOSE
740 84		740 84	Add ballast and tamp up both approaches	RAILROAD
741 35		741 35	Replace - 6 1/2" of Shims on Bent 1	OSMOSE
741 35		741 35	Replace - Sill in Bent 2 (vertical split, crushing under post 4)	OSMOSE
741 35		741 35	Replace - Top plank on South headwall	OSMOSE
741 35		741 35	Post. - Post 2 of Bent 5 (visual reject) - Post 5 of Bent 5	OSMOSE
741 35		741 35	Add ballast and tamp up both approaches	RAILROAD
741 35		741 35	Shim - Under Stringer 2, 4 & 6 of Bent 3	OSMOSE
741 74		741 74	Replace - Stringer 4 in Span 3 - Stringer 8 in Span 3 (horizontal shear)	OSMOSE
741 74		741 74	Re-straighten and Brace. - Bent 2 - Bent 3	OSMOSE
741 74		741 74	Install - Wingwalls to the Northwest headwall	OSMOSE
742 05		742.05	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1 & 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE
742 05		742 05	Add ballast and tamp up both approaches	RAILROAD
742 05		742.05	Replace all 36 bridge ties	OSMOSE
742 24		742 24	Add ballast and tamp up both approaches.	RAILROAD
742.24		742 24	Replace - 1/4" Shims under both chords on Bent 8	OSMOSE
742.72		742 72	Remove - Fouled ballast at North approach, replace and tamp to correct elevation	RAILROAD
742 72		742 72	Replace. - Cap on Bent 1 - Cap on Bent 4	OSMOSE
742 95		742 98	Replace - Stringer 1 in Span 4 (horizontal shear) - Stringer 8 in Span 4 - Stringer 1 in Span 2 - Stringer 5 in Span 2	OSMOSE
742 95		742 98	Replace - North Headwall top plank	OSMOSE
742.95		742.98	Add ballast and tamp up both approaches	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
742.95		742 98	Replace all 61 bridge ties.	OSMOSE
743.20		743 20	Post: - Pile 2 of Bent 2 - Pile 4 of Bent 2 - Pile 2 of Bent 3 - Pile 5 of Bent 3	OSMOSE
743 20		743 20	Replace - Cap on Bent 1 (slight crushing)	OSMOSE
743 73		743 73	Post. - Pile 1 of Bent 2 - Pile 2 of Bent 2 - Pile 1 of Bent 3 - Pile 4 of Bent 3	OSMOSE
743 73		743 73	Replace - North headwall - Top 2 planks on South headwall	OSMOSE
743 73		743 73	Remove drift from bridge as necessary	RAILROAD
743 73		743 73	Replace - Cap on Bent 1	OSMOSE
743 88		743 88	Replace all 121 bridge ties	OSMOSE
743 88		743 88	Post. - Pile 1 of Bent 3 - Pile 3 of Bent 3	OSMOSE
743 88		743 88	Replace - Cap on Bent 5 - Cap on Bent 8 (split, cornering) - Cap on Bent 9	OSMOSE
743 88		743 88	Replace - North headwall	OSMOSE
743.97		743 97	Cut Pile tops down and. - Replace Cap on Bent 6 with an oversize (crushing)	OSMOSE
743 97		743 97	Post: - Pile 1 of Bent 2 - Pile 5 of Bent 2	OSMOSE
743 97		743 97	Replace all 109 bridge ties	OSMOSE
743 97		743 97	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 1 in Span 7 - Stringer 3 in Span 7	OSMOSE
744 24		744 24	Replace - Cap on Bent 2	OSMOSE
744 24		744 24	Replace - Both Sway Braces on Bent 2 - Both Sway Braces on Bent 5	OSMOSE
744 44		744 44	Post: - Post 1 of Bent 1	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
744 70		744 70	Replace - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4	OSMOSE
748 68		748.68	Replace - Mud Blocks 1, 2 & 6 of Bent 6	OSMOSE
748.68		748 68	Replace - 1 1/2" Shim under Chord 2 on Bent 5 (slight crushing)	OSMOSE
748.68		748.68	Shim - Under Stringer chord 1 of Bent 5 - Under Stringer 4 of Bent 5	OSMOSE
749 89		749 89	Add ballast and tamp up both approaches	RAILROAD
750 46	North Approach	750 46	Reweld - Walkway welds in Span 63	RAILROAD
750 46	North Approach	750 46	Replace: - Missing brace bolts and nuts	OSMOSE
750 46	Main Span	750 46	Replace - All Laterals & gusset plates - All Cross bracing	OSMOSE
750 46	South Approach	750 46	Reweld - Walkway in Span 25	RAILROAD
750 46	South Approach	750 46	Replace - Missing brace bolts and nuts	OSMOSE
751 02		751 02	Cut Pile tops down and - Install an 8" Subcap on existing cap of Bent 12B - Replace Cap & Install an 8" Subcap on Bent 20B	OSMOSE
752 99		752 99	Replace. - Elevation Shim on Bent 4	OSMOSE
752 99		752.99	Add ballast and tamp up both approaches	RAILROAD
752 99		752 99	Remove drift from bridge as necessary	RAILROAD
753 48		753 48	Spot replace 17 bridge ties at rail joints	OSMOSE
755 63		755 63	Remove - Fouled ballast replace and tamp up both approaches	RAILROAD
758 13		758.13	Replace - North headwall and Install - Wingwalls	OSMOSE
756 55		756 55	Add ballast and tamp up both approaches.	RAILROAD
758 55		756 55	Replace - Subcap on Bent 3 (slight crushing)	OSMOSE
758 55		756 55	Replace all 76 bridge ties	OSMOSE
758.55		758.55	Replace - Cap on Bent 5 - Cap on Bent 6	OSMOSE
757.37		757 37	Add ballast and tamp up both approaches	RAILROAD
757 37		757 37	Shim - Under Chord 1 on Bent 3	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
761 13		761 13	Add ballast and tamp up both approaches	RAILROAD
761 13		761 13	Replace - Stringer 1 in Span 2 - Stringer 5 in Span 2 - Stringer 8 in Span 2 (crushing) - Stringer 1 in Span 3 - Stringer 5 in Span 3 - Stringer 8 in Span 3 (crushing)	OSMOSE
761 53		761 53	Add ballast and tamp up both approaches	RAILROAD
761 53		761 53	Grind off corrosion and Install - Splice plates to the flanges and webs of H pile on Bents 2 & 3	OSMOSE
763 55	North Approach	763 55	Post: - Pile 2 of Bent 14 - Pile 6 of Bent 14 - Pile 1 of Bent 18 - Pile 2 of Bent 18	OSMOSE
763 55	North Approach	763 55	Cut Pile tops down and - Replace Cap on Bent 1 - Replace Cap on Bent 11	OSMOSE
763 55	North Approach	763 55	Install - Bracing on Bent 2 (12' tall) - Bracing on Bent 3 (14' tall)	OSMOSE
763 55	South Approach	763 55	Replace: - Both Sway Braces on Bent 22 - All Bracing on Bents 23 thru 30 - 1 Sash Brace on Bent 31 - 1 Sway Brace on Bent 37	OSMOSE
763 55	South Approach	763 55	Post: - Pile 1 of Bent 3 - Pile 3 of Bent 3 - Post 3 of Bent 6 - Cutoff 3 of Bent 6 - Pile 5 of Bent 6 - Pile 4 of Bent 8 - Pile 5 of Bent 8 - Pile 2 of Bent 12 - Pile 3 of Bent 12 - Pile 1 of Bent 22 - Pile 2 of Bent 22 - Pile 2 of Bent 29 - Pile 3 of Bent 29	OSMOSE
763.55	South Approach	763 55	Cut Pile tops down and. - Replace cap on Bent 28 - Replace cap on Bent 36	OSMOSE
763.55	South Approach	763 55	Add ballast and tamp up approach	RAILROAD
769.11	North Approach	769 11	Install marine wrap on - Bent 2 - Bent 3 (piles 2 & 3) - Bent 4 - Bent 5 (piles 1 & 3) - Bent 6 - Bent 8 - Bent 10 - Bent 12 - Bent 14	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
769 11	North Approach	769 11	Replace - 1 Sway Brace on Bent 5 - Both Sway Braces on Bent 12	OSMOSE
769 11	North Approach	769 11	Post. - Pile 2 of Bent 5 (4 pile bent)	OSMOSE
769 11	South Approach	769 11	Replace - Both sway braces on Bent 1 - Both sway braces on Bent 2 - North sway Brace on Bent 3	OSMOSE
769 11	South Approach	769 11	Replace - 3/4" Shims under both Chords on Bent 3 (crushed)	OSMOSE
769 11	South Approach	769 11	Replace - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 10 in Span 3 - Stringer 5 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4 - Stringer 9 in Span 4	OSMOSE
769 11	South Approach	769.11	Shim - Under Stringers 1 & 4 of Bent 4	OSMOSE
769 11	South Approach	769 11	Cut Pile tops down and - Replace Cap & Install an 8" Subcap on Bent 7A	OSMOSE
769 11	South Approach	769 11	Install marine wrap on - Bent 1 - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6 - Bent 7A	OSMOSE
771 76		771.76	Add ballast and tamp up both approaches.	RAILROAD
771 76		771 76	Replace all bridge ties	OSMOSE
771 76		771 76	Replace - 3/4" Shim under Chord 1	OSMOSE
771 76		771 76	Post. - Pile 4 of Bent 6 - Pile 5 of Bent 6	OSMOSE
771 76		771 76	Install marine wrap on - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6	OSMOSE
773 94		773 94	Install marine wrap on - Bent 2 - Bent 3	OSMOSE
774 8		774 80	Tighten - West handrail cable	RAILROAD
776 56		776 56	Install marine wrap on. - Bent 2 - Bent 3	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
776 56		776 56	Replace all 46 bridge ties	OSMOSE
776 56		776 56	Add ballast and tamp up both approaches	RAILROAD
776 56		776 56	Replace - All stringers	OSMOSE
777 03		777 03	Install marine wrap on - Bent 1 - Bent 2 - Bent 3	OSMOSE
779 80		779 80	Add ballast and tamp up both approaches.	RAILROAD
779 80		779 80	Replace - Stringer 2 in Span 1 - Stringer 3 in Span 1 - Stringer 9 in Span 1 - Stringer 3 in Span 3 - Stringer 9 in Span 3	OSMOSE
782 35		782 35	Replace - Cap on Bent 2 (bulging under chord 2)	OSMOSE
782 35		782 35	For better bearing of Stringers - Scab Cap or Pull Bent 2	OSMOSE
782.53		782.53	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 1 in Span 2 - Stringer 8 in Span 2	OSMOSE
782 53		782 53	Replace - South headwall	OSMOSE
785.26		785.26	Add ballast and tamp up both approaches	RAILROAD
785 33		785 33	Add ballast and tamp up both approaches	RAILROAD

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
652.21		652.21	Post: - Pile 1 of Bent 2 - Pile 2 of Bent 6 - Pile 5 of Bent 7	OSMOSE
652.21		652 21	Replace - Both Sway Braces on Bent 6	OSMOSE
652.21		652 21	In-place preservatively treat piles and caps	OSMOSE
652.21		652 21	Add ballast and tamp up both approaches.	RAILROAD
656 12		656 12	Replace - All guard timber	OSMOSE
656 12		656 12	Reset abutment #2 bearings	OSMOSE
657 12		657 12	Replace - Cap on Bent 8	OSMOSE
657 12		657.12	In-place preservatively treat piles and caps	OSMOSE
657 12		657 12	Post. - Pile 1 of Bent 3 - Pile 1 of Bent 4 - Pile 1 of Bent 8	OSMOSE
657.12		657.12	Install - An 8" plank to the North headwall	OSMOSE
657 96		657 96	Replace - Stringer 1 in Spans 1 & 2	OSMOSE
657 96		657 96	Add ballast and tamp up both approaches	RAILROAD
658 17		658 17	Replace - South Headwall top plank	OSMOSE
658 17		658.17	Replace - Stringer 8 in Span 5 - Stringer 1 in Span 7	OSMOSE
660.89		660.89	Replace - Top North Headwall plank - Top South Headwall plank	OSMOSE
660 89		660 89	Replace - Stringer 1 in Span 3 - Stringer 1 in Span 5 - Stringer 8 in Span 6	OSMOSE
661 28	North Approach	661 28	Replace. - Stringer 8 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 5 - Stringer 1 in Span 6	OSMOSE
661 28	North Approach	661.28	Replace - Cap on Bent 6	OSMOSE
661.28	North Approach	661.28	Post: - Pile 1 of Bent 1 - Pile 2 of Bent 3	OSMOSE
661.28	North Approach	661.28	Spot replace 2 bridge ties	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
661 28	North Approach	661.28	Replace. - Top plank of headwall	OSMOSE
661 28	North Approach	661 28	In-place preservatively treat piles, caps and stringers	OSMOSE
661 28	Main Section	661 28	Spot replace 8 bridge ties	OSMOSE
661 28	South Approach	661 28	Post. - Pile 1 of Bent 3 - Pile 1 of Bent 4	OSMOSE
661 28	South Approach	661.28	In-place preservatively treat piles, caps, and stringers	OSMOSE
661 28	South Approach	661 28	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 3 - Stringer 1 in Span 6	OSMOSE
661 28	South Approach	661 28	Shim or Epoxy: - Over Pile 2 of Bent 4 - Over Pile 5 of Bent 4	OSMOSE
661 73		661 73	Replace - Shim on Bent 5 (slight crushing under chord 1) - Shim on Bent 6 (slight crushing under chords 1 & 2) - Shim on Bent 8 (slight crushing under chord 1)	OSMOSE
661 73		661 73	Replace - Stringer 4 in Span 1 - Stringer 8 in Span 2	OSMOSE
661 73		661 73	In-place preservatively treat piles, caps and stringers	OSMOSE
661 73		661 73	Post - Pile 2 of Bent 6 Pile 1 of Bent 7 - Pile 1 of Bent 8 - Pile 1 of Bent 9	OSMOSE
661 73		661 73	Spot replace 6 bridge ties	OSMOSE
662 59		662 59	Post - Pile 5 of Bent 1 - Pile 3 of Bent 2 - Pile 5 of Bent 3 - Pile 2 of Bent 4 - Pile 4 of Bent 5 - Pile 4 of Bent 8 - Pile 1 of Bent 13 - Pile 4 of Bent 18 - Pile 2 of Bent 20 - Pile 5 of Bent 22	OSMOSE
662.59		662.59	In-place preservatively treat piles, caps and stringers	OSMOSE
662.59		662.59	Replace - Cap on Bent 17 (comering)	OSMOSE
662 59		662.59	Replace - South Sway Brace on Bent 2	OSMOSE
662 59		662.59	Shim or Epoxy - Over Pile 1 of Bent 1 - Over Pile 2 of Bent 21 - Over Pile 3 of Bent 21 - Over Pile 4 of Bent 21	OSMOSE

Central Oregon & Pacific Railroad
RECOMMENDATIONS LISTED BY PRIORITY

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

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
664 00	South Approach	664 00	Patch - Ballast leak at Southeast corner of headwall	RAILROAD
664 00	South Approach	664 00	In-place preservatively treat piles, caps and stringers	OSMOSE
664 62	North Approach	664 62	Spot replace 6 bridge ties	OSMOSE
664 62	North Approach	664 62	Post. - Pile 1 of Bent 2	OSMOSE
664 62	North Approach	664 62	Replace - Stringer 5 in Span 3 - Stringer 8 in Span 4 - Stringer 1 in Span 5	OSMOSE
664 62	North Approach	664 62	In-place preservatively treat piles, caps and stringers	OSMOSE
664 62	North Approach	664 62	Replace. - North Sway brace on Bent 3	OSMOSE
664 62	Main Section	664 62	Replace - 2 sections of Guard timber on the East side	OSMOSE
664 62	South Approach	664 62	Spot replace 8 bridge ties	OSMOSE
664 62	South Approach	664 62	Replace - Girt Brace 2 in Span 5	OSMOSE
664 62	South Approach	664 62	Post - Pile 1 of Bent 2 - Pile 1 of Bent 4 - Pile 5 of Bent 6	OSMOSE
664 62	South Approach	664 62	In-place preservatively treat piles, caps and stringers	OSMOSE
664.85	North Approach	664.85	Replace - Cap on Bent 1	OSMOSE
664 85	North Approach	664 85	Shim: - Under Chord 1 on Bent 6	OSMOSE
664 85	North Approach	664 85	Post - Pile 2 of Bent 3	OSMOSE
664 85	North Approach	664.85	In-place preservatively treat the piles, caps and stringers	OSMOSE
664 85	South Approach	664 85	In-place preservatively treat piles, caps and stringers	OSMOSE
664 85	South Approach	664.85	Add ballast and lamp up approach	RAILROAD
665.49	North Approach	665 49	In-place preservatively treat piles, caps and stringers	OSMOSE
665 49	North Approach	665.49	Install - Lower sway braces on Bent 3	OSMOSE
665 49	North Approach	665 49	Spot replace 3 bridge ties	OSMOSE
665 49	Main Section	665 49	Clean debris off of bridge seats and steel members	RAILROAD
665 49	South Approach	665 49	In-place preservatively treat piles, caps and stringers	OSMOSE
665 49	South Approach	665.49	Shim or Epoxy - Over Pile 1 of Bent 7	OSMOSE
665.49	South Approach	665 49	Post - Pile 1 of Bent 6	OSMOSE
665.49	South Approach	665 49	Spot replace 8 bridge ties.	OSMOSE

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LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
666 21		666 21	Add ballast and tamp up both approaches	RAILROAD
666 21		666.21	In-place preservatively treat piles and caps	OSMOSE
667 28		667 28	In-place preservatively treat piles and caps	OSMOSE
667 28		667 28	Post: - Pile 4 of Bent 2 - Pile 4 of Bent 3	OSMOSE
667 28		667.28	Spot replace 3 bridge ties	OSMOSE
667 28		667.28	Replace - Top Plank of South headwall	OSMOSE
667 28		667 28	Shim or Epoxy - Over Pile 2 of Bent 3	OSMOSE
667 40	North Approach	667 40	Spot replace 6 bridge ties	OSMOSE
667 40	North Approach	667 40	In-place preservatively treat piles, caps and stringers	OSMOSE
667 40	North Approach	667.40	Post: - Pile 1 of Bent 6	OSMOSE
667 40	Main Section	667 40	Replace all 137 bridge ties.	OSMOSE
667.40	South Approach	667 40	Replace - Stringer 1 in Span 3	OSMOSE
667 40	South Approach	667 40	In-place preservatively treat piles, caps and stringers	OSMOSE
667 40	South Approach	667 40	Replace - Girt Brace 1 in Span 1	OSMOSE
668.50	North Approach	668 50	In-place preservatively treat piles, caps and stringers	OSMOSE
668 50	North Approach	668 50	Post. - Pile 1 of Bent 4 (7 pile bent) - Pile 6 of Bent 4 - Pile 3 of Bent 7	OSMOSE
668 50	North Approach	668.50	Replace - Stringer 8 in Span 1 - Stringer 1 in Span 5 - Stringer 8 in Span 7	OSMOSE
668.50	North Approach	668.50	Shim. - Over Pile 1 of Bent 1	OSMOSE
668 50	South Approach	668.50	In-place preservatively treat piles and caps	OSMOSE
668 50	South Approach	668.50	Replace - Southwest tower brace in Tier 2 of Span 2	OSMOSE
671 89		671 89	In-place preservatively treat piles and caps.	OSMOSE
671 89		671 89	Post: - Pile 1 of Bent 7	OSMOSE
671.89		671 89	Replace - Stringer 1 in Span 1 - Stringer 1 in Span 2 - Stringer 1 in Span 4 (22" Deep Stringer) - Stringer 4 in Span 5	OSMOSE

Central Oregon & Pacific Railroad
RECOMMENDATIONS LISTED BY PRIORITY

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

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
671 89		671.89	Shim or Epoxy: - Over Pile 4 of Bent 7	OSMOSE
671 89		671 89	Replace - South wingwalls	OSMOSE
671 89		671 89	Replace - Girt Brace 1 & 2 in Span 3 - Girt 1 in Span 5 - East Sash Brace on Bent 5	OSMOSE
674 03		674 03	Replace - Stringer 8 in Span 2	OSMOSE
674 03		674 03	In-place preservatively treat the piles, caps and stringers	OSMOSE
674 03		674 03	Post: - Pile 5 of Bent 2	OSMOSE
677 05		677 05	Replace: - Stringer 8 in Span 2 - Stringer 8 in Span 3	OSMOSE
677 80	North Approach	677 80	In-place preservatively treat piles and caps	OSMOSE
677 80	North Approach	677 80	Replace - Stringer 1 in Span 4	OSMOSE
677 80	South Approach	677 80	Add ballast and tamp up approach	RAILROAD
677 80	South Approach	677 80	In-place preservatively treat piles, caps and stringers	OSMOSE
677 80	South Approach	677 80	Replace -Stringer 8 in Span 2	OSMOSE
678.43	North Approach	678 43	Post: - Pile 3 of Bent 1 - Post 3 of Bent 2 - Pile 5 of Bent 6	OSMOSE
678 43	North Approach	678.43	Replace: - Stringer 8 in Span 5	OSMOSE
678 43	North Approach	678.43	In-place preservatively treat piles and caps	OSMOSE
678 43	Main Span	678.43	Remove debris from. - Lower gusset plates, flange angles & Pier tops	RAILROAD
678 43	South Approach	678 43	In-place preservatively treat piles and caps	OSMOSE
678.43	South Approach	678 43	Replace. - Cap on Bent 2 (cornering) - Cap on Bent 4	OSMOSE
680.17		680 17	Add ballast and tamp up both approaches	RAILROAD
680 17		680 17	Remove debris from - Top of Flange angles at Floor beams 0, 1, 5 & 6	RAILROAD
680 46		680 46	Remove debris from: - Lower gusset plates, flange angles, floor beam top and abutment seats	RAILROAD
681 08		681 08	Remove debris from - Lower gusset plates, flange angles, floor beam tops and abutment seats	RAILROAD

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

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
681 08		681 08	Replace. - Bottom Laterals in Span 2	OSMOSE
681 45		681 45	Remove debris from - Lower gusset plates - Flange angles - Floor beam top and abutment seats	RAILROAD
682.18		682 18	Remove debris from - Abutment seat	RAILROAD
682 18		682 18	Replace* - Lower laterals	OSMOSE
682 18		682.18	Add ballast and tamp up approach	RAILROAD
682.18		682.18	Replace - Upper flange angles in Span 2	OSMOSE
683.36		683 36	Spot replace 14 bridge ties	OSMOSE
683 36	Main Section	683 36	Remove debris from - Bearing areas	RAILROAD
683 36		683 36	Remove debris from - Gusset plates, flange angles and abutment seats	RAILROAD
687 03		687 03	Add ballast and tamp up both approaches.	RAILROAD
687 03		687.03	Replace - Cap on Bent 1	OSMOSE
687 03		687 03	Replace - Stringer 8 in Span 2 (visual reject)	OSMOSE
687 03		687 03	Shim or Epoxy* - Over Post 3 of Bent 3	OSMOSE
687 03		687.03	In-place preservatively treat piles and caps	OSMOSE
687 88		687 88	In-place preservatively treat piles, caps and stringers	OSMOSE
687 88		687.88	Post. - Post 5 of Bent 2 - Post 5 of Bent 6	OSMOSE
687 88		687 88	Replace - Top plank on East headwall	OSMOSE
687 88		687.88	Replace - Subcap on Bent 6	OSMOSE
689.23		689 23	In-place preservatively treat piles, caps and stringers	OSMOSE
690 85		690 85	Replace. - West Knee brace 2 in Span 1 - West Knee brace 4 in Span 1	OSMOSE
690.85		690 85	Replace - Lower laterals	OSMOSE
690.85		690 85	Add ballast and tamp up approach.	RAILROAD
690 85	Main Span	690 85	Spot replace 6 bridge ties.	OSMOSE
690 85		690 85	Replace. - Lower laterals - Gusset plates	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
691 05	North Approach	691 05	Replace - Upper gusset plates - Cross braces	OSMOSE
691 05	North Approach	691 05	Replace - Upper and lower flange angles at the North abutment - Upper 8" of stiffeners at the North abutment	OSMOSE
691 05	Main Span	691 05	Replace stringer bottom flange angles, both trusses	OSMOSE
691 05	Main Span	691 05	Replace truss bottom chord diagonal bracing, both trusses	OSMOSE
691.05	South Approach	691 05	Replace - Stringer 8 in Spans 5 & 6 (crushing, horizontal shear) - Stringer 1 in Span 7	OSMOSE
691 05	South Approach	691 05	Post - Pile 5 of Bent 2 - Pile 4 of Bent 9	OSMOSE
691 05	South Approach	691.05	In-place preservatively treat piles, caps and stringers	OSMOSE
691 38		691 38	Replace: - 1 East side section of Guard Timber	OSMOSE
692 06		692.06	Add ballast and tamp up both approaches	RAILROAD
693 27		693.27	In-place preservatively treat piles, caps and stringers	OSMOSE
693 27		693 27	Replace. - Sill in Bent 4	OSMOSE
693 27		693 27	Replace - Stringer 1 in Span 5	OSMOSE
694 32	North Approach	694 32	Shim or Epoxy - Over Pile 1 of Bent 2 - Over Pile 2 of Bent 2	OSMOSE
694 32	North Approach	694 32	Replace - Cap on Bent 6	OSMOSE
694.32	North Approach	694 32	In-place preservatively treat piles, caps and stringers	OSMOSE
694 32	North Approach	694 32	Post: - Pile 1 of Bent 5 - Pile 5 of Bent 6 - Pile 1 of Bent 7	OSMOSE
694 32	Main Span	694 32	Replace floor beam bottom flange angles, all floor beams	OSMOSE
694.32	South Approach	694 32	Post. - Post 1 of Bent 3 - Pile 1 of Bent 5	OSMOSE
694 32	South Approach	694 32	In-place preservatively treat piles, caps and stringers	OSMOSE
694 78		694.78	Remove debris from - Gusset plates, lower laterals, floor beams and stringer tops - Abutment seat	RAILROAD
694 78		694 78	Replace - Cross braces - Upper laterals - Lower laterals - Gusset plates	OSMOSE
694 78	Main Span	694 78	Replace stringer bottom flange angles, all panels	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
694 78	Main Span	694 78	Replace floor beam bottom flange angles, all floor beams	OSMOSE
694 78		694 78	Remove debris from - Gusset plates, lower laterals, floor beams and stringer tops - Abutment seat	RAILROAD
694 78		694 78	Replace - Cross braces - Upper laterals - Lower laterals - Gusset plates	OSMOSE
696.66	North Approach	696 66	Replace - Cap on Bent 4	OSMOSE
696 66	North Approach	696 66	In-place preservatively treat piles, caps and stringers	OSMOSE
696 66	North Approach	696 66	Post - Post 1 of Bent 5	OSMOSE
696 66	Main Span	696 66	Replace stringer top lateral gusset plates	OSMOSE
696 66	South Approach	696 66	Add ballast and tamp up approach	RAILROAD
696 66	South Approach	696 66	Replace - Sill in Bent 4 - Sill in Bent 5 (split)	OSMOSE
696 66	South Approach	696 66	Post - Post 5 of Bent 2 - Pile 4 of Bent 7	OSMOSE
696 66	South Approach	696.66	In-place preservatively treat piles and caps	OSMOSE
700 37		700.37	Shim or Epoxy - Over Pile 3 of Bent 7	OSMOSE
700 37		700.37	In-place preservatively treat piles, caps and stringers	OSMOSE
700 37		700 37	Post - Pile 5 of Bent 3 - Post 1 of Bent 8	OSMOSE
700 37		700 37	Replace - Stringer 1 in Span 5	OSMOSE
702 65		702 65	In-place preservatively treat piles, caps and stringers	OSMOSE
702 65		702 65	Replace - 2 sections of Guard timber	OSMOSE
702 65		702 65	Replace - 6" Shim on Bent 8 (vertical split)	OSMOSE
702 65		702 65	Replace - Stringer 1 in Span 1	OSMOSE
702 95		702 95	In-place preservatively treat piles, caps and stringers	OSMOSE
710.20		710.20	Replace - Cap on Bent 5	OSMOSE
710 20		710.20	Post - Pile 2 of Bent 2	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
710 20		710.20	Replace - Stringer 1 in Span 1 - Stringer 1 in Span 2	OSMOSE
711 37		711 37	Replace - Stringer 1 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 5	OSMOSE
711 37		711 37	Shim or Epoxy: - Over Pile 5 of Bent 1	OSMOSE
711 37		711 37	Replace - South Sway Brace on Bent 2 - Both Sway Braces on Bent 3	OSMOSE
711 67		711 67	In-place preservatively treat piles, caps and stringers	OSMOSE
711 67		711 67	Post: - Pile 2 of Bent 3 - Pile 1 of Bent 4	OSMOSE
711 67		711 67	Shim or Epoxy - Over Pile 3 of Bent 4	OSMOSE
711 67		711 67	Replace - Stringer 6 in Span 1 - Stringer 12 in Span 1	OSMOSE
712 16		712 16	In-place preservatively treat piles, caps and stringers.	OSMOSE
712 16		712 16	Replace, - North headwall (undermining)	OSMOSE
712.16		712.16	Post: - Pile 2 of Bent 5	OSMOSE
712 16		712.16	Replace - Stringer 1 in Span 3 - Stringer 1 in Span 4	OSMOSE
712.80		712.80	In-place preservatively treat piles, caps and stringers	OSMOSE
712 80		712.80	Post - Pile 1 of Bent 1 - Pile 1 of Bent 2	OSMOSE
712.80		712 80	Replace - South sway brace on Bent 3	OSMOSE
716.4	Section 2	716.40	Post. - Post 5 of Bent 1 - Pile 1 of Bent 3 - Pile 5 of Bent 6 - Pile 5 of Bent 7	OSMOSE
716 4	Section 2	716.40	In-place preservatively treat piles, caps and stringers.	OSMOSE
716 4	Section 3	716 40	Repair the following vertical truss members Truss #1, L1-U1 east Truss #1, L6-U6 east Truss #2, L1-U1 east Truss #2, L2-U2 east Truss #2, L6-U6 east and west	OSMOSE

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RECOMMENDATIONS LISTED BY PRIORITY

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

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
716 4	Section 3	716.40	Repair the following diagonal truss members Truss #2, L7-U6 east and west Truss #3, L4-U5 west Truss #3, L5-U6 east and west	OSMOSE
716 4	Section 3	716 40	Repair floor beams at the following locations Truss #1, Floor Beam #2 (web at bottom of stringer-to-floor beam connection) Truss #1, Floor Beam #3 (top flange angles) Truss #1, Floor Beam #4 (top flange angles) Truss #1, Floor Beam #5 (top flange angles) Truss #1, Floor Beam #6 (top flange angles) Truss #1, Floor Beam #7 (top flange angles) Truss #2, Floor Beam #2 (top and bottom flange angles) Truss #2, Floor Beam #4 (top and bottom flange angles) Truss #2, Floor Beam #7 (top and bottom flange angles) Truss #2, Floor Beam #8 (top and bottom flange angles, web at bottom flange angle connection) Truss #2, Floor Beam #9 (top and bottom flange angles, web at bottom flange angle connection) Truss #2, Floor Beam #10 (top flange angles) Truss #3, Floor Beam #5 (bottom flange angles)	OSMOSE
716 4	Section 4	716 40	Add ballast and tamp up approach	RAILROAD
716 4	Section 4	716 40	Post: - Post 3 of Bent 6 - Post 5 of Bent 7 - Post 5 of Bent 10 - Post 2 of Bent 13 - Post 5 of Bent 14 - Post 5 of Bent 16 - Post 1 of Bent 18 - Post 5 of Bent 19 - Post 1 of Bent 20 - Post 5 of Bent 21 - Post 5 of Bent 29 - Post 1 of Bent 92 - Post 5 of Bent 93 - Post 5 of Bent 94 - Post 5 of Bent 100 - Post 5 of Bent 105 - Post 5 of Bent 107 - Post 1 of Bent 109 - Post 5 of Bent 110 - Post 1 of Bent 112 - Post 5 of Bent 119 - Post 5 of Bent 127 - Post 1 of Bent 129 - Post 4 of Bent 136 - Post 5 of Bent 149 - Post 7 of Bent 151 - Post 7 of Bent 153	OSMOSE
716 4	Section 4	716 40	In-place preservatively treat piles, posts, sills and caps	OSMOSE
716 4	Section 4	716 40	Replace - Tower Brace in Span 9 - West Tower Brace in Span 17 - Both Tower Braces in Span 24 - East Tower Brace in Span 38 - East Tower Brace in Span 39 - West Tower Brace in Span 45 - West Tower Brace in Span 54 - West Tower Brace in Span 86 - Both Tower Braces in Span 102	OSMOSE

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LINE. Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
716 4	Section 4	716 40	Replace - Cap on Bent 4 - Cap on Bent 22 (slight crushing under chord 1) - Cap on Bent 25 - Cap on Bent 37 - Cap on Bent 38 - Cap on Bent 159 (slight crushing under chord 1 & 2) - Cap on Bent 165 (slight crushing under chord 2)	OSMOSE
716 4	Section 4	716 40	Spot replace 6 bridge ties	RAILROAD
718.12		718.12	Add ballast and tamp up both approaches	RAILROAD
719.07		719 07	Replace - South Sash Brace on Bent 2	OSMOSE
719 07		719 07	Replace - Cap on Bent 3	OSMOSE
719 07		719 07	In-place preservatively treat piles, caps and stringers	OSMOSE
719 07		719 07	Post - Pile 1 of Bent 2 - Pile 4 of Bent 6	OSMOSE
719 21		719 21	Replace - Girt Bracing in Span 3 - Girt Bracing in Span 7 - Girt Bracing in Span 21	OSMOSE
719 21		719 21	In-place preservatively treat piles, caps and stringers.	OSMOSE
719 21		719 21	Post: - Pile 4 of Bent 4 - Pile 5 of Bent 5 - Pile 1 of Bent 6 - Pile 1 of Bent 11 - Pile 2 of Bent 12 - Pile 5 of Bent 15 - Pile 1 of Bent 21	OSMOSE
719 21		719 21	Replace - Sash Brace on Bent 19	OSMOSE
719 21		719 21	Replace - Cap on Bent 13 - Cap on Bent 17	OSMOSE
719.21		719.21	Replace: - Stringer 8 in Span 1 - Stringer 3 in Span 18	OSMOSE
725 96		725.96	In-place preservatively treat piles, caps and stringers	OSMOSE
725 96		725 96	Post: - Pile 6 of Bent 10 - Pile 6 of Bent 11	OSMOSE
726 31		726.31	Cut Cutoff down and Install Block over: - Cutoff 1 of Bent 3 - Cutoff 1 of Bent 6 - Cutoff 1 of Bent 14 - Cutoff 2 of Bent 28 - Cutoff 2 of Bent 46	OSMOSE
726 31		726.31	Replace - Cap on Bent 58 (very minor cornering)	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
726 31		726 31	Replace - Stringer 8 in Span 1 - Stringer 2 in Span 3 - Stringer 4 in Span 3 - Stringer 4 in Span 5 - Stringer 4 in Span 17 - Stringer 4 in Span 19 - Stringer 8 in Span 19 - Stringer 2 in Span 21 - Stringer 5 in Span 25 - Stringer 6 in Span 27 - Stringer 4 in Span 28 - Stringer 6 in Span 28 - Stringer 7 in Span 31 - Stringer 9 in Span 31 - Stringer 6 in Span 32 - Stringer 9 in Span 32 - Stringer 4 in Span 33 - Stringer 6 in Span 33 - Stringer 7 in Span 35 - Stringer 7 in Span 36 - Stringer 2 in Span 49 - Stringer 2 in Span 50 - Stringer 6 in Span 53 - Stringer 6 in Span 54 - Stringer 6 in Span 55 - Stringer 7 in Span 56 - Stringer 7 in Span 58 - Stringer 9 in Span 60 - Stringer 9 in Span 61	OSMOSE
726.31		726 31	Replace - Post 2 of Bent 33	OSMOSE
728.51		728 51	Shim or Epoxy - Over Pile 2 in Bent 2A - Over Pile 3 in Bent 2A - Over Pile 4 in Bent 2A	OSMOSE
728 51		728 51	Post - Pile 2 of Bent 4 - Pile 5 of Bent 6 - Pile 2 of Bent 10 - Pile 2 of Bent 12 - Pile 1 of Bent 15	OSMOSE
728 51		728 51	In-place preservatively treat piles, caps and stringers	OSMOSE
728 51		728 51	Replace - Cap on Bent 8	OSMOSE
728.51		728 51	Replace - Stringer 4 in Span 10	OSMOSE
729 04		729 04	Replace - Cap on Bent 17	OSMOSE
729 04		729 04	Post - Pile 2 of Bent 4 - Pile 1 of Bent 5 - Post 1 of Bent 9 - Pile 4 of Bent 11 - Pile 2 of Bent 20 - Pile 1 of Bent 22 - Pile 5 of Bent 23 - Post 5 of Bent 26	OSMOSE

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

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
729 04		729.04	Shim or Epoxy - Over Pile 2 of Bent 2	OSMOSE
729 04		729 04	In-place preservatively treat piles, caps and stringers	OSMOSE
729 04		729 04	Replace - Stringer 2 in Span 1 - Stringer 9 in Span 2 - Stringer 9 in Span 3 - Stringer 9 in Span 4 - Stringer 9 in Span 5 - Stringer 2 in Span 6 - Stringer 2 in Span 21 - Stringer 9 in Span 23 - Stringer 2 in Span 24 - Stringer 2 in Span 25	OSMOSE
729 04		729 04	Replace - Tower Bracing in Span 11 - Tower Bracing in Span 22	OSMOSE
730 56	Section 1	730 56	In-place preservatively treat piles and caps	OSMOSE
730 56	Section 1	730 56	Post Pile 1 of Bent 2 Pile 6 of Bent 6 Pile 1 of Bent 10 Pile 6 of Bent 11 Pile 1 of Bent 13	OSMOSE
730 56	Section 3	730 56	In-place preservatively treat piles and caps	OSMOSE
730 56	Section 3	730 56	Post: - Pile 1 of Bent 6 - Pile 6 of Bent 8 - Pile 1 of Bent 9 - Pile 6 of Bent 17 - Pile 2 of Bent 18	OSMOSE
730 56	Section 5	730 56	In-place preservatively treat the piles and caps	OSMOSE

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

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
730 56	Section 5	730 56	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Piles 1 & 7 of Bent 2 - Piles 1 & 7 of Bent 3 - Piles 1 & 7 of Bent 4 - Piles 1 & 7 of Bent 7 - Piles 1 & 7 of Bent 9 - Piles 1 & 7 of Bent 11 - Piles 1 & 7 of Bent 13 - Piles 1 & 7 of Bent 14 - Pile 1 of Bent 16 - Piles 1 & 7 of Bent 20 - Piles 1 & 7 of Bent 21 - Piles 1 & 7 of Bent 23 - Pile 1 of Bent 25 - Post 3 of Bent 25 - Pile 1 of Bent 26 - Post 5 of Bent 26 - Post 5 of Bent 28 - Pile 1 of Bent 29 - Post 3 of Bent 29 - Posts 3 & 5 of Bent 30 - Pile 7 of Bent 30 - Post 4 of Bent 32 - Pile 7 of Bent 32 - Post 3 of Bent 33 - Post 5 of Bent 33 - Pile 6 of Bent 34	OSMOSE
730 56	Section 5	730 56	Replace. - Cap on Bent 8	OSMOSE
730 56	Section 5	730 56	Spot replace 25 bridge ties	OSMOSE
730 56	Section 5	730 56	Add ballast and tamp up approach	RAILROAD
731 65	North Approach	731 65	Replace - Stringer 4 in Span 38 - Stringer 4 in Span 39 - Stringer 7 in Spans 50 & 51 (broken)	OSMOSE
731 65	North Approach	731 65	Replace - Cap on Bent 40 - Cap on Bent 48 - Cap on Bent 63 (slight crushing)	OSMOSE
731 65	North Approach	731 65	Replace: - Tower brace 1 in Span 16	OSMOSE
731 65	Main Section	731 65	Replace - Upper Gusset plates	OSMOSE
731 65	South Approach	731 65	In-place preservatively treat piles, posts, sills and caps	OSMOSE
731 65	South Approach	731 65	Replace - Cap on Bent 13 - Cap on Bent 41 (slight crushing under chord 1) - Cap on Bent 81 (slight crushing under chord 1) - Cap on Bent 97 (minor crushing under chord 2)	OSMOSE

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
731 65	South Approach	731 65	Replace - Stringer 2 in Span 4 - Stringer 2 in Span 5 - Stringer 2 in Span 9 - Stringer 2 in Span 10 - Stringer 2 in Span 12 - Stringer 2 in Span 16 - Stringer 2 in Span 19 - Stringer 8 in Span 19 - Stringer 2 in Span 26 - Stringer 10 in Span 31 - Stringer 10 in Span 32 - Stringer 10 in Span 33 - Stringer 10 in Span 34 - Stringer 5 in Span 35 - Stringer 5 in Span 36 - Stringer 2 in Span 37 - Stringer 2 in Span 38 - Stringer 9 in Span 59 - Stringer 8 in Span 61 - Stringer 2 in Span 135 - Stringer 2 in Span 136 - Stringer 2 in Span 137 - Stringer 2 in Span 138 - Stringer 9 in Span 147	OSMOSE
731 65	South Approach	731 65	Shim or Epoxy: - Over Post 6 of Bent 75 - Over Post 6 of Bent 133 - Over Pile 7 of Bent 159	OSMOSE

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE. Coos Bay Subdivision **Eugene, OR - Coquille, OR**

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
731 65	South Approach	731 65	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Pile 4 of Bent 8 - Post 6 of Bent 15 - Post 2 of Bent 19 - Pile 7 of Bent 19 - Pile 1 of Bent 29 - Post 5 of Bent 29 - Pile 7 of Bent 31 - Post 5 of Bent 35 - Pile 7 of Bent 35 - Pile 7 of Bent 41 - Pile 1 of Bent 43 - Post 3 of Bent 45 - Pile 7 of Bent 47 - Pile 7 of Bent 49 - Post 4 of Bent 51 - Pile 1 of Bent 53 - Pile 7 of Bent 59 - Pile 7 of Bent 61 - Pile 7 of Bent 83 - Post 5 of Bent 89 - Pile 1 of Bent 95 - Pile 7 of Bent 95 - Post 4 of Bent 99 - Post 5 of Bent 99 - Pile 1 of Bent 109 - Post 2 of Bent 111 - Pile 3 of Bent 116 - Pile 7 of Bent 117 - Post 5 of Bent 119 - Post 3 of Bent 121 - Post 4 of Bent 121 - Post 4 of Bent 125 - Post 6 of Bent 125 - Pile 1 of Bent 133 - Post 5 of Bent 133 - Post 3 of Bent 141 - Post 4 of Bent 141 - Post 6 of Bent 143 - Post 5 of Bent 147 - Post 4 of Bent 151 - Pile 7 of Bent 151 - Post 3 of Bent 153 - Post 5 of Bent 153 - Post 4 of Bent 161 - Pile 5 of Bent 163 - Pile 5 of Bent 165	OSMOSE
732.84	North Approach	732 84	Shim or Epoxy* - Over Pile 1 of Bent 11	OSMOSE
732.84	North Approach	732.84	Replace - Cap on Bent 22 (minor crushing under chord 2)	OSMOSE
732.84	North Approach	732 84	Cut Pile tops down and. - Replace cap on Bent 15 with an oversize cap	OSMOSE
732 84	North Approach	732 84	In-place preservatively treat piles, posts, sills, caps and stringers	OSMOSE

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RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
732.84	North Approach	732.84	Post: - Pile 1 of Bent 2 - Pile 3 of Bent 2 - Pile 5 of Bent 3 - Post 5 of Bent 5 - Post 4 of Bent 6 - Post 4 of Bent 7 - Post 5 of Bent 7 - Post 5 of Bent 8 - Pile 1 of Bent 10 - Post 3 of Bent 10 - Pile 7 of Bent 11 - Post 3 of Bent 12 - Post 5 of Bent 12 - Post 3 of Bent 13 - Pile 7 of Bent 13 - Post 3 of Bent 14 - Pile 1 of Bent 18 - Post 5 of Bent 18 - Post 3 of Bent 19 - Pile 7 of Bent 19 - Post 3 of Bent 22 - Post 3 of Bent 25 - Pile 7 of Bent 25	OSMOSE
732 84	Main Span	732.84	In-place preservatively treat piles, sills and caps	OSMOSE
732 84	Main Span	732 84	Post: - Pile 2 in Row 1 of Pier 1 - Pile 3 in Row 1 of Pier 1 - Pile 2 in Row 2 of Pier 1	OSMOSE
732 84	South Approach	732.84	Post: - Pile 3 of Bent 12	OSMOSE
732 84	South Approach	732.84	In-place preservatively treat piles, caps and stringers	OSMOSE
735.86		735 86	Shim or Epoxy - Over Pile 2 of Bent 1	OSMOSE
735 86		735 86	Replace - Stringer 1 in Span 1 (horizontal shear) - Stringer 1 in Span 2 (horizontal shear)	OSMOSE
735 86		735 86	Replace: - Cap on Bent 3	OSMOSE
735 86		735 86	Post: - Pile 3 of Bent 2 - Pile 1 of Bent 3 - Pile 5 of Bent 5	OSMOSE
735 86		735 86	In-place preservatively treat piles, caps and stringers	OSMOSE
736 03		736 03	Post: - Pile 7 of Bent 3 - Pile 2 of Bent 5	OSMOSE
736 03		736 03	In-place preservatively treat piles, caps and stringers	OSMOSE
736 51		736.51	In-place preservatively treat piles, caps and stringers	OSMOSE
736 51		736 51	Post: - Pile 5 of Bent 4	OSMOSE
736 51		736 51	Replace - Stringer 8 in Spans 1 & 2	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
736 51		736 51	Replace all 40 bridge ties	OSMOSE
737 33		737 33	Replace - Stringer 12 in Span 1 - Stringer 12 in Span 3 - Stringer 12 in Span 5	OSMOSE
737 33		737 33	Replace - North Sway Brace on Bent 2	OSMOSE
737 33		737 33	Replace - Cap on Bent 2	OSMOSE
737 33		737 33	Post. - Pile 6 of Bent 2	OSMOSE
737 33		737 33	In-place preservatively treat piles, caps and stringers	OSMOSE
738 70 Main	Main line	738 70	In-place preservatively treat piles, caps and stringers	OSMOSE
738 70 Main	Main line	738 70	Replace - North Sway brace on Bent 2	OSMOSE
738 70 Main	Main line	738.70	Replace - Stringer 8 in Spans 1 & 2 (horizontal shear)	OSMOSE
738 70 Main	Main line	738 70	Add ballast and tamp up both approaches	RAILROAD
738 70 Siding	Siding	738.70	Replace - South Sway Brace on Bent 2	OSMOSE
738 70 Siding	Siding	738.70	Post - Pile 3 of Bent 2	OSMOSE
738 70 Siding	Siding	738 70	In-place preservatively treat piles, caps and stringers	OSMOSE
738 94		738.94	Add ballast and tamp up both approaches	RAILROAD
738.94		738.94	In-place preservatively treat piles, caps and stringers	OSMOSE
738.94		738 94	Post - Post 3 of Bent 4 - Pile 1 of Bent 13 - Pile 5 of Bent 14 - Pile 3 of Bent 16 - Pile 5 of Bent 17 - Pile 5 of Bent 22 - Post 1 of Bent 24 - Pile 2 of Bent 27	OSMOSE
738 94		738 94	Replace - North Sway Brace on Bent 3 - South Sway Brace on Bent 5 - Tower Braces 1 & 4 in Span 8 - Sash Brace on Bent 14 - Sash Brace on Bent 15 - Sash Brace on Bent 16 - North Sway Brace on Bent 16 - 2 Girt Braces in Span 25 - 2 Girt Braces in Span 26	OSMOSE
739 14	North Approach	739 14	In-place preservatively treat piles, caps and stringers.	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 14	North Approach	739 14	Post: - Pile 3 of Bent 4 - Pile 1 of Bent 8 - Pile 5 of Bent 11 - Pile 1 of Bent 15 - Pile 3 of Bent 18 - Pile 3 of Bent 19 - Pile 5 of Bent 25	OSMOSE
739 14	North Approach	739 14	Replace - Cap on Bent 5 - Cap on Bent 10 (slight crushing under chord 2) - Cap on Bent 14 - Cap on Bent 26 (slight breaking at middle)	OSMOSE
739 14	North Approach	739 14	Replace - South Sash Brace on Bent 8 - North Sway Brace on Bent 14 - North Sash Brace on Bent 19 - North Sash Brace on Bent 20 - North Sash Brace on Bent 21	OSMOSE
739 14	North Approach	739 14	Replace - East tower brace in Span 23	OSMOSE
739 14	Main Span	739 14	Replace - Knee Brace at Floor Beam 5	OSMOSE
739 14	Main Span	739 14	Replace - Upper Flange angles of floor beam 5	OSMOSE
739.14	South Approach	739 14	Replace - Cap on Bent 11 (slight crushing under chord 1)	OSMOSE
739 14	South Approach	739 14	In-place preservatively treat piles, caps and stringers	OSMOSE
739 14	South Approach	739 14	Post - Post 3 of Bent 7 - Post 3 of Bent 8	OSMOSE
739 43	North Approach	739 43	Replace - Cap on Bent 3 (breaking at dap)	OSMOSE
739 43	North Approach	739 43	Inspect for Marine Borer	RAILROAD
739 43	North Approach	739 43	Post: - Pile 5 of Bent 2 - Pile 6 of Bent 4 - Post 5 of Bent 8 - Pile 7 of Bent 10 - Post 4 of Bent 14 - Pile 7 of Bent 17 - Pile 7 of Bent 18	OSMOSE
739 43	North Approach	739 43	In-place preservatively treat piles and caps	OSMOSE
739 43	Main Span	739 43	Clean - Pier bearings - All steel members	RAILROAD
739 43	South Approach	739.43	Replace all bridge ties	OSMOSE
739 43	South Approach	739 43	Post: - Pile 1 of Bent 1 - Pile 1 of Bent 6 - Pile 7 of Bent 7 - Pile 1 of Bent 8	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 43	South Approach	739 43	In-place preservatively treat piles and caps	OSMOSE
739 43	South Approach	739 43	Replace Cap on Bent 3 (slight crushing under chord 1 & 2)	OSMOSE
739 68	North Approach	739 68	Replace - Girt Brace 3 in Span 2	OSMOSE
739 68	North Approach	739 68	In-place preservatively treat piles, caps and stringers	OSMOSE
739 68	North Approach	739 68	Shim - Over Post 4 of Bent 4	OSMOSE
739 68	North Approach	739 68	Replace - Stringer 1 in Spans 1 & 2 (horizontal shear)	OSMOSE
739 68	North Approach	739 68	Add ballast and tamp up approach	RAILROAD
739.68	Main Span	739 68	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #0 (both sides) Truss #1, Floor Beam #2 (west) Truss #2, Floor Beam #1 (east) Truss #2, Floor Beam #4 (both sides) Truss #2, Floor Beam #5 (both sides) Truss #3, Floor Beam #0 (both sides) Truss #3, Floor Beam #4 (both sides) Truss #4, Floor Beam #1 (west) Truss #4, Floor Beam #2 (west) Truss #4, Floor Beam #3 (both sides) Truss #4, Floor Beam #5 (both sides) Truss #5, Floor Beam #3 (both sides) Truss #5, Floor Beam #5 (both sides) Truss #8, Floor Beam #4 (both sides)	OSMOSE
739 68	Main Span	739 68	Repair or replace the following truss members and/or vertical gusset plates Truss #1 L1-U1 (east) corrosion on web Truss #1, L2-U1 (both sides) corrosion on rivet heads throughout Truss #1, verbcal gusset plates, L3-U4 (both sides) Truss #3, L1-U1 (west) web at flange angle connection Truss #3, L3-U4 (both sides) web and inboard flange angles Truss #4, L4-U4 (east) corrosion on web Truss #5, verbcal gusset plates, L3-U4 (both sides) Truss #5, L4-U4 (both sides) web corrosion Truss #5, L3-U4 (both sides) corrosion on webs and flange angles Truss #6, L2-U1 (both sides) corrosion on webs and flange angles Truss #6, L2-U3 (both sides) corrosion on flange angles and rivets Truss #6, L3-U2 (both sides) corrosion on flange angles and rivets Truss #6, L4-U3 (both sides) corrosion on webs Truss #7, L2-U3 (both sides) corrosion on flange angles Truss #7, L3-U2 (both sides) corrosion on flange angles Truss #8, L1-U1 (both sides) corrosion on web Truss #8, L2-U1 (both sides) corrosion on webs and flange angles Truss #8, L3-U2 (both sides) corrosion on webs and flange angles Truss #8, L3-U4 (both sides) corrosion on webs and flange angles Truss #9, L3-U3 (both sides) corrosion on webs and flange angles Truss #9, L4-U5 (west) corrosion on plates and lacing bars Truss #9, L5-U5 (both sides) corrosion on webs and flange angles Truss #9, L6-U5 (both sides) corrosion throughout Truss #9, L6-U6 (both sides) corrosion on channels Truss #9, L8-U8 (west) corrosion throughout Truss #9, L9-U9 (both sides) corrosion on webs and flange angles Truss #9, L10-U9 (both sides) corrosion on plates and lacing bars Truss #9, L10-U10 (east) corrosion on channels	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Replace stringer top lateral angles and/or gusset plates at the following locations Truss #2, Panel #1, angles and gussets Truss #7, Panel #1, gussets Truss #7, Panel #2, gussets Truss #7, Panel #3, angles and gussets Truss #8, Panel #1, gussets Truss #10, Panel #1, gussets Truss #10, Panel #3, angles and gussets Truss #10, Panel #4, angles and gussets	OSMOSE
739 68	Main Span	739 68	Repair/replace floor beam members at the following locations Truss #1, Floor Beam #2, web outboard from stringers Truss #2, Floor Beam #3, top flange angles Truss #2, Floor Beam #2, flange angles & web at stringer-to-floor beam connections Truss #3, Floor Beam #2, top flange angles Truss #3, Floor Beam #3, top flange angles Truss #3, Floor Beam #4, bottom flange angles outboard from west stringers Truss #4, Floor Beam #0, bottom flange angles at gusset plate connections Truss #4, Floor Beam #3, top cover plate Truss #4, Floor Beam #5, top flange angles Truss #5, Floor Beam #0, top flange angles Truss #5, Floor Beam #2, bottom flange angles and web outboard from west stringer Truss #5, Floor Beam #3, bottom flange angles and web outboard from west stringer Truss #5, Floor Beam #5, bottom flange angles outboard from east stringer Truss #7, Floor Beam #0, bottom flange angles and web outboard from west stringer Truss #7, Floor Beam #1, web at bottom flange connection Truss #7, Floor Beam #3, web outboard from west stringer Truss #7, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #0, top & bottom flange angles, web outboard from west stringer Truss #8, Floor Beam #1, top & bottom flange angles, web outboard from west stringer Truss #8, Floor Beam #2, web outboard from west stringer Truss #8, Floor Beam #3, web outboard from west stringer Truss #8, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #5, top and bottom flange angles Truss #9, Floor Beam #2, bottom flange angles, web at bottom flange angle connection Truss #9, Floor Beam #4, bottom flange angles, web outboard from west stringer Truss #9, Floor Beam #5, bottom flange angles web outboard from west stringer Truss #9, Floor Beam #8, bottom flange angles Truss #9, Floor Beam #9, top flange angles Truss #9, Floor Beam #11, bottom flange angles Truss #9, Floor Beam #12, top flange angles	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Repair/Replace stringers at the following locations Truss #1, all panels, top flange angles Truss #2, Panel #2, top flange angles Truss #2, Panel #5, top flange angles Truss #3, all panels, top flange angles Truss #3, Panel #1, web at bottom flange angle connection (west) Truss #3, Panel #2, web at bottom flange angle connection (west) Truss #3, Panel #4, webs at bottom flange angle connection (both sides) Truss #4, all panels, top flange angles Truss #4, Panel #1, bottom flange angles (both sides) web at BFA connection (west) Truss #5, all panels, top flange angles Truss #5, panel #2, bottom flange angles at floor beam connections (west) Truss #6, Panel #2, bottom flange angles (both sides) Truss #7, Panel #1, top flange angles (east) Truss #8, all panels, top flange angles Truss #8, Panel #2, web at bottom flange angle connection (west) Truss #9, all panels, top flange angles Truss #9, Panel #3, bottom flange angles (east) Truss #9, Panel #4, web at bottom flange angle connection (east) Truss #9, Panel #10, web at bottom flange angle connection (both sides) Truss #9, Panel #11, web at bottom flange angle connection (both sides) Truss #10, all panels, top flange angles	OSMOSE
739 68	Main Span	739 68	Replace truss bottom chord diagonal bracing at the following locations Truss #1, all panels Truss #2, all panels Truss #4, Panel #1 Truss #4, Panel #2 Truss #4, Panel #3 Truss #7, Panel #3 Truss #8, Panel #2 Truss #8, Panel #3 Truss #9, Panel #5 Truss #10, Panel #3	OSMOSE
739 68	Main Span	739 68	Replace truss top chord channels and cover plates or miscellaneous top chord repairs at the following locations Truss #1, all panels Truss #2, all panels Truss #3, all panels Truss #4, all panels Truss #4, Panel #5, top flange angles of portal Truss #5, all panels Truss #6, Panel #1, top channel of portal Truss #8, all panels Truss #9, all panels Truss #10, panel #4, top chord bracing	OSMOSE
739 68	Main Span	739 68	Replace truss bottom chord members at the following locations Truss #2, Panel #1, bottom chord channels at floor beam connections (both sides) Truss #2, Panel #2, bottom chord flanges and webs (both sides) Truss #3, Panel #3, bottom chord lacing bars and channels (both sides) Truss #4, Panel #1, bottom chord channel web and lacing bars (west) Truss #4, Panel #2, bottom chord channel web and lacing bars (west) Truss #5, all panels (west only) Truss #6, all panels Truss #7, all panels Truss #8, all panels Truss #9, Panel #12, bottom chord web plate (both sides)	OSMOSE
739 68	South Approach	739 68	Add ballast and tamp up approach	RAILROAD
739 68	South Approach	739 68	Post. - Pile 6 of Bent 3	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	South Approach	739 68	In-place preservatively treat piles, caps and stringers	OSMOSE
739 68	South Approach	739 68	Replace. - Stringer 1 in Span 3	OSMOSE
740.25 Main		740 25	In-place preservatively treat piles, caps and stringers	OSMOSE
740 25 Main		740 25	Post - Post 5 of Bent 2 - Post 1 of Bent 4	OSMOSE
740.25 Main		740 25	Add ballast and tamp up both approaches	RAILROAD
740 25 Main		740 25	Install - Hog jaw bracing From Bent 2 to Bent 3	OSMOSE
741.35		741 35	Replace - Stringer 8 in Span 3 (crushing) - Stringer 8 in Span 4 (crushing)	OSMOSE
741 35		741.35	In-place preservatively treat piles, caps and stringers	OSMOSE
741.35		741 35	Post: - Pile 4 of Bent 1	OSMOSE
741 35		741 35	Spot replace 11 bridge ties	OSMOSE
741.35		741 35	Spot replace 11 bridge ties	OSMOSE
741 74		741 74	In-place preservatively treat piles, caps and stringers	OSMOSE
741 74		741 74	Replace - Stringer 8 in Span 2 (horizontal shear)	OSMOSE
741 74		741.74	Post - Pile 4 of Bent 1	OSMOSE
741 74		741 74	Add ballast and tamp up both approaches	RAILROAD
742.05		742 05	Sm or Epoxy - Over Pile 3 of Bent 3	OSMOSE
742 05		742 05	Post. - Post 5 of Bent 3	OSMOSE
742.24		742 24	Replace all bridge ties.	OSMOSE
742.24		742 24	Replace - Cap on Bent 4	OSMOSE
742.24		742.24	In-place preservatively treat piles, caps and stringers	OSMOSE
742 24		742.24	Replace - Both Sway Braces on Bent 6	OSMOSE
742 24		742.24	Post: - Pile 6 of Bent 5 - Pile 3 of Bent 6	OSMOSE
742.72		742 72	In-place preservatively treat piles, caps and stringers.	OSMOSE
742.72		742.72	Post. - Pile 1 of Bent 7 - Pile 7 of Bent 7 - Post 5 of Bent 8	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
742 72		742 72	Re-set. - Stringer 9 in Span 7 (helper)	OSMOSE
742.72		742 72	Spot replace 5 bridge ties	OSMOSE
742.72		742 72	Replace - Cap on Bent 5	OSMOSE
742.72		742 72	Add ballast and tamp up South approach	RAILROAD
742.72		742.72	Replace - Stringer 2 in Spans 1 & 2 - Stringer 1 in Spans 5 & 6 - Stringer 10 in Span 5	OSMOSE
742.95		742 96	Replace - Stringer 1 in Span 3	OSMOSE
742.95		742 96	In-place preservatively treat piles, caps and stringers	OSMOSE
742.95		742.96	Post - Pile 1 of Bent 3	OSMOSE
743.20		743 20	Post: - Pile 1 of Bent 1	OSMOSE
743.20		743 20	In-place preservatively treat piles, caps and stringers	OSMOSE
743 73		743 73	In-place preservatively treat piles, caps and stringers	OSMOSE
743 73		743 73	Post: - Pile 2 of Bent 6 - Pile 2 of Bent 7	OSMOSE
743 73		743 73	Replace. - Stringer 1 in Span 1 - Stringer 7 in Span 3 - Stringer 5 in Span 4 - Stringer 5 in Span 5	OSMOSE
743 88		743 88	In-place preservatively treat piles, caps and stringers	OSMOSE
743.88		743 88	Post. - Pile 1 of Bent 1 - Pile 5 of Bent 2	OSMOSE
743 88		743.88	Replace - Stringer 5 in Span 5 - Stringer 1 in Span 7 - Stringer 1 in Span 8	OSMOSE
743 97		743 97	Replace. - Stringer 1 in Span 2 - Stringer 6 in Span 3 - Stringer 8 in Span 4 - Stringer 1 in Span 6	OSMOSE
743 97		743 97	In-place preservatively treat piles, caps and stringers	OSMOSE
743 97		743 97	Replace. - Cap on Bent 1 - Cap on Bent 3	OSMOSE
743 97		743 97	Post: - Pile 3 of Bent 3 - Pile 1 of Bent 8	OSMOSE
743 97		743 97	Add ballast and tamp up both approaches	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
744 24		744 24	In-place preservatively treat piles, caps and stringers	OSMOSE
744 24		744 24	Post. - Pile 4 of Bent 2 (split) - Pile 1 of Bent 4 - Pile 2 of Bent 6	OSMOSE
744 44		744.44	In-place preservatively treat piles, caps and stringers	OSMOSE
744 70		744 70	In-place preservatively treat piles, caps and stringers	OSMOSE
744 70		744 70	Post. - Pile 5 of Bent 1 - Pile 5 of Bent 5	OSMOSE
744 70		744 70	Replace. - Stringer 12 in Span 4	OSMOSE
744 83		744 83	In-place preservatively treat piles, caps and stringers	OSMOSE
744.83		744 83	Replace - Sway Braces on Bent 3	OSMOSE
744 83		744 83	Replace. - Stringer 2 in Span 3	OSMOSE
744 83		744 83	Replace - 1 section of West ballast retainer in Span 2	OSMOSE
748 44		748 44	Add ballast and tamp up both approaches	RAILROAD
748 44		748 44	Post. - Pile 5 of Bent 2	OSMOSE
748 44		748 44	In-place preservatively treat piles, caps and stringers	OSMOSE
748 44		748 44	Replace - Both Sway braces on Bent 2	OSMOSE
748 68		748 68	Add ballast and tamp up both approaches	RAILROAD
748 68		748 68	Replace - Cap on Bent 6 (mechanical crushing under stringers)	OSMOSE
748 68		748 68	In-place preservatively treat piles and caps	OSMOSE
748 68		748 68	Replace - Stringer 8 in Span 1 - Stringer 4 in Span 5	OSMOSE
750 46	North Approach	750 46	Replace. - Stringer 4 in Span 23	OSMOSE
751 02		751 02	Shim or Epoxy. - Over Pile 4 of Bent 11B	OSMOSE
751 02		751 02	Spot replace 1 bridge tie	OSMOSE
751 02		751 02	Post - Pile 1 of Bent 5B - Post 2 of Bent 7B	OSMOSE
751 02		751 02	Add ballast and tamp up both approaches	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
752 99		752 99	Replace - 2 Tower Braces in Span 3 - Tower Braces 1 & 2 in Span 11	OSMOSE
752 99		752 99	In-place preservatively treat piles and caps	OSMOSE
752 99		752 99	Post - Pile 5 of Bent 2 - Pile 2 of Bent 9 - Pile 2 of Bent 12 - Pile 1 of Bent 13	OSMOSE
753.48		753 48	Post: - Pile 1 of Bent 4 - Pile 1 of Bent 7	OSMOSE
753 48		753 48	Shim or Epoxy: - Over Pile 2 of Bent 3	OSMOSE
753 48		753 48	In-place preservatively treat piles and caps	OSMOSE
753 48		753 48	Replace - One section of Guard timber	OSMOSE
753 97		753 97	Replace - Lower Flange angles over bearing areas & bottom cover plates	OSMOSE
753 97		753 97	Remove - Debris from bottom flange angles	RAILROAD
755 63		755 63	Replace - Stringer 3 in Span 3 - Stringer 7 in Span 3	OSMOSE
755 63		755 63	In-place preservatively treat piles, caps and stringers	OSMOSE
755 63		755 63	Post. - Pile 5 of Bent 5 - Pile 1 of Bent 6	OSMOSE
756.13		756 13	In-place preservatively treat posts, sills and caps	OSMOSE
756 55		756 55	In-place preservatively treat piles, caps and stringers	OSMOSE
756.55		756 55	Post: - Pile 2 of Bent 1	OSMOSE
756 55		756 55	Replace - Subcap on Bent 4 (slight crushing)	OSMOSE
756 55		756 55	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 2 - Stringer 8 in Span 3	OSMOSE
757 37		757 37	Spot replace 2 bridge ties	OSMOSE
757 37		757 37	Replace: - Stringer 6 in Span 3 - Stringer 8 in Span 5	OSMOSE
757 37		757 37	In-place preservatively treat piles, caps and stringers	OSMOSE
761 13		761 13	Replace. - Stringer 1 in Span 1 (crushing)	OSMOSE
761 53		761 53	Replace - Stringer 5 in Span 2 & 3	OSMOSE

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE. Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
763 55	North Approach	763 55	Replace - Cap on Bent 16 - Cap on Bent 18	OSMOSE
763 55	North Approach	763 55	Add ballast and tamp up approach	RAILROAD
763 55	North Approach	763 55	In-place preservatively treat piles, caps and stringers	OSMOSE
763 55	North Approach	763 55	Post - Pile 3 of Bent 16 (visual reject) - Pile 3 of Bent 19	OSMOSE
763 55	South Approach	763.55	Replace - Cap on Bent 24	OSMOSE
763.55	South Approach	763.55	In-place preservatively treat piles, caps and stringers	OSMOSE
763 55	South Approach	763.55	Post: - Pile 4 of Bent 10 - Pile 1 of Bent 14 - Pile 5 of Bent 16 - Pile 3 of Bent 19 - Pile 2 of Bent 20 - Pile 3 of Bent 21 - Pile 1 of Bent 24 - Pile 4 of Bent 33 - Pile 2 of Bent 37	OSMOSE
763 55	South Approach	763 55	Replace - Stringer 1 in Span 37	OSMOSE
769 11	North Approach	769 11	Replace. - Stringer 4 in Span 3	OSMOSE
769 11	South Approach	769 11	Replace - Stringer 6 in Span 2 - Stringer 5 in Span 5 - Stringer 3 in Span 6 - Stringer 9 in Span 6	OSMOSE
769 11	South Approach	769.11	Post. - Pile 5 of Bent 2 - Pile 5 of Bent 3	OSMOSE
771 76		771 76	Spot replace 6 bridge ties	OSMOSE
771 76		771.76	In-place preservatively treat piles, caps and stringers	OSMOSE
771 76		771 76	Post. - Pile 5 of Bent 4	OSMOSE
771 76		771.76	Shim or Epoxy. - Over Pile 4 of Bent 3 - Over Pile 3 of Bent 7 - Over Pile 4 of Bent 7	OSMOSE
771 76		771 76	Cut Pile tops down and - Replace Cap on Bent 1 (split)	OSMOSE
771 76		771 76	Replace: - Sway Braces on Bent 2 - Sway Braces on Bent 3 - Sway Braces on Bent 4 - Sway Braces on Bent 5 - Sway Braces on Bent 6	OSMOSE
773 94		773 94	Add ballast and tamp up both approaches	RAILROAD

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

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

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
773 94		773 94	Spot replace 3 bridge ties	OSMOSE
773 94		773 94	In-place preservatively treat piles, caps and stringers	OSMOSE
773 94		773 94	Post: - Pile 5 of Bent 3	OSMOSE
776 56		776 56	In-place preservatively treat piles and caps	OSMOSE
776 56		776 56	Replace - Both Sway braces on Bent 3	OSMOSE
779 80		779 80	Spot replace 10 bridge ties	OSMOSE
779.80		779 80	Replace - Stringer 9 in Span 2 - Stringer 1 in Span 4	OSMOSE
782 35		782.35	Replace - Stringer 4 in Span 1 - Stringer 6 in Span 2 - Stringer 3 in Span 3	OSMOSE
782.35		782 35	Replace - North Sway Brace on Bent 2	OSMOSE
782.35		782.35	Spot replace 4 bridge ties	OSMOSE
782 35		782.35	Spot replace 6 bridge ties	OSMOSE
782.35		782.35	Replace - 2 sections of guard timber	OSMOSE
782.53		782 53	Spot replace 6 bridge ties	OSMOSE
782.53		782 53	In-place preservatively treat piles and caps.	OSMOSE
782 53		782.53	Replace - Stringer 1 in Span 4	OSMOSE
785.26		785 26	In-place preservatively treat piles and caps	OSMOSE
785.26		785 26	Post - Pile 1 of Bent 2	OSMOSE
785.33		785 33	In-place preservatively treat piles, caps and stringers.	OSMOSE

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE. Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
652 58		652.58	Monitor - Both abutments for additional widening of cracks	RAILROAD
656 12		656 12	Continue regular inspections	OSMOSE
661 28	North Approach	661 28	Monitor - Pile 1 of Bent 3	RAILROAD
661.28	Main Section	661.28	Monitor - Cracking and efflorescence of abutment seats	RAILROAD
661.28	Main Section	661.28	Monitor - Bottom flange angles for additional corrosion	RAILROAD
661 28	South Approach	661 28	Monitor - Stringer 1 in Span 4	RAILROAD
662 59		662 59	Monitor - Pile 2 of Bent 3 - Pile 1 of Bent 7 - Pile 2 of Bent 10 - Pile 2 of Bent 15 - Pile 5 of Bent 16	RAILROAD
664 00	Main Section	664 00	Continue regular inspections	OSMOSE
664 00	South Approach	664 00	Monitor - Pile 4 of Bent 7 - Pile 5 of Bent 10	RAILROAD
664 62	North Approach	664 62	Monitor - Shim on Bent 2 (minor cornering under both chords)	RAILROAD
664 62	Main Section	664 62	Continue regular inspections	OSMOSE
664 85	North Approach	664 85	Monitor - Pile 3 of Bent 2	RAILROAD
664 85	Main Span	664 85	Clean debris from top flange angles of floor beams and stringers of Thru Truss	RAILROAD
664 85	Main Span	664 85	Continue regular inspections	OSMOSE
664 85	South Approach	664 85	Monitor - Pile 1 of Bent 3	RAILROAD
665 49	North Approach	665 49	Monitor - Pile 3 of Bent 6	RAILROAD
665 49	Main Section	665 49	Continue regular inspections.	OSMOSE
665 49	Main Section	665 49	Monitor corrosion on top flange angles on all floor beams of thru truss	RAILROAD
665 49	South Approach	665.49	Monitor - Pile 2 of Bent 4	RAILROAD
667.28		667 28	Monitor - Pile 3 of Bent 3	RAILROAD
667 40	North Approach	667 40	Monitor - Pile 1 of Bent 4 - Pile 2 of Bent 4	RAILROAD
667 40	North Approach	667 40	Monitor - Stringer 8 in Span 4	RAILROAD

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

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

PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
667 40	South Approach	667 40	Monitor - Pile 1 in Row 1 of Pier 1	RAILROAD
668 50	North Approach	668 50	Monitor - Pile 6 of Bent 6	RAILROAD
668 50	South Approach	668 50	Monitor - Cap on Bent 3 (very minor cornering under both chords) - Cap on Bent 4 (very minor cornering under chord 2)	RAILROAD
Tunnel 13		669 47	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
671.89		671 89	Monitor. - Stringer 8 in Span 1	RAILROAD
677 80	South Approach	677 80	Monitor - Bent 4 for additional erosion	RAILROAD
678.43	North Approach	678 43	Monitor - Pile 5 of Bent 3 - Pile 2 of Bent 5	RAILROAD
680 17		680 17	Monitor - East outer Hanger 2 for additional impact damage - West Hanger 2 for additional impact damage - East inboard side of Hanger 4 for additional impact damage - West outboard side of Hanger 4 for additional impact damage	RAILROAD
680 17		680 17	Continue regular inspections	OSMOSE
680 77		680 77	Continue regular inspections.	RAILROAD
681 08		681 08	Monitor - Bottom cover plates for additional determination and paint peeling	RAILROAD
681 08		681 08	Monitor - Bottom Laterals in Span 1 for additional section loss	RAILROAD
Tunnel 14		681 09	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
681 45		681 45	Monitor - Structure for additional pitting and corrosion	RAILROAD
681 45		681 45	Monitor - Lower lateral angles and gusset plates for additional section loss	RAILROAD
682 18		682 18	Monitor - Upper laterals & Gusset plates in Span 1 for additional section loss	RAILROAD
682 18		682 18	Monitor - Lower laterals in Span 2 for additional section loss	RAILROAD
683 36		683 36	Monitor - Gusset plates and flange angles for additional section loss	RAILROAD
683 36	Main Section	683 36	Continue regular inspections	OSMOSE
683 36		683 36	Monitor - Gusset plates and flange angles for additional section loss	RAILROAD
687 03		687 03	Monitor - Cap on Bent 3 (piles slightly punching) - Subcap on Bent 5 (very minor cornering under both chords)	RAILROAD
690 47		690 47	Monitor - Floor beams for additional pitting	RAILROAD

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugen , OR - Coquille, OR**

PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
690 85		690 85	Monitor - West Knee brace 3 in Span 1 for additional impact damage	RAILROAD
690 85	Main Span	690 85	Continue regular inspections	OSMOSE
691 05	North Approach	691 05	Monitor - Bottom cover plates and lower flange angles for additional section loss	RAILROAD
691 05	Main Span	691 05	Continue regular inspections	OSMOSE
691 05	South Approach	691 05	Monitor - Pile 2 of Bent 6	RAILROAD
693.27		693 27	Monitor - Erosion at Concrete pedestals of Bents 2 & 3	RAILROAD
694 32	North Approach	694 32	Monitor - Pile 2 of Bent 5	RAILROAD
694 78		694 78	Monitor - Bottom cover plates for additional corrosion and delamination	RAILROAD
694 78	Main Span	694 78	Continue regular inspections	OSMOSE
694 78		694 78	Monitor - Bottom cover plates for additional corrosion and delamination	RAILROAD
696 66	Main Span	696 66	Continue regular inspections	OSMOSE
700 37		700 37	Monitor - Sill in Bent 5	RAILROAD
702 65		702 65	Monitor - Pile 1 of Bent 1	RAILROAD
710 20		710 20	Monitor: - Pile 3 of Bent 2 - Pile 1 of Bent 3	RAILROAD
711 67		711 67	Monitor - Pile 1 of Bent 1	RAILROAD
712 16		712 16	Monitor - Pile 4 of Bent 1 - Pile 5 of Bent 1 - Pile 1 of Bent 5	RAILROAD
716 4	Section 1	716 40	Monitor - West web and bottom cover plates of Panel 2 for additional impact damage	RAILROAD
716 4	Section 1	716 40	Monitor - Underside of TPG for additional vehicle impact damage	RAILROAD
716 4	Section 2	716 40	Monitor: - Pile 5 of Bent 4 - Pile 1 of Bent 8	RAILROAD
716 4	Section 4	716 40	Monitor - Pile 6 of Bent 68 - Post 5 of Bent 118 - Post 1 of Bent 168 - Post 1 of Bent 167	RAILROAD

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

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

PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
716 4	Section 4	716 40	Monitor - Cap on Bent 17 (vertical split) - Cap on Bent 28 (vertical split) - Cap on Bent 66 (vertical split) - Cap on Bent 74 (vertical split)	RAILROAD
719 21		719.21	Monitor - Pile 5 of Bent 3 - Pile 3 of Bent 4 - Pile 1 of Bent 9 - Pile 3 of Bent 13 - Pile 1 of Bent 15 - Pile 3 of Bent 17 - Pile 1 of Bent 18 - Pile 5 of Bent 18	RAILROAD
Tunnel 15		720 73	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
Tunnel 16		721 52	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
725 98		725 98	Monitor - Stringer 2 in Span 20 (parting line on cap 2 1/2")	RAILROAD
725 98		725.98	Monitor - Pile 5 of Bent 3 - Pile 1 of Bent 5 - Pile 4 of Bent 6 - Pile 1 of Bent 10 - Pile 2 of Bent 10 - Pile 1 of Bent 15	RAILROAD
726 31		726 31	Monitor - Stringer 3 in Span 1 - Stringer 5 in Span 1 - Stringer 6 in Span 4 - Stringer 6 in Span 21 - Stringer 5 in Span 27 - Stringer 4 in Span 31 - Stringer 5 in Span 31 - Stringer 4 in Span 32 - Stringer 5 in Span 32 - Stringer 6 in Span 33 - Stringer 3 in Span 56 - Stringer 6 in Span 58 - Stringer 9 in Span 58 - Stringer 4 in Span 59 - Stringer 9 in Span 59 - Stringer 6 in Span 60 - Stringer 5 in Span 62	RAILROAD
726 31		726 31	Monitor - Cap on Bent 10 (vertical split)	RAILROAD
726 31		726 31	Monitor - Post 3 of Bent 23	RAILROAD
Tunnel 17		727 70	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD
728.51		728 51	Monitor - Pile 4 of Bent 5 - Pile 1 of Bent 8 - Pile 5 of Bent 11 - Pile 5 of Bent 12 - Pile 4 of Bent 15	RAILROAD

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE. Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
729 04		729 04	Monitor - Pile 5 of Bent 18 - Pile 5 of Bent 20 - Pile 2 of Bent 22	RAILROAD
729 04		729 04	Monitor - Cap on Bent 2 (stringer 5 in span 1 crushing into cap on bent 2) - Cap on Bent 20 (horizontal split at west end)	RAILROAD
729 04		729 04	Monitor - Stringer 7 in Span 26	RAILROAD
730 56	Section 1	730.56	Monitor - Pile 4 of Bent 3 - Pile 5 of Bent 3	RAILROAD
730 56	Section 2	730 56	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD
730 56	Section 3	730 56	Monitor - Subcap on Bent 19 (split)	RAILROAD
730 56	Section 3	730 56	Monitor - Pile 1 of Bent 8	RAILROAD
731 65	North Approach	731 65	Monitor - Cap on Bent 9 (cornering under chord 2)	RAILROAD
731 65	North Approach	731 65	Monitor - Bent 10 for additional settlement - Bent 44 for additional settlement - Bent 45 for additional settlement - Bent 46 for additional settlement	RAILROAD
731 65	North Approach	731.65	Monitor - Stringer 5 in Span 14 - Stringer 8 in Span 35 - Stringer 4 in Span 62	OSMOSE
731 65	Main Section	731 65	Monitor - Upper laterals and cross bracing for additional pitting and section loss	RAILROAD
731 65	South Approach	731 65	Monitor - Cap on Bent 65 (slight cornering under chord 1) - Cap on Bent 79 (split at right end) - Cap on Bent 97 (minor cornering under chord 2) - Cap on Bent 151 (vertical split)	RAILROAD
731 65	South Approach	731 65	Monitor - Post 5 of Bent 45 - Pile 1 of Bent 93 - Pile 1 of Bent 129	RAILROAD
732 84	North Approach	732.84	Monitor - Cap on Bent 23 (minor crushing under chord 2)	RAILROAD
732.84	North Approach	732 84	Monitor - Post 3 of Bent 5 - Post 3 of Bent 7 - Pile 7 of Bent 7 - Post 5 of Bent 9 - Post 4 of Bent 15 - Pile 7 of Bent 18 - Post 5 of Bent 19 - Post 5 of Bent 24	RAILROAD

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

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

PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
732.84	South Approach	732.84	Monitor - Cap on Bent 4 (cornering under chord 2) - Cap on Bent 8 (minor decay at right end)	RAILROAD
732 84	South Approach	732 84	Monitor - Pile 3 of Bent 14 - Pile 5 of Bent 14	RAILROAD
732 84	South Approach	732 84	Monitor - Bent 10 for additional settlement - Bent 11 for additional settlement - Bent 12 for additional settlement	RAILROAD
Tunnel 18		734 48	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
736 03		736 03	Monitor - Pile 2 of Bent 2	RAILROAD
736 51		736 51	Monitor - Stringer 1 in Span 1 - Stringer 1 in Span 2 - Stringer 5 in Span 3	RAILROAD
736 51		736 51	Monitor - Cap on Bent 3 (minor cornering under chord 1)	RAILROAD
739 14	North Approach	739.14	Monitor - Pile 4 of Bent 2 - Pile 4 of Bent 9 - Pile 1 of Bent 10	RAILROAD
739 14	North Approach	739 14	Monitor - Cap on Bent 11 (slight crushing under chord 1 & 2)	RAILROAD
739 14	Main Span	739.14	Monitor - Pier caissons for additional corrosion	RAILROAD
739 14	Main Span	739 14	Monitor - Floor beams 1 thru 4 for additional corrosion	RAILROAD
739 14	Main Span	739 14	Monitor - Diagonal braces for additional section loss	RAILROAD
739 14	South Approach	739 14	Monitor - Post 5 of Bent 8	RAILROAD
739 14	South Approach	739 14	Monitor - Cap on Bent 5 (breaking at dape) - Cap on Bent 6 (vertical split)	RAILROAD
739 43	North Approach	739 43	Monitor - Cap on Bent 6 (vertical split) - Cap on Bent 16 (pile 2 slightly punching)	RAILROAD
739 43	Main Span	739 43	Monitor - All steel members for additional corrosion - Floor beams for additional web pin holes	RAILROAD
739 43	South Approach	739 43	Monitor - Cap on Bent 3 (slight crushing)	RAILROAD
739 68	North Approach	739 68	Monitor - Cap on Bent 3 (very minor crushing under both chords)	RAILROAD
739 68	South Approach	739 68	Monitor - Stringers in Span 3 for additional impact damage	RAILROAD

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

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

PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	South Approach	739 68	Monitor - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 4 in Span 3 - Stringer 5 in Span 3 - Stringer 6 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3	RAILROAD
740 25 Main		740 25	Monitor - Bent 2 for additional leaning to the South - Bent 3 for additional leaning to the South - Bent 4 for additional leaning to the South	RAILROAD
741 35		741 35	Monitor - Sill in Bent 3 (cornering, crushing)	RAILROAD
742.05		742.05	Monitor - Bents 1 through 4 Tapered Elevation shims for additional crushing	RAILROAD
742.72		742 72	Monitor - Bent 9 for additional pumping	RAILROAD
742 72		742.72	Monitor - Stringer 1 in Span 8	RAILROAD
743 20		743 20	Monitor - Pile 1 of Bent 2	RAILROAD
743 88		743 88	Monitor - Stringer 1 in Span 1	RAILROAD
744 44		744 44	Monitor - Pile 4 of Bent 2 - Pile 1 of Bent 6	RAILROAD
Tunnel 19		745 62	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
748 68		748 68	Monitor - Cap on Bent 1 (minor crushing under chord 1) - Cap on Bent 4 (slight cornering under chord 1) - Cap on Bent 5 (slight cornering)	RAILROAD
748.68		748.68	Monitor - Stringer 2 in Span 5 - Stringer 3 in Span 5	RAILROAD
749 89		749 89	Monitor - Cap on Bent 5 for additional spider cracking	RAILROAD
749 89		749 89	Monitor - Bents 18, 19 & 20 for additional cracking and spalling at nose of concrete caps	RAILROAD
Tunnel 20		750 12	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD
750 46	Main Span	750.46	Monitor - Southeast & Northeast flange angles for additional section loss at bearings	RAILROAD
Tunnel 21		751 23	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD
752.99		752 99	Monitor - Pile 5 of Bent 13	RAILROAD

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

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

PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
756 13		756 13	Monitor - Stringer 2 in Span 3	RAILROAD
756 55		756 55	Monitor - Stringer 1 in Span 2	RAILROAD
757 37		757 37	Monitor - Stringer 1 in Span 1	RAILROAD
761 13		761 13	Monitor - H pile for additional section loss in Bent 4	RAILROAD
761 53		761.53	Monitor - H pile for additional section loss in Bent 4	RAILROAD
763 55	North Approach	763 55	Monitor - Pile 4 of Bent 16 - Pile 3 of Bent 18 - Pile 3 of Bent 20	RAILROAD
763 55	Main Section	763 55	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD
763 55	South Approach	763 55	Monitor - Pile 4 of Bent 12 - Pile 2 of Bent 14 - Pile 3 of Bent 18 - Pile 3 of Bent 20	RAILROAD
769.11	South Approach	769 11	Monitor - Cap on Bent 3 (slight cornering) - Cap on Bent 4 (minor mechanical crushing)	RAILROAD
769 11	South Approach	769 11	Monitor - Stringer 5 in Span 1	RAILROAD
774 8		774 80	Monitor - Caps on Bents 1 & 2 for additional cracking and spalling	RAILROAD
774 8		774 80	Monitor - Steel pipes for additional corrosion	RAILROAD
776 56		776 56	Monitor - Pile 4 of Bent 2	RAILROAD
779 80		779 80	Monitor - Stringer 8 in Span 4	RAILROAD
782 35		782.35	Monitor - Stringer 4 in Span 2	RAILROAD
785 33		785 33	Monitor - Pile 4 of Bent 2	RAILROAD

RECOMMENDATIONS

The following is a summary of our recommendations for repairs These repair recommendations have been made to most economically correct the existing bridge problems. Although not all deficiencies require immediate attention to maintain the structural integrity of the bridges, we do feel that these recommendations should be carried out before failure occurs

A priority rating for repairs has been established, which will help you to focus on the most critical situations first.

An inspection sheet has been included for the structure inspected, summarizing the defects found, repair recommendations and priorities for implementing repairs The priority rating is a measure of the level of importance associated with repairing defective members or conditions found at the time of the inspection All substandard conditions should be repaired in a timely fashion, since the seriousness of a particular defect can become greater over time, and with it, the structure's repair priority. Bridge components are interactive with each other structurally; therefore, substandard members can affect the overall structural integrity of a bridge. **Osmose strongly recommends that all Priority 1 repairs be made immediately and that Priority 2 repairs be accomplished as soon as possible.**

The priority ratings are as follows

PRIORITY 1 - Emergency Stop operation over structure and perform repairs immediately

PRIORITY 2 - Condition is unsafe and could cause failure at any time. Repair as soon as possible Condition must be monitored continually until repairs have been completed

PRIORITY 3 - Condition could become unsafe and should be monitored frequently Repair in the near future.

PRIORITY 4 - Condition is substandard and should be monitored. Condition may require repairs within 1 to 5 years.

PRIORITY 5 - Either no defects or only minor defects were found. Repairs not recommended at this time, but condition of structure should be monitored.

Recommendations and priorities are based on conditions present at the time of this inspection, utilizing industry standards and information made available to us by the Owner They are based on defects found that may limit the original capacity of the structure. No rating of the structure has been performed Conditions and standards can and do change, so frequent re-inspection and evaluation are recommended For whatever reasons if only partial Priority 1, 2 and 3 recommended repairs are made to any one or all bridges listed in that category, Osmose accepts no liability. Again, bridge components are interactive with each other structurally; therefore, substandard members can affect the overall structural integrity of a bridge.

Central Oregon & Pacific Railroad

Bridge 652.21

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 652.21

MILEPOST 652.21 | SECTION# 1

TYPE: ODPT | LOCATION: Eugene, OR

INSPECTION DATE: 1/31/2007 | INSPECTOR K. Trickle

Findings:

Bent 1
- Shim - Reject

Bent 2
- Pile 1 - Reject
- Shim - Reject (crushing)

Bent 5
- Shim - Reject (vertical split, crushing under chord 2)

Bent 6
- Pile 2 - Reject
- Both Sway Braces - Reject

Bent 7
- Pile 5 - Reject
- Cap - Reject (slight crushing under both chords)

Bent 8
- Shim - Reject

Span 1
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 2
- Stringer 1 - Reject
- Stringer 8 - Visual Reject

Span 3
- Stringer 1 - Reject
- Stringer 8 - Visual Reject

Span 4
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 5
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 6
- Stringer 1 - Reject
- Stringer 6 - Reject
- Stringer 7 - Reject
- Stringer 8 - Reject

Span 7
- Stringer 1 - Reject
- Stringer 6 - Reject
- Stringer 8 - Reject

Span 8
- Stringer 1 - Reject
- Stringer 8 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 652.21

MILEPOST 652.21	SECTION# 1
TYPE. ODPT	LOCATION. Eugene, OR
INSPECTION DATE. 1/31/2007	INSPECTOR K. Trickle

Findings:

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low
Stringers - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 16	2	OSMOSE	Replace - Cap on Bent 7 (slight crushing under both chords)
2	1 15	2	OSMOSE	Replace - Shim on Bent 2 (crushing)
3	1 11	2	OSMOSE	Replace - All stringers
4	1 17	3	OSMOSE	Replace - Shim on Bent 1 - Shim on Bent 5 (vertical split, crushing under chord 2) - Shim on Bent 8
5	1 20	4	RAILROAD	Add ballast and tamp up both approaches
6	1 7	4	OSMOSE	In-place preservatively treat piles and caps
7	1 5	4	OSMOSE	Replace. - Both Sway Braces on Bent 6
8	1 1	4	OSMOSE	Post. - Pile 1 of Bent 2 - Pile 2 of Bent 6 - Pile 5 of Bent 7

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 14		RAILROAD	3/ 6/2004	Replaced - Shim under Chord 2 on Bent 6 - Shim under Chord 1 on Bent 7
2	1.4		OSMOSE	7/27/2000	Replaced - Cap on Bent 3 - Sway Braces on Bent 3 Posted - Pile 4 of Bent 3 - Pile 5 of Bent 3 Framed - Bent 4

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 1-31 19 2007

Owner CORP Reg /Div _____ Bridge No 6SR.21

Dist/Sub/Branch Coos Bay

Location Eugene, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 40

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GR. TR.	PP	LIN. FT. PILING
1	5		-				Shim -		⊗						5
2	5	1	5	2½	1	9½	1	10			13	X			25
		5		3½			Shim -		⊗	CRUSHING (5)					
3	5	2	6	2½	1½	6					15				30
		4&5		Posted Piles - New >					07	27 00, 05				-1	
				Cap / Shim s Both sway braces New											
															30
4	5		6	Framed Out Bent 4						7/27/2000 armore					
5	6	1	6	2½	2	3				VERTICAL SPLIT					36
		5		2	7	2		Shim @		Chord 2 - ⊗	CRUSHING #3				
		CAP		Over P3	ok										
6	6	2	6	D/P	1	13						X			36
		4		D/P	ok			Shim - New (RR 2004)							
								Both sway braces - ⊗							

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — Dome/Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP001376

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140.24b 1

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RAILROAD BRIDGE DIVISION BORING RECORD

SHEET 2 of 2 SHEETS

Bridge No. 652.21

Date 1-31, ~~19~~ 2007

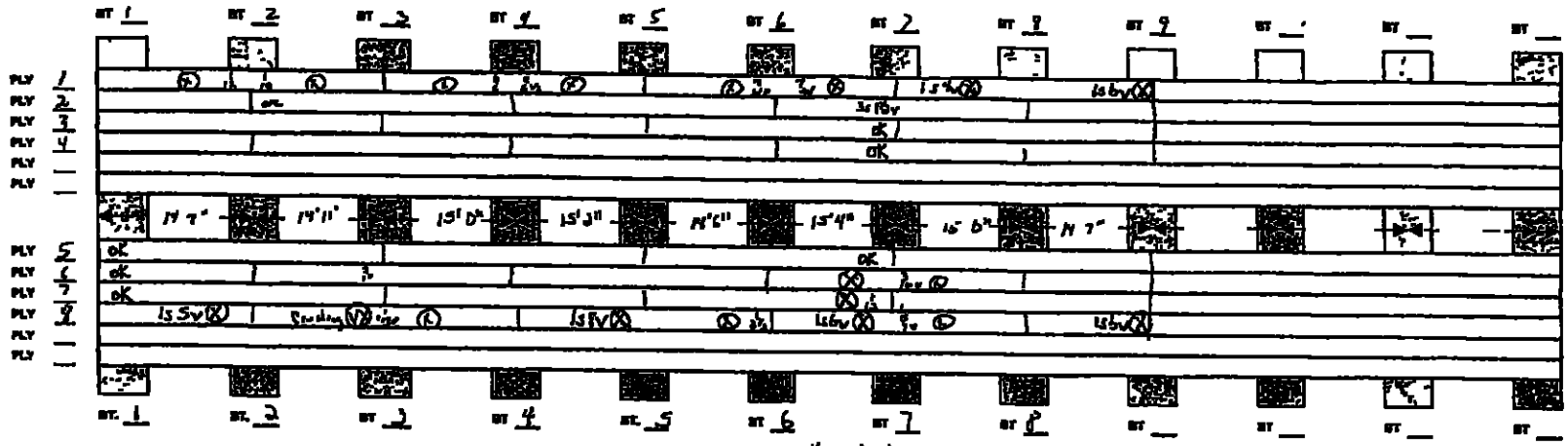
BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
7	5	4	6	1½	3	4½				Shim - New (RR 2004)					
		5		4½	1	12				(H20)	14¼	X			
		cap		P4	4	4	sl. cr @ both chords Cap - ⊗								
										Low #2					
8	5	Shim	4	P1	1	3				Shim - ⊗					
9	5		–							Buried					
										Apps - Low					
										G. timb. - OK					
										Ties - OK (96)					
										Hdwls - OK					

CORP001377

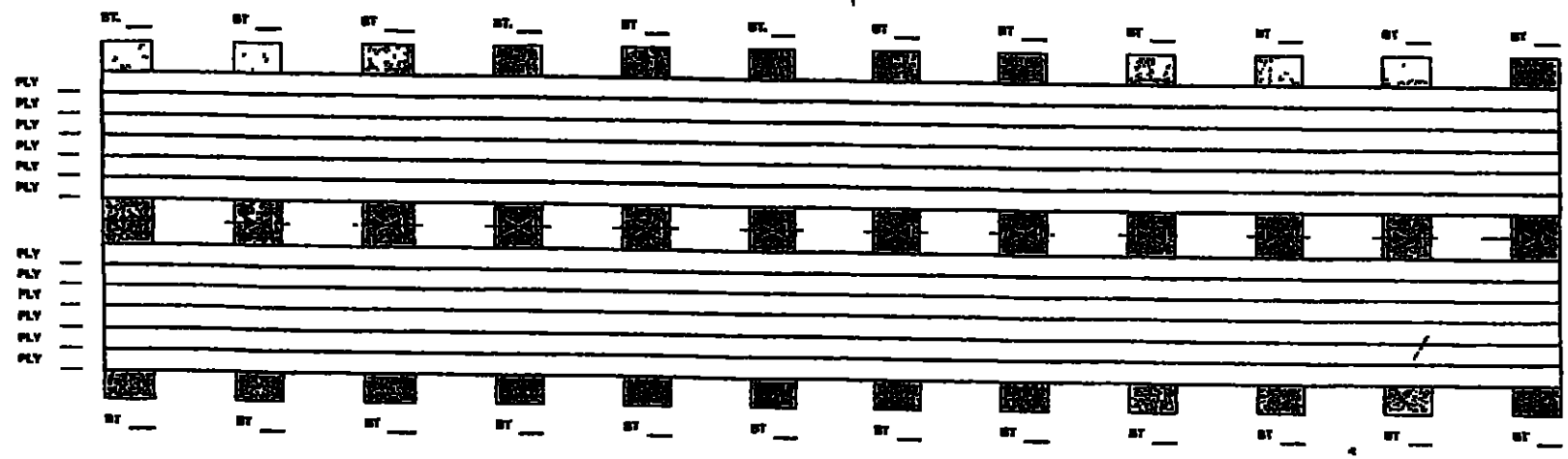
B-652.21 Coos Bay

8 x 17"

Stringer Schematic



* 4 rigid stringers in Span 6



Central Oregon & Pacific Railroad

Bridge 652 58

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 652.58

MILEPOST 652.58	SECTION# 1
TYPE WSB	LOCATION Finn, OR
INSPECTION DATE: 1/31/2007	INSPECTOR K. Trickle

Findings:

ABUT #	ABUTMENT NOTES
1	3/4" wide vertical crack at center of Abutment
2	3/4" wide vertical crack at center of Abutment

Tie ends - Completely exposed on West trackbed (Insufficient ballast retainer height)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	13	3	RAILROAD	Install, - An additional 10" of Ballast retainer to each side of trackbed and - Add ballast and cover tie ends (West side)
2	14	5	RAILROAD	Monitor - Both abutments for additional widening of cracks

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	12		RAILROAD	3/23/2004	Removed - Walkway and Handrail

140 24b

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SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 1-31 .19 2007

Owner CORP Reg /Div _____ Bridge No 652.58

Dist /Sub/Branch COOS BAY

Location Finn. OR (MP 652.8)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) WSB Age 19 29

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	—		-		Concrete		Abutment			4" shim					—
						3/4" WIDE	VERTICAL CRACK @ CENTER OF ABUT.								
										Timber span					
2	-		-		Concrete		Abutment			4" shim					—
					3/4" WIDE		VERTICAL CRACK @ CENTER OF ABUT.								
								(15)		STRINGERS					
					West	TIE ENDS	-	COMPLETELY	EXPOSED	ON TRACKBED					

SYMBOLS All Borings in Inches and Fractions to nearest ¼ "

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — DanoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E (W)
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP001381

Central Oregon & Pacific Railroad

Bridge 656.12

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 656.12

MILEPOST 656 12	SECTION# 1
TYPE. Thru Truss	LOCATION: Veneta, OR
INSPECTION DATE 1/31/2007	INSPECTOR. K. Trickle

Findings:

ABUT #	ABUTMENT NOTES
1	Debris and ballast around bearing area
2	Debris and ballast around bearing area Expansion bearings pushing into backwall

Ties - OK
Guard timber - Fair
Approaches - Low

Light corrosion on bottom flange angles of stringers
Moderate corrosion on top flange angles of stringers
Light corrosion on stringer top lateral braces
Moderate corrosion on stringer top lateral horizontal gusset plates
Buildup of debris on floor beam top flange angles

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 4	3	RAILROAD	Add ballast and tamp up both approaches
2	1.2	3	RAILROAD	Clean both bridge seats and floor beam top flange angles of debris
3	1 5	4	OSMOSE	Replace. - All guard timber
4	1 1	4	OSMOSE	Reset abutment #2 bearings.
5	1 3	5	OSMOSE	Continue regular inspections.

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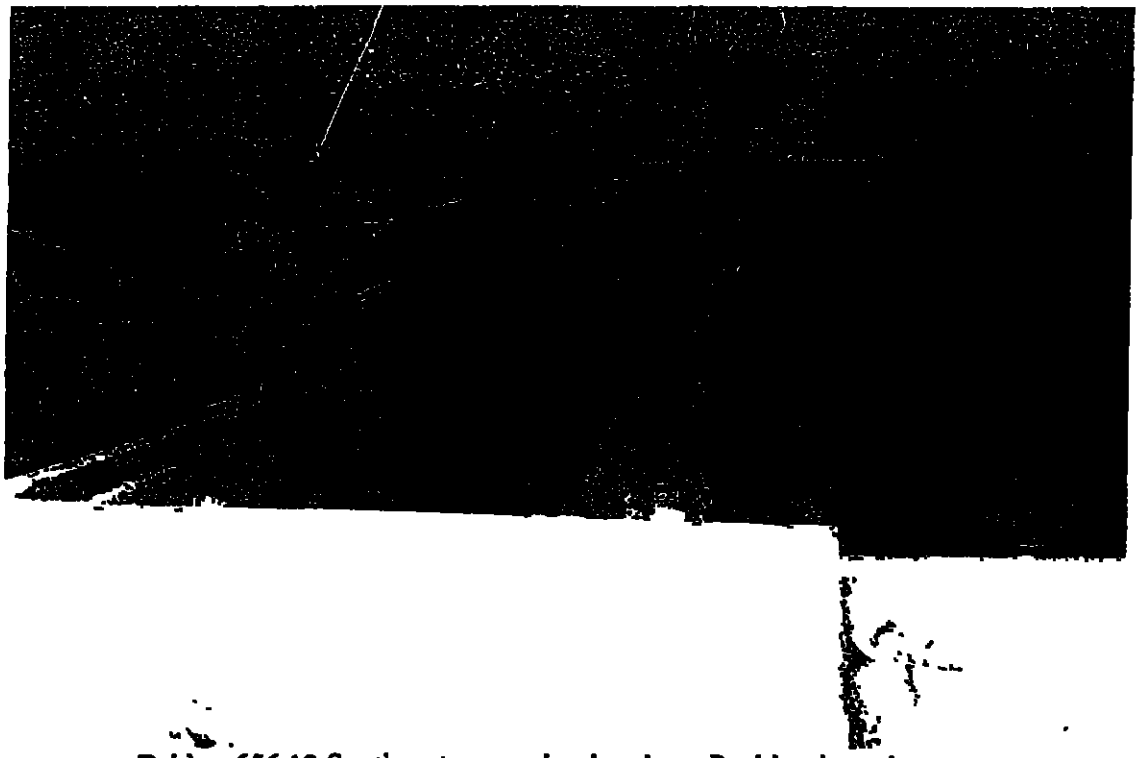


Bridge 656.12 Southeast expansion bearing - Pushing into abutment

Central Oregon & Pacific Railroad

Bridge 656.12 Southwest expansion bearing - Pushing into abutment

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 1-31-07 BY: KT

Bridge No: 656.12

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 100' | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1907

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

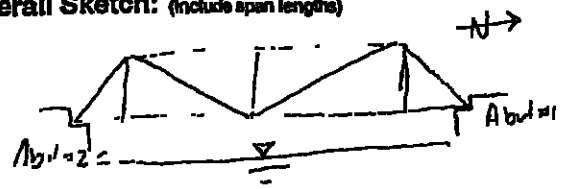
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: 3 miles (E) (W) (N) (S) (Compass) of the town of: Eugene, OR

Overall Sketch: (Include span lengths)



Typical Bent or Pier Sketch:

4 Panels
21 T's, 3 ea

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44 03.141 W 123 16.092

Nearest Crossing: 3 miles

BRIDGE: TANGENT • CURVE • Superelevation is in

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION.

SKEWED: YES • NO • Type of Walk: Dim x x long

FIBRE OPTICS. YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER River | Maximum Bridge Height: 6'

Bents or Piers in Water: | Maximum Water Depth. ± 10'

Requires de-watering Yes No

		Bridge No: 65612

CONDITION

LINE & SURFACE:	POOR •	FAIR ✓	GOOD •				
APPROACHES:	POOR ✓	FAIR •	GOOD •	Low	EROSION PROBLEMS: #3		
TIES:	POOR •	FAIR ✓	GOOD •		SIZE: 10x10x10'	QUANTITY: 84	
HEADWALLS:	POOR •	FAIR •	GOOD ✓				
WALKWAY:	POOR •	FAIR •	GOOD •	N/A			
GUARDTIMBER	POOR •	FAIR ✓	GOOD •		SIZE: 6x8		

SUPERSTRUCTURE (Note any defects):

FB #0	F.B #1	FB #2	FB #3	FB #4
Ballast on TFA & BFA #3	- Ok	- Ok	- Ok	- Ok
Panel #1	Panel #2	Panel #3	Panel #4	
Ok	- Ok	- Ok	- Ok	

SUBSTRUCTURE (Note any defects):

Abut #1
- Debris & Ballast around bearing area #3
- Normal position

Abut #2
- Sc[illegible] (Debris)
Expans on bearings
- Bearings [illegible] in a backwall (Seats, (to 1 mm) Due to heat

General Notes
- Ties - ok
- [illegible] - [illegible]
- Low App
- light cond on on BFA [illegible]
- Slight cond on TLB at St.
- Timber spacing [illegible]
- Jointed Rail (113#)

RECOMMENDED WORK AND PRIORITY RATING

- Clean both aquaments and all TFA at FB (Pr #3)
- Reset [illegible] - a bearing (P #4)
- Monitor steel for further corrosion (Pr #5)

Work designated with an asterisk (*) should be addressed immediately

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Cont

- Moderate corrosion on TFA of stringers
- TL GP of stringers moderate corrosion

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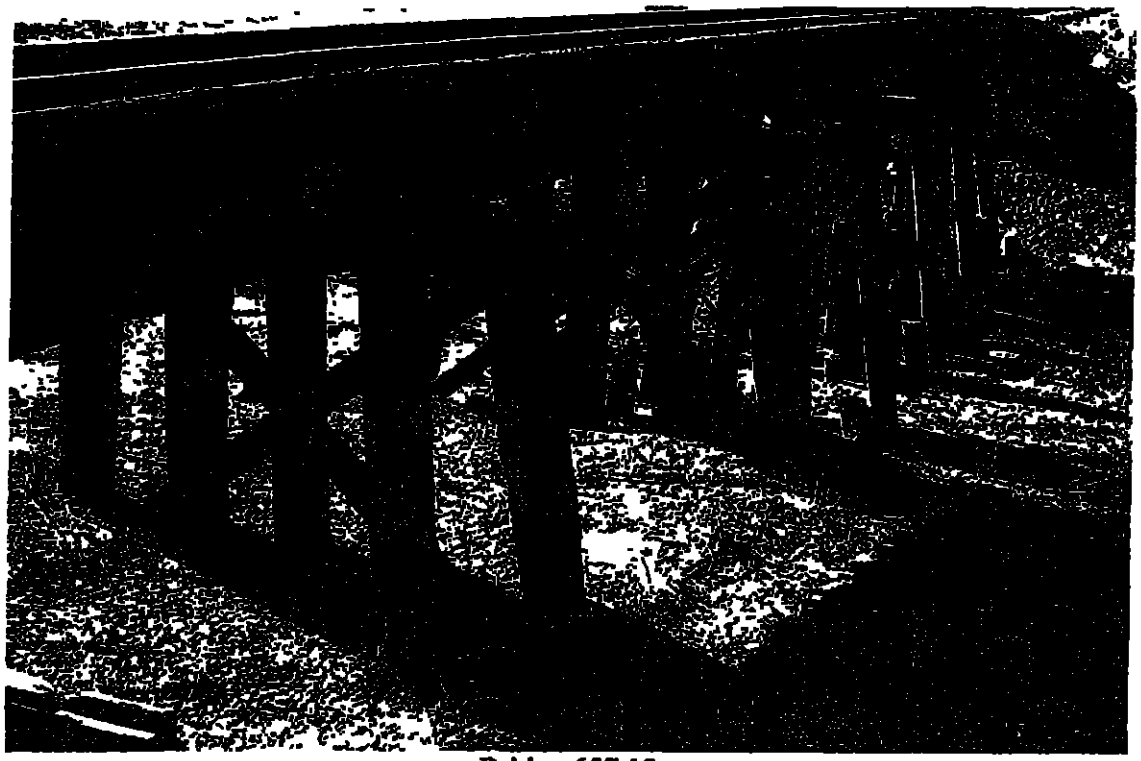


Bridge 657.12

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 657.12

MILEPOST 657 12	SECTION# 1
TYPE. ODPT	LOCATION. Venela, OR
INSPECTION DATE 1/31/2007	INSPECTOR. K Trickle

Findings:

Bent 3
Pile 1 - Reject
Cap - Reject (minor crushing under chord 1, piles 1 & 2 punching)

Bent 4
Pile 1 - Reject

Bent 5
Minor drift

Bent 6
Minor drift

Bent 8
Pile 1 - Reject
Cap - Possible Reject

Ties - Fair (platecut, 12 reject)
Guard timber - OK
South Headwall - OK
North Headwall - Fair
Shoulders - Losing trackbed
Approaches - Low
Stringers have canvas wrapped under them to catch creosote

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.5	2	RAILROAD	Add ballast and tamp up both approaches
2	1 9	3	OSMOSE	Replace - Cap on Bent 3 (minor crushing under chord 1, piles 1 & 2 punching)
3	1 8	3	OSMOSE	Install - Wingwalls to the North headwall
4	1 6	3	RAILROAD	Remove drift from bridge as necessary
5	1.7	4	OSMOSE	Install - An 8" plank to the North headwall
6	1 4	4	OSMOSE	In-place preservatively treat piles and caps
7	1 3	4	OSMOSE	Replace - Cap on Bent 8
8	1 2	4	OSMOSE	Post - Pile 1 of Bent 3 - Pile 1 of Bent 4 - Pile 1 of Bent 8

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 1		OSMOSE	7/19/1999	Replaced - Cap on Bent 4

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 1-31 19-2007

Owner CORP Reg /Div. Bridge No 657, 12

Dist. Sub/Branch COOS BAY

Location Veneta, OR (MP 660.5)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 41

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5		B.												15
										(all boots in water)					
2	5	1	5½	D/P	3	4½									15
		2		D/P	OK										
3	5	cap	9	P5	4	2	(minor cr		H	chord 1, P1+P2 Punch in		(X)	#3		15
		1		7	3	11	2	11			14½	X			
4	5	1	11	D/P	1	9					14	X			15
							(Replaced CAP 1999 Osmose)								
5	5	CAP	12	P1	OK					minor drift #3					15
		2		11	4½	6	5	4			14½				
6	5		12							MINOR DRIFT					15
7	5		12												15
8	5	cap	6	P3-4	5½	3				Cap - (PX)					
		1		4	3	9					14½	X			15
		3		3	OK										
9	5		1½				(9T)			Ties - Fair (plateout 12)					10
										6 Timb - OK					
		(Add Wing walls - #3)							→	Hdwls - OK (W Hdwall add 8' plank)					
										Appr. - LOW (#2)					
										Stringers wrapped in canvas to catch creosote					

SYMBOLS All Borings in Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Date Pla
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP001391

Central Oregon & Pacific Railroad

Bridge 657.96

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP001392

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 657.96

MILEPOST 657.96 | SECTION# 1

TYPE BDPT | LOCATION- Veneta, OR

INSPECTION DATE 1/31/2007 | INSPECTOR. K. Trickle

Findings:

Span 1
Stringer 1 - Reject

Span 2
Stringer 1 - Reject

Ballast Retainers - OK
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	12	4	RAILROAD	Add ballast and tamp up both approaches
2	11	4	OSMOSE	Replace - Stringer 1 in Spans 1 & 2

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 1-31 19 2007

Owner CORP Reg /Div _____ Bridge No 657.96

Dist./Sub/Branch COOS BAY

Location Veneta, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 27

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	6	1	1½	D/P	OK.				..	Double CAP - Sub	CAP				40
										(H2O)					
2	6		5½							Double CAP - Sub	CAP				30
										(H2O)					
3	6	1	3	D/P	0	5				Double CAP - Sub	CAP				15
		3		D/P	1	2½									
		5		D/P	2½	2				(H2O)					
	Bottom	cap		P2	OK										
						Hawk - OK									
						Bell. rod - OK									
						APPROACHES - Low (#4)									
						Bottom CAP = 11 deep									
						Sub CAP = 8" deep									
						middle CAP = 13" deep									
				H2O	Nearly	year round up to CAP.									
				All	Previous	Suspections H2O to CAP				on file	date				

SYMBOLS All Borings in Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmoshield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

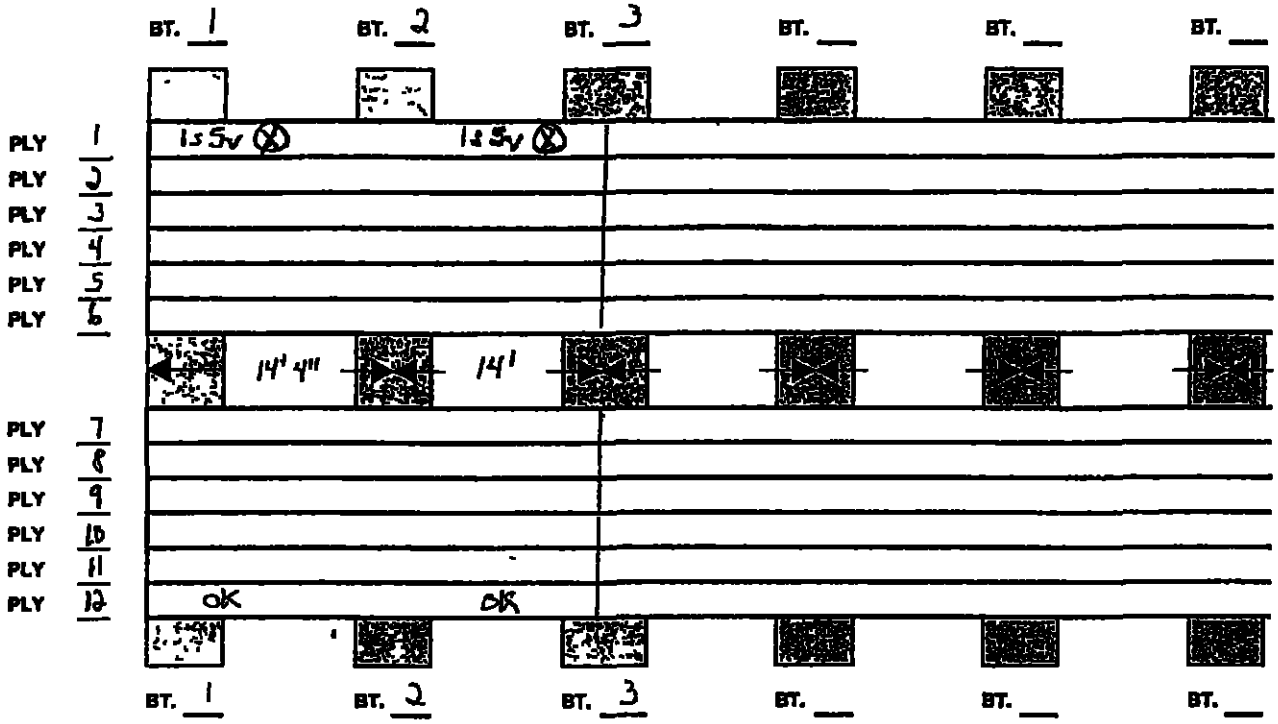
SIGNED KT

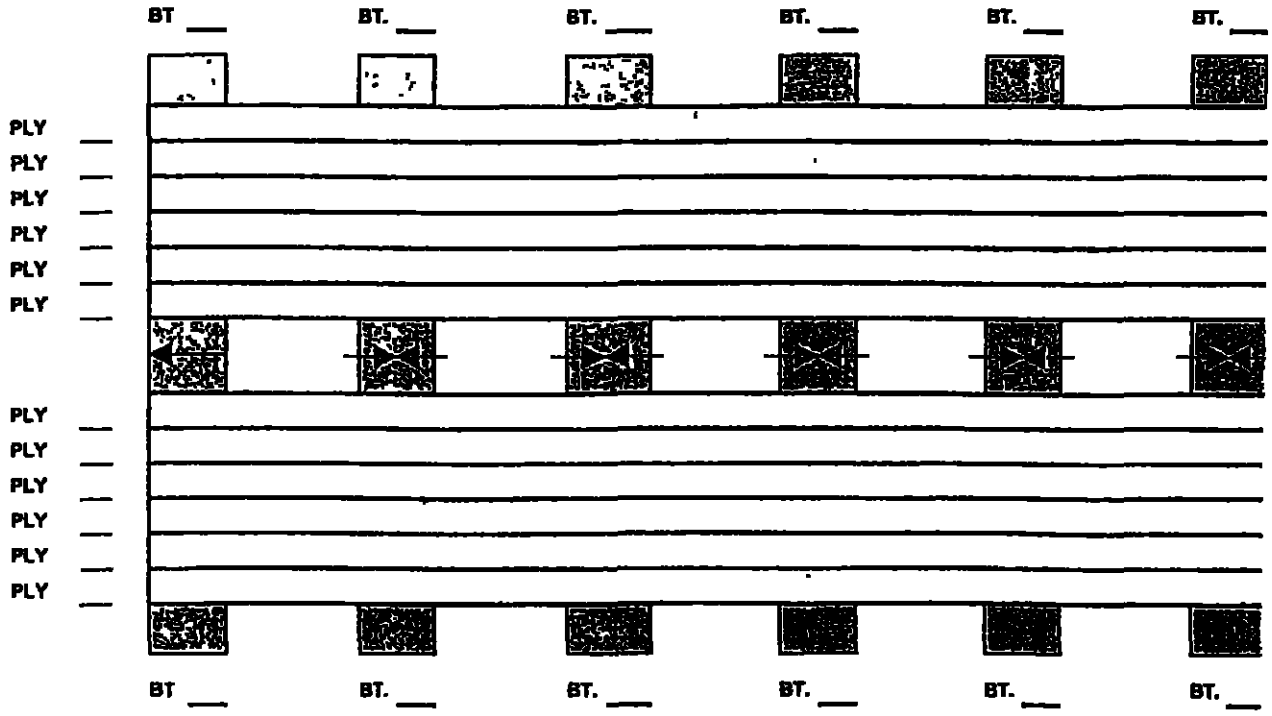
CORP001394

657.76 Coos Bay

12 stringers

String





Central Oregon & Pacific Railroad

Bridge 658.17

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 658.17

MILEPOST 658.17	SECTION# 1
TYPE STL	LOCATION Veneta, OR
INSPECTION DATE. 1/31/2007	INSPECTOR K Trickle

Findings:

Span 5
Stringer 8 - Visual Reject
Span 6
Stringer 1 - Reject
Stringer 2 - Visual Reject
Span 7
Stringer 1 - Reject

Ties - Poor (30 reject, plate cut)
Guard timber - OK (1 section, reject)
North headwall - Fair
South headwall - Fair (top plank reject)
Approaches - Low (ballast fouled)
Spans 3 & 4 - Severe drift

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	18	2	RAILROAD	Remove drift from bridge as necessary
2	17	2	OSMOSE	Replace all 97 bridge ties
3	16	2	RAILROAD	Remove - Fouled ballast, replace and tamp up both approaches to correct elevation
4	12	3	OSMOSE	Perform - Detailed stringer inspection
5	11	3	OSMOSE	Replace: - Stringer 1 in Span 6 - Stringer 2 in Span 6
6	1.9	4	OSMOSE	Replace. - South Headwall top plank
7	15	4	OSMOSE	Replace - Stringer 8 in Span 5 - Stringer 1 in Span 7

Osmose Railroad Services, Inc.

CORP001397

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 1-31 .19 2007

Owner Corp Reg./Div Bridge No. 658.17

Dist./Sub/Branch COOS BAY

Location Veneta, OR

Type Steel (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN FT PILING
1	Steel 3		3							H2O					
2	Steel 3		9							H2O					
3	Steel 3		11							H2O					
4	Steel 3		11							H2O					
5	Steel 3		9							H2O					
6	Steel 3		6							H2O					
7	Steel 3		6							H2O					
8	Steel 3		5							H2O					
9	Steel 3		7½							H2O					
			H2O Normally 2' Below CAPS - (Sept 2001 Mark Ory)												
					NORTH HEADWALL - FAIR										
					SOUTH HEADWALL - Top Plank - ⊗ #4										
					Appr. - Low Ballast Fouled (#2)										
					(#1) Pier - Poor . plate cut 3⊗ (7½ x 7½ x 8)										
					G. Timb - OK (1 Section ⊗)										
					SEVERE DRIFT - SPANS 3 & 4 (#2)										

SYMBOLS All Borings in Inches and Fractions to nearest 1/4

H — Heart
I — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmowrap
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

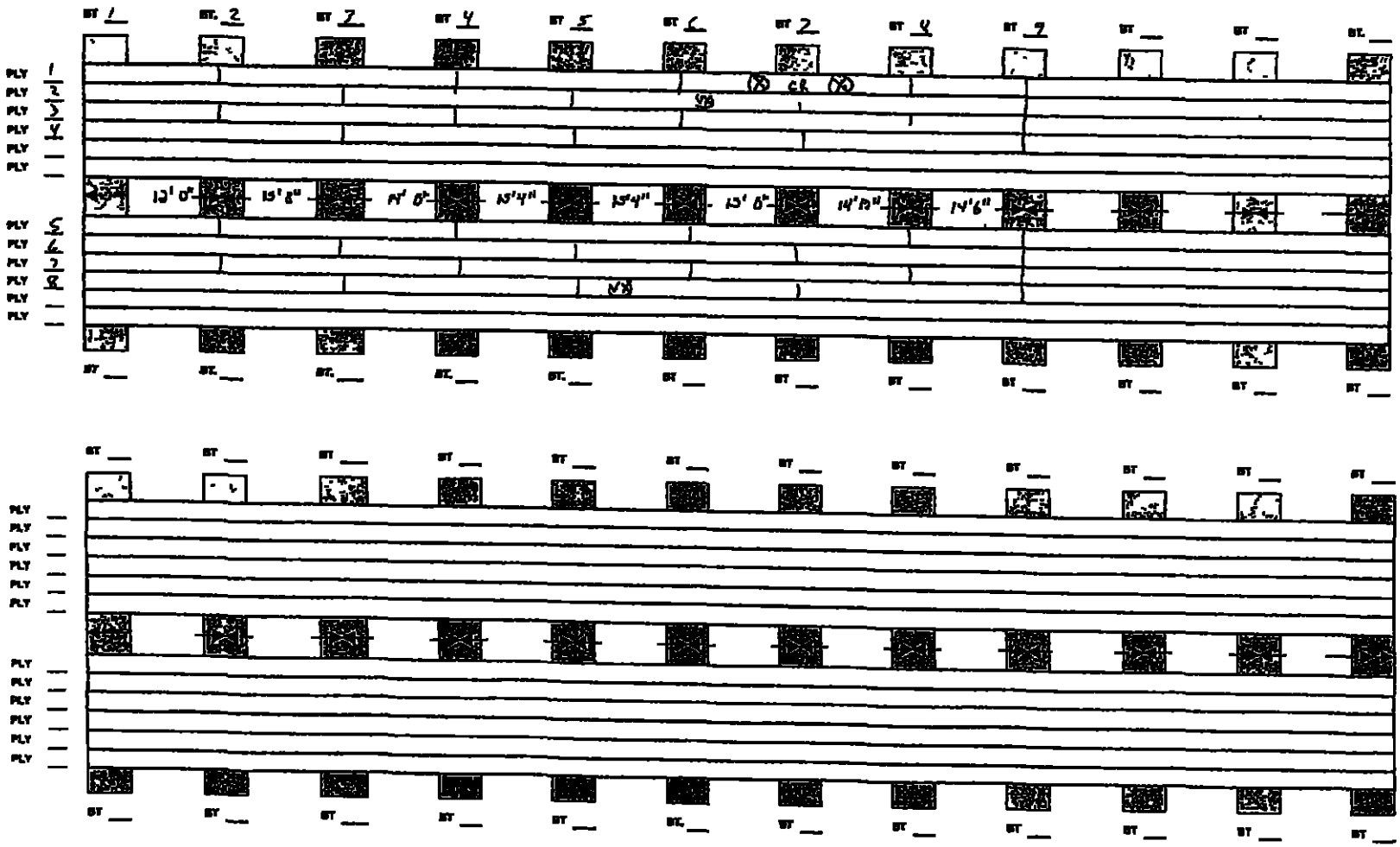
SIGNED KT

CORP001398

658.17
8 stringers

Coos Bay

Stringer Schematic



Central Oregon & Pacific Railroad

Bridge 660.89

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 660.89

MILEPOST: 660.89	SECTION# 1
TYPE: ODPT	LOCATION: Veneta, OR
INSPECTION DATE: 1/31/2007	INSPECTOR: K. Trickle

Findings:

Span 1
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 3
- Stringer 1 - Reject

Span 5
- Stringer 1 - Reject

Span 6
- Stringer 8 - Reject

Ties - OK
Guard timber - OK
Top North Headwall plank - Reject
Top South Headwall plank - Reject
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	17	2	RAILROAD	Add ballast and tamp up both approaches
2	19	3	OSMOSE	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1
3	18	4	OSMOSE	Replace. - Stringer 1 In Span 3 - Stringer 1 In Span 5 - Stringer 8 in Span 6
4	1.5	4	OSMOSE	Replace - Top North Headwall plank - Top South Headwall plank

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	16		OSMOSE	10/16/2003	Replaced - Cap & Subcap on Bent 1 - Cap & Subcap on Bent 5 - Cap on Bent 7
2	1.1		OSMOSE	7/19/1999	Replaced - Cap and Shim on Bent 3 - Cap and Shim on Bent 4 - Cap and Shim on Bent 6

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 1-31 ~~-19~~-2007

Owner Corp Reg./Div _____ Bridge No 660.89

Dist /Sub/Branch Coos Bay

Location Veneta, OR (MP 660.5)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL "	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR. TR.	PP	LIN FT PILING
1	5		1			New Cap + subcap 10/16/03									5
2	5	CAP	8	P3	4	1½				H2O					40
3	5	5	9½	2	ok					H2O					45
					Replaced Cap & Shim 7/19/99 ormore											
4	5	CAP	9½		Replaced Cap & shim 7/19/99 ormore										45
										H2O					
5	5		9½			New Cap & subcap 10/16/03									45
		5		3	ok					H2O					
6	5	2	7	2	7	1									35
					Replaced Cap & Shim 7/14/00 ormore										
7	5		1			New Cap 10/16/03				Appr. - Low (#2) 6 Timb - OK (6) TIES-OK					5
				T.P	PLANE OF NORTH & SOUTH HEADWALL - REJECT										

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness?
P/W — Heavy Duty Pile Wrap
O/W — Overwater
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

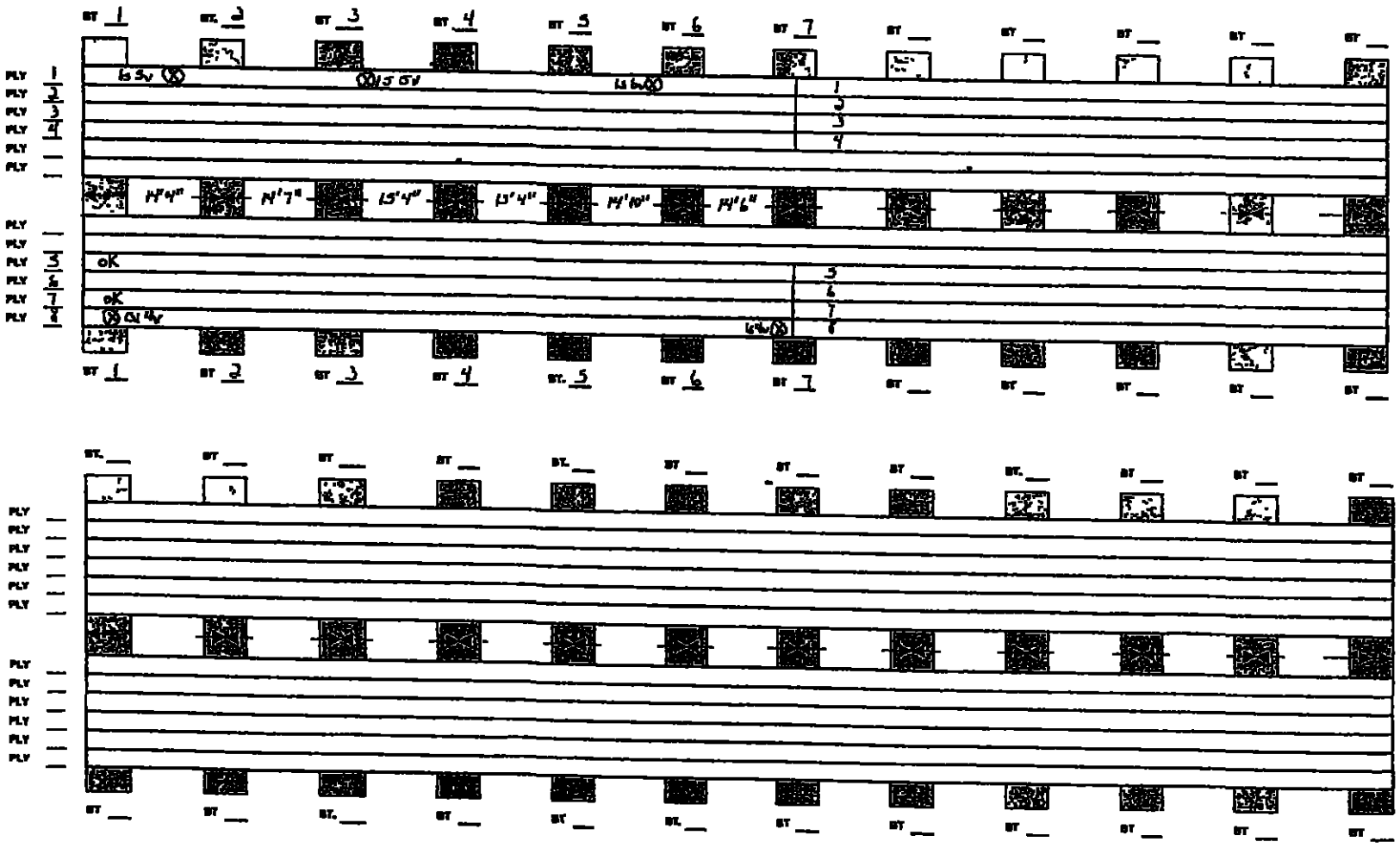
SIGNED KT

CORP001402

663.89 Cedar Bay

8 stringers

Stringer Schematic



CORP001403

Central Oregon & Pacific Railroad

Bridge 661.28 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 661.28
MILEPOST 661 28	SECTION# 1
TYPE ODPT	LOCATION Veneta, OR
INSPECTION DATE. 1/31/2007	INSPECTOR K. Trickle

Findings:

Bent 1
Pile 1 - Reject

Bent 2
Pile 2 - Reject
Pile 5 - Reject

Bent 3
Pile 1 - Possible Reject
Pile 2 - Reject

Bent 4
Pile 1 - Reject
Pile 2 - Reject

Bent 6
Cap - Possible Reject

Span 1
Stringer 8 - Reject

Span 4
Stringer 1 - Reject

Span 5
Stringer 1 - Reject

Span 6
Stringer 1 - Reject

Ties - OK (2 reject)
Guard timber - OK
Headwall - Fair (top plank, reject)
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 8	2	RAILROAD	Add ballast and tamp up approach
2	1 2	3	OSMOSE	Post - Pile 2 of Bent 2 - Pile 5 of Bent 2 - Pile 1 of Bent 4 - Pile 2 of Bent 4
3	1 11	4	OSMOSE	Spot replace 2 bridge ties
4	1 10	4	OSMOSE	Replace - Top plank of headwall
5	1 9	4	OSMOSE	Replace - Stringer 8 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 5 - Stringer 1 in Span 6

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 661.28
MILEPOST: 661 28	SECTION# 1
TYPE ODPT	LOCATION Veneta, OR
INSPECTION DATE: 1/31/2007	INSPECTOR. K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
6	1.7	4	OSMOSE	Post. - Pile 1 of Bent 1 - Pile 2 of Bent 3
7	1 6	4	OSMOSE	Replace - Cap on Bent 6
8	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
9	1 5	5	RAILROAD	Monitor; - Pile 1 of Bent 3

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 1-31. 2007

Owner CORP Reg /Div _____ Bridge No 661.28 N App. (Sec 1)

Dist /Sub Branch Coos Bay

Location Veneta, OR (MP 660.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 37

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GL TR	PP	LIN FT PILING
1	5	1	3	D/P	2½	11				Newer Cap	13½	X			15
								½" steel shims - all piles							
2	5	2	7	D/P	0	11					13	X			35
		5		D/P	3½	7½				OBB	13½	X			
3	5	1	8	D/P	4	6					14	PX			40
		2		D/P	1½	7	2	9½		OBB	14½	X			
		5		1	5	1									
		Piles		2,4	1/4"	Gap									
4	5	1	8	5	2	12	2	8		OBB	16	X			40
		2		4	2½	10½	3	9			14½	X			
		5		7½	1½	3½			5						
5	5	cap	7	P4	RS					OBB					35
6	5	1	5	1	5½	½									25
		cap		P2	6½	3	Cap - Possible Reject PX								190
7	—	Cap	—	P2	8	1		Concrete Pier							

SYMBOLS All Borings in Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Oakefield
D/P — Drill Pit
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP001407

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140 24b 1

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RAILROAD BRIDGE DIVISION
BORING RECORD

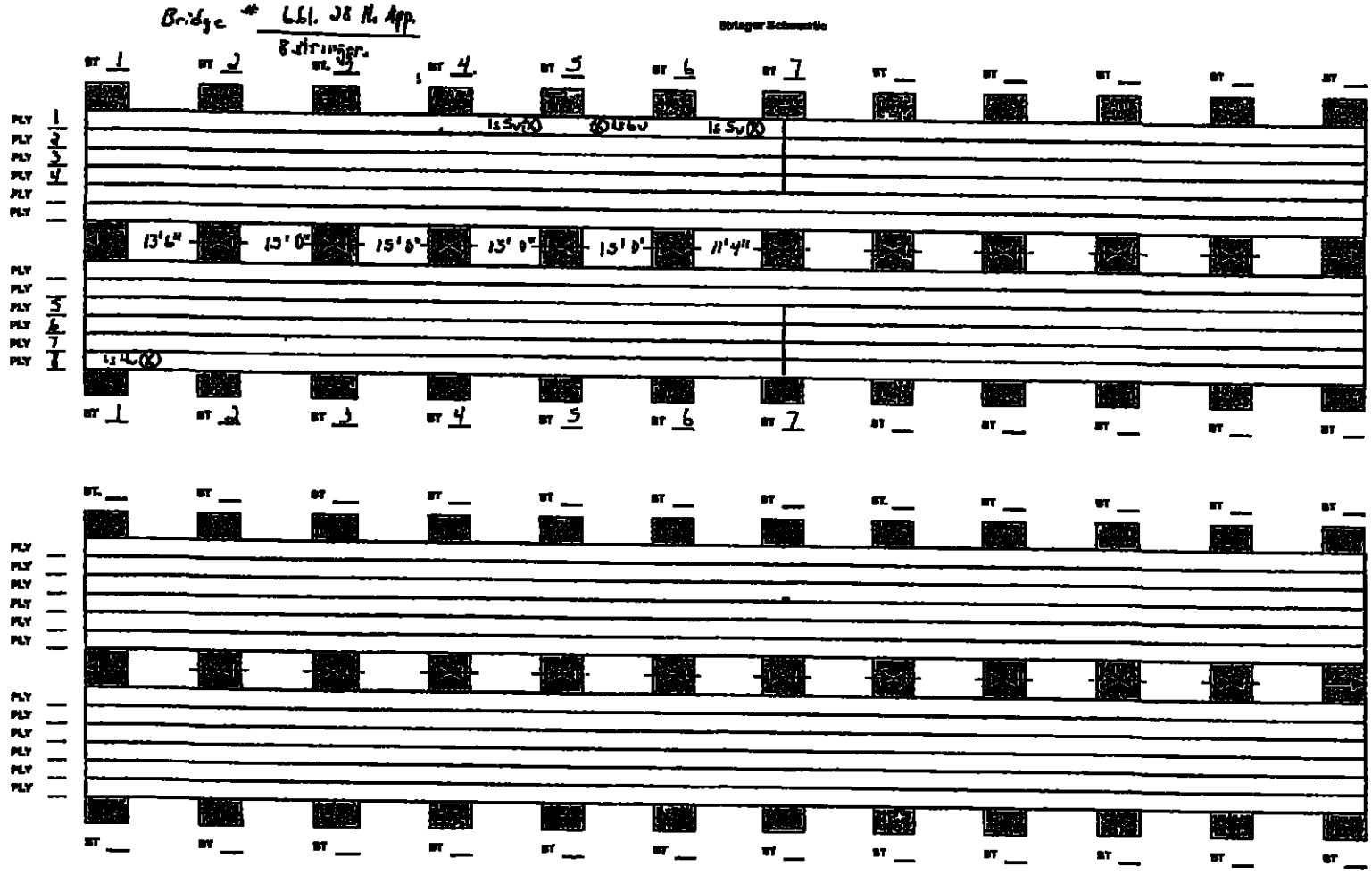
SHEET 2 of 2 SHEETS

Bridge No 6161 2B N APP

Date 1-31, 19 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GL TR	PP	LIN FT PILING
									(58)	TIES - OK 2B GUARD TIMBER - OK					
										HEADWALL - FAIR (TOP PLANK (X))					
										BTS 2 THRU 7 - 1½" SHIMS					
										APPROACHES - LOW (#2)					

CORP001408


Bridge # 661. 38 N. App.
8 stringer.
Stringer Schematic
ST 1
ST 2
ST 3
ST 4
ST 5
ST 6
ST 7
PLY 1
PLY 2
PLY 3
PLY 4
PLY 5
PLY 6
PLY 7
13'6"
15'0"
15'6"
15'0"
15'0"
11'4"

CORP001409

Central Oregon & Pacific Railroad

Bridge 661.28 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	BRIDGE # 661.28
MILEPOST: 661.28	SECTION# 2
TYPE: TPG	LOCATION: Veneta, OR
INSPECTION DATE: 1/31/2007	INSPECTOR: K. Trickle

Findings:

Ties - OK (8 reject)

Debris and pack rust on lower gusset plates
Minor corrosion of bottom flange angles
Debris on bearing seats
Minor cracking and efflorescence of abutment seats

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.2	3	RAILROAD	Remove debris from. - Bearing seats - Lower gusset plates and remove pack rust
2	2.1	4	OSMOSE	Spot replace 8 bridge ties.
3	2.4	5	RAILROAD	Monitor - Bottom flange angles for additional corrosion
4	2.3	5	RAILROAD	Monitor: - Cracking and efflorescence of abutment seats

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 1-31-07 BY: KT

Bridge No: 6612B Sec 2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1913

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Veneta, OR

Overall Sketch: (Include span lengths)

2 Cone Piers

open dank

6 Panels

Typical Bent or Pier Sketch:

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44 03.080 W 123 22.313

Nearest Crossing:

BRIDGE: TANGENT • CURVE •

Superelevation is in

GUARD RAIL: YES • NO •

WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO •

Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO •

CULVERT: YES • NO •

BRIDGE IS OVER Creek

Maximum Bridge Height:

Bents or Piers in Water:

Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 661.2P Section 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD • (OK)	SIZE: 8@	QUANTITY: 52
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • NO		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

Debris / Pack rust on Lower gusset plates(3)

Bottom Flange Angles - Minor Corrosion (#5)

SUBSTRUCTURE (Note any defects):

Debris on Bearing Seats

Minor Cracking / Efflorescence of Abut Tops

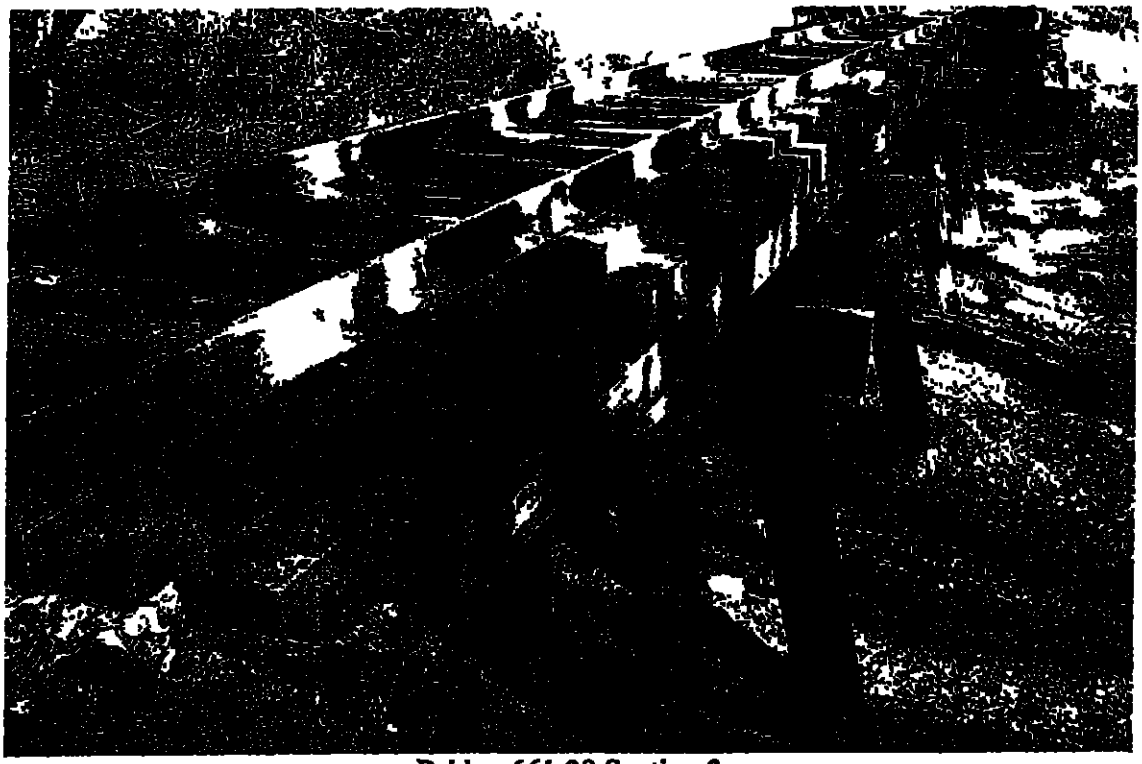
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOGRAPHS

Roll #____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 661.28 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 661.28
MILEPOST: 661.28	SECTION# 3
TYPE: ODPT	LOCATION: Veneta, OR
INSPECTION DATE: 1/31/2007	INSPECTOR: K. Trickle

Findings:

Bent 1
Cap - Reject

Bent 2
Pile 1 - Reject
Pile 5 - Reject

Bent 3
Pile 1 - Reject

Bent 4
Pile 1 - Reject
1/4" Tapered Gap over Pile 2
1" Tapered Gap over Pile 5

Bent 5
Pile 1 - Reject
Pile 3 - Reject

Bent 7
Cap - Reject
3" Shim - Slight crushing under Chord 1 & 2

Span 1
Stringer 1 - Reject

Span 2
Stringer 1 - Reject
Stringer 8 - Reject

Span 3
Stringer 8 - Reject

Span 4
Stringer 1 - Possible Reject

Span 6
Stringer 1 - Reject

Ties - OK
Guard timber - OK
Headwall - OK
Northeast shoulder - Losing trackbed
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.5	2	RAILROAD	Add ballast and tamp up approach.
2	3 13	3	OSMOSE	Install: - Wingwall to the Northeast headwall
3	3 12	3	OSMOSE	Cut Pile tops down and - Replace Cap and install a 6"- 8" Subcap on Bent 7

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 661.28
MILEPOST: 661.28	SECTION# 3
TYPE: ODPT	LOCATION: Veneta, OR
INSPECTION DATE: 1/31/2007	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
4	3.11	3	OSMOSE	Replace - Stringer 1 in Span 2 - Stringer 8 in Span 2
5	3.2	3	OSMOSE	Post. - Pile 1 of Bent 2 - Pile 5 of Bent 2 - Pile 1 of Bent 5 - Pile 3 of Bent 5
6	3.1	3	OSMOSE	Replace: - Cap on Bent 1
7	3.8	4	OSMOSE	Shim or Epoxy: - Over Pile 2 of Bent 4 - Over Pile 5 of Bent 4
8	3.6	4	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 3 - Stringer 1 in Span 6
9	3.4	4	OSMOSE	In-place preservatively treat piles, caps, and stringers.
10	3.3	4	OSMOSE	Post: - Pile 1 of Bent 3 - Pile 1 of Bent 4
11	3.10	5	RAILROAD	Monitor: - Stringer 1 in Span 4

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 1-31 2007

Owner CORP Reg./Div _____ Bridge No. 661 28 SA (Sec 3)

~~Dist./Sub/~~Branch COOS BAY

Location VENETA, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 27

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
1	-		-		13½ CAP	1½" SHIM ON				CONC PILE CAP - (X)					
2	5	1	6	1	3	8					14	X			30
		5		4	2	9					14	X			
3	5	1	7	D/P	1	10				11½" DWP CAI	14¾	X			35
4	5	1	8	D/P	1	10½		¼"	T	G Pile 2	13½	X	.		40
		5		D/P	3½	5½		1"	T	G Pile 5					
5	5	1	7	P/P	2½	9½					13½	X			35
		3		P/P	1	10					13	X			
6	5	CAP	7	PZ	OK										35
7	5	CAP	3	PZ	3	9			2	11½" x 13½ CAP 3" SHIM					15
								CAP - Reject (X)							190
							3"	Shim - slight crushing @ chapel					1	2	
										App - Low (PZ)					
										6 Timb. - OK					
										Hdwls - OK / Add Wingwall NE (#3)					
								(59)		Ties - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H	— Heart	PP	— Previously Posted
X	— Reject	PX	— Possible Reject
V	— Void	ST	— Shell Thickness
SR	— Shell Rot	P/W	— Heavy Duty Pile Wrap
RS	— Ring Separation	O/W	— Osmewold
DP	— Decay Ring	D/P	— Drift Pin
DP	— Decay Pocket	G/L	— Groundline Area

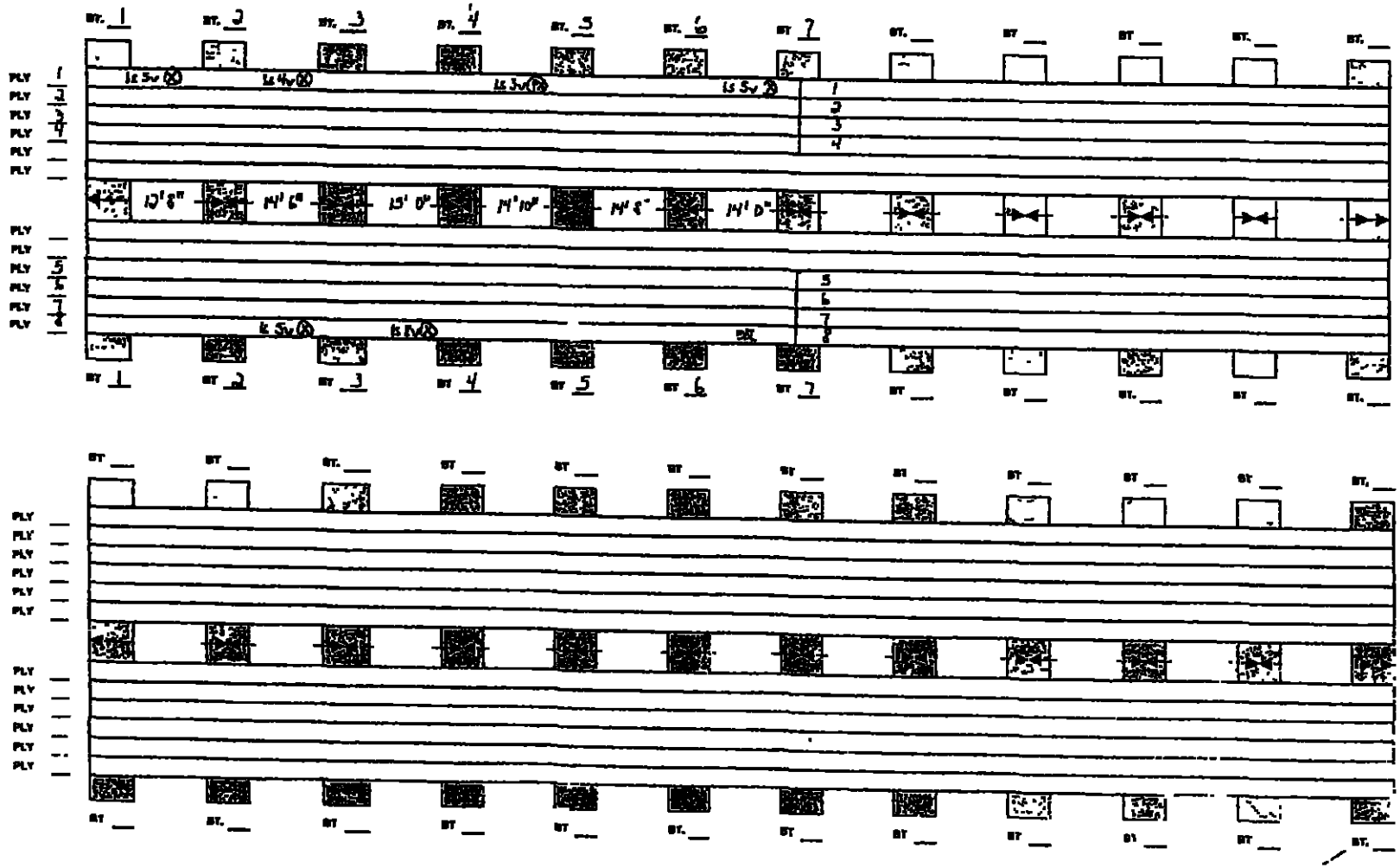
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is A N S E W
(Timetable)

SIGNED KT

CORP001417

661.28 S. typ. (Sec 3) Coos Bay
8 stringers

Stringer Schematic



CORP001418

Central Oregon & Pacific Railroad

Bridge 661.73

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 661.73

MILEPOST: 661 73	SECTION# 1
TYPE: ODPT	LOCATION. Veneta, OR
INSPECTION DATE: 1/31/2007	INSPECTOR: K. Trickle

Findings:

Bent 4
- Pile 1 - Reject
- Pile 2 - Reject

Bent 5
- Shim - Possible Reject (slight crushing under chord 1)

Bent 6
- Pile 2 - Reject
- Shim - Possible Reject (slight crushing under chords 1 & 2)

Bent 7
- Pile 1 - Reject

Bent 8
- Pile 1 - Reject
- Shim - Possible Reject (slight crushing under chord 1)

Bent 9
- Pile 1 - Reject

Span 1
- Stringer 4 - Visual Reject

Span 2
- Stringer 8 - Visual Reject

Ties - OK (6 reject)
Guard timber - OK
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 5	3	RAILROAD	Add ballast and tamp up both approaches
2	1.4	3	OSMOSE	Post: - Pile 1 of Bent 4 - Pile 2 of Bent 4
3	1.7	4	OSMOSE	Spot replace 6 bridge ties.
4	1.6	4	OSMOSE	Replace: - Shim on Bent 5 (slight crushing under chord 1) - Shim on Bent 6 (slight crushing under chords 1 & 2) - Shim on Bent 8 (slight crushing under chord 1)
5	1.3	4	OSMOSE	Post: - Pile 2 of Bent 6 - Pile 1 of Bent 7 - Pile 1 of Bent 8 - Pile 1 of Bent 9
6	1.2	4	OSMOSE	In-place preservatively treat piles, caps and stringers

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 661.73

MILEPOST: 661.73 | SECTION# 1

TYPE: ODPT | LOCATION: Veneta, OR

INSPECTION DATE: 1/31/2007 | INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
7	1.1	4	OSMOSE	Replace: - Stringer 4 in Span 1 - Stringer 8 in Span 2

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 1-31, 19 2007

Owner CORP Reg./Div. _____ Bridge No. 661.73

Dist (Sub)/Branch COOS BAY

Location Veneta, OR (MP 660.5)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 34

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
1	5		2½			Sounded ok									15
2	5		4½												25
		CAP		over P2	OK										
3	5		5			Sounded ok									25
4	5	1	6½	2½	2	10				(H2O)	13½	X			35
		2		3	2	10					14½	X			
		cap		P5	3½	1½									
5	5		5½							(H2O)					30
		Shim	(PX)		(Sl. CR @ Chord 1) #4							PX			
6	5	2	5	3	1½	12	2½	10			14½	X			25
		Shim	(PX)		(Sl CR @ Chord 1 & 2) #4							PX			
7	5	1	5	4	2	9				IBB	14½	X			25
8	5	1	5	4	2	10					14¾	X			25
		2		3	OK		Shim	(PX)	(Sl	CR @ Ch. 1)	(PX)				
		5		1	3	2									
9	5	1	5	1.	2	11				IBB	15¼	X			25
		3		2	7	2									
10	5		3			Sounded ok				All Bents 5" shim					15
									(LDG)	Ties - OK (6X)					
										Headwalls - OK					
									(#3)	Apps - LDW	G. tink - OK				

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWield
D/P — Drift Pin
G/L — Groundline Area

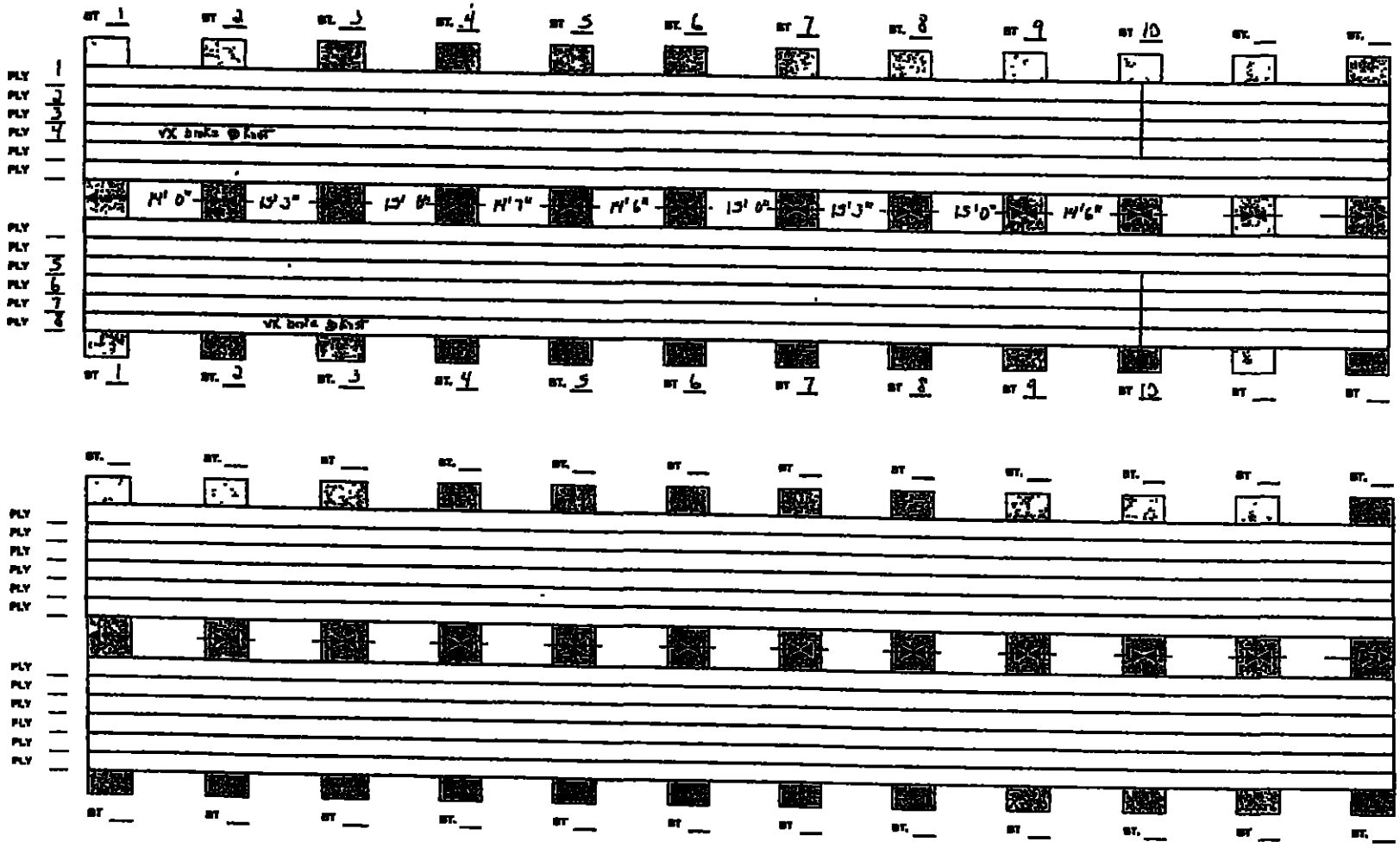
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP001422

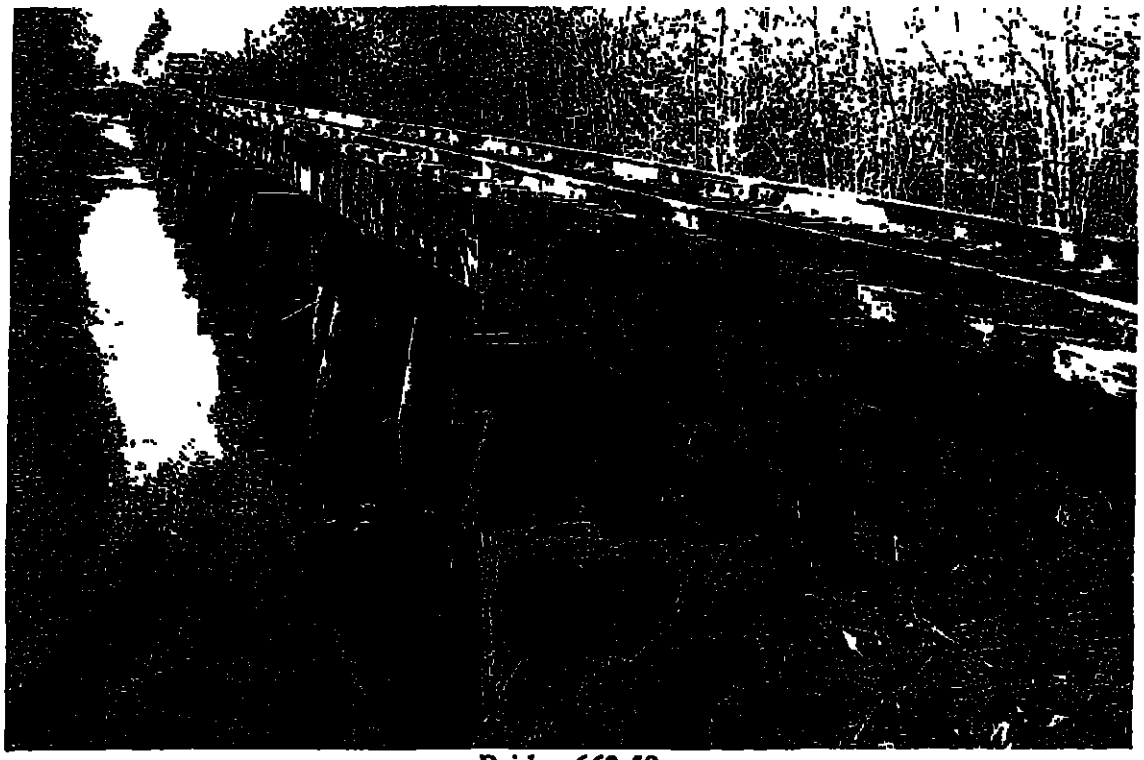
#661.73 Coar Bay
8 Stringers

Stringer Schematic



CORP001423

Central Oregon & Pacific Railroad



Bridge 662.59

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 662.59

MILEPOST: 662.59	SECTION# 1
TYPE: ODPT	LOCATION: Veneta, OR
INSPECTION DATE: 1/31/2007	INSPECTOR. K. Trickle

Findings:

Bent 1
- Pile 5 - Reject
- 1/2" Gap over Pile 1

Bent 2
- Pile 3 - Reject
- South Sway Brace - Reject

Bent 3
- Pile 2 - Possible Reject
- Pile 5 - Reject

Bent 4
- Pile 2 - Reject

Bent 5
- Pile 4 - Reject

Bent 7
- Pile 1 - Possible Reject
- Pile 5 - Visual Reject

Bent 8
- Pile 4 - Reject

Bent 10
- Pile 2 - Possible Reject

Bent 11
- Pile 2 - Reject
- Pile 5 - Reject

Bent 12
- Pile 2 - Reject
- Pile 3 - Reject

Bent 13
- Pile 1 - Reject

Bent 15
- Pile 2 - Possible Reject
- Pile 5 - Possible Reject

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 662.59

MILEPOST: 662.59	SECTION# 1
TYPE: ODPT	LOCATION: Veneta, OR
INSPECTION DATE: 1/31/2007	INSPECTOR: K. Trickle

Findings:

Bent 17
- Pile 1 - Reject
- Pile 4 - Reject
- Cap - Possible Reject (cornering)
- 3/8" Gap under Stringer Chords (pumping)

Bent 18
- Pile 4 - Reject

Bent 20
- Pile 2 - Reject
- Cap - Reject (slight crushing)

Bent 21
- 1/2" Gap over Pile 2
- 1/2" Gap over Pile 3
- 1/2" Gap over Pile 4

Bent 22
- Pile 5 - Reject

Bent 24
- Cap - Reject

Ties - OK (20 reject under rail joints)
Guard timber - Fair to Poor
Line - Fair to Poor (due to condition of ties at rail joints)
Headwalls - OK
Wingwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.16	2	RAILROAD	Add ballast and tamp up both approaches.
2	1.15	2	OSMOSE	Post: - Pile 5 of Bent 7 (slight brooming)
3	1.18	3	OSMOSE	Replace: - All Guard timber
4	1.14	3	OSMOSE	Replace: - Cap on Bent 20 (slight crushing) - Cap on Bent 24
5	1.13	3	OSMOSE	Spot replace 20 bridge ties under rail joints and line bridge.
6	1.7	3	OSMOSE	Install: - Shim under Stringer Chords on Bent 17 (pumping)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 662.59

MILEPOST: 662.59	SECTION# 1
TYPE ODPT	LOCATION: Venata, OR
INSPECTION DATE. 1/31/2007	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
7	1.3	3	OSMOSE	Post: - Pile 2 of Bent 11 - Pile 5 of Bent 11 - Pile 2 of Bent 12 - Pile 3 of Bent 12 - Pile 1 of Bent 17 - Pile 4 of Bent 17
8	1.10	4	OSMOSE	Shim or Epoxy: - Over Pile 1 of Bent 1 - Over Pile 2 of Bent 21 - Over Pile 3 of Bent 21 - Over Pile 4 of Bent 21
9	1.9	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
10	1.6	4	OSMOSE	Replace. - South Sway Brace on Bent 2
11	1.5	4	OSMOSE	Replace - Cap on Bent 17 (cornering)
12	1.2	4	OSMOSE	Post. - Pile 5 of Bent 1 - Pile 3 of Bent 2 - Pile 5 of Bent 3 - Pile 2 of Bent 4 - Pile 4 of Bent 5 - Pile 4 of Bent 8 - Pile 1 of Bent 13 - Pile 4 of Bent 18 - Pile 2 of Bent 20 - Pile 5 of Bent 22
13	1.11	5	RAILROAD	Monitor - Pile 2 of Bent 3 - Pile 1 of Bent 7 - Pile 2 of Bent 10 - Pile 2 of Bent 16 - Pile 5 of Bent 15

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 662.59

MILEPOST: 662.59	SECTION# 1
TYPE: ODPT	LOCATION. Veneta, OR
INSPECTION DATE: 1/31/2007	INSPECTOR: K. Trickle

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 17		OSMOSE	1/10/2005	Framed out: - Bent 9 Posted. - Piles 1 & 5 of Bent 23 Replaced. - Cap on Bent 23 with an oversized cap
2	1.1		OSMOSE	7/15/2000	Replaced. - Cap on Bent 3 - Cap on Bent 4 - Cap on Bent 6 - Cap on Bent 11 - Cap on Bent 13 Framed: - Bent 19

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 1-31 19 2007

Owner CORP Reg./Div. _____ Bridge No. 662.59

Dist./Sub/Branch COOS BAY

Location Veneta, OR (MP660.5)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN. FT PILING
1	5	1	3½	2	1	6					14½				20
		5		2	2	11				½" Cap Pilc.	15	X			
		-													
2	5	1	6½	5½	2	5				Piles 1 & 5 - PP @ GL				28	35
		3		4	2	8	2	9		S. Sw. brace - ⊗		X			
3	5	2	6	2	2	8					15½	PX			30
		5		5	2	13	1	4		IBB	17	X			
						Cap New				7/15/2000 Osmose					
4	5	2	6	1	2	10				(H2O)	15	X			30
						Cap New				7/15/2000 Osmose					
5	5	4	6	4	2	12	2	10		(H2O)	15	X			30
6	5		6			Cap New				7/15/2000 Osmose					30
										(H2O)					
7	5	1	6½	2	2	8			2	(H2O)	14	PX			35
		5		3	1	12		slight		browning	14½	VX			
8	5	4	6	4½	2	11	1	11		(H2O)	14½	X			30
		CAP		BURN PS	6	1									

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmosheild
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP001429

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RAILROAD BRIDGE DIVISION BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No. 662, 59

Date 1-31, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GL TR	PP	LIN. FT. PILING
9	Post 5		5½			FRAMED (OS 2005)									30
10	5	2	5½	2	2	7					14¾	PX			30
11	5	2	5½	2½	2	14½					17½	X			30
		5		3	3	11	2	12			15½	X			
						Cap New - 7/15/2000 Osmose									
12	5	3	5½	1½	2	11				Cap @ P4-OK	15	X			30
		2		3	2	11	2	12			15	X			
13	5	1	5	4	2	12					17	X			25
		5		D/P	3	7	1	6			17				
						Cap New - 7/15/2000 Osmose									
14	5		5												25
15	5	2	5	4	3	9					17½	PX			25
		5		4½	2	9					16½	PX			
		CAP		over P5	6½	1									
16	5	5	6	D/P	2½	4									30
17	5	1	6	5½	2	11				(H2O)	17	X			30
		4		2	2	9					13	X			
		CAP		over P2-P4	Cornering		Cap - (PX)			3/8" Gap under Chords (Pumping)					
18	5	4	6	4½	2	12				(H2O)	16½	X			30
19	5	CAP	6	over P2	- O	K									30
							Framed Bent 19 7/15/2000 Osmose								

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RAILROAD BRIDGE DIVISION BORING RECORD

SHEET 3 of 3 SHEETS

Bridge No. 6C2.59

Date 1-31, 49 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
20	5	2	6	3	2	8				H_2O	13¾	X			30
		CAP		P2	3½	2	slight crushing Cap-⊗								
21	5		5½												30
					½" Gap over Piles 2, 3 + 4										
22	5	5	4½	4	2	11					14	X			25
23	5		4½												25
							POSTED PILES 1 & 5 / REPLACED CAP W/OVERSIZE (OS2005)								
24	5	2	1	O/P	2	6									5
		CAP		OVL P1	3½	4				Cap-⊗					

LINE-FAIR TO POOR → (2 ⊗) Ties - OK (20 ⊗ @ joints)
(TIE CONDITION @ JOINTS)
Appr. LOW (#2)
G. Timb. - FAIR TO POOR
Hdwls - OK
WINGWALLS - OK

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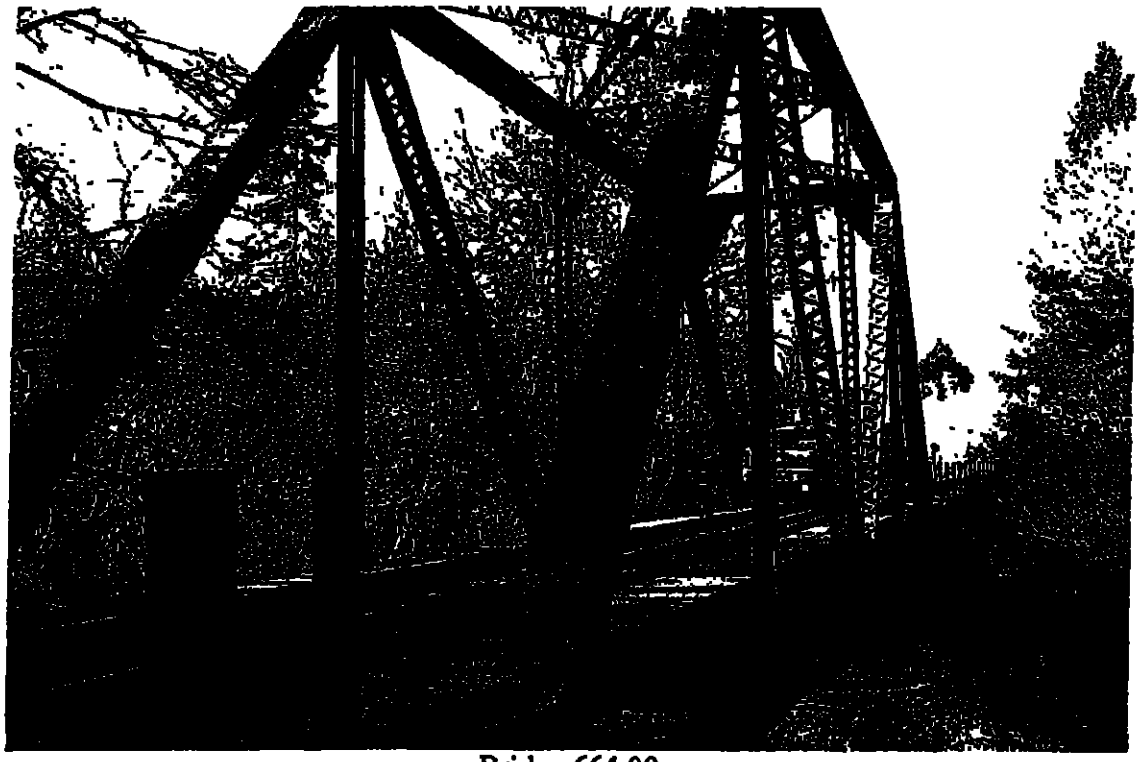

Bridge 664.00

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	**BRIDGE # 664.00**
MILEPOST: 664.00	SECTION# 1
TYPE: Thru Truss	LOCATION: Noti, OR
INSPECTION DATE. 1/31/2007	INSPECTOR: K. Trickle

Findings:

ABUT. #	ABUTMENT NOTES
1	Ballast on bridge seat at bearings Expansion bearings have pack rust.

SPAN #	FINDING #	NOTES
1	1	Floor beam #0 - Light to moderate corrosion, top and bottom flange angles
1	2	Floor beam #1 - Moderate corrosion, top flange angles - Heavy corrosion, bottom flange angles - Moderate corrosion, web at floor beam-to-stringer connections
1	3	Floor beam #2 - Moderate corrosion, top flange angles - Heavy corrosion, bottom flange angles. - Moderate corrosion, web at floor beam-to-stringer connections.
1	4	Floor beam #3 - Heavy corrosion, north bottom flange angle. - Moderate corrosion, north top flange angle
1	5	Floor beam #4 - Minor corrosion, top flange angles. - Moderate corrosion, web at bottom flange angle connection - Heavy corrosion, bottom flange angles
1	6	Panel #1 - Moderate corrosion, stringer top lateral gusset plates. - Moderate corrosion, stringer top and bottom flange angles. - Heavy corrosion, stringer bottom flange angles at diagonal bracing connection - Light corrosion, lacing bars of lower truss chord. - Moderate corrosion, lower truss chord channels. - Moderate corrosion, truss bottom chord diagonal braces and gusset plates
1	7	Panel #2 - Heavy corrosion, stringer bottom flange angles at diagonal bracing connection - Moderate corrosion, stringer top and bottom flange angles - Heavy corrosion, stringer top lateral bracing (80%-100% section loss) - Heavy corrosion, stringer top lateral gusset plates (80%-100% section loss)
1	8	Panel #3 - Heavy corrosion, stringer bottom flange angles at diagonal bracing connection. - Moderate corrosion, stringer top and bottom flange angles. - Heavy corrosion, stringer top lateral bracing (80%-100% section loss). - Heavy corrosion, stringer top lateral gusset plates (80%-100% section loss).
1	9	Panel #4 - Moderate corrosion, stringer top lateral gusset plates. - Moderate corrosion, stringer top and bottom flange angles. - Heavy corrosion, stringer bottom flange angles at diagonal bracing connection - Light corrosion, lacing bars of lower truss chord. - Moderate corrosion, lower truss chord channels. - Heavy corrosion, truss bottom chord diagonal braces and gusset plates
1	10	E&W Truss chords - Light corrosion, L1-U2 flange angles. - Light corrosion, all vertical post webs.

Ties - OK
Guard timber - OK
Walkway - OK
Handrails - OK

Surface rust on all members of top chord
Light to moderate rust on vertical posts
Debris buildup and moderate corrosion of all bottom chord horizontal gusset plates
Heavy vegetation

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	**BRIDGE # 664.00**
MILEPOST: 664.00	SECTION# 1
TYPE: Thru Truss	LOCATION. Noti, OR
INSPECTION DATE: 1/31/2007	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	2	OSMOSE	Replace bottom truss chord diagonal bracing, all panels.
2	1 8	3	RAILROAD	Remove: - Vegetation from under bridge
3	1.7	3	RAILROAD	Add ballast and tamp up approach.
4	1.5	3	OSMOSE	Panel #2 - Replace stringer top and bottom flange angles Panel #3 - Replace stringer top and bottom flange angles
5	1 4	3	OSMOSE	Repair stringer bottom flange angles at truss diagonal bracing connection, all panels.
6	1 3	3	OSMOSE	Floor beam #1 - Replace bottom flange angles and repair web at BFA connection. Floor beam #2 - Replace bottom flange angles and repair web at BFA connection. Floor beam #3 - Replace bottom flange angles and repair web at BFA connection. Floor beam #4 - Replace bottom flange angles and repair web at BFA connection
7	1 2	3	OSMOSE	Replace stringer top lateral angles and horizontal gusset plates, all panels.
8	1.6	5	OSMOSE	Continue regular inspections.

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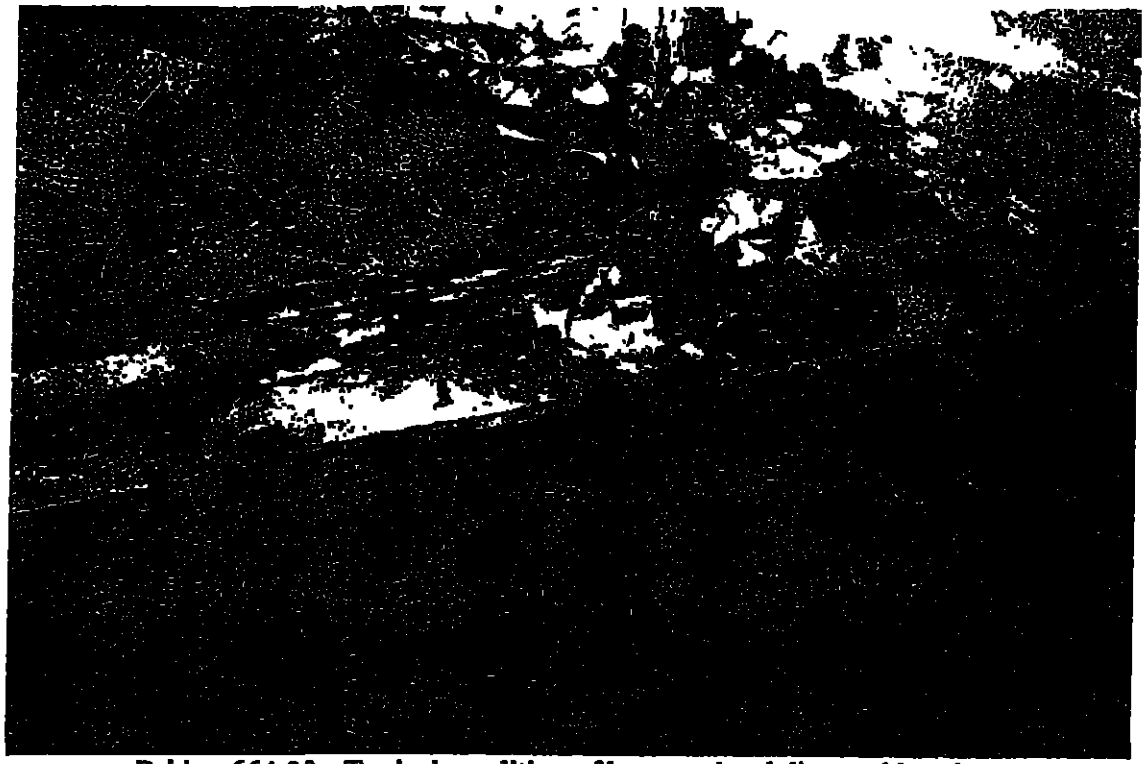
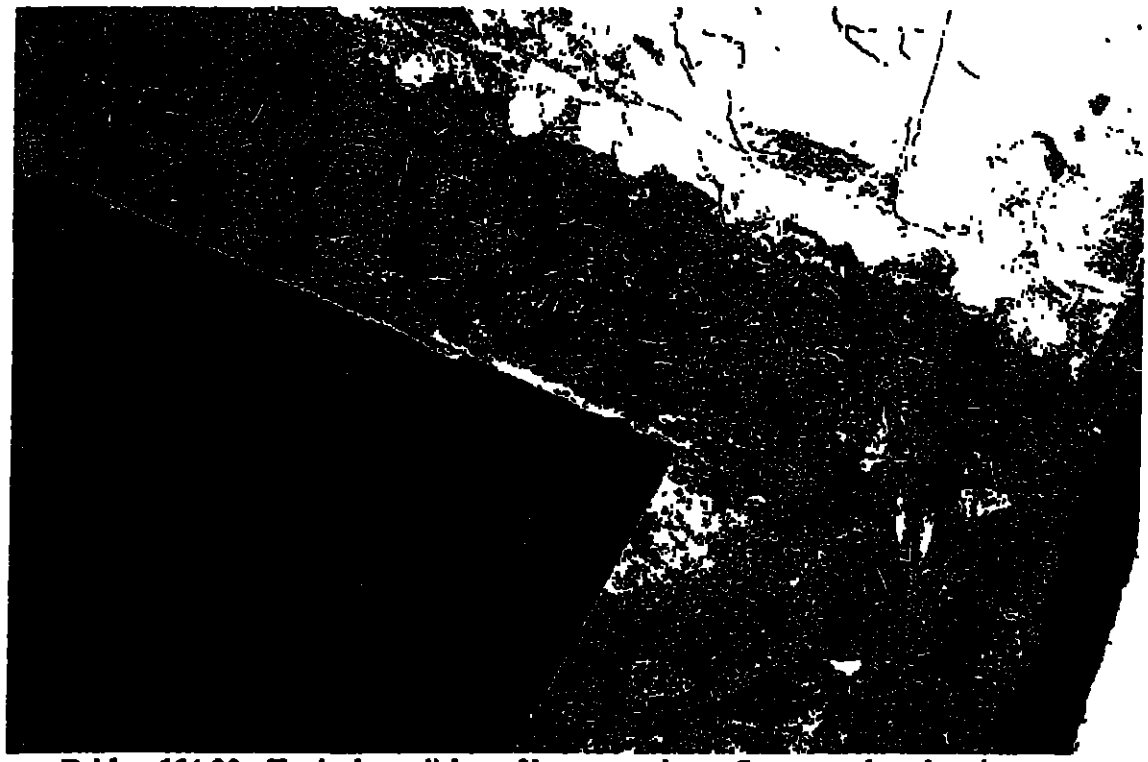


Bridge 664.00 - Typical condition of bottom chord diagonal bracing

Central Oregon & Pacific Railroad



Bridge 664.00 - Typical condition of bottom stringer flange angle at bearing area

Central Oregon & Pacific Railroad

Bridge 664.00 - Typical stringer to floor beam connection

Central Oregon & Pacific Railroad

Bridge 664.00 Upper stringer laterals - Severe section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 1-31-07 BY: KT

Bridge No: 464. Sec #1

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | **DIVISION:** Coos Bay Sub | **DISTRICT:**

BRIDGE DESCRIPTION:

LENGTH: 100' | **# OF SPANS:** 1 | **# OF TRACKS:** 1 | **YEAR BUILT:** 1907

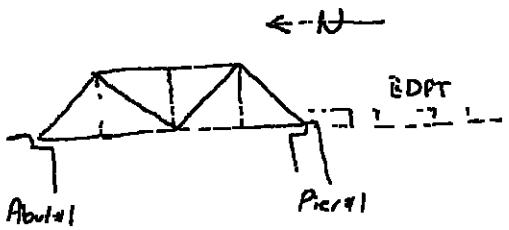
TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)* | **MILEAGE INCREASES FROM** (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

APPROXIMATE LOCATION: 6 miles (E) (W) (N) (S) *(Compass)* of the town of: NOTI, OR

Overall Sketch: (include span lengths)

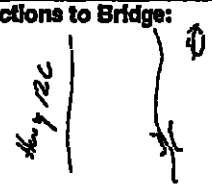


Typical Bent or Pier Sketch:

4 Panels
21 Ties

ACCESS TRUCK • BOMB • RAIL ✓ | **Park Work Trailer:** | **Park Concrete Pump:**

Sketch Directions to Bridge:



Directions:

GPS COORDINATES: N44 02.892 W 123 25.600 | **Nearest Crossing:** 2 mi

BRIDGE: TANGENT • CURVE ✓ | **Superelevation is in**

GUARD RAIL: YES • NO ✓ | **WALKWAY:** YES ✓ NO • **LOCATION:** Both sides

SKEWED: YES • NO ✓ | **Type of Walk:** Steel **Dim:** x x , long

FIBRE OPTICS: YES • NO ✓ | **CULVERT:** YES • NO •

BRIDGE IS OVER River | **Maximum Bridge Height:** 10'

Bents or Piers in Water: | **Maximum Water Depth:** 5'

Requires de-watering Yes No

		Bridge No: 664.0 SEC. 1

CONDITION

LINE & SURFACE:	POOR •	FAIR ✓	GOOD •				
APPROACHES:	POOR ✓	FAIR •	GOOD •	Low	EROSION PROBLEMS. #3		
TIES:	POOR •	FAIR •	GOOD ✓		SIZE: 9½×10×10	QUANTITY:	
HEADWALLS:	POOR •	FAIR •	GOOD ✓				
WALKWAY:	POOR •	FAIR •	GOOD •	OK	HAND RAILS - OK		
GUARDTIMBER	POOR •	FAIR •	GOOD ✓		SIZE: 6×8		

SUPERSTRUCTURE (Note any defects):

F.B. #2
- TFA & BFA light to moderate corr

Panel #1
- TLGP has moderate corrosion - [illegible]
- TFA & BFA " (BFA at BLA of T is heavy corr.) Stringers

Panel #1 Cont
- light corrosion on facing vers of BC. 1 T
- moderate corr on channels of BC. 1 T
- BLA of T is moderate corr.
- BLGP of T is " "

SUBSTRUCTURE (Note any defects):

Abut #1
- Bad rot on bearings
- Exp has pack rust
- HEAVY VEGETATION

RECOMMENDED WORK AND PRIORITY RATING

- Replace TL System of Stringers in all Panels. Pr #3
- Repair BC T L System in all panels. Pr #2
- REMOVE VEGETATION Pr #3

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

F.B. #1
- TFA moderate corr
- BFA heavy corr (Pr. #3)
- web moderate corr to FB to Str. Conn. (Pr. #3)

Panel #2
Same as Panel #3

FB #2
Same as FB #1

Panel #3
- Heavy corrosion on BCTLA and GP at Str. Conn (Pr. #2)
- Mod corr on TFA and BFA at Str (Pr. #3) (Heavy @ FB. conn)
- TLA at Str has 8% to 100% section loss (Pr #3)
- TLGP at Str " " (Pr #3)

FB #3
- Much BFA is corroded (Pr #3)
- " TFA is slightly corroded

Panel #4
- Same as Panel #1
- Heavy corr. on BCTLA (Pr. #2) (Corrosion EFF at Str. splice at BCTLA location)
- " " LGP (Pr. #2)
- TLA and TLG at Str. is corroded. (Pr. #3)

FB. #4
- Mod corr on TFA
- Web is corroded at BFA conn.
- BFA is corroded (Pr. #3)

Inventory

17 c to c of Truss Vert Post

General Notes:
- Surface rust on all members of TC
- Ties - OK
- Vert. Post has light to moderate corr
- Surface rust on TCT

L_1U_2 - (East & West) - light corr. on FA
- " " on Vert Post web
- Moderate corr and collection of debris on BTC GP (at all locations)*

Pier #1
- OK

Central Oregon & Pacific Railroad

Bridge 664.00 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 664.00
MILEPOST: 664.00	SECTION# 2
TYPE: BDPT	LOCATION: Nob, OR
INSPECTION DATE: 1/31/2007	INSPECTOR: K Trickle

Findings:

Bent 7
Pile 4 - Possible Reject

Bent 10
Pile 5 - Possible Reject

Ballast retainers - OK
Headwall - OK
Approach - Low
Loss of Ballast - Southeast headwall
Stringers - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.7	3	RAILROAD	Add ballast and tamp up both approach.
2	2.3	4	OSMOSE	In-place preservatively treat piles, caps and stringers
3	2.1	4	RAILROAD	Patch: - Ballast leak at Southeast corner of headwall
4	2.5	5	RAILROAD	Monitor: - Pile 4 of Bent 7 - Pile 5 of Bent 10

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	2.6		OSMOSE	10/16/2002	Framed out: - Bent 4 Posted: - Piles 1 & 2 of Bent 7

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 1-31 ~~19~~ 2007

Owner CORP Reg /Div _____ Bridge No 664.00 S. App. (Sec 2)

Dist. Sub/Branch COOS BAY

Location NOTI, OR (MP 665.3)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR. TR	PP	LIN. FT PILING
		North App Steel Thru Truss													
1	-		-							4" Shim					—
2	5	2	12	4½	4	5					12				60
3	5		12												60
4	5		11				Framed @ G/L, New 10/16/03								55
5	5	4	11	1½	4	1½									
															55
6	5		10½												55
7	5	4	11	6	3½	6	Piles is 2-Posted New 10/16/03				14	PX			55
		5		1½	7	3½									
8	5	3	10	2	½	5	2	3			13				
		5		4	3	1½									50
9	5	4	8	4	6	2				Ball. rot. - OK, App - Low (#3)					40
10	5	5	4	O/P	4	7				Hdwl - OK	1:½	PX			20
		CAP		OUT #3	0	16				ballast leak @ SE weadwall					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
O/P — Drill Pin
G/L — Groundline Area

Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

SIGNED KT

CORP001445

Central Oregon & Pacific Railroad

Bridge 664.62 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 664.62
MILEPOST 664.62	SECTION# 1
TYPE: ODPT	LOCATION: Noti, OR
INSPECTION DATE: 1/31/2007	INSPECTOR: K. Trickle

Findings:

Bent 2
- Pile 1 - Reject
- Shim - Minor cornering under both chords

Bent 3
- Pile 1 - Reject
- Pile 4 - Reject
- North Sway brace - Reject

Bent 4
- Pile 1 - Reject
- Pile 4 - Reject
- Shim - Reject (crushing under both chords)

Bent 7
- Shim - Reject (crushing under both chords)

Span 3
- Stringer 5 - Reject

Span 4
- Stringer 8 - Reject

Span 5
- Stringer 1 - Reject

Ties - OK (6 reject, plate cut at approach)
Guard timber - 50% reject
Approach - Low
Walkways - Fair (15 planks deteriorated)
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 10	2	RAILROAD	Add ballast and tamp up approach.
2	1 14	3	OSMOSE	Replace: - Shim on Bent 4 (crushing under both chords) - Shim on Bent 7 (crushing under both chords)
3	1.9	3	OSMOSE	Replace - Guard timber
4	1 4	3	OSMOSE	Replace. - Approximately 15 walkway planks
5	1.3	3	OSMOSE	Post: - Pile 1 of Bent 3 - Pile 4 of Bent 3 - Pile 1 of Bent 4 - Pile 4 of Bent 4
6	1.12	4	OSMOSE	Replace - North Sway brace on Bent 3
7	1 11	4	OSMOSE	Spot replace 6 bridge ties.
8	1.7	4	OSMOSE	In-place preservatively treat piles, caps and stringers

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach — BRIDGE # 664.62

MILEPOST: 664.62 — SECTION# 1

TYPE: ODPT — LOCATION: Nob, OR

INSPECTION DATE: 1/31/2007 — INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
9	1.6	4	OSMOSE	Replace: - Stringer 5 in Span 3 - Stringer 8 in Span 4 - Stringer 1 in Span 5
10	1.2	4	OSMOSE	Post: - Pile 1 of Bent 2
11	1.13	5	RAILROAD	Monitor: - Shim on Bent 2 (minor cornering under both chords)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 1		OSMOSE	7/19/1999	Replaced: - Cap on Bent 1 - Cap on Bent 3 - Cap on Bent 5 - Cap on Bent 6

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 1-31 19 2007

Owner CORP Reg./Div _____ Bridge No 664.62 N. App (Sec 1)

Dist./Sub Branch COOS BAY

Location NOTI, OR (MP 665.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 19 39

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GR TR	PP	LIN FT. PILING
1	5	2	4	P/P	6	3									20
		5		2	7	1				3½" Shim					
		1					Cap New			7/19/99 Osmose					
2	5	1	11	1	2	10				3½" Shim	14½	X			55
		Shim		(Minor Cornering @ both Chds) #5											
3	5	1	12½	3	½	8					15	X			65
		4		2	1½	11½				3" Shim	14½	X			
							Cap New			7/19/99 Osmose					
					North Sway Brace		⊗								
4	5	1	13½	4	3	10				3" Shim		X			70
		4		O/P	1½	11					13	X			
		Shim	⊗	(CR @ both Chds) #3								⊗			
5	5		13½							3" shim					70
							Cap New			7/19/99 Osmose					
6	5		16½							3" shim					85
							Cap New			7/19/99 Osmose					
7	-		-		Cap on Conc Pier										-
		Shim	⊗	(CR @ both Chds) #3								⊗			

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 is N (S) E W
(Timetable)

SIGNED KT

CORP001449

BORING RECORD

Date. 1-31 2007 Sheet: 2 of 2

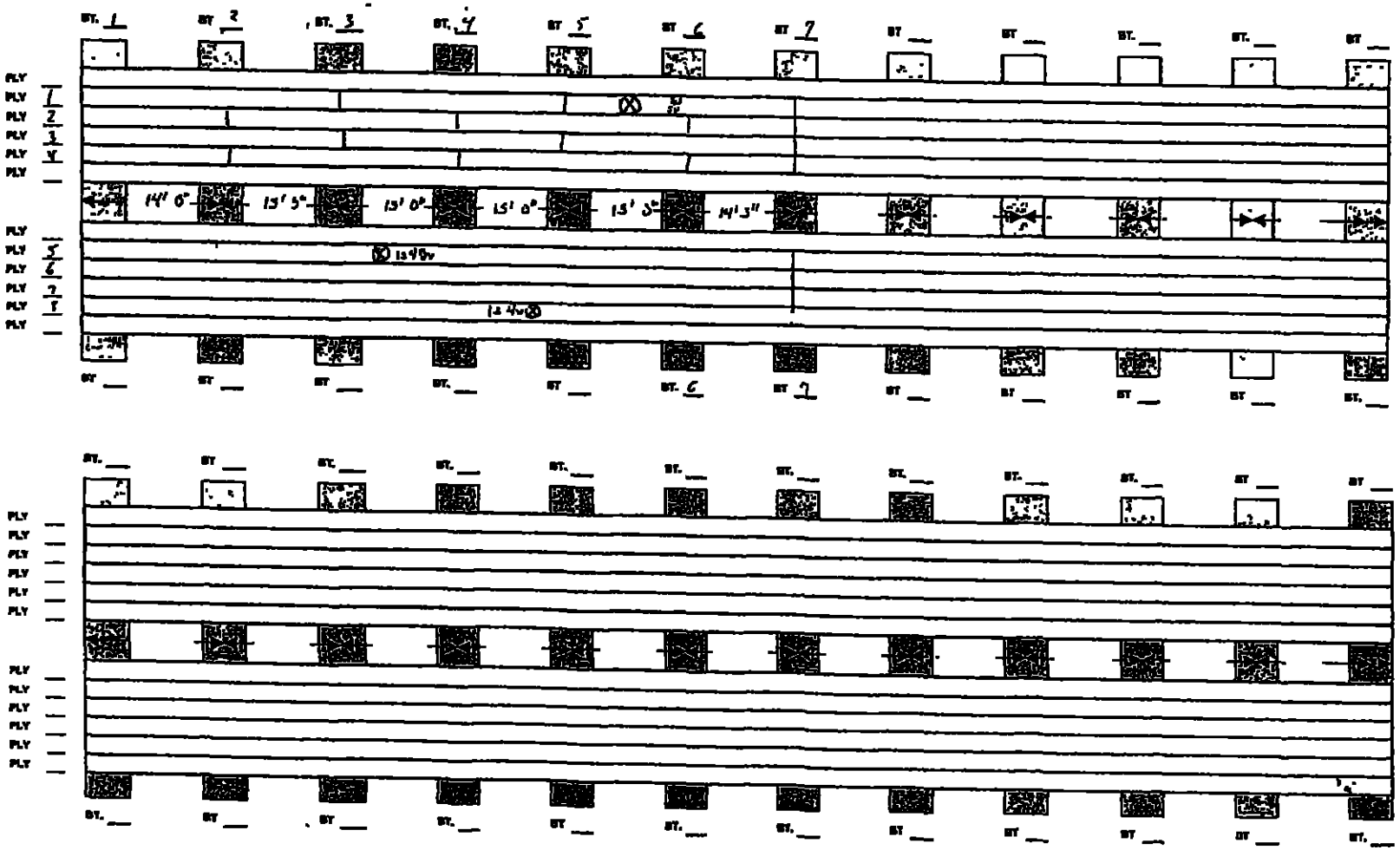
OWNER: CORP Coos Bay Sub BRIDGE #: 664.22 N. App Sec 1

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90 SHELL	90' VOID	H	REMARKS	PILE DIA	PX or X	GAL TR.	PP	LIN. FT PILING
				(70)						TIES - OK (6 @ PLATE CUT @ APPROACH)					
										GUARD TIMBER - SO 2 (X)					
										NORTH WEST HEADWALL - OK					
										APPROACH - LOW #2					
										WALKWAYS - FAIR 15 PLANKS DETERIORATED					
										HANDRAILS - OK					

664.62 H Appl. (Seal) Coat Bag

8 stringers

Stringer Schematic



CORP001451

Central Oregon & Pacific Railroad

Bridge 664.62 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	**BRIDGE # 664.62**
MILEPOST: 664.62	SECTION# 2
TYPE: Thru Truss	LOCATION: Noti, OR
INSPECTION DATE: 1/31/2007	INSPECTOR: K. Trickle

Findings:

PIER	PIER NOTES
2	Top 18" of concrete backwall is spalled under west rail.

SPAN #	FINDING #	NOTES
1	1	Panel #1 - Light corrosion, stringer top and bottom flange angles. - Light corrosion, stringer bottom flange angles at diagonal bracing connection
1	2	Panel #2 - Light to moderate corrosion, stringer top lateral gusset plates.
1	3	Panel #3 - Light to moderate corrosion, stringer top lateral gusset plates.

Ties - Fair (minor plate cut)
Guard timber - OK (2 sections reject, East side)
Walkway - OK
Handrails - OK

Light corrosion, southeast portal brace.
Lower flange angles and stringer webs - Paint peeling

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.2	4	OSMOSE	Replace: - 2 sections of Guard timber on the East side
2	2.1	5	OSMOSE	Continue regular inspections.

Central Oregon & Pacific Railroad

Bridge 664.62 Section 2 - Spall at top of backwall, Pier 2

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 1-31-07 BY: KJ

Bridge No: 664.62 Sec 42

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Cres Br. Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 100' | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1912

TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

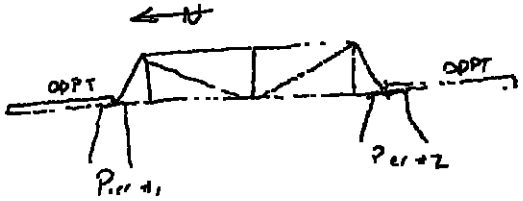
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: NOTI, OR

Overall Sketch: (Include span lengths)



Typical Bent or Pier Sketch:

4 Panels
21 Tiers

GENERAL

ACCESS TRUCK • BOMB • RAIL ✓ Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44 03.191 W 123 26.149

Nearest Crossing: 1 mile

BRIDGE: TANGENT ✓ CURVE • Superelevation is in _____

GUARD RAIL: YES • NO ✓

WALKWAY: YES ✓ NO • LOCATION:

SKEWED: YES • NO ✓

Type of Walk: Steel Dim: 1' x x long

FIBRE OPTICS: YES • NO ✓

CULVERT: YES • NO •

BRIDGE IS OVER Creek

Maximum Bridge Height: 15'

Bents or Piers in Water:

Maximum Water Depth: 45'

Requires de-watering Yes No

CORP001455

		Bridge No: 66[illegible] 02 SEC 2

CONDITION

LINE & SURFACE:	POOR •	FAIR ✓	GOOD •		
APPROACHES:	POOR •	FAIR ✓	GOOD •	EROSION PROBLEMS.	
TIES:	POOR •	FAIR •	GOOD •	SIZE: 9½ [illegible] (minor platecut)	QUANTITY:
HEADWALLS:	POOR ✓	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •	OK HAND RAILS - OK	
GUARDTIMBER	POOR •	FAIR •	GOOD •	OK SIZE: 2 SECTIONS EAST SIDE X	

SUPERSTRUCTURE (Note any defects):

FB #0
- OK

Panel #1
light corr TFA and BFA
- " " BCTLA @ Str. Conn

FB #1
- OK PAINT PEELING - LOWER FLANGE ANGLES & STRINGER WEBS
- Tie spacers over TFA distr

Panel #2
- TLGP of Str are light - to moderate [illegible]

F.B. #2
- OK

SUBSTRUCTURE (Note any defects):

Panel #3
- TLGP of Str light corrosion

F.B #3
- OK

Panel #4
- OK

FB #4
OK

Panel #1
OK

Panel #2
- Top 1/4 of concrete bentwall is spalled under West rail

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Inventory

vert post c to c 16'-6"

- Portal Brace #4 is slightly excessive on Southeast portal

Central Oregon & Pacific Railroad

Bridge 664 62 Section 3

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP001458

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach — BRIDGE # 664.62

MILEPOST: 664.62 — SECTION# 3

TYPE: ODPT — LOCATION: Noti, OR

INSPECTION DATE: 1/31/2007 — INSPECTOR: K. Trickle

Findings:

Bent 2
Pile 1 - Reject

Bent 3
Pile 3 - Reject
Pile 4 - Reject

Bent 4
Pile 1 - Reject

Bent 5
Girt Brace 2 in Span 5- Reject

Bent 6
Pile 5 - Reject

Bent 7
2 1/2" Gap over Pile 3
Cap - Reject

Span 6
Stringer 1 - Visual Reject
Stringer 8 - Reject

Ties - Fair (8 reject, plate cut at approach)
Guard timber - OK
Headwall - OK
Approach - Low
Walkway - Fair (5 planks reject)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 9	2	RAILROAD	Add ballast and tamp up approach.
2	3 8	3	OSMOSE	Replace: - Approximately 5 walkway planks
3	3.4	3	OSMOSE	Post: - Pile 3 of Bent 3 - Pile 4 of Bent 3
4	3.3	3	OSMOSE	Replace: - Cap on Bent 7
5	3.2	3	OSMOSE	Shim: - Over Pile 3 of Bent 7
6	3.1	3	OSMOSE	Replace: - Stringer 1 in Span 6 - Stringer 8 in Span 6
7	3.11	4	OSMOSE	Replace: - Girt Brace 2 in Span 5
8	3 10	4	OSMOSE	Spot replace 8 bridge ties.

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach — BRIDGE # 664.62

MILEPOST: 664.62 — SECTION# 3

TYPE: ODPT — LOCATION: Noti, OR

INSPECTION DATE: 1/31/2007 — INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
9	3.7	4	OSMOSE	Post: - Pile 1 of Bent 2 - Pile 1 of Bent 4 - Pile 5 of Bent 6
10	3.5	4	OSMOSE	In-place preservatively treat piles, caps and stringers.

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3.8		OSMOSE	7/19/1999	Replaced: - Cap on Bent 5

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 1-31-2007

Owner CORP Reg./Div 4 Bridge No. 664.62 S. App (Sec 3)

Dist. (Sub) Branch COOS BAY

Location NOTI, OR (MP 665.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 39

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
					Approach - Low (#2)					Ties - Fair (80) plate. out (74)					
					Hdwl - OK					Walkway - Fair Splank		X			
					6. timber - OK										
1	—		—			CAP and Conc				Pier #1					—
2	5	1	15	5½	3	8					13½	X			75
		2		4	OK										
3	5	3	15	5	2	10					14½	X			75
		4		0/P	1	11				PILE 4' OK	14	X			
		5		4	0	K									
4	5	1	15	5	1½	10					13¾	X			75
		5		4	OK										
5	5		14½				Sp. 5 Bir - 2 (X) - #4								75
							Cap New 7/19/99 Dismove								
6	5	5	10	1½	2	9					14	X			50
7	5	CAP	3	over P1	3	4		Cap - (X)		13½ x 13½ x 3'					15
					2½"	Cap over	9½ x 3								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DF — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmosheild
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 is N S E (W)
(Timetable)

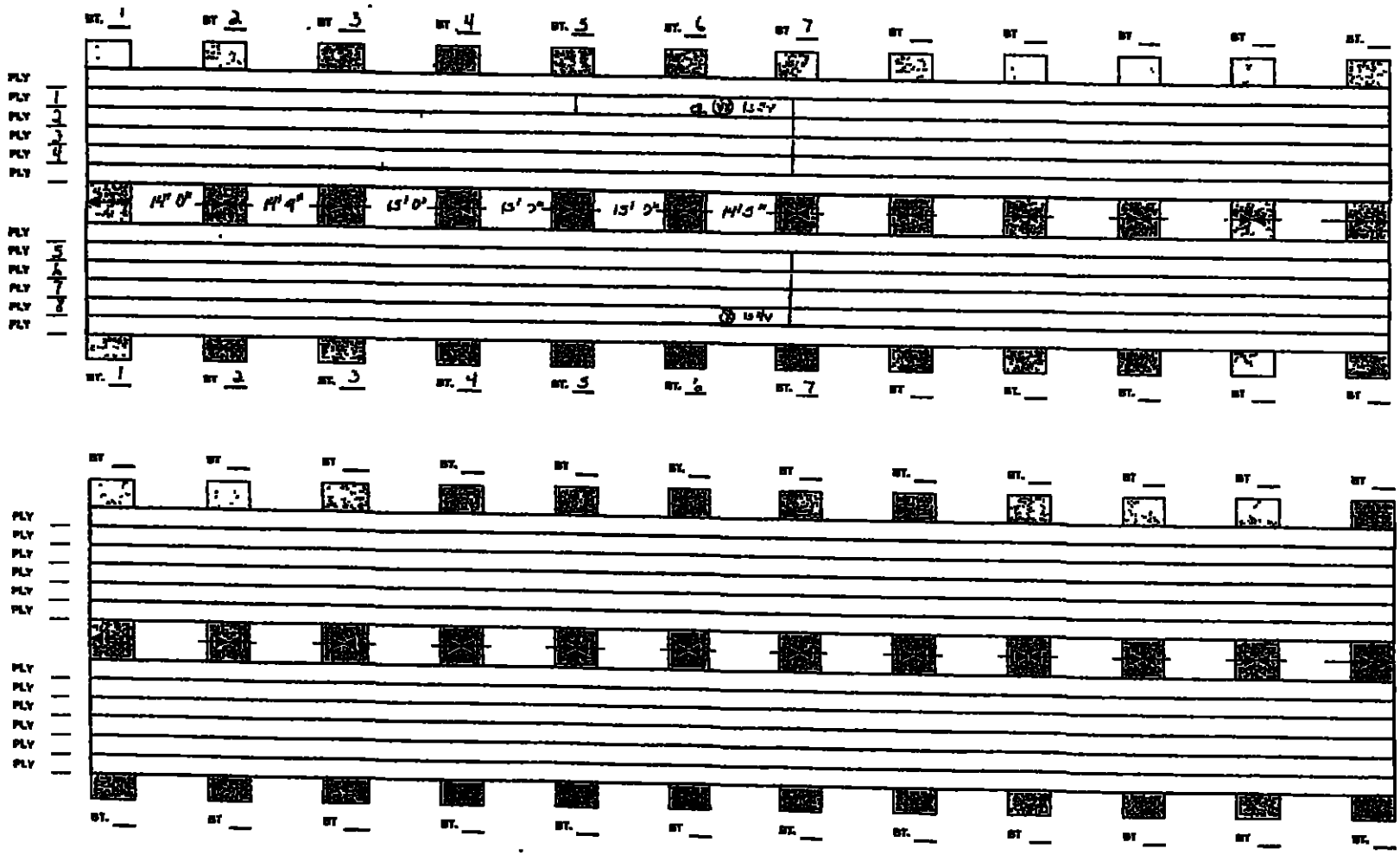
SIGNED KT

CORP001461

654 52 S. App. (sec 3)
8 stringers

Goor Bag

Stringer Schematic



CORP001462

Central Oregon & Pacific Railroad

Bridge 664.85 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 664.85
MILEPOST: 664.85	SECTION# 1
TYPE: ODPT	LOCATION: Noti, OR
INSPECTION DATE: 1/31/2007	INSPECTOR: K. Trickle

Findings:

Bent 1
1" Gap over Pile 2
Cap - Possible Reject

Bent 2
Pile 3 - Possible Reject

Bent 3
Pile 2 - Reject

Bent 6
1/4" Gap under Chord 1

Ties - OK
Guard timber - OK
Headwall - OK
Approach - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	3	RAILROAD	Add ballast and tamp up approach.
2	1.4	3	OSMOSE	Shim - Over Pile 2 of Bent 1
3	1.7	4	OSMOSE	Shim - Under Chord 1 on Bent 6
4	1.5	4	OSMOSE	Replace: - Cap on Bent 1
5	1.3	4	OSMOSE	In-place preservatively treat the piles, caps and stringers.
6	1.1	4	OSMOSE	Post. - Pile 2 of Bent 3
7	1.2	5	RAILROAD	Monitor: - Pile 3 of Bent 2

140 240

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 1-31 19 2007

Owner CORP Reg./Div. _____ Bridge No 664.85 N. App (Sec 1)

Dist./Sub/Branch COOS BAY

Location NOTI, OR (MP 665.3)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 39

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GL TR	PP	LIN. FT PILING
1	5	3	5	O/P	OK					1" Gap Pile 2					25
		Cap		P2	2	2	Cap - Possible Reject (PX)								
2	5	3	9	8	1	9		Concrete Cap			16	PX			45
3	5	2	15½	O/P	2	10					13	X			80
		5		4	OK										
4	5		17												85
5	5	3	17	O/P	OK										85
		5		5	OK										
6	-		-			CAP on	Conc			Pier #1					-
										1½" Gap under Ch. 1 #4					
		multi Span			Thru Truss										
		South App			5 Timber Spans										
						App. - Low (#3) G. Timb. - OK									
						Girts - OK				Hdwl - OK					
				(S1)	Ties - OK										
						Walkways - OK				Handrails - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

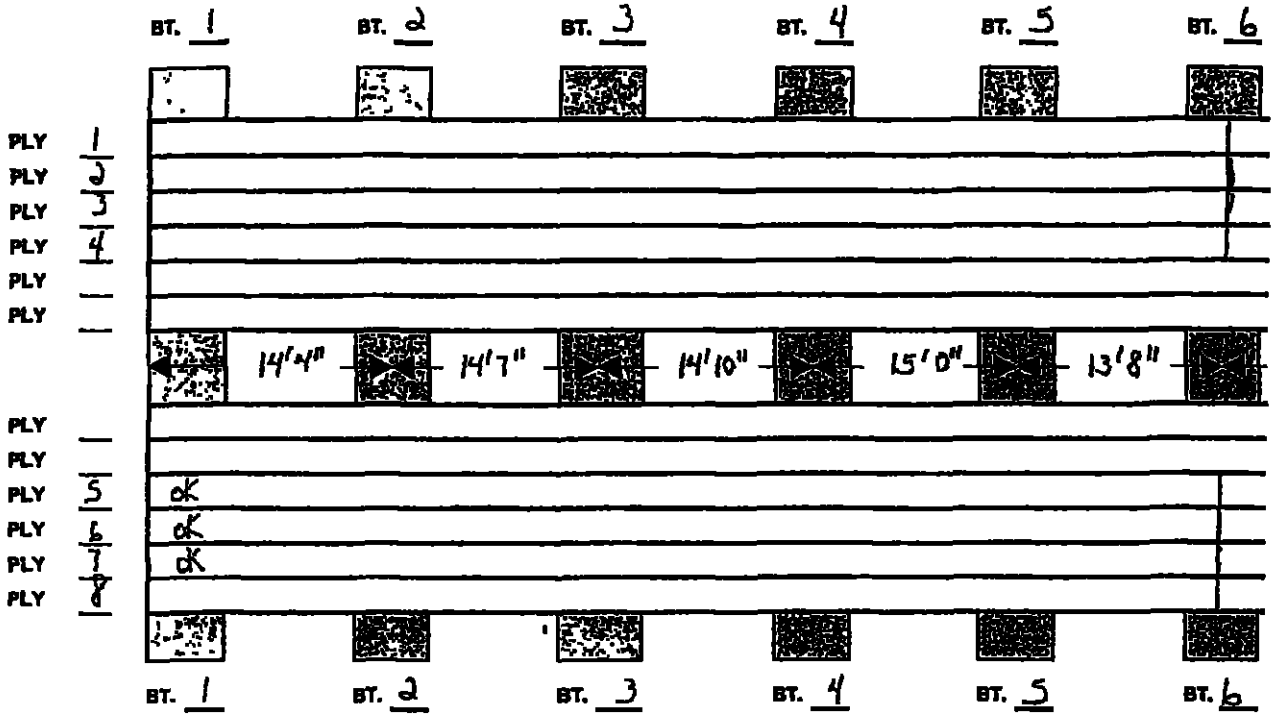
SIGNED KT

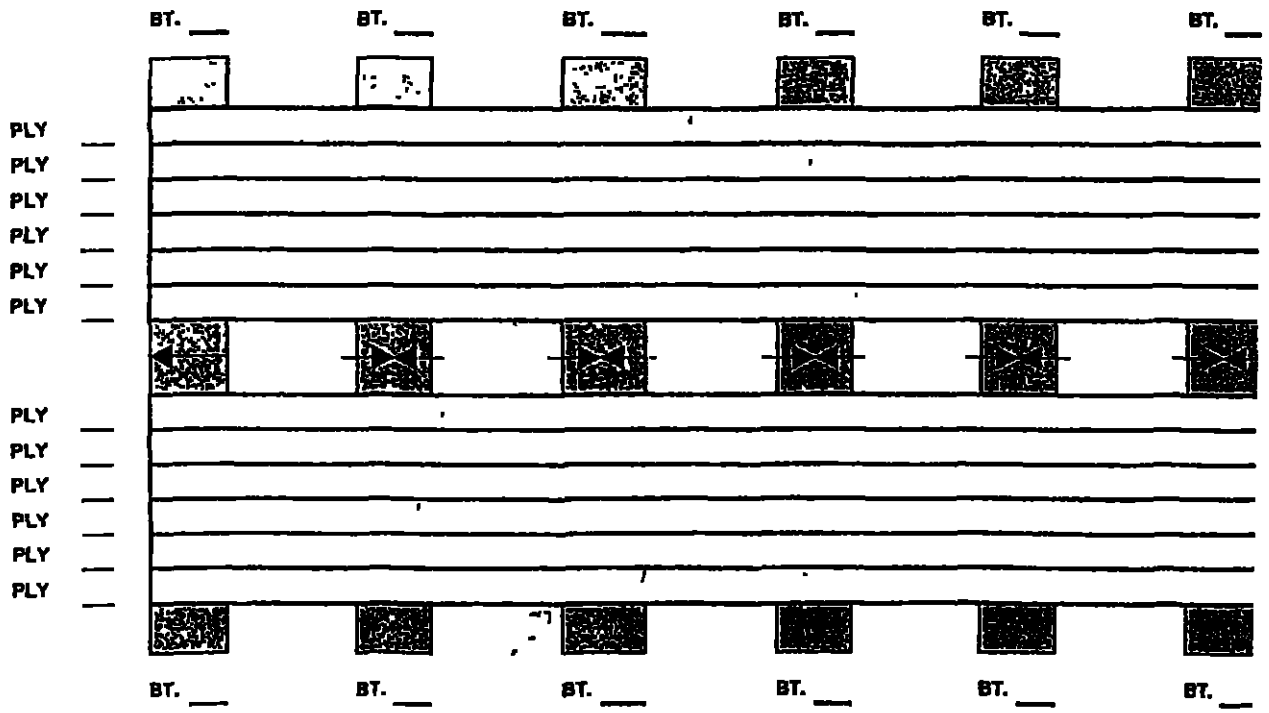
CORP001465

66'1.85 N. App. (Sec 1) Coos Bay

8 stringers

Stringe





Central Oregon & Pacific Railroad

Bridge 664.85 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 664.85**
MILEPOST: 664.85	SECTION# 2
TYPE: Thru Truss	LOCATION: Nob, OR
INSPECTION DATE: 1/31/2007	INSPECTOR: K. Trickle

Findings:

PIER	PIER NOTES
1	Moderate to heavy spalling on top 12" of concrete backwall

SPAN #	FINDING #	NOTES
1	1	Floor Beam #0 - Corrosion on top flange angles under walkways
1	2	Floor Beam #1 - Debris on top flange angles
1	3	Floor Beam #2 - Debris on top flange angles
1	4	Floor Beam #3 - Debris on top flange angles
1	5	Floor Beam #4 - Debris on top flange angles Corrosion on top flange angles under walkways

Ties - Poor
Guard timber - Poor
Walkway - Poor

Light corrosion of stringers, all panels
Paint is peeling and surface rust is developing on truss top chord

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.1	2	OSMOSE	Replace ties and walkways
2	2.4	3	OSMOSE	Pier #1 - Chip out deteriorated concrete on backwall. - Drill and install dowels and rebar. - Form and pour concrete to original lines.
3	2.3	5	RAILROAD	Clean debris from top flange angles of floor beams and stringers of Thru Truss
4	2.2	5	OSMOSE	Continue regular inspections

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE:	BY:	Bridge No:
1-31-07	KT	664.85 SEC 2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION:	DIVISION: Coos Bay Sub	DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 100'	# OF SPANS: 1	# OF TRACKS: 1	YEAR BUILT: 1907

TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

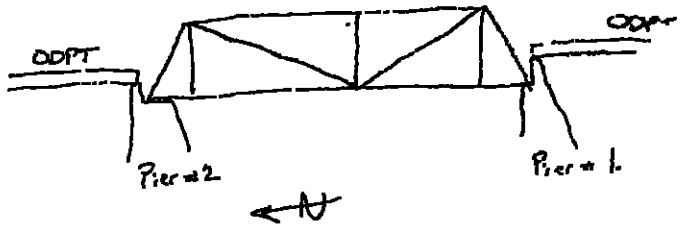
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)*

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

APPROXIMATE LOCATION: 1 miles (E) (W) (N) (S) *(Compass)* of the town of: NaTi, OR

Overall Sketch: (Include span lengths)



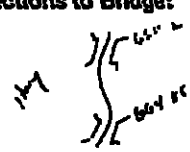
Typical Bent or Pier Sketch:

4 Panels
21 Ties
Tie spacers [illegible] of Str
FB #2, #4 [illegible]
FB #1 [illegible]

GENERAL

ACCESS TRUCK • BOMB • RAIL ✓ Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:



Directions:

GPS COORDINATES: N 44 03.311 W 123 26.364

Nearest Crossing: 1 mile

BRIDGE: TANGENT ✓ CURVE •

Superelevation is in _____

GUARD RAIL: YES • NO ✓

WALKWAY: YES ✓ NO • LOCATION: Lt

SKEWED: YES • NO ✓

Type of Walk: Timber Dim: x x long

FIBRE OPTICS: YES • NO ✓

CULVERT: YES • NO •

BRIDGE IS OVER

Maximum Bridge Height: 120'

Bents or Piers in Water:

Maximum Water Depth: +5'

Requires de-watering Yes No

CORP001469

		Bridge No: 664.85 SEC. 2

CONDITION

LINE & SURFACE:	POOR •	FAIR ✓	GOOD •				
APPROACHES:	POOR •	FAIR ✓	GOOD •	**EROSION PROBLEMS:**			
TIES:	POOR ✓	FAIR •	GOOD •	**SIZE:** 11x10x13' Dep. 2 to 10"	**QUANTITY:**	88	
HEADWALLS:	POOR •	FAIR ✓	GOOD •	W. Timber 4x12x20'			
WALKWAY:	POOR ✓	FAIR •	GOOD •	2x12			
GUARDTIMBER	POOR ✓	FAIR •	GOOD •	**SIZE.** 6x8			

SUPERSTRUCTURE (Note any defects):

Ties - Poor (Pr #2)
G. Timber - Poor
Walkway - Poor

Pier #1
- Top 12" of Backwall is deteriorated

Pier. #2
- Ok

SUBSTRUCTURE (Note any defects):

FB #0
- TFA are dirt under wall way

Panel #1
- OK

FB #1
- Debris on TFA

Panel #2
- Ok

FB #2
- Same as #1

Panel #3
- Ok

FB #3
Same as #1

Panel #4
Ok

FB #4
Same as #0

RECOMMENDED WORK AND PRIORITY RATING:

Replace Ties and Walkway - (Pr #3)

Work designated with an asterisk (*) should be addressed immediately.

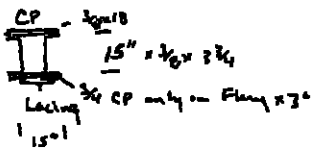
PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

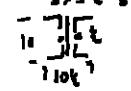
Inventory

Vert. Post c to c 16'-6"

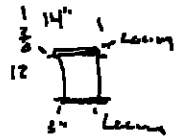
$L_0 - U_1$ 15'



$L_1 - U_1$ Built-up Back n Back Δ

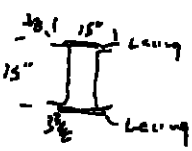


$L_2 - U_1$

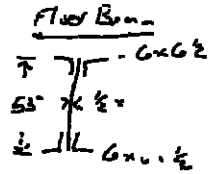


$L_2 - U_2$ - Same as $L_1 - U_1$ except no web just Lacing bars

Truss Chart



Floor Beam



Str

General Notes

- Light color on str. in all panels
- Paint is coming off at TTC rust is present

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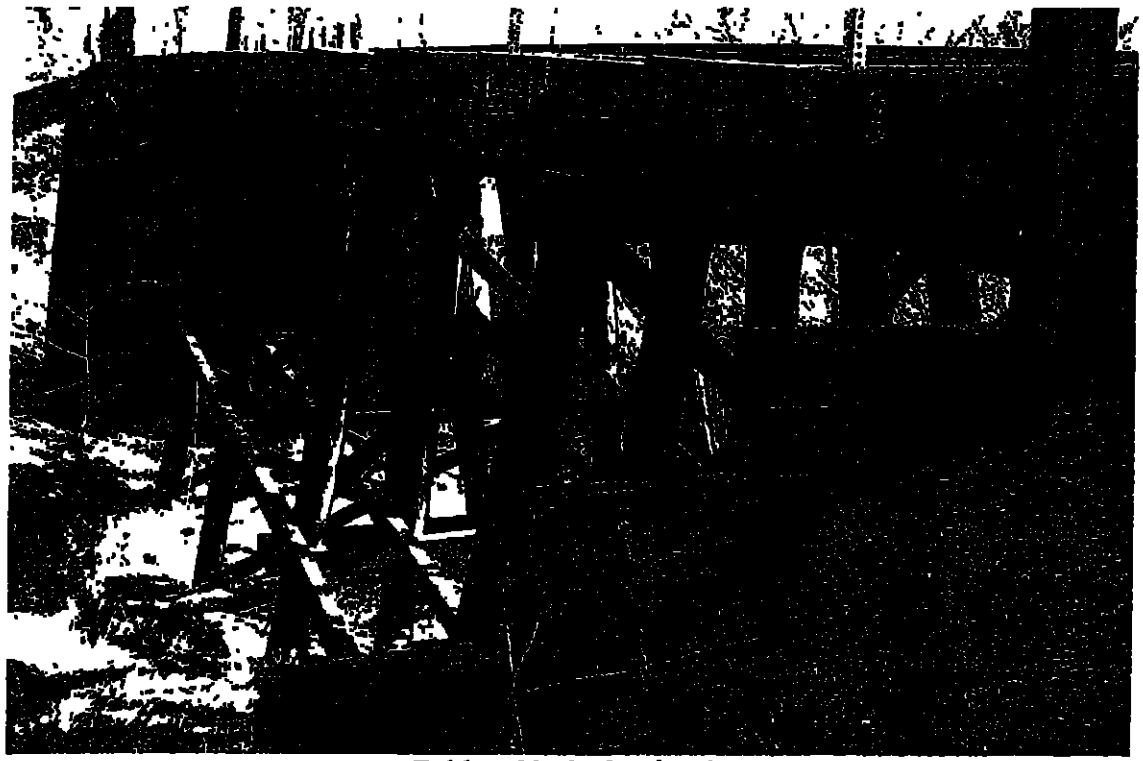

Bridge 664.85 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 664.85
MILEPOST: 664.85	SECTION# 3
TYPE: ODPT	LOCATION: Noti, OR
INSPECTION DATE: 1/31/2007	INSPECTOR: K Trickle

Findings:

Bent 1
Shim - Reject (crushing under both chords)

Bent 3
Pile 1 - Possible Reject

Bent 5
1/2" Shim - Reject (working out)

Span 1
Stringer 2 - Visual Reject

Span 2
Stringer 2 - Visual Reject

Span 3
Stringer 2 - Visual Reject
Stringer 9 - Visual Reject
Stringer 10 - Visual Reject

Span 4
Stringer 2 - Visual Reject
Stringer 5 - Visual Reject

Span 5
Stringer 1 - Reject
Stringer 9 - Reject

Ties - OK
Guard timber - OK
Headwall - OK
Approach - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.2	3	OSMOSE	Replace: - Shim on Bent 1 (crushing under both chords) - 1/2" Shim on Bent 5
2	3.1	3	OSMOSE	Replace - All stringers
3	3.7	4	RAILROAD	Add ballast and tamp up approach.
4	3.5	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
5	3.4	5	RAILROAD	Monitor - Pile 1 of Bent 3

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3.6		OSMOSE	7/19/2000	Replaced: - Cap and Shim on Bent 2 - Cap and Shim on Bent 3

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 1-31 ,19 2007

Owner CORP Reg./Div. _____ Bridge No 664.45 S. APP (Sec 3)

Dist./Sub/Branch COOS BAY

Location NoTI, OR (MP 665.3)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 19 39

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GR. TR	PP	LIN FT PILING
		N. App			6 Timber Bents										
				Main	Span		Thru Truss								
1	—		—		Cap on Conc Pier #1										—
		Shim	⊗	(CR @ both Ch's) #3								⊗			105
2	5					Cap & Shim New 7/19/2000					Osmose				
3	5	1	20	1	2	3	4	5			13	PX			100
						Cap & Shim New 7/19/2000 Osmose									
4	5	1	15	4		OK									
															75
5	5		10½					½" Shim working out—			⊗				55
6	5	1	3½	1	3	2									20
		5		2	3	1½									

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo Wrap
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 is (N) S E W
(Timetable)

SIGNED _____

CORP001475

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 2 SHEETS

Bridge No. 164-85 S. APP.

Date 1-31, ~~19~~2007

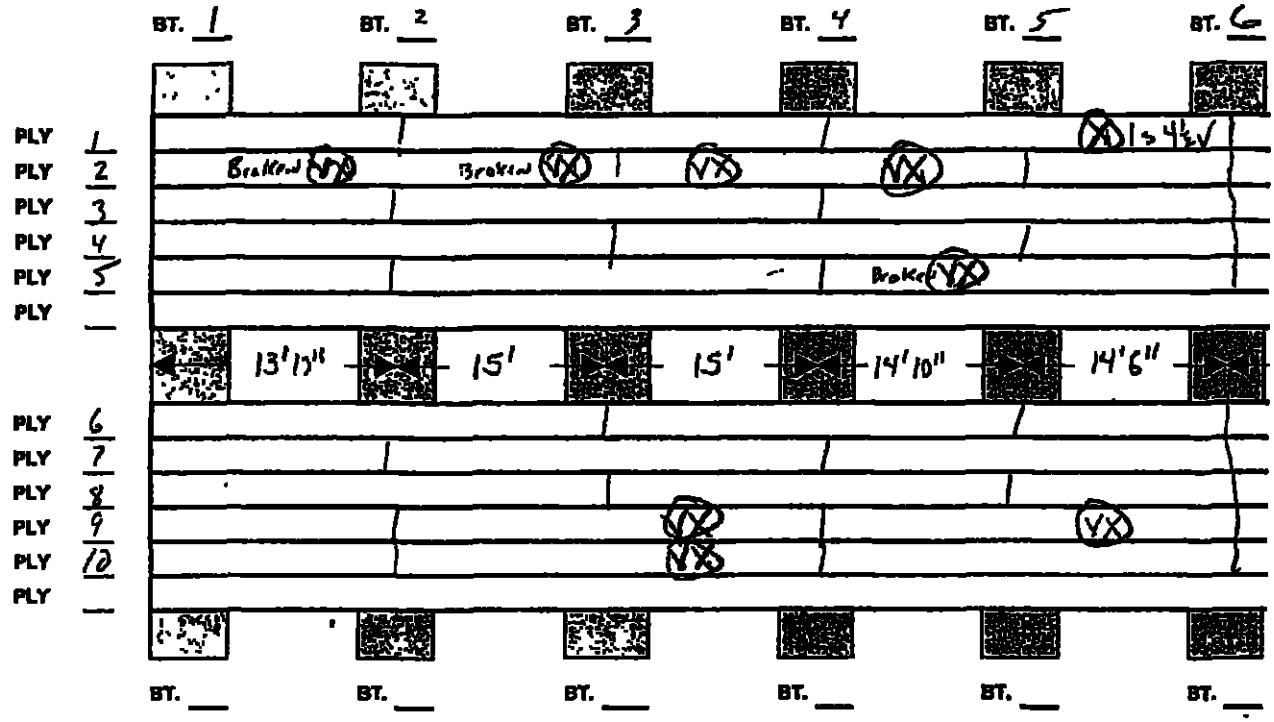
BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GL TR	PP	LIN. FT. PILING
										APPROACH - LOW					
									(52)	TIES - OK					
										GUARD TIMBER - OK					
										WALKWAYS - OK	HANDRAILS - OK				
										GATES - OK					
										HEADWALL - OK					

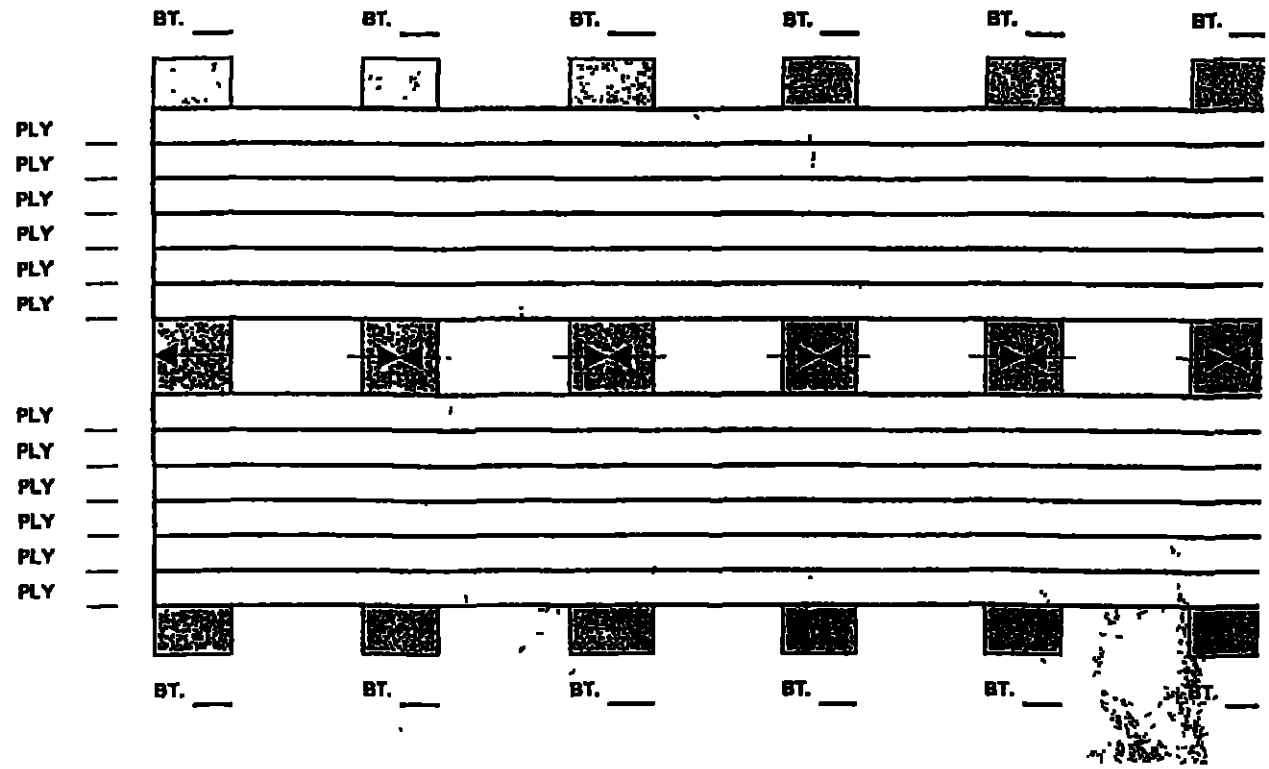
CORP001476

"64.85 Sect. 3 Coos Bay

8"X17½"

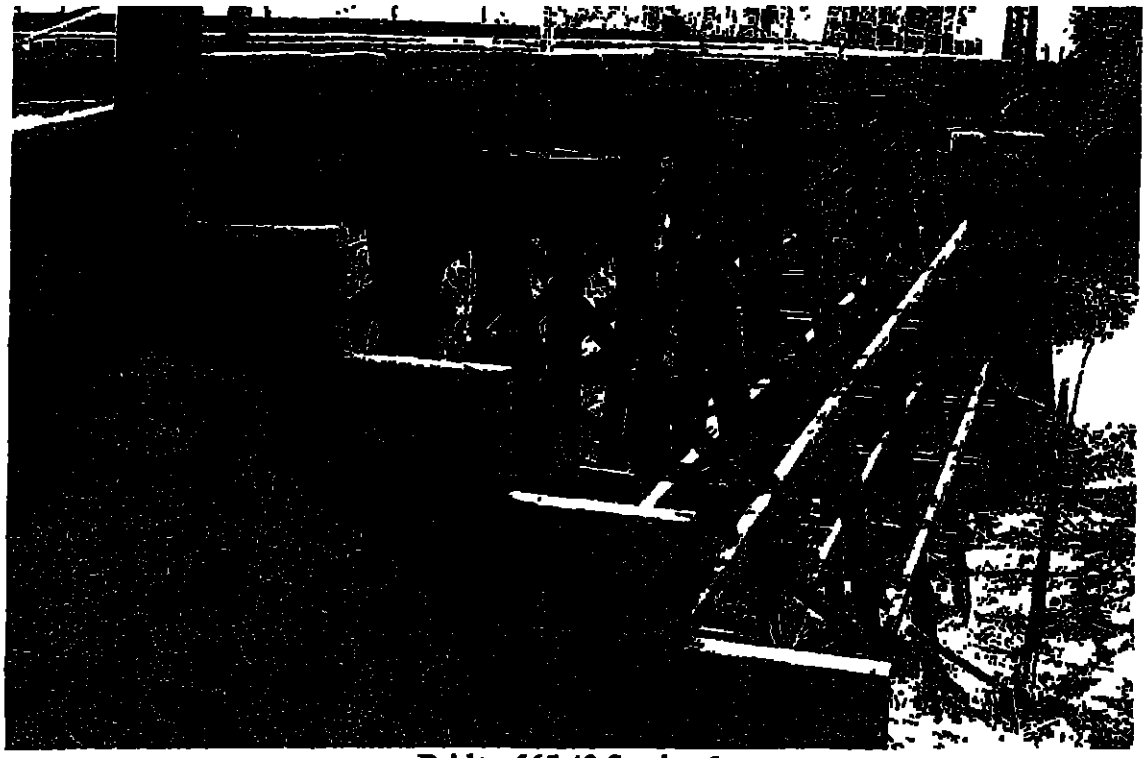
String





CORP001477

Central Oregon & Pacific Railroad



Bridge 665.49 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 665.49
MILEPOST: 665.49	SECTION# 1
TYPE: ODPT	LOCATION: Noti, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR. K. Trickle

Findings:

Bent 3

Cap - Reject (piles 3 & 5 punching)
3/4" Chord 2 Shim - Reject
No lower sway braces (Bridge is 22' high)

Bent 4

Pile 1 - Reject
Pile 3 - Reject

Bent 6

Pile 3 - Possible Reject

Ties - Fair (3 reject, plate cut)
Guard timber - Fair
Approach - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	2	RAILROAD	Add ballast and tamp up approach.
2	1.8	3	OSMOSE	Cut Pile tops down and - Replace Cap and install a 6"- 8" Subcap on Bent 3 (piles 3 & 5 punching)
3	1.1	3	OSMOSE	Post: - Pile 1 of Bent 4 - Pile 3 of Bent 4
4	1 10	4	OSMOSE	Spot replace 3 bridge ties.
5	1.4	4	OSMOSE	Install, - Lower sway braces on Bent 3
6	1.3	4	OSMOSE	In-place preservatively treat piles, caps and stringers
7	1 2	5	RAILROAD	Monitor - Pile 3 of Bent 6

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 11		OSMOSE	8/23/2006	Cut Pile tops down and - Replaced Cap & Shim on Bent 2 with a Cap & 6" Subcap

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1, ~~19~~ 2007

Owner CORP Reg/Div _____ Bridge No 665.49 NA (Sec 1)

~~Dist/Sub/Branch~~ Coos Bay

Location Noti, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 33

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5	2	3	2	7	1½				2" Shim					15
2	5		11	Cap & Shim Replaced (DS2006) w/ 6" Sub + Cap											55
3	5		22		No lower sway braces										110
		cap			Pile 3 & 5 punching					Cap - (X) (#3)					130
	3/4" chord 2 shim - (X)														
4	5	1	26	16	2½	9	WP Hole				14½	X			
		3		6/L	3	12					16	X			170
5	5		34							2" Shim					
6	5	2	36	24	5½	5½				3" Shim					180
		3		30	3	6½					14	PX			
		4		11	OK										
7	5		36							Concrete Cap					180
8	Post 5		5½		Frame on Conc					N/C					28
															868
			APPROACH - Low (#2)												
		(82)	TIES - Fair (3 @ Plate cut) Guard Timber - Fair												
			Walkways - OK Handrails - OK												

SYMBOLS All Borings in Inches and Fractions to nearest ½"

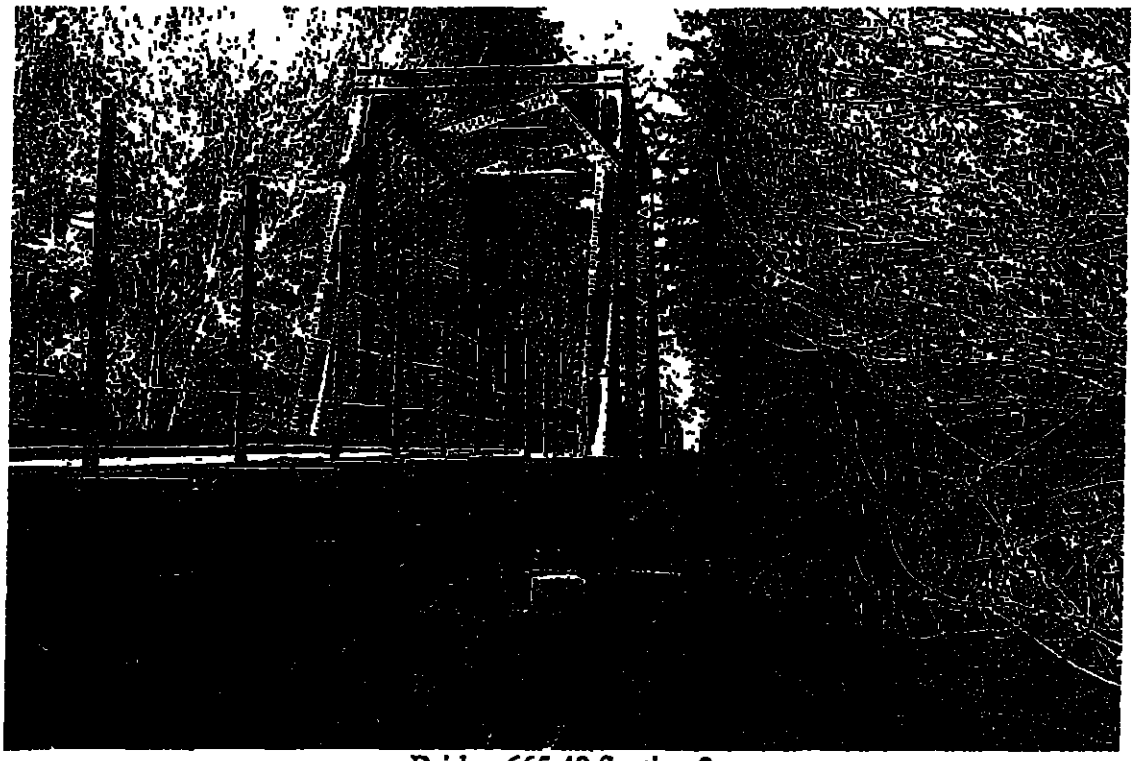
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo/Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP001480

Central Oregon & Pacific Railroad



Bridge 665.49 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	**BRIDGE # 665.49**
MILEPOST: 665.49	SECTION# 2
TYPE: Thru Truss	LOCATION: Notl, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

PIER	PIER NOTES
1	Debris has collected on bridge seat
2	Debris has collected on bridge seat Minor surface cracking on bridge seat

SPAN #	FINDING #	NOTES
1	1	Floor Beam #0 - Moderate corrosion on top flange angles - Corrosion on top flange angles of tie support brackets
1	2	Floor Beam #1 - Moderate corrosion (30% section loss) on top flange angles under walkway rust and debris on truss bottom chord gusset plates (both sides)
1	3	Floor Beam #2 - Moderate corrosion (30% section loss) on top flange angles under walkway rust and debris on truss bottom chord gusset plates (both sides)
1	4	Floor Beam #3 - Moderate corrosion (30% section loss) on top flange angles under walkway rust and debris on truss bottom chord gusset plates (both sides)
1	5	Floor Beam #4 - Moderate corrosion (30% section loss) on top flange angles under walkway rust and debris on truss bottom chord gusset plates (both sides)
1	6	Panel #1 - Minor corrosion on stringer top lateral gusset plates
1	7	Panel #3 - Minor corrosion on stringer top lateral gusset plates
1	8	Panel #4 - Minor corrosion on stringer top lateral gusset plates

Ties - OK
Guard timber - OK
Walkways - OK (1 reject walkway plank)
Handrails - OK

Minor corrosion developing on all steel members
Light corrosion of stringer top flange angles, all panels

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.4	2	RAILROAD	Replace: - 1 walkway plank
2	2.3	4	RAILROAD	Clean debris off of bridge seats and steel members.
3	2.2	5	RAILROAD	Monitor corrosion on top flange angles on all floor beams of thru truss.
4	2.1	5	OSMOSE	Continue regular inspections.

Central Oregon & Pacific Railroad

Bridge 665.49 - Track level looking South

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 665.49 Sec #2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Cook Ray Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 100' | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1907

TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

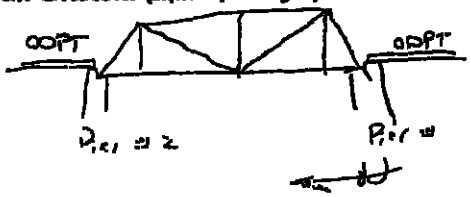
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)*

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

APPROXIMATE LOCATION: 1 miles (E) (W) (N) (S) *(Compass)* of the town of: Noti, OR

Overall Sketch: (include span lengths)



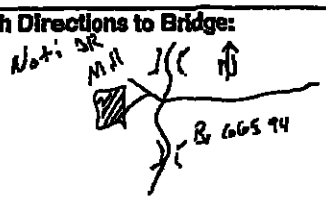
Typical Bent or Pier Sketch:

4 Panels
21 Ties
Tie Spacers
- Disconnect pipe along rest
below river

GENERAL

ACCESS TRUCK • BOMB • RAIL ✓ | Park Work Trailer: | Park Concrete Pump:

Sketch Directions to Bridge:



Directions:

GPS COORDINATES: N 44 03.295 W 123 27.099 | Nearest Crossing: ½ mile

BRIDGE: TANGENT ✓ CURVE • | Superelevation is in _____

GUARD RAIL: YES • NO ✓ | WALKWAY: YES ✓ NO • LOCATION: Both

SKEWED: YES • NO ✓ | Type of Walk: Timber Dim: 4 x x long

FIBRE OPTICS: YES • NO ✓ | CULVERT: YES • NO •

BRIDGE IS OVER Creek | Maximum Bridge Height: +30'

Bents or Piers in Water: | Maximum Water Depth: +5'

Requires de-watering Yes No

CORP001484

		Bridge No: GL549 Sec 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	**EROSION PROBLEMS:**	
TIES:	POOR •	FAIR •	GOOD • (OK)	**SIZE:** 9"x10"x10'	**QUANTITY:**
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAYS	POOR •	FAIR •	GOOD • (OK)	HAND RAILS - (OK)	1 WALKWAY (#2) ALONG (OK)
GUARDTIMBER	POOR •	FAIR •	GOOD • (OK)	**SIZE:** C.U.	

SUPERSTRUCTURE (Note any defects):

SEE ABOVE NOTES

SUBSTRUCTURE (Note any defects):

General Notes:
- Minor corr. on all steel
- TFM of Str. is slightly corr in all panels

Pier #1
- Debris

Pier #2
- Debris on exp bearing.
- Minor surface cracking

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

F B #0

- TFA is moderate corr.
- Tie support + TFA corr.

Panel #1

- TLGP of Str. has minor corr.

F.B. #1

- TFA under walkway planks has 30% section loss
- BCTGP has debris and severe pack rust on both sides.

Panel #2

- OK

F.B. #2

Same as #1

Panel #3

- Same as #1

F B #3

Same as #1

Panel #4

- Same as #1

F B #4

- Same as #1

Central Oregon & Pacific Railroad

Bridge 665.49 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 665.49
MILEPOST: 665.49	SECTION# 3
TYPE: ODPT	LOCATION: Noti, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trckle

Findings:

Bent 2
Pile 1 - Reject
Pile 4 - Reject

Bent 4
Pile 2 - Possible Reject

Bent 6
Pile 1 - Reject

Bent 7
1/4" Gap Over Pile 1

Ties - Fair
Guard timber - OK
Approach - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	37	2	*RAILROAD*	*Add ballast and tamp up approach.*
2	31	3	OSMOSE	Post - Pile 1 of Bent 2 - Pile 4 of Bent 2
3	3.6	4	OSMOSE	Spot replace 8 bridge ties
4	3.4	4	OSMOSE	Post - Pile 1 of Bent 6
5	3.3	4	OSMOSE	Shim or Epoxy - Over Pile 1 of Bent 7
6	3.2	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
7	3.5	5	RAILROAD	Monitor: - Pile 2 of Bent 4

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	39		OSMOSE	8/23/2006	Cut Pile tops down and: - Replaced cap on Bent 3 with an Oversized cap

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1, 19 2007

Owner CORP Reg/Div Bridge No. 665.49 SA (Sec 3)

~~Dist/Sub~~/Branch Coos Bay

Location Noti, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GIL TR	PP	LIN. FT PILING
1	Post 5		5½		FRAME ON CONC PIER					N/C					27½
2	5	1	30	¾	1	9¾					13	X			150
		4		¾	2	8½					13	X			
3	5	cap	29		Replaced (OS 2006) w/ oversized Cap.										145
4	5	2	24	22	4½	7					15	PX			120
5	5		18												90
6	5	1	12	¾	2½	11					15	X			60
7	5		4							PI - ½" GAP.					20
															555
					App. - Low (#2)										
					G. Tank - OK										
					WALKWAYS - OK HANDRAILS - OK										
					(58) Ties - Four (8 ⊗)										

SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 is (N) S E W
(Himetable)

SIGNED KT

CORP001489

Central Oregon & Pacific Railroad

Bridge 666.21

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP001490

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 666.21

MILEPOST: 666.21 | SECTION# 1

TYPE: BDPT | LOCATION: Notl, OR

INSPECTION DATE: 2/ 1/2007 | INSPECTOR: K. Trickle

Findings:

Ballast Retainers - OK
Headwalls - OK
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	4	RAILROAD	Add ballast and tamp up both approaches.
2	1 3	4	OSMOSE	In-place preservatively treat piles and caps

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.1		OSMOSE	7/20/2000	Replaced. - Cap on Bent 3 - Both Sway Braces on Bent 3

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 ~~-19~~ 2007

Owner CORP Reg./Div _____ Bridge No 666.21

Dist./Sub/Branch COOS BAY

Location NOTI, OR (MP 665.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	6		1½							18" CAP					12
2	6	1	10		Posted	2	6/2			H20				B	60
		5		6	3½	4½									
		6		DIP	OK										
3	6	5	11	3	5	1				both sway braces new 7/20/00 OK					66
		6		1½	7	2									
						Cap New	7/20/00 Damage								
		4		7	2½	7½	3	6			15				
4	6		10												60
		CAP		DIP	OK										
5	6		4½												35
										BALLAST RETAINERS - OK					
										Headwalls - OK					
										APPROACHES - Low (#4)					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWald
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP001492

Central Oregon & Pacific Railroad

Bridge 667.28

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 667.28

MILEPOST: 667.28	SECTION# 1
TYPE: ODPT	LOCATION: Vaughn, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR, K. Trickle

Findings:

Bent 2
- Pile 4 - Reject
- Both Sway Braces - Reject

Bent 3
- Pile 3 - Possible Reject
- Pile 4 - Reject
- 1/2" Gap over Pile 2
- Both Sway Braces - Reject
- Both Sash Braces - Reject

Bent 4
- Both Sway Braces - Reject
- Both Sash Braces - Reject

Bent 5
- Both Sway Braces - Reject

Ties - Fair (3 reject, plate cut)
North headwall - OK
South headwall - Top plank (reject)
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	3	RAILROAD	Add ballast and tamp up both approaches
2	1.4	3	OSMOSE	Replace: - Both Sway Braces on Bent 2 - Both Sash Braces on Bent 3 - Both Sway Braces on Bent 3 - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4 - Both Sway Braces on Bent 5
3	1.8	4	OSMOSE	Spot replace 3 bridge ties.
4	1.7	4	OSMOSE	Shim or Epoxy: - Over Pile 2 of Bent 3
5	1.5	4	OSMOSE	Replace: - Top Plank of South headwall
6	1.2	4	OSMOSE	Post: - Pile 4 of Bent 2 - Pile 4 of Bent 3
7	1.1	4	OSMOSE	In-place preservatively treat piles and caps.
8	1.3	5	RAILROAD	Monitor: - Pile 3 of Bent 3

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1, 19 2007

Owner CORP Reg./Div. _____ Bridge No. 667.28

Dist./Sub/Branch COOS BAY

Location Vaughn, OR (MP 668.3)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 28

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
1	5		1½												10
2	5	2	10	O/P	4	2				2 BB's					50
		4		O/P	3½	8				2 sway braces (X)	13½	X			
3	5	1	15	4		OK				1120					75
		2		O/P	4	5				½" Gap Pile 2					
		3		O/P	3	6					13½	PX			
		4		O/P	2½	9½					13	X			
		5		4		OK				2 sway Braces (X)					
										2 Sash Braces (X)					
4	5		13½												70
		4		4		OK				2 Sway Braces (X)					
										2 Sash Braces (X)					
5	5	CAP	11½	over P4		OK									60
										2 Sway Braces (X)					
6	5	CAP	2	over P2		OK									10
										App. - Low					
										S. Hdwl - top plank (X)					
										(67) Tirs - Fair (plate cut)			(3 X)		

SYMBOLS All Borings in Inches and Fractions to nearest ⅛"

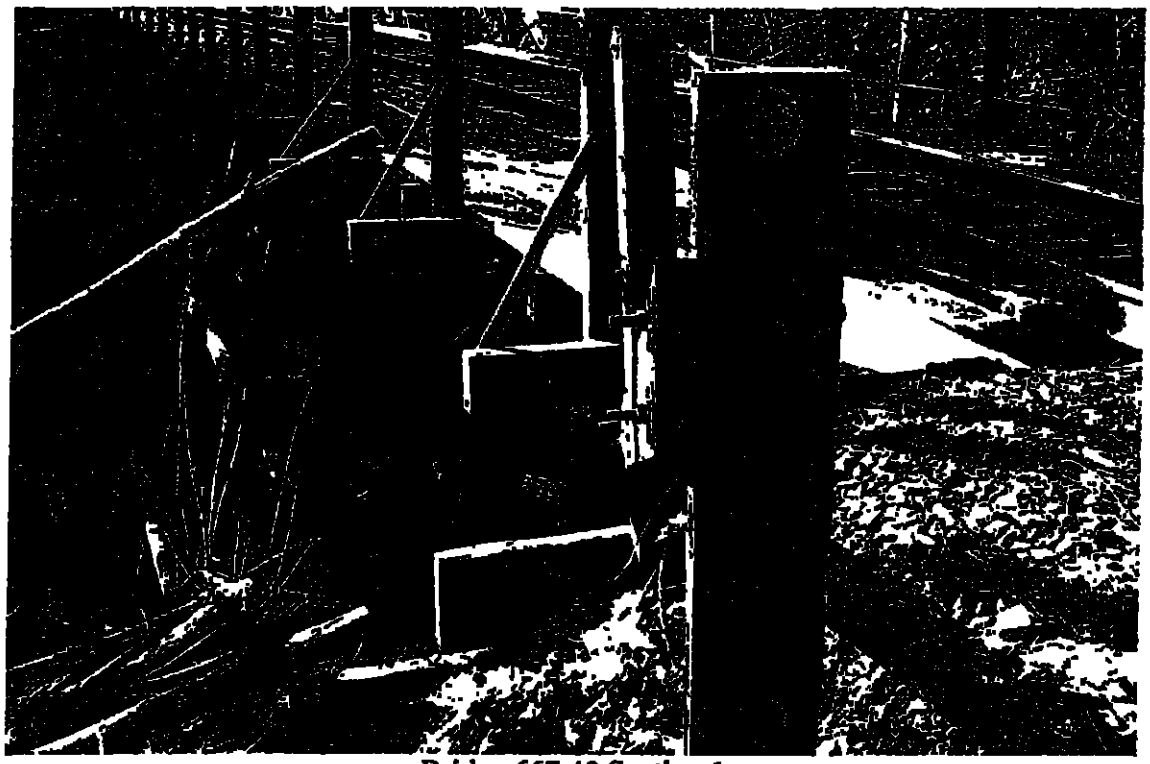
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — DamoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From (N) S E W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP001495

Central Oregon & Pacific Railroad



Bridge 667.40 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 667.40
MILEPOST. 667.40	SECTION# 1
TYPE: ODPT	LOCATION: Vaughn, OR
INSPECTION DATE. 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Bent 2
- Pile 2 - Reject
- Pile 4 - Reject
- Cap - Reject (slight crushing, piles 2, 3 & 4 punching)
- Tapered Shim - Reject (slight crushing under chord 2)

Bent 4
- Pile 1 - Possible Reject
- Pile 2 - Possible Reject
- Cap - Reject

Bent 6
- Pile 1 - Reject

Span 4
- Stringer 8 - Possible Reject

Ties - Fair (6 reject)
Guard timber - OK
Headwall - OK
Approach - Low
Walkway - Fair (some deteriorated planks)
Girt Braces - Fair

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.15	3	OSMOSE	Cut Pile tops down and - Replace Cap & Install a Double Cap on Bent 2 (slight crushing, piles punching) - Replace Cap & Install a Double Cap on Bent 4
2	1.12	3	RAILROAD	Add ballast and tamp up approach.
3	1 8	3	OSMOSE	Replace: - Walkway planks
4	1 5	3	OSMOSE	Post: - Pile 2 of Bent 2 - Pile 4 of Bent 2
5	1.14	4	OSMOSE	Spot replace 6 bridge ties.
6	1.9	4	OSMOSE	Post. - Pile 1 of Bent 6
7	1.7	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
8	1.6	5	RAILROAD	Monitor: - Stringer 8 in Span 4
9	1 3	5	RAILROAD	Monitor: - Pile 1 of Bent 4 - Pile 2 of Bent 4

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	**BRIDGE # 667.40**
MILEPOST: 667 40	SECTION# 1
TYPE: ODPT	LOCATION: Vaughn, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K Trickle

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 13		RAILROAD	2/15/2005	Replaced - Lower cable on right side handrail
2	1 10		OSMOSE	7/20/2000	Posted Piles 1, 2 & 5 of Bent 5 Double Capped Bent 5

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 19 2007

Owner CORP Reg./Div _____ Bridge No. 667.40 N. A PP. (Sec 1)

Dist./Sub/Branch COOS Bay

Location Vaughn, OR (MP668.3)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 39

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT PILING
1	5	CAP	2½	over P4	0	K									15
		CAP		over P2	0	K									
2	5	2	10	D/P	1	11				2 BB's	13½	X			50
		4		D/P	2	10					13½	X			
		Cap		over P2	5	1	slight CR			Cap - ⊗ superelevation					
					(PILES 2, 3 & 4 PUNCHING), Shim ⊗ (Sl. CR @ Ch 2)										
3	5	1	15½	12	6	4									80
4	5	1	22	D/P	3	7			1	5 BB's	14½	PX			110
		2		D/P	3½	7					14½	PX			
		CAP		over P4	4½	3			1	CAP ⊗					
5	5	Piles 1, 2, 5			Posted New					5 BB's					155
						Double Caps New 7/20/00, Osmose									
6	7	1	37½	1	2	10					14½	X			266
7	—		-			9"	Elevation Shim on Steel tower								-
			Br #4	Walkway - Fair (Replace walkway Planks):											
					Girts - Fair										
					Headwall - ok					App. - Low					
					(74) Ties - Fair (6⊗)					G. Hub - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWald
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

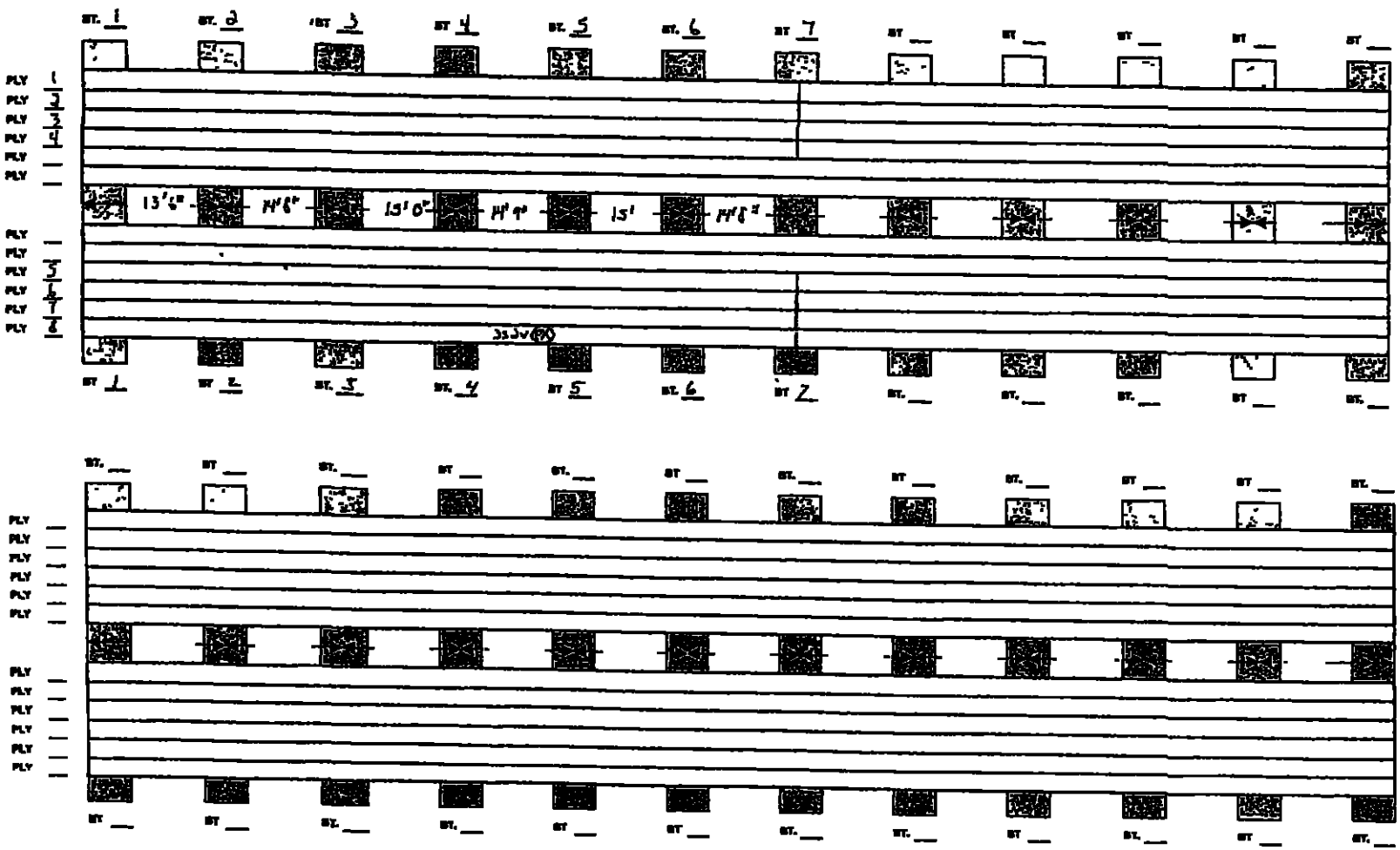
SIGNED KT

CORP001499

667.40 N App.
8 stringers.

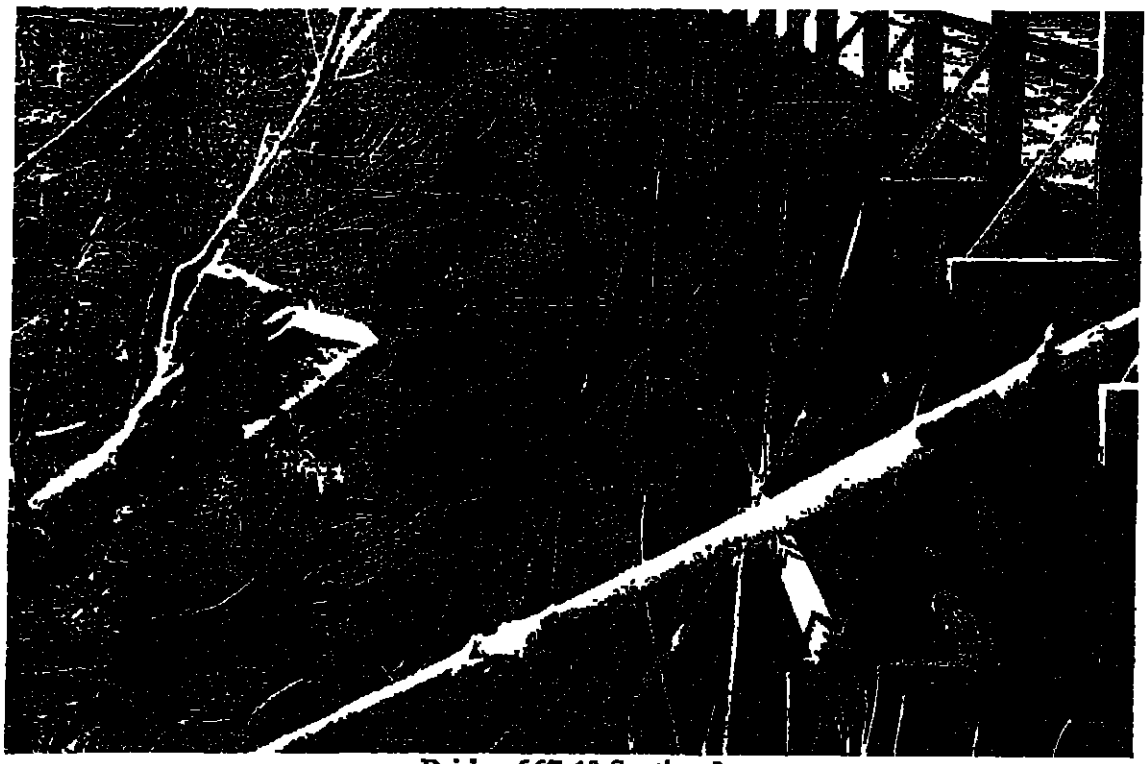
Coar Bay

Stringer Schematic



CORP001500

Central Oregon & Pacific Railroad



Bridge 667.40 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	BRIDGE # 667.40
MILEPOST: 667 40	SECTION# 2
TYPE: DPG	LOCATION: Vaughn, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR K. Trickle

Findings:

SPAN #	FINDING #	NOTES
4	1	East bottom Flange angles and bottom Cover plates - Severe corrosion West bottom Flange angles and bottom Cover plates - Moderate corrosion

Ties - Fair (plate cut, spike kill)
Walkways - Fair
Handrails - OK

Top Laterals and Gusset plates in Spans 1 thru 4 - Severely corroded
Top Flange angles on both girders in Spans 1 thru 4 - 80 to 100% section loss

Top Tier, East side of Tower 2 - Steel diagonal bracing severely corroded and rusted through

Heavy debris on Concrete Tower leg pedestals
Heavy debris on Gusset plates, Laterals and Pier tops

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.6	2	OSMOSE	Replace: - East bottom Flange angles and bottom Cover plates in Span 4
2	2.5	2	OSMOSE	Replace. - Top Flange angles on both girders in Spans 1 thru 4
3	2.3	2	OSMOSE	Replace. - All Laterals and Gusset plates in Spans 1 thru 4
4	2 7	3	OSMOSE	Replace: - West bottom Flange angles and bottom Cover plates in Span 4
5	2.2	3	OSMOSE	Replace: - Top Tier, East side of Tower 2 steel diagonal bracing
6	2.1	3	RAILROAD	Remove debris from: - Tower leg pedestals - Pier tops - Laterals and Gusset plates
7	2 4	4	OSMOSE	Replace all 137 bridge ties.

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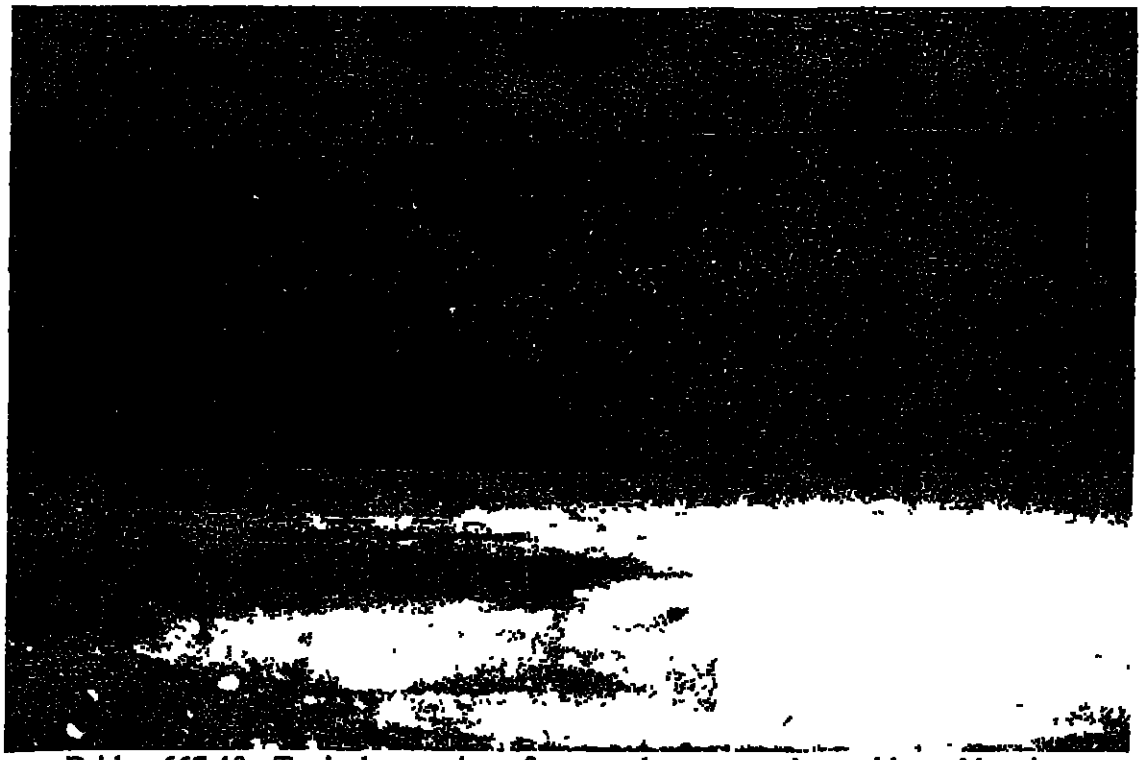


Bridge 667.40 - Typical corrosion of gusset plate connection and lateral bracing

Central Oregon & Pacific Railroad

Bridge 667.40 - View of upper stringer flange angle over roadway

Central Oregon & Pacific Railroad

Bridge 667.40 East side view of DPG over roadway - Looking North

Central Oregon & Pacific Railroad

Bridge 667.40 Lateral bracing - 75% section loss

Central Oregon & Pacific Railroad

Bridge 667.40 Overall view of DPG over roadway - Looking West

Central Oregon & Pacific Railroad

Bridge 667.40 Southeast bearing

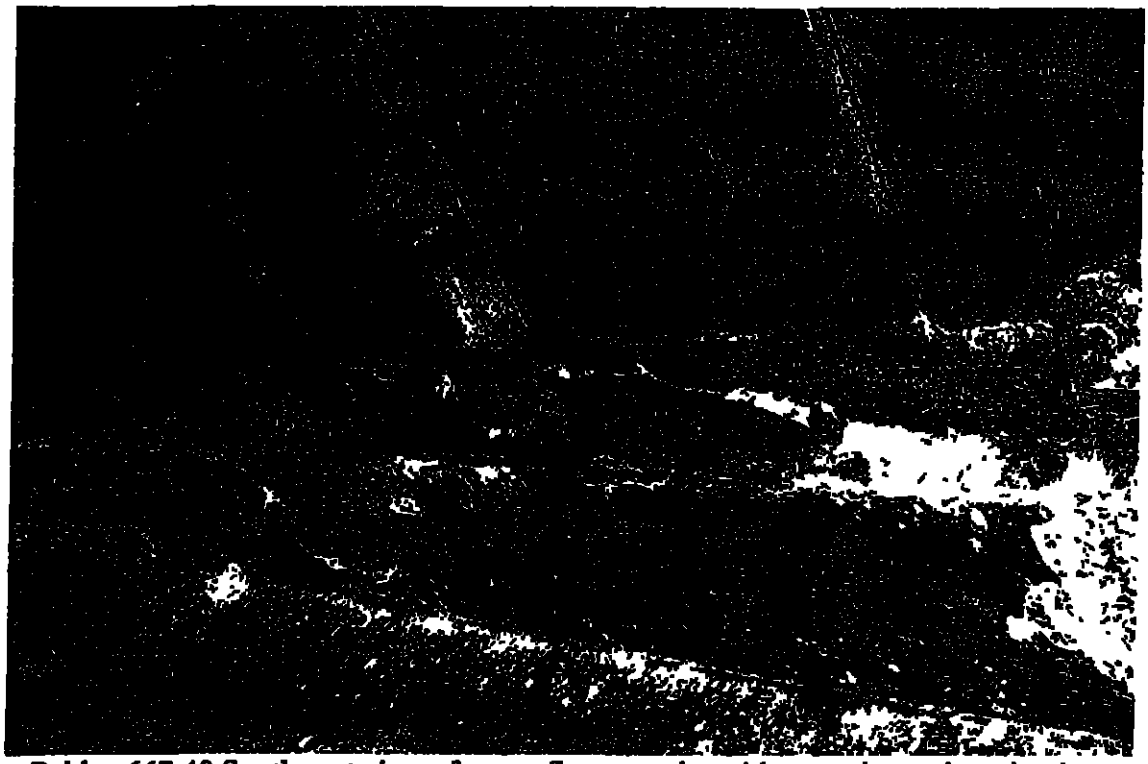
Central Oregon & Pacific Railroad

Bridge 667.40 Southeast bottom cover plates - Severe corrosion

Central Oregon & Pacific Railroad

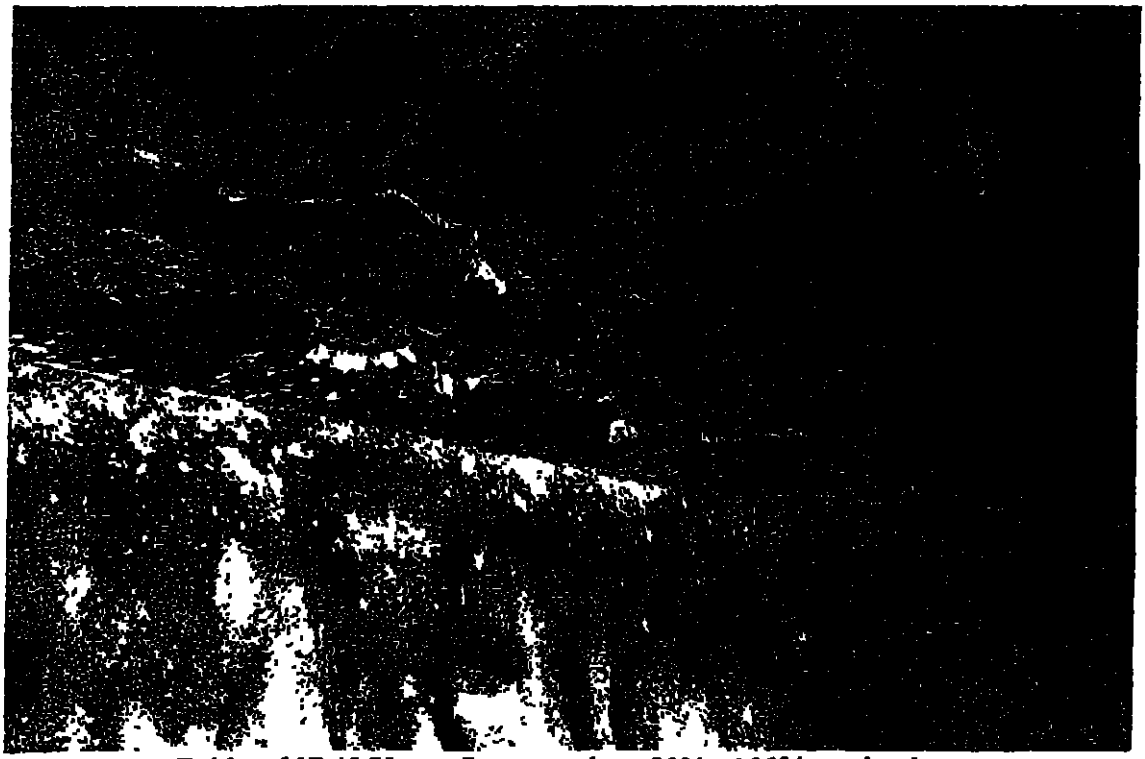
Bridge 667.40 Southeast side - Severe corrosion of bottom cover plates and bottom flange angles

Central Oregon & Pacific Railroad



Bridge 667.40 Southwest view of upper flange angles with corrosion and section loss

Central Oregon & Pacific Railroad

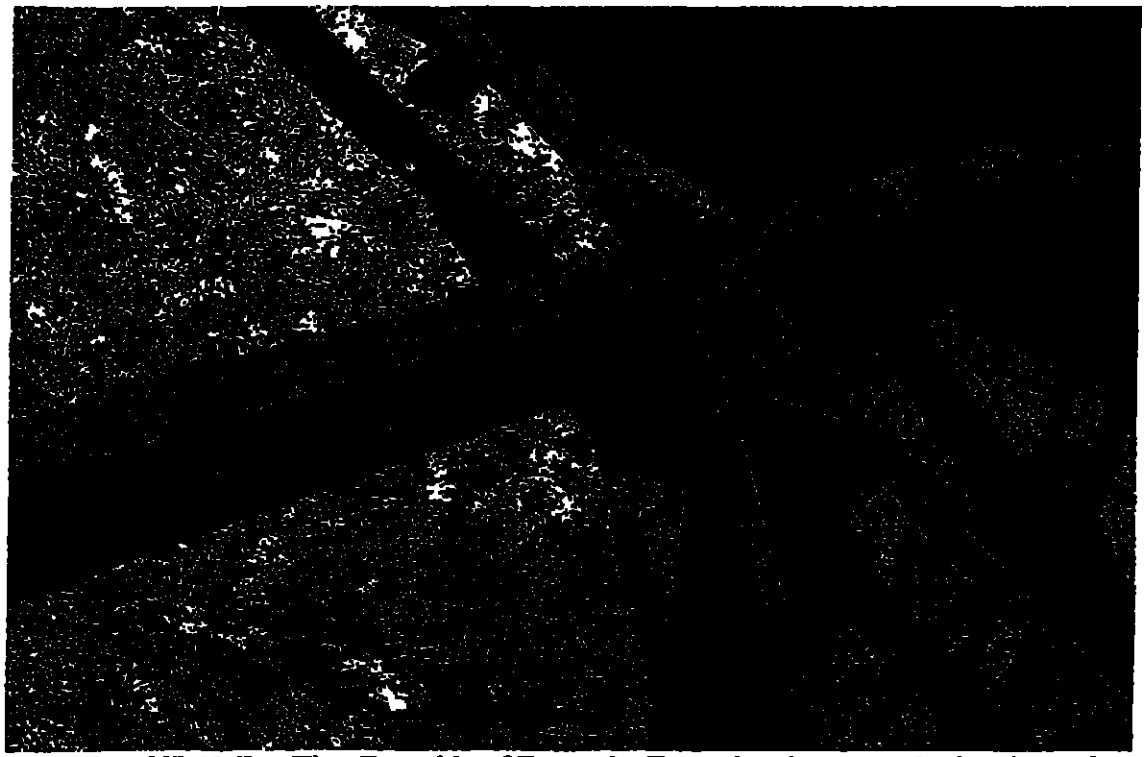


Bridge 667.40 Upper flange angles - 80% - 100% section loss

Central Oregon & Pacific Railroad

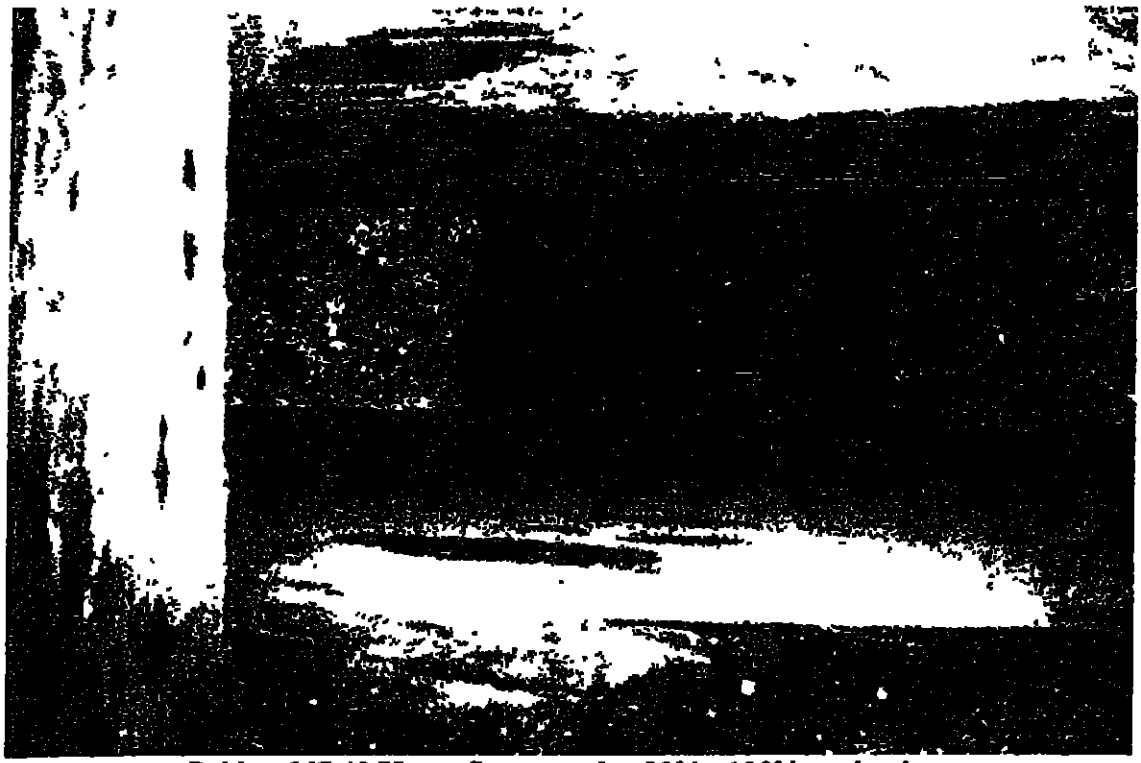
Bridge 667.40 Top Tier, East side of Tower 2 - Bracing severely corroded and rusted through

Central Oregon & Pacific Railroad



Bridge 667.40 Top Tier, East side of Tower 2 - Tower bracing severely deteriorated

Central Oregon & Pacific Railroad



Bridge 667.40 Upper flange angles 80% - 100% section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 66740 Sec 7

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 4 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: (DPG) • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

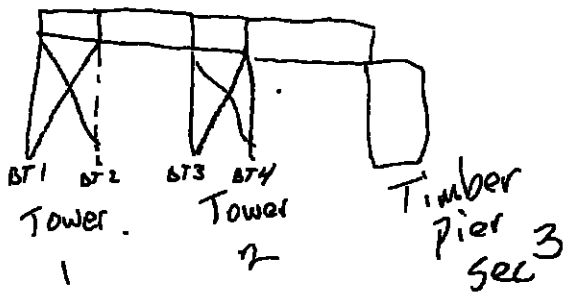
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (ST) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Vaughn, OR

Overall Sketch: (Include span lengths)

Typical Bent or Pier Sketch:



ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • (CURVE) • Superelevation is in _____

GUARD RAIL: YES • (NO) • WALKWAY: (YES) • NO • LOCATION: Both

SKEWED: YES • (NO) • Type of Walk: Timber Dim: x x long

FIBRE OPTICS: YES • (NO) • CULVERT: YES • (NO)

BRIDGE IS OVER Creek Maximum Bridge Height: 50

Boats or Piers in Water Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 667.40 Sect. 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:
TIES:	POOR •	(FAIR) •	GOOD •	SIZE: (PLATE CUT, SPIKE KILL) QUANTITY: 137
HEADWALLS:	POOR •	FAIR •	GOOD •	
WALKWAY:	POOR •	(FAIR) •	GOOD •	Handrails - Dlc
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:

SUPERSTRUCTURE (Note any defects):
TOP LATERALS & GUSSET PLATES IN ALL SPANS – SEVERELY CORRODED (#2)
TOP FLANGE ANGLES ON BOTH GIRDERS IN ALL SPANS -80 TO 100 % SECTION LOSS (#2)
SPAN 4 {EAST BOTTOM FLANGE ANGLES & BOTTOM COVER PLATES - SEVERE CORROSION (#2)
{WEST BOTTOM FLANGE ANGLES & BOTTOM COVER PLATES - MODERATE CORROSION (#3)
HEAVY DEBRIS ON GUSSET PLATES & LATERALS

SUBSTRUCTURE (Note any defects):
TOWER 2 TOP TIER EAST SIDE – STEEL DIAGONAL BRACING SEVERELY CORRODED & RUSTED THROUGH
DEBRIS ON PIER TOPS
HEAVY DEBRIS ON CONCRETE TOWER LEG PEDESTALS

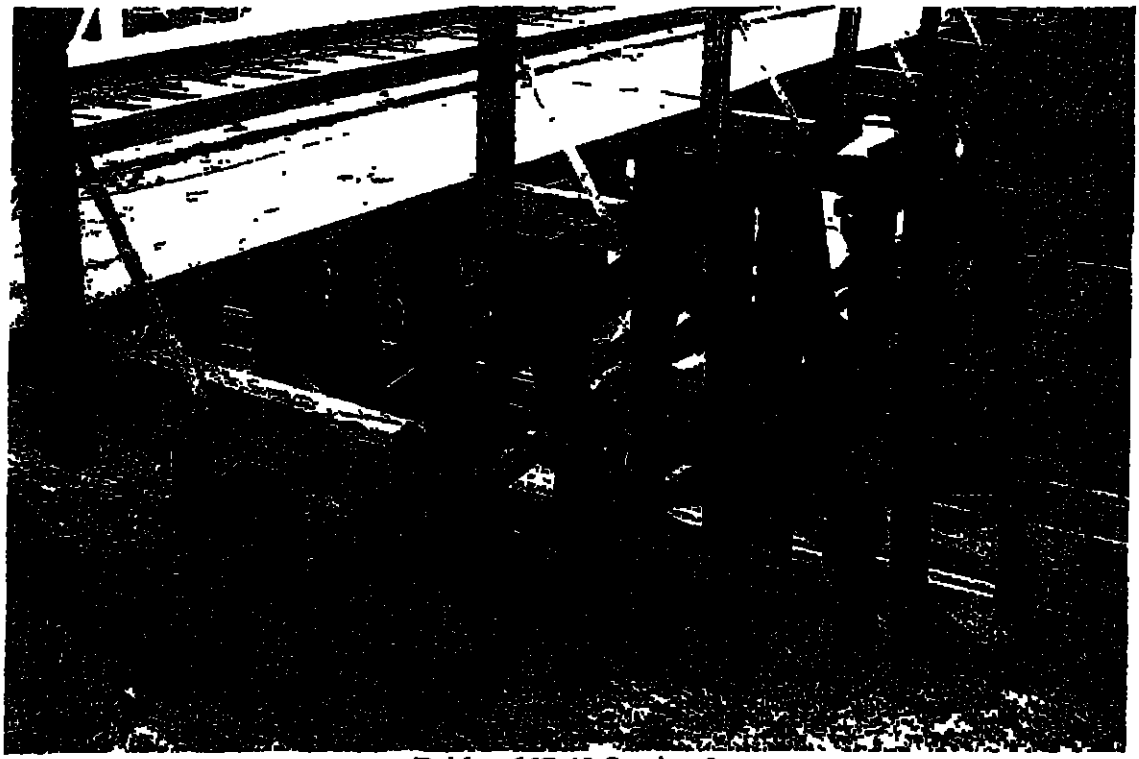
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 667.40 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 667.40
MILEPOST: 667.40	SECTION# 3
TYPE: ODPT	LOCATION: Vaughn, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Bent 1
Span 1 Girt 1 - Reject

Bent 3
Pile 2 - Reject
Pile 5 - Reject

PIER 1 - ROW 1.
Pile 1 - Possible Reject

PIER 1 - ROW 2:
Pile 1 - Reject
Pile 3 - Reject
Pile 6 - Reject

Span 3
Stringer 1 - Visual Reject

Ties - OK
Guard timber - OK
Headwall - OK
Approach - Low
Walkway - Fair (boards deteriorated)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.2	2	OSMOSE	Post: - Pile 1 in Row 2 of Pier 1 - Pile 3 in Row 2 of Pier 1 - Pile 6 in Row 2 of Pier 1
2	3.7	3	RAILROAD	Add ballast and tamp up approach.
3	3.4	3	OSMOSE	Replace: - All walkway boards
4	3.1	3	OSMOSE	Post: - Pile 2 of Bent 3 - Pile 5 of Bent 3
5	3.8	4	OSMOSE	Replace - Girt Brace 1 in Span 1
6	3 5	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
7	3.3	4	OSMOSE	Replace. - Stringer 1 in Span 3
8	3.6	5	RAILROAD	Monitor - Pile 1 in Row 1 of Pier 1

BORING RECORD

Date: 2-1 20 07 Sheet 1 of 1

OWNER: CORP BRIDGE #: 667.4 S.App. Section 3

Sub / District / Branch: Coos Bay

Location: Vaughn, OR MP 668.3 Region / Division:

Type: ☑ Pile ☐ Frame ☑ Open Deck ☐ Ballast Deck ☐ Other Age: 1939

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR	PP	LIN. FT. PILING
Pier 1						All bents have 3" elevation shims									
Row 1	6	1	27½	4	3	5	(Span 1 Girt - ⊗ #4)				12	PX			
		2		D/P	5	6					14				
		5		D/P	5	1½									
Row 2	6	1	22	D/P	2	8					13	X			
		3		D/P	2	8					14½	X			
		5		18	4	5									
		6		D/P	2	11			4)	corbels 4' length		X			
1	—		—				6" Block on DPG								
2	5	1	19		3	6					14½				
3	5	2	9½	D/P	2	9					15	X			
		5		D/P	2	7					14	X			
4	5		3												
				TIES - OK			Gd. timb - OK								
WALKWAY - FAIR			(BOARDS DETERIORATING)				Hdwl - OK			APPROACH - LOW (#3)					

SYMBOLS

PP - Previously Posted
X - Reject
PX - Possible Reject
V - Void
DR - Decay Ring
DP - Decay Pocket
H - Heart
S - Shell Thickness
SR - Shell Rot
RS - Ring Separation
D/P - Drift Pin
G/L - Groundline Area

Bents Numbered From:	(N)	S	E	W
Piling Numbered From:	N	S	(E)	W
Bent # 1 is:	(N) (Timetable)	S	E	W

Signed: KT

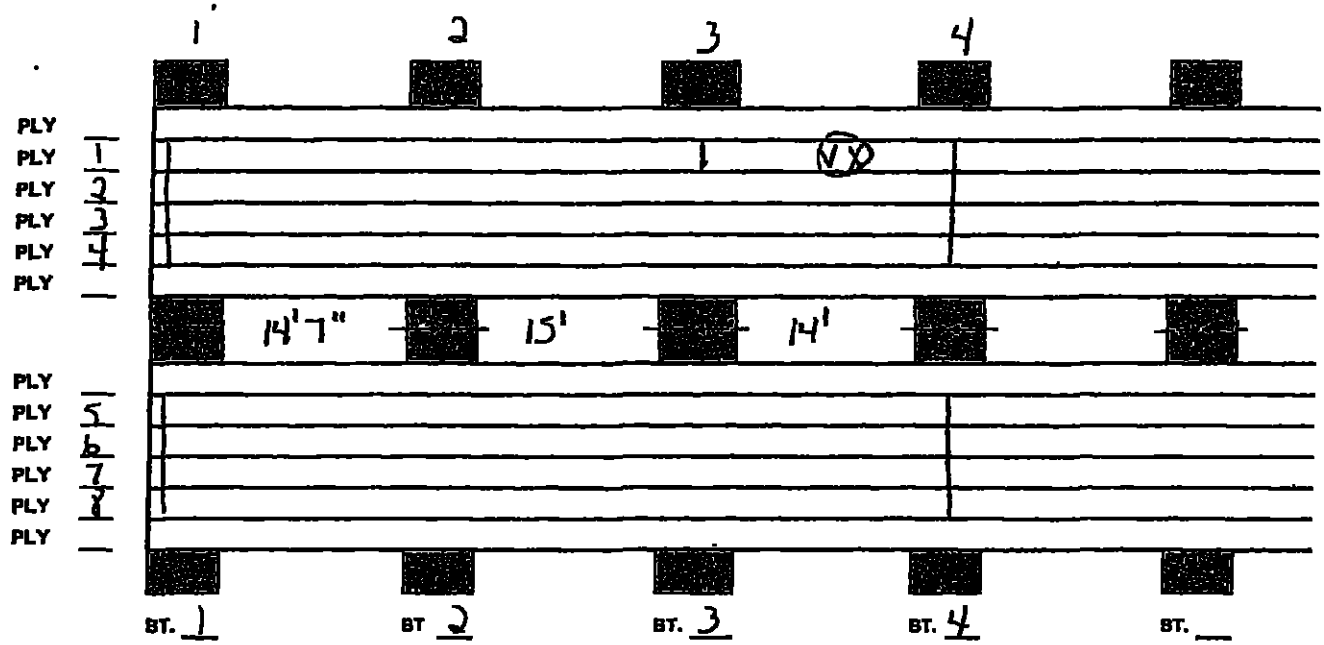
Osmose Railroad Services, Inc.

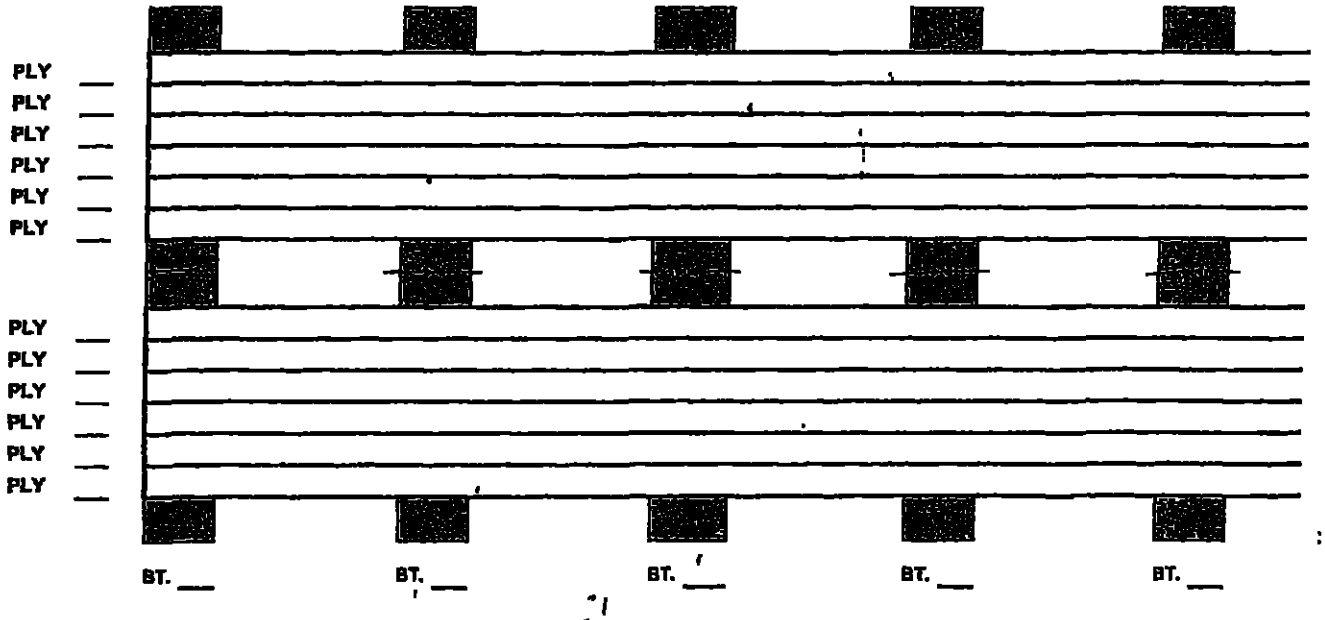
CORP001520

Stringer

BRIDGE NO: 667.4 Section 3 OWNER: CORP

Sub / Dist / Branch: Coos Bay Bridge Type: DDPT Strl





Osmose Railroad Services, Inc

CORP001521

Central Oregon & Pacific Railroad

Bridge 668.50 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 668.50
MILEPOST: 668.50	SECTION# 1
TYPE: ODPT	LOCATION. Vaughn, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K Trickle

Findings:

Bent 1
1" Gap over Pile 1

Bent 4
Pile 1 - Reject
Pile 6 - Reject

Bent 6
Pile 2 - Visual Reject
Pile 3 - Reject
Pile 6 - Possible Reject

Bent 7
Pile 3 - Reject
Chord 1 packing bolts - working out

Bent 8
Both chords - packing bolts loose

Span 1
Stringer 8 - Reject

Span 5
Stringer 1 - Visual Reject

Span 6
Stringer 1 - Visual Reject
Stringer 8 - Visual Reject

Span 7
Stringer 8 - Visual Reject

Ties - Poor (40 reject)
Guard timber - Poor
Approach - Low
Walkways - OK
Handrails - OK

Stringer parting lines over timber bents
Bents 6 to 11 - (steel helper bents driven next to timber bents)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.12	2	RAILROAD	Add ballast and tamp up approach.
2	1.10	2	OSMOSE	Post: - Pile 2 of Bent 6 (failing) - Pile 3 of Bent 6
3	1 6	2	OSMOSE	Replace all 154 bridge ties.
4	1 11	3	OSMOSE	Replace - Stringer 1 in Span 6 - Stringer 8 in Span 6 (horizontal shear)
5	1.9	3	OSMOSE	Replace or Re-tighten: - Stringer packing bolts in Spans 7 & 8

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach — BRIDGE # 668.50

MILEPOST: 668.50 — SECTION# 1

TYPE: ODPT — LOCATION: Vaughn, OR

INSPECTION DATE: 2/ 1/2007 — INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
6	1.7	4	OSMOSE	Shim. - Over Pile 1 of Bent 1
7	1.5	4	OSMOSE	Replace. - Stringer 8 in Span 1 - Stringer 1 in Span 5 - Stringer 8 in Span 7
8	1.4	4	OSMOSE	Post: - Pile 1 of Bent 4 (7 pile bent) - Pile 6 of Bent 4 - Pile 3 of Bent 7
9	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
10	1 3	5	RAILROAD	Monitor - Pile 6 of Bent 6

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 2		OSMOSE	7/22/2000	Posted - Pile 3 of Bent 4

140 24b

OSMOSE WOOD PRESERVING, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 1 of 2 SHEETS

Date 2-1, 19 2007

Owner CORP Reg./Div _____ Bridge No. 668.5 N. A (Sec 1)

Dist./Sub/Branch Coos Bay

Location Vaughn, OR (MP 668.3)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 19 36

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	5		2½		Cap - 13½ X 13½ X 14										15
					1" Gap over P.T. #1										
						9½" - 5½"		Elevation Shim							
2	5		9												45
						¾ - 5½		Elevation shim							
3	7		16½							11½"d double CAP					119
4	7	1	24	6	1	9					15	X			168
					Pile 3	New - POT: 1		7/25/2000 Osmose							
		5		8	0	ok									
		6		4	2	10					13½	X			
						11½"d Double CAP									
5	7	6	35	11											245
		7		18	5	7					15				
							11½"d Double CAP								
6	7	2	39	38	1	5	11½"d Double CAP								273
		3		9/16	2	7									
		3		19	0	12					14½	X			
		6		29	3	7					15	PX			
		2		18	2	8		Failing 2G/L			13	VX			
6A	Steel 4				Helper Steel Bent					6½" → 10" elevation shim 12' long					—

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DF — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent #1 is (N) S E W
(Timetable)

SIGNED KT

CORP001525

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140.24b.1

OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

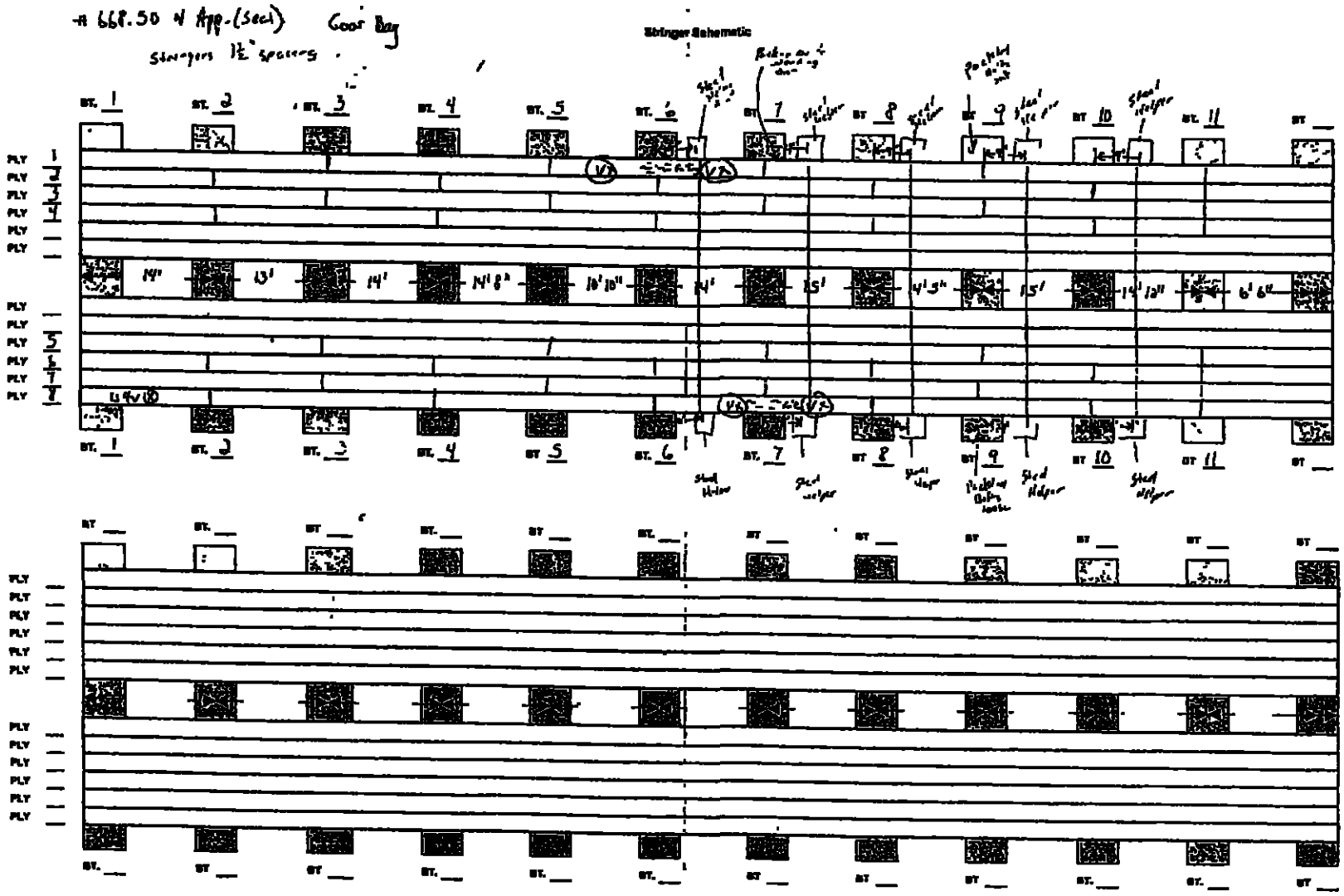
SHEET 2 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Bridge No. 668.5 ~~A~~ APP (Sec 1)

Date 2-1, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT PILING
7	7	3	42	40	2	7	Hiney Beer			Double CAP	14½	X			294
7A	Steel 4		—		steel	Helper	Bent.								—
8	7		44							Double CAP					308
8A	steel 4		—		steel	Helper	Bent								
9	7		45½		Double	Cap									322
9A	steel 4		—		steel	Helper	Bent								
10	7		49		Double	Cap									3[illegible]2
10A	steel 4				Steel	Helper	Bent			Handrails - OK					
										Walkways - OK					
										(154) Ties - Poor (40 ⊗)					
11	7		50		Double	Cap					7½" x 8" x 9'				
										Gd. timb - Poor					
11A	Steel 4		—		Steel	Helper	Bent.			sleepers	7½ x 4½ x 20'				
											7½ x 4½ x 16'				
12	—		—		stringers on steel					DPG	no long ties				
											App. Low #2				
							Stringer Painting lines over Timber Bents								



#668.50 N App.-(Seal) Goat Bag
Stringers 1½" spacers
Stringer Schematic
ST. 1
ST. 2
ST. 3
ST. 4
ST. 5
ST. 6
ST. 7
ST. 8
ST. 9
ST. 10
ST. 11
PLY 1
PLY 2
PLY 3
PLY 4
PLY 5
PLY 6
PLY 7
PLY 8
14'
13'
14'
14' 8"
10' 10"
14'
15'
4' 5"
15'
14' 12"
6' 6"

CORP001527

Central Oregon & Pacific Railroad

Bridge 668.50 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	BRIDGE # 668.50
MILEPOST. 668.50	SECTION# 2
TYPE: DPG	LOCATION: Vaughn, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Ties - Poor (plate cut, super elevation)
Line and surface - Fair
Walkways - OK
Handrails - OK

Heavy debris on gusset plates and flange angles

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.2	2	OSMOSE	Replace all 104 bridge ties
2	2.3	3	RAILROAD	Remove debris from - Gusset plates, laterals and flange angles

Osmose Railroad Services, Inc.

Osmose.

PRELIMINARY INSPECTION REPORT

DATE:	BY:
2-1-07	KT

Bridge No: 668.5 Main Span

CUSTOMER INFORMATION

CUSTOMER NAME: Corp

REGION:	DIVISION:	DISTRICT: Coos Bay Sub

BRIDGE DESCRIPTION

LENGTH:	# OF SPANS: 3	# OF TRACKS: 1	YEAR BUILT:

TYPE: GIRDER ☑ TRUSS ☐ SLAB ☐ ARCH ☐ TRESTLE ☐ OTHER ☐

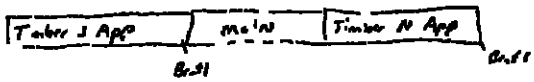
(Show overall picture of bridge)

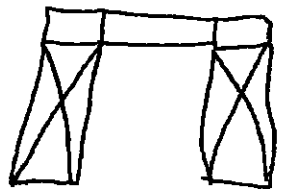
NO. MEMBERS FROM *(Railroad Direction)* (E) (W) (N) (S) | **MILEAGE INCREASES FROM** *(Railroad Direction)* (E) (W) (N) (S) to (E) (W) (N) (S)

APPROXIMATE LOCATION: 3/10 miles (E) (W) (N) (S) *(Compass)* of the town of: Vaughn, OR

Sketch: *(include span lengths)*

OPEN DECK





GENERAL

ACCESS: TRUCK ☐ BOMB ☐ RAIL ☑ EXPLAIN:

GPS COORDINATES: N 44° 01.536' W 123° 28.420

ON: TANGENT ☐ CURVE ☑ **DECK:** OPEN ☑ BALLAST ☐

GUARD RAIL: YES ☐ NO ☑ **WALK:** YES ☑ NO ☐ **LOCATION.** Both sides

SKEWED: YES ☐ NO ☑ **CULVERT:** YES ☐ NO ☐

FIBRE OPTICS: YES ☐ NO ☐

BRIDGE IS OVER CREEK

PREVIOUS REPAIRS AND/OR MODIFICATIONS:

Bridge No: 668.5 main Span

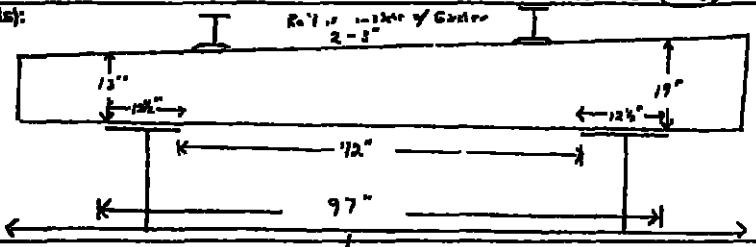
CONDITION

LINE & SURFACE:	POOR	☐	FAIR	☑	GOOD	☐			
APPROACHES:	POOR	☐	FAIR	☐	GOOD	☐			
TIES:	(POOR)	☐	FAIR	☐	GOOD	☐	SIZE Super Elevation (PLATE CUT)	QUANTITY:	104
BEARINGS:	POOR	☐	FAIR	☑	GOOD	☐			
WALKWAYS:	POOR	☐	FAIR	☐	GOOD	☐ (OK)	TYPE/WIDTH: Steel Posts & Grating		

EROSION PROBLEMS? None

HANDRAILS - (OK)

SUPERSTRUCTURE (Note any defects):



¼" Rubber pad under Tie Plates

SUBSTRUCTURE (Note any defects):

length of Tie (14) @ 20'
(13) @ 16'
(77) @ 10'

OTHER:

DEBRIS ON LATERALS, GUSSETTS & FLANGE ANGLES (#3)

RECOMMENDED WORK

Last 7 ties on South App of Steel (Main) have ¾" to ½" shims

spacers between ties on Girder Flange.

Work designated with an asterisk (*) should be addressed immediately

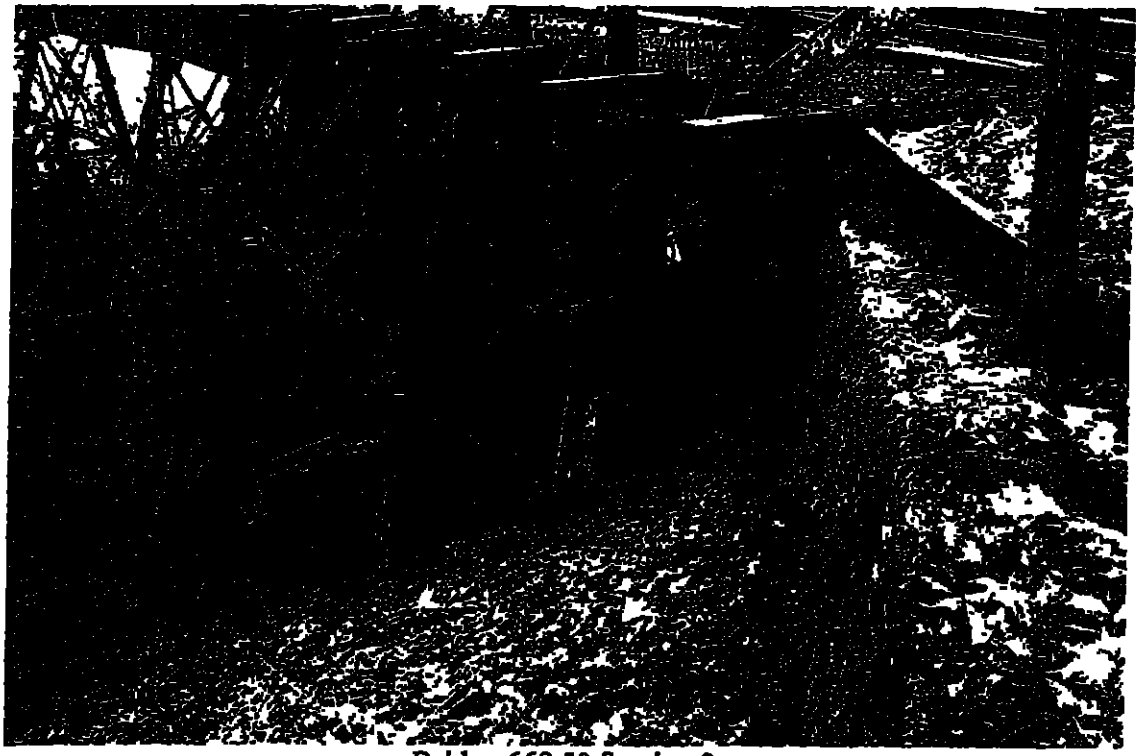
PHOTOS

Roll #_____	#
#	#
#	#
#	#
#	#
#	#

Revised 10/00

CORP001531

Central Oregon & Pacific Railroad



Bridge 668.50 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 668.50
MILEPOST: 668.50	SECTION# 3
TYPE: ODFT	LOCATION: Vaughn, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Bent 1

Elevation Shim on Steel Tower - Possible Reject (minor crushing)

Bent 2

Southwest tower brace in Tier 2 of Span 2 - Reject

Bent 3

Cap - Very minor cornering under both chords

Bent 4

Cap - Very minor cornering under chord 2

Ties - Fair to Poor
Guard timber - Poor
Approach - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.7	3	RAILROAD	Add ballast and tamp up approach
2	3 4	3	OSMOSE	Replace all bridge ties.
3	3.1	3	OSMOSE	Replace. - Elevation Shim on Steel tower (minor crushing)
4	3.8	4	OSMOSE	Replace: - Southwest tower brace in Tier 2 of Span 2
5	3.3	4	OSMOSE	In-place preservatively treat piles and caps.
6	3 6	5	RAILROAD	Monitor: - Cap on Bent 3 (very minor cornering under both chords) - Cap on Bent 4 (very minor cornering under chord 2)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3.5		OSMOSE	10/16/2002	Replaced all stringers w/timber (6 spans). Replaced cap w/cuts on Bent 2 for proper elevation.

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 ~~19~~ 2007

Owner CORP Reg./Div _____ Bridge No 668.5 S. App (Sec 3)

Dist./Sub/Branch COOS BAY

Location Vaughn, OR (MP 668.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
					3 DPG's on Steel Towers										
1	–	elevation shim	–		minor crushing shim – PX 8" on Tower 2, Row 2										
2	5P	P1	39	5	4	½	Span 2 – (SW Tower, Tier 2 – X) #4								
		P4		31		ok				Cap (OS 2003)					
										Sill – 34'					
3	5P	cap	31		very minor corroding, both chords										
										Sill – 30'					
4	5P	cap	22		very minor corroding, chord 2										
										sill – 25'					
5	5P	cap	13'	P5		ok				sill – 20'					
6	5P	P1	4	sill	4	1				sill – 16'					
		P4		sill	4	3									
7	–		–		11½ X 14 X 14'		Cap on conc. abutment								20
															–
(63) 7½ x 8 x 1'					Ties – Fair to Poor					sleepers 7½ x 4½ x 16 (16 ea)					
(6) 7½ x 8 x 20'										7½ x 4½ x 20 (6 ea)					
					G. timb – Poor					WALKWAYS – OK					
					App. – Low (#3)					HAND RAILS – OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

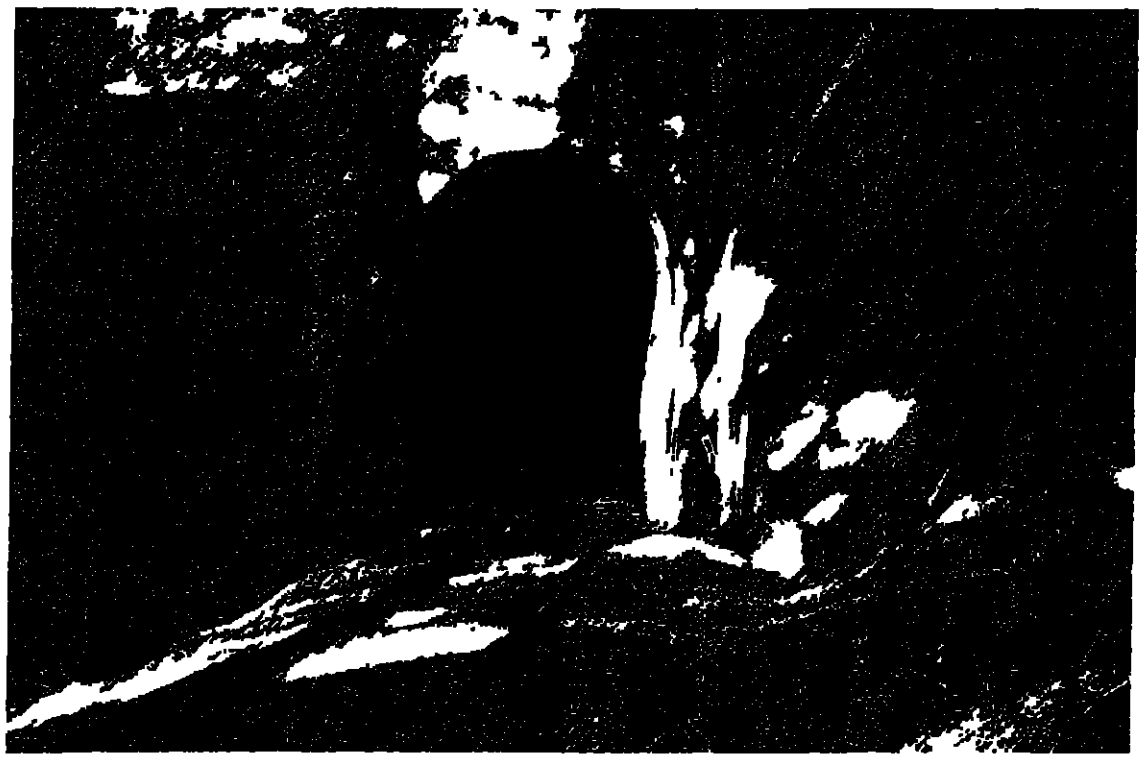
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

SIGNED KT

CORP001534

Central Oregon & Pacific Railroad



Tunnel 13

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 13

MILEPOST: 669.47 | SECTION# 1

TYPE: Tunnel | LOCATION: Vaughn, OR

INSPECTION DATE: 2/ 1/2007 | INSPECTOR: K. Trickle

Findings:

Tunnel not inspected in 2007

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Tunnel not inspected at this time - Perform inspection on tunnel when required

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 19 2007

Owner Corp Reg./Div _____ Bridge No. Tunnel 13

Dist./Sub/Branch Coos Bay MP 669.47

Location Vaughn, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GL TR	PP	LIN FT PILING
	Tunnel	Comprised of	Steel,	Granite,	Gunite,	Timber									
			3	sections	of	Timber									
					Section #1			110		Timber Rings					
					Section #2			104		Timber Rings					
					Section #3			90		Timber Rings					
										NOT INSPECTED		2007			

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From N S E W
Piling Numbered From N S E W
Bent #_____ Is N S E W
(Timetable)

SIGNED KJ

CORP001537

Central Oregon & Pacific Railroad

Bridge 671.89

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 671.89

MILEPOST: 671.89	SECTION# 1
TYPE. ODPT	LOCATION: Vaughn, OR
INSPECTION DATE. 2/ 1/2007	INSPECTOR: K Trickle

Findings:

Bent 3
Span 3 Girt Brace 1 & 2 - Reject

Bent 5
Span 5 Girt Brace 1 - Reject
North Sash Brace - Reject

Bent 7
Pile 1 - Reject
1/2" Gap over Pile 4

Span 1
Stringer 1 - Reject
Stringer 8 - Possible Reject

Span 2
Stringer 1 - Reject

Span 4
Stringer 1 - Visual Reject

Span 5
Stringer 4 - Reject

Span 8
Stringer 1 - Reject
Stringer 4 - Reject

Ties - OK
Guard Timber - OK
Headwalls - OK
South wingwalls - Poor
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 10	3	RAILROAD	Add ballast and tamp up both approaches.
2	1 9	3	OSMOSE	Perform - Detailed Stringer Inspection
3	1.8	3	OSMOSE	Replace - Stringer 1 in Span 8 - Stringer 4 in Span 8
4	1.11	4	OSMOSE	Replace. - South wingwalls
5	1.7	4	OSMOSE	Replace: - Girt Brace 1 & 2 in Span 3 - Girt 1 in Span 5 - East Sash Brace on Bent 5
6	1.5	4	OSMOSE	Shim or Epoxy: - Over Pile 4 of Bent 7
7	1.3	4	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 1 in Span 2 - Stringer 1 in Span 4 (22" Deep Stringer) - Stringer 4 in Span 5

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 671.89

MILEPOST: 671.89 | SECTION# 1

TYPE: ODPT | LOCATION: Vaughn, OR

INSPECTION DATE: 2/ 1/2007 | INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
8	1.2	4	OSMOSE	Post: - Pile 1 of Bent 7
9	1 1	4	OSMOSE	In-place preservatively treat piles and caps.
10	1 6	5	RAILROAD	Monitor: - Stringer 8 in Span 1

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1-19 2007

Owner CORP Reg /Div _____ Bridge No 671.89

Dist (Sub) Branch COOS BAY

Location Vaughn, OR (MP 668.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80° SHELL	80° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN. FT PILING
1	5	4	2½	0/P	0	K									15
		CAP		Over 2	0	K									
2	5		9												45
3	5		20							H2O					100
					Girt 1's 2 - ⊗										
4	5		20							H2O					100
										4×8×10' shim					
5	5		16½							4×8×10' shim					85
			Girt #1 - ⊗		No. H rack brace - ⊗										
6	5		11½												60
7	5	1	3½	0/P	2	10					13 3/4	X			20
					½" GAP over Pile #4										
	5														
		5								S. Wingwalls - Post					
										Apps - Low (#3)					
									(63)	Ties - OK					
										Hdwls - OK					
										GT - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
O/P — Drift Pin
G/L — Groundline Area

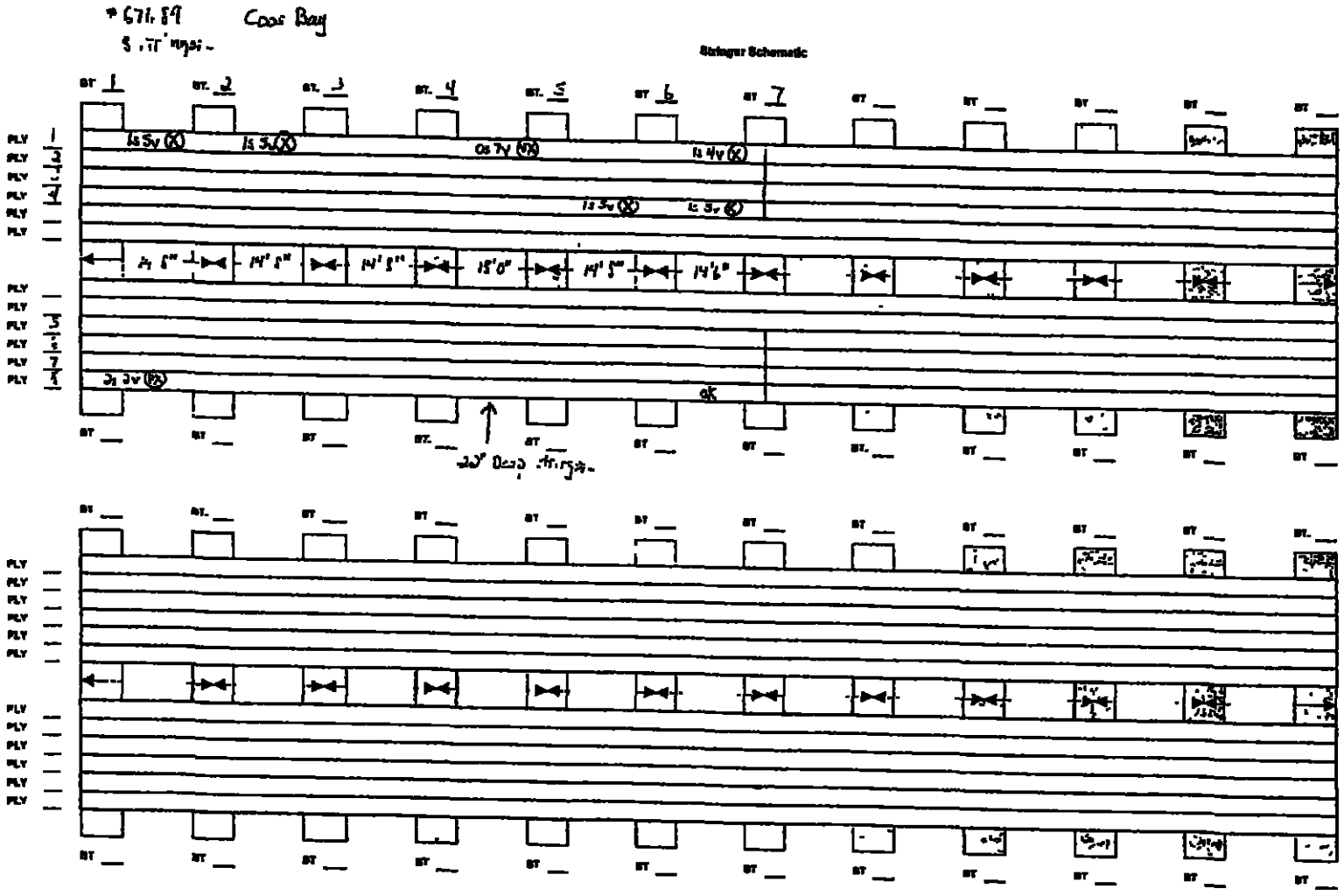
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP001541

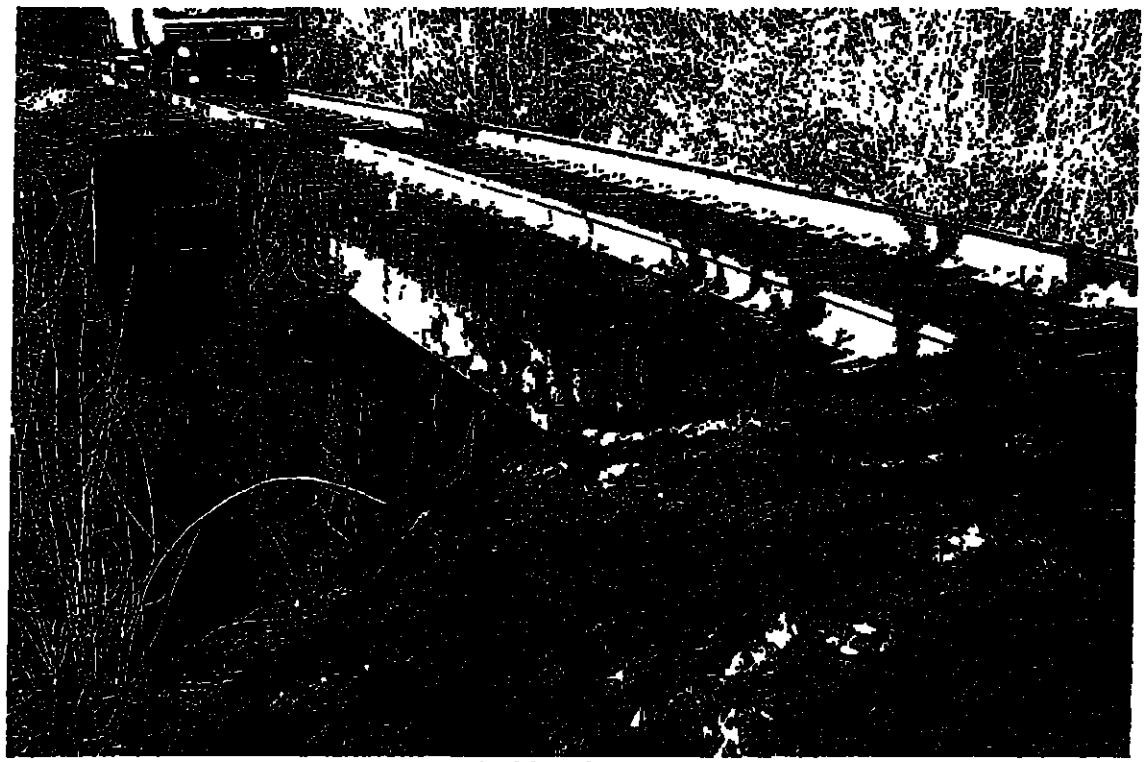
#671.89 Coos Bay

Stringer Schematic



CORP001542

Central Oregon & Pacific Railroad



Bridge 674.03

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 674.03

MILEPOST: 674.03 | SECTION# 1

TYPE: ODPT | LOCATION: Vaughn, OR

INSPECTION DATE: 2/ 1/2007 | INSPECTOR: K. Trickle

Findings:

Bent 2
Pile 5 - Reject

Span 2
Stringer 8 - Reject

Ties - Poor (plate cut, 8 reject)
Guard timber - Poor
Headwalls - OK
Wingwalls - OK
Approaches - Low

Debris piled up in front of Bent 2

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.5	2	RAILROAD	Add ballast and tamp up both approaches.
2	1 4	2	OSMOSE	Replace all 31 bridge ties
3	1.3	3	RAILROAD	Remove debris from Bent 2 (fire hazard)
4	1 6	4	OSMOSE	Replace. - Stringer 8 in Span 2
5	1 2	4	OSMOSE	Post: - Pile 5 of Bent 2
6	1 1	4	OSMOSE	In-place preservatively treat the piles, caps and stringers.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 ~~19~~ 2007

Owner CORP Reg /Div _____ Bridge No 674.03

Dist./Sub/Branch COOS BAY

Location Vaughn, OR (MP 668.3)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT. PILING
1	5	2	3½	1		ok									20
		CAP		over P4		ok									
2	5	5	9	1½	3	10					15	X			45
						Debris Piled in front H2O									
						of Bent - Fire Hazard									
3	5	1	4½		6	1				H2O					25
										Headwalls - ok					
										Ties - Poor		(plate cut) 8 ⊗			
										G. timb. - Poor					
										APPROACHES - Low (# 2)					
										31 tie - 7½"X7½"X9'					
										Wingwalls - ok					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

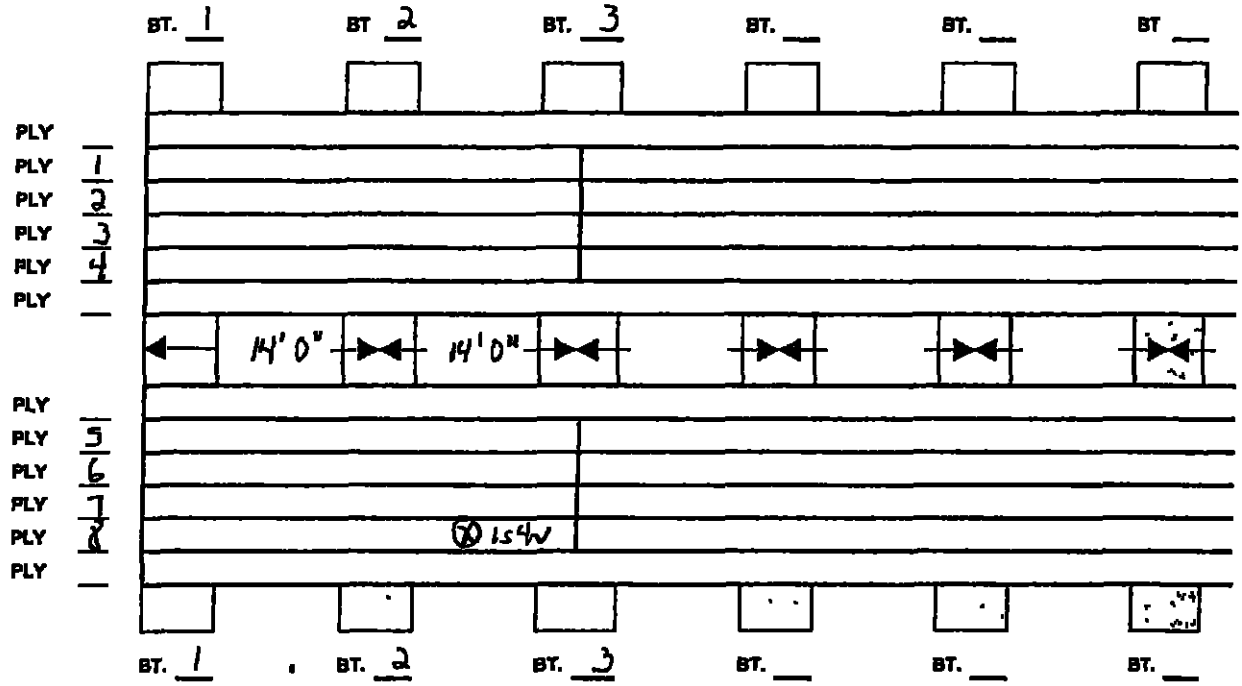
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drill Pin
G/L — Groundline Area

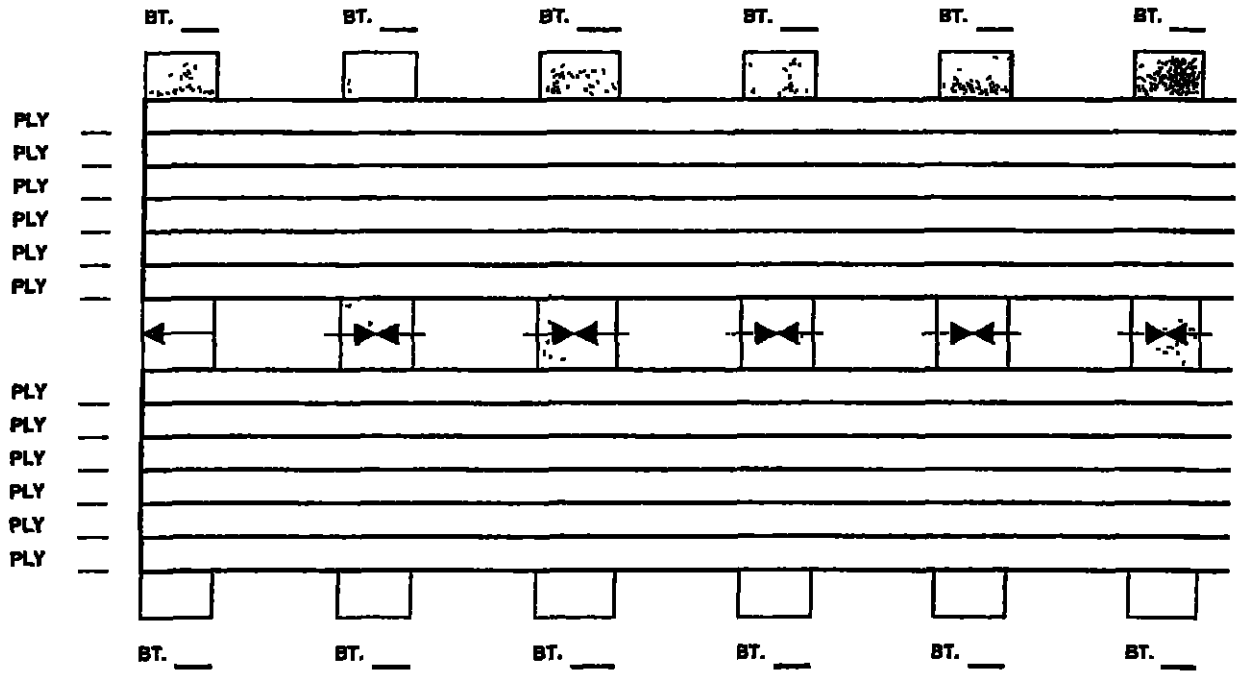
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

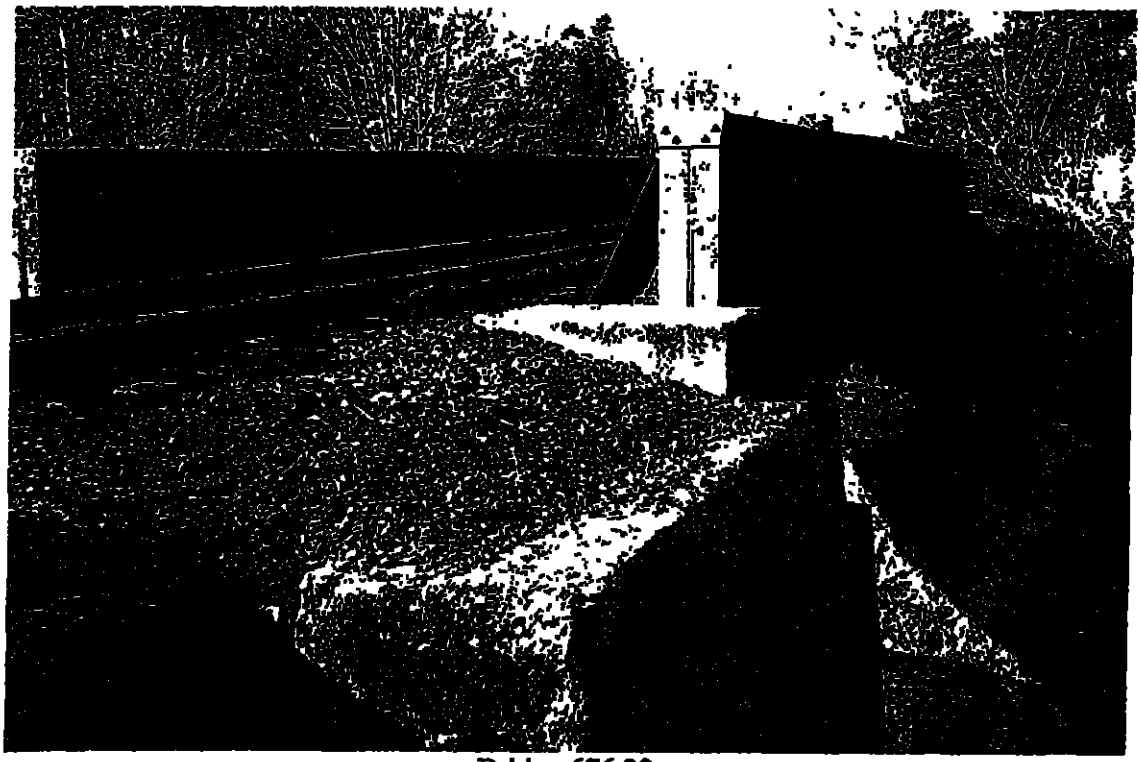
CORP001545

674.03
8 Stringers





Central Oregon & Pacific Railroad



Bridge 676.23

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 676.23

MILEPOST: 676.23 | SECTION# 1

TYPE: STL | LOCATION: Vaughn, OR

INSPECTION DATE: 2/1/2007 | INSPECTOR. K. Trickle

Findings:

Ties - Poor
Approaches - Low
3 North and 3 South Parapet timbers - Reject

Erosion at Northwest Abutment

Heavy debris on lower gussets and flange angles
Heavy debris on abutment seats

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 2	2	OSMOSE	Replace all 62 bridge ties.
2	1 1	2	RAILROAD	Add ballast and tamp up both approaches.
3	1.6	3	OSMOSE	Replace: - 3 North Parapet timbers - 3 South Parapet timbers
4	1.5	3	OSMOSE	Install. - Wingwall to the Northwest abutment
5	1 4	3	RAILROAD	Remove debris from: - Both abutment seats - All lower gusset plates and flange angles

Central Oregon & Pacific Railroad

Bridge 676.23 Northwest abutment - Erosion

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 676.23

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP.

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1913

TYPE: DPG • (TPG) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Vaughn, OR

Overall Sketch: (Include span lengths)

Open deck

6 panels

2 conc. abut.

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N44° 01.784 W123° 35.354 Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in_____

GUARD RAIL: YES • (NO) • WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP001550

		Bridge No: 676.23

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD •	Low	EROSION PROBLEMS: (#2)	
TIES:	POOR •	FAIR •	GOOD •		SIZE: 3N+3S Parapet ⊗ #3	QUANTITY: 62
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	POOR •	FAIR •	GOOD •			
GUARDTIMBER	POOR •	FAIR •	GOOD •		SIZE:	

SUPERSTRUCTURE (Note any defects):

major debris on lower gussets, flange angles

SUBSTRUCTURE (Note any defects):

Major debris on abutment seats.
NW Abutment eroding - #3
(add Wingwall)(CS)

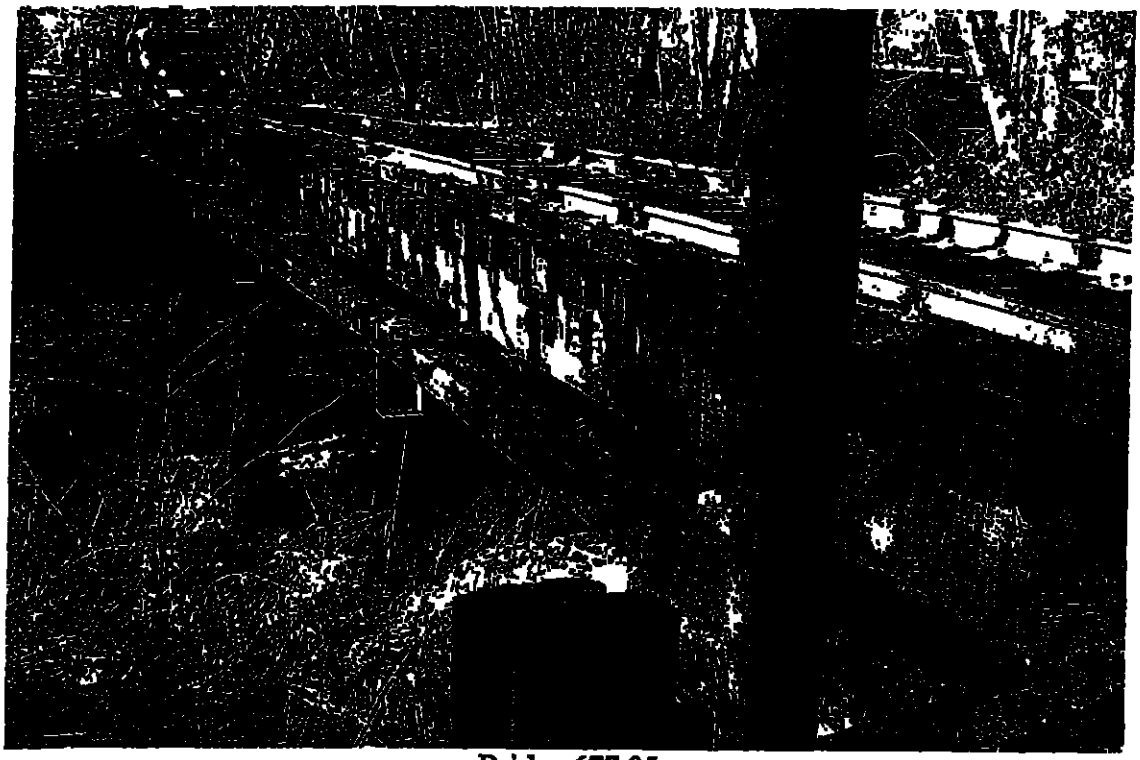
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 677.05

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP001552

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 677.05

MILEPOST: 677 05 | SECTION# 1

TYPE: STL | LOCATION: Vaughn, OR

INSPECTION DATE: 2/ 1/2007 | INSPECTOR: K. Trickle

Findings:

Span 1
Stringer 1 - Reject
Stringer 8 - Reject

Span 2
Stringer 8 - Reject

Span 3
Stringer 8 - Reject

Ties - Fair
Guard timber - Fair to Poor (3 sections reject)
North Headwall - OK
Southeast Headwall - Undermining
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	3	OSMOSE	Replace. - All Guard timber
2	1 5	3	RAILROAD	Place - Rip/rap at the Southeast headwall
3	1 3	3	RAILROAD	Add ballast and tamp up both approaches
4	1.2	3	OSMOSE	Replace. - Stringer 1 in Span 1 - Stringer 8 in Span 1
5	1 4	4	OSMOSE	Replace: - Stringer 8 in Span 2 - Stringer 8 in Span 3

Central Oregon & Pacific Railroad

Bridge 677.05 Southeast headwall - Undermining

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 ~~19~~ 2007

Owner Corp Reg /Div _____ Bridge No. 677.05

Dist./Sub/Branch Coos BAY

Location Vaughn, OR (MP 668.3)

Type. (Pile) Steel (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GIL TR	PP	LIN FT PILING
1	3				Steel	Piles +	CAPS	- 3" timber shim							
2	3				steel	Piles +	CAPS	- 3" timber shim							
3	3				Steel	Piles +	CAPS	- 3" timber shim							
4	3				steel	Piles +	CAPS	- 3" timber shim							
5	3				steel	Piles +	CAPS	- 3" timber shim							
										TIES - FAIR					
										GUARD TIMBER - FAIR TO POOR 30					
									NORTH	HEADWALL - OK					
									SOUTH	EAST HEADWALL - UNDER MINING (#3)					
										APPS - LOW (#3)					

SYMBOLS All Borings to Inches and Fractions to nearest ¼

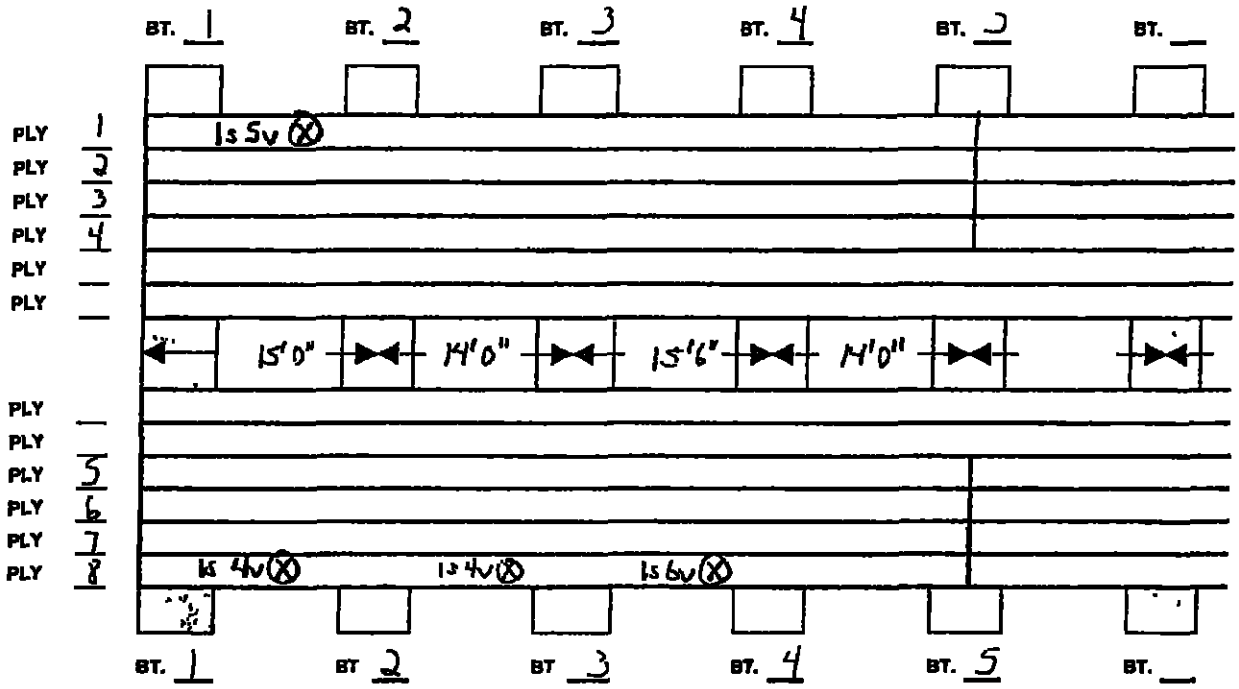
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWrap
D/P — Drift Pin
G/L — Groundline Area

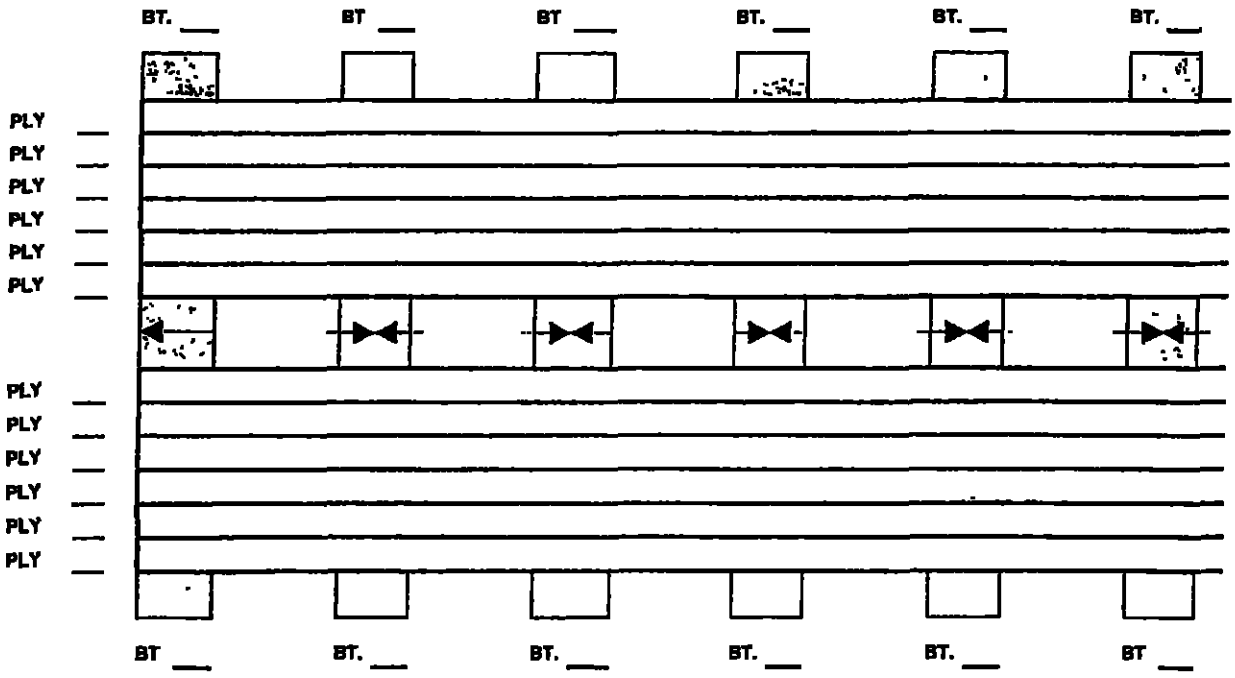
Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

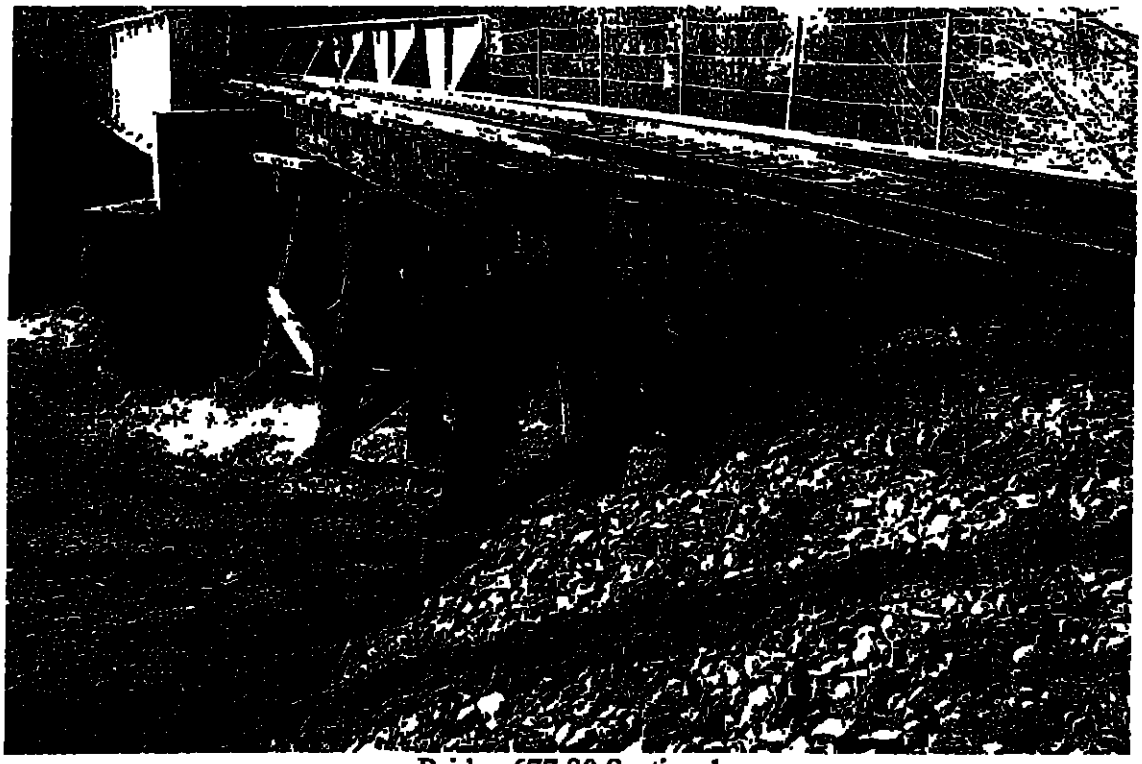
CORP001555

677.05 Coos Bay
8 stringers





Central Oregon & Pacific Railroad



Bridge 677.80 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 677.80
MILEPOST: 677.80	SECTION# 1
TYPE: ODPT	LOCATION: Vaughn, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Bent 2
Pile 1 - Reject
Pile 5 - Reject

Span 2
Stringer 1 - Reject
Stringer 8 - Reject

Span 3
Stringer 1 - Reject
Stringer 8 - Reject

Span 4
Stringer 1 - Reject

Ties - OK
Guard timber - OK
Headwall - OK
Approach - Low
Walkway - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	17	3	RAILROAD	Add ballast and tamp up approach.
2	16	3	OSMOSE	Replace: - Stringer 1 in Span 2 - Stringer 8 in Span 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3
3	12	3	OSMOSE	Post: - Pile 1 of Bent 2 - Pile 5 of Bent 2
4	14	4	OSMOSE	Replace. - Stringer 1 in Span 4
5	1.1	4	OSMOSE	In-place preservatively treat piles and caps.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 19 2007

Owner CORP Reg./Div _____ Bridge No. 677.80 N. APP (Sec 1)

Dist. (Sub) Branch COOS BAY

Location Vaughn, OR (MP 668.3)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 32

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80% SHELL	80% VOID	H	REMARKS	PILE DIA	FX OR X	GAL TR	PP	LIN FT PILING
1	5		2												10
								4"		Elevation Shim					
2	5	1	4½	D/P	2	8	1½	10			14¾	X			25
		2		1	2	2									
		5		D/P	2	11					14½	X			
								4"		Elevation shim					
3	5		9½												50
		5		D/P	2	4									
								4"		Elevation shim					
4	Post 5		9½		Sounded OK			4"		Elevation shim					50
						Framed on		Conc Ped							
5	—		—		CAP + 10" Elevation					sub CAP on Conc Pier #1					—
										Headwall - OK					
										TIES - OK (43)					
										GUARD TIMBER - OK					
										APPROACH - Low (#3)					
										WALKWAY - OK HANDRAILS - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

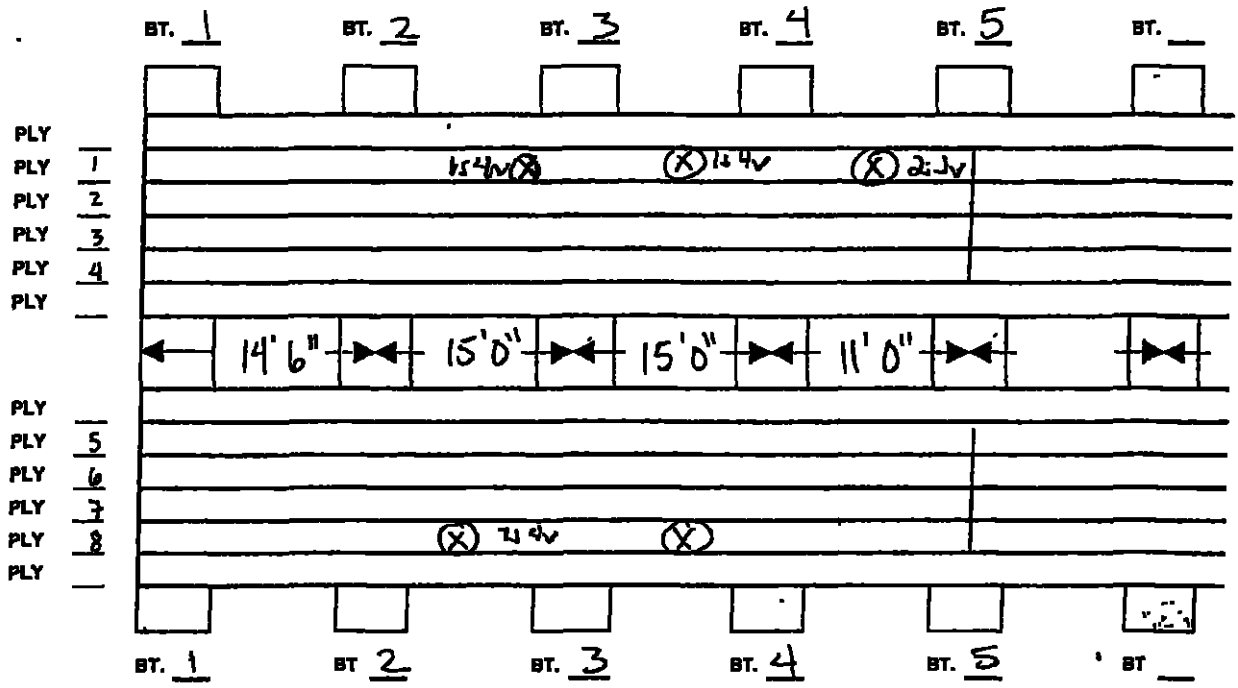
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Pasted
PK — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — Dowel/Weld
D/P — Drift Pin
G/L — Ground Line Area

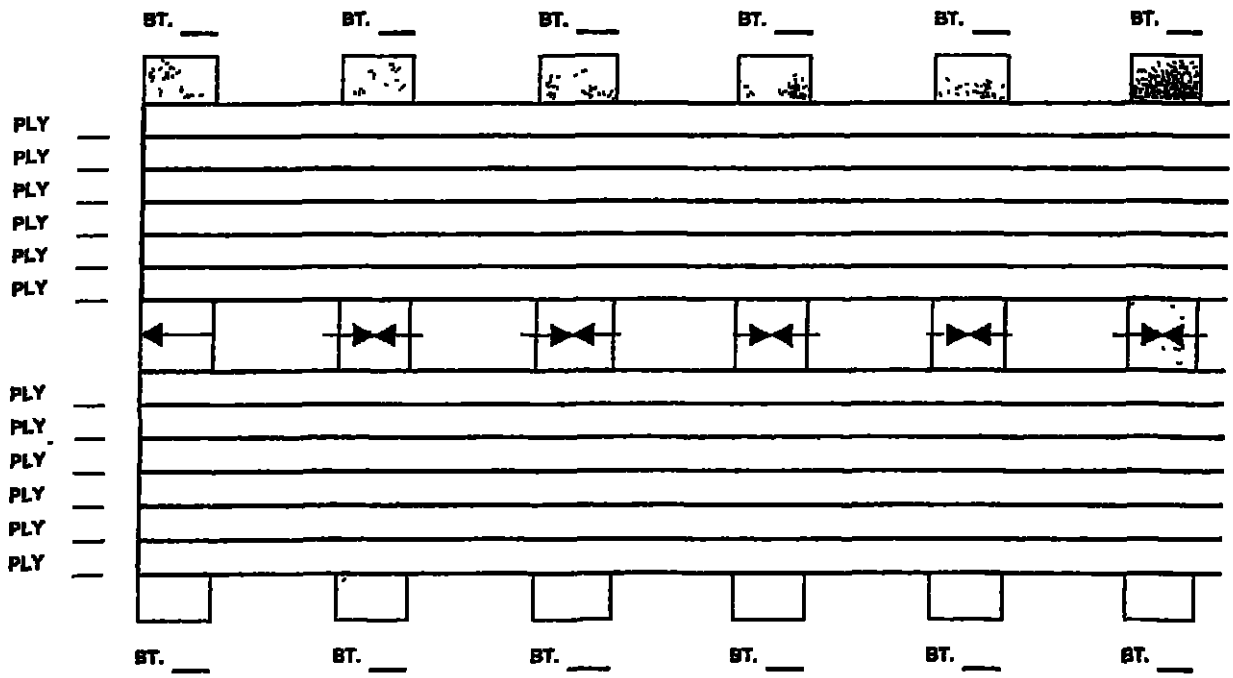
Bents Numbered From (N) S E W
Piling Numbered From N S E (W)
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

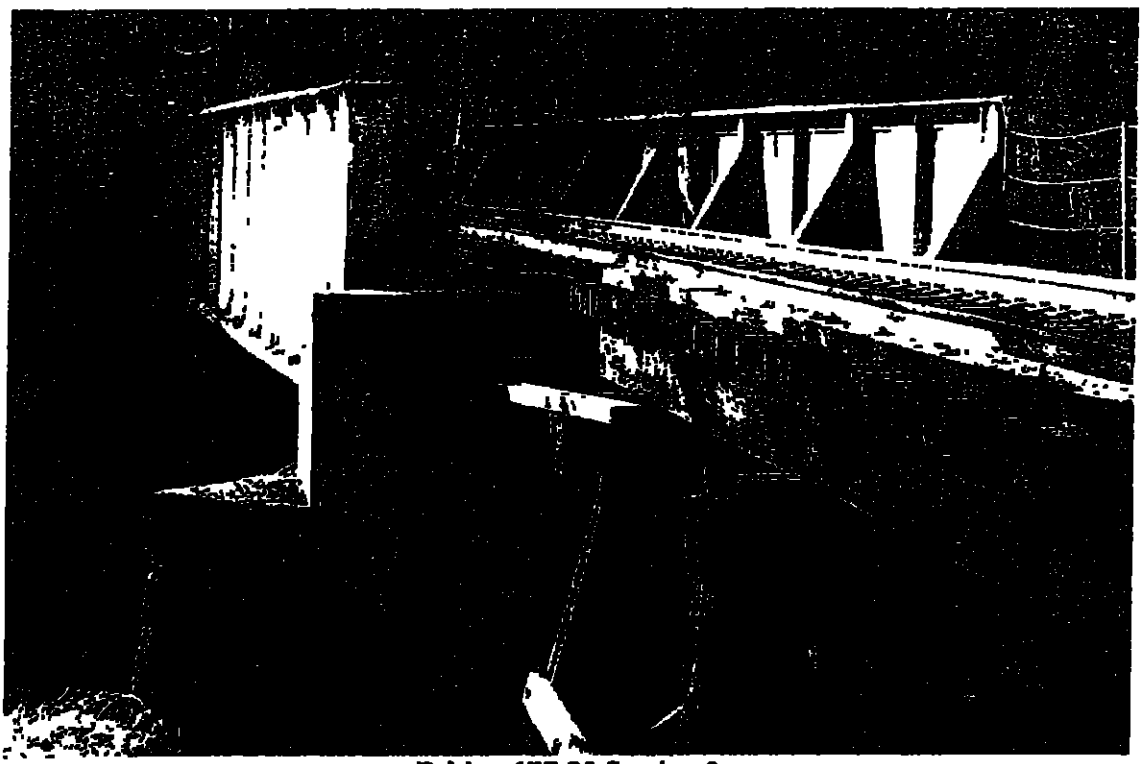
CORP001559

BR# 677.80 N.A. SEC 1 Coos Bay





Central Oregon & Pacific Railroad



Bridge 677.80 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	BRIDGE # 677.80
MILEPOST: 677.80	SECTION# 2
TYPE: TPG	LOCATION: Vaughn, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Ties - OK
Guard timber - OK
Walkway - OK

Minor efflorescence on Concrete Piers
Debris on lower gusset plates and flange angles
Debris on Pier tops

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2 1	3	RAILROAD	Remove debris from: - Lower gusset plates, flange angles and Pier tops

.nose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 677.80 Sect. 2

CUSTOMER INFORMATION

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • (TPG •) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Vaughn, OR

Overall Sketch: (include span lengths)

3 core pcrs

6 panels

open deck

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44 01.134 W123 36.551

Nearest Crossing:

BRIDGE: TANGENT • (CURVE •) Superelevation is In_____

GUARD RAIL: YES • NO • WALKWAY: (YES) • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP001563

		Bridge No: 677.80 Sect 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	**EROSION PROBLEMS:**	
TIES:	POOR •	FAIR •	GOOD • (OK)	**SIZE:**	**QUANTITY:** 64
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • (OK) steel		
GUARDTIMBER	POOR •	FAIR •	GOOD • (OK)	**SIZE:**	

SUPERSTRUCTURE (Note any defects):

Debris on lower gussets, flange angles (#3)

SUBSTRUCTURE (Note any defects):

Minor efflorescence of Piers

Debris on Pier tops

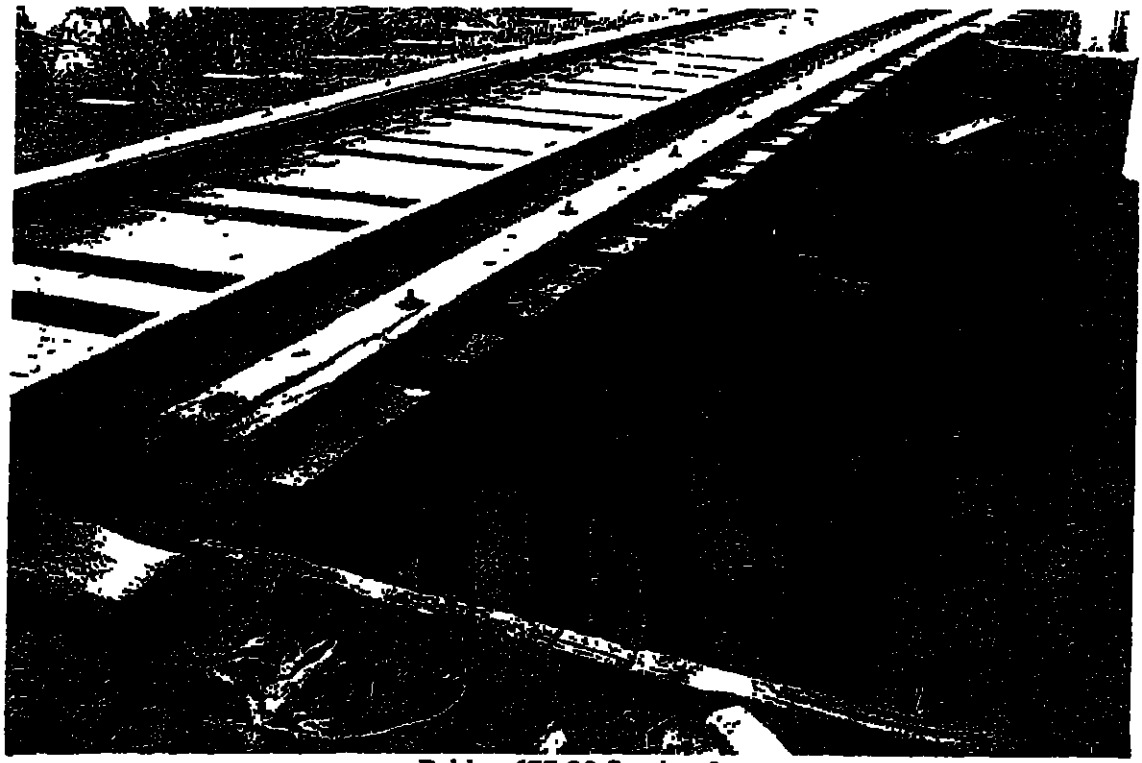
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 677.80 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 677.80**
MILEPOST: 677.80	SECTION# 3
TYPE: ODPT	LOCATION. Vaughn, OR
INSPECTION DATE: 2/1/2007	INSPECTOR: K. Trickle

Findings:

Bent 4
Minor Erosion

Span 2
Stringer 8 - Reject

Ties - OK
Guard timber - OK
Headwall - OK
Wingwalls - OK
Approach - Low
Walkway - OK
Handrail - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.4	4	RAILROAD	Add ballast and tamp up approach
2	3.3	4	OSMOSE	In-place preservatively treat piles, caps and stringers
3	3.1	4	OSMOSE	Replace: -Stringer 8 in Span 2
4	3.2	5	RAILROAD	Monitor: - Bent 4 for additional erosion

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 -19-2007

Owner CORP Rep./Div _____ Bridge No 677.80 S. APP (Sec 3)

Dist (Sub) Branch COOS BAY

Location Vaughn, OR (MP 668.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE CIA	PX OR X	GAL TR	PP	LIN. FT. PILING
	:		North		APP	4	Timber	Bents							
					Main Span		TRG	on Conc Piers							
1	—		—		CAP +		10"	Elevation		Sub CAP on Conc Pier				PP	2
2	5		12				Sounded	OK		3 BB's					60
							3½"	Elevation	shim						
3	5	1	12	1	OK										60
							3"	Elevation	shim						
4	5	2	3	O/P	4	6				MINOR EROSION					15
		CAP		Over P2	OK										
							3"	Elevation	shim						
										HEAD WALL - OK		APPROACH - Low			
										WING WALLS - OK					
										Ties - OK GUARD TIMBER - OK					
										Walk Way - OK HAND RAIL - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
O/P — Drift Pin
G/L — Groundline Area

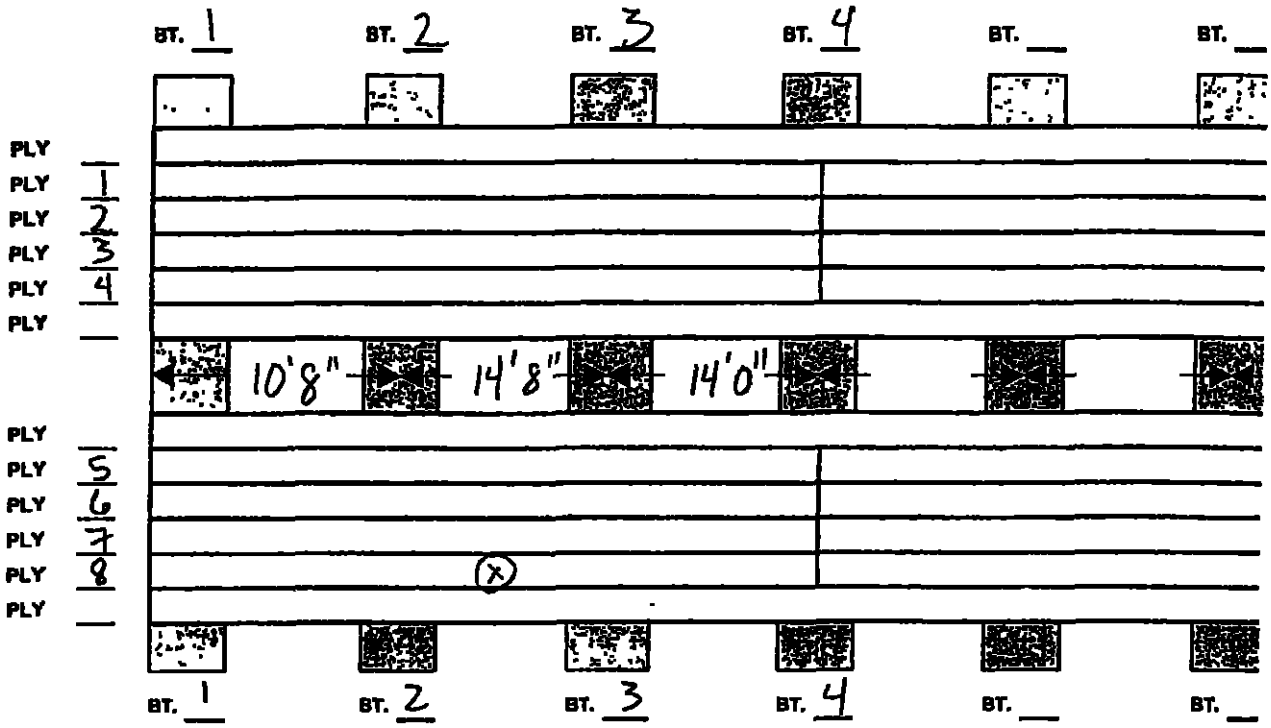
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

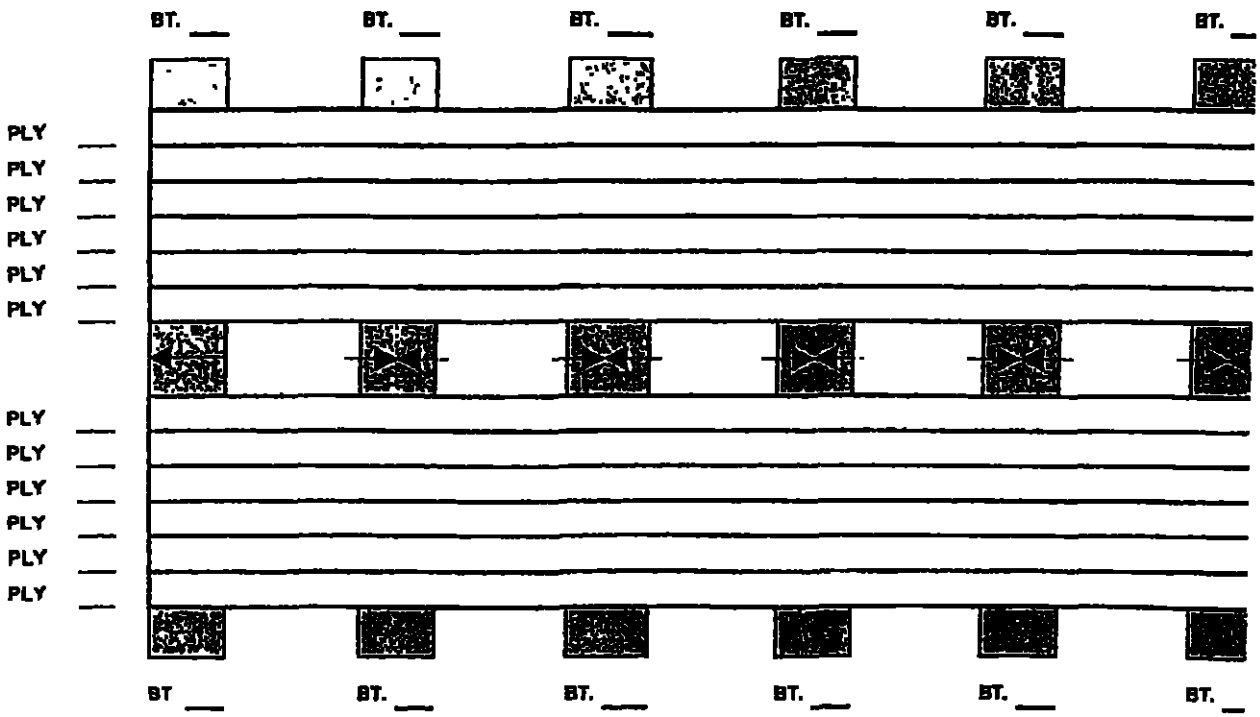
SIGNED KT

CORP001567

BR# 677.80 S.A. (Sec 3)

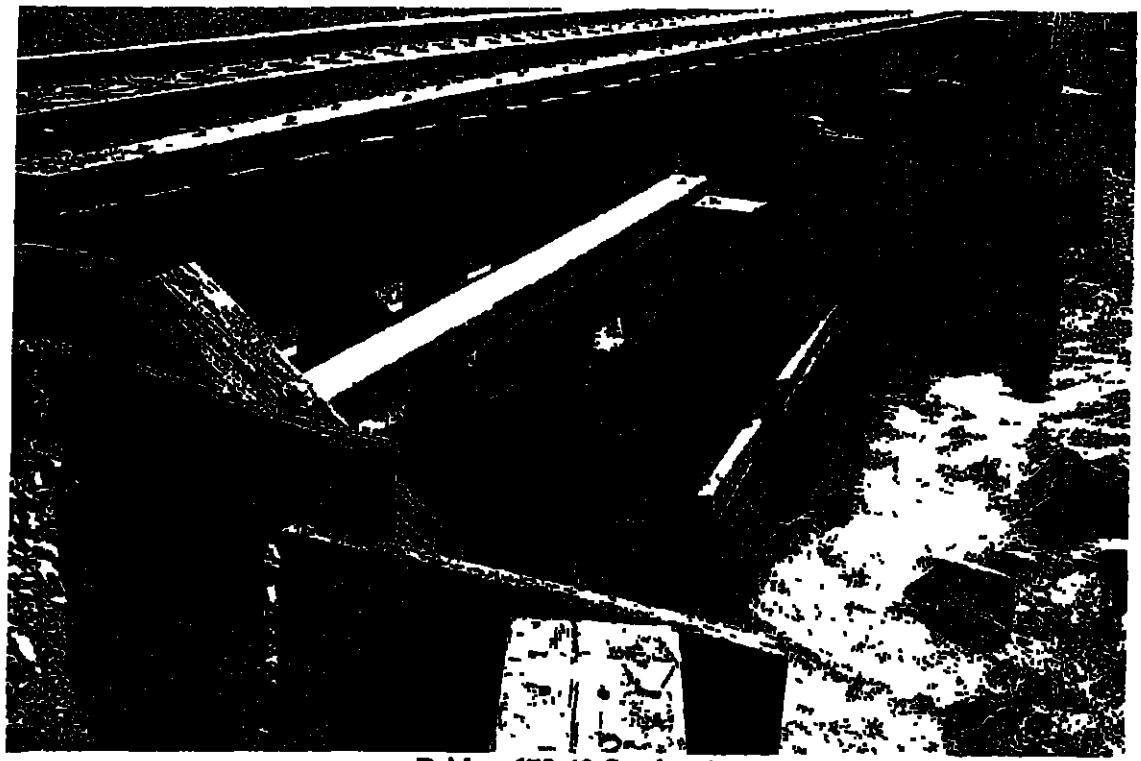
String





CORP001568

Central Oregon & Pacific Railroad



Bridge 678.43 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 678.43
MILEPOST: 678.43	SECTION# 1
TYPE: ODPT	LOCATION: Richardson, OR
INSPECTION DATE: 2/1/2007	INSPECTOR: K. Trickle

Findings:

Bent 1
Pile 3 - Reject

Bent 2
Post 3 - Reject

Bent 3
Pile 3 - Reject
Pile 4 - Reject
Pile 5 - Possible Reject

Bent 5
Pile 2 - Possible Reject
Pile 5 - Reject

Span 1
Stringer 1 - Reject
Stringer 2 - Reject
Stringer 9 - Reject

Span 2
Stringer 1 - Reject
Stringer 2 - Reject
Stringer 9 - Reject

Span 3
Stringer 1 - Reject
Stringer 7 - Reject
Stringer 8 - Reject

Span 4
Stringer 1 - Reject
Stringer 7 - Reject
Stringer 8 - Reject

Span 5
Stringer 8 - Reject

Ties - OK
Guard timber - OK
Headwall - OK
Northwest Wingwall - Poor (losing ballast)
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	113	2	OSMOSE	Replace: - Northwest wingwall
2	111	3	RAILROAD	Add ballast and tamp up approach.

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 678.43
MILEPOST: 678.43	SECTION# 1
TYPE: ODPT	LOCATION: Richardson, OR
INSPECTION DATE. 2/1/2007	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
3	1.8	3	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4
4	1.2	3	OSMOSE	Post: - Pile 3 of Bent 3 - Pile 4 of Bent 3
5	1 10	4	OSMOSE	Replace: - Stringer 8 in Span 5
6	1.7	4	OSMOSE	Post - Pile 3 of Bent 1 - Post 3 of Bent 2 - Pile 5 of Bent 5
7	1 1	4	OSMOSE	In-place preservatively treat piles and caps.
8	1.4	5	RAILROAD	Monitor: - Pile 5 of Bent 3 - Pile 2 of Bent 5

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.12		OSMOSE	8/23/2006	Cut Pile tops down and: - Replaced Cap & Shim with a Cap & 6" subcap on Bent 2
2	1 9		OSMOSE	8/19/2003	Replaced: - Bridge ties and Guard timber

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 ~~19~~ 2007

Owner CORP Reg /Div _____ Bridge No 678.43 N. App Sec 1

Dist./Sub/Branch COOS BAY

Location Richardson, OR (MP 685.0)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 —

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN. FT PILING
1	5	3	2	1	2	9					15	X			10
2	Post 5	CAP	8½		Cap Replaced (05 2006) w 6" Sub + Cap										
		P3		D/P	½	11½						X			
3	5	P5	9½	3	5½	4½						PX			50
		3		D/P	2	10						X		B	
		4		1	10	10						X			
		1		8	2	5			4						
4	Post 5		11				Framed on buried sill								55
														SB	
5	5	2	12½		2	4					11	PX			65
		5		2½	1	9					13	X			
		3		D/P	2	6					14				
6	-		-				CAP on Conc Pier #1								-
										NW Wingwall - ⊗ losing ballast #2					
										Headwall - OK					
										App. - Low	G. timb. - OK				
										Ties - OK	56	7½" x	7¾" x	9'	
				*	All Bents 2" 3" Elevation Shims										

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

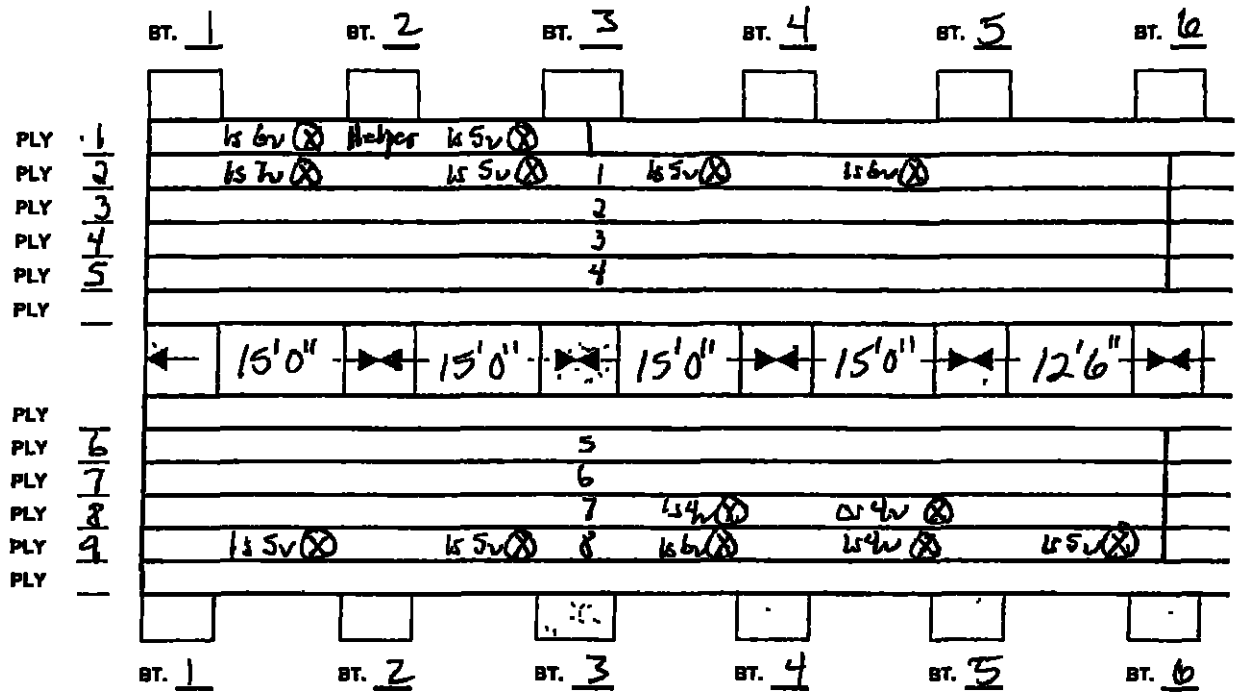
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Pasted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
G/L — Groundline Area

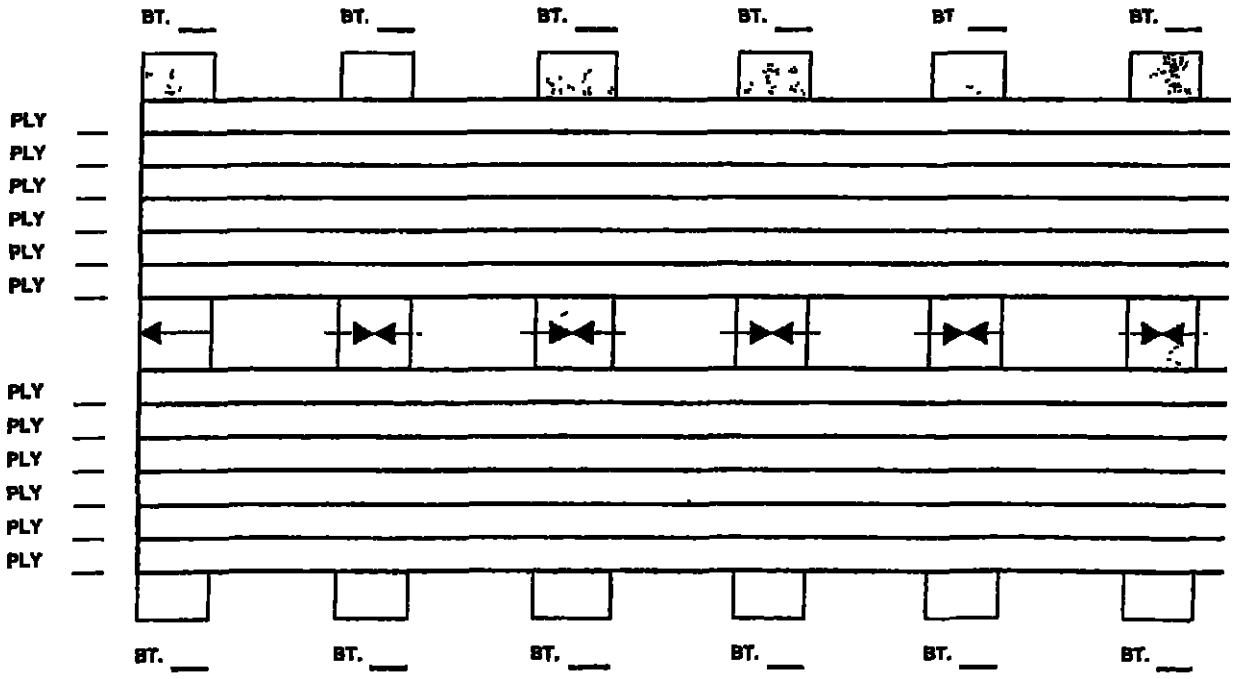
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

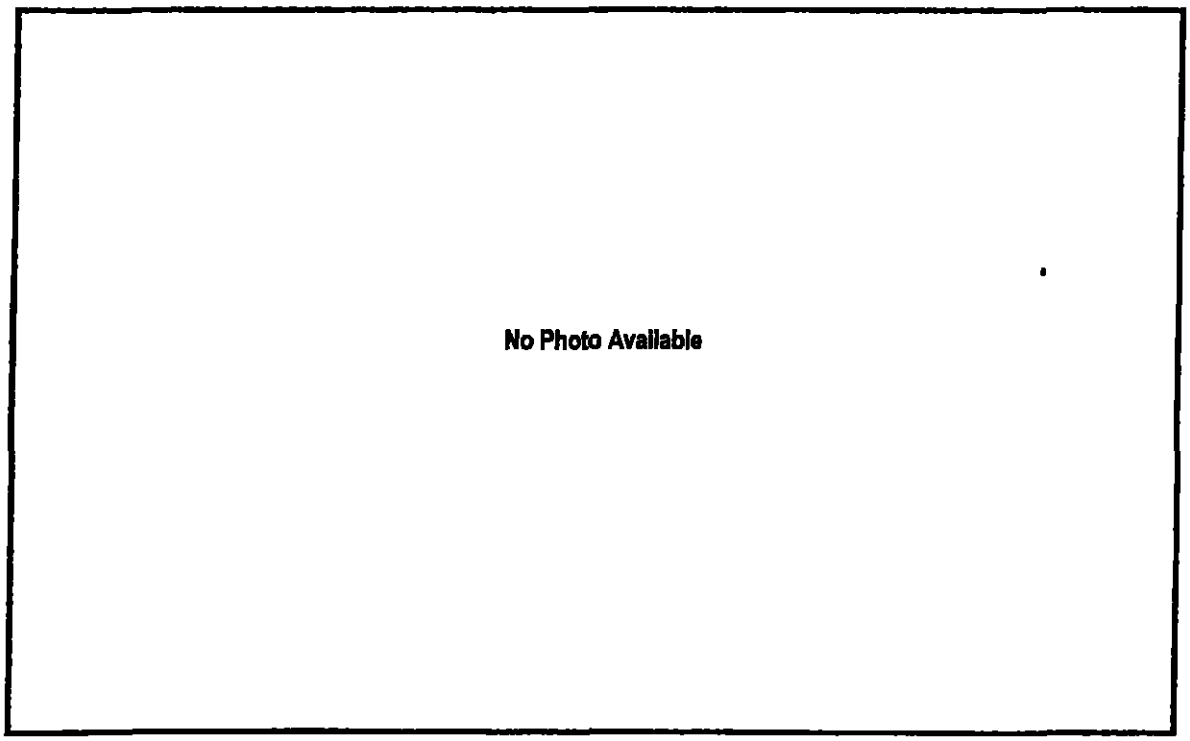
CORP001572

BR# 678.43 N.A. (SEC 1) Coos Bay





Central Oregon & Pacific Railroad



Bridge 678.43 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 678.43**
MILEPOST: 678.43	SECTION# 2
TYPE: TPG	LOCATION: Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Ties - OK
Guard Timber - OK

Drift at Pier 2

Debris on Lower gusset plates and flange angles
Debris on Pier tops
Concrete Piers - Minor efflorescence

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.5	3	RAILROAD	Remove Drift from base of Pier 2
2	2.4	4	RAILROAD	Remove debris from. - Lower gusset plates, flange angles & Pier tops

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	2.3		OSMOSE	8/19/2003	Replaced. - Bridge ties and Guard timber

Osmose Railroad Services, Inc.

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 678.43 Sect. 2

CUSTOMER INFORMATION

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 2 | # OF TRACKS: 1 | YEAR BUILT: 1913

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: RICHARDSON, OR

Overall Sketch: (include span lengths)

2 spans, 5 panels ea.
open deck
curve
3 conc piers

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOAT • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44 00.675 W 123 36 248

Nearest Crossing:

BRIDGE: TANGENT • (CURVE) • Superelevation is In _____

GUARD RAIL: YES • NO • WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP001576

		Bridge No: 678.43 Sect 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD • (OK)	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • None		
GUARDTIMBER	POOR •	FAIR •	GOOD • OK	SIZE:	

SUPERSTRUCTURE (Note any defects):

Debris on lower gussets & flange angles

SUBSTRUCTURE (Note any defects):

Minor efflorescence of Piers

Debris on Pier Tops

Drift @ Pier 2 (#2)

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP001577

Central Oregon & Pacific Railroad

Bridge 678.43 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 678.43
MILEPOST: 678.43	SECTION# 3
TYPE: ODPT	LOCATION: Richardson, OR
INSPECTION DATE: 2/1/2007	INSPECTOR. K Trickle

Findings:

Bent 2

Cap - Possible Reject (cornering)
1/2" Shim - Reject (crushing)

Bent 4

Cap - Possible Reject

Span 1

Stringer 1 - Reject
Stringer 2 - Reject
Stringer 9 - Reject

Span 2

Stringer 1 - Reject
Stringer 2 - Reject
Stringer 9 - Reject

Span 3

Stringer 1 - Visual Reject
Stringer 8 - Visual Reject

Ties - OK
Guard Timber - OK
Headwall - OK
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.9	3	OSMOSE	Replace: - 1/2" Shim on Bent 2 (crushing)
2	3.8	3	RAILROAD	Add ballast and tamp up approach.
3	3.1	3	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3
4	3.3	4	OSMOSE	Replace: - Cap on Bent 2 (cornering) - Cap on Bent 4
5	3.2	4	OSMOSE	In-place preservatively treat piles and caps

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach — BRIDGE # 678.43

MILEPOST: 678 43 — SECTION# 3

TYPE: ODPT — LOCATION: Richardson, OR

INSPECTION DATE: 2/ 1/2007 — INSPECTOR: K Trickle

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3.7		OSMOSE	8/19/2003	Replaced. - Bridge ties and Guard timber
2	3 6		OSMOSE	10/ 2/2001	Framed out - Bent 3 Posted - Piles 4 & 5 of Bent 2

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 19 2007

Owner CORP Reg./Div _____ Bridge No 678.43 S. App (Sec3)

Dist./Sub/Branch COOS BAY

Location Richardson, OR (MP 685.0)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR TR	PP	LIN FT PILING
	-		North	App	.	6 Timber				Bents					
				mid	Spans	TPG				2 Conc Bents					
1	-		-		CAP	on	Conc			Pier #3 OK @ chord 1					-
2	5	CAP	10½	over P2	4	1	Cap	PX		(Cornering)		PX			55
		CAP		over P4	4½	½									
										¾" shim - ⊗ crushing				28	
								PP	4	5 (OS 2000)					
3	5		8½												45
										FRAME BENT (OS 2000)					
4	5	2	1½	O/P	O	K				1" shim under 3 for chords					10
		CAP		over P5	3	1½				CAP PX 11" x 13" x 12'					
										GT - OK					
										APPROACH - Low (#3)					
										Ties - OK					
										Head wall - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
G/L — Groundline Area

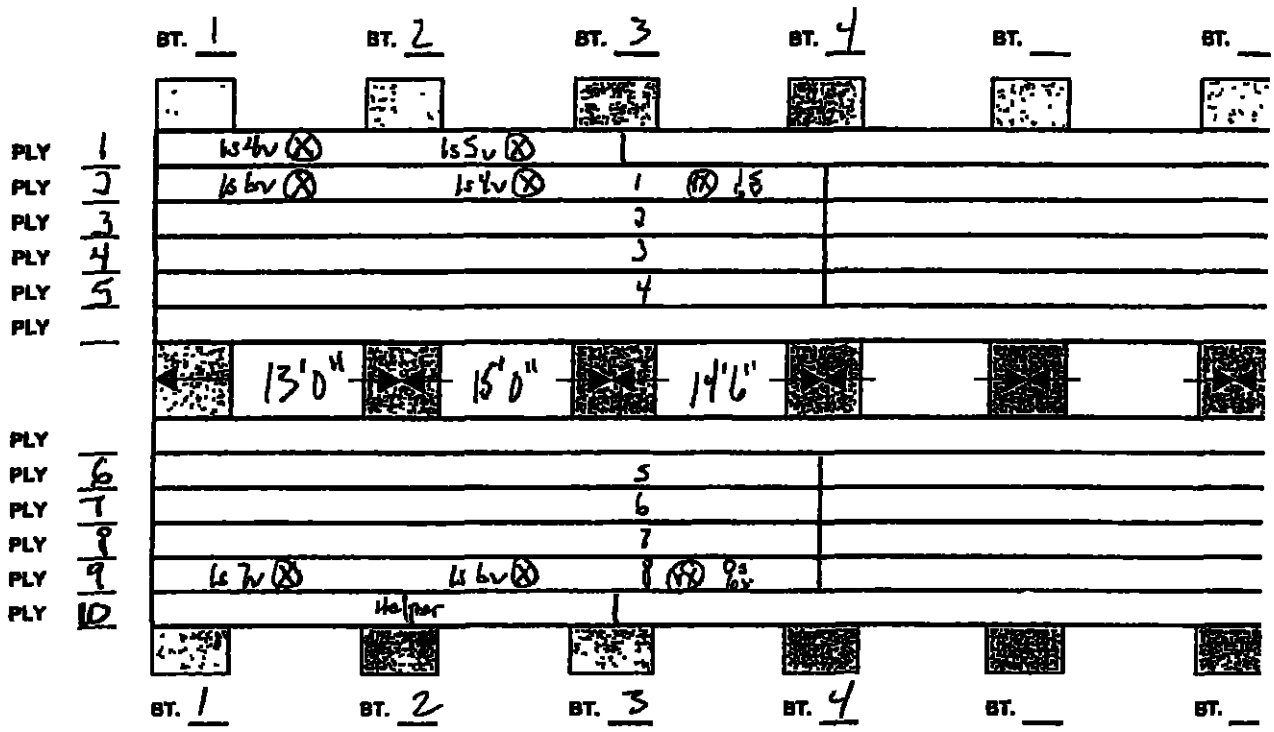
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

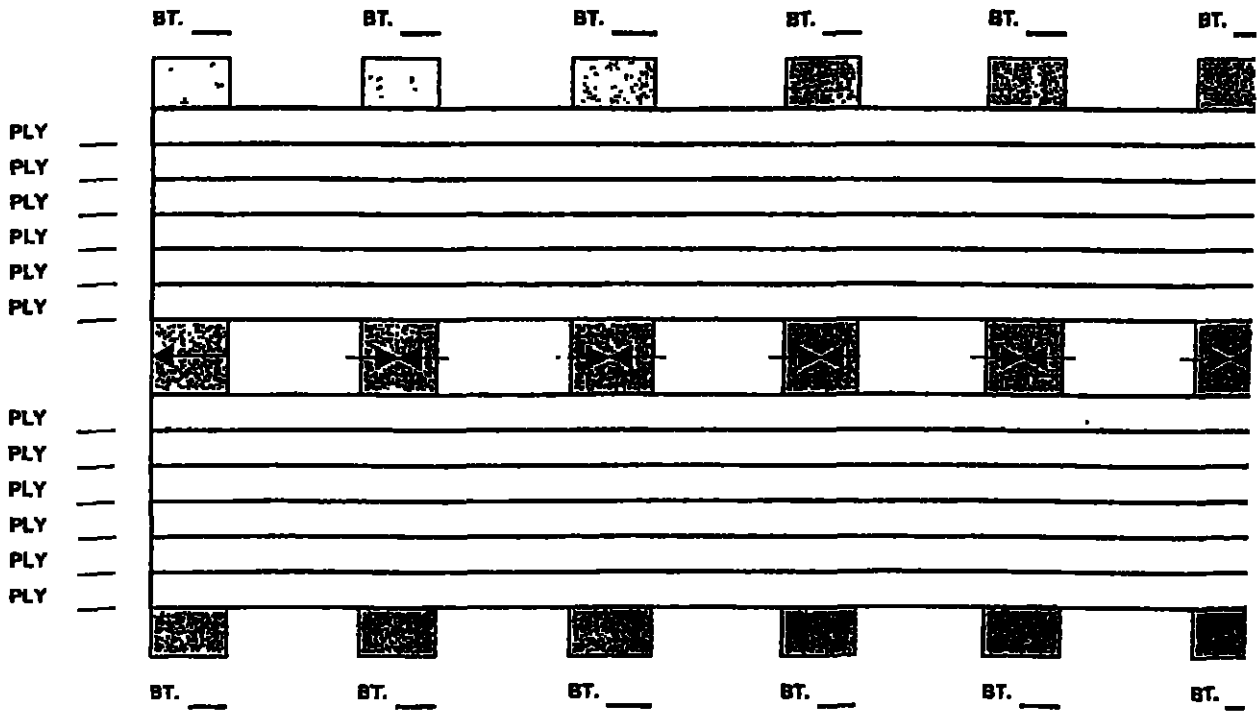
SIGNED KT

CORP001581

BR# 678.43SA (Sec 3) Coos Bay

String





Central Oregon & Pacific Railroad

Bridge 680.17

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 680.17

MILEPOST: 680.17	SECTION# 1
TYPE Thru Truss	LOCATION: Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

ABUT. # ABUTMENT NOTES

SPAN #	FINDING #	NOTES
1	1	Floor Beam #0 - Moderate to heavy corrosion (50% section loss) on bottom flange angles - Minor pitting on top flange angles - Ballast on top flange angles
1	2	Floor Beam #1 - Moderate to heavy corrosion (50% section loss) on bottom flange angles - Ballast on top flange angles
1	3	Floor Beam #2 - Moderate to heavy corrosion (50% section loss) on bottom flange angles
1	4	Floor Beam #4 - Minor corrosion on bottom flange angles
1	5	Floor Beam #5 - Minor corrosion throughout - Ballast on top flange angles
1	6	Floor Beam #6 - Minor corrosion on bottom flange angles - Ballast on top flange angles
1	7	Panel #1 - Minor corrosion on stringer top and bottom flange angles
1	8	Panel #2 - Minor corrosion on stringer top and bottom flange angles
1	9	Panel #3 - Minor corrosion on stringer top and bottom flange angles
1	10	Panel #4 - Minor corrosion on stringer top and bottom flange angles
1	11	Panel #5 - Surface rust on stringers throughout
1	12	Panel #6 - Surface rust on stringers throughout

Ties - Fair to Poor (derailment damaged ties, panels 3, 4, 5 and 6)
Guard timber - OK
Approaches - Low

Minor corrosion on stringer top lateral angles and gusset plates, all panels
Light corrosion on truss bottom chord diagonal bracing, all panels
Moderate corrosion on truss bottom chord horizontal gusset plates
Surface rust on bottom truss chords, all panels

East outer Hanger 2, 4' up from top of rail - Impact damage
West Hanger 2 on the North side 2' from top of rail - Impact damage
East inboard side of Hanger 4, 3' from top of rail - Impact damage
West outboard side of Hanger 4, 2 ' from top of rail - Impact damage

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	3	OSMOSE	Replace all 128 bridge ties.
2	1.2	3	OSMOSE	Replace bottom flange angles on Floor Beam #0, #1, and #2
3	1.7	4	RAILROAD	Add ballast and tamp up both approaches
4	1.6	4	RAILROAD	Remove debris from: - Top of Flange angles at Floor beams 0, 1, 5 & 6
5	1.5	5	RAILROAD	Monitor: - East outer Hanger 2 for additional impact damage - West Hanger 2 for additional impact damage - East inboard side of Hanger 4 for additional impact damage - West outboard side of Hanger 4 for additional impact damage

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 680.17

MILEPOST: 680.17 | SECTION# 1

TYPE: Thru Truss | LOCATION: Richardson, OR

INSPECTION DATE: 2/ 1/2007 | INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
6	1.3	5	OSMOSE	Continue regular inspections.

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Bridge 680.17 - Typical debris build up at hanger connection

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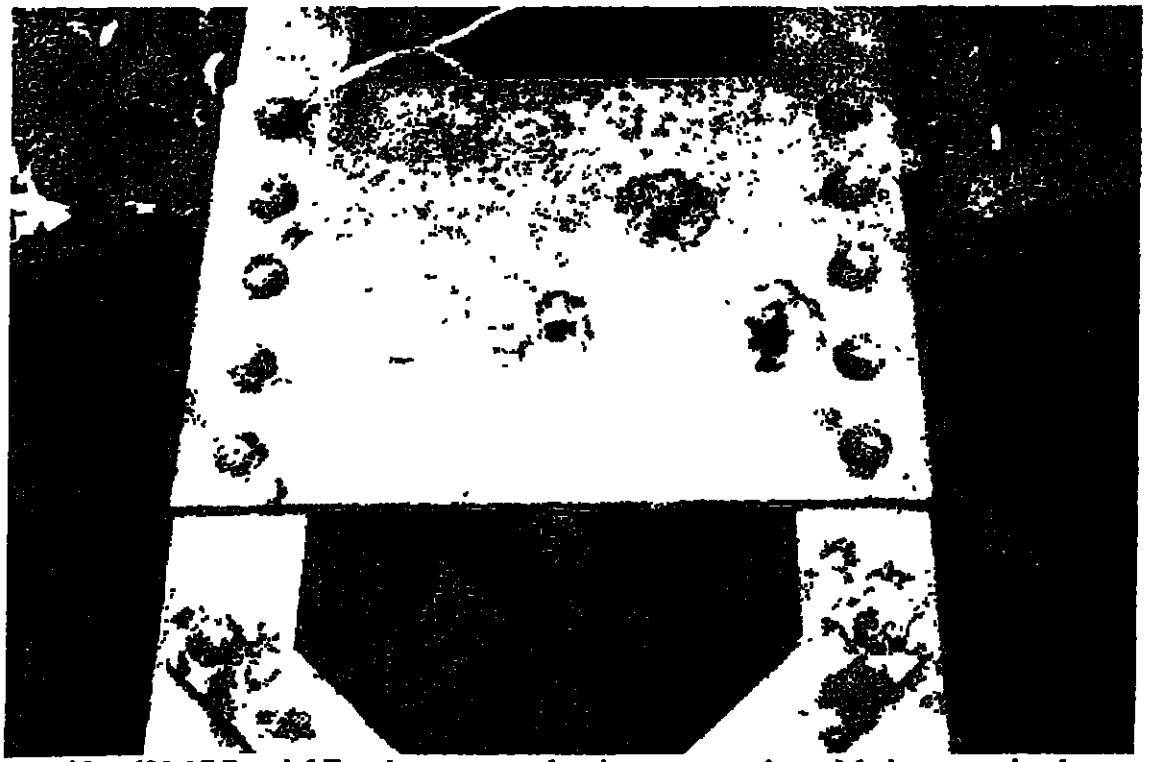
Bridge 680.17 - View from underneath

Central Oregon & Pacific Railroad



Bridge 680.17 Panel 6 East lower truss chord top gusset plate - Moderate section loss

Central Oregon & Pacific Railroad

Bridge 680.17 West hanger 4 - Impact damage (outboard side)

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 680.17

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 150 | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1907

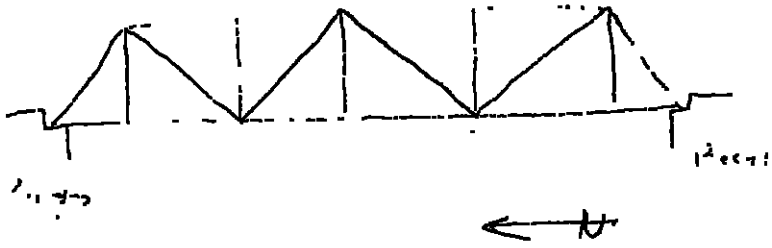
TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: 5 miles (E) (W) (N) (S) (Compass) of the town of: Reedsport, OR

Overall Sketch: (include span lengths)



Typical Bent or Pier Sketch:

6 Panels
21 Tiers / Panel

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N44° 59.679 W123° 37.451 Nearest Crossing: 1 mile

BRIDGE: TANGENT ✓ CURVE • Superelevation is in

GUARD RAIL: YES • NO ✓ WALKWAY: YES • NO ✓ LOCATION:

SKEWED: YES • NO ✓ Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO ✓ CULVERT: YES • NO •

BRIDGE IS OVER: River Maximum Bridge Height: 20

Bents or Piers in Water: Maximum Water Depth: 15

Requires de-watering Yes No

Bridge No: 680.17

CONDITION

LINE & SURFACE:	POOR •	FAIR ✓	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD • Low	EROSION PROBLEMS: #4	
TIES:	POOR •	FAIR To Poor	GOOD •	SIZE: 10½ x 10 x 10	QUANTITY: 128
HEADWALLS:	POOR •	FAIR •	GOOD ✓		
WALKWAY:	POOR •	FAIR •	GOOD • N/A		
GUARDTIMBER	POOR •	FAIR •	GOOD • OK	SIZE: 6x8	

SUPERSTRUCTURE (Note any defects):

Panels #3, #4, #5 #6 Deciment damage - (Pt. #3)
9 Tie, (21) (21) (21)

Abut #1
- Bearings have [illegible]

EAST & WEST HANGER 4 IMPACT DAMAGE AT INBOARD SIDE 3' FROM TOR & WEST OUTBOARD 2' FROM TOR

EAST & WEST HANGER 2 IMPACT DAMAGE 2' & 4' FROM TOR
(OUTBOARD) (NORTH)

SUBSTRUCTURE (Note any defects):

F.B. #3
BFA has 50% ≤ 1
- TFA minor pitting & BALLAST

Panel #1
- TFA minor corrosion & BALLAST
- BFA light corrosion

Panel #1 cont
- Surface rust on BTC (All Panels)

FB #1
- BFA has 50% ≤ 1

Panel #2
- Same as #1

FB #2
- Same as #1

Panel #3
- Same as [illegible]

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

F.B.#3
- OK

Panel#4
- Same

F.B #4
- Minor corr on BFA

Panel #5
- OK
- Surface corr

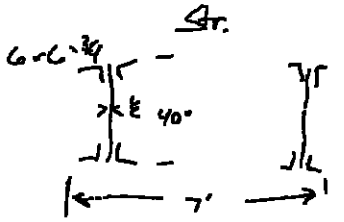
F.B. #5
- Minor corr

Panel#6
- Same as #5
- Ballast on TFA

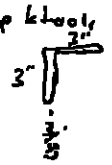
F.B. #6
- Minor corr to BFA
- Ballast on TFA

Abut #2
- Debris
- Bearing have pack rust

Inventory



Top Ktools



- Bot 3x3x3/8 Back to Back

- Intermediate F.P. GP 1/2x12"

General Notes.

- TLA & GP of Str has minor corrosion (All panels)
- BTCLA has light corrosion (All pa
- " GP light to moderate corr (All panels)

Central Oregon & Pacific Railroad

Bridge 680.46

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP001594

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 680.46

MILEPOST: 680.46	SECTION# 1
TYPE: TPG	LOCATION: Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Ties - OK (derailment damage)
Approaches - Low

Walkways - OK

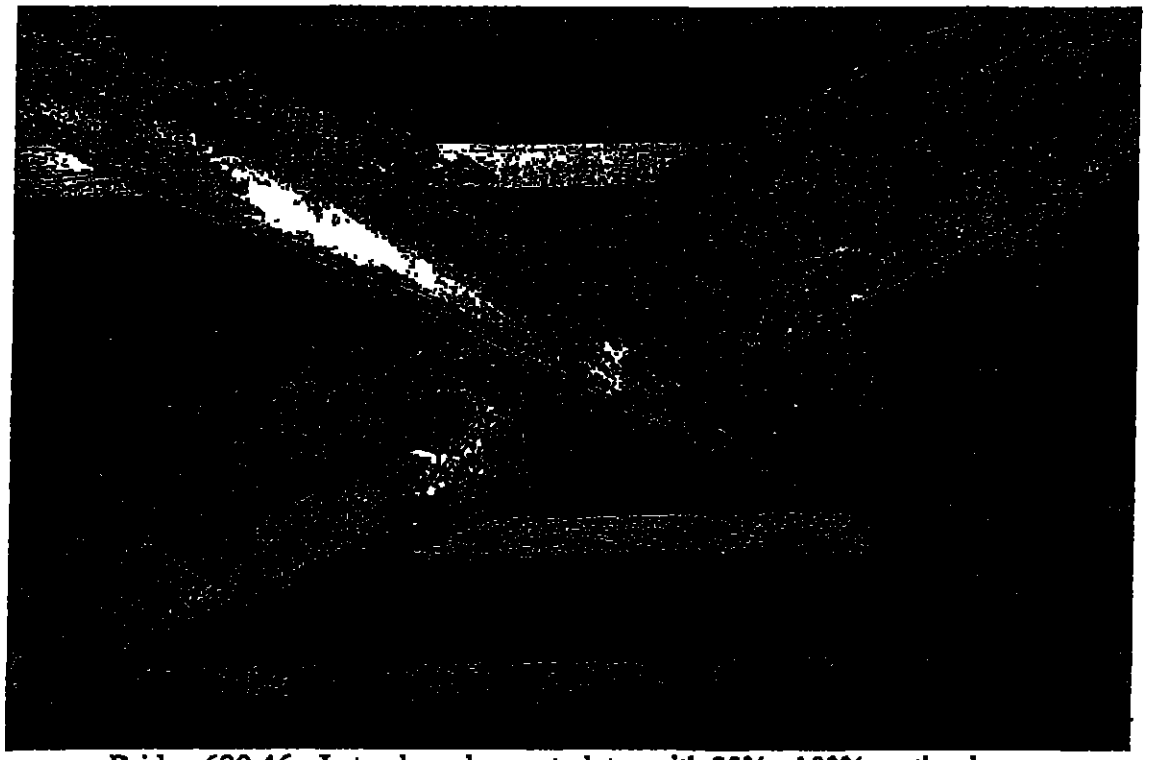
Heavy pitting and corrosion of lower cover plates, stringers and flange angles
Stringers - 30% section loss of top & bottom flanges
Upper Lateral bracing of Stringers - 80% - 100% section loss
Debris and pack rust on lower flange angles, gusset plates and floor beam top
Debris on Abutment seats

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	15	2	OSMOSE	Replace: - All upper lateral bracing of stringers
2	16	3	OSMOSE	Replace: - Bottom cover plates
3	1.4	3	RAILROAD	Add ballast and tamp up both approaches.
4	1.3	3	OSMOSE	Replace: - All stringers
5	1.2	3	OSMOSE	Replace: - Lower flange angles
6	11	4	RAILROAD	Remove debris from - Lower gusset plates, flange angles, floor beam top and abutment seats

Central Oregon & Pacific Railroad



Bridge 680.46 - Laterals and gusset plates with 80% - 100% section loss

Central Oregon & Pacific Railroad

Bridge 680.46 Bottom view of stringers - Heavy pitting and corrosion

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 680.46

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: | YEAR BUILT: 1913

TYPE: DPG • (TPG) • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: RICHARDSON, OR

Overall Sketch: (include span lengths)

open deck
curve
8 panels
2 conc. abutments

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: N 43° 59.411' W123 37.784 Nearest Crossing:

BRIDGE: TANGENT • (CURVE) • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: (YES) • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: steel Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Boats or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP001598

		Bridge No: 680.46

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	Low	**EROSION PROBLEMS:** (Yes)
TIES:	POOR •	FAIR •	GOOD •	(ok)	**SIZE:** **QUANTITY:** 72
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAYS	POOR •	FAIR •	GOOD •	(RR)	steel (both sides)
GUARDTIMBER	POOR •	FAIR •	GOOD •		**SIZE:**

SUPERSTRUCTURE (Note any defects):
DEBRIS & PACK RUST ON LOWER FLANGE ANGLES, GUSSET PLATES & FLOOR BEAM TOPS (#4)
HEAVY PITTING & CORROSION OF LOWER COVERPLATES, STRINGERS & FLANGE ANGLES (#3)
STRINGERS - 30% SECTION LOSS OF TOP & BOTTOM FLANGES (#3)
UPPER LATERAL BRACING OF STRINGERS - 80 TO 100% SECTION LOSS (#2)

SUBSTRUCTURE (Note any defects):
DEBRIS ON ABUTMENT SEATS

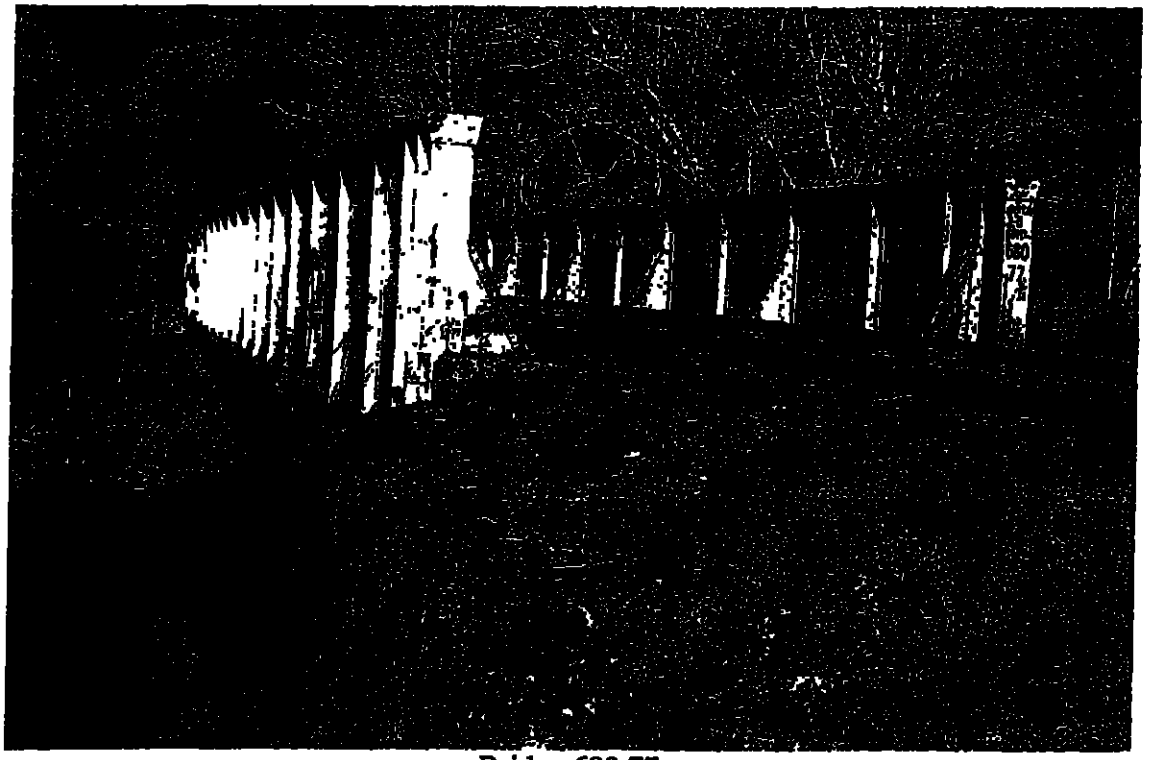
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 680.77

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 680.77

MILEPOST: 680 77	SECTION# 1
TYPE: TPG	LOCATION: Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Ties - Fair to Poor (plate cut)
Guard timber - Poor
Approaches - Low

Debris and pack rust on lower flange angles, gusset plates and floor beam top
Debris on Abutment seats

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 4	3	RAILROAD	Add ballast and tamp up both approaches
2	1 2	3	OSMOSE	Replace all 84 bridge ties.
3	1.1	3	RAILROAD	Remove debris from: - Lower gusset plates, flange angles and floor beam tops - Abutment seats
4	1 3	5	RAILROAD	Continue regular inspections

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY. KT

Bridge No: 683.77

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 1 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • (TPG) • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Richardson, OR

Overall Sketch: (Include span lengths)

Open deck
8 panels
curve

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 43° 59.954 W123° 37.934 Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim. x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER | Maximum Bridge Height:

Bents or Piers in Water: | Maximum Water Depth:

Requires de-watering Yes No

Bridge No: 680.77

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD (Low)	EROSION PROBLEMS: (#3)		
TIES:	POOR •	(FAIR To Poor)	GOOD •	SIZE: plate cut	QUANTITY: 84	
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	POOR •	FAIR •	GOOD •	No walkway		
GUARDTIMBER	(POOR) •	FAIR •	GOOD •	SIZE:		

SUPERSTRUCTURE (Note any defects):

PACK RUST & DEBRIS ON LOWER FLANGE ANGLES, GUSSET PLATES & FLOOR BEAM TOPS (#3)

SUBSTRUCTURE (Note any defects):

DEBRIS ON ABUTMENTS (#3)

RECOMMENDED WORK AND PRIORITY RATINGS

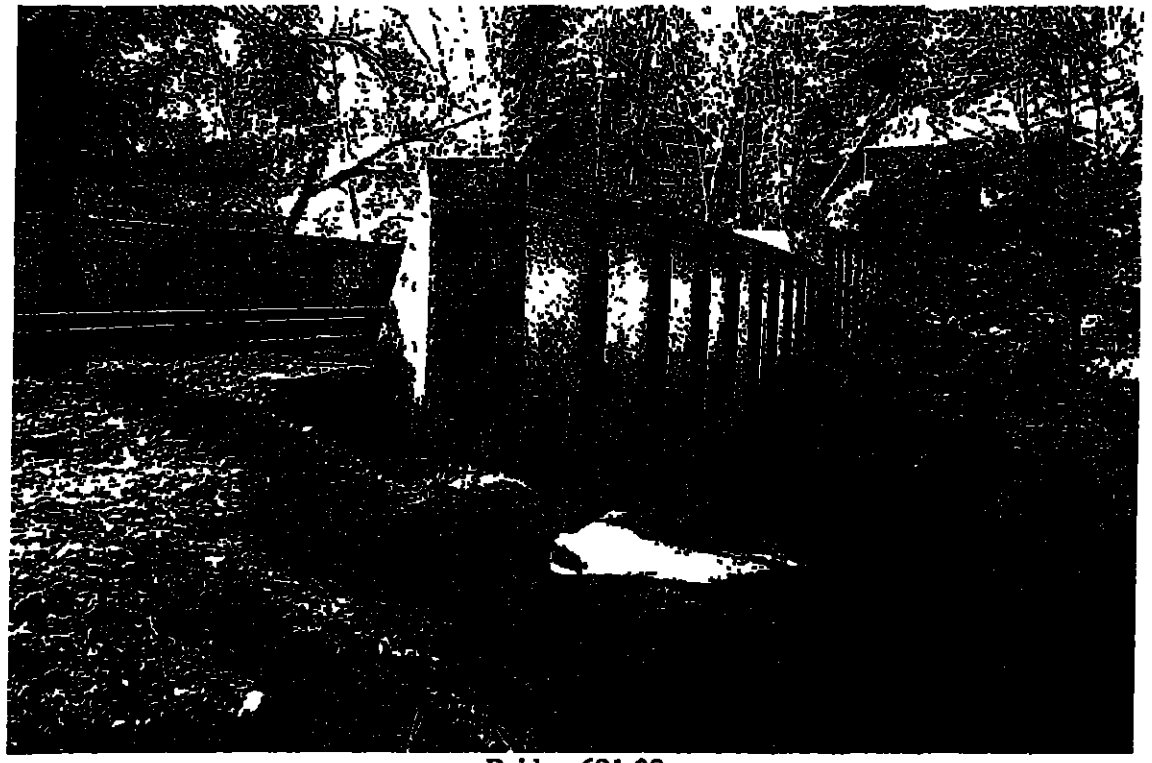
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP001603

Central Oregon & Pacific Railroad



Bridge 681.08

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 681.08

MILEPOST: 681 08	SECTION# 1
TYPE: TPG	LOCATION: Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR. K. Trickle

Findings:

Ties - OK (derailment damage)
Guard lumber - OK
North Approach - Ballast fouled
South Approach - Low
Walkways - OK

Debris and pack rust on lower flange angles, gusset plates and floor beam top
Debris on Abutment seats
Bottom Laterals have 10- 20% section loss at stringer connections in Span 1
Bottom Laterals have 30% section loss at stringer connections in Span 2
Bottom cover plates in Spans 1 & 2 - Delamination and paint peeling

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	14	2	RAILROAD	Remove: - Fouled ballast, replace and tamp up North approach to correct elevation
2	13	3	RAILROAD	Add ballast and tamp up South approach
3	12	4	OSMOSE	Replace. - Bottom Laterals in Span 2
4	11	4	RAILROAD	Remove debris from: - Lower gusset plates, flange angles, floor beam tops and abutment seats
5	16	5	RAILROAD	Monitor: - Bottom cover plates for additional delamination and paint peeling
6	15	5	RAILROAD	Monitor - Bottom Laterals in Span 1 for additional section loss

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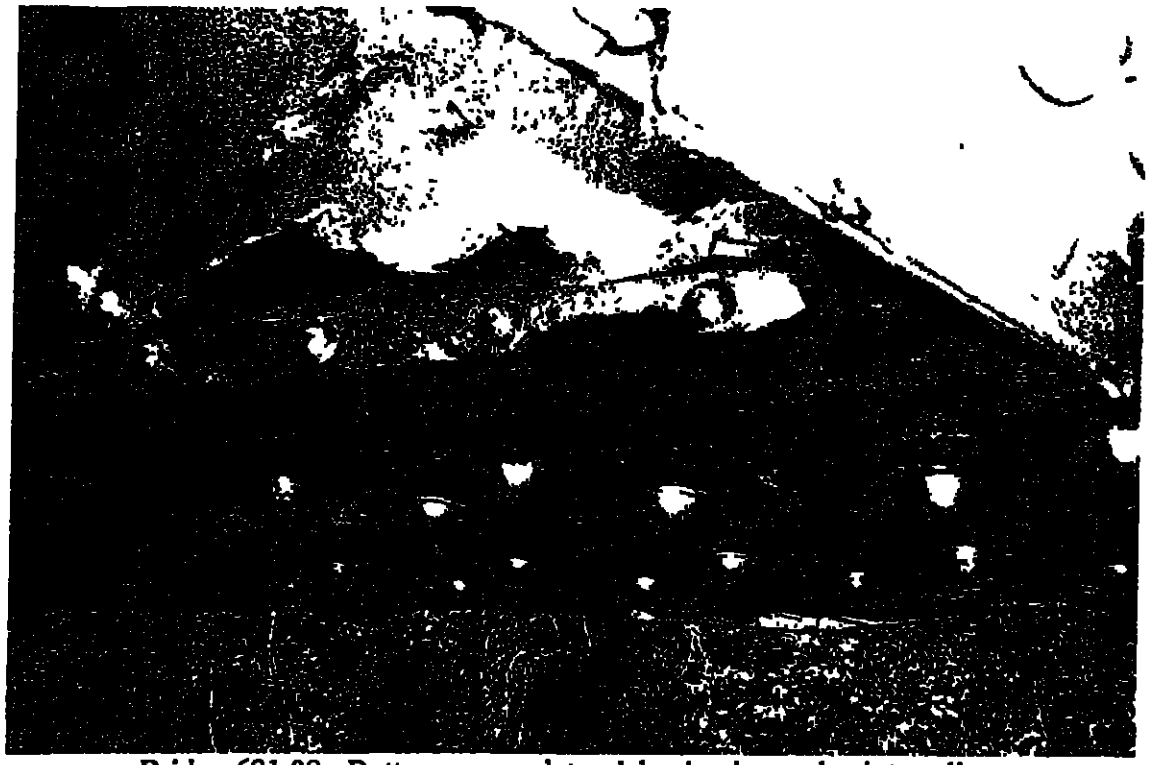
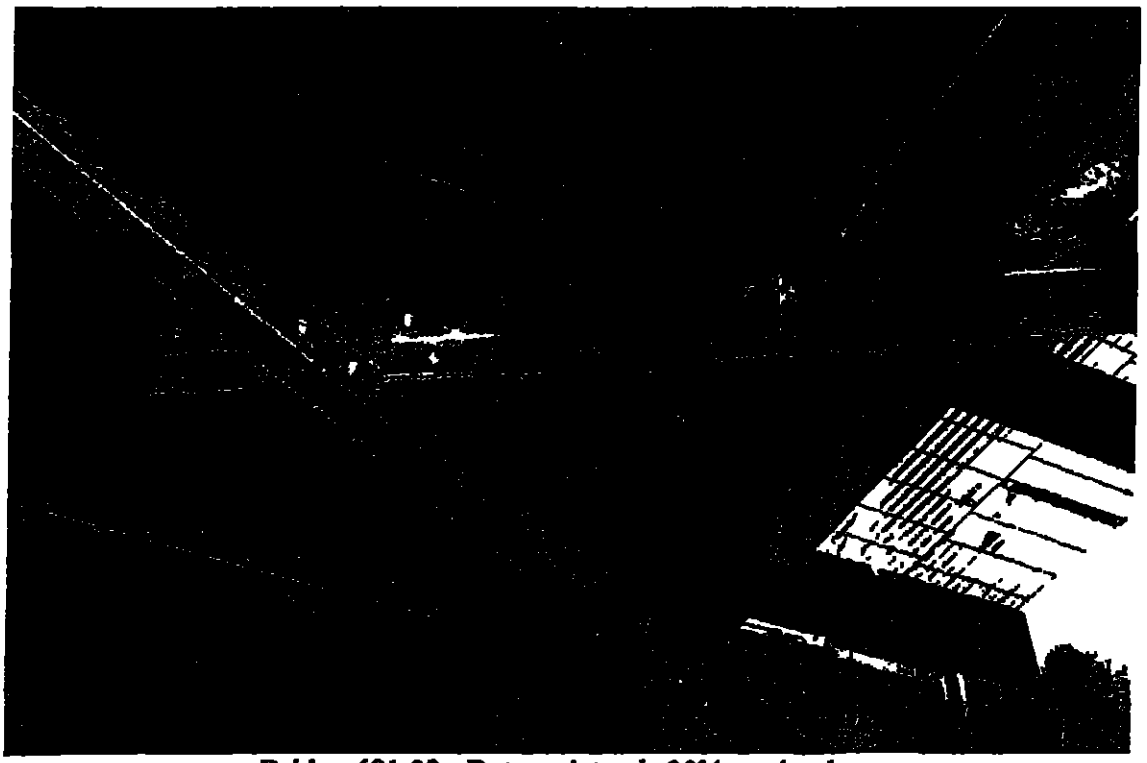


Bridge 681.08 - Bottom cover plates delamination and paint peeling

Central Oregon & Pacific Railroad

Bridge 681.08 - Bottom cover plates delamination and section loss

Central Oregon & Pacific Railroad



Bridge 681.08 - Bottom laterals 30% section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 681.08

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 2 | # OF TRACKS: 1 | YEAR BUILT: 1913

TYPE: DPG • (TPG) • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town at: Richardson, OR

Overall Sketch: (include span lengths)

2 conc. abut.
1 conc. pier
2 spans

Typical Bent or Pier Sketch:

SPAN 1 open deck
5 panels

SPAN 2 - open deck
8 panels

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

On a curve

Directions:

GPS COORDINATES: N 44° DD. DDD' W123 3X.JX Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in_____

GUARD RAIL: YES • NO • WALKWAY: (YES) • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: steel Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

Bridge No: 611.08

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
SOUTH APPROACHES:	POOR •	FAIR •	GOOD •	(#3) Low	EROSION PROBLEMS: NORTH APPROACH - LOW & FOULED (#2)
TIES:	POOR •	FAIR •	GOOD •	(OK)	SIZE: GUARD TIMBER (OK) QUANTITY: 52
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •	(OK) (STEEL)	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects): TIES - DERAILMENT DAMAGE
BOTTOM LATERALS IN SPAN 1 AT STRINGER CONNECTIONS - 10-20% SECTION LOSS (#5)
BOTTOM LATERALS IN SPAN 2 AT STRINGER CONNECTIONS - 30% SECTION LOSS (#4)
BOTTOM COVER PLATES - PAINT PEELING & DELAMINATION (#5)
DEBRIS & PACK RUST ON LOWER FLANGE ANGLES, GUSSET PLATES & FLOOR BEAM TOP (#4)

SUBSTRUCTURE (Note any defects):
DEBRIS ON ABUTMENT SEATS (#4)

RECOMMENDED WORK AND PRIORITY RATINGS

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad

Tunnel 14

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 14

MILEPOST: 681 09 | SECTION# 1

TYPE: Tunnel | LOCATION: Richardson, OR

INSPECTION DATE: 2/ 1/2007 | INSPECTOR: K Trickle

Findings:

Tunnel not inspected in 2007

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Tunnel not inspected at this time: - Perform inspection on tunnel when required

Central Oregon & Pacific Railroad

Bridge 681.45

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 681.45

MILEPOST: 681.45 | SECTION# 1

TYPE: DPG | LOCATION: Richardson, OR

INSPECTION DATE. 2/ 1/2007 | INSPECTOR. K. Trickle

Findings:

SPAN #	FINDING #	NOTES
1	1	80% Section loss of Lower Floor Beam flange angles & Stiffeners at East and West corners of Floor beam 0 at Pier 1

Ties - OK
Guard timber - OK
North Approach - Ballast fouled
South Approach - Low
East Walkway - Poor (2 sections grate reject, 1 handrail and walkway support reject)
Handrails - Poor (2 sections west handrail cable reject)

All spans - Pitting, delamination of cover plates and flange angles
Debris and pack rust on lower flange angles, upper gusset plates and floor beam top
Debris on Abutment seats
Lower Laterals have 20% section loss
Span 2 - Upper lateral gusset plates have 50% section loss
South Bearing, Abutment 1 - Pitting and pack rust

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.8	2	OSMOSE	Replace: - Lower Flange angles of floor beam 0 at Pier 1 - East & West stiffeners of floor beam 0 at Pier 1
2	1.7	2	RAILROAD	Replace: - 2 sections West Handrail cable - 2 sections East Walkway grate - 1 East Handrail and Walkway support
3	1.5	2	RAILROAD	Remove: - Fouled ballast, replace and tamp up South approach to correct elevation
4	1.6	3	RAILROAD	Add ballast and tamp up North approach.
5	1.3	3	OSMOSE	Replace: - Upper lateral gusset plates in Span 2
6	1.1	4	RAILROAD	Remove debris from. - Lower gusset plates - Flange angles - Floor beam top and abutment seats
7	1.4	5	RAILROAD	Monitor: - Structure for additional pitting and corrosion
8	1.2	5	RAILROAD	Monitor: - Lower lateral angles and gusset plates for additional section loss

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Bridge 681.45 - Damage to both sides of walkway

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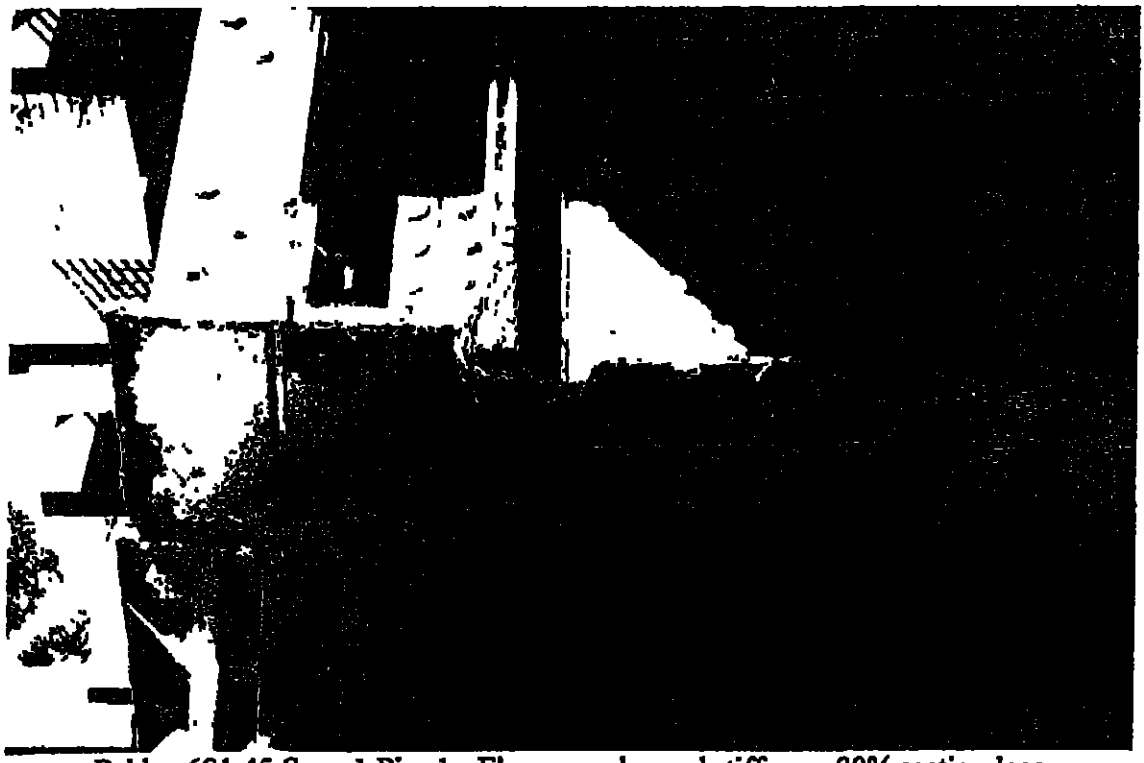


Bridge 681.45 Span 1 Pier 1 - Flange angles and stiffeners 80% section loss

Osmose

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 681.45

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 3 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: (DPG) TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)* | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) *(Compass)* of the town of: Richardson, OR

Overall Sketch: (include span lengths)

3 spans
2 conc. abut.
2 conc. piers
open deck / on a curve

Typical Bent or Pier Sketch:

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N44° 00.172' W123° 38.527' Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in_____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

Bridge No: 681.45

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	Low (#2) EROSION PROBLEMS: South AP-Fouled ballast (#2)	
TIES:	POOR •	FAIR •	GOOD •	(OK) SIZE:	QUANTITY
HEADWALLS:	POOR •	FAIR •	GOOD •	2 see East-Walkway Grate (OK), Walkway Supp (#2)	
WALKWAY:	POOR •	FAIR •	GOOD •	(OK) Hand rails - West-2(OK), East-1(OK)	
GUARDTIMBER	POOR •	(FAIR) •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):
Lower flange angles upper gusset plates & floor beam top - pack rust & debris
Lower laterals - 20% section loss (all 3 spans)
Span 2 upper lateral gusset plates - 50% section loss
All spans - pitting and delamination of cover plates & flange angles
Debris on lower flange angles, upper gusset plates & floor beam top

Pier 1, 80% sec loss @ Horizontal Lower Floorbeam & East & West Corners #2

SUBSTRUCTURE (Note any defects):
South bearing at abutment 1 - pitting & pack rust (#5)
Debris on abutment seats (#4)

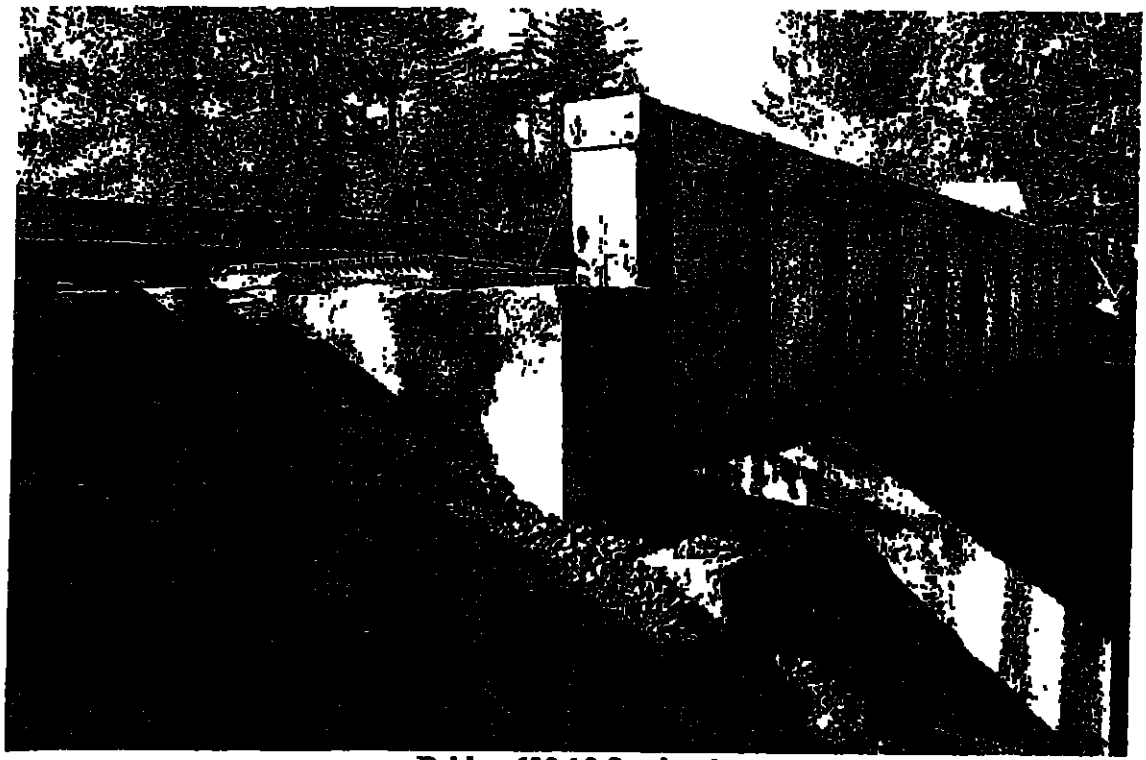
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 682.18 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 682.18

MILEPOST: 682.18 | SECTION# 1

TYPE: TPG | LOCATION: Richardson, OR

INSPECTION DATE: 2/ 1/2007 | INSPECTOR: K. Trickle

Findings:

Ties - OK (derailment damage)
Guard timber - Fair to Poor
Northwest abutment - Severe loss of trackbed
Walkway - OK (steel)

30% section loss on lower laterals
Upper Struts 80% section loss or have fallen out (5 total)
Debris and pack rust on gusset plates, flange angles, floor beams and stringer tops
Debris on Abutment seat

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 6	2	OSMOSE	Install. - Wingwall to the Northwest abutment
2	1 4	3	OSMOSE	Replace. - All Guard timber
3	1.3	3	OSMOSE	Replace: - Upper Struts in each panel
4	1 1	3	RAILROAD	Remove debris from. - Gusset plates, flange angles, floor beams and stringer tops
5	1.5	4	RAILROAD	Remove debris from' - Abutment seat
6	1 2	4	OSMOSE	Replace' - Lower laterals

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 682 18 SEC: 1

CUSTOMER INFORMATION

CUSTOMER NAME: CoRP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • (TPG •) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of:

Overall Sketch: (Include span lengths)

5 PANELS
OPEN DECK
1 ABUTMENT
1 CONCRETE PIER

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL •) Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N44° 00.131' W123° 39.333' Nearest Crossing:

BRIDGE: TANGENT • (CURVE •) Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: (YES •) NO • LOCATION: BOTH

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Beats or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP001621

Bridge No: 682 18 SEC 1

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD • (OK)	SIZE:	QUANTITY: 44
HEADWALLS:	POOR •	FAIR •	GOOD •	NW-need Wingwall-#2, loss of Trenchbed	
WALKWAY:	POOR •	FAIR •	GOOD • (OK) (STEEL)		
GUARDTIMBER	POOR •	(FAIR TO Poor)	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):
30% SECTION LOSS OF LOWER LATERALS (# 4)
UPPER STRUTS (1 IN EACH PANEL) 90% SECTION LOSS OR HAVE FALLEN OUT · (#3) 5 TOTAL
DEBRIS & PACK RUST - GUSSET PLATES, FLANGE ANGLES, FLOOR BEAMS & STRINGER TOPS (# 3)

SUBSTRUCTURE (Note any defects):
DEBRIS ON ABUTMENT SEAT (# 4)

RECOMMENDED WORKS AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP001622

Central Oregon & Pacific Railroad

Bridge 682.18 Section 1 Lower laterals - 30% section loss

Central Oregon & Pacific Railroad

Bridge 682.18 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 682.18

MILEPOST: 682 18	SECTION# 2
TYPE: DPG	LOCATION: Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Tnckle

Findings:

Ties - OK (derail damage)
Guard timber - Fair to poor
Approach - Low
Walkways - OK (steel)
Handrails - OK

Span 1
- Upper laterals & gusset plates have 20% section loss
- Lower laterals have 30-50% section loss

Span 2.
- Lower laterals have 10% section loss
- Upper flange angles have 30% section loss
- Lower flange angles at the Abutment have 40-60% section loss

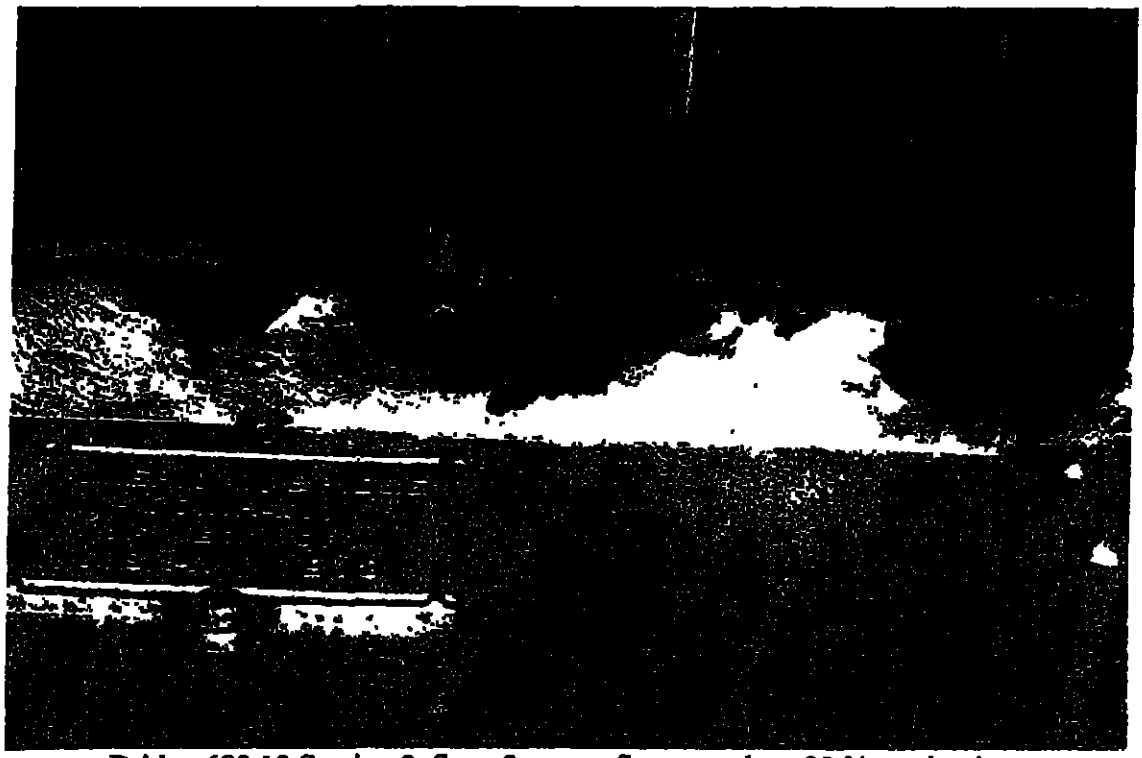
- Debris and pack rust on Abutment seat
  Debris and pack rust on gusset plates, flange angles, floor beams and stringer tops

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.4	3	OSMOSE	Replace: - Lower flange angles in Span 2 at the South abutment
2	2.3	3	OSMOSE	Replace: - All Guard timber
3	2.2	3	OSMOSE	Replace: - Lower laterals in Span 1
4	2 1	3	RAILROAD	Remove debris from. - Gusset plates, flange angles, floor beams and stringer tops - Abutment seat
5	2.8	4	OSMOSE	Replace: - Upper flange angles in Span 2
6	2.5	4	RAILROAD	Add ballast and tamp up approach.
7	2.7	5	RAILROAD	Monitor: - Upper laterals & Gusset plates in Span 1 for additional section loss
8	2.6	5	RAILROAD	Monitor: - Lower laterals in Span 2 for additional section loss

Central Oregon & Pacific Railroad



Bridge 682.18 Section 2, Span 2 upper flange angles - 30 % section loss

Central Oregon & Pacific Railroad

Bridge 682.18 Section 2, Span 2 - South bottom flange angles 40 - 60% section loss

Central Oregon & Pacific Railroad

Bridge 682.18 Section 2, Span 2 Upper flange and shelf angles - Moderate section loss

Central Oregon & Pacific Railroad

Bridge 682.18 Span 2 Southwest bearing and stiffeners - Typical section loss and debris

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 682 18 SEC 2

CUSTOMER INFORMATION:

CUSTOMER NAME: CoRP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 2 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of:

Overall Sketch: (include span lengths)

2 CONCRETE PIERS
1 ABUTMENT
OPEN DECK

Typical Bent or Pier Sketch:

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is In _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION: BOTH

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP001630

Bridge No: 682 18 Sec 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	
APPROACHES:	POOR •	FAIR •	GOOD •	Low EROSION PROBLEMS: (#4)
TIES:	POOR •	FAIR •	GOOD •	(OK) SIZE: detail damage QUANTITY: 87/46
HEADWALLS:	POOR •	FAIR •	GOOD •	
WALKWAY:	POOR •	FAIR •	GOOD •	(OK) (STEEL) Hand rails - OK
GUARDTIMBER	POOR •	FAIR T. POOR	GOOD •	SIZE:

SUPERSTRUCTURE (Note any defects):

30-50% SECTION LOSS TO LOWER LATERALS IN SPAN 1 (#3)
30% SECTION LOSS TO UPPER FLANGE ANGLES IN SPAN 2 (#4)
40-60% SECTION LOSS TO LOWER FLANGE ANGLES AT SOUTH ABUTMENT IN SPAN 2 (#3)
20% SECTION LOSS TO UPPER LATERALS & GUSSET PLATES IN SPAN 1 (#5)
10% SECTION LOSS TO LOWER LATERALS IN SPAN 2
DEBRIS & PACK RUST ON GUSSET PLATES, FLANGE ANGLES, FLOOR BEAMS & STRINGER TOPS (#3)

SUBSTRUCTURE (Note any defects):

DEBRIS ON ABUTMENT SEAT (#3)

RECOMMENDED WORKS AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP001631

Central Oregon & Pacific Railroad

Bridge 683.36 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 683.36

MILEPOST: 683.36	SECTION# 1
TYPE: TPG	LOCATION: Richardson, OR
INSPECTION DATE: 2/1/2007	INSPECTOR. K Trickle

Findings:

Ties - Fair (14 reject)
Guard timber - OK
Approach - Low (ballast fouled)

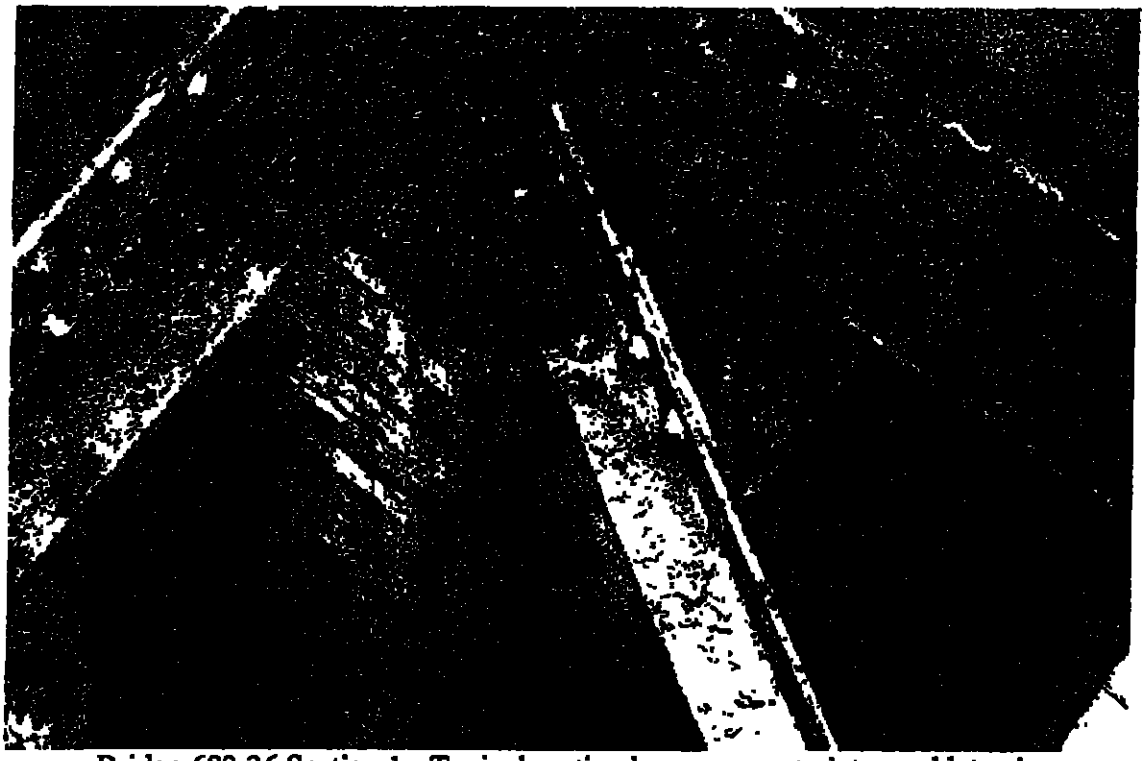
Debris on abutment seats
Debris on gusset plates and flange angles
10% section loss on gusset plates and flange angles

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	2	RAILROAD	Remove. - Fouled ballast, replace and tamp up approach to correct elevation
2	1.2	3	RAILROAD	Remove debris from: - Gusset plates, flange angles and abutment seats
3	1.1	4	OSMOSE	Spot replace 14 bridge ties.
4	1.3	5	RAILROAD	Monitor - Gusset plates and flange angles for additional section loss

Central Oregon & Pacific Railroad



Bridge 683.36 Section 1 - Typical section loss on gusset plates and laterals

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 683.16 Sect. 1

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • (TPG) • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)*

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) *(Compass)* of the town of: Richardson, OR

Overall Sketch: (Include span lengths)

6 panels
3 span deck

Typical Bent or Pier Sketch:

BRIDGE GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: N 44° 00.308' W123° 40.166 Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in_____

GUARD RAIL: YES • NO • WALKWAY: YES • (NO) LOCATION:

SKEWED. YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

Bridge No: 683.36 Sect. 1

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	
APPROACHES:	POOR •	FAIR •	GOOD • Low	EROSION PROBLEMS: (BALLAST FOULED)
TIES:	POOR •	(FAIR) •	GOOD • 12 (8)	SIZE: QUANTITY: 57
HEADWALLS.	POOR •	FAIR •	GOOD •	
WALKWAY:	POOR •	FAIR •	GOOD •	
GUARDTIMBER	POOR •	FAIR •	GOOD • OK	SIZE.

SUPERSTRUCTURE (Note any defects).

debris on gussets, flange angles (#3)
10% section loss on gussets, flange angles

SUBSTRUCTURE (Note any defects):

debris on abut. seats

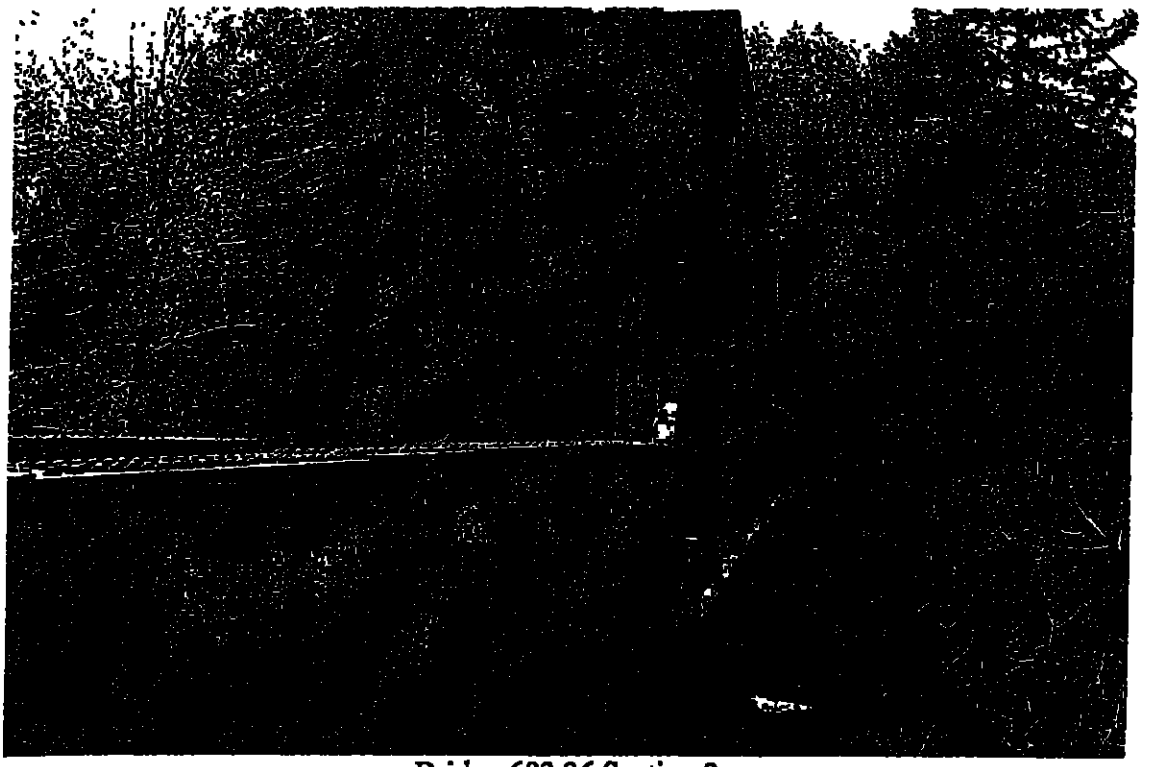
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 683.36 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	**BRIDGE # 683.36**
MILEPOST: 683.36	SECTION# 2
TYPE: Thru Truss	LOCATION: Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Ties - Poor
Guard timber - Poor
Truss 1 - 38 reject ties
Truss 2 - 35 reject ties

Light to moderate corrosion on stringer top lateral angles and gusset plates (both trusses)
Light corrosion on stringer top flange angles (both trusses)
Paint peeling and surface rust developing throughout (both trusses)
Debris on bearing areas

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.1	2	OSMOSE	Replace all 198 bridge ties and guard timbers (both trusses).
2	2.3	4	RAILROAD	Remove debris from: - Bearing areas
3	2.2	5	OSMOSE	Continue regular inspections

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 683.36 Sec #2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: 2 - 100' | # OF SPANS: 2 | # OF TRACKS: 1 | YEAR BUILT: 1913

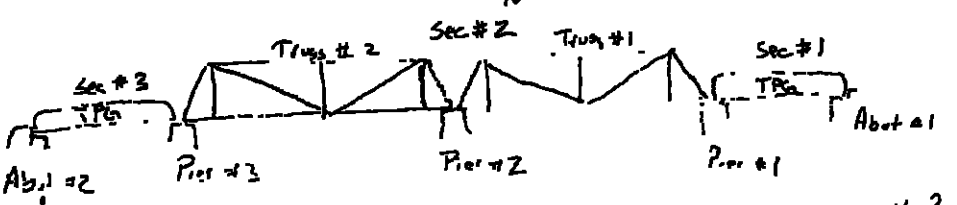
TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) (Railroad Direction) to (E) (W) (N) (S)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: RICHARDSON, OR

Overall Sketch: (Include span lengths)



Typical Bent or Pier Sketch:

4 Panels
24 Ties / Panel
2 Stl / Panel
CPan FB #2, #3, #4

ACCESS TRUCK • BOMB • RAIL ✓ Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 43° 00.308' W 123° 40.166' Nearest Crossing: 1 mile

BRIDGE: TANGENT ✓ CURVE • Superelevation is in _____

GUARD RAIL: YES • NO ✓ WALKWAY: YES • NO ✓ LOCATION:

SKEWED: YES • NO ✓ Type of Walk: N/A Dim. x x long

FIBRE OPTICS: YES • NO ✓ CULVERT: YES • NO •

BRIDGE IS OVER River Slough Maximum Bridge Height: 15'

Boats or Piers in Water: Maximum Water Depth: 5'

Requires de-watering Yes No

CORP001639

		Bridge No: 683.36 Sec #2

CONDITION

LINE & SURFACE:	POOR •	FAIR ✓	GOOD •				
APPROACHES:	POOR •	FAIR ✓	GOOD •	EROSION PROBLEMS.			
TIES:	POOR ✓	FAIR •	GOOD •	SIZE: 10x8x10'		QUANTITY:	
HEADWALLS:	POOR •	FAIR ✓	GOOD •				
WALKWAY:	POOR •	FAIR •	GOOD •	N/A			
GUARDTIMBER	POOR ✓	FAIR •	GOOD •	SIZE: 6x8			

SUPERSTRUCTURE (Note any defects):

General Notes (Truss #1)
- TLA & C.P. of Str. light to moderate corr
- TFA of Str. light corr
- Paint peel w/ surface rust

General Notes (Truss #2)
- Same as Truss #1

SUBSTRUCTURE (Note any defects):

Truss #1
Pier #1 - OK
F.B. #0 - OK
Panel #1 - OK
F.B. #1 - OK
Panel #2 - OK
F.B. #2 - OK
Panel #3 - OK
F.B. #3 - OK
Panel #4 - OK
F.B. #4 - OK

Truss #2
Pier #2 OK
F.B. #0 - OK
Panel #1 - OK
F.B. #1 - OK
Panel #2 - OK
F.B. #2 - OK
Panel #3 OK
F.B. #3 - OK
Panel #4 - OK
F.B. #4 - OK
Pier #3 - OK

Debris on Bearing Areas

RECOMMENDED WORK AND PRIORITY RATING

- Replace Ties on both Trusses. P. #2

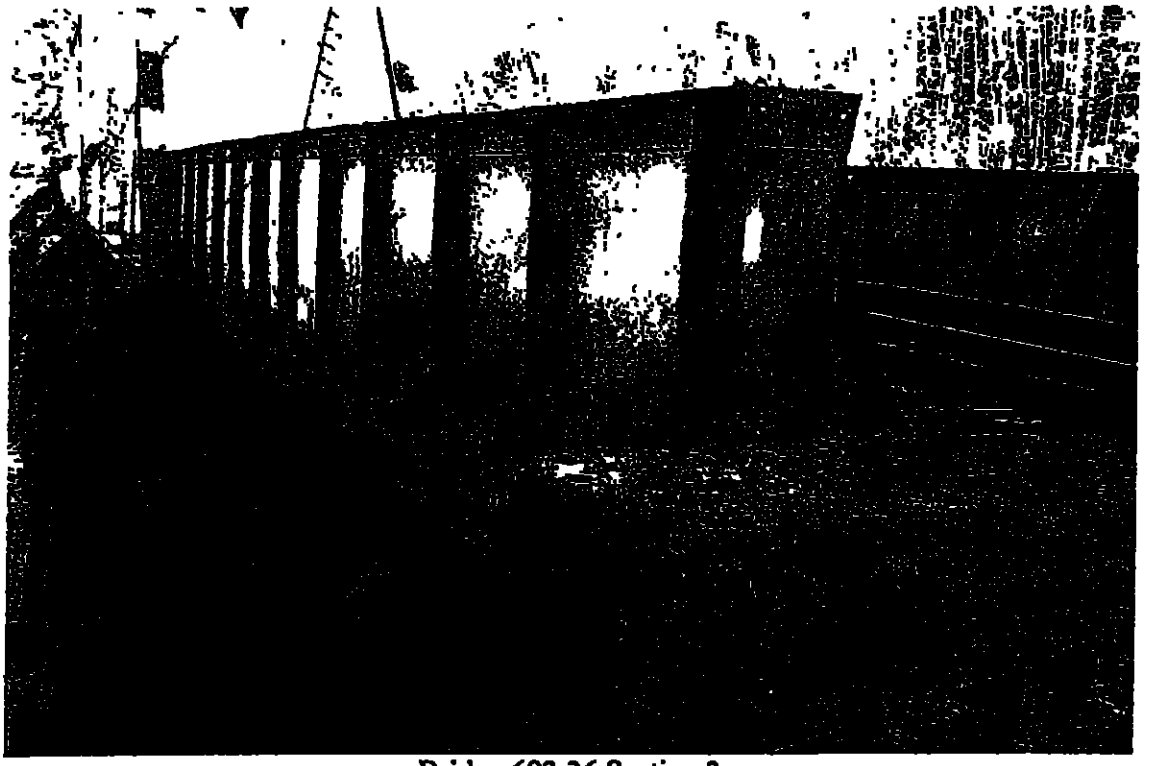
(Truss 1 - 98 ties 38 ⊗
Truss 2 - 98 ties 35 ⊗)

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	#	(Overall Picture of Bridge)
#	#	(Picture of Deck)
#	#	(Jacking setup)
#	#	(Close-up of Repair)
#	#	(Overall view of Repair)
#	#	(Access and Parking Trailer)
#	#	
#	#	
#	#	

Central Oregon & Pacific Railroad



Bridge 683.36 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 683.36

MILEPOST: 683 36	SECTION# 3
TYPE: TPG	LOCATION: Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Ties - Poor
Guard timber - Poor
Southeast abutment - Low (losing trackbed)
Approach - Low
3 Parapet timbers - Reject

Debris on abutment seats
Debris on gusset plates and flange angles
10% section loss on gusset plates and flange angles

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.1	2	OSMOSE	Replace all 57 bridge ties.
2	3.7	3	OSMOSE	Replace: - 3 Parapet timbers
3	3 6	3	RAILROAD	Place. - Riprap and add ballast to the Southeast wingwall
4	3.5	3	RAILROAD	Add ballast and tamp up approach.
5	3 3	4	RAILROAD	Remove debris from: - Gusset plates, flange angles and abutment seats
6	3 4	5	RAILROAD	Monitor - Gusset plates and flange angles for additional section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 683.36 Sect. 3

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • (TPG) • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Richardson, OR

Overall Sketch: (Include span lengths)

1 span
6 panels
Open deck

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • (NO) • LOCATION:

SKEWED. YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 683.36 Sect. 3

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	
APPROACHES:	POOR •	FAIR • LOW	GOOD •	EROSION PROBLEMS:
TIES:	(POOR) •	FAIR •	GOOD •	SIZE: 3 parapet ties (Sect) ⊗ QUANTITY: 57
HEADWALLS:	POOR •	FAIR •	GOOD •	
WALKWAY:	POOR •	FAIR •	GOOD •	
GUARDTIMBER	(POOR) •	FAIR •	GOOD •	SIZE:

SUPERSTRUCTURE (Note any defects):

debris on gusset, flange angles
10% section loss on gussets, flange angles

SUBSTRUCTURE (Note any defects):

Southeast abutment - low / losing track bed #3
debris on abut. seat

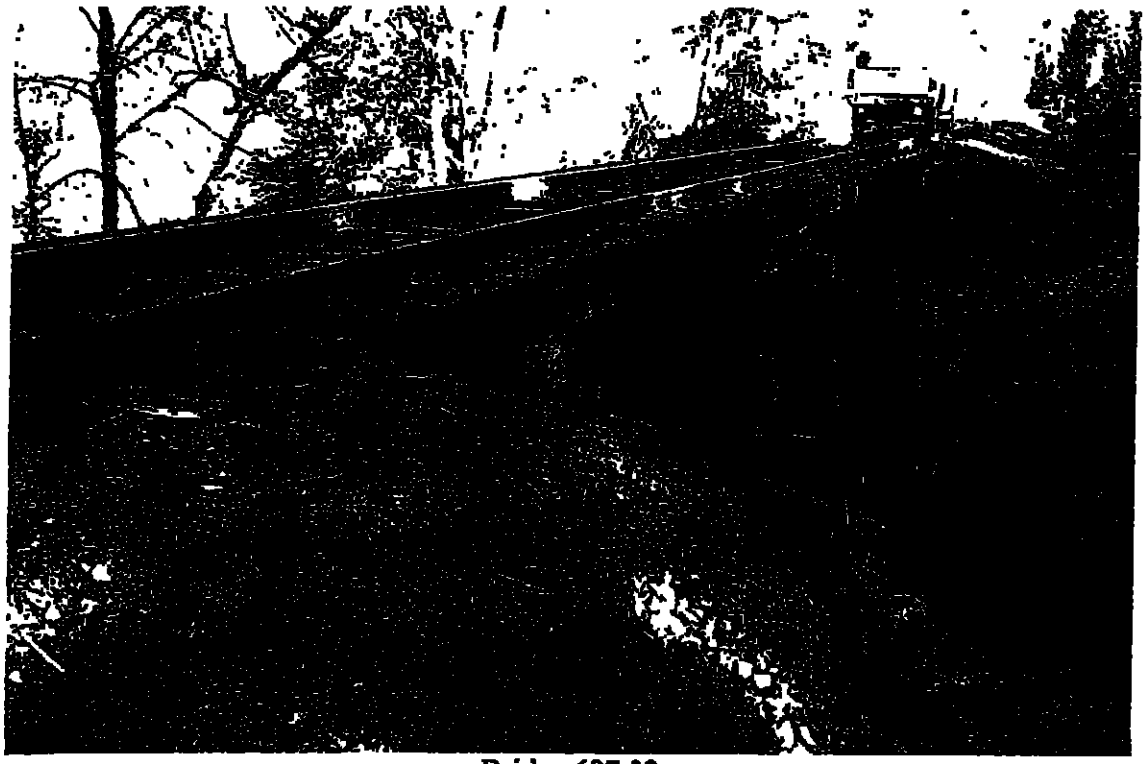
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately

PHOTOS

Roll #	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 687.03

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 687.03

MILEPOST: 687.03	SECTION# 1
TYPE. ODPT	LOCATION: Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR. K. Trokle

Findings:

Bent 1
Cap - Possible Reject

Bent 2
Subcap - Reject (slight crushing under chord 2)

Bent 3
1/2" gap over Post 3
Cap - Piles slightly punching

Bent 4
Cap - Reject (minor crushing)

Bent 5
Subcap - Very minor cornering under both chords

Span 1
Stringer 1 - Visual Reject
Stringer 8 - Reject

Span 2
Stringer 8 - Visual Reject

Span 3
Stringer 5 - Reject
Stringer 8 - Visual Reject

Span 5
Stringer 1 - Visual Reject
Stringer 8 - Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Wingwalls - OK
Approaches - Low
Girt braces - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.8	3	OSMOSE	Replace: - Subcap on Bent 2 (slight crushing under chord 2) - Cap on Bent 4 (minor crushing)
2	1.6	3	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 5 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 5 - Stringer 8 in Span 5
3	1.14	4	RAILROAD	Add ballast and tamp up both approaches.

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 687.03

MILEPOST: 687.03	SECTION# 1
TYPE: ODPT	LOCATION: Richardson, OR
INSPECTION DATE: 2/1/2007	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
4	1 12	4	OSMOSE	Replace: - Stringer 8 in Span 2 (visual reject)
5	1 9	4	OSMOSE	Replace: - Cap on Bent 1
6	1 7	4	OSMOSE	In-place preservatively treat piles and caps
7	1 4	4	OSMOSE	Shim or Epoxy: - Over Post 3 of Bent 3
8	1.11	5	RAILROAD	Monitor: - Cap on Bent 3 (piles slightly punching) - Subcap on Bent 5 (very minor cornering under both chords)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 16		OSMOSE	8/23/2006	Replaced - All bridge ties
2	1 2		OSMOSE	10/ 3/2001	Spotted in 6 ties - 3 at each joint bar over Bents 2 & 3. Repositioned Bent #3 under Stringer Parting Lines. Installed Santa Fe Bracing in Spans 2 and 4. Replaced Subcap on Bent 1

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 41 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 19 2007

Owner CORP Reg./Div. _____ Bridge No. 687.03

Dist / Sub / Branch COOS BAY

Location Richardson, OR (MP 685.0)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 35

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	5	5	3½	D/P	1	7					15				20
		CAP		over P5	4½	2				CAP (PX) 13½ x 17½ x	12'				
		Sub CAP	New		10/3/2	001	Osmose								
2	Post 5	Post 4	12	1	4	1				4 BIB's					60
		Post 5		1	1	6					14x12				
		Sub CAP		P5	1	2	(X) - (SIOR@Ch2) #3								
3	Post 5	CAP	12	over P1	1	1	Piles slight punching #5								60
						½"	Gap over Post 3								
4	Post 5	Post 5	15½	1	0	OK				H20					80
		CAP		over P4	5	3½	minor Cracking CAP (4) dapped to 11"								
5	Post 5	Post 3	15½	fill	0	OK				H20					80
		Sub CAP	Minor Cornering (both chords)												
6	5		3½				Equipped ok								20
					Santa Fe bracing Spans 2 & 4 10/3/01							Osmose			
										All Bents 10½ sub CAP					
								(55)		Ties - OK (OS 2007)					
					G. Timber OK					Girts - OK GUARD TIMBER - OK					
					W. Wells - OK					Headwalls - OK					
										Apps - LOW					

SYMBOLS All Borings to Inches and Fractions to nearest ¼"

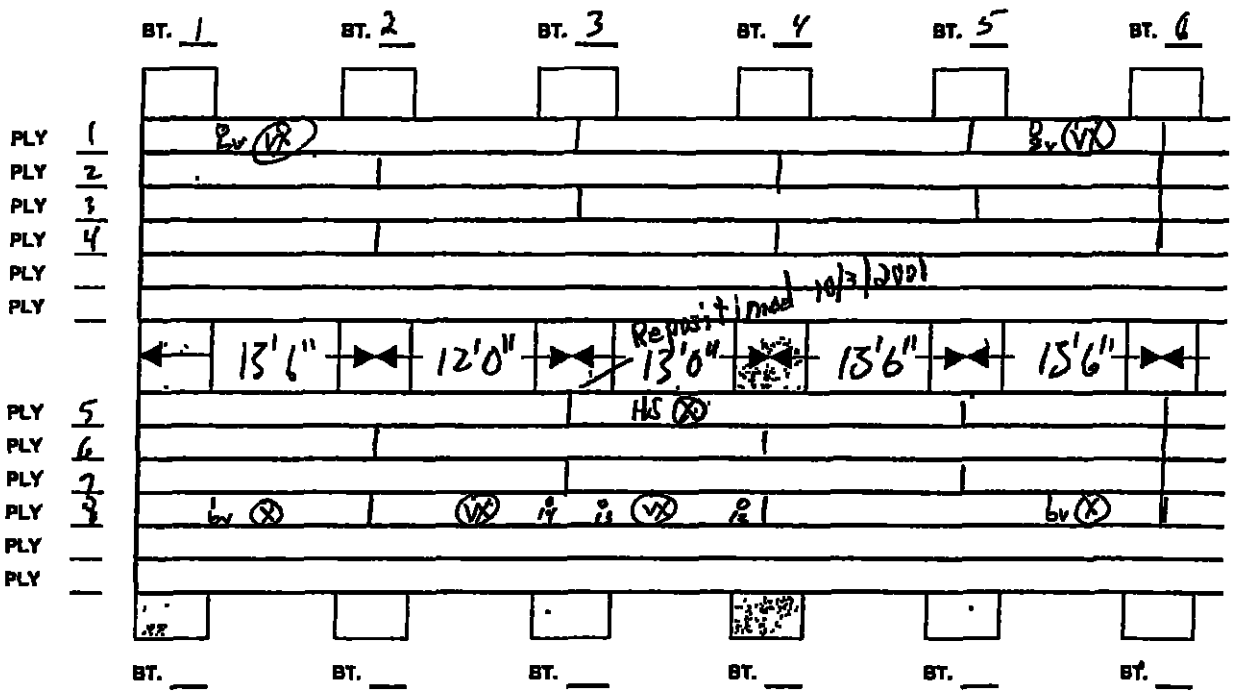
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmowield
D/P — Drift Pin
G/L — Groundline Area

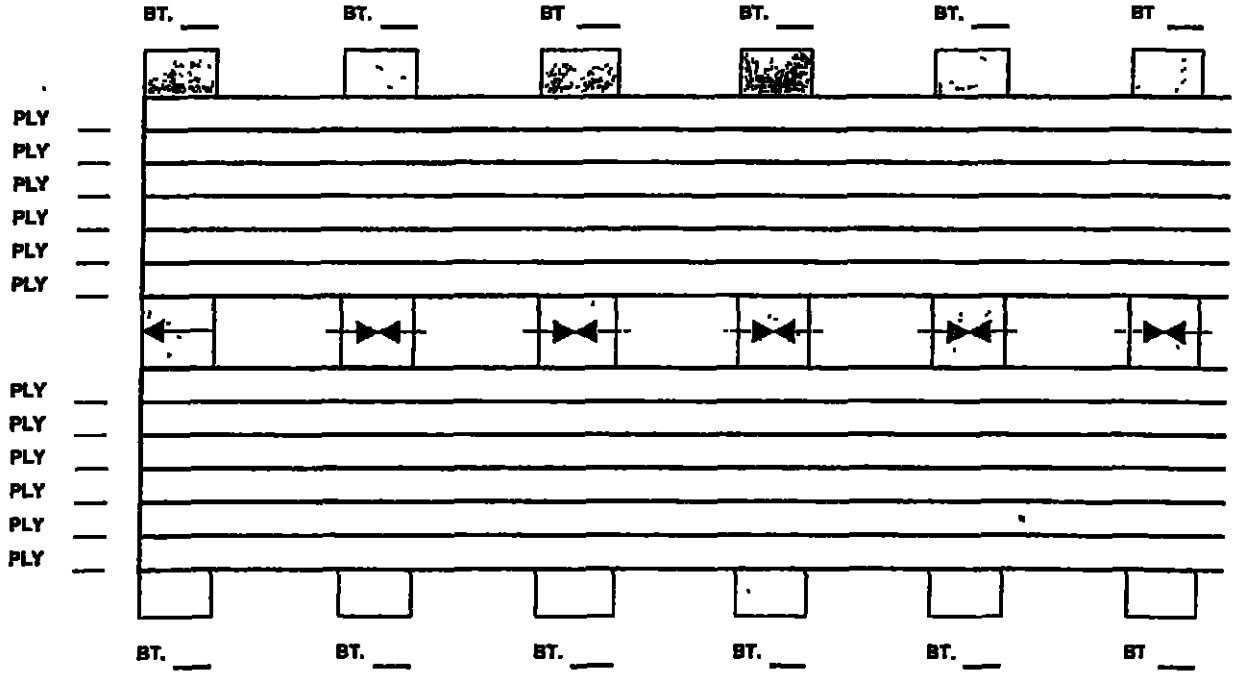
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

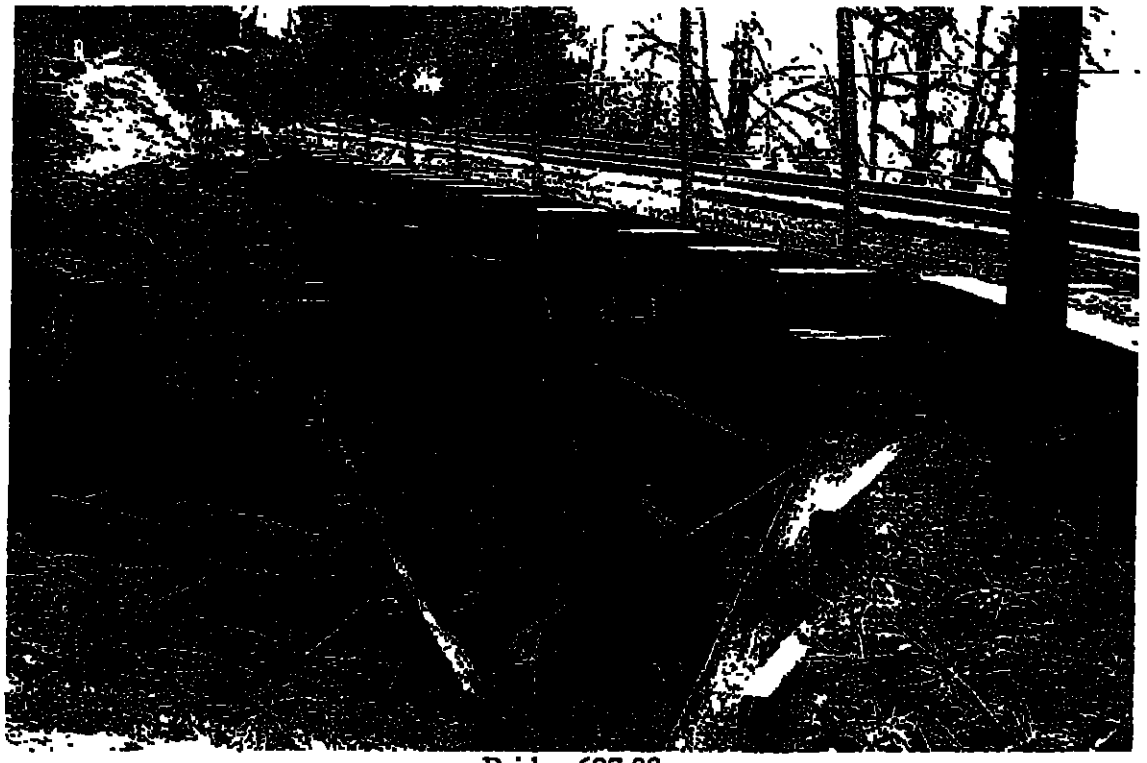
CORP001648

#687.03 Coos Bay





Central Oregon & Pacific Railroad



Bridge 687.88

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP001650

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 687.88

MILEPOST: 687.88	SECTION# 1
TYPE: ODPT	LOCATION: Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Bent 1
- Subcap - Reject

Bent 2
- Post 5 - Reject
- Subcap - Reject (slight crushing under chord 2)

Bent 3
- Subcap - Reject (crushing under chord 2)

Bent 4
- Subcap - Reject (crushing under chord 2)

Bent 5
- Subcap - Reject (crushing under chord 2)
- Cap - Reject

Bent 6
- Post 5 - Reject
- Subcap - Possible Reject

Bent 7
- Subcap - Reject (crushing under chord 2)

Ties - Fair (derail damage)
North Guard timber - Fair to Poor
East Headwall - Top plank reject
Approaches - Low
Walkway - OK (2 sections of Northwest grate - reject)
Handrail - OK

Drift - Bent 3

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.10	2	OSMOSE	Replace. - Subcap on Bent 3 (crushing under chord 2) - Subcap on Bent 4 (crushing under chord 2) - Subcap on Bent 7 (crushing under chord 2)
2	1.3	2	OSMOSE	Cut Pile tops down and: - Replace Cap and Subcap on Bent 5 with a Double Cap (crushing under chord 2)
3	1.11	3	RAILROAD	Replace: - 2 sections of Northwest walkway
4	1.9	3	OSMOSE	Replace: - North Guard timber
5	1.7	3	RAILROAD	Add ballast and tamp up both approaches.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 687.88

MILEPOST: 687.88 | SECTION# 1

TYPE: ODPT | LOCATION: Richardson, OR

INSPECTION DATE: 2/ 1/2007 | INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
6	1 6	3	RAILROAD	Remove drift from bridge as necessary.
7	1.4	3	OSMOSE	Replace: - Subcap on Bent 1 - Subcap on Bent 2 (slight crushing under chord 2)
8	1.8	4	OSMOSE	Replace: - Top plank on East headwall
9	1.5	4	OSMOSE	Replace - Subcap on Bent 6
10	1 2	4	OSMOSE	Post: - Post 5 of Bent 2 - Post 5 of Bent 6
11	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers.

BORING RECORD

Date: 2-1 2007 Sheet: 1 of 2

OWNER: CORP BRIDGE #: 687.88

Sub / District / Branch: Coos Bay

Location: Richardson, OR MP 685.0 Region / Division:

Type: ☐ Pile ☑ Frame ☑ Open Deck ☐ Ballast Deck ☐ Other Age: 1939

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90 SHELL	90 VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN FT PILING
1	5	subcap	1	P1	1½	6				Subcap - ⊗ 10' - 11½	X 13	X 10'			
						10"	← 10' →			11½"					
2	5P	subcap	5	P5	5	5				Subcap - ⊗ (Sl. CR @ Ch 2)	X (#3)				
		P2		sill	6	3									
		P4		sill	3	2									
		P5		1	2	10½					14	XP			
3	5P	subcap	17	P5	2	5				Crushing @ Chord 2 Subcap	⊗	(#2)			
		cap		P3	OK					Drift (H&D)					
4	5P	subcap	17	P5	3	4				Subcap - ⊗ CRUSHING	(#2) UNDER CHORD		2		
										(H&D)					
5	5P	subcap	14½	P4	1	6				Subcap - ⊗ CRUSHING	(#2) UNDER CHORD		2		
		cap		P4	2	4				Cap - ⊗					

SYMBOLS

PP - Previously Posted	H - Heart
X - Reject	S - Shell Thickness
PX - Possible Reject	SR - Shell Rot
V - Void	RS - Ring Separation
DR - Decay Ring	DP - Draft Pin
DP - Decay Pocket	G/L - Groundline Area

Bents Numbered From:	(N)	S	E	W
Piling Numbered From:	N	S	(E)	W
Bent # 1 is:	(N)	S	E	W

(Timetable)

Signed: KT

Osmose Railroad Services, Inc.

CORP001653

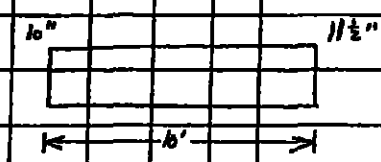
BORING RECORD

Date: 2-1 20 07 Sheet: 2 of 2

OWNER: CORP BRIDGE #: 687.88

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT PILING
6	5P	subcap	7	P1	5	2				Subcap - PX					
		2		6	3	6					15				
		4		5	6	3									
		5		D/P	2	8					14	XP			
7	5	subcap	3	P4	2	4				Subcap - X #2 CRUSHING UNDER CHORD 2					
		cap		P4	3	1									
										Apps - Low #4					
										Ties - Fair derail damage					
										Wlkway - Poor 2 sec NW X #3 (steel)					
										Handrail - OK					
										E. Hdwl - top plank X					
										N. Gd. timb. - F / poor #3					
										Drift - bts 3 & 4					

SUB CAPS



10" x 11½" x 10'

Osmose Railroad Services, Inc.

CORP001654

Central Oregon & Pacific Railroad

Bridge 689.23

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 689.23

MILEPOST: 689.23 | SECTION# 1

TYPE: BDPT | LOCATION: Richardson, OR

INSPECTION DATE: 2/1/2007 | INSPECTOR: K. Trickle

Findings:

Ballast Retainers - OK
Northwest Headwall - Poor (eroding behind)
Southwest Headwall - Poor (retaining timber reject)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	3	OSMOSE	Replace: -Southwest Headwall retaining timber
2	1.3	3	RAILROAD	Place: - Large Rip/Rap and fill behind Northwest Headwall
3	1.2	4	OSMOSE	In-place preservatively treat piles, caps and stringers

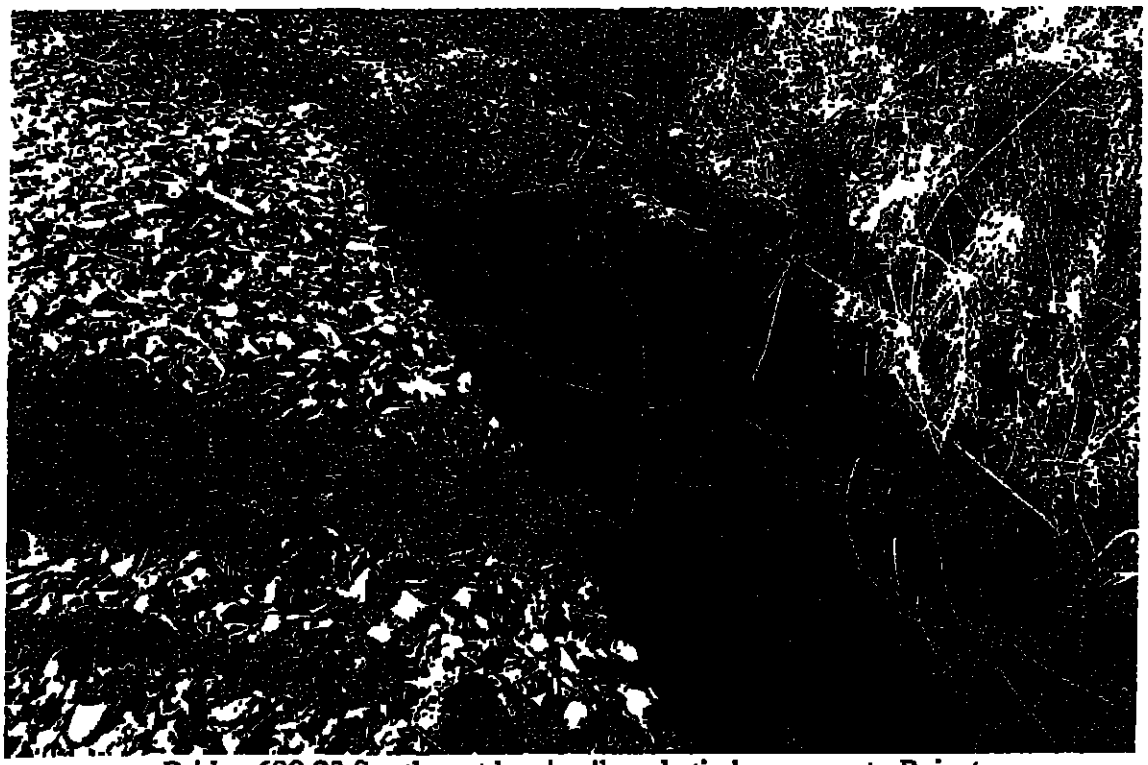
COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.1		OSMOSE	10/4/2001	Framed out: - Bent 1 Replaced: - North Headwall (untreated planks)

Central Oregon & Pacific Railroad

Bridge 689.23 Northwest headwall - Severe erosion

Central Oregon & Pacific Railroad



Bridge 689.23 Southwest headwall angle timber support - Reject

OSMOSE WOOD PRESERVING, INC.

SHEET C.F. of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1-2007

Owner CORP Reg./Div _____ Bridge No 689.23

Dist./Sub/Branch COOS BAY

Location Richardson, OR (MP 685.0)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GA. TR	PP	LIN FT PILING
1	5		3½												20
										New Frame Bent 10/4/2001	Osmose				
									(H2O)						
2	5	Poor 1	3½	D/P	0	2							1	B	20
									(H2O)						
										Ballast rd. - OK					
										Headwalls - Poor					
										NW Headwall - eroding behind (#3)					
										SW Headwall - Retaining plank - OK (#3)					

SYMBOLS All Borings to Inches and Fractions to nearest ¼"

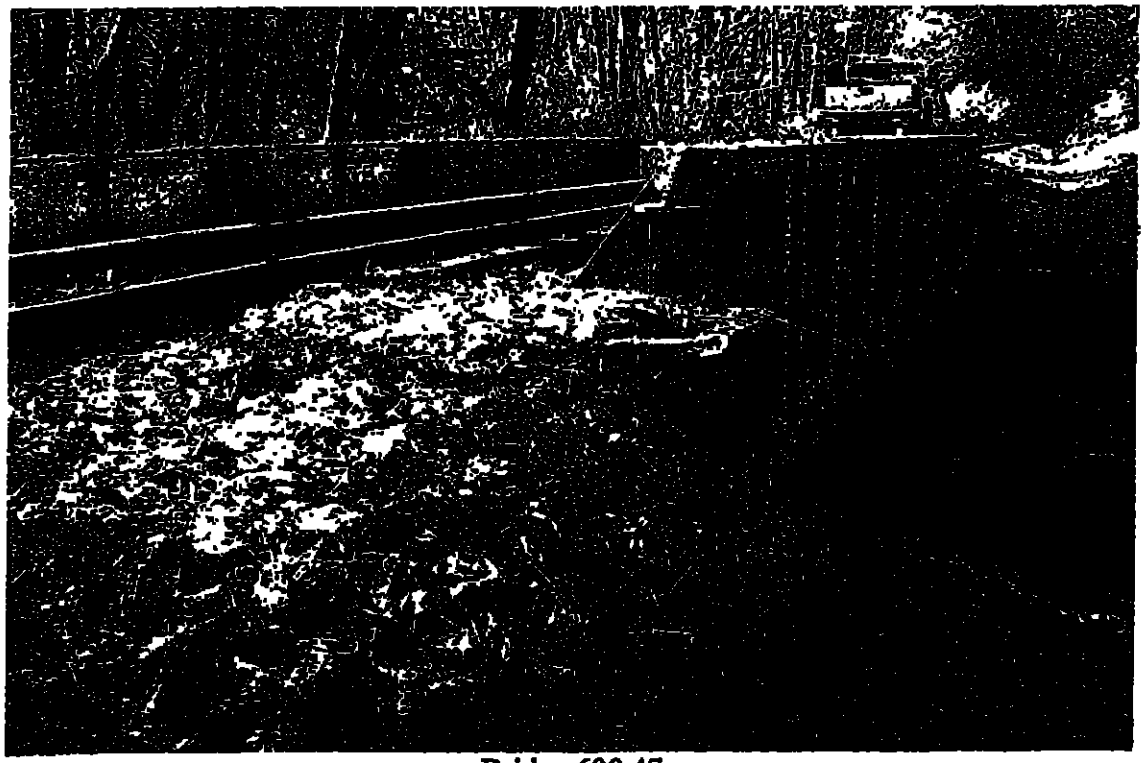
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E (W)
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP001659

Central Oregon & Pacific Railroad



Bridge 690.47

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 690.47

MILEPOST: 690.47	SECTION# 1
TYPE: TPG	LOCATION: Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Ties - OK
Guard timber - Poor
Approaches - Low (ballast fouled)

Debris on Abutment seats
Debris and pack rust on gusset plates, lower flange angles, floor beams and stringer tops
Minor pitting of floor beams

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	2	RAILROAD	Remove: - Fouled ballast, replace and tamp up both approaches to correct elevation
2	1.1	2	OSMOSE	Replace: - All Guard timber
3	1.3	3	RAILROAD	Remove debris from: - Abutment seats - Gusset plates, lower flange angles, stringer and floor beam tops
4	1.4	5	RAILROAD	Monitor: - Floor beams for additional pitting

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 690.47

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • (TPG) • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)*

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) *(Compass)* of the town of: Richardson, OR

Overall Sketch: *(Include span lengths)*

1 span
4 panels

Typical Bent or Pier Sketch:

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N44° 03. 098 W123° 41. 630 Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER creek Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP001662

		Bridge No: 690.47

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS.	Low ballast fouled
TIES:	POOR •	FAIR •	GOOD (OK)	SIZE.	QUANTITY: 35
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	(POOR) •	FAIR •	GOOD •	SIZE.	

SUPERSTRUCTURE (Note any defects):

minor pitting of floor beams (#s)
debris on gussets, lower flange angles, stringer/floor beam tops

SUBSTRUCTURE (Note any defects):

debris on abut. seats

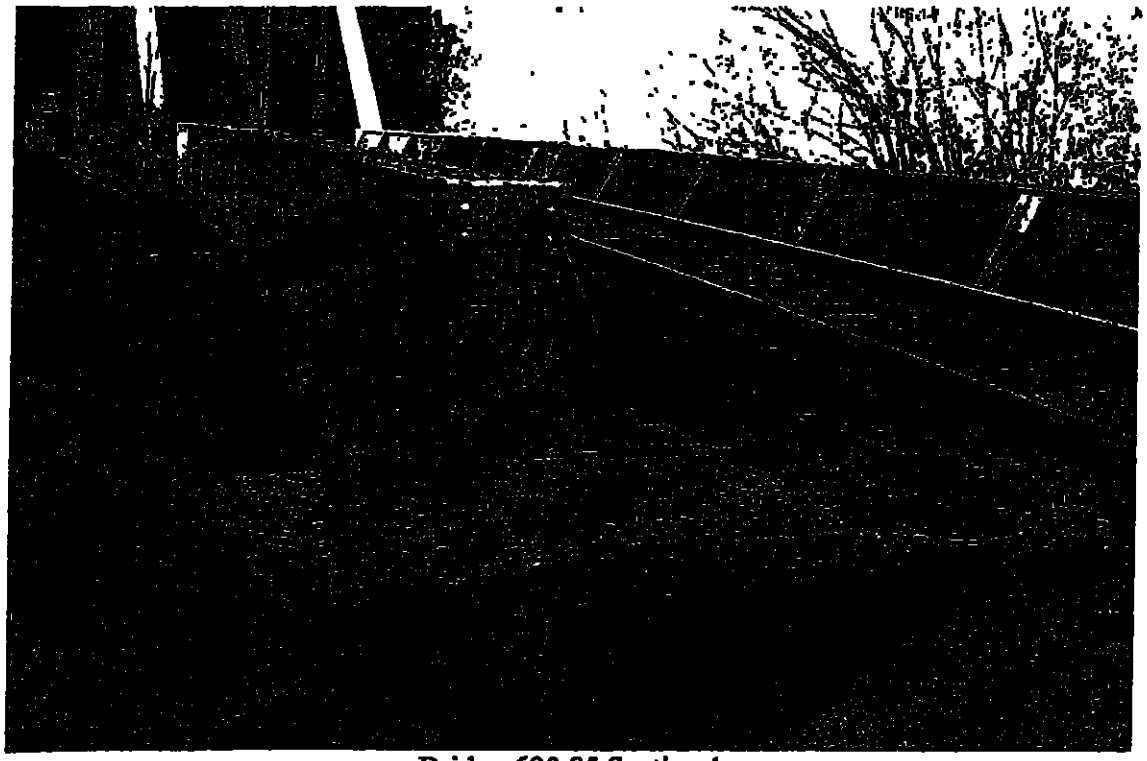
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately

PHOTOS

Roll #_____	
#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 690.85 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 690.85

MILEPOST: 690.85 SECTION# 1

TYPE: TPG LOCATION: Richardson, OR

INSPECTION DATE: 2/ 1/2007 INSPECTOR: K. Trickle

Findings:

Ties - Poor
Guard timber - Fair to Poor (3 sections reject)
Approach - Low
Northeast abutment - Losing trackbed

Major Debris on Abutment
Major Debris on gusset plates, lower flange angles, floor beams and stringer tops
10- 50% section loss of lower laterals
West Knee Braces 2 & 4 in Span 1- Torn on the West side
West Knee Brace 3 in Span 1 - Impact damage on the West side

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 3	2	OSMOSE	Replace all 84 bridge ties.
2	1.5	3	OSMOSE	Install: - Wingwall to the Northeast abutment
3	1.2	3	RAILROAD	Remove debris from. - Abutment top - Gusset plates, lower flange angles, stringer and floor beam tops
4	1 7	4	OSMOSE	Replace. - West Knee brace 2 in Span 1 - West Knee brace 4 in Span 1
5	1 4	4	OSMOSE	Replace: - Lower laterals
6	1.1	4	RAILROAD	Add ballast and lamp up approach
7	1.6	5	RAILROAD	Monitor: - West Knee brace 3 in Span 1 for additional impact damage

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

Bridge 690.85 Section 1 West knee brace 2 - Torn from impact damage

Osmose

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 690.85 Sect. 1

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 3 | # OF TRACKS: 1 | YEAR BUILT: 1914

TYPE: DPG • (TPG) • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: RICHARDSON, OR

Overall Sketch: (Include span lengths)

3 spans 1 abut. 1 pier
5 panels each
on a curve

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: N 44° 03.348 W123° 41.907' Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 690.15 Jct. 1

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	Low	
TIES:	(POOR) •	FAIR •	GOOD •	SIZE:		QUANTITY: 84
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	POOR •	FAIR •	GOOD •			
GUARDTIMBER	POOR •	FAIR (To Poor)	GOOD •	SIZE:	3X8	

SUPERSTRUCTURE (Note any defects).

SPAN 1 - Knee braces 3 & 4 - torn @ west side Knee brace 3 - impact damage major debris in gusset, lower flange angles, stringer / floor beam tops
10-50% sect. loss lower laterals

SUBSTRUCTURE (Note any defects):

NORTHEAST ABUTMENT - LOSING TRACKBED (#3)

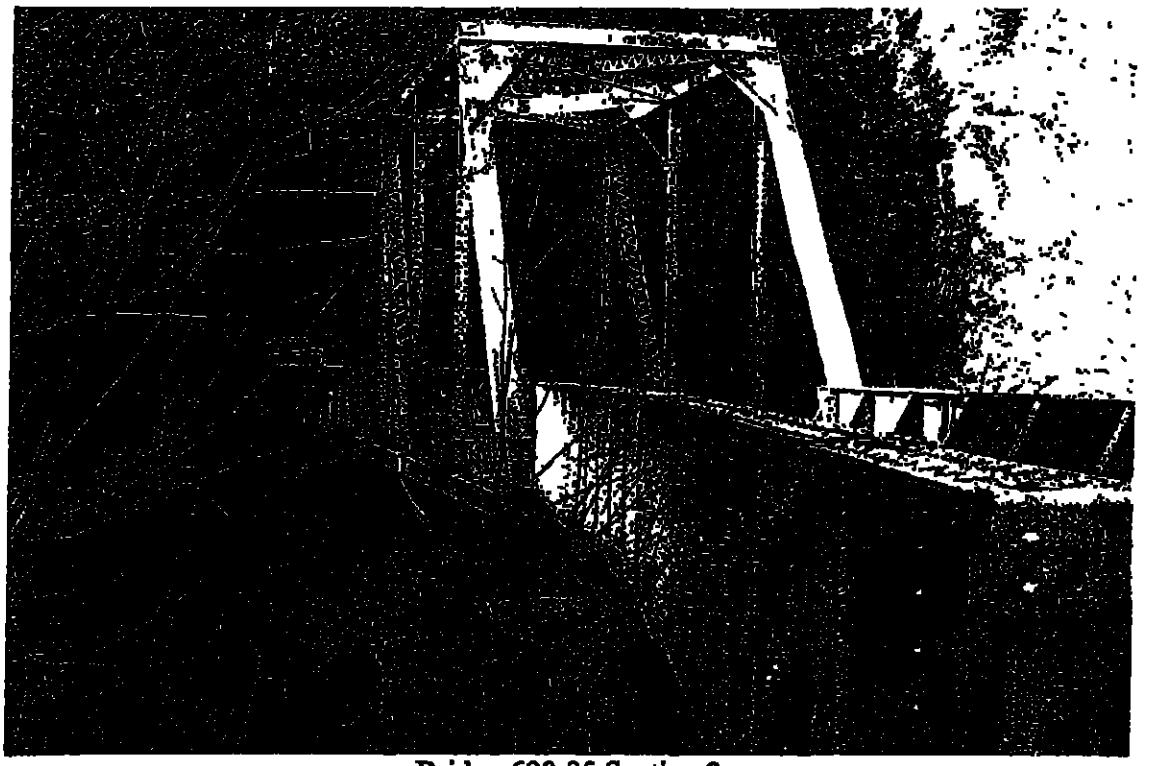
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 690.85 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 690.85**
MILEPOST: 690 85	SECTION# 2
TYPE: Thru Truss	LOCATION. Richardson, OR
INSPECTION DATE· 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Ties - OK (6 reject)
Guard timber - Fair to Poor

Minor surface rust on all steel truss members
Minor corrosion on stringer top lateral angles and gusset plates, all panels
Ballast on top flange angles of end floor beams
Debris on pier tops at bearings

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.2	3	RAILROAD	Remove debris from: - Pier tops
2	2.3	4	OSMOSE	Spot replace 6 bridge ties.
3	2.1	5	OSMOSE	Continue regular inspections

Central Oregon & Pacific Railroad

Bridge 690.85 Lower laterals - 10% section loss at gusset plates

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 6A085 Sec #2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 100 | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1913

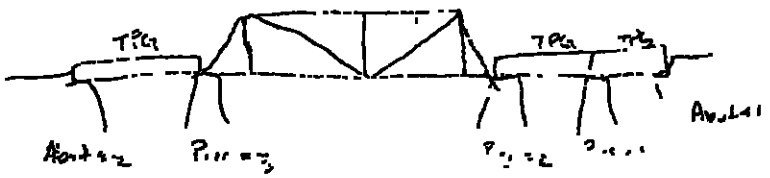
TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: RICHARDSON, OR

Overall Sketch: (include span lengths)



Typical Bent or Pier Sketch:

GENERAL INFORMATION:

ACCESS TRUCK ✓ BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44° 03. 248 W123° 41. 407' Nearest Crossing: 1 mile

BRIDGE: TANGENT • CURVE ✓ Superelevation is in _____

GUARD RAIL: YES • NO ✓ WALKWAY. YES • NO ✓ LOCATION:

SKEWED: YES ✓ NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO ✓ CULVERT: YES • NO •

BRIDGE IS OVER River Maximum Bridge Height: 20

Bents or Piers in Water: Maximum Water Depth: 10'

Requires de-watering Yes No

		Bridge No: 690.85 SEC. 2

CONDITION

LINE & SURFACE:	POOR •	FAIR • ✓	GOOD •				
APPROACHES:	POOR •	FAIR •	GOOD • ✓	EROSION PROBLEMS.			
TIES:	POOR •	FAIR •	GOOD • ✓	SIZE: 11½x10x10 FAIR TO POOR	QUANTITY: (BX)		
HEADWALLS:	POOR •	FAIR •	GOOD • ✓				
WALKWAY:	POOR •	FAIR •	GOOD • N/A				
GUARDTIMBER	POOR •	FAIR • ✓	GOOD •	SIZE: 6x8			

SUPERSTRUCTURE (Note any defects):

- Ties - ok
- G. Timber - Fair (20'-x)
- Minor surface rust on [illegible]
- Minor corr on TLA [illegible]
- Bo[illegible] on TFA of FB

4 Panels
2 [illegible]
2 [illegible]
To Spoon [illegible] TFA of [illegible]

SUBSTRUCTURE (Note any defects):

FB #0
Bolted on TFA

Panel #1
ok

F.B. #1
- ok

Panel #2
- ok

F.B. #2
- ok

Panel #3
- ok

F.B. #3 - ok

Panel #4
- ok

F.B. #4
ok

DEBRIS ON PIER TOPS AT BEARING AREAS (#3)

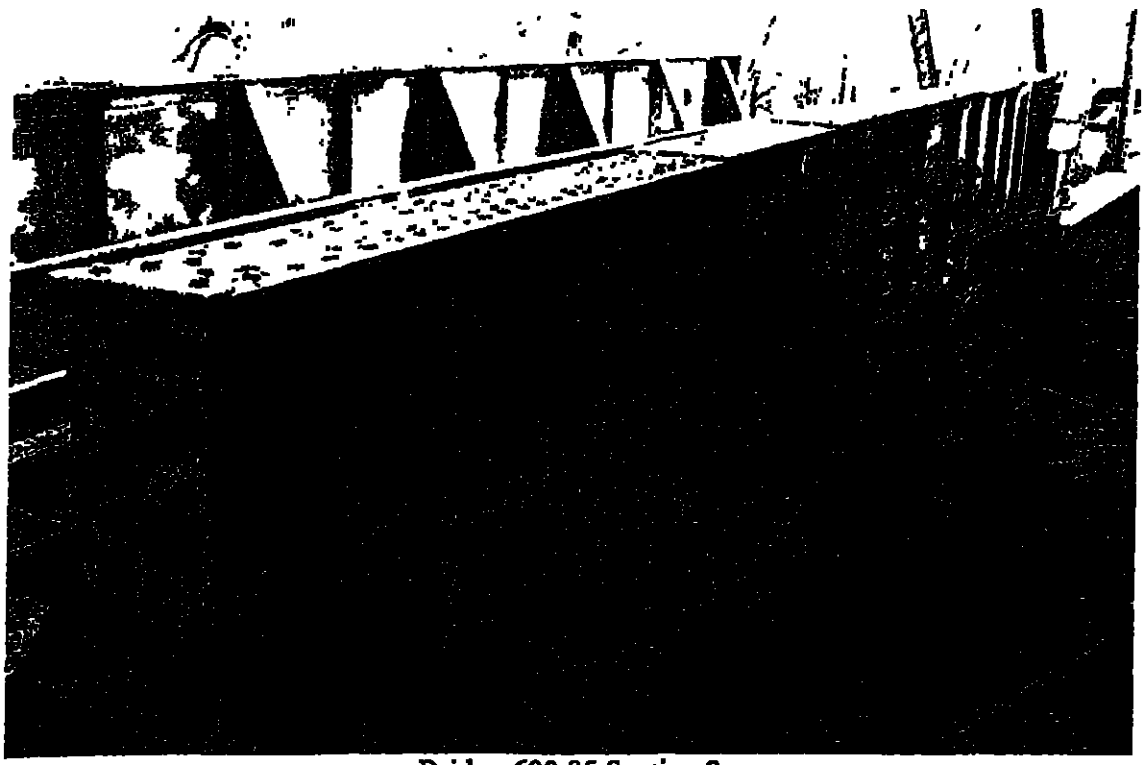
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #____		#	(Overall Picture of Bridge)
#		#	(Picture of Deck)
#		#	(Jacking setup)
#		#	(Close-up of Repair)
#		#	(Overall view of Repair)
#		#	(Access and Parking Trailer)
#		#	
#		#	
#		#	

Central Oregon & Pacific Railroad



Bridge 690.85 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 690.85

MILEPOST: 690.85	SECTION# 3
TYPE: TPG	LOCATION: Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K Trickle

Findings:

Ties - Fair to poor
Guard timber - OK
Approach - Low

Major Debris on Abutment
Major Debris on gusset plates, lower flange angles, floor beams and stringer tops
10 - 50% section loss of lower laterals and gusset plates

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.4	3	OSMOSE	Replace all 44 bridge ties.
2	3.2	3	RAILROAD	Remove debris from: - Abutment seat - Gusset plates, lower flange angles, stringer and floor beam tops
3	3 1	3	RAILROAD	Add ballast and tamp up approach.
4	3.3	4	OSMOSE	Replace: - Lower laterals - Gusset plates

Osmose

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 690.85 Sect. 3

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • (TPG) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (S) (W) (N) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Richardson, OR

Overall Sketch: (Include span lengths)

about.
open deck
6 panels

Typical Bent or Pier Sketch:

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in_____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 690.15 Sect. 3

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	LOW EROSION PROBLEMS: (#3)	
TIES:	POOR •	FAIR •	GOOD •	SIZE: FAIR TO POOR	QUANTITY: 44
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD • (OK)	SIZE:	

SUPERSTRUCTURE (Note any defects):

debris on lower flange angle, stringer / floor beam tops (#3)

10-5-2 section loss lower laterals & gusset plates

SUBSTRUCTURE (Note any defects):

debris on abut. seat (#3)

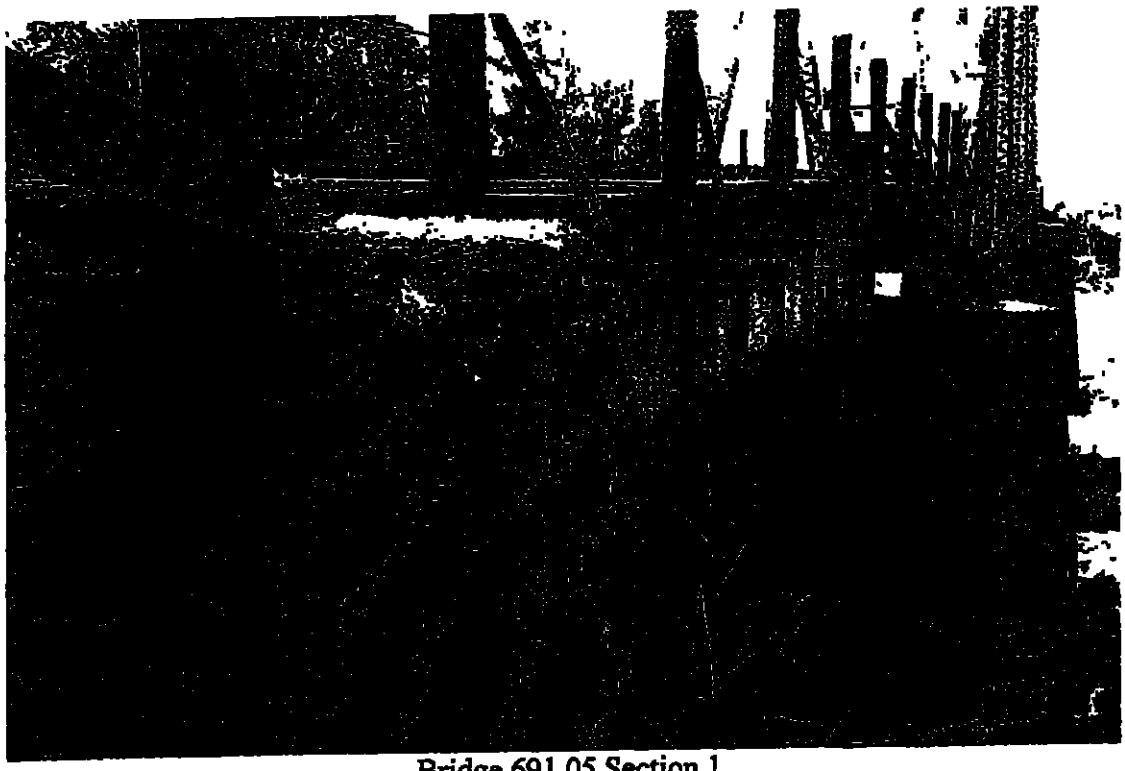
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 691.05 Section 1

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP001678

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 691.05
MILEPOST: 691.05	SECTION# 1
TYPE: DPG	LOCATION: Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Ties - OK
Guard timber - OK

Debris on Abutment seat
Debris on gusset plates and lower flange angles

Upper gusset plates and cross braces have 30% section loss
Lower laterals have 30% section loss
Bottom cover plates and lower flange angles in Span have 15% section loss and delamination
Upper and lower flange angles at the North abutment have 25% section loss
Upper 8" of the stiffeners at the North abutment have 25% section loss

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.3	3	OSMOSE	Replace: - Lower laterals
2	1.2	3	RAILROAD	Remove debris from: - Abutment seat - Gusset plates and lower flange angles
3	1.6	4	OSMOSE	Replace. - Upper and lower flange angles at the North abutment - Upper 8" of stiffeners at the North abutment
4	1.4	4	OSMOSE	Replace: - Upper gusset plates - Cross braces
5	1.5	5	RAILROAD	Monitor - Bottom cover plates and lower flange angles for additional section loss

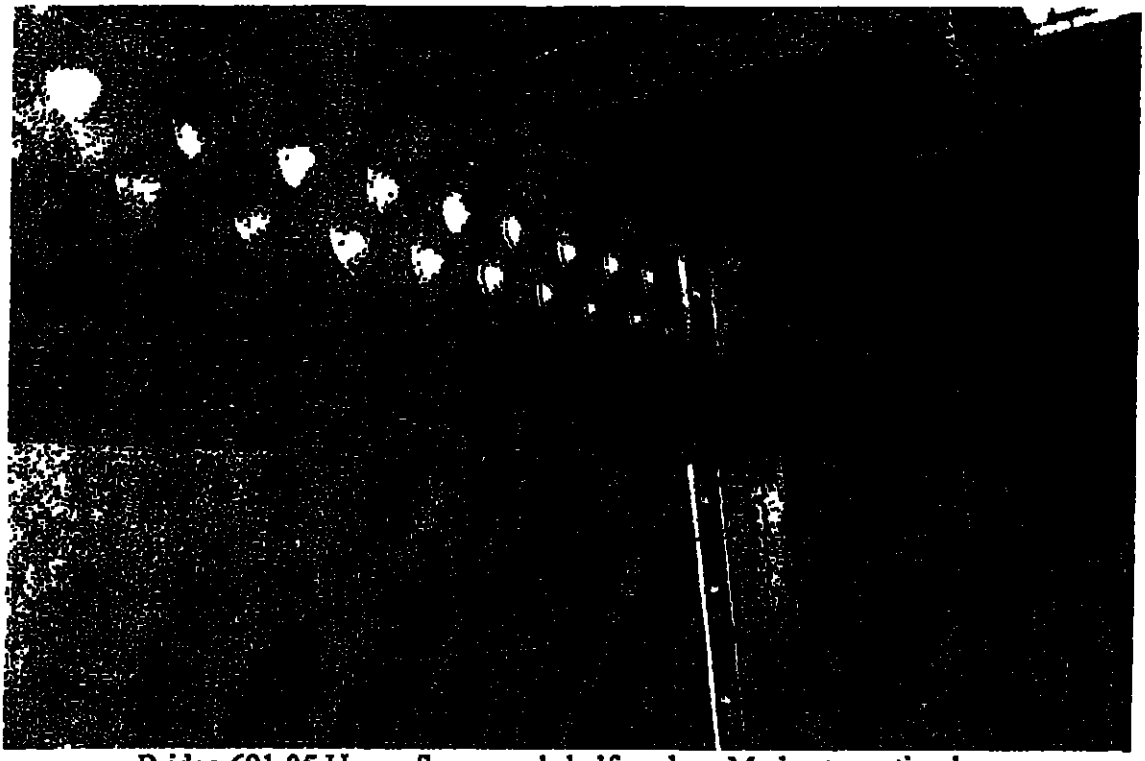
Central Oregon & Pacific Railroad

Bridge 691.05 Bottom cover plates and Lower flange angles - Delamination, 15% section loss

Central Oregon & Pacific Railroad

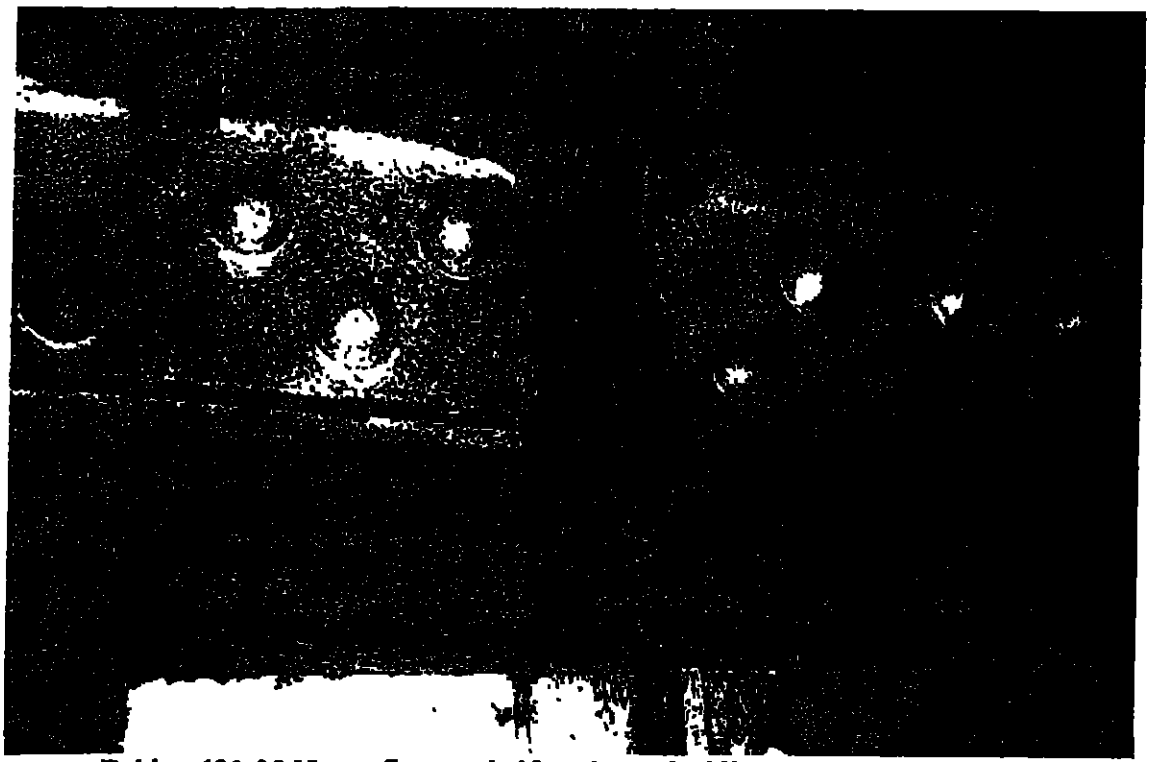
Bridge 691.05 Lower laterals and gusset plates - 30% section loss

Central Oregon & Pacific Railroad



Bridge 691.05 Upper flange and shelf angles - Moderate section loss

Central Oregon & Pacific Railroad



Bridge 691.05 Upper flange, shelf angles and stiffeners - 25% section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 691.05 Jct. 1

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: / | # OF TRACKS: / | YEAR BUILT:

TYPE: (DPG) TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (S) (W) (N) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Richardson, OR

Overall Sketch: (Include span lengths)

Open deck
1 abut.

Typical Bent or Pier Sketch:

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N44° 03.370 W123° 43.145 Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water Maximum Water Depth.

Requires de-watering Yes No

CORP001684

		Bridge No: 691.05 Sect. 1

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD • (6")	SIZE:	QUANTITY: 56
HEADWALLS.	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD • (OK)	SIZE	

SUPERSTRUCTURE (Note any defects):
Bottom Cover PLATES & FLANGE ANGLES 15% SECTION LOSS & DELAMINATION (#5)
Lower LATERALS HAVE 30 1/2 SECTION LOSS (#3)
UPPER GUSSET PLATES & CROSS BRACES HAVE 30% SECTION LOSS (# 4) (#4)
UPPER & LOWER FLANGE ANGLES & UPPER 8" OF STIFFENER AT THE ABUTMENT 25% SECTION LOSS

DEBRIS ON GUSSET PLATES & LOWER FLANGE ANGLES (#3)

SUBSTRUCTURE (Note any defects):
DEBRIS ON ABUTMENT SEAT (#3)

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad

Bridge 691 05 Section 2

Coos Bay Subdivision

Osmose Railroad Services, Inc

CORP001686

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 691.05**
MILEPOST. 691 05	SECTION# 2
TYPE· Thru Truss	LOCATION· Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

SPAN #	FINDING #	NOTES
1	1	Floor Beam #2 - Minor surface rust
1	2	Panel #5 - Minor corrosion on truss bottom chord diagonal bracing
2	1	Panel #1 - Minor surface rust on portals
2	2	Panel #2 - Holes in truss bottom chord diagonal bracing
2	3	Panel #3 - Holes in truss bottom chord diagonal bracing
2	4	Panel #4 - Holes in truss bottom chord diagonal bracing - Moderate surface rust on portals

Ties - OK
Guard timber - OK
Walkways - OK
Handrails - OK

TRUSS #1
Severe corrosion (90% section loss) on stringer top lateral angles and gusset plates
Moderate corrosion (30% section loss - horizontal leg) on stringer top flange angles
Minor corrosion (10% section loss) on stringer bottom flange angles at truss bottom chord bracing connections
Minor corrosion on truss bottom chord diagonal bracing at stringer connections
Paint is peeling and surface rust is developing on truss members throughout

TRUSS #2
Severe corrosion (90% section loss) on stringer top lateral angles and gusset plates
Moderate corrosion on truss bottom chord diagonal bracing
Moderate corrosion (30% section loss - horizontal leg) on stringer top flange angles
Minor corrosion (10% section loss) on stringer bottom flange angles
Paint is peeling and surface rust is developing on truss members throughout

Recomm nded Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2 1	2	OSMOSE	Replace stringer top lateral angles and gusset plates, both trusses
2	2 2	3	OSMOSE	Replace stringer top flange angles, both trusses
3	2.4	4	OSMOSE	Replace truss bottom chord diagonal bracing, both trusses
4	2.3	4	OSMOSE	Replace stringer bottom flange angles, both trusses
5	2 5	5	OSMOSE	Continue regular inspections

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: Sec #2 691.05

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay S.D | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 7.41 (150') 2 @ (80') | # OF SPANS: 2 | # OF TRACKS: 1 | YEAR BUILT: Truss #1 (1907) Truss #2 (1913)

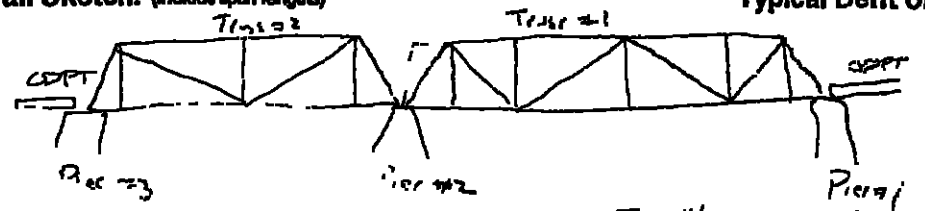
TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

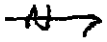
NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: RICHARDSON, OR

Overall Sketch: (Include span lengths)



Typical Bent or Pier Sketch:



Truss #2
4 Bent
2 Tier
#2

Topped Tier Elevation East 13x13 West
Width 11 & 13'

Truss #1
6 Bent
2 Str. 12
2 Tier
Tier 11 & 13 x 13'
Width 11 & 18'

GENERAL

ACCESS TRUCK • BOMB • RAIL ✓ | Park Work Trailer: | Park Concrete Pump:

Sketch Directions to Bridge: | Directions:

GPS COORDINATES: N 44° 03.370 W123 42.145 | Nearest Crossing: 1 mile

BRIDGE: TANGENT • CURVE • ✓ On 1 Truss #2 | Superelevation is In Tier

GUARD RAIL: YES • NO • ✓ | WALKWAY: YES ✓ NO • LOCATION: Both

SKEWED: YES • NO • ✓ | Type of Walk: Steel Dim: x x long

FIBRE OPTICS: YES • NO • ✓ | CULVERT: YES • NO •

BRIDGE IS OVER River | Maximum Bridge Height:

Bents or Piers in Water: | Maximum Water Depth:

Requires de-watering Yes No

CORP001688

Bridge No: 691.05 Sec #2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	OK			
APPROACHES:	POOR •	FAIR •	GOOD •		EROSION PROBLEMS:		
TIES:	POOR •	FAIR •	GOOD •	OK	SIZE: 1 11½x10x10'		QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •				
WALKWAY:	POOR •	FAIR •	GOOD •	OK	handrail - OK		
GUARDTIMBER	POOR •	FAIR •	GOOD •	OK	SIZE: 6x8		

SUPERSTRUCTURE (Note any defects):

Truss #1
- Ties - ok
- G. Timber - ok
- Walkway - ok

General Notes (Truss #1)
- TLA #GP of Str are severly corr all panels
- TFA of str has 30% s.l all Panels (horz leg)
- BFA of Str. has 1% s.l all Panels (Minor) @ BCT conn
- BC of Truss LA are corroded at str conn
- BCT has surface rust paint is peeling (And Diagonal chord member)

SUBSTRUCTURE (Note any defects):

Truss #1
F.B. #0 - ok
Panel #1 - ok
F.B. #1 - ok

Panel #2 - ok
F.B. #2 - Minor surface rust
Panel #3 - ok

F.B. #3 - ok
Panel #4 - ok
F.B. #4 - ok

Panel #5 - BCT LA is corroded (Minor)
F.B. #5 - ok
Panel #6 - ok
F.B. #6 - ok

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	#	(Overall Picture of Bridge)
#	#	(Picture of Deck)
#	#	(Jacking setup)
#	#	(Close-up of Repair)
#	#	(Overall view of Repair)
#	#	(Access and Parking Trailer)
#	#	
#	#	
#	#	

Truss # 2

Ties - ok

G. Timber - ok

Walkway - ok

- little skewed

All Piers - ok

General Note

- East Truss chord is tight on Pier # 2 against Truss a.
- West " " open 6".
- TLA&GP are severely det all panels
- BCTLA have corrosion all panels
- TFA at str. have 30% sl.
- BFA " " 10% sl
- Surface rust on all Truss chord members

F.B #0

- ok

Panel #1

- ok (Surface rust on portals) L_0U_1

F B #1

- ok

Panel #2

- ok
- holes in BCTLA from WL_1-EL_2

F B #2

- ok

Panel #3

- ok (Holes in both BCTLA)

F B #3

- ok

Panel #4

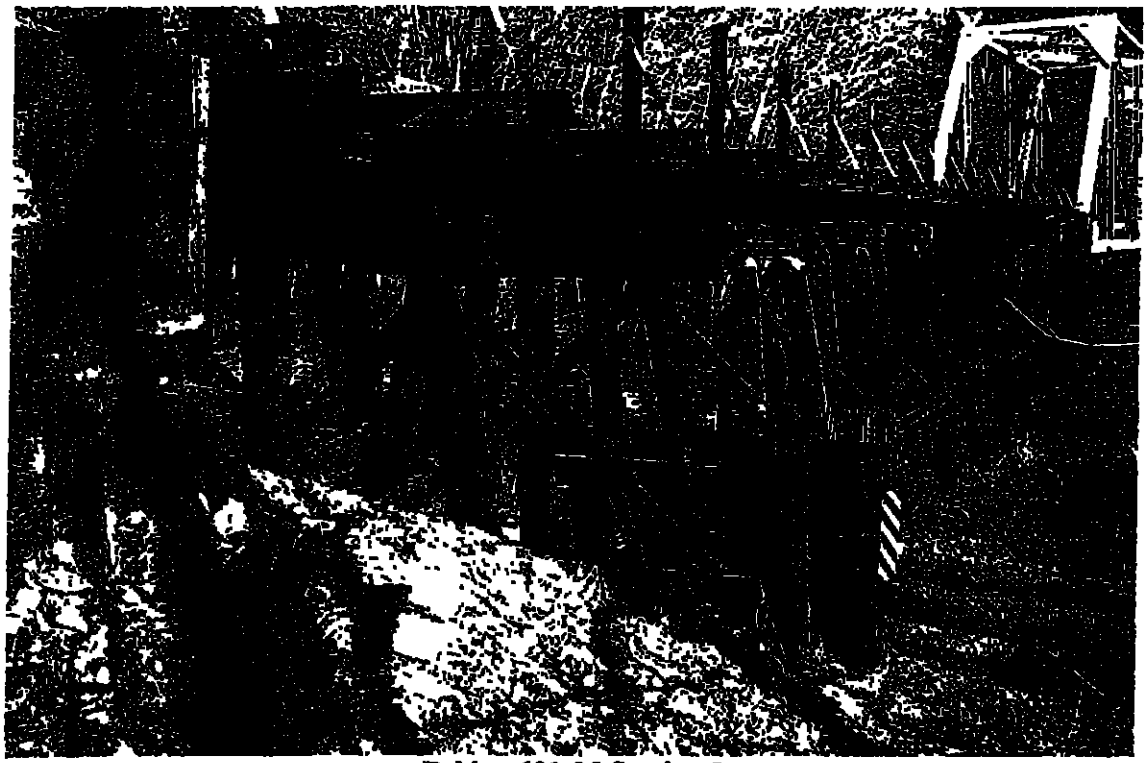
- Same as Panel #3

F B. #4

- ok
- Moderate surface rust on both portals.

CORP001690

Central Oregon & Pacific Railroad



Bridge 691.05 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 691.05**
MILEPOST: 691.05	SECTION# 3
TYPE: ODPT	LOCATION: Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Bent 2
Pile 5 - Reject

Bent 4
Pile 1 - Reject
Pile 2 - Reject

Bent 6
Pile 2 - Possible Reject

Bent 9
Pile 4 - Reject

Bent 10
2" Elevation Shim - Reject (working out)

Span 5
Stringer 8 - Visual Reject

Span 6
Stringer 8 - Visual Reject

Span 7
Stringer 1 - Visual Reject

Ties - OK
Headwall - OK
Wingwalls - OK
Approach - Low (ballast fouled)
Walkways - Poor (1 section Southeast grate bent - trip hazard)
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.11	2	RAILROAD	Replace: - 1 section of Southeast Walkway grate
2	3.10	2	OSMOSE	Replace: - 2" Elevation Shim on Bent 10 (working out)
3	3.9	3	RAILROAD	Remove: - Fouled ballast, replace and tamp up approach to correct elevation
4	2.2	3	OSMOSE	Post: - Pile 1 of Bent 4 - Pile 2 of Bent 4
5	2.5	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
6	2.4	4	OSMOSE	Post: - Pile 5 of Bent 2 - Pile 4 of Bent 9
7	2.3	4	OSMOSE	Replace: - Stringer 8 in Spans 5 & 6 (crushing, horizontal shear) - Stringer 1 in Span 7

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 691.05
MILEPOST: 691 05	SECTION# 3
TYPE: ODPT	LOCATION. Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR. K Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

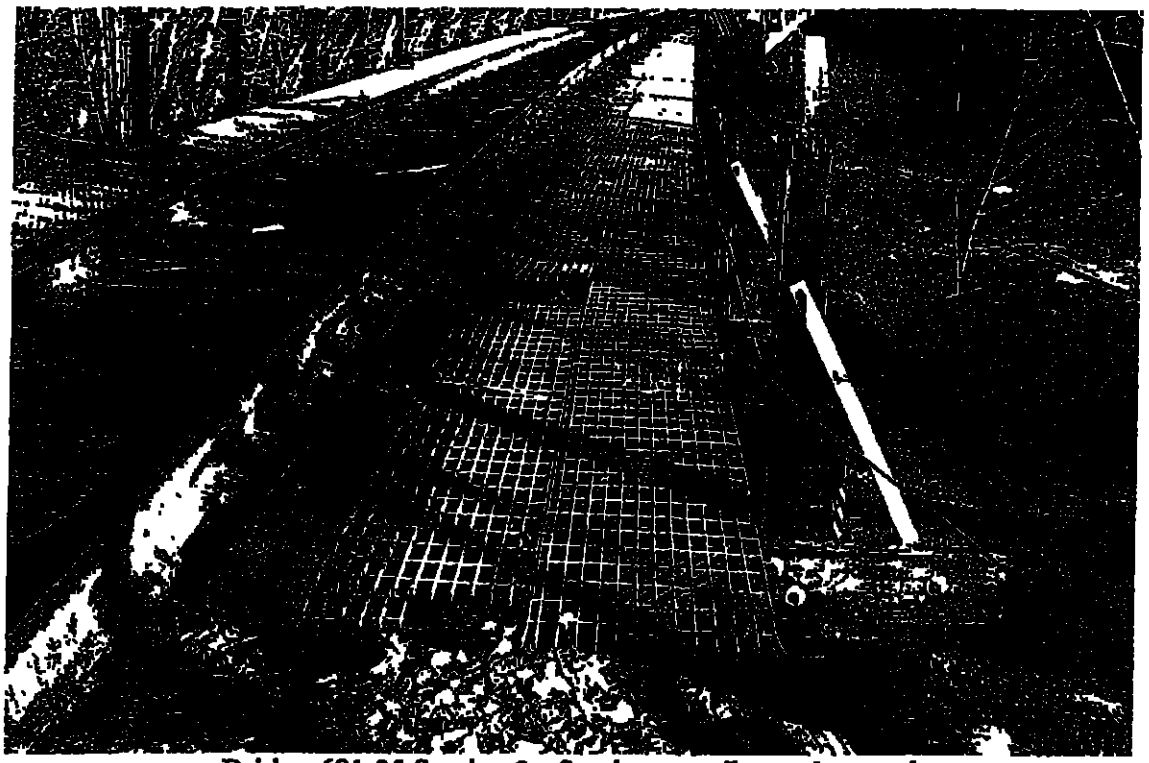
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
8	2.7	5	RAILROAD	Monitor: - Pile 2 of Bent 6

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	2 1		OSMOSE	6/21/2005	Replaced: - Cap & elevation subcap on Bent 8 -New 4" Shim under 18" stringers on South side of Bent 8 Posted: - Piles 1 & 2 of Bent 8

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 691.05 Section 3 - Southeast walkway damaged

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 ~~19~~ 2007

Owner CORP Reg /Div _____ Bridge No 691.05 Sect. 3

Dist (Sub)/Branch COOS BAY

Location Richardson, OR (MP 685.0)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 34

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN. FT PILING
-			East	App	Steel	Thru	Truss								
1	—		—		CAP and		10½"	Elevation Sub CAP on		Conc Pier #2					
2	5	5	22	11	1	10	1	10		1	13½	X			110
							3"	Elevation Shim							
3	5		21												105
							3"	Elevation Shim							
4	5	1	20½	15	2	8				2 BB's	13	X			105
		2		1	2	10					14	X			
						2½"	Elevation	Shim							
5	5	1	18	2	OK										90
							2½"	Elevation Shim							
6	5	2	17	O/P	5	8					15	PX			85
		CAP		over P2	o	k									
		1		2	OK		3"	Elevation	Shim						
7	5	5	13½	O/P	3	6			2						70
		Sub CAP		over P5	o	k				Sub CAP 5"					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drill Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP001695

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140.24b 1

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RAILROAD BRIDGE DIVISION
BORING RECORD

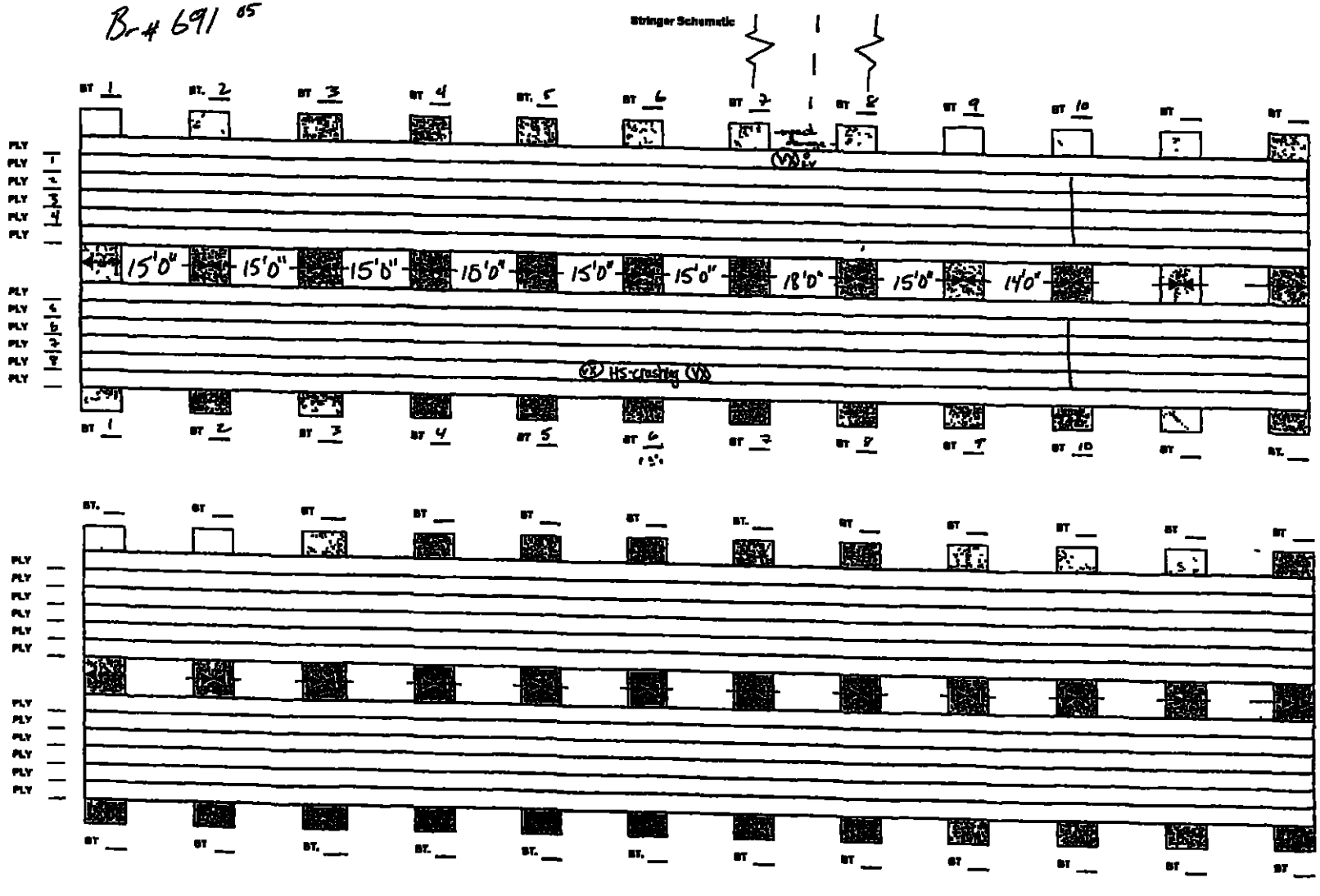
SHEET 2 of 2 SHEETS

Bridge No. 691.05

Date 2-1, ~~19~~ 2007

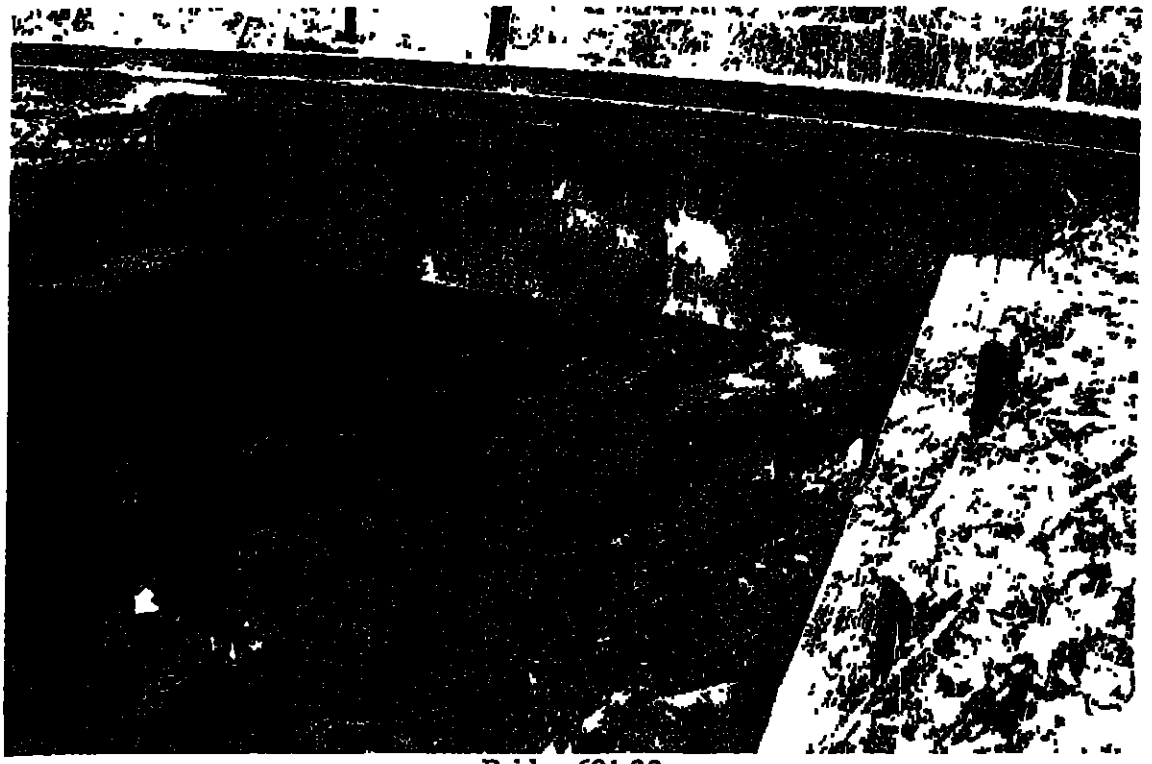
BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT. PILING
8	5	5	13½	10	4	7					15				70
							New Cap, 2" subcap & 4" X 8" X 16' spacer block								
				6/21/2005			under stringers on south side								
							Piles 1 & 2 - PP new								
9	5	4	8	½	2	12				2BB's	15½	X			40
							2" Elevation Shim								
10	5		1				Sounded ok								5
							2" Elevation Shim - ⊗ working out								
										APPROACHES - Low (BALLAST FOULED)					
										Ties - OK (94)					
										Walkways - SE - 1 sec ⊗ bent #2 (steel)					
										Headwalls - OK					
										Handrails - OK					
										WINGWALLS - OK					

Br # 691 05



CORP001697

Central Oregon & Pacific Railroad



Bridge 691.38

Central Oregon & Pacific Railroad

LINE. Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 691.38

MILEPOST: 691 38	SECTION# 1
TYPE: ODFT	LOCATION: Richardson, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Ties - OK
Guard Timber - Fair (1 East side section reject)
Headwalls - OK
Wingwalls - OK
Approaches - Low
Walkway - OK
Handrail - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 3	3	RAILROAD	Add ballast and tamp up both approaches
2	1 4	4	OSMOSE	Replace: - 1 East side section of Guard Timber

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 2		RAILROAD	4/16/2001	Installed - New Handrail
2	1 1		OSMOSE	10/ 5/2001	Framed out - Bent 1 - Bent 2

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 19 2007

Owner CORP Reg./Div _____ Bridge No 691.38

Dist./Sub/Branch COOS BAY

Location Richardson, OR (MP 685.0)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 32

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	Post 5		1				Framed on			Cutoffs H20					5
	Cutoffs 5		1/4												
										New Frame Bent 10/5/2001 Osmose					
2	Post 5		1 1/2				Framed on			Cutoffs H20					10
	Cutoffs 5		1/4												
										New Frame Bent 10/5/2001 Osmose					
										GT-1sec, East side (R) (#4)					
										WINGWALLS - OK					
										APPROACHES - LOW					
										Hendrel - New '01 RR					
										WALK WAY - OK					
										Ties - OK (12)					
										Headwalls - OK					

SYMBOLS All Borings in Inches and Fractions to nearest 1/4

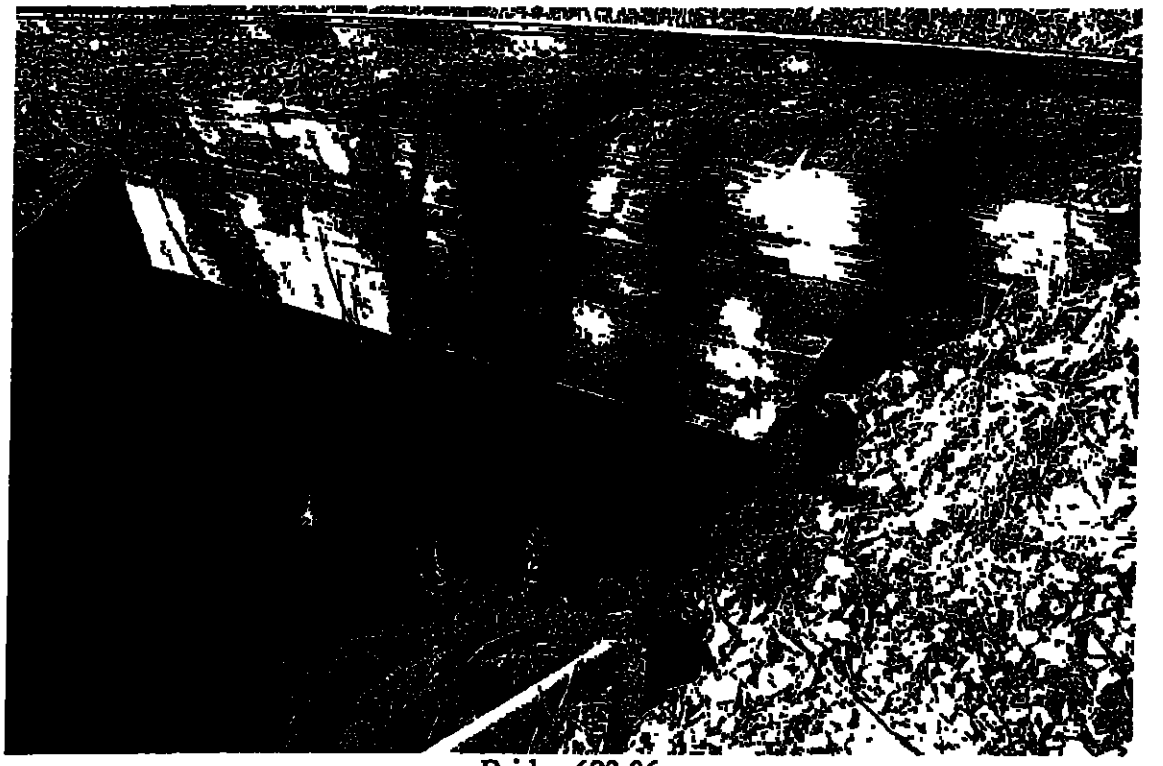
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP001700

Central Oregon & Pacific Railroad



Bridge 692.06

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 692.06

MILEPOST: 692.06	SECTION# 1
TYPE: BDPT	LOCATION: Swisshome, OR
INSPECTION DATE. 2/ 1/2007	INSPECTOR. K. Trickle

Findings:

Ballast Retainers - OK
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	4	RAILROAD	Add ballast and tamp up both approaches.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION BORING RECORD

Date 2-1 ~~-19~~ 2007

Owner CORP Reg /Div _____ Bridge No 692.06

Dist /Sub/Branch COOS BAY

Location SwissHome, OR (MP 697.1)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN FT PILING
1	5		2½			Sounded OK				(H20)					15
2	5	1	2	NP	1	3				(H20)					10
										Headwalls - OK					
										APPROACHES - Low (H4)					
										BALLAST RETAINERS - OK					

SYMBOLS All Borings to Inches and Fractions to nearest ¼ "

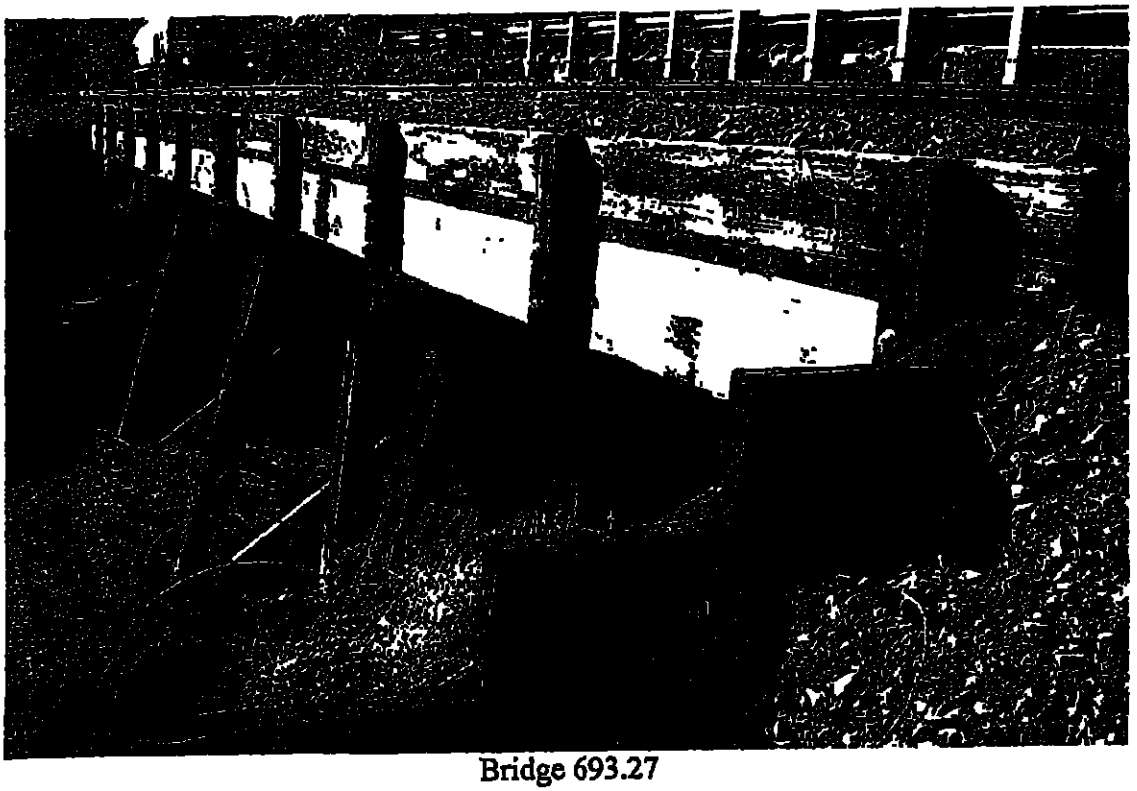
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From N S (E) W
Piling Numbered From N (S) E W
Bent # 1 Is N S (E) W
(Timetable)

SIGNED KT

CORP001703

Central Oregon & Pacific Railroad



Bridge 693.27

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP001704

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 693.27

MILEPOST: 693 27	**SECTION# 1**
TYPE: BDPT	**LOCATION: Swisshome, OR**
INSPECTION DATE: 2/ 1/2007	**INSPECTOR: K Trickle**

Findings:

Bent 3

Cap - Reject
Sill - Reject (minor crushing)

Bent 4

Sill - Possible Reject

Span 5

Stringer 1 - Reject

Headwalls - OK
Approaches - Low

Erosion at concrete pedestal of Bents 2 & 3

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	19	3	RAILROAD	Add ballast and tamp up both approaches
2	16	3	OSMOSE	Replace - Cap on Bent 3
3	15	3	OSMOSE	Replace: - Sill in Bent 3 (minor crushing)
4	18	4	OSMOSE	Replace - Stringer 1 in Span 5
5	1.3	4	OSMOSE	Replace. - Sill in Bent 4
6	11	4	OSMOSE	In-place preservatively treat piles, caps and stringers
7	14	5	RAILROAD	Monitor - Erosion at Concrete pedestals of Bents 2 & 3

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	17		OSMOSE	10/16/2002	Replaced - Cap on Bent 2

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1-2007

Owner CORP Reg./Div _____ Bridge No 693.27

Dist/Sub/Branch COOS BAY

Location Swisshome, OR (MP 697.1)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 29

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5		2½				Bents 2-5 framed on conc. pedestal								15
2	Post 5	PS	6	G/L		ok				erosion @ conc. ped.					30
							Cap New 10/16/03								
		SH		PJ		ok									
3	Post 5	CAP	12	over P2	2	3½		Cap-X		Dapped to 10½"					60
		Post 2		8	4	1				erosion @ conc ped					
		Post 3		3	5	2				H2O					
		Sill	-X-	2 minor crushing	1	1									
4	Post 5	Sill	12	under P2	1	2		under H2O		sill PX Dapped To 11" x 13 x 21'					60
		Post 3		Sill	5	3				H2O					
		Post 4		Sill	7	1									
5	Post 5		6												30
6	5		2												10
										Hdwls - OK					
										Apps - Low #3)					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

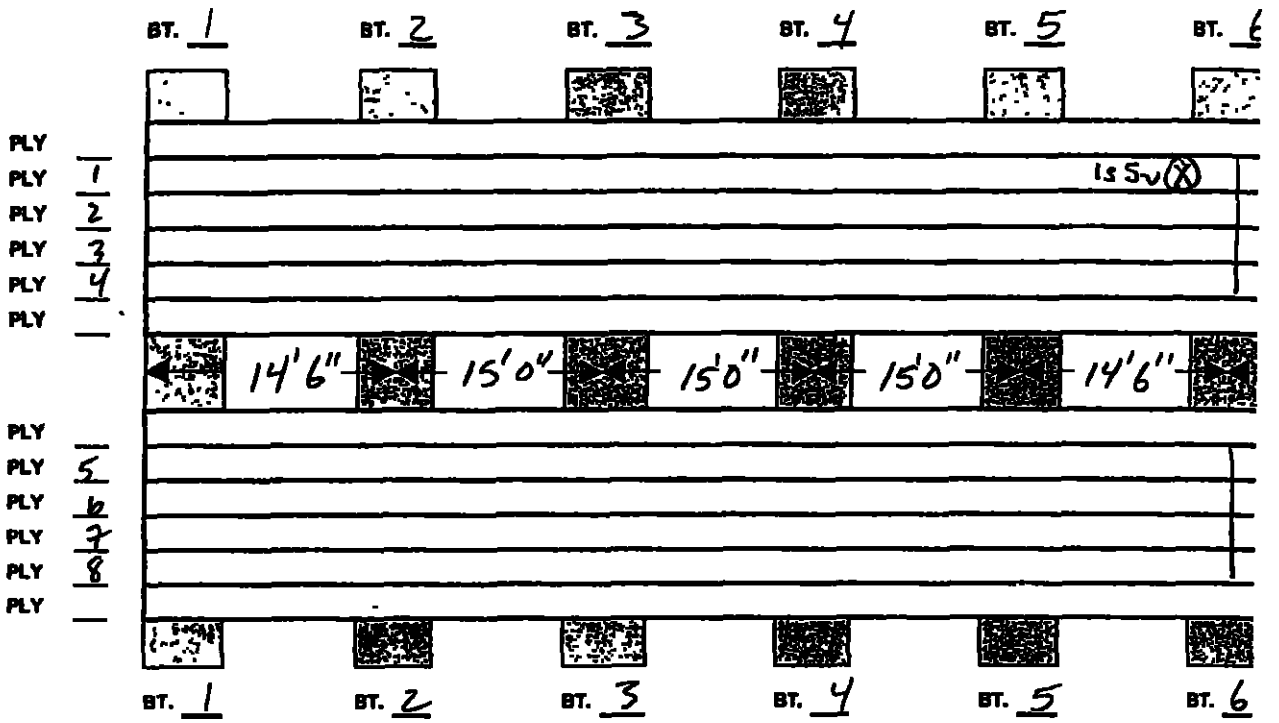
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # _____ Is (N) S E W
(Timetable) ✓

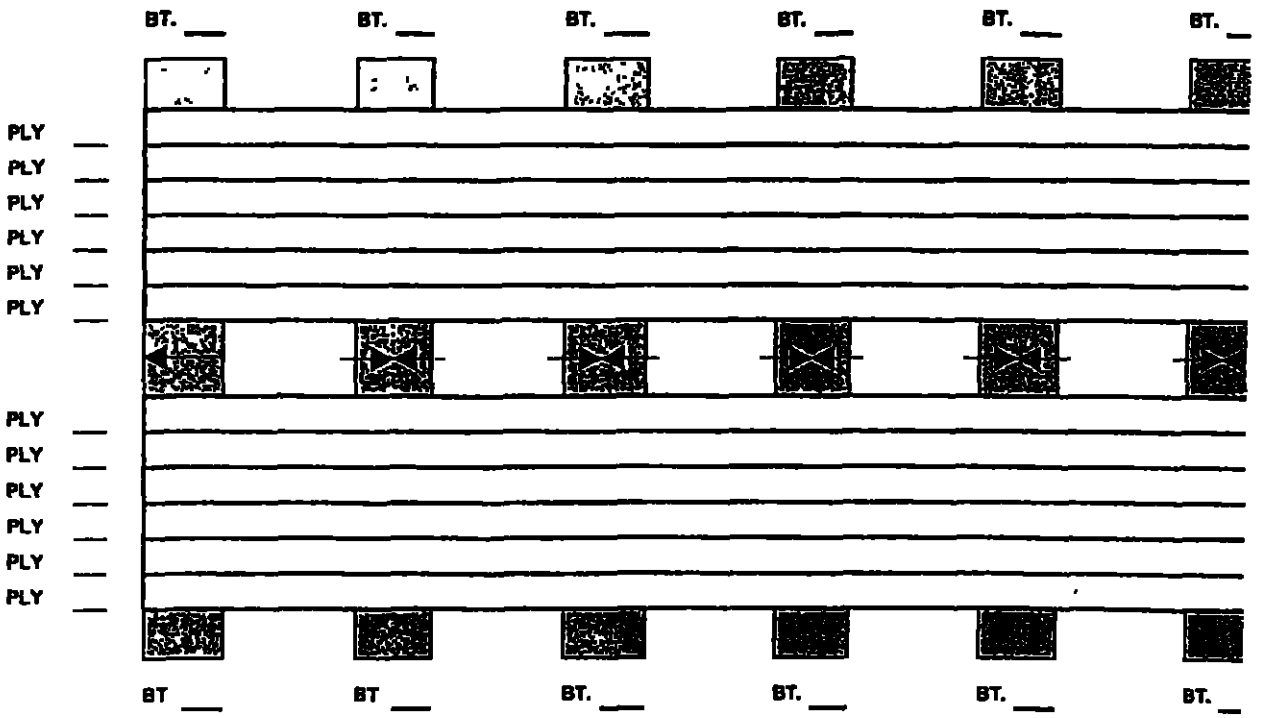
SIGNED KT

CORP001706

Br# 693.27 Coos Bay

Strin





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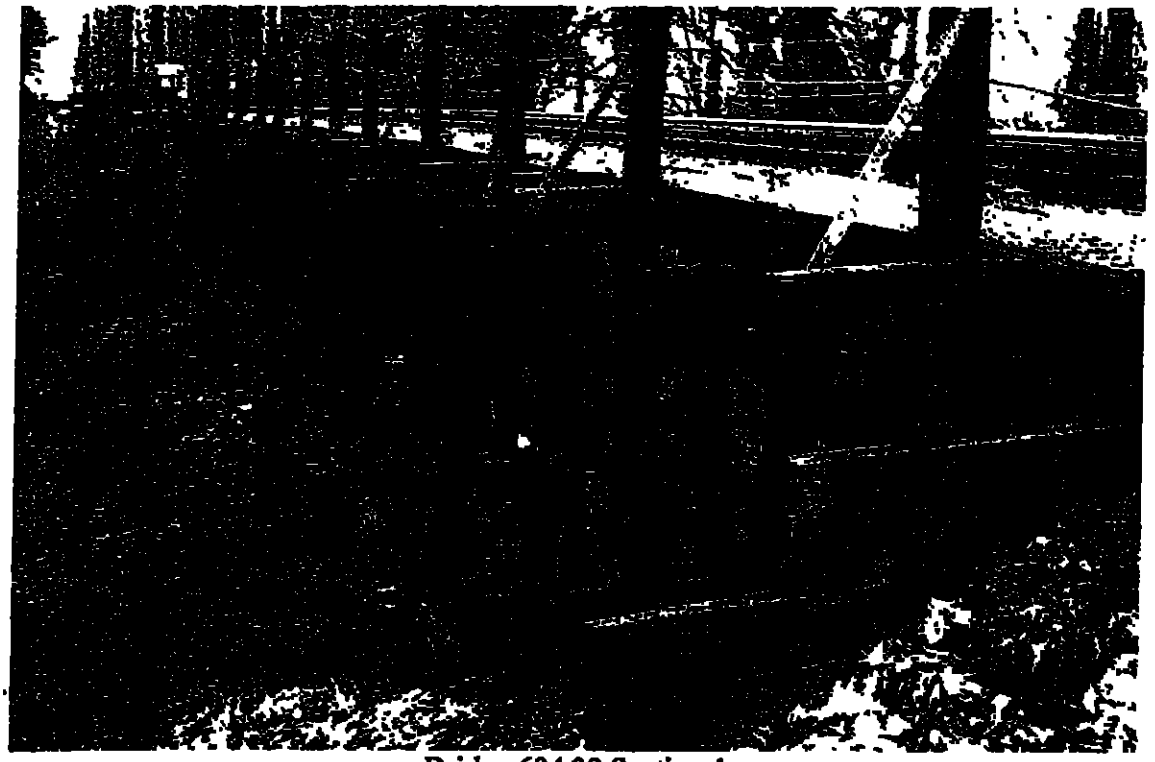

Bridge 694.32 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 694.32
MILEPOST: 694 32	SECTION# 1
TYPE: ODPT	LOCATION: Swisshome, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR. K. Trickle

Findings:

Bent 1
Cap - Reject

Bent 2
1/4" Gap over Pile 1
1/4" Gap over Pile 2

Bent 5
Pile 1 - Reject
Pile 2 - Possible Reject

Bent 6
Pile 5 - Reject

Bent 7
Pile 1 - Reject

Bent 8
Cap - Possible Reject

Ties - OK
Headwall - OK
Approach - Low
Walkway - OK
Handrails - OK
Girt braces - OK

Debris on Stringer tops

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 10	2	RAILROAD	Add ballast and tamp up approach
2	1 12	3	RAILROAD	Remove: - Debris from Stringer tops
3	1 5	3	OSMOSE	Replace: - Cap on Bent 1
4	1 11	4	OSMOSE	Shim or Epoxy: - Over Pile 1 of Bent 2 - Over Pile 2 of Bent 2
5	1 7	4	OSMOSE	Replace - Cap on Bent 8
6	1.2	4	OSMOSE	Post: - Pile 1 of Bent 5 - Pile 5 of Bent 6 - Pile 1 of Bent 7
7	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers.

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 694.32
MILEPOST: 694.32	SECTION# 1
TYPE: ODPT	LOCATION: Swisshome, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
8	1 3	5	RAILROAD	Monitor - Pile 2 of Bent 5

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 9		OSMOSE	8/19/2003	Replaced: - Cap on Bent 4 with oversized cap - Shimmed the top of Pile 1 of Bent 2

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1-2007

Owner CORP Reg /Div _____ Bridge No 694.32 N. App (Sec 1)

Dist / Sub Branch COOS Bay

Location Swisshome, OR (mp 692.1)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TR 1976 Age 19 30

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	5	CAP	1½	over P3	3	4		Cap +	X	13½ x 13½ x 13					10
2	5	1	10½	9	3	4		¼"	Cap Piles 1+2						55
3	5		14½												75
		1		G/L	3	7½									
4	5		16½				Cap	New	8/11/03						85
5	5	1	19½	G/L	1	10				H2O	13	X			100
		2		G/L	2½	6	2	10½	2		14½	PX			
6	5	5	19½	1	2	8				H2O	14	X			100
7	5	1	20½	3	2	9				H2O	14	X			105
8	5	CAP	20½	over P3	5	2	Possible Reject (PX)			H2O					105
9	5	1	21½	H2O	5	4				H2O					110
10	5	5	21½	8	4	8	Cap - thru bolted			H2O					110
11	-		-		CAP on Concrete Pier										-

SYMBOLS All Borings in Inches and Fractions to nearest ½

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Clamp/Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is N S E (W)
(Timetable)

SIGNED KT

CORP001711

BORING RECORD

Date: 2-1 2007 Sheet: 2 of 2

OWNER: CoRP BRIDGE #: 694.32 N APP sec. 1

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90° SHELL	90 VOID	H	REMARKS	PILE DIA	PX or X	GIL TR.	PP	LIN FT PILING
										Debris on Stringer tops (#3)					
										TIES - OK (91)					
										HEADWALL - OK					
										APPROACH - LOW (#2)					
										WALKWAYS - OK					
										HANDRAILS - OK					
										GIRT BRACES - OK					

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Bridge 694.32 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 694.32**
MILEPOST: 694.32	SECTION# 2
TYPE: Thru Truss	LOCATION: Swisshome, OR
INSPECTION DATE: 2/1/2007	INSPECTOR: K. Trickle

Findings:

SPAN #	FINDING #	NOTES
1	1	Panel #1 - Severe corrosion (90% section loss) on truss bottom chord diagonal bracing Panel #1 - Severe corrosion (90% section loss) on truss bottom chord horizontal gusset plates
1	2	Panel #2 - Severe corrosion (90% section loss) on truss bottom chord diagonal bracing Panel #2 - Severe corrosion (90% section loss) on truss bottom chord horizontal gusset plates
1	3	Panel #3 - Severe corrosion (90% section loss) on truss bottom chord diagonal bracing Panel #3 - Severe corrosion (90% section loss) on truss bottom chord horizontal gusset plates
1	4	Panel #4 - Severe corrosion (90% section loss) on truss bottom chord diagonal bracing Panel #4 - Severe corrosion (90% section loss) on truss bottom chord horizontal gusset plates
1	5	Panel #5 - Severe deterioration (90% section loss) on truss bottom chord diagonal bracing

Ties - OK
Guard timber - OK
Walkways - OK
Handrails - OK

Severe corrosion (90% section loss) on stringer top lateral angles and gusset plates, all panels
Moderate corrosion (40% section loss) on stringer top flange angles
Moderate to heavy corrosion (60% section loss) on stringer bottom flange angles
Light corrosion (10% section loss) on floor beam top flange angles, all floor beams
Moderate corrosion (30% section loss) on floor beam bottom flange angles, all floor beams
Moderate corrosion on bottom truss chord channels (west side only)
Surface rust developing on all steel members, including eyebars and truss top chord cover plates
Loose eyebars throughout

West Floor Beams 4 & 5 at lower flange angles - 70 to 100% section loss
West Coped flange angles of Floor Beams 4 & 5 at eyebar connections - 90% section loss

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.6	2	OSMOSE	Splice West Floor Beams 4 & 5 at lower flange angles
2	2.5	2	OSMOSE	Heat shrink all loose eyebars (subcontract)
3	2.4	2	OSMOSE	Replace truss bottom chord horizontal gusset plates at Floor Beams #0, #1, #2, #3 and #4
4	2.3	2	OSMOSE	Replace truss bottom chord diagonal bracing in Panels #1, #2, #3, #4 and #5
5	2.2	2	OSMOSE	Replace stringer top lateral angles and gusset plates, all panels
6	2.9	3	OSMOSE	Replace West Coped flange angles at eyebar connections of Floor Beams 4 & 5
7	2.8	3	OSMOSE	Replace stringer top and bottom flange angles, all panels
8	2.7	4	OSMOSE	Replace floor beam bottom flange angles, all floor beams

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Bridge 694.32 - 90% section loss of truss bottom chord diagonal bracing

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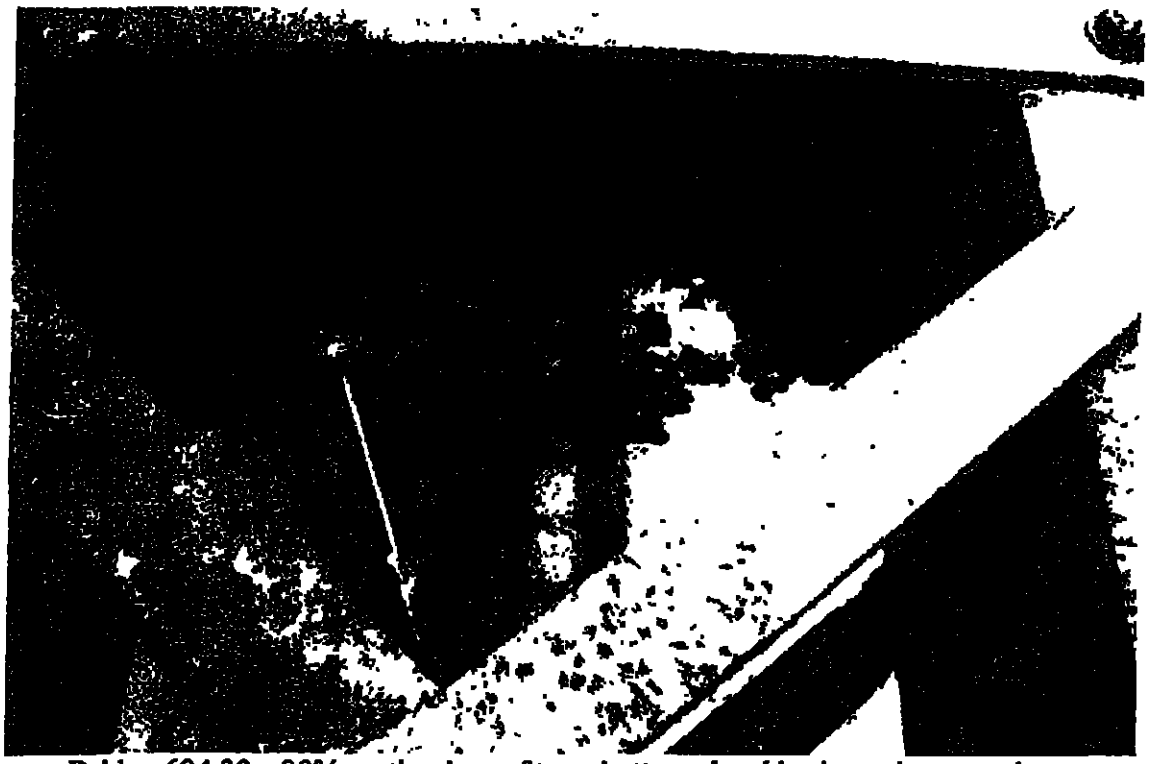
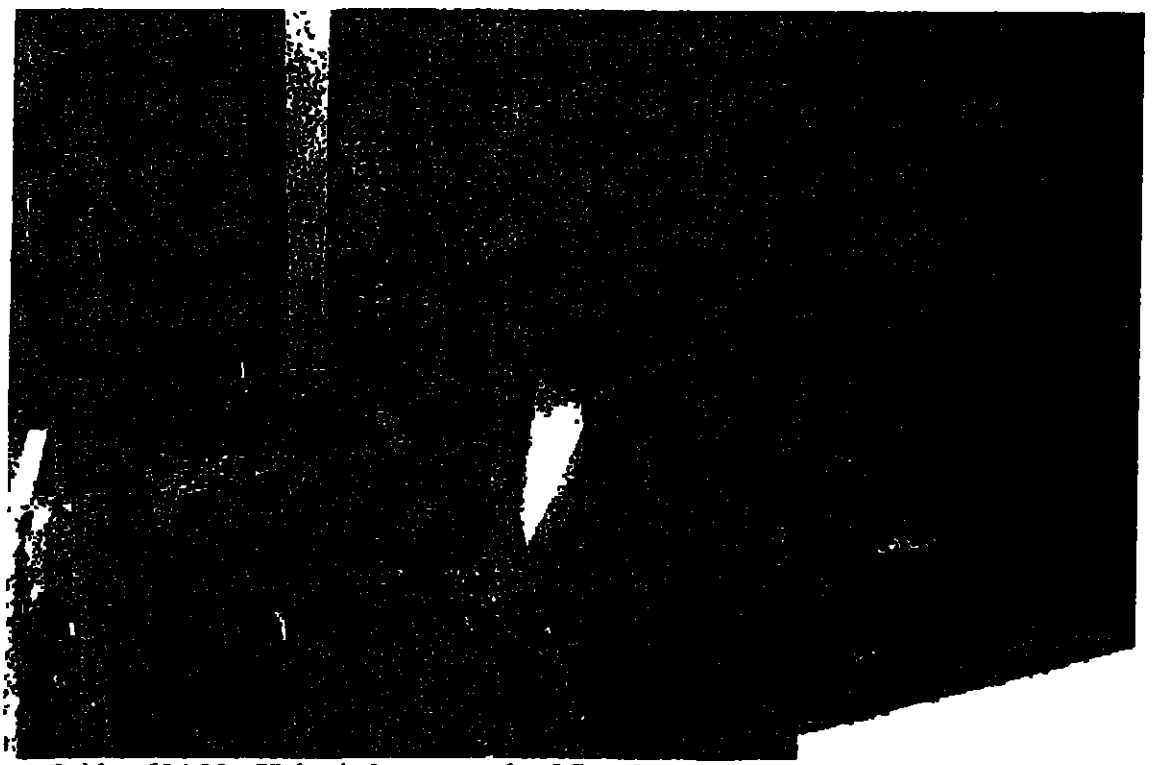


Bridge 694.32 - 90% section loss of truss bottom chord horizontal gusset plates

Central Oregon & Pacific Railroad



Bridge 694.32 - Holes in bottom web of floor beams and coped flange section loss

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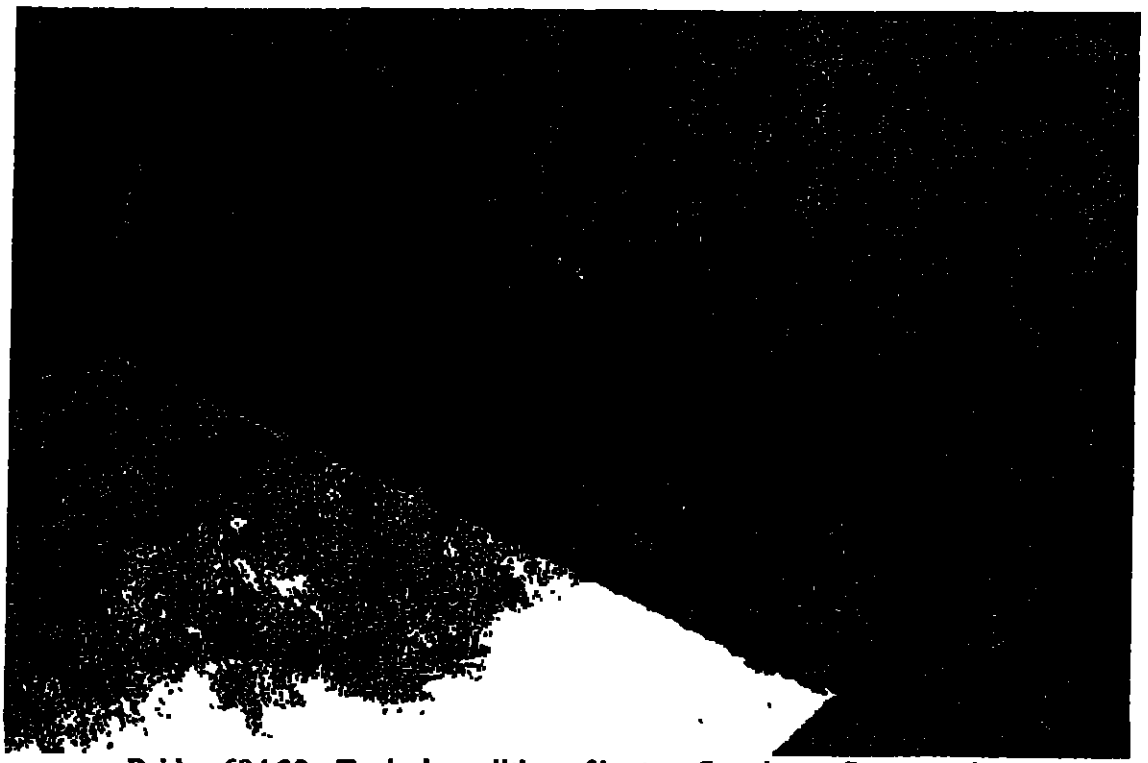

Bridge 694.32 - Typical condition of bottom floor beam flange angles

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Bridge 694.32 - Typical condition of loose eyebars at pin connection

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Bridge 694.32 - Typical condition of stringer

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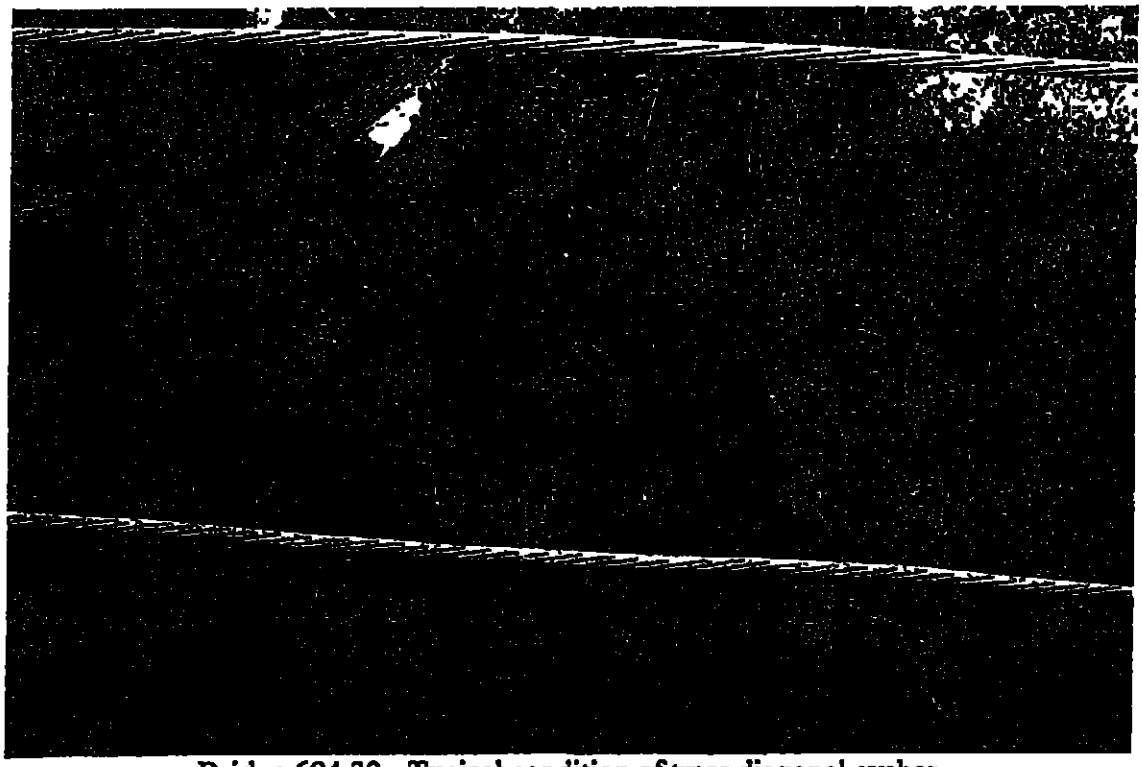

Bridge 694.32 - Typical condition of truss diagonal eyebar

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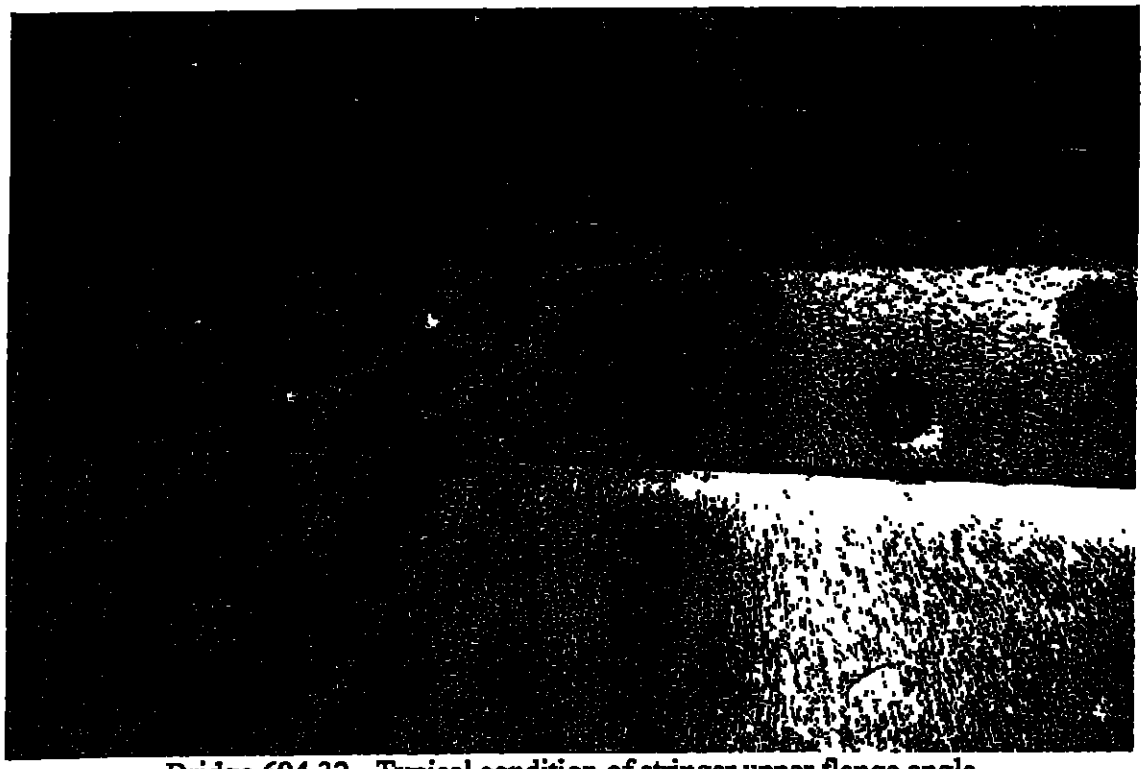

Bridge 694.32 - Typical condition of stringer upper flange angle

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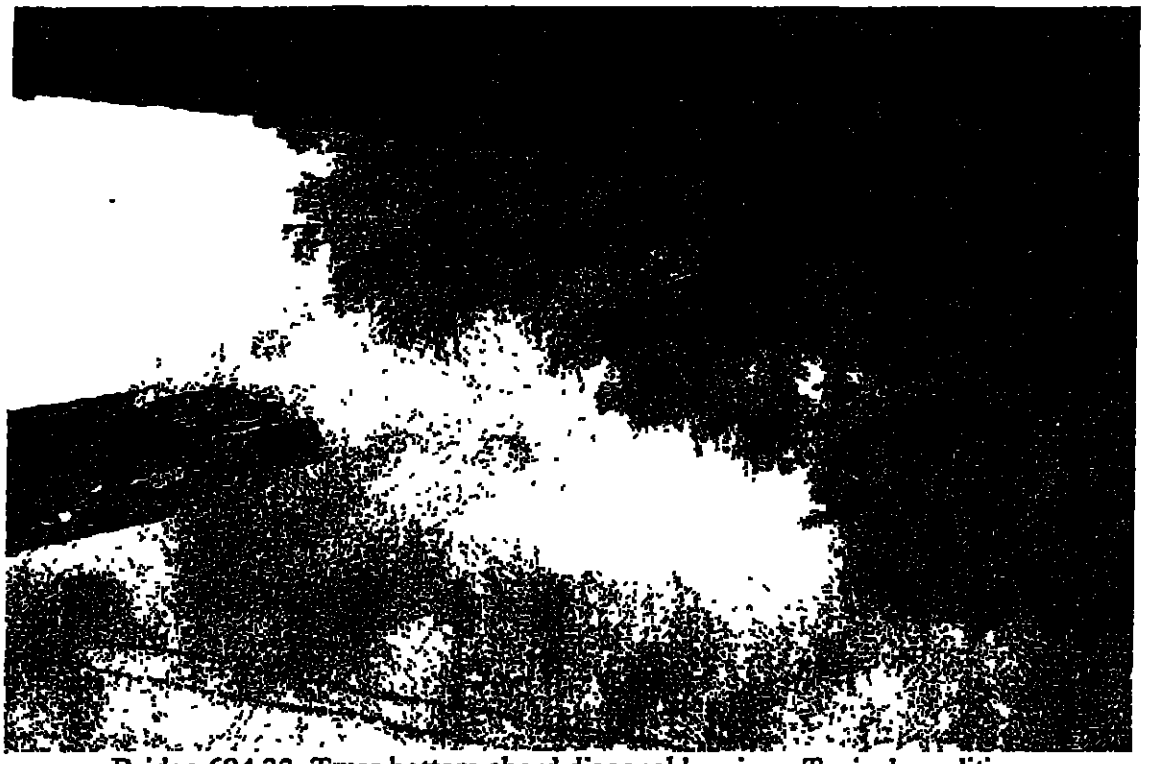


Bridge 694.32, Truss bottom chord diagonal bracing - Typical condition

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 69432

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 200' | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1913

TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

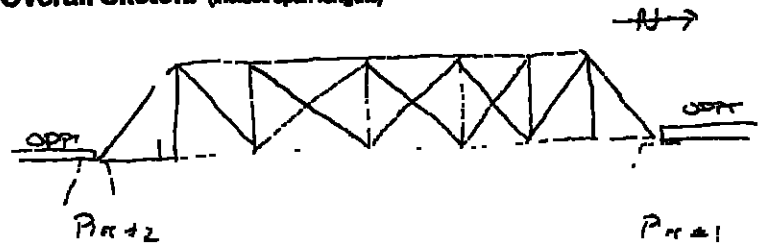
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)*

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) *(Compass)* of the town of: SWISS HOME, OR

Overall Sketch: (include span lengths)



Typical Bent or Pier Sketch:

7 Panels
23 Ties / Panel
[illegible]

GENERAL

ACCESS TRUCK • BOMB • RAIL ✓ | Park Work Trailer: | Park Concrete Pump:

Sketch Directions to Bridge: | **Directions:**

GPS COORDINATES: N44° 02 475' W123° 45.135' | Nearest Crossing: 1 mile

BRIDGE: TANGENT ✓ CURVE • | Superelevation is in _____

GUARD RAIL: YES • NO ✓ | WALKWAY: YES ✓ NO • LOCATION: Bot

SKEWED: YES • NO ✓ | Type of Walk: Steel Dim 4' x x long

FIBRE OPTICS: YES • NO ✓ | CULVERT: YES • NO •

BRIDGE IS OVER River | Maximum Bridge Height:

Bents or Piers in Water: | Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 69432

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	OK			
APPROACHES:	POOR •	FAIR •	GOOD •		EROSION PROBLEMS:		
TIES:	POOR •	FAIR •	GOOD •	OK	SIZE: 9½"x10"x10'	QUANTITY:	
HEADWALLS:	POOR •	FAIR •	GOOD •				
WALKWAY:	POOR •	FAIR •	GOOD •	OK	W Tier - 20'	Handrails OK	
GUARDTIMBER	POOR •	FAIR •	GOOD •	OK	SIZE: 6x8		

SUPERSTRUCTURE (Note any defects):

Ties - Ok
G. Timber - Ok
Walkway - ok
Tier #1 - ok
Pier #3 - ok

except @ FB #2 & #5

- TLA + GP of Str. are severely det
- BC TLA are severely deter. (Pr #2)
- BC + GP are severely deteriorated
- Surface rust on chord members
- TFA of Str has 40' s.l.
- BFA of Str has 60' s.l.
- W BC of Truss has modern corr on both [illegible]
- Surface [illegible] all eye bars
- Surface rust on TCP [illegible]

SUBSTRUCTURE (Note any defects):

FB #6 - ok
Tier #1

FB #1 — Same for all FB (TFA [illegible])

F.B #2 — Same as #1
Panel #2 — Surface [illegible]
FB #3 — Same

Panel #3 — Same
FB #4 — Same

Panel #4 — Same web of FB deter @ [illegible] (Minor)
Panel #5 — Same
F.B. #5 — [illegible]

WEST FLOOR BEAMS 4 & 5 AT LOWER FLANGE ANGLES - 70 - 100% SECTION LOSS
WEST COPED FLANGE ANGLES AT CYLBAR CONNECTIONS 90% SECTION LOSS

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	#	(Overall Picture of Bridge)
#	#	(Picture of Deck)
#	#	(Jacking setup)
#	#	(Close-up of Repair)
#	#	(Overall view of Repair)
#	#	(Access and Parking Trailer)
#	#	
#	#	
#	#	

FB #6
- Same

Pond #6
- Same

FB #7
- OK

Pond #7
- Same

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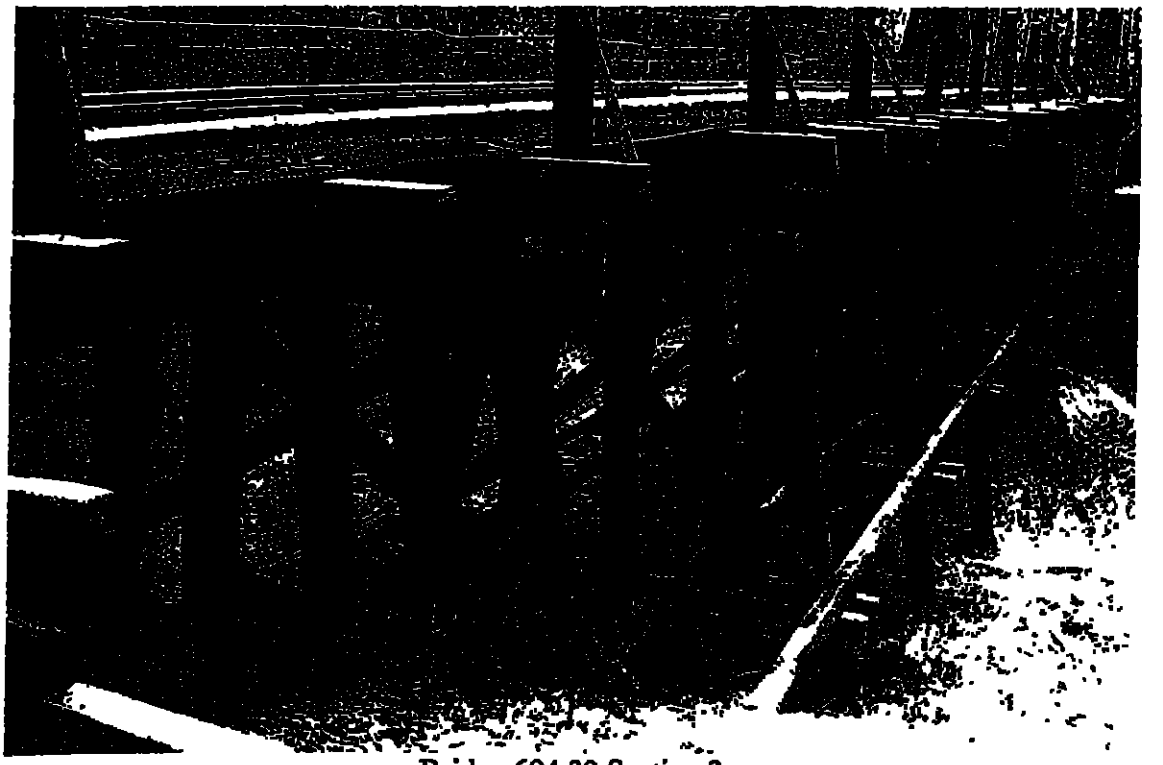

Bridge 694.32 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 694.32**
MILEPOST: 694 32	**SECTION# 3**
TYPE: ODPT	**LOCATION: Swisshome, OR**
INSPECTION DATE: 2/ 1/2007	**INSPECTOR. K. Tnckle**

Findings:

Bent 3

Post 1 - Reject

Bent 4

3/4" Shim under Chord 1 - Reject (working out)

Bent 5

Pile 1 - Reject

Ties - OK
Headwall - OK
Wingwalls - OK
Approach - Low
Walkways - OK
Handrails - OK

R commended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 8	3	OSMOSE	Replace: - 3/4" Shim under Chord 1 on Bent 4 (working out)
2	3 7	3	RAILROAD	Add ballast and tamp up approach.
3	3.5	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
4	3 3	4	OSMOSE	Post: - Post 1 of Bent 3 - Pile 1 of Bent 5

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3 6		OSMOSE	8/19/2003	Replaced - Cap on Bent 2 with oversized cap - Cap on Bent 3 with oversized cap

140 240

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 19 2007

Owner CORP Reg./Div _____ Bridge No 694.32 S. App (Sec 3)

Dist / Sub Branch COOS BAY

Location Swisshome, OR (MP 697.1)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TR 1976 Age 19 36

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR. TR.	PP	LIN FT PILING
			North	APP		10	Timber	Bents							
			MAIN	Span		Thru	Truss	2 Conc	Piers.						
1	–		13'			CAP	on	Conc	Pier						–
2	Post 5	Post 1	20	4	1	5	1	6½							100
		Post 1		11	2	5									
								CAP (OS 2003)							
3	Post 5	Post 1	20	10	1	12					13 & 13	XP			100
		Post 4		5	2	4									
								CAP (OS 2003)							
4	5	CAP	17	PH		OK									
		5		4	3	3									
					3/4" SHIM UNDER CHORD 1 (X) (WORKING OUT)								(#3)		85
5	5	1	17	6	2	9	3	7½			14	X			
		5		D/P	1½	7	2	8			15				85
6	5	1	10	½	2	5½									50
7	5	CAP	2½	over P.2		OK									15
													(61)		

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Pasted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP001729

BORING RECORD

Date 2-1 20 07 Sheet: 2 of 2

OWNER: CORP BRIDGE #: 694.32 S. APP

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90 SHELL	90 VOID	H	REMARKS	PILE DIA.	PX or X	GAL TR.	PP	LIN FT. PILING
										TIES - OK					
										HEADWALL - OK					
										WING WALLS - OK					
										WALKWAYS - OK					
										HAND RAILS - OK					
										APPROACH - LOW (#7)					

Osmose Railroad Services, Inc.

CORP001730

Central Oregon & Pacific Railroad

Bridge 694.78 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 694.78

MILEPOST: 694.78	SECTION# 1
TYPE: DPG	LOCATION: Swisshome, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Ties - Fair to poor (spike kill)
West Guard timber - Poor
Approach - Low
Walkways - Poor (6 sections Southeast walkway reject)
Handrails - OK

Both expansion bearings at abutment - Severely corroded and not functioning
25% section loss on cross bracing, upper laterals, lower laterals and gusset plates

Bottom cover plates have minor corrosion and delamination
Upper and lower flange angles at the North abutment have 80-90% section loss
Stiffeners at the abutment bearing area have 80-90% section loss

Debris on abutment seat
Debris on lower laterals, gusset plates, stringer and floor beam tops

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.8	2	RAILROAD	Replace - 6 sections of Southeast walkway
2	1.6	2	OSMOSE	Replace: - Upper and lower flange angles at the North abutment - Stiffeners over the North abutment bearing areas
3	1 5	3	OSMOSE	Replace: - Both expansion bearings
4	1.2	3	RAILROAD	Add ballast and tamp up approach
5	1 1	3	OSMOSE	Replace all 73 bridge ties
6	1.4	4	OSMOSE	Replace: - Cross braces - Upper laterals - Lower laterals - Gusset plates
7	1 3	4	RAILROAD	Remove debris from: - Gusset plates, lower laterals, floor beams and stringer tops - Abutment seat
8	1 7	5	RAILROAD	Monitor - Bottom cover plates for additional corrosion and delamination

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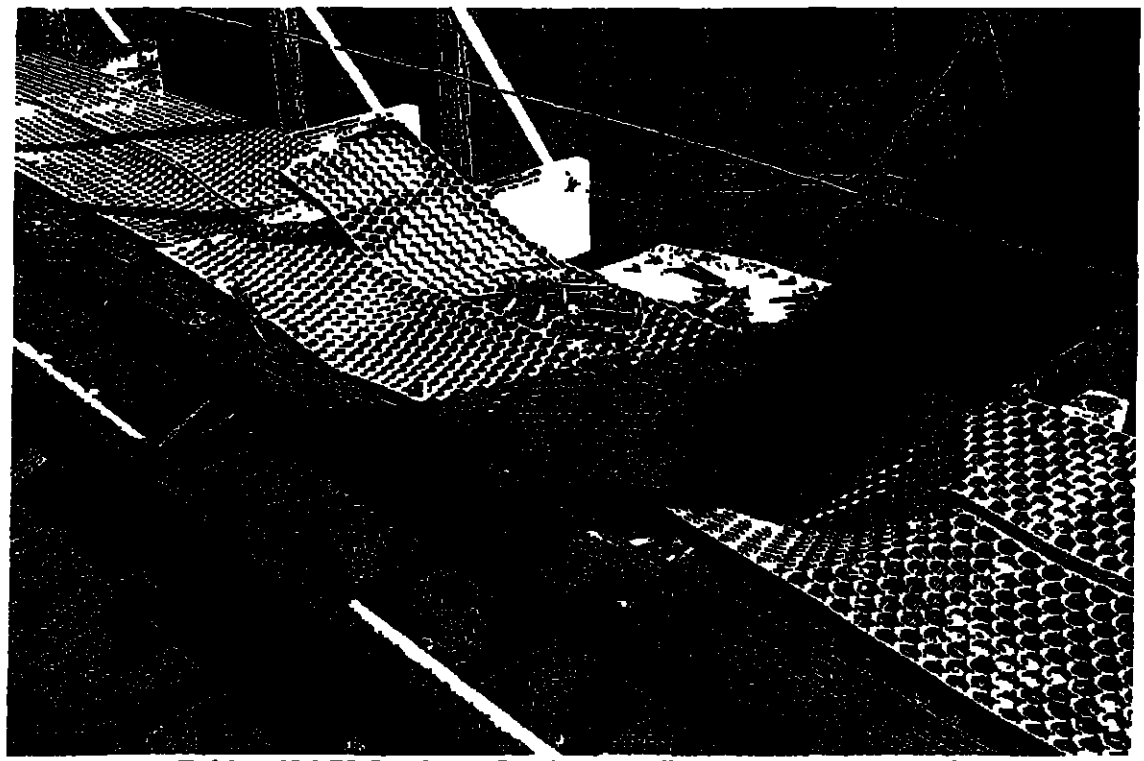
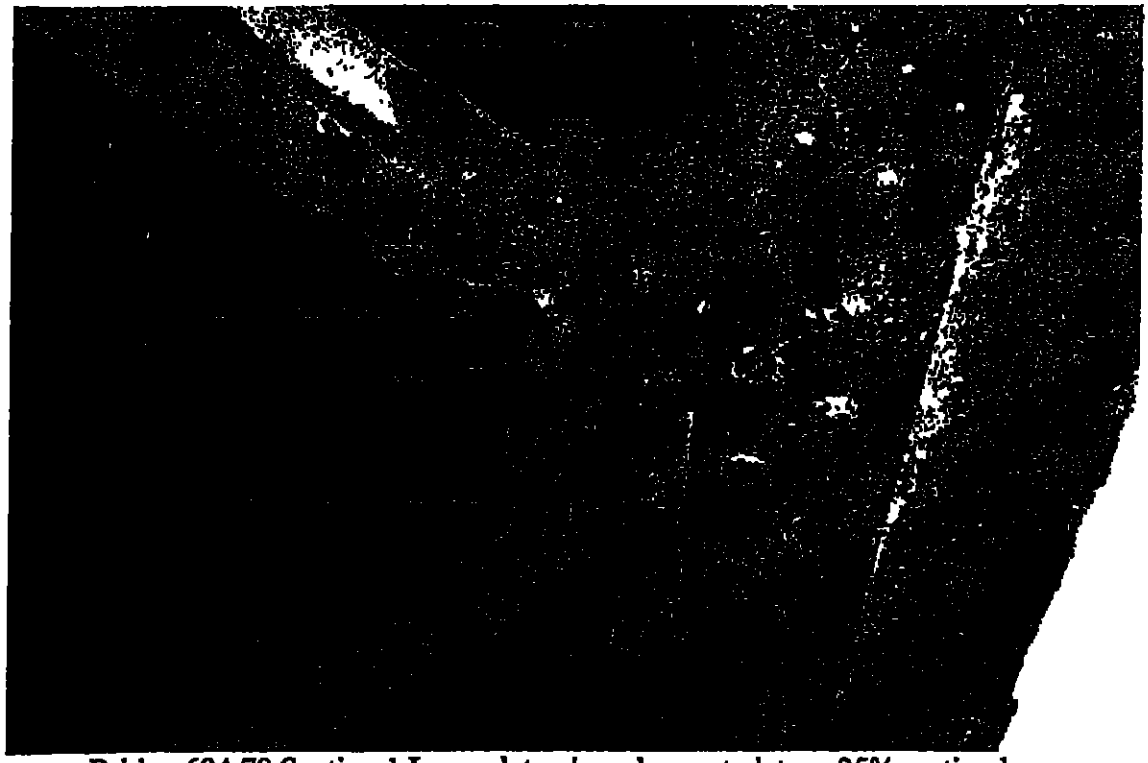


Bridge 694.78 Section 1 Southeast walkway grates - Damaged

Central Oregon & Pacific Railroad



Bridge 694.78 Section 1 Lower laterals and gusset plates - 25% section loss

Concrete & Steel Inspection

Date: 2-1 20 07 BRIDGE # 694.78 sec 1

OWNER: Corp Location. Swiss home, OR

Sub / District / Branch: Coos Bay Region / Division.

Location / Access

Bridge Location _____ miles ☐N ☐S ☐E ☐W (compass) of Town/State _____

Access: ☐Truck ☐Bomb ☐Rail Explain in Detail.

GPS Coordinates: N. 44° 02. 921' W 123° 46. 461 Nearest Crossing:

Bridge Description

Length. # of Spans. 1 # of Tracks: 1 Year Built.

Type: ☒DPG ☐TPG ☐Truss ☐Slab ☐Arch ☐Trestle ☐ODPT ☐Beam Span ☐BDPT ☐Other

Members are Numbered from: ☐N ☐S ☒E ☐W to ☐N ☐S ☐E ☒W (Railroad Direction)

Mileage Increases from: ☒N ☐S ☐E ☐W to ☐N ☒S ☐E ☐W (Railroad Direction)

Max Bridge Height: Bridge is Over

Bents/Piers in Water: Max Water Depth

Dewatering Necessary? ☐YES ☐NO Bridge/Track ☐Tangent ☒Curve Deck ☒Open ☐Ballast

Super Elevation ☐YES ☒NO Super Elevation is in ☐N ☐S ☐E ☐W

Guard Rail: ☐YES ☐NO Walkway ☒YES ☐NO Walkway Location

Fiber Optics/Conduits: ☐YES ☐NO Skewed ☐YES ☐NO Culvert: ☐YES ☐NO

Condition

Line & Surface: ☐Poor ☐Fair/Poor ☐Fair ☐OK Priority:

Approaches. ☐Poor ☐Fair/Poor ☐Fair ☐OK Low Priority: 3

Ties: ☐Poor ☒Fair/Poor ☐Fair ☐OK Spike kill Priority:

(73) Tie Size: (Width). X (Depth). X (Length).

Ties: ☐Poor ☐Fair/Poor ☐Fair ☐OK Priority:

Tie Size. (Width). X (Depth). X (Length).

Ties: ☐Poor ☐Fair/Poor ☐Fair ☐OK Priority:

Tie Size: (Width). X (Depth) X (Length):

Guardtimber ☒Poor ☐Fair/Poor ☐Fair ☐OK Priority:

Guardtimber Size: (Width). X (Depth): X (Length):

Walkway: ☒Poor ☐Fair/Poor ☐Fair ☐OK Type. ☐Plank ☒Grating ☐Slab Priority: 2

Walkway Size: (Width) X (Depth). X (Length).

Headwalls. ☐Poor ☐Fair/Poor ☐Fair ☐OK Priority:

Bearings: ☐Poor ☐Fair/Poor ☐Fair ☐OK Priority:

Erosion Problems?

Note High Priority Repairs

SE Walkway, 6 sec grates ⊗ (8'sec's) (#2)

Work designated with an asterisk (*) should be addressed immediately

Osmose Railroad Services, Inc. Inspected By: KT

CORP001735

Concrete & Steel Inspection *(continued)*

Sketches & Additional Notes

BRIDGE #: _____

Directions to Bridge

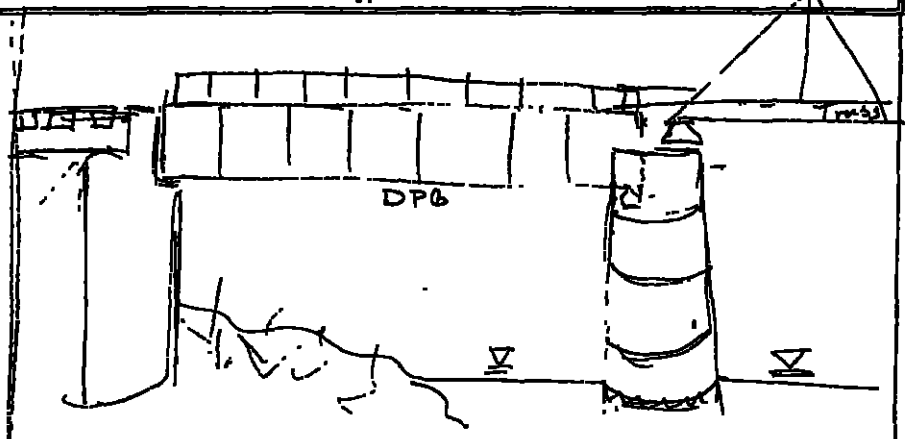
Sketch Directions to Bridge:

Directions:

Overall Sketch of the Structure / Typical Bent or Pier Sketch

Include Span Lengths

1 abut.
open deck
on Curve
1 pier



Superstructure & Substructure Notes / Sketches

Note any defects

25% Section Loss - Cross braces, Gusset plates. Upper & Lower Laterals (#4
Bearing area @ N Abutment - Upper & Lower Flange Angles & Stiffeners 80-90% Section Loss (#2)

Debris on Lower Laterals, Gusset plates, stringer & Floor beam tops (#4)
Bottom Cover plates - Minor Corrosion & Delamination (#5)

Expansion Bearings on Abutment - Severely Corroded - Not Functional (#3)
Debris on Abutment.

Osmose Railroad Services, Inc.

Inspected By KT

Central Oregon & Pacific Railroad

Bridge 694.78 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 694.78**
MILEPOST 694 78	SECTION# 2
TYPE: Thru Truss	LOCATION: Swisshome, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

SPAN #	FINDING #	NOTES
1	1	Panel #1 - Moderate corrosion (25% section loss) on stringer bottom flange angles
1	2	Panel #2 - Moderate corrosion (25% section loss) on stringer bottom flange angles
1	3	Panel #3 - Moderate corrosion (25% section loss) on stringer bottom flange angles
1	4	Panel #5 - Moderate corrosion (25% section loss) on stringer bottom flange angles
1	5	Panel #6 - Moderate corrosion (25% section loss) on stringer bottom flange angles

Ties - OK
West Guard timber - Poor
Walkways - OK
Inadequate Handrail posts for handrail cables
Handrail cables are loose

Severe corrosion (90% section loss) on stringer top lateral angles and gusset plates
Heavy corrosion on stringer top flange angles
Moderate corrosion on stringer bottom flange angles
Moderate corrosion (20% section loss) on floor beam bottom flange angles
Moderate to heavy corrosion on truss bottom chord diagonal bracing at stringer connections
Heavy surface rust on truss chord members throughout

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.2	2	OSMOSE	Replace stringer top lateral angles and gusset plates, all panels
2	2 1	2	OSMOSE	Tighten handrail cables and install more handrail posts as required
3	2 8	3	OSMOSE	Replace. - All West Guard timber
4	2.4	3	OSMOSE	Replace stringer top flange angles, all panels
5	2.3	3	OSMOSE	Replace truss bottom chord diagonal bracing, all panels
6	2 6	4	OSMOSE	Replace floor beam bottom flange angles, all floor beams
7	2 5	4	OSMOSE	Replace stringer bottom flange angles, all panels
8	2 7	5	OSMOSE	Continue regular inspections.

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Bridge 694.78 - Heavy corrosion on stringer top flange angles

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Bridge 694.78 - Inside view of panel laterals and stringers

Central Oregon & Pacific Railroad

Bridge 694.78 Stringer bottom flange angles - Moderate corrosion

Central Oregon & Pacific Railroad

Bridge 694.78 Top lateral angles - 90% section loss

Central Oregon & Pacific Railroad

Bridge 694.78 Bottom chord diagonal bracing - Heavy corrosion and section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 694.78 Sec #2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 150' | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1907

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

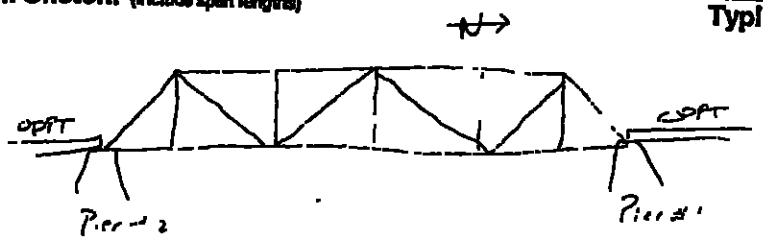
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: 5 miles (E) (W) (N) (S) (Compass) of the town of: Swisshome OR

Overall Sketch: (Include span lengths)



Typical Bent or Pier Sketch:

6 Piles
2 Sills / Panel
21 Ties / Panel

GENERAL

ACCESS TRUCK • BOMB • RAIL ✓ Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44 02.921 W123 46.461

Nearest Crossing: 1 mile

BRIDGE: TANGENT ✓ CURVE • Superelevation is in

GUARD RAIL: YES • NO ✓ WALKWAY YES ✓ NO • LOCATION: Unk

SKEWED: YES • NO ✓ Type of Walk: Steel Dim x x long

FIBRE OPTICS: YES • NO ✓ CULVERT: YES • NO •

BRIDGE IS OVER N. Umpqua Maximum Bridge Height: +20'

Bents or Piers in Water: Maximum Water Depth: +10'

Requires de-watering Yes No

		Bridge No: 69478 Sec #2

CONDITION

LINE & SURFACE:	POOR •	FAIR • ✓	GOOD •				
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:			
TIES:	POOR •	FAIR •	GOOD •	OX	SIZE: 9×10×15'	QUANTITY:	
HEADWALLS:	POOR •	FAIR •	GOOD •				
WALKWAY:	POOR •	FAIR •	GOOD •	OX	W T [illegible]		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	WEST Gd. Timb - Poor (#3)		

SUPERSTRUCTURE (Note any defects):

Ties - Ok
G. Timber - Fair (West Side Pan)
Handrail cable loose
INADEQUATE HANDRAIL POSTS
PANELS 1, 2, 3 & 5 BFA 25% SECTION LOSS

General Notes
- TLA [illegible]
- BF TLA [illegible]
- Surface [illegible]
- TFA has heavy [illegible]
- [illegible]
- BF [illegible]

SUBSTRUCTURE (Note any defects):

- [illegible]

Pier #1 - OK
- OK

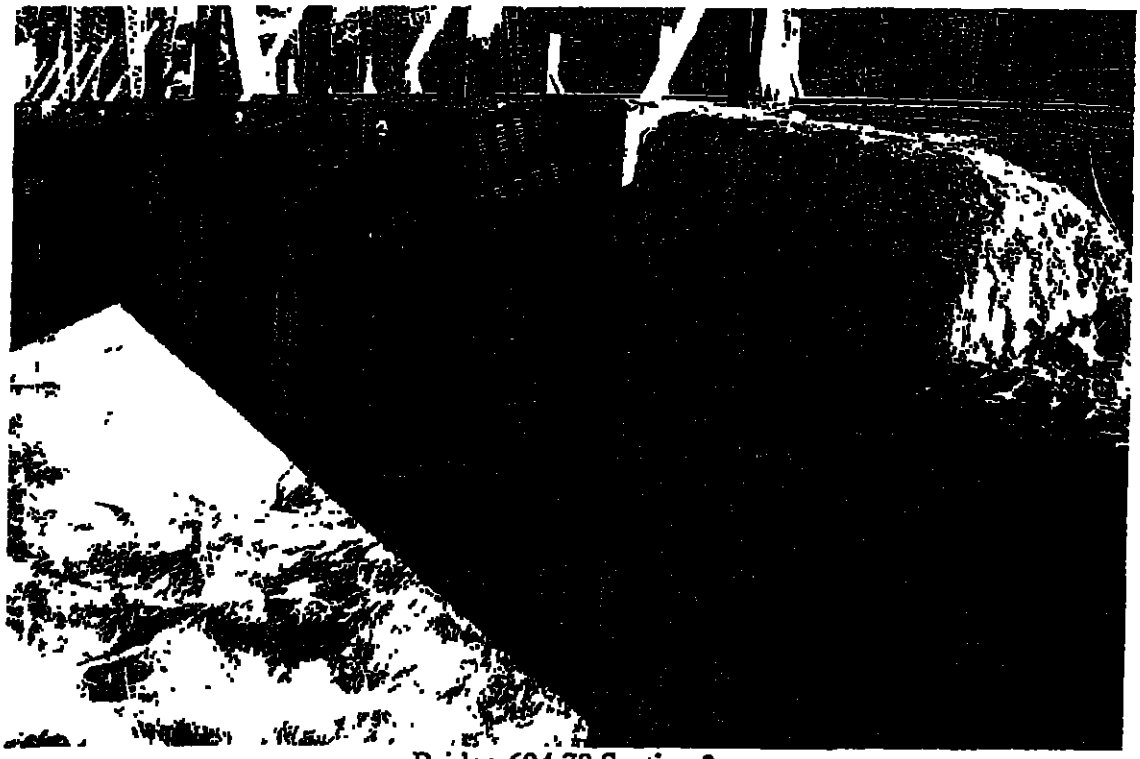
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 694.78 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 694.78

MILEPOST: 694.78	SECTION# 3
TYPE: DPG	LOCATION: Swisshome, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR. K Tnckle

Findings:

Ties - OK
West Guard timber - Poor
Approach - Low
Walkways - OK
Handrails - OK

Both fixed bearings at abutment - Severely corroded
25% section loss on cross bracing, upper laterals, lower laterals and gusset plates

Bottom cover plates have minor corrosion and delamination
Upper and lower flange angles at the South abutment have 80-90% section loss
Stiffeners at the abutment bearing area have 80-90% section loss

Debris on abutment seat
Debris on lower laterals, gusset plates, stringer and floor beam tops

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.6	2	OSMOSE	Replace: - Upper and lower flange angles at the South abutment - Stiffeners over the South abutment bearing areas
2	3.7	3	OSMOSE	Replace: - Both fixed bearings
3	3 3	3	OSMOSE	Replace: - All West Guard timber
4	3 2	3	RAILROAD	Add ballast and tamp up approach
5	3 4	4	RAILROAD	Remove debris from - Gusset plates, lower laterals, floor beams and stringer tops - Abutment seat
6	3 1	4	OSMOSE	Replace - Cross braces - Upper laterals - Lower laterals - Gusset plates
7	3.5	5	RAILROAD	Monitor: - Bottom cover plates for additional corrosion and delamination

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Bridge 694.78 Bearing shoe - Severe corrosion and heavy debris build up

Central Oregon & Pacific Railroad

Bridge 694.78 Bearing stiffeners, flange angles and upper bearing shoe - 80-90% section loss

Central Oregon & Pacific Railroad

Bridge 694.78 Lower laterals and gusset plates - Moderate corrosion

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: 694.78 Sect 3

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: (DPG) TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)* | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) *(Compass)* of the town of: Swisshome, OR

Overall Sketch: (include span lengths)

Typical Bent or Pier Sketch:

label.
Open deck
on curve

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44 02.921 W123 46 461

Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in_____

GUARD RAIL: YES • NO • WALKWAY: (YES) NO • LOCATION both

SKEWED: YES • NO • Type of Walk: steel Dim. x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height.

Bents or Piers in Water: Maximum Water Depth.

Requires de-waleing Yes No

		Bridge No: 694.78 Sect. 3

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	**EROSION PROBLEMS:**	LOW (#3)
TIES:	POOR •	FAIR •	GOOD • (OK)	**SIZE:**	**QUANTITY:** 72
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • (OK)	Handrails - OK	
GUARDTIMBER	(POOR) •	FAIR •	GOOD •	**SIZE:** (WEST SIDE) (#3)	

SUPERSTRUCTURE (Note any defects):
25% SECTION LOSS - CROSS BRACES, GUSSET PLATES, UPPER & LOWER LATERALS (#4)
BEARING AREA AT SOUTH ABUTMENT - UPPER & LOWER FLANGE ANGLES & STIFFENERS 10-90% SECTION LOSS (#
DEBRIS ON LOWER LATERALS, GUSSET PLATES, STRINGER & FLOOR BEAM TOPS (#4)
BOTTOM COVER PLATES - MINOR CORROSION & DELAMINATION (#5)

SUBSTRUCTURE (Note any defects):
FIXED BEARINGS ON ABUTMENT - SEVERELY CORRODED (#3)
DEBRIS ON ABUTMENT (#4)

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad

Bridge 694.98

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 694.98

MILEPOST: 694 98	SECTION# 1
TYPE: ODFT	LOCATION: Swisshome, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Bent 1

Cap - Reject

Ties - OK
Guard Timber - OK
Headwalls - OK
Approaches - Low (ballast fouled)
Walkway - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	RAILROAD	Remove: - Fouled ballast, replace and tamp up both approaches to correct elevation
2	1 1	3	OSMOSE	Replace: - Cap on Bent 1

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 ~~-19~~ 2007

Owner CORP Reg /Div _____ Bridge No 694, 98

Dist./Sub/Branch COOS BAY

Location Swisshome, OR (mp 697.1)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR TR	PP	LIN FT PILING
1	5		-							Buried H2O					5
		CAP		over P2	1	3½				Cap-⊗ dapped to	12"	x 13"	13'		
		CAP		over P4	3	1									
2	5		2				Sounded			H2O					10
										Hdwls - OK					
										Wlkway - OK					
										Ties - OK (13)					
										Bents Framed - Buried sill (dap)					
										All Bents 4" shim					
										Apps - Low (Ballast Pocket)					
										Handrails - OK					
										GT - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP001755

Central Oregon & Pacific Railroad

Bridge 696.66 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 696.66
MILEPOST: 696 66	SECTION# 1
TYPE: BDFT	LOCATION: Swisshome, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K Trickle

Findings:

Bent 3
Cap - Reject (split)

Bent 4
Cap - Possible Reject

Bent 5
Post 1 - Reject

Ballast Retainers - OK
Approach - OK

Drift buildup in Spans 3 thru 5

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 5	2	RAILROAD	Remove drift from bridge as necessary.
2	1.2	3	OSMOSE	Replace. - Cap on Bent 3 (split)
3	1 4	4	OSMOSE	Replace - Cap on Bent 4
4	1 3	4	OSMOSE	Post: - Post 1 of Bent 5
5	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers

Central Oregon & Pacific Railroad

Bridge 696.66 Section 1 - Severe drift build up

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1, 19 2007

Owner Corp Reg /Div _____ Bridge No. 686.66 N. APP (Sec 1)

Dist./Sub/Branch COOS BAY

Location Swisshome, OR (MP 697.1)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR. TR	PP	LIN FT PILING
1	—		—		6"	sub	CAP	on	Conc	Abutment					—
2	Post 5	Post 1	4½	S.11	1	3									25
3	Post 5	CAP	11	over P1	o	K									55
		CAP		over P2,3	o	K		split		Cap-X dropped to 12"					
		CAP		over P 5	o	K									
4	Post 5	SILL	12½	under P2	6	1½									65
		CAP		over P1	o	K									
		CAP		over P3	7	2				Cap-PX dropped to	12"				
		CAP		over P4	o	K									
5	Post 5	Post 1	15	S.11	1	8				Sill Buried	13x13	XP			75
		Post 2		SILL	5	3									
		Post 4		S.11	8	3									
6	—		—		6" sub		CAP	on	Conc	Pier #1					—
										Ballast Retains	OK				
										APPROACH - OX					
										DRIFT-SPANS 3-5		(#2)			

SYMBOLS All Borings in Inches and Fractions to nearest ½"

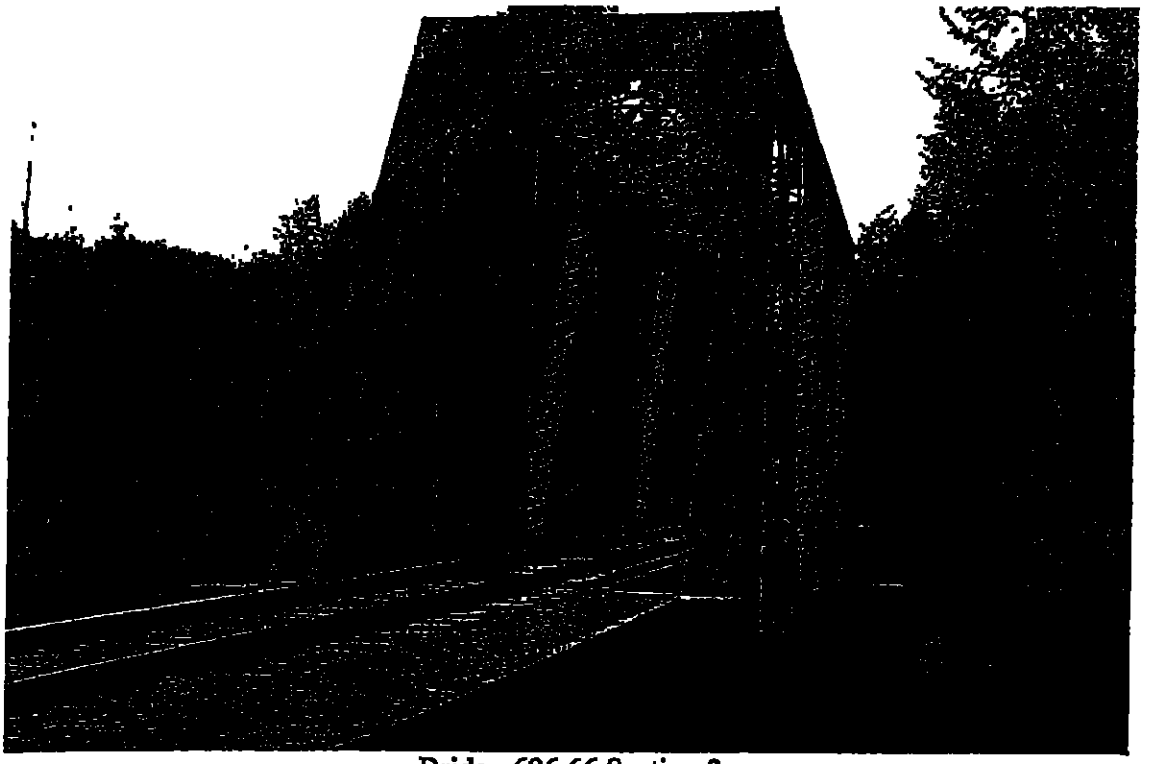
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — DensoWold
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP001759

Central Oregon & Pacific Railroad



Bridge 696.66 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	BRIDGE # 696.66
MILEPOST: 696 66	SECTION# 2
TYPE: Thru Truss	LOCATION: Swisshome, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K Trickle

Findings:

Ties - Fair to Poor
Tie on South end bracket has shifted off of bracket
Guard timber - Fair

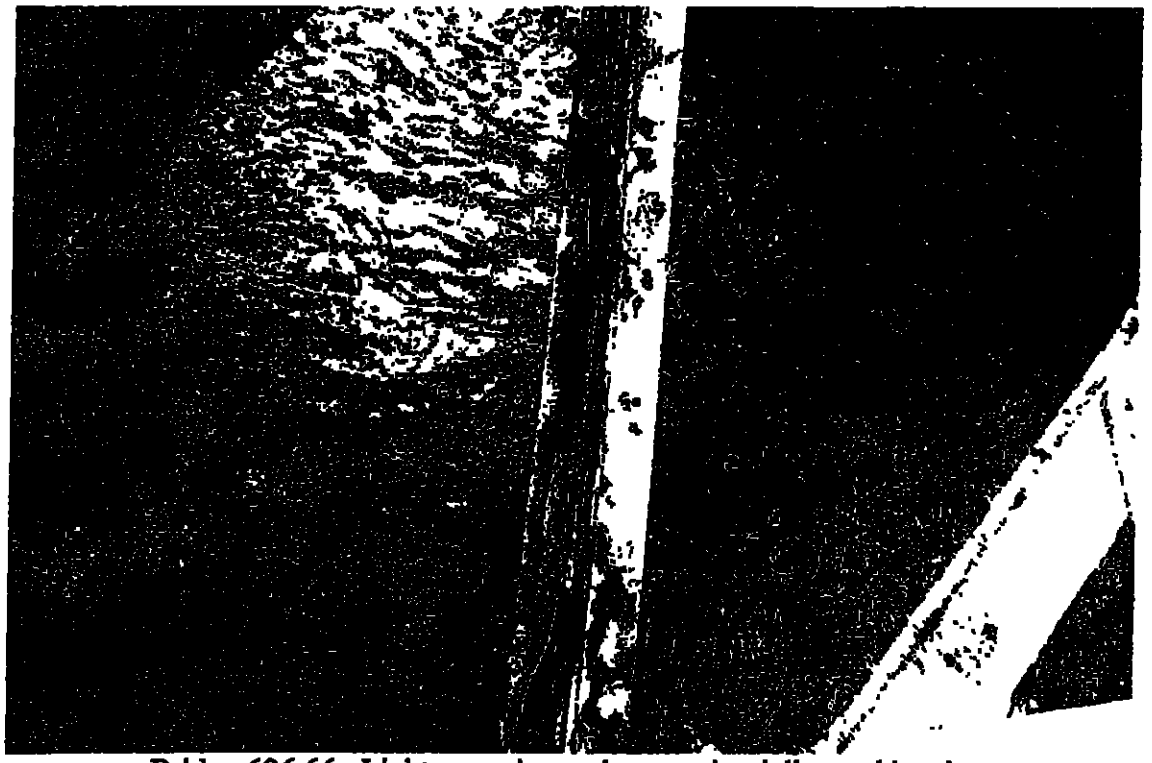
Light to moderate corrosion on stringer top flange angles
Moderate corrosion on stringer top lateral gusset plates
Pack rust and debris is accumulating on truss bottom chord horizontal gusset plates
Surface rust and light corrosion developing on steel truss members throughout

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2 1	3	OSMOSE	Replace ties
2	2 2	4	OSMOSE	Replace stringer top lateral gusset plates
3	2 3	5	OSMOSE	Continue regular inspections

Central Oregon & Pacific Railroad



Bridge 696.66 - Light corrosion on bottom chord diagonal bracing

Central Oregon & Pacific Railroad

Bridge 696.66 - Typical debris and pack rust at hanger connections

Central Oregon & Pacific Railroad

Bridge 696.66 South end bracket - Tie shifted off

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE:	BY:	Bridge No:
2-1-07	KT	696.66 Sec #2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION:	DIVISION: Coos Bay Sub	DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 150'	# OF SPANS: 1	# OF TRACKS: 1	YEAR BUILT: 1907

TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

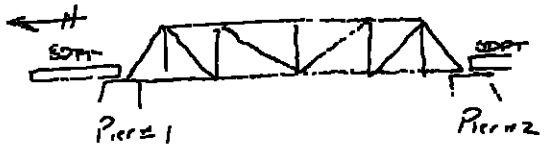
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)*

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

APPROXIMATE LOCATION: 1 miles (E) (W) (N) (S) *(Compass)* of the town of: Swisshome, OR

Overall Sketch: (include span lengths)



Typical Bent or Pier Sketch:

6 Panels
21 Ties, Bent
Tie spaces [illegible]

GENERAL

ACCESS TRUCK • BOMB • RAIL ✓ Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: **Directions:**

GPS COORDINATES: N 44 03.378 W 123 47 696 Nearest Crossing: 1 mile

BRIDGE: TANGENT ✓ CURVE • Superelevation is in _____

GUARD RAIL: YES • NO ✓ WALKWAY. YES • NO ✓ LOCATION:

SKEWED: YES • NO ✓ Type of Walk: Dim x x long

FIBRE OPTICS: YES • NO ✓ CULVERT: YES • NO •

BRIDGE IS OVER River Maximum Bridge Height: +20'

Bents or Piers in Water: Maximum Water Depth: +5'

Requires de-watering Yes No

CORP001765

		Bridge No: [illegible]

CONDITION

LINE & SURFACE:	POOR •	FAIR ✓	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR TO POOR	GOOD •	SIZE: 10 X 10 X 10	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •	N/A	
GUARDTIMBER	POOR •	FAIR ✓	GOOD •	SIZE: 6 x 8	

SUPERSTRUCTURE (Note any defects):

Ties - Fair (Pr -
G Timber [illegible]
- BC of Truss BLGP collects [illegible]
- light corr on [illegible] channel of Diaphragm [illegible]
- Corr on [illegible]

- Reset Tie on end tie [illegible] on South Side

17' c to c [illegible]

SUBSTRUCTURE (Note any defects):

- TLGP of [illegible]
- Surface [illegible] on steel members [illegible]

FB #3 - OK	FB #2 - OK	FB #4 - OK	Pond #6 - OK
Pond #1 - OK	Pond #3 - OK	Pond #5 - OK	[illegible] - OK
[illegible] - OK	FB #[illegible] - OK	FB #5 - OK	
Pond #2 - OK	Pond #[illegible] - OK		

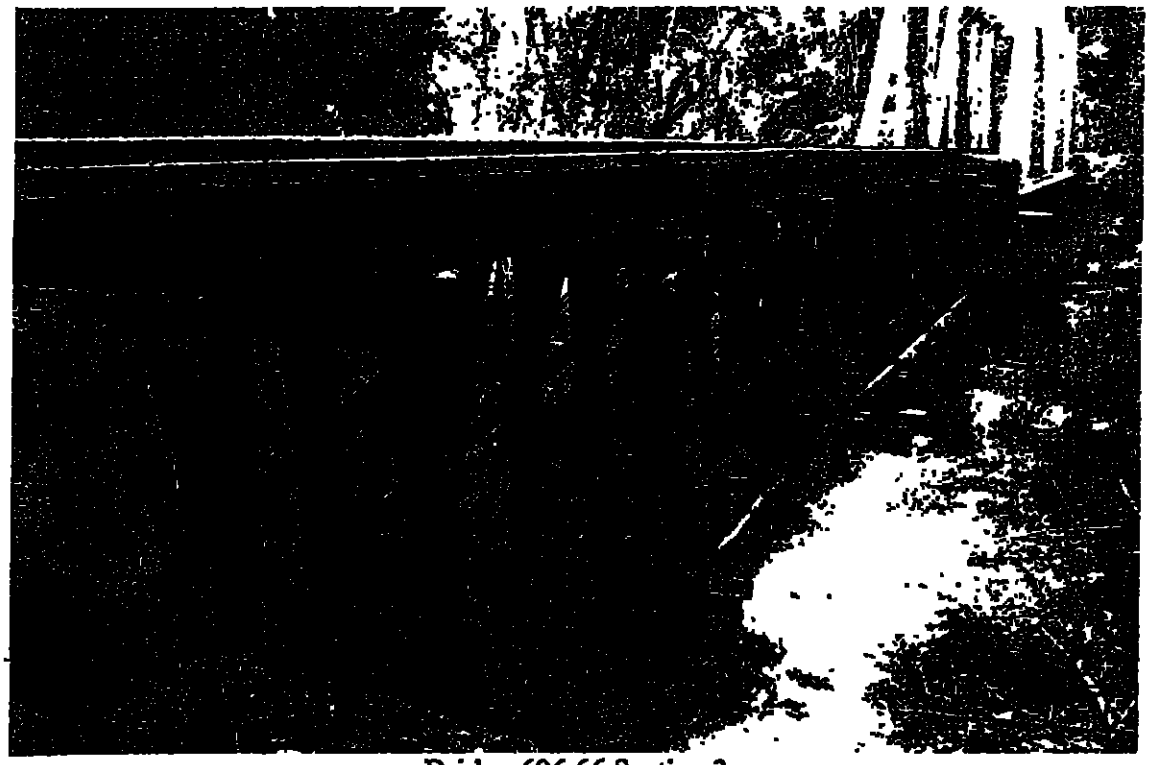
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 696.66 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 696.66
MILEPOST: 696 66	SECTION# 3
TYPE: ODPT	LOCATION: Swisshome, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR. K Trickle

Findings:

Bent 2
Post 5 - Reject

Bent 3
Sill - Reject (minor crushing)

Bent 4
Sill - Possible Reject

Bent 5
Sill - Possible Reject (split)

Bent 7
Pile 4 - Reject

Ties - OK
Headwall - OK
Approach - Low
Stringers - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 10	3	OSMOSE	Replace: - Sill in Bent 3 (minor crushing)
2	3.9	4	RAILROAD	Add ballast and tamp up approach
3	3 7	4	OSMOSE	In-place preservatively treat piles and caps
4	3 5	4	OSMOSE	Post: - Post 5 of Bent 2 - Pile 4 of Bent 7
5	3.4	4	OSMOSE	Replace: - Sill in Bent 4 - Sill in Bent 5 (split)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3 2		OSMOSE	6/21/2005	Installed: - Oversize cap on Bent 2 Replaced. - All stringers

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1-~~19~~ 2007

Owner CORP Reg./Div _____ Bridge No 696.66 S. App (Sec 3)

Dist./Sub/Branch COOS BAY

Location Swisshome, OR (MP 697.1)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
		North			App		6	Timber		Bents					
			MAIN		Span		2 Conc	Piers		+ Thru Truss.					
1	—		—			CAP	+	2	Elevation	Shim on	Conc	Pier	#2		—
2	Post 5	1	20½	10'	1	5				ij Rip/Rap	13x13				105
		5		2	1	9					13x13	X			
										OVERSIZED CAP	(OS	2005)			
3	Post 5	sill	17½	under P2	4	2			1						90
		sill		under P3	7	2	minor Crushing			Sill ⊗ dapped to 11" x 13 x 20'					
		Post 2		D/P	O	K									
		CAP		over P2	O	K				2½" Elevation Shim					
							Framed on Conc Pad								
4	Post 5	sill	15	under P1	4	2				sill (Px) dapped to 11"					75
		sill		under P2	5	2									
		sill		under P3	O	K				2½" Elevation shim					
							Framed on Conc								
		Post 4		D/P	O	K									

SYMBOLS All Borings in Inches and Fractions to nearest ½

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP001769

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140 24b.1

OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 2 SHEETS

Bridge No. 696, CC S. App (Sec 3)

Date 2-1, 19 2007

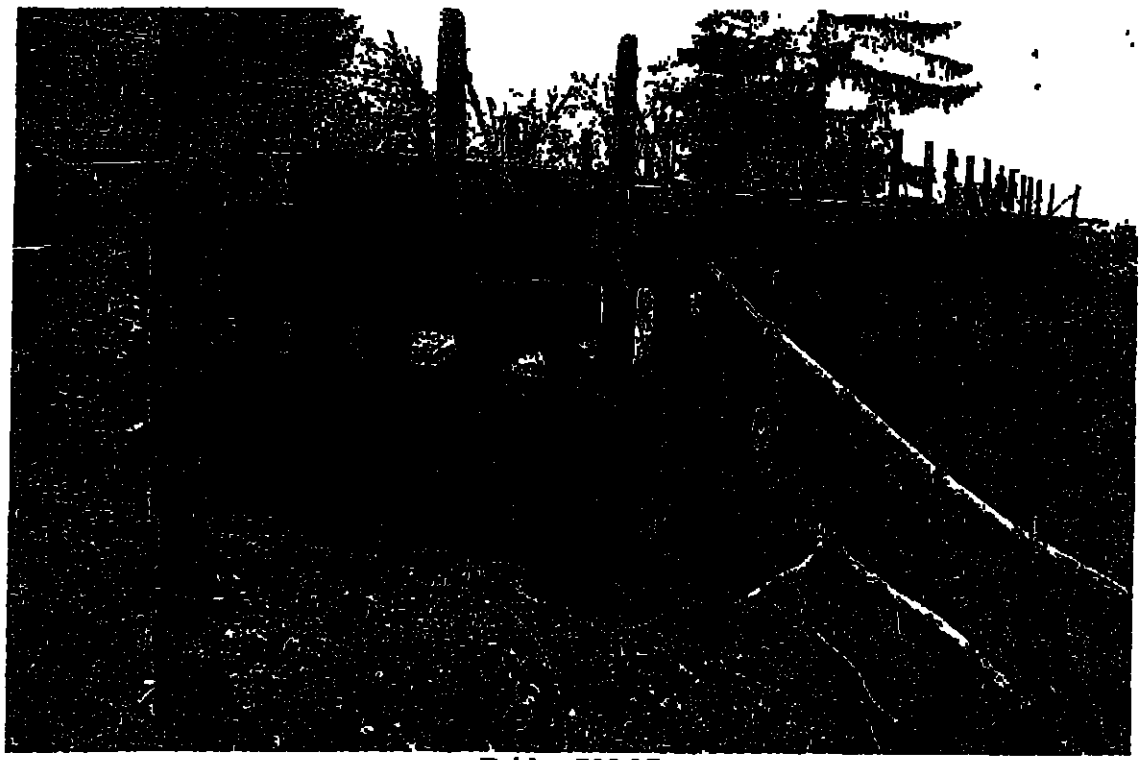
BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN. FT PILING
5	Post 5	Sill	13	P4	5	2	split			Sill PX					65
		CAP		over P2	ok		Founded on	Conc Pad		2" Elevation shim					
6	5	2	15½	5	ok										80
		5		5	2	6	4	4			14				
										2" Elevation shim					
7	5	4	13½	5	2	9					14	X			70
										3" Elevation shim					
8	5		12½		sounded ok					3" Elevation shim					65
9	5	3	12	6	7	1									60
										3½" Elevation shim					
10	5	CAP	1	over P2	6	1				3½" Elevation shim					5
		CAP		over P4	7	1									
										Stringers - OK (05 2005)					
										Ties - OK					
										Headwall - OK					
										Approach - Low (#4)					

Re-Evaluation Inspection Report
- 2006 -

CENTRAL OREGON & PACIFIC RAILROAD

Coos Bay Subdivision
Book 2 of 2

Central Oregon & Pacific Railroad



Bridge 700.37

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 700.37

MILEPOST: 700.37	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Tide, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR. K. Trickle

Findings:

Bent 3
Pile 5 - Reject

Bent 4
Cap - Reject (slight crushing)
Shim - Reject (crushing under stringer chords)

Bent 5
Shims - Reject (crushing under stringer chords)
Sill - Cracked at dap under Pile 4

Bent 6
Post 1 - Reject
Shims - Reject (crushing under stringer chords)

Bent 7
1/2" Gap over Pile 3
Cap - Reject (cornering)

Span 1
Stringer 2 - Visual Reject
Stringer 9 - Visual Reject

Span 5
Stringer 1 - Reject

Span 6
Stringer 7 - Reject
Stringer 9 - Visual Reject

Span 7
Stringer 1 - Reject
Stringer 9 - Visual Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Wingwalls - OK
Approaches - Low
Walkways- OK
Handrails - OK

Heavy vegetation under bridge (fire hazard)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.11	2	RAILROAD	Remove: - Vegetation from under bridge
2	1.4	2	OSMOSE	Replace: - 2" Stringer chord Shims on Bent 5 (crushing) - Stringer chord Shims on Bent 6 (crushing)
3	1.10	3	RAILROAD	Add ballast and tamp up both approaches

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 700.37

MILEPOST: 700.37	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Tide, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
4	1 9	3	OSMOSE	Replace: - Cap with oversized cap on Bent 4 (slight crushing)
5	1.7	3	OSMOSE	Replace: - Cap on Bent 7 (cornering)
6	1.5	3	OSMOSE	Replace: - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 7 in Span 6 - Stringer 9 in Span 6 - Stringer 1 in Span 7 - Stringer 9 in Span 7
7	1 8	4	OSMOSE	Shim or Epoxy: - Over Pile 3 of Bent 7
8	1 6	4	OSMOSE	Replace: - Stringer 1 in Span 5
9	1 2	4	OSMOSE	Post. - Pile 5 of Bent 3 - Post 1 of Bent 6
10	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
11	1.12	5	RAILROAD	Monitor: - Sill in Bent 5

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 13		RAILROAD	6/18/2002	Replaced. - Shims on Bent 3

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 ~~19~~ 2007

Owner CORP Reg./Div _____ Bridge No 700.37

Dist./Sub/Branch COOS BAY

Location Tide OR (MP 699.2)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 39

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5	4	3½	D/P	3	4½									20
2	5		12							1½" Shim 1" Shim					60
3	5	5	13	4	2	8					15	X			65
		cap		P4	OK		(Shims replaced)								
															95
4	Post 5		19							Framed on Conc Pad					
		CAP		over P4	⊗		Slight Crushing CAP ⊗								
		Shim					Crushing under Plates shim ⊗ 1"x13"x10"								
										H20					
5	Post 5	Post 5	19	sill	0	K-				Framed on Conc Pad					95
		sill		under P4	1	1	cracked @ cap			H20					
							2" of shims under chords Crushing ⊗								
6	Post 5	Post 1	14½	3	0	9					13.9	XP			75
		Post 4		2	0	K									
							shims reject under bringer chords ⊗								
7	5		10		5"	Cap not Pile									
		CAP			corroding - Reject ⊗										

SYMBOLS All Borings in Inches and Fractions to nearest ½"
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — Densi-Wrap
D/P — Drill Pit
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E (W)
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP001775

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140.24b.1

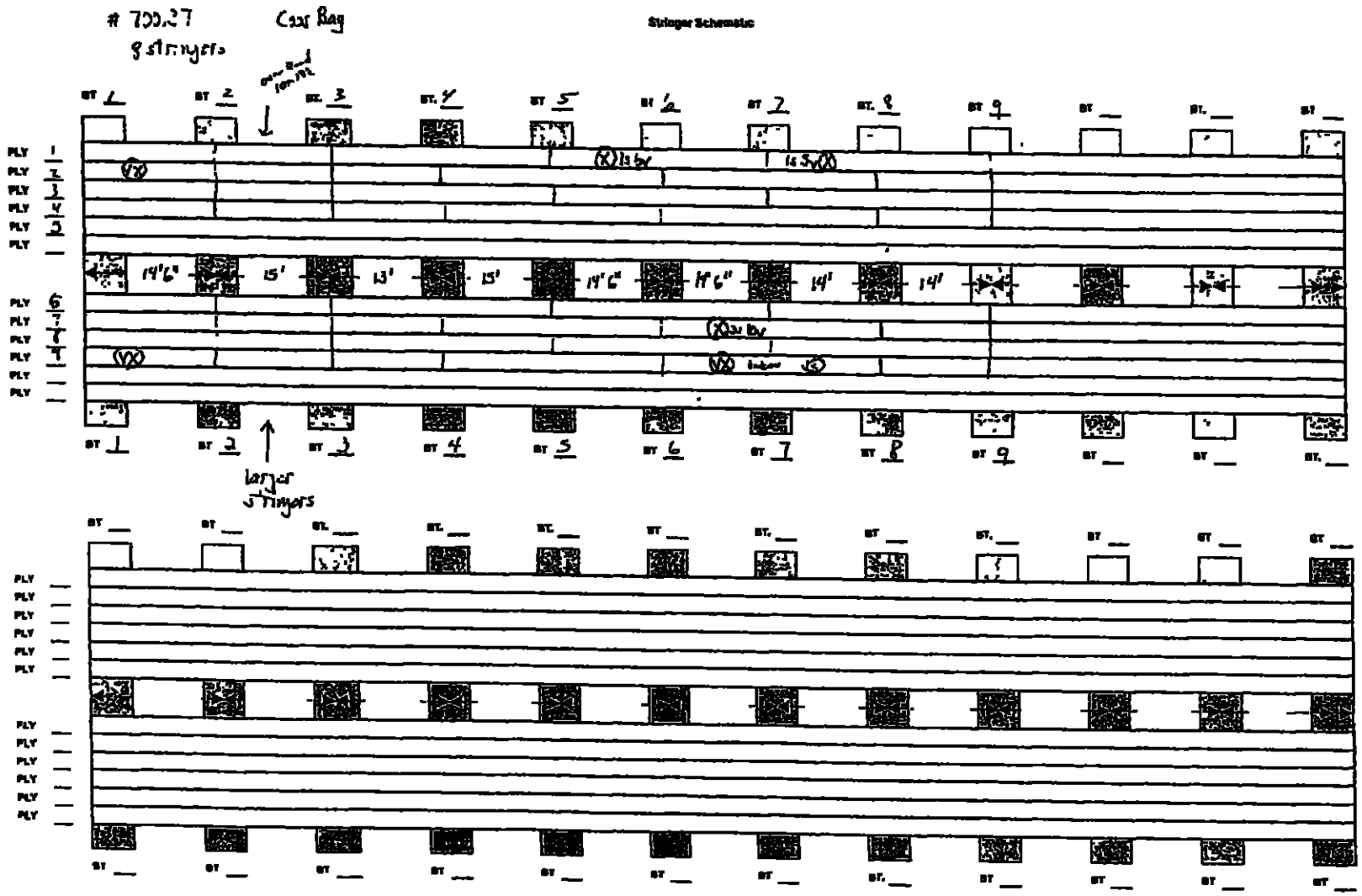
RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 2 SHEETS

Bridge No. 700.37

Date 2-1, ~~19~~ 2007

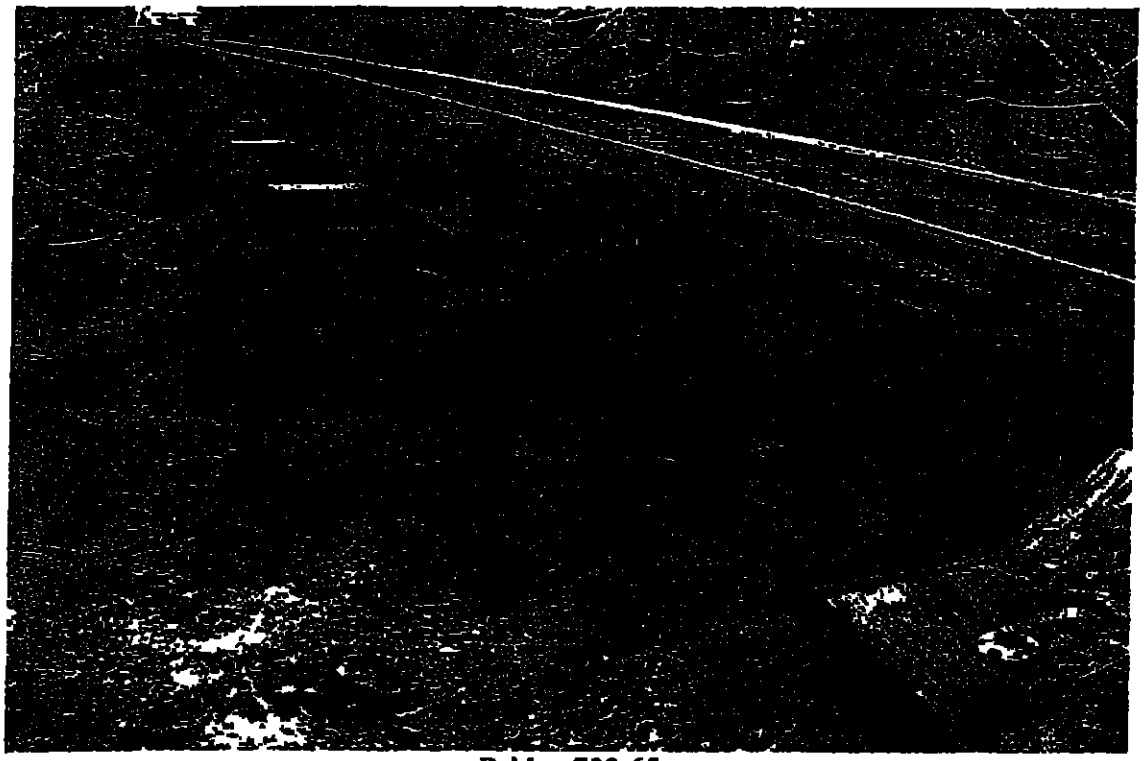
BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
8	5	CMP	4	over P2		OK									20
9	5		1'				sounded ok								5
										Remove vegetation #9					
										Appr. - Low					
										Guard Tim. - OK					
										walkway - OK					
										Tires OK					
										Headwalls - OK					
										Handrails - OK					
										W Walls - OK					



700.27
Coor Bag
8 stringers
Stringer Schematic
ST 1
ST 2
ST 3
ST 4
ST 5
ST 6
ST 7
ST 8
ST 9
PLY 1
PLY 2
PLY 3
PLY 4
PLY 5
PLY 6
PLY 7
PLY 8
PLY 9
14'6"
15'
13'
15'
14'6"
14'6"
14'
14'
larger stringers

CORP001777

Central Oregon & Pacific Railroad



Bridge 702.65

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 702.65

MILEPOST: 702.65	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Mapleton, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Bent 1

Pile 1 - Possible Reject

Tapered Shim - Reject (working out and split)

Bent 6

6" Shim - Possible Reject (vertical split)
Slit buried

Span 1

Stringer 1 - Reject

Ties - OK (8 reject at rail joints, plate cut)
Guard timber - OK (2 sections reject)
Headwalls - Fair
Approaches - Low

Recomm nded Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.8	2	OSMOSE	Spot replace 8 bridge ties at rail joints.
2	1.15	3	OSMOSE	Replace. - Tapered Shim on Bent 1 (split, working out)
3	1.11	3	RAILROAD	Add ballast and tamp up both approaches.
4	1 14	4	OSMOSE	Replace - 6" Shim on Bent 6 (vertical split)
5	1.13	4	OSMOSE	Replace: - 2 sections of Guard timber
6	1 12	4	OSMOSE	Replace: - Stringer 1 in Span 1
7	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
8	1.3	6	RAILROAD	Monitor - Pile 1 of Bent 1

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.10		OSMOSE	8/19/2003	Replaced: - Elevation shim & cap on Bent 7 w/ a cap & subcap
2	1.2		OSMOSE	8/ 9/2001	Replaced: - Cap on Bent 2 reusing existing elevation shim

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1 ~~19~~ 2007

Owner CORP ~~Reg./Div.~~ _____ Bridge No 702.65

~~Dist./Sub/~~Branch COOS BAY

Location MAPLETON, OR

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
1	5	1	1/2	P/P	2	7 1/2	(Tapered Shim			⊗ working cont split (#3)	14	PX			2 1/2
2	5		4 1/2				Cap New			4" Shim/Tap 8/9/2001 OSmoe					22 1/2
3	3		8		STEEL		BENT								—
4	3		11		STEEL		BENT								—
5	5		15							4BBS 4" TAP SHIM FRAME BENT					75
										SILL BURIED					
6	5	3	18	SILL	2 1/2	2 1/2				FRAME BENT H2O 1/2 BURIED SILL					70
		6" SHIM			VERTICAL SPLIT					(PX)					
7	5		18							H2O FRAME ON CONC.					7[illegible]
							New cap + 6" subcap								
8	5		12							6" SUBCAP (TAP.					60
9	5		3 1/2							4" TAP SHIM					[illegible]
10	5		1							4" TAP SHIM					[illegible]
															[illegible]
							HEADWALLS - FAIR								
							TIES - OK 8⊗ AT JOINTS (PLATE CUT)								
							GUARD TIMBER - OK (2 SECTIONS ⊗)								
							APPROACHES - LOW (#3)								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

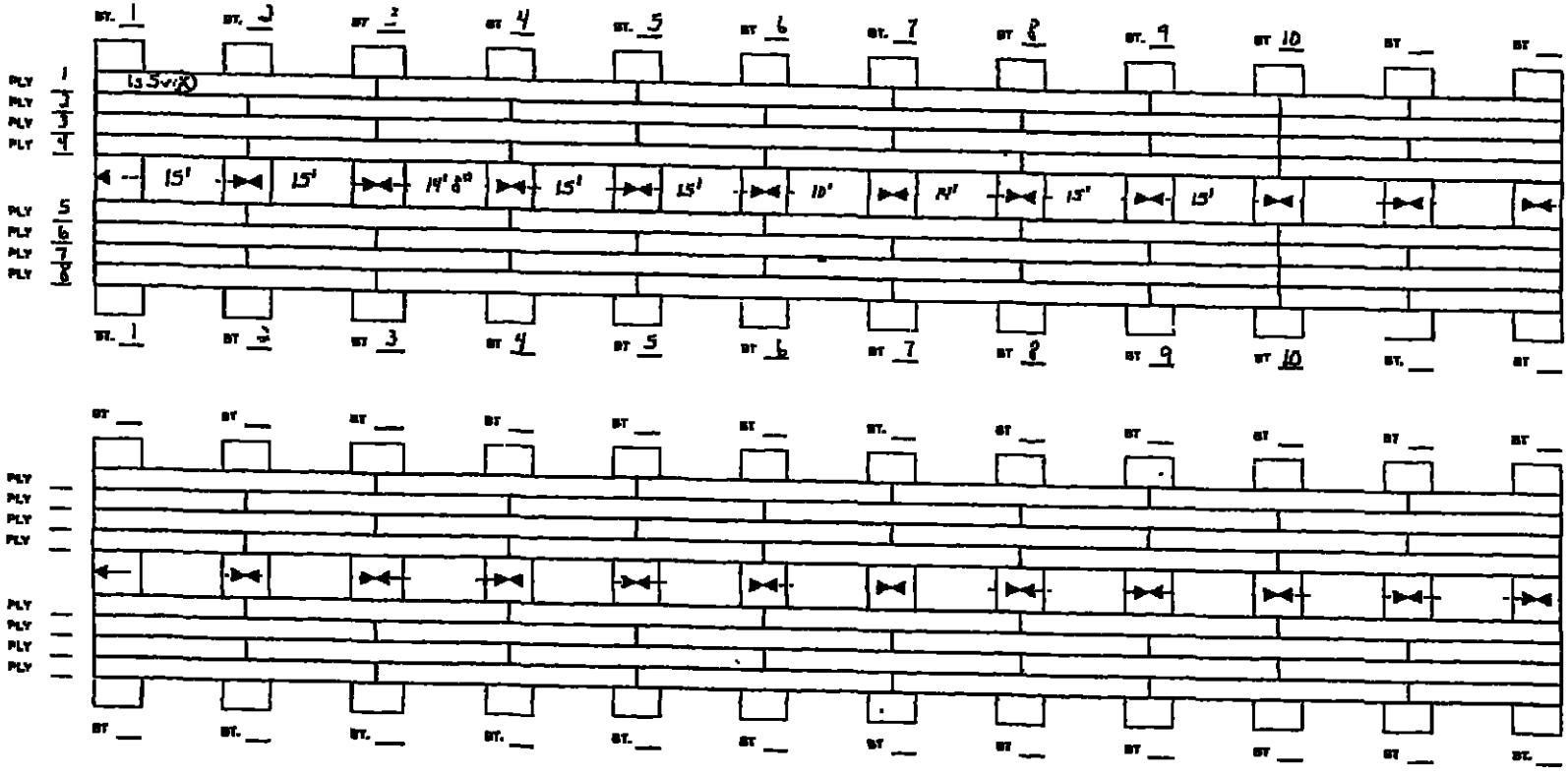
SIGNED KT

CORP001780

B 702.63 Coos Bay

8-1 age-

Stringer Schematic



CORP001781

Central Oregon & Pacific Railroad

Bridge 702.95

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 702.95

MILEPOST: 702.95	SECTION# 1
TYPE: ODPT	LOCATION: Mapleton, OR
INSPECTION DATE: 2/ 1/2007	INSPECTOR: K. Trickle

Findings:

Bent 2

2" Shim under Chord 2 - Reject (crushing)

Bent 3

2" Shim - Reject (slight crushing)

Bent 4

1/2" Tapered Gap over Post 5
Both Shims - Reject (crushing)
Mud Block under Post 5 - Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.3	2	OSMOSE	Replace - 2" Shim under Chord 2 on Bent 2 (crushing)
2	1.5	3	OSMOSE	Replace: - 2" Shim on Bent 3 (slight crushing) - Both Shims on Bent 4
3	1.4	3	RAILROAD	Add ballast and tamp up both approaches
4	1.2	3	OSMOSE	Replace. - Mud block under Post 5 of Bent 4
5	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-1-49-2007

Owner CORP Reg./Div. _____ Bridge No. 702.95

Dist./Sub/Branch Coos Bay

Location MAPLETON, OR

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	OIL TR.	PP	LIN FT PILING
1	5		½							1½" SHIM					2½
2	5	1	8	P/P	OK					H₂O 1½" SHIM 166					40
		5		MD TO	PILE			3" Chord 2 Shim - ⊗		CR #2					
3	5	CAP	8	MD TO	WEST END					H₂O 1½ SHIM ROCK					40
								3" Shim - ⊗ sl. CR		#3					
4	5	1	5	MD TO	PILE					H₂O 1½" SHIM (½" T Gap Part 4)					25
		POST 5		MOD BLOCK UNDER POST ERODING - ⊗								⊗			
				Both Shims ⊗ (Crushing) #3											
5	5		½	½ Buried in Ballast						1½" Shim					2½
															115
										HEADWALLS - OK					
										TIES - OK (41)					
										GUARD TIMBER - OK					
										APPROACHES - Good					

SYMBOLS All Borings in Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

Central Oregon & Pacific Railroad

Bridge 710.20

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 710.20

MILEPOST: 710.20 SECTION# 1

TYPE: BDPT LOCATION: Beck, OR

INSPECTION DATE: 2/ 2/2007 INSPECTOR: K Trickle

Findings:

Bent 2
Pile 2 - Reject
Pile 3 - Possible Reject

Bent 3
Pile 1 - Possible Reject

Bent 5
Pile 4 - Reject
Pile 5 - Reject
Cap - Possible Reject

Bent 8
Pile 5 - Reject
Block over Pile 2 - Visual Reject (Split)

Span 1
Stringer 1 - Reject

Span 2
Stringer 1 - Reject

Headwalls - OK
Wingwalls - OK
Approaches - OK
Handrails - Fair

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.12	2	OSMOSE	Frame out: - Bent 8
2	1.3	3	OSMOSE	Post: - Pile 4 of Bent 5 - Pile 5 of Bent 5
3	1.11	4	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 1 in Span 2
4	1.9	4	OSMOSE	Post: - Pile 2 of Bent 2
5	1.6	4	OSMOSE	Replace: - Cap on Bent 5
6	1.4	5	RAILROAD	Monitor - Pile 3 of Bent 2 - Pile 1 of Bent 3

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.2		OSMOSE	9/ 9/2001	Framed out. - Bent 4

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2 ~~19~~ 2007

Owner CORP. ~~Reg./Div.~~ Bridge No 710.20

~~Dist./Sub/Branch~~ COOS BAY

Location BECK, OR (MP 709.0)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TR 1976 Age 19 25

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	–		–		4" SHIM ON CONC. ABUT.										
2	5	1	8	6											40
		2		D/P	1½	11					13½	X			
		3		D/P	2	7	1	9			15	PX			
3	5	1	14	13	5	8				H2O 366's	14	PX			70
		CAP		P2	OK										
		5		3	2½	4½	3								
4	5		15												75
					New Frame Bent 8/9/2001										
										H2O					
5	5	4	14	D/P	1½	10½				H2O	13	X			70
		5		D/P	1	10					13	X			
		CAP		P2	1	2		Cap-PX		11½x13½x14					
6	5	2	12	D/P	5¼	4									60
		3		D/P	6	2	2	8							
7	5	1	7	D/P	5	1½			3						35
		4		D/P	6	4	5	6½							
8	5	2	1½	D/P	3	5			1	(6"x14"x2' BLOCK VX SPLIT ~~over P2~~ *					7½ *
		3		D/P	½	9½				Frame Out #2	13½	X			357½
		5		D/P	3	9					13	X			

SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

SIGNED KT

CORP001787

BORING RECORD

Date: 2-2 20 07 Sheet: 2 of 2

OWNER: CORP BRIDGE #: 710 20

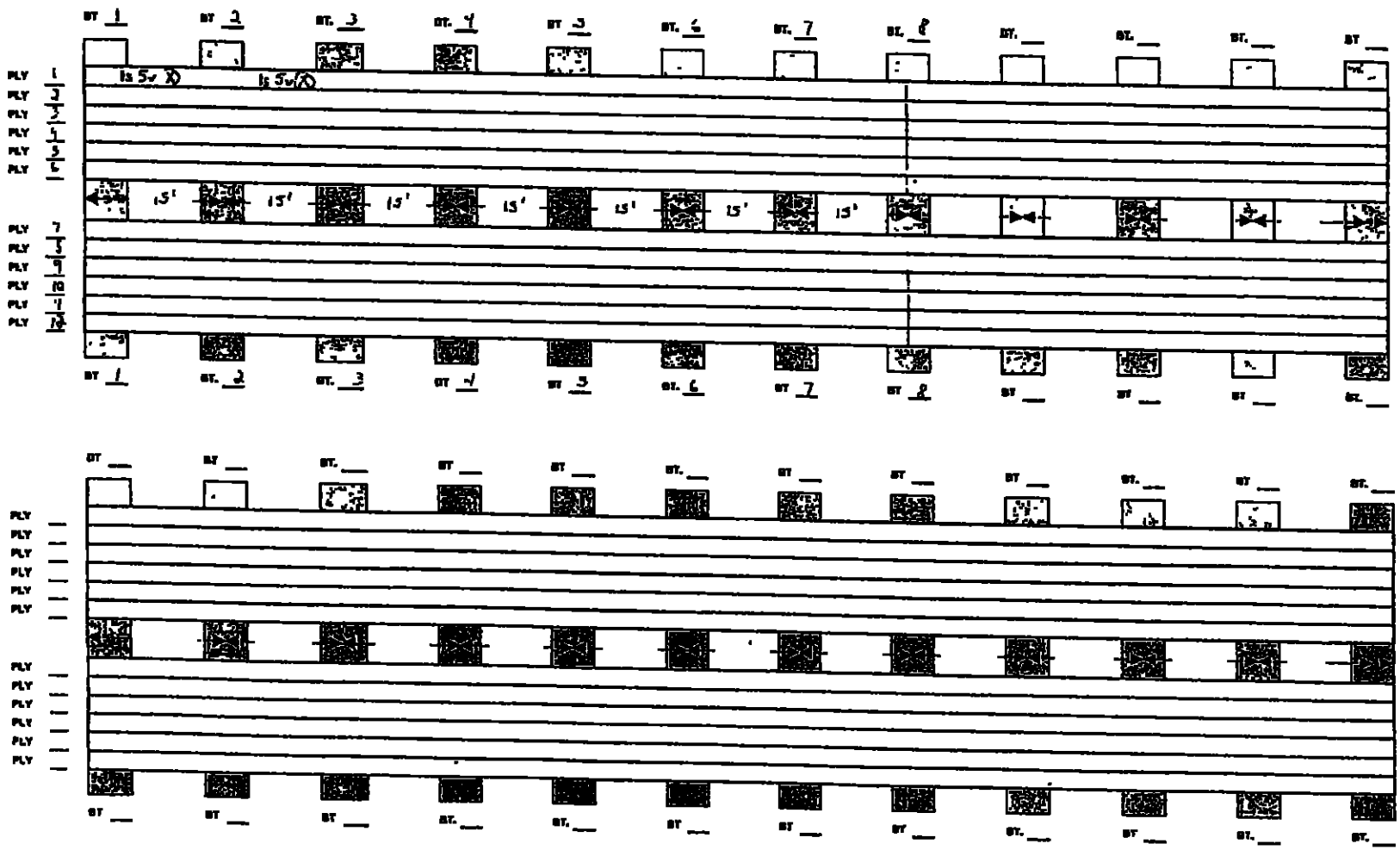
BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX or X	GAL TR	PP	LIN. FT. PILING
										HEADWALLS - OK					
										HANDRAILS - OK					
										WING WALLS - OK					
										APPROACHES - OK					

Osmose Railroad Services, Inc.

CORP001788

Coor Bag

Stringer Schematic



CORP001789

Central Oregon & Pacific Railroad

Bridge 711.37

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 711.37

MILEPOST: 711.37	SECTION# 1
TYPE: BDPT	LOCATION: Beck, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K. Trickle

Findings:

Bent 1
1/2" Tapered Gap over Pile 5

Bent 2
South Sway Brace - Reject

Bent 3
Both Sway Braces - Reject

Span 1
Stringer 1 - Visual Reject

Span 4
Stringer 1 - Visual Reject

Span 5
Stringer 1 - Reject

Ballast Retainers - OK
North Headwall - OK
South Headwall - Fair
Vegetation under bridge

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.7	3	RAILROAD	Remove vegetation from under bridge.
2	1.6	4	OSMOSE	Shim or Epoxy: - Over Pile 5 of Bent 1
3	1.5	4	OSMOSE	Replace - Stringer 1 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 5
4	1 3	4	OSMOSE	Replace. - South Sway Brace on Bent 2 - Both Sway Braces on Bent 3

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.2		OSMOSE	8/20/2001	Replaced: - Cap on Bent 2

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2 , 19-2007

Owner CORP Reg./Div. Bridge No. 711.37

Dist./Sub/Branch Coos Bay

Location BECK, OR (MP 709.0)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR TR	PP	LIN FT PILING
1	5		5				½" T&G			PS					25
2	5		12				Cap New		8/00/01	Osmose					60
										S. sway brace ⊗					
3	5	1	14	6	OK					H2O					70
										both sway braces ⊗					
4	5		13							H2O Newer CAP					65
5	5		11												55
6	5	CNP	4½	PL	OK										32½
															297½
										NORTH HEADWALL - OK					
										SOUTH HEAD WALL - FAIR					
										BALLAST RETAINERS - OK					
										HEAVY VEGETATION					

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Pushed
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
O/P — Drill Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

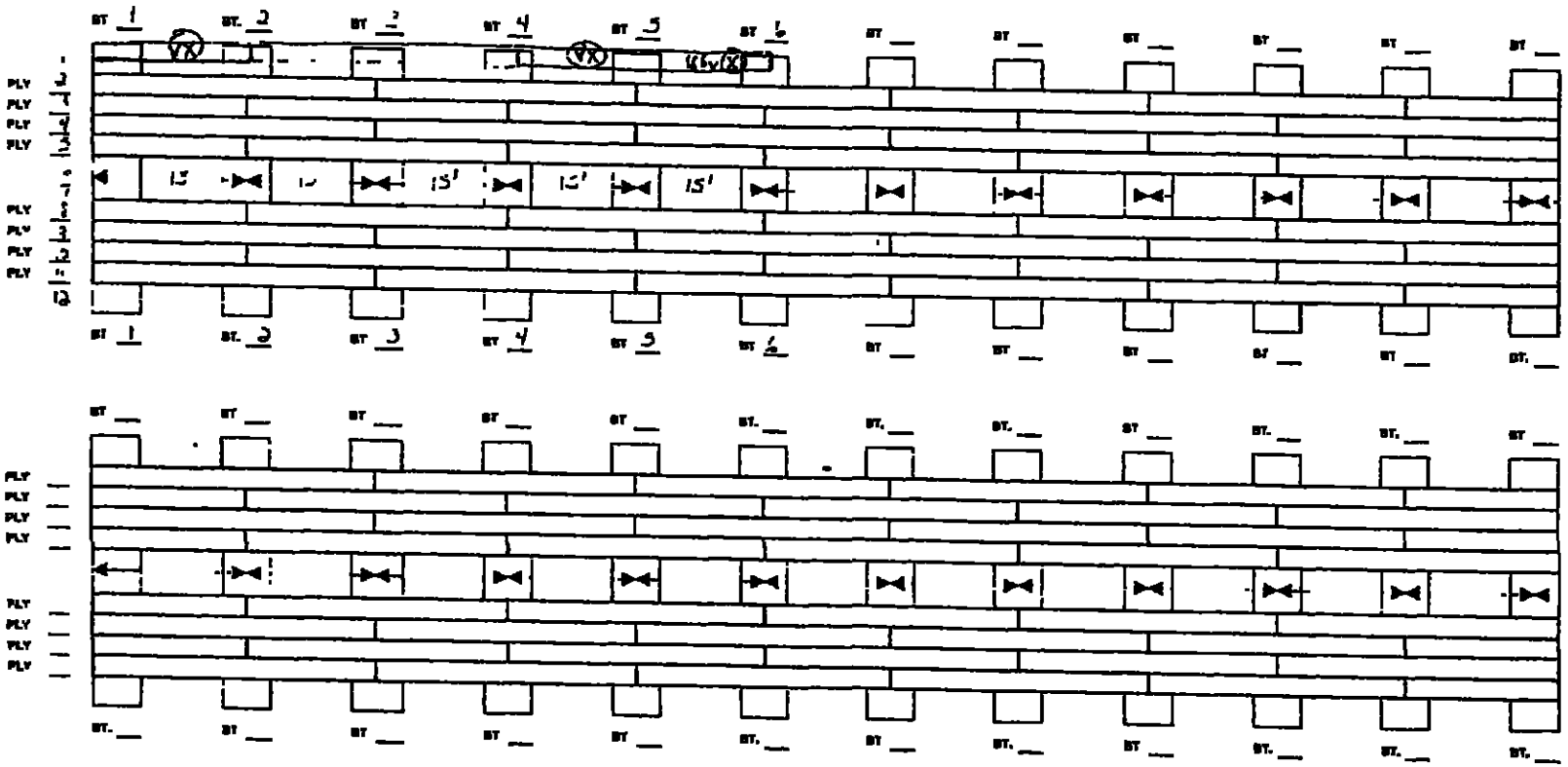
SIGNED KT

CORP001792

* 711 27
12 stringers

Cox Bay

Stringer Schematic



CORP001793

Central Oregon & Pacific Railroad

Bridge 711.67

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 711.67

MILEPOST: 711 67 | SECTION# 1

TYPE: BDPT | LOCATION: Beck, OR

INSPECTION DATE. 2/ 2/2007 | INSPECTOR: K. Trickle

Findings:

Bent 1
- Pile 1 - Possible Reject
- Pile 2 - Reject
- Pile 5 - Reject

Bent 3
- Pile 2 - Reject

Bent 4
- Pile 1 - Reject
- 1/2" Shim over Pile 3 working out.

Span 1
- Stringer 6 - Reject
- Stringer 12 - Visual Reject

Ballast retainers - OK
Headwalls - OK
Approaches - Low
Stringers - Fair

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 9	3	RAILROAD	Add ballast and tamp up both approaches
2	1.4	3	OSMOSE	Post. - Pile 2 of Bent 1 - Pile 5 of Bent 1 (split)
3	1 7	4	OSMOSE	Replace. - Stringer 6 in Span 1 - Stringer 12 in Span 1
4	1.6	4	OSMOSE	Shim or Epoxy: - Over Pile 3 of Bent 4
5	1.2	4	OSMOSE	Post: - Pile 2 of Bent 3 - Pile 1 of Bent 4
6	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
7	1 8	5	RAILROAD	Monitor - Pile 1 of Bent 1

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.3		OSMOSE	8/14/2001	Framed out: - Bent 5 - Bent 6

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2 ~~19~~ 2007

Owner CORP ~~Reg/Div~~ Bridge No 711.67

~~Dist/Sub~~ Branch Coos Bay

Location

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN FT PILING
1	5	1	4½	P/P	3	7					14	PX			22½
		2		P/P	0	10				POWER BOX? ON H WALL	15	X			
		5		P/P	2	7½		split			14½	X			
2	5		11							NEWER CAP 2003					55
3	5	2	14	P/P	1	7				H2O	13½	X			70
		3		P/P	2½	3½									
		CAP		P2	3	1½									
4	5	1	14	S	1½	12				H2O	14	X			70
								Pile 3 - ½" shim working out							
5	5		8												40
							New Frame Bent 8/14/2001 Osmose								
6	5		2												10
							New Frame Bent 8/14/2001 Osmose								265
								HEADWALLS - OK							
								BALLAST RETAINERS - OK							
								APPROACHES - LOW							

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — Osmowold
D/P — Drift Pin
G/L — Groundline Area

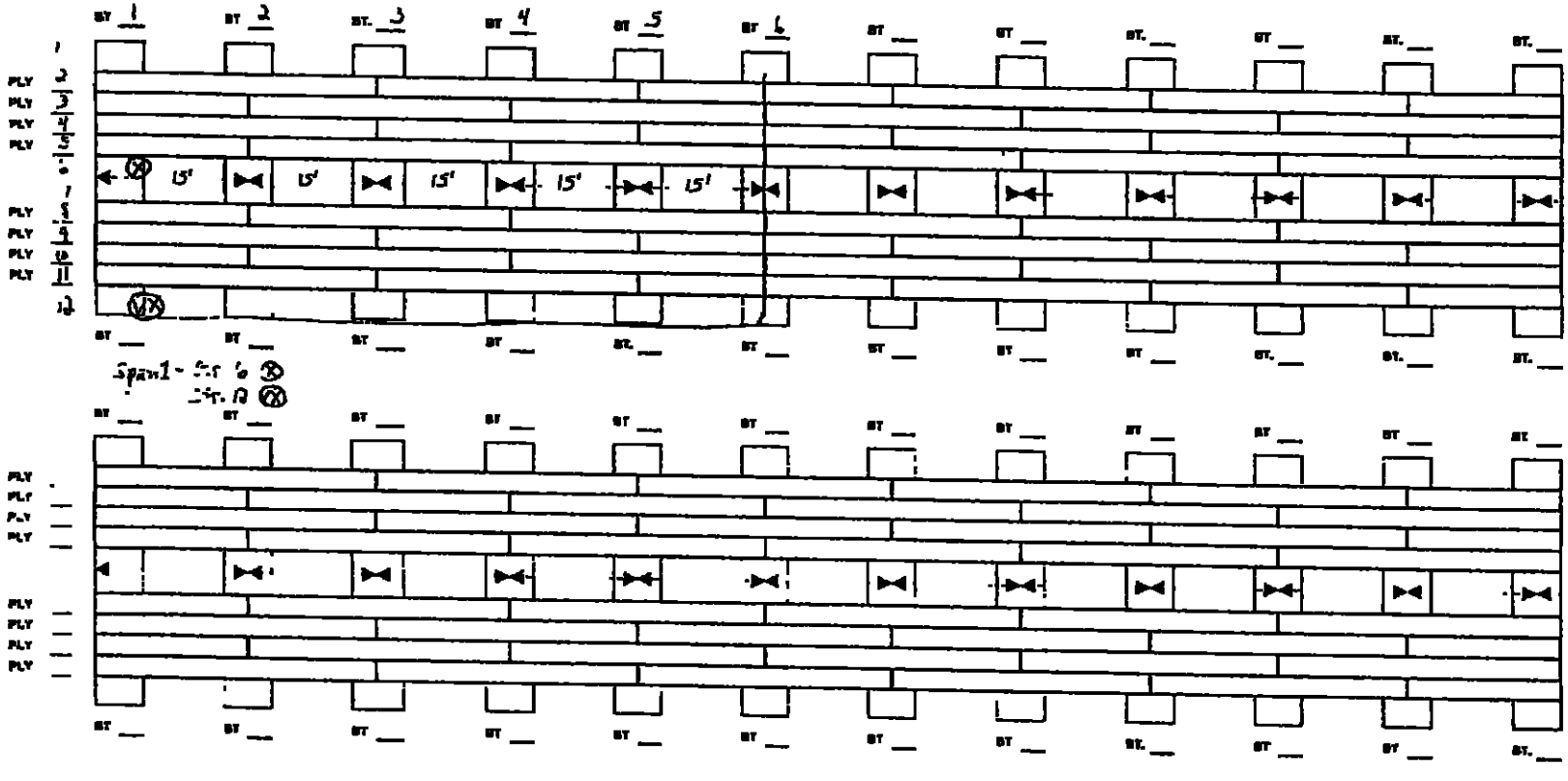
Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 Is N S E W
(Timetable)

SIGNED KT

CORP001796

76.57
12 stringers

Stringer Schematic



CORP001797

Central Oregon & Pacific Railroad

Bridge 712.16

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 712.16

MILEPOST: 712.16	SECTION# 1
TYPE: BOPT	LOCATION: Wendson, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K Trickle

Findings:

Bent 1
- Pile 4 - Possible Reject
- Pile 5 - Possible Reject
- Cap - Reject

Bent 5
- Pile 1 - Possible Reject
- Pile 2 - Reject

Span 3
- Stringer 1 - Reject

Span 4
- Stringer 1 - Reject

Ballast Retainers - OK
North Headwall - Undermining
Approaches - Low
Stringers - Fair

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.8	3	RAILROAD	Add ballast and tamp up both approaches
2	1 1	3	OSMOSE	Replace: - Cap on Bent 1
3	1.7	4	OSMOSE	Replace: - Stringer 1 in Span 3 - Stringer 1 in Span 4
4	1 5	4	OSMOSE	Post: - Pile 2 of Bent 5
5	1.3	4	OSMOSE	Replace: - North headwall (undermining)
6	1 2	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
7	1 6	5	RAILROAD	Monitor: - Pile 4 of Bent 1 - Pile 5 of Bent 1 - Pile 1 of Bent 5

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2-~~19~~ 2007

Owner CORP Reg/Div — Bridge No 712.16

Dist/Sub/Branch COOS BAY

Location CUSHMAN, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	5	4	6	P/P	4½	6				POWER LINE ATTACHED TO CAP		PX			30
		5.		P/P	4½	3	3	7				PX			
		CAP		PI	3	3½		CAP-		REJECT (X)	11½ X13¼X1¼				
2	5	3	8	P/P	7	1½				10B					10
		5		D/P	4	4									
3	5	3	14	P/P	OK					H20					10
4	5	1	10	6/L	6	4½									7
		2			6	2½									
		5		7	6	2									
5	5	1	1½	P/P	2	5	1½	7	2			PX			7½
		2		P/P	2	8						X			197½
							PILES 3,4 - POSTED BELOW GROUND							ZB	
		5		D/P	5	6									
							N. U WALL - UNDER MINING								
							BALLAST RETAINERS - OK								
							APPROACHES - LOW (#3)								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWald
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) W
Bent # 1 is (N) S E W
(Timetable)

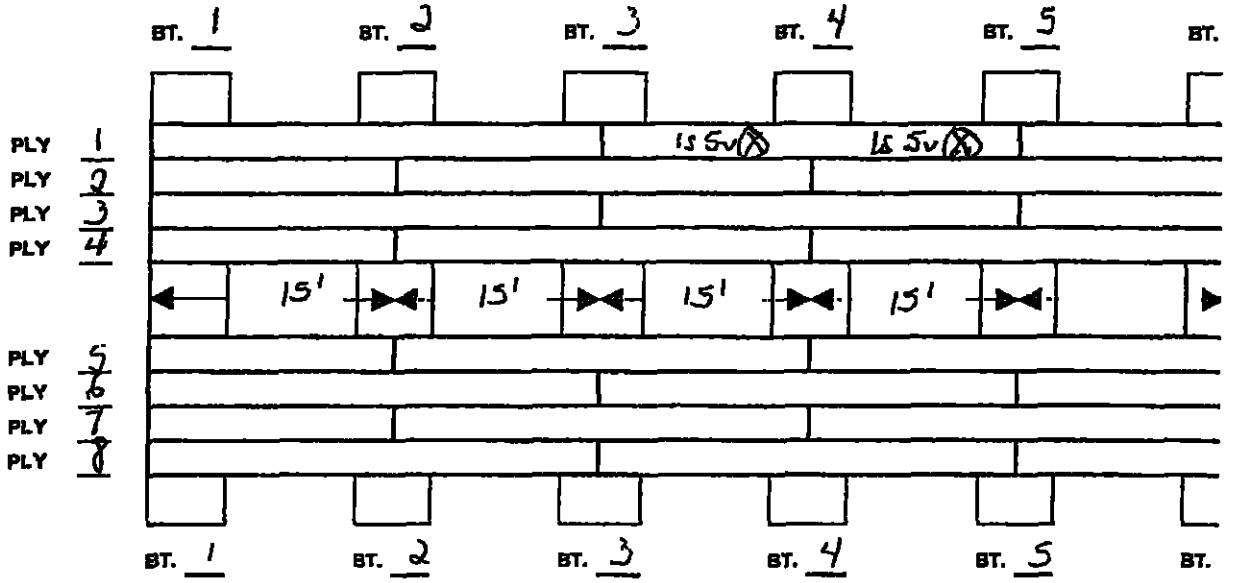
SIGNED KT

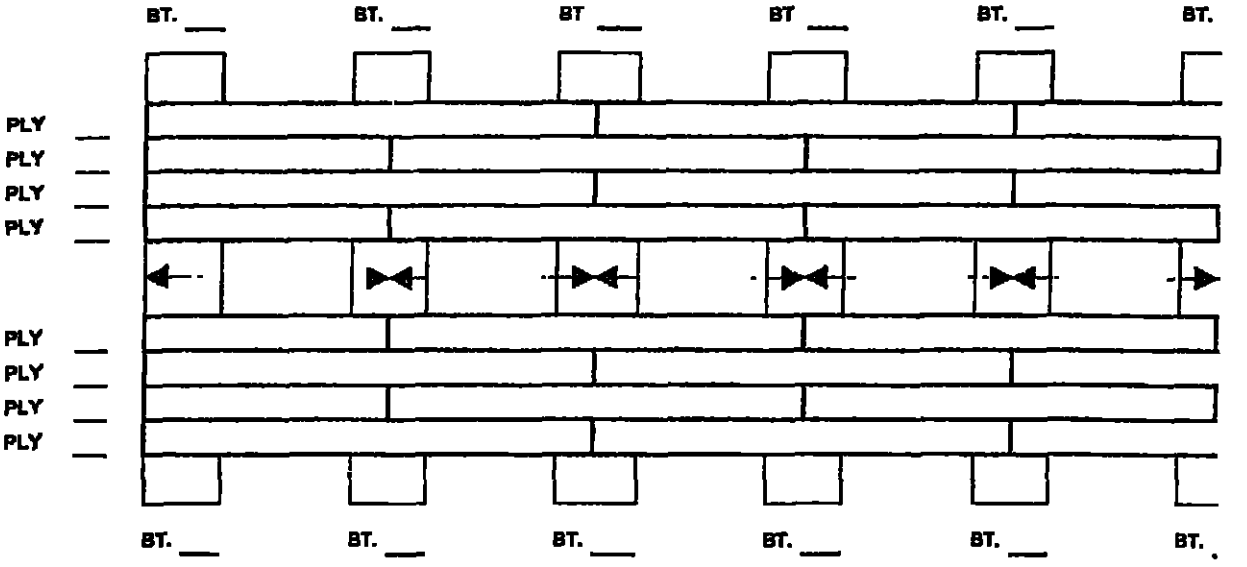
CORP001800

712.16 Coos Bay

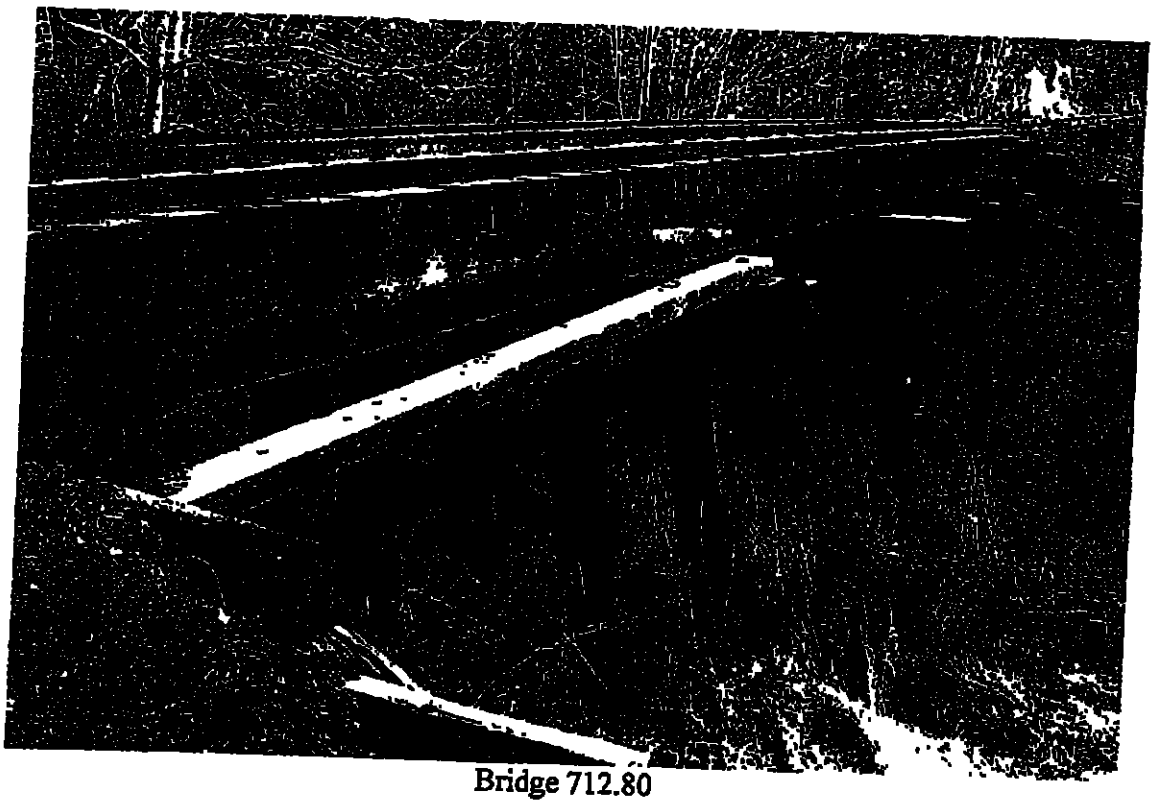
13 stringers

String





Central Oregon & Pacific Railroad



Bridge 712.80

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 712.80

MILEPOST: 712.80 | SECTION# 1

TYPE: ODPT | LOCATION: Wendson, OR

INSPECTION DATE: 2/ 2/2007 | INSPECTOR: K. Trickle

Findings:

Bent 1
Pile 1 - Reject

Bent 2
Pile 1 - Reject
Subcap - Reject (decay pocket East end)

Bent 3
South Sway Brace - Reject

Ties - OK
Guard timber - OK
Headwalls - Fair
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	19	3	OSMOSE	Replace: - Subcap on Bent 2 (decay pocket East end)
2	18	3	RAILROAD	Add ballast and tamp up both approaches.
3	17	4	OSMOSE	Replace - South sway brace on Bent 3
4	15	4	OSMOSE	Post - Pile 1 of Bent 1 - Pile 1 of Bent 2
5	11	4	OSMOSE	In-place preservatively treat piles, caps and stringers.

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	18		OSMOSE	8/19/2003	Replaced: - Cap & shim on Bent 3 with new cap & subcap Posted - Piles 2 & 4 of Bent 3
2	13		OSMOSE	8/30/2001	Framed out: - Bent 4

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2 , 19 2007

Owner CORP Reg'l/Div Bridge No 712.80

~~Dist./Sub~~/Branch COOS BAY

Location CUSHMAN, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN. FT PILING
1	5	1	3	D/P	2	10				9" Sub Cap.	15	X			15
		3		D/P	6½	2				RIP RAP					
2	5	1	9	D/P	1	11				RIP RAP		X			45
		3		D/P	5	5				4" subcap					
		5			POSTED @ 3'					(H)					
		Sub Cap	.	East End	2	5				Subcap - Reject #3		(X)			
3	5		9		New Cap & 6" subcap S. Sway brace-(X)										45
					Piles 2:4 - PP@G/L										
4	5		8			New Frame Bent 8/30/2001 Osmosc									40
														B	
5	5	2	2	H/L	OK					Newer Glulam. Cap					10
		3		G/L	OK					4" subcap					155
										Ties - OK 61					
										Hdwr - Fair					
										G. timb. - OK					
										Apps - Low (±3)					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

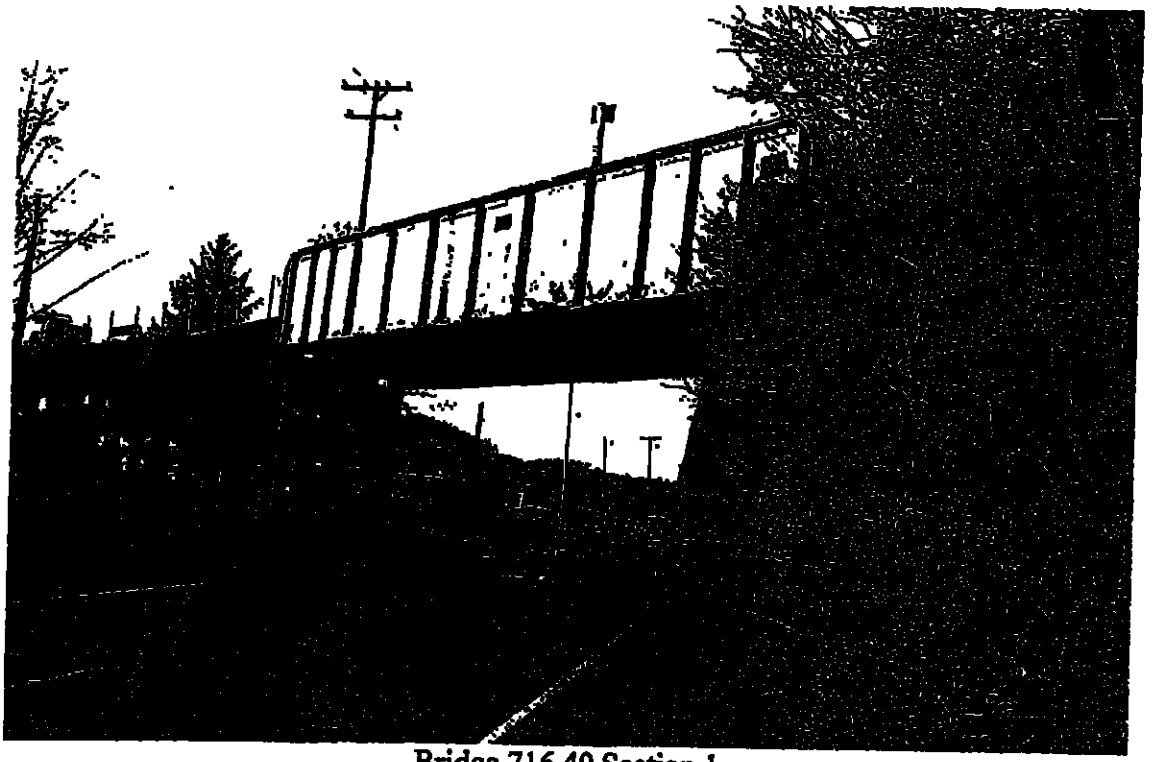
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo Wrap
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is N (S) E W
(Timetable)

SIGNED KT

CORP001804

Central Oregon & Pacific Railroad



Bridge 716.40 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 1	**BRIDGE # 716.4**
MILEPOST: 716.40	SECTION# 1
TYPE: TPG	LOCATION: Cushman, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR. K. Trickle

Findings:

Approaches - Low
Walkways - OK

West web at Panel 2 - Bulged out from vehicle impact damage
Vehicle impact damage - East bottom flange of girder (1" tear)
West cover plates bent

One anchor bolt - Reject on concrete abutment

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 8	2	RAILROAD	Add ballast and tamp up both approaches.
2	1.5	2	OSMOSE	Repair: - Vehicle Impact damage to East bottom girder (1" tear)
3	1.6	3	OSMOSE	Replace - 1 Anchor bolt on concrete abutment
4	1.7	5	RAILROAD	Monitor: - West web and bottom cover plates of Panel 2 for additional impact damage
5	1.1	5	RAILROAD	Monitor: - Underside of TPG for additional vehicle impact damage

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 4		OSMOSE	1/24/2000	Replaced - West Bottom Girder
2	1 3		OSMOSE	9/25/1998	Steel inspection performed on vehicle impact damage

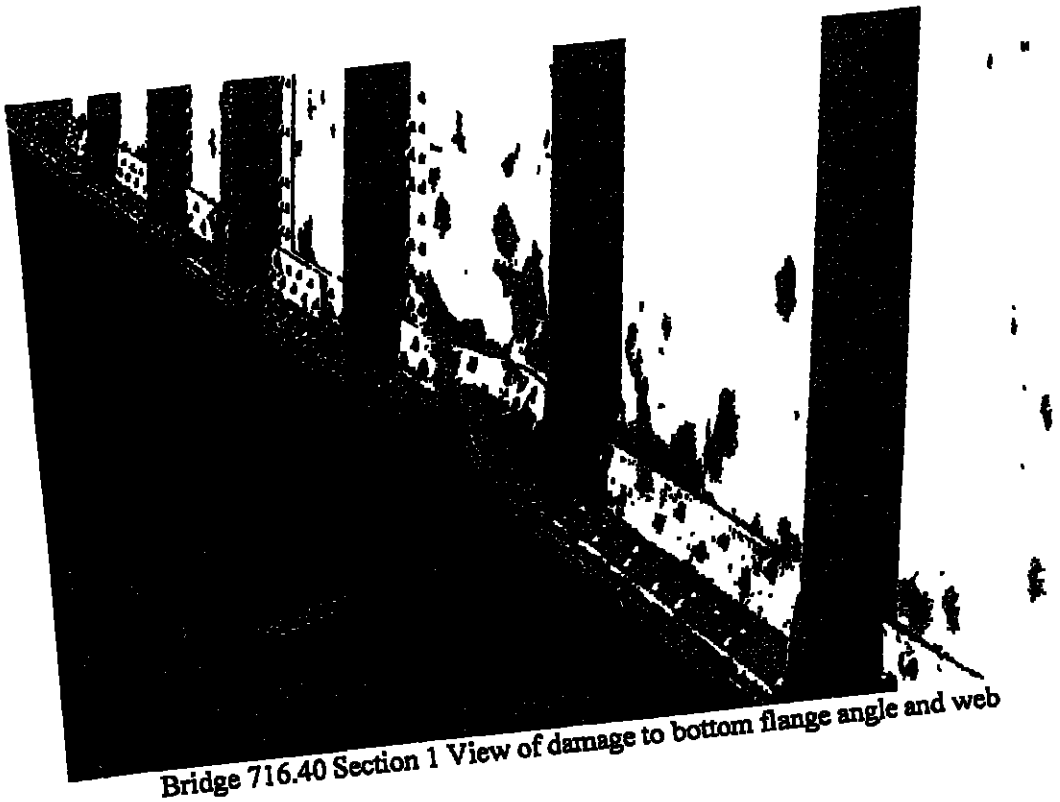
Central Oregon & Pacific Railroad

Bridge 716.40 Section 1 Bottom cover plates - Impact damage (torn)

Coos Bay Subdivision

Osmose Railroad Services, Inc

Central Oregon & Pacific Railroad



Bridge 716.40 Section 1 View of damage to bottom flange angle and web

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-2-07 BY: KT

Bridge No: 716 4 SEC 1

CUSTOMER INFORMATION

CUSTOMER NAME: CORP

REGION: DIVISION: Coos BAY SUB DISTRICT:

BRIDGE DESCRIPTION

LENGTH: # OF SPANS: 1 # OF TRACKS: 1 YEAR BUILT:

TYPE: DPG • (TPG •) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM: (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM: (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

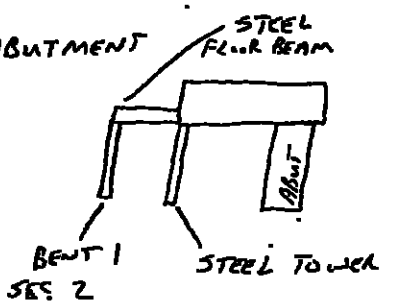
APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: CUSHMAN, OR

Overall Sketch: (include span lengths)

1 CONCRETE ABUTMENT

1 STEEL TOWER

Typical Bent or Pier Sketch:



ACCESS: TRUCK • BOAT • (RAIL •) Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • (CURVE •) Superelevation is in_____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP001809

Bridge No: 716 4 Sec. 1

CONDITION

LINE & SURFACE: POOR • FAIR • GOOD •

APPROACHES: POOR • FAIR • GOOD • Low EROSION PROBLEMS: (#2)

TIES: POOR • FAIR • GOOD • SIZE: QUANTITY:

HEADWALLS: POOR • FAIR • GOOD •

WALKWAYS: POOR • FAIR • GOOD • (OK)

GUARDTIMBER POOR • FAIR • GOOD • SIZE:

SUPERSTRUCTURE (Note any defects):

West Bottom Girder, Panel 2 - Bulged out Bottom cover plates Bent
East Bottom Girder - Severe Impact Damage 1" tear (#2)
West Cover Plates - Bent (#5)

SUBSTRUCTURE (Note any defects):

1 Anchor Bolt on Concrete Abutment ⊗

RECOMMENDED WORKS AND PRIORITY RATING

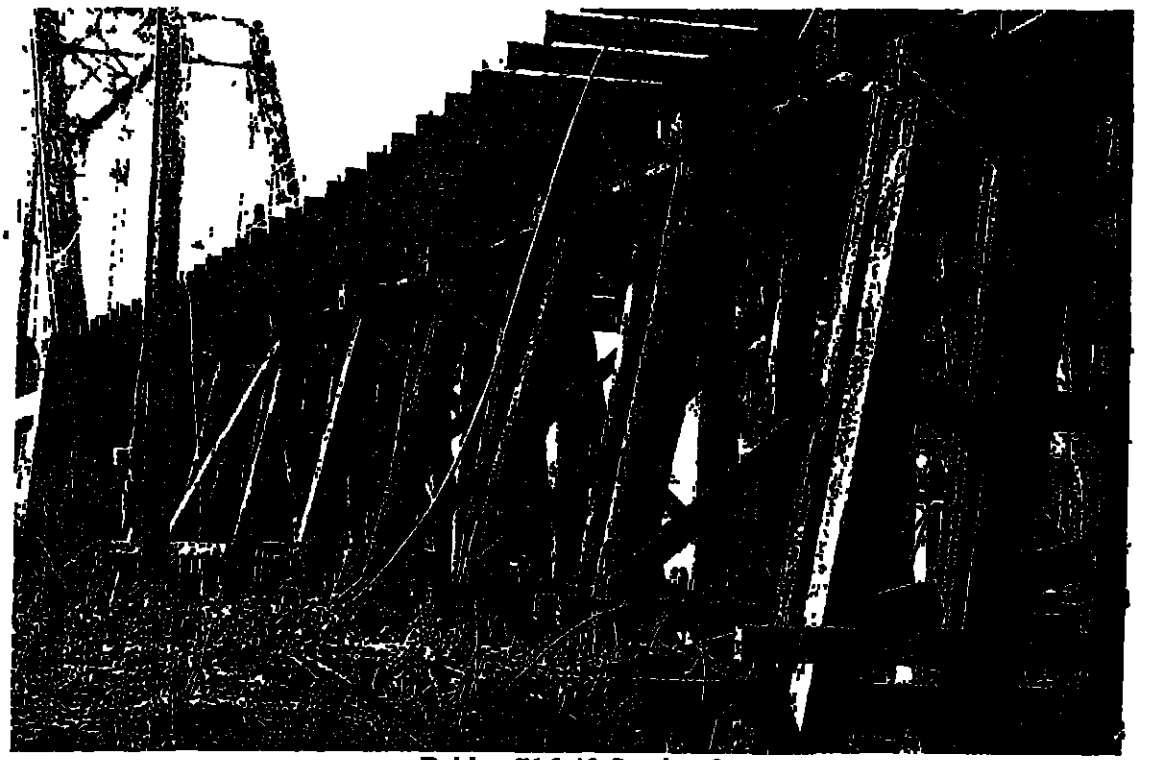
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 716.40 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 2 — BRIDGE # 716.4

MILEPOST: 716.40 — SECTION# 2

TYPE: ODPT — LOCATION: Cushman, OR

INSPECTION DATE: 2/ 2/2007 — INSPECTOR: K. Trickle

Findings:

Bent 1
Post 5 - Reject

Bent 3
Pile 1 - Reject

Bent 4
Pile 5 - Possible Reject

Bent 6
Pile 5 - Reject

Bent 7
Pile 5 - Reject

Bent 8
Pile 1 - Possible Reject

Bent 9
Post 1 - Reject
Pile 3 - Reject

Ties - OK
Handrails - OK
Walkways - OK
Stringers - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.1	3	OSMOSE	Post: - Post 1 of Bent 9 - Pile 3 of Bent 9
2	2.6	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
3	2.4	4	OSMOSE	Post: - Post 5 of Bent 1 - Pile 1 of Bent 3 - Pile 5 of Bent 6 - Pile 5 of Bent 7
4	2.7	5	RAILROAD	Monitor: - Pile 5 of Bent 4 - Pile 1 of Bent 6

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	2.8		OSMOSE	9/24/2001	Framed out: - Bent 2

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2 .19 2007

Owner CORP Reg./Div. Bridge No. 716.40 (Sect #2)

Dist./Subdivision Coos Bay

Location CUSHMAN, OR (MP 716.20) ODOT # 756 485 T

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TR1976 Age 19 32

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
1	6	1	16	POSTED @ G/L						STRZ ON BENT				B	96
		5		POSTED @ G/L											
		P5		2	3	9½					13½	XP			
2	4		16												64
						New Frame Bent 9/24/2001 asmase									
3	5	1	15	D/P	2	11					16	X			75
		5		3	2½	7½	6	4½			16				
4	5	5	15	D/P	1½	8					15½	PX			75
5	5	1	15	G/L	1	5½					15½				75
6	5	1	15	POSTED @ G/L										B	75
		5		8	3	9					M½	X			
7	5	5	17	P/P	3	10				2BB's	15½	X			85
8	5	1	19	P/P	3½	9½				3BB's	16	PX			95
9	5	1	19	POSTED @ G/L										RB	95
		P1		G/L	2	9					13½	XP			735
		3		G/L	2	11					14	X			
		5		POSTED	PILE @ G/L										
10	-		-		CAP ON CONC PILE										

SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP001813

ayers, Inc.
.red in U.S.A.

OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

140.24b.1

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 2 SHEETS

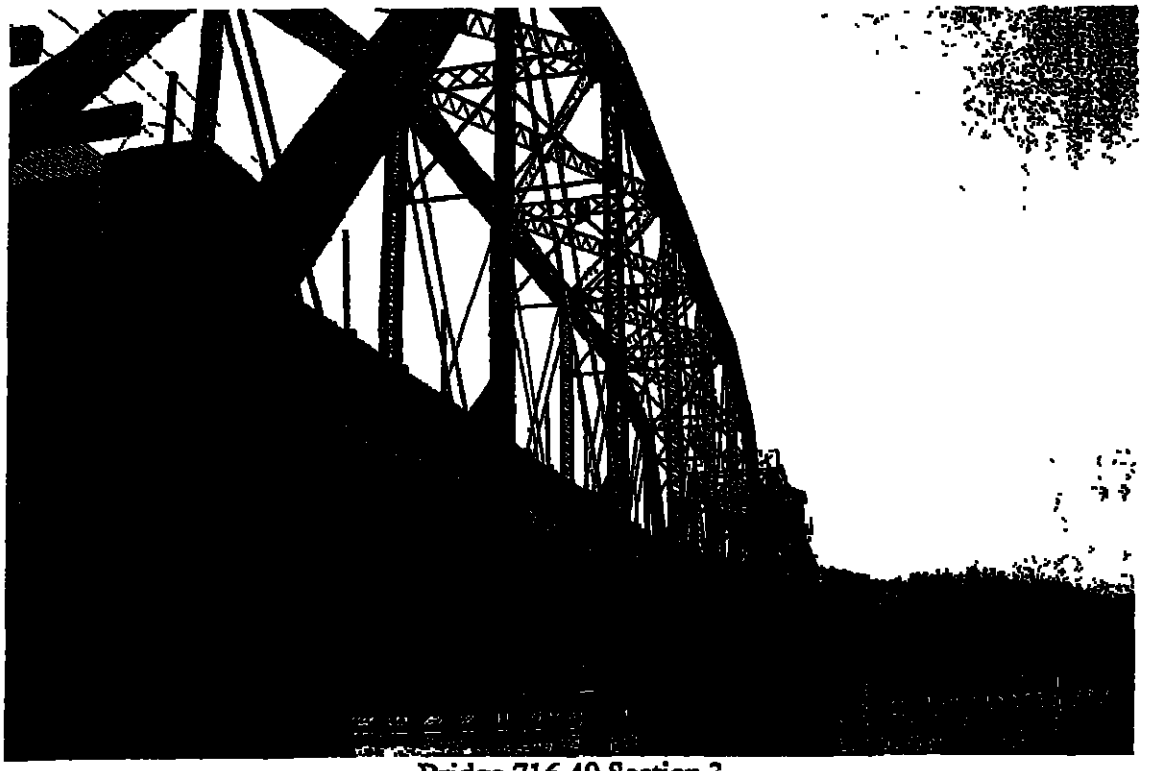
Bridge No. 716 40 SEC. 2

Date 2-2 ,19 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN. FT. PILING
										STRINGERS - OK					
										TIES - OK					
										Handrails - OK					
										Walkways - OK					

CORP001814

Central Oregon & Pacific Railroad



Bridge 716.40 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	**BRIDGE # 716.4**
MILEPOST: 716.40	SECTION# 3
TYPE: Thru Truss	LOCATION: Cushman, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K. Trickle

Findings:

PIER	PIER NOTES
1	Heavy corrosion on all anchor bolts, bolts are bent over (exp.) End of Truss #1 is bearing against concrete backwall
2	Heavy corrosion on fixed bearing anchor bolts
3	OK
4	Heavy corrosion on all anchor bolts
5	Heavy corrosion on all anchor bolts

SPAN #	FINDING #	NOTES
1	1	Floor Beam #0 Heavy corrosion (60% section loss) and pitting on top flange angles Light corrosion (20% section loss) on bottom flange angles
1	2	Floor Beam #1 Moderate to heavy corrosion (50% section loss) on top flange angles and cover plate Light corrosion (20% section loss) on bottom flange angles Heavy corrosion (75% section loss) on L1-U1 (west) Moderate corrosion (30% section loss) on L1-U1 (east)
1	3	Floor Beam #2 Heavy corrosion (60% section loss) and pitting on top flange angles Light corrosion (20% section loss) on bottom flange angles Moderate corrosion on web at bottom of stringer-to-floor beam connection Severe corrosion on truss-to-floor beam splice plates (west side) Heavy to severe corrosion (80%-70% section loss) L2-U2 (both sides)
1	4	Floor Beam #3 Moderate corrosion (40% section loss) on top flange angles Light corrosion (20% section loss) on bottom flange angles Moderate to heavy corrosion (30% - 50% section loss) L3-U3 (both sides)
1	5	Floor Beam #4 Moderate corrosion (40% section loss) on top flange angles Light corrosion (20% section loss) on bottom flange angles Moderate to heavy corrosion (30% - 50% section loss) L4-U4 (both sides)
1	6	Floor Beam #5 Light to moderate corrosion (30% section loss) on top flange angles Light corrosion (20% section loss) on bottom flange angles Heavy to severe corrosion (80% - 100% section loss) L5-U5 (both sides), web above pin 100% sectio
1	7	Floor Beam #6 Moderate corrosion (40% section loss) on top flange angles Light to moderate corrosion (30% section loss) on bottom flange angles Moderate corrosion (30% - 40% section loss) L6-U6 (east side) Heavy corrosion (50% - 60% section loss) L6-U6 (west side)
1	8	Floor Beam #7 Light corrosion (10% section loss) on top flange angles Moderate corrosion (30% section loss) on portal brace bottom flange angles (both sides) Severe corrosion on portal brace struts and angles
1	9	Panel #1 Heavy corrosion (60% section loss) on L0-U1 on bottom flange angles & top cover plate (both sides) Moderate to heavy corrosion on top struts of portal bracing

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	**BRIDGE # 716.4**
MILEPOST: 716.40	**SECTION# 3**
TYPE: Thru Truss	**LOCATION: Cushman, OR**
INSPECTION DATE: 2/ 2/2007	**INSPECTOR: K. Trickle**

Findings:

1	10	Panel #2 Heavy corrosion (60% section loss) on truss bottom chord inboard & outboard channels Heavy corrosion on cover plates at Floor Beam #2 pinned connection (west side) Heavy corrosion on truss bottom chord cover plate at pin location Loose eyebars
1	11	Panel #3 Severe corrosion of truss bottom chord diagonal bracing All eyebars are loose with heavy corrosion (25%-50% section loss) around turnbuckles
1	12	Panel #4 Heavy corrosion (50% section loss) on truss bottom chord diagonal bracing Eyebars L3-U4 are loose with moderate corrosion (25% section loss) throughout Eyebars L4-U3 are loose with heavy corrosion (50% section loss) at turnbuckles Eyebars have moderate corrosion at bottom chord connection
1	13	Panel #5 Heavy corrosion (60% section loss) on truss bottom chord diagonal bracing Eyebars L5-U4 are loose with heavy corrosion (50% section loss) at turnbuckles Remaining eyebars are loose with light corrosion throughout
1	14	Panel #7 Light corrosion (10% section loss) on stringer bottom flange angles Light corrosion (20% section loss) on truss bottom chord channels (both sides)
2	1	Floor Beam #0 Heavy corrosion (60% section loss) on top flange angles Light corrosion (20% section loss) on bottom flange angles Moderate corrosion (30% section loss) on portal column cover plates, webs and bottom flange angles Ladder on east portal non-functioning due to corrosion
2	2	Floor Beam #1 Light corrosion (20% section loss) on top flange angles Light corrosion (10% section loss) on bottom flange angles Moderate corrosion on L1-U1 east (40% section loss on flange angles and 20% on web) Light corrosion on L1-U1 west (10% section loss on flange angles and 5% on web)
2	3	Floor Beam #2 Moderate corrosion (30% section loss) on top flange angles Moderate corrosion (30% section loss) on bottom flange angles Moderate corrosion on L2-U2 east (40% section loss on web and 20% on lacing bars) Light corrosion on L1-U1 west (20% section loss on web and 20% on lacing bars)
2	4	Floor Beam #3 Moderate to heavy corrosion (50% section loss) on top flange angles Light corrosion (10% section loss) on bottom flange angles Moderate to heavy corrosion on L3-U3 both (50% section loss on web and 10% on lacing bars) Heavy corrosion of web at stringer connection
2	5	Floor Beam #4 Moderate corrosion (40% section loss) on top flange angles Moderate corrosion (30% section loss) on bottom flange angles Heavy corrosion on L4-U4 east (75% section loss on web at floor beam connection) Moderate to heavy corrosion on L4-U4 west (50% section loss on web at floor beam connection)
2	6	Floor Beam #5 Moderate to heavy corrosion (50% section loss) on L5-U5 lacing bars (both sides) Both ladders non-functional due to heavy corrosion
2	7	Floor Beam #6 Moderate corrosion (20% section loss) on L6-U6 webs and flange angles (both sides)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	BRIDGE # 716.4
MILEPOST: 718 40	SECTION# 3
TYPE: Thru Truss	LOCATION: Cushman, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K. Trickle

Findings:

2	8	Floor Beam #7 Moderate corrosion (30% section loss) on top flange angles Light corrosion (20% section loss) on bottom flange angles Moderate corrosion (30% section loss) on web at bottom flange angle connection (west) Moderate corrosion on L7-U7 both (40% section loss on channels)
2	9	Floor Beam #8 Moderate corrosion (30% section loss) on top flange angles Moderate corrosion (30% section loss) on bottom flange angles Moderate corrosion (30% section loss) on web at bottom flange angle connection (west) Moderate corrosion on L8-U8 both (30% section loss on channels)
2	10	Floor Beam #9 Moderate corrosion (30% section loss) on top flange angles Light corrosion (20% section loss) on bottom flange angles Moderate corrosion (30% section loss) on web at bottom flange angle connection (west) Light corrosion on L9-U9 both (10% section loss on channels)
2	11	Floor Beam #10 Moderate corrosion (30% section loss) on top flange angles Light corrosion (10% section loss) on bottom flange angles
2	12	Panel #1 Light corrosion (10% section loss) on stringer bottom flange angles Moderate to heavy corrosion on stringer web at Floor Beam #1 connection (west)
2	13	Panel #2 Light corrosion (20% section loss) on stringer bottom flange angles Moderate to heavy corrosion on L2-U1 both (60% - 70% section loss on webs, 40% on bottom flange angles, 50% on lacing)
2	14	Panel #3 Heavy corrosion on stringer web at Floor Beam #3 connection (west) Moderate to heavy corrosion on L2-U3 both (60% section loss on webs, 20% on lacing)
2	15	Panel #4 Heavy corrosion on stringer web at Floor Beam #4 connection (west) Light to moderate corrosion on L3-U4 both (20% section loss on webs)
2	16	Panel #5 Light to moderate corrosion (20% section loss) on stringer bottom flange angles Heavy corrosion on stringer web at Floor Beam #5 connection (west) Moderate to heavy corrosion on L5-U4 both (50% section loss on lacing)
2	17	Panel #6 Light to moderate corrosion (20% section loss) on stringer bottom flange angles Moderate to heavy corrosion on L5-U6 both (40% section loss on webs, 60% on lacing)
2	18	Panel #7 Moderate corrosion (20% section loss) on stringer web at Floor Beam #7 connection (west) Light corrosion on L7-U6 both
2	19	Panel #8 Light corrosion (10% section loss) on stringer bottom flange angles Moderate to heavy corrosion on L8-U9 both (30% section loss on webs, 60% on lacing)
2	20	Panel #10 Light corrosion (10% section loss) on stringer bottom flange angles Light to moderate corrosion on both portals (10% section loss on webs, 20% on lacing) Rails installed on stringers to balance span

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	**BRIDGE # 716.4**
MILEPOST: 716.40	**SECTION# 3**
TYPE: Thru Truss	**LOCATION: Cushman, OR**
INSPECTION DATE. 2/ 2/2007	**INSPECTOR. K. Trickle**

Findings:

3	1	Floor Beam #0 Light corrosion (10% section loss) on web at bottom flange angle connection
3	2	Floor Beam #1 Heavy corrosion (70% section loss) on web of L1-U1 east, lower half
3	3	Floor Beam #2 Heavy corrosion on web of L2-U2 and flange angles (lower half), both sides
3	4	Floor Beam #3 Heavy corrosion (corroded through in spots) in web of both channels, L3-U3 west side Heavy corrosion (75% section loss) on flange angles, L3-U3 west side Moderate corrosion (50% section loss) on webs of both channels, L3-U3 east side Moderate to heavy corrosion on web, especially at bottom flange angle connection Heavy corrosion on both bottom chord-to-floor beam web splice plates
3	5	Floor Beam #4 Heavy corrosion (corroded through in spots) in web of both channels, L4-U4 both sides
3	6	Floor Beam #5 Heavy corrosion on web of L5-U5 and flange angles (lower half), both sides Moderate corrosion on bottom flange angles outboard from stringers, both sides
3	7	Floor Beam #6 Light to moderate corrosion (20% section loss) on web and flange angles L6-U6, both sides Heavy corrosion on bottom flange angles outboard from stringers, both sides
3	8	Panel #1 Heavy corrosion (70% section loss) on top cover plate L0-U1 portal, west side Moderate corrosion (50% section loss) on top cover plate & bottom flange angles, L0-U1 portal (east)
3	9	Panel #2 Light corrosion on L2-U1 eyebars, all eyebars are slightly loose
3	10	Panel #3 Loose eyebars, L2-U3 Heavy corrosion (60% section loss below turnbuckle) east side eyebar Slightly loose eyebars with surface rust, L3-U2 Moderate corrosion of west stringer web at Floor Beam #4 connection Light corrosion on truss bottom chord eyebars, west side
3	11	Panel #4 Loose eyebars, L3-U4 and L4-U3 Heavy corrosion at turnbuckle, L4-U3 eyebar west side (corrosion throughout member) Moderate to heavy corrosion, L4-U3 eyebar, east side
3	12	Panel #5 Heavy corrosion L4-U5 eyebar, east side (eyebar is loose) Moderate corrosion L4-U5 eyebar, west side (eyebar is slightly loose) Heavy corrosion L5-U4 eyebars, both sides (eyebars are loose)
3	13	Panel #6 Moderate corrosion L5-U6 eyebars, both sides (eyebars are loose) Moderate to heavy corrosion on truss bottom chord channels, west side
3	14	Panel #7 Moderate to heavy corrosion on truss bottom chord channels, west side Light corrosion on top cover plates & bottom flange angles, L7-U6 portals, both sides

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	BRIDGE # 716.4
MILEPOST: 716 40	SECTION# 3
TYPE: Thru Truss	LOCATION: Cushman, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K. Trickle

Findings:

TRUSS #1 (Span 1)
Severe corrosion on stringer top lateral angles and gusset plates, all panels
Severe corrosion on stringer top cover plates and top flange angles, all panels
Heavy corrosion (50% section loss) and pitting of floor beam top cover plates, all floor beams
Moderate corrosion on web of knee braces at panel points
Light to moderate corrosion on truss bottom chord angles, plates and lacing bars, unless noted otherwise
Moderate to heavy corrosion on truss bottom chord batten plates, all panels
Severe corrosion on truss top chord sway bracing diagonals, struts and interior gusset plates, all panels
Severe corrosion (70% section loss) on truss top chord diagonal bracing and gusset plates, all panels
Minor surface rust on truss top chord cover plates

TRUSS #2 (Span 2 and Span 3)
Ties in poor condition
Severe corrosion (80% - 90% section loss) on stringer top flange angles, all panels
Severe corrosion (80% - 90% section loss) on stringer top lateral angles and gusset plates, all panels
Heavy to severe corrosion (60% - 80% section loss) on truss top chord sway bracing diagonals, struts and interior gusset plates, all panels
Heavy to severe corrosion (60% - 80% section loss) on truss top chord diagonal bracing and gusset plates, all panels
Moderate to heavy corrosion on west truss top chord (25% section loss on top flange angles and 50% section loss on top cover plate)
Light to moderate corrosion (20% section loss) on truss bottom chord channels, lacing bars and batten plates (corrosion is heaviest at channel to lacing bar connections), all panels

TRUSS #3 (Span 4)
Severe corrosion on stringer top lateral angles and gusset plates, all panels
Severe corrosion of stringer top flange angles, all panels
Severe corrosion (80% - 90% section loss) on truss bottom chord diagonal bracing and horizontal gusset plates, all panels
Moderate corrosion (20% - 40% section loss) on floor beam top cover plates, all floor beams
Moderate corrosion (30% section loss) on floor beam top flange angles, all panels
Light corrosion (10% section loss) on floor beam bottom flange angles, all floor beams
Moderate corrosion on truss bottom chord channels (30% section loss), lacing (40% section loss), both sides
Moderate to severe corrosion on truss top chord diagonal bracing and gusset plate, all panels
Moderate to severe corrosion on truss top chord sway bracing diagonals, struts and interior gusset plates, all panels
Moderate corrosion on floor beam webs, west side only, all floor beams

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.11	2	OSMOSE	Repair or replace the following diagonal truss members Truss #2, L2-U1 east and west
2	3.9	2	OSMOSE	Replace inspection ladders at the following locations: Truss #2, north end east side Truss #2, both ladders in vicinity of Floor Beam #5
3	3.8	2	OSMOSE	Replace truss-to-floor beam splice plates, Truss #1, Floor Beam #2, west

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3 — BRIDGE # 716.4

MILEPOST: 716.40 — SECTION# 3

TYPE: Thru Truss — LOCATION: Cushman, OR

INSPECTION DATE: 2/ 2/2007 — INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
4	3.7	2	OSMOSE	Repair or replace the following vertical truss members. Truss #1, L1-U1 east and west Truss #1, L2-U2 east and west Truss #1, L5-U5 east and west Truss #2, L4-U4 east Truss #2, L5-U5 east and west Truss #3, L1-U1 east Truss #3, L2-U2 east and west Truss #3, L3-U3 west Truss #3, L4-U4 east and west Truss #3, L5-U5 east and west
5	3.6	2	OSMOSE	Heat shrink all loose eyebars identified in report (subcontract)
6	3.5	2	OSMOSE	Replace truss bottom chord diagonal bracing and horizontal gusset plates, Truss #3, all panels
7	3.4	2	OSMOSE	Replace truss top chord diagonal bracing and gusset plates, all trusses, all panels
8	3 3	2	OSMOSE	Replace truss top chord sway bracing diagonals, struts and interior gusset plates, all trusses, all panels
9	3.2	2	OSMOSE	Replace stringer top flange angles, all trusses, all panels
10	3.1	2	OSMOSE	Replace stringer top lateral angles and gusset plates, all trusses, all panels
11	3 19	3	OSMOSE	Repair floor beams at web-to-bottom flange angle connection at the following locations Truss #3, Floor Beam #3 (including bottom chord splice plates) Truss #3, Floor Beam #8 (outboard from stringers - both sides)
12	3.18	3	OSMOSE	Repair stringer webs at the following locations Truss #2, Panel #3 west (at Floor Beam #3 connection) Truss #2, Panel #4 west (at Floor Beam #4 connection) Truss #2, Panel #5 west (at Floor Beam #5 connection)
13	3.17	3	OSMOSE	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #4 Truss #1, Panel #5
14	3.16	3	OSMOSE	Repair truss bottom chord members at the following locations Truss #1, Panel #2 west side (at Floor Beam #2) Truss #3, Panel #6 west side Truss #3, Panel #7 west side
15	3.15	3	OSMOSE	Replace portal braces at the following locations Truss #1, north and south end Truss #2, south end

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	BRIDGE # 716.4
MILEPOST: 716 40	SECTION# 3
TYPE: Thru Truss	LOCATION: Cushman, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
16	3 14	3	OSMOSE	Repair or replace the following diagonal truss members Truss #1, L0-U1 east and west (bottom flange angles and top cover plates) Truss #1, L2-U3 eyebars east and west Truss #1, L3-U2 eyebars east and west Truss #1, L3-U4 eyebars east and west Truss #1, L4-U3 eyebars east and west Truss #1, L5-U4 eyebars east and west Truss #2, L2-U3 eyebars east and west Truss #2, L3-U4 eyebars east and west Truss #2, L5-U6 eyebars east and west Truss #2, L6-U9 eyebars east and west Truss #3, L0-U1 west (top cover plate) Truss #3, L0-U1 east (top cover plate and bottom flange angles) Truss #3, L2-U3 east eyebar Truss #3, L4-U3 east and west Truss #3, L4-U5 east and west Truss #3, L5-U4 east and west
17	3.13	3	OSMOSE	Repair or replace the following vertical truss members Truss #1, L3-U3 east and west Truss #1, L4-U4 east and west Truss #2, L3-U3 east and west Truss #2, L4-U4 west Truss #2, L7-U7 east and west Truss #2, L8-U8 east and west Truss #3, L3-U3 east
18	3 12	3	OSMOSE	Replace Floor Beam top flange angles & cover plates (if applicable) at the following locations Truss #1, Floor Beam #0 Truss #1, Floor Beam #1 Truss #1, Floor Beam #2 Truss #2, Floor Beam #0 Truss #2, Floor Beam #3
19	3.22	4	OSMOSE	Repair floor beams at the following locations Truss #1, Floor Beam #2 (web at bottom of stringer-to-floor beam connection) Truss #1, Floor Beam #3 (top flange angles) Truss #1, Floor Beam #4 (top flange angles) Truss #1, Floor Beam #5 (top flange angles) Truss #1, Floor Beam #6 (top flange angles) Truss #1, Floor Beam #7 (top flange angles) Truss #2, Floor Beam #2 (top and bottom flange angles) Truss #2, Floor Beam #4 (top and bottom flange angles) Truss #2, Floor Beam #7 (top and bottom flange angles) Truss #2, Floor Beam #8 (top and bottom flange angles, web at bottom flange angle connection) Truss #2, Floor Beam #9 (top and bottom flange angles, web at bottom flange angle connection) Truss #2, Floor Beam #10 (top flange angles) Truss #3, Floor Beam #5 (bottom flange angles)
20	3.21	4	OSMOSE	Repair the following diagonal truss members Truss #2, L7-U6 east and west Truss #3, L4-U5 west Truss #3, L5-U6 east and west

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	BRIDGE # 716.4
MILEPOST: 716 40	SECTION# 3
TYPE: Thru Truss	LOCATION: Cushman, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K. Trickle

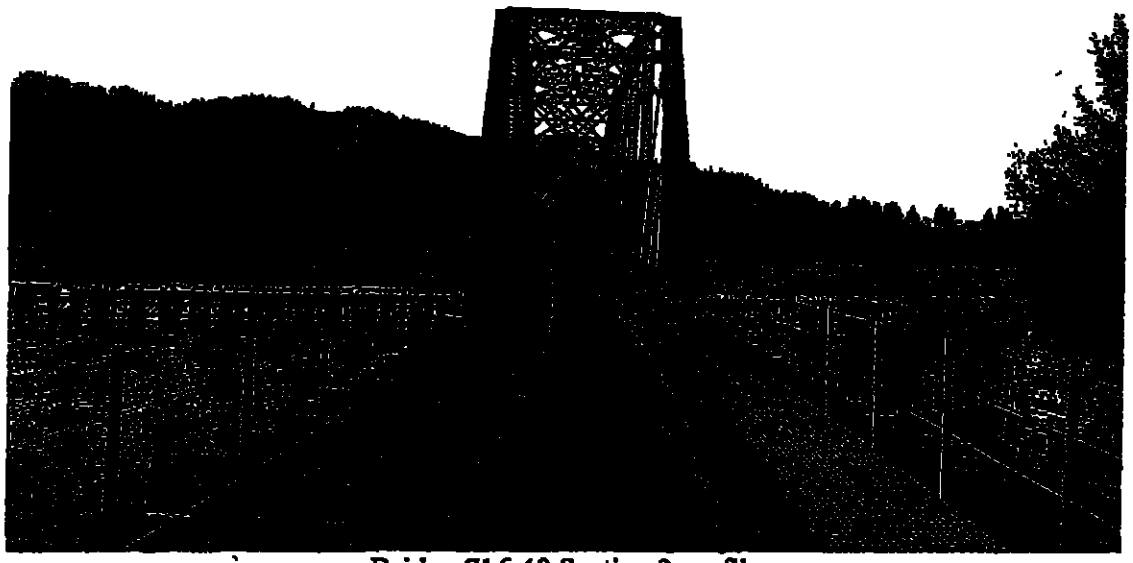
Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
21	3 20	4	OSMOSE	Repair the following vertical truss members Truss #1, L1-U1 east Truss #1, L6-U6 east Truss #2, L1-U1 east Truss #2, L2-U2 east Truss #2, L6-U6 east and west

Central Oregon & Pacific Railroad



Bridge 716.40 Section 3 profile

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-2-07 BY: KT

Bridge No: 716.40 Sec #3

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 4 | # OF TRACKS: 1 | YEAR BUILT: 1914

TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

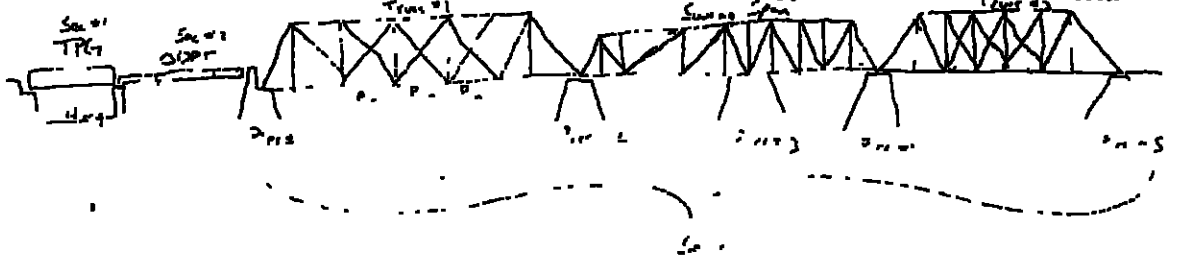
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: 1 miles (E) (W) (N) (S) (Compass) of the town of: Curtiman, OR

Overall Sketch: (include span lengths)

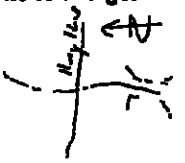


Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK ✓ BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:



Directions:

GPS COORDINATES: Nearest Crossing: 1 mile

BRIDGE: TANGENT ✓ CURVE • Superelevation is in

GUARD RAIL: YES • NO ✓ WALKWAY: YES ✓ NO • LOCATION: Both

SKEWED: YES • NO ✓ Type of Walk: Deck Dim: 1' x x long

FIBRE OPTICS: YES • NO ✓ CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 716.40 Sec #1

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •				
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:			
TIES:	POOR •	FAIR •	GOOD •	SIZE:		QUANTITY:	
HEADWALLS:	POOR •	FAIR •	GOOD •				
WALKWAY:	POOR •	FAIR •	GOOD •				
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:			

SUPERSTRUCTURE (Note any defects):

SUBSTRUCTURE (Note any defects):

Pier #1
- All anchor bolts are det and bent over
- End of Truss [illegible] is up against [illegible]
- Exp Bearings

Pier #2
- Fixed bearing anchor [illegible]

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately

PHOTOS

Roll #_____	#	(Overall Picture of Bridge)
#	#	(Picture of Deck)
#	#	(Jacking setup)
#	#	(Close-up of Repair)
#	#	(Overall view of Repair)
#	#	(Access and Parking Trailer)
#	#	
#	#	
#	#	

Truss #1

- 200' long
- Walkway both sides
- 7 Panels
- 22 Ties/Panel 10x10x10'
- Walkway Planks 4x12x20'

F.B. #0

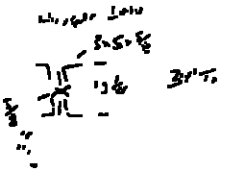
- TFA has GJ/ s.l
- BFA has 20/ s.l.

Panel #1

- L_0 - U_1 has moderate to severe corr. (Pt #1 on BFA and TCP
- Bottom Plates has holes on BC of Truss
- Bottom end Tie struts have moderate corrosion, on partial basis only

F.B. #1

- TCP and TFA have 50/ s.l.
- BFA has corr s.l
  NL1 U1 has 75/ s.l (Pt #2)
- EL1 - U1 has 30/ s.l



Panel #2

- W. BC of Truss channel has 50/ s.l
- Some eye bars
- W. BC of Truss at some chords has 50/ s.l has 1/2 loss in plate thickness
- Corrosion on BC of Truss at some chords has minor
- $\frac{3}{8}$"]15

F.B. #2

- Same as #0
- L_2 - U_2 Both verticals have moderate to severe corr. (Pt. #2) on both channels
- Corr in web at the cover at bottom.
- Truss to F.B splice plate each is severely corroded.

Panel #3

- U_2 TLA are severely det
- Eye bars loose and have 25/ loss s.l
- L_3 - U_3 Walkway sides have 30/ thick 50/ s.l. on channel.

F.B. #3

- TFA has 40/ s.l
- BFA has 20/ s.l.

Panel #4

- Large corr s.l. on ½" [illegible] in plate L_3U_4
- 50/ [illegible] without "L_3" [illegible]
- L_4TLA have 50/ s.l
- Corr is on Top of the cover at lower corner

F.B #4

- Same as #3
- L_4 to U_4 both sides L_3

Gusset Holes (Truss #1)

- TLN & GV of Str severely det in all panels (Pt. #2)
- TCV and TFA of Str are severely det in all panels (Pt #2)
- Ties show deterioration damage. (Pt #3)
- GT. Timber - Poor
- BC of T has light to moderate corr in all panels
- Bottom Plates in a few panels have moderate to severe corr.
- Lacing bars on BC of Truss have light corr
- TC of Truss vertical bracing struts and angles are severely corroded
- TC of Truss TLA and GV are 50/ det on all panels
- TC of Truss at end panels surface rust
- TCP on F.B have severe corr
- [illegible] on F.B is severe
- Knee on [illegible] is severe

CORP001827

Panel #5

- Eye bars are [illegible] and corroded
- BCTLA have 60' s.l.
- U_4L_5 diagonal eye bars are [illegible] and heavy corr @ upper thin bottle location

17 c to c vertical post
2 Str / Panel

FB #5

- L_5-U_5 both sides has severe 80 to 90% s.l. (Pr #2) - web plate above pin conn has 100' s.l. (6' long Plate)
- TFA has 30' s.l.
- BFA has 20' s.l.

Panel #6

- BCTLA have 10' s.l.

F.B. #6

- TFA has 40' s.l.
- BFA has 30' s.
- L_6-U_6 East have 30' to 40' s.l. on web. (Pr #3)
- WL_6-U_6 has 50' to 60' s.l. on web (Pr #2)

Panel #7

- BFA has 10' [illegible]
- BCT channels have 30' s.l. both sides

F.B. #7

- TFA 10' s.l.
- [illegible] has 30' on BFA both sides
- Portal [illegible] has severe [illegible] struts and angles

---

[illegible] 1914 [illegible]

22 Ties / Panel 10'x10'x10'

[illegible]

[illegible] Ties [illegible]

Both sides [illegible]

F.B. #0

- TFA has 60' s.l.
- [illegible] has 20' s.l.
- Portal columns has 30' s.l. on CP of Both
- " " 20' s.l. on BFA of Both
- " " 10' s.l. on web of Both
- Steel ladder on East Portal.

[illegible]

- BFA [illegible] s.l. - W. Str. web is corr @ F.B. #1

F.B. #1

- TFA has [illegible]
- [illegible]
- L_1-U_1 East has 40' s.l. on FA and 20' on web
- L_1-U_1 West [illegible]

Panel #2

- BFA 20' s.l.
- L_2-U_1 Both has 60 to 70' s.l. on web 40' s.l. on BFA and 50' s.l. on [illegible]

General Notes

- FA [illegible] 75-[illegible]
- TC of Truss vertical and lateral (Pr #3) bracing strut and diagonal has 60' to 80' s.l.
- TLA & GP of St. have 80% 40' s.l.
- BC of Truss [illegible]
- Ties - Pr #3
- WBC of Truss [illegible]

CORP001828

Span #2 Truss #2 71640 Sec #3

* 33' length of V Post from BC of T.

F B #2
- TFA has 30' s.l
- BFA has 30' s.l
- L2-U2 has 40' s.l on web inside and 30' s. lacing bar. East
- " " 20' s.l " " 20' " West

Panel #3
- L2-U3 has 60' s.l on web and 25' s. lacing both
- Str web has heavy corr at F B #3 conn (West)

F.B. #3
- TFA has 50' s.
- BFA has 10' s.l
- L3-U3 both has 50' s. on web and 10' s.l lacing
- Web has heavy corr at Str conn.

Panel #4
L3-U4 Both have 20' s.l on web
- W Str web is corroded at F B conn

F.B. #4
- TFA 40' s.l
- BFA 30' s.l
- L4U4 East web at FA conn 75' s.l
- L4U4 West web 50' s.l. at FA conn
- Web has 45' s.l at BFA of [illegible] (West side)

Panel #5
- L5-U4 Both has moderate corr lacing bars 50' s.l
- BFA has 60' s.l
- [illegible] Str web is corr at F B #5

F B #5
- L5-U5 lacing bars have 50' s.l Both
- Both [illegible] severely [illegible]

Panel #6
- L5-U6 both has 40' s.l. on web and 50' on lacing
- BFA 20' s.l

F.B #6
- L6-U6 - web has 20' s. on FA 20' s.l

Panel #7
- West Str web has 20' s. @ F B #7
L7-U6 Both have minor corrosion

F.B. #7
- TFA has 30' s.l
BFA has 30' s.l
[illegible] @ BFA
- L7-U7 Both 40' s.l on Channel

Panel #8
L8-U7 Both [illegible]
- L8U7 lacing bars [illegible]
[illegible]

Pier #3
- Ok
- Drain ok

F B #8
- TFA has [illegible]
- BFA has [illegible]
- web is corr @ BFA
- L8-U8 both have 30' s.l on channels

Panel #8
- L8-U8 - has 30' s.l on web, both [illegible]
- L8-U7 - has 60' s.l on lacing
- BFA has 10'

F.B #9
- TFA has 30' s.l
BFA has 20' s.l
- L9-U9 both have minor [illegible]
- Web is corr at BFA

Panel #9
- BFA has 10' s.
- Portals Both have 10' s. on web and 20' lacing
- Rails [illegible] @ [illegible] of [illegible]
[illegible]

F.B #10
- TFA - 30' s.l
- BFA - 10' s.l

Top Chord Cover Plate
- W. T&P of TC has 50' s.l and TFA [illegible]

CORP001829

Span #4 Truss #3

- Same as Truss #1 Ins pic 33 -

F.B #0

- web has 10% s.l @ BFA
- Panel L0-U TCP on west has [illegible]
- Panel L0-U1 TCP [illegible] S1 [illegible]

Panel #1

- Same

FB #1

- L1-U1 East web 70% s.l @ lower [illegible]
- web has minor corr on west side / All F.B.

Panel #2

- L2-U1 eye bars [illegible] corr. on all four

F.B. #2

- L2-U2 Both web has heavy corr and FA @ [illegible] (Bi 8)

Panel #3

L2-U2 Eye bars [illegible]
- East side Eye bar heavy corr [illegible] (Pr #2)
- U2-L3 - Eye bars [illegible] rust
- W [illegible] web corroded [illegible] F.B #[illegible]
- [illegible] BC of Truss [illegible]

F.B. #3

- L3-U3 - West has holes in web of both channels [illegible] FA (Pr #2)
- L3-U3 - East has 50% s.l on channel web
- Web has moderate to heavy corr
- Bot Chord to F.B. web splice [illegible]

Panel #4

- L3-U4 Eye bars slightly loose
- BC eye bars have minor corr
- L4-U3 - Slightly loose West side heavy corr [illegible] (Pr #2) Thru out member East side corr (Pr #3)

FB #4

L4-U4 - Severely rusted channel thru [illegible] (Pr #7)

Panel #5

L4-U5 heavy corr east side (Pr #[illegible]
corr west side
slightly loose

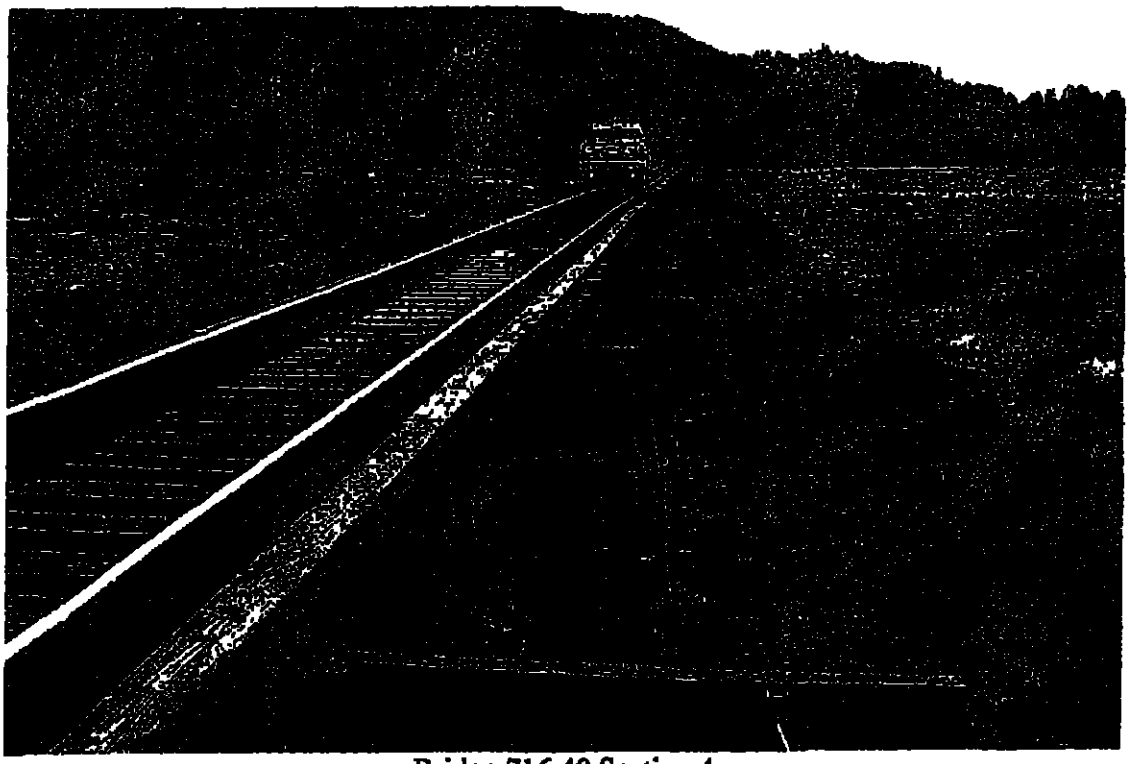
L5-U5 - Eye [illegible] heavy corr. [illegible] (Pr #[illegible])

General Notes

- TL & GP of Str are severely det. (all panels)
- TFA of Str are severely corr. (all panels)
- TCP of FB has 20-[illegible] s.l. in all [illegible]
- TFA of FB has [illegible] s.l
- RFA of F.B has [illegible]
- BC of Truss [illegible] has 3[illegible] [illegible] 40% s.l. of [illegible]
- TC vertical [illegible] [illegible] to severe [illegible]
- TC L Braces have light to [illegible] s.l.
- BCTLA [illegible] 80 to 90% s.l. in all panels

CORP001830

Central Oregon & Pacific Railroad



Bridge 716.40 Section 4

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 4	BRIDGE # 716.4
MILEPOST: 716.40	SECTION# 4
TYPE: ODPT/ODFT	LOCATION: Cushman, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K. Trickle

Findings:

Bent 4
Cap - Possible Reject

Bent 5
Post 4 - Visual Reject

Bent 6
Post 3 - Reject

Bent 7
Post 5 - Reject

Bent 9
Cap - Reject
Tower Brace in Span 9 - Reject

Bent 10
Post 5 - Reject

Bent 11
Cap - Reject (slight crushing under both chords)

Bent 13
Post 2 - Reject

Bent 14
Post 5 - Reject

Bent 16
Post 5 - Reject

Bent 17
Pile 4 - Visual Reject
Cap - Vertical split
West Tower Brace in Span 17 - Reject

Bent 18
Post 1 - Reject

Bent 19
Post 5 - Reject

Bent 20
Post 1 - Reject

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 4	BRIDGE # 716.4
MILEPOST: 716 40	SECTION# 4
TYPE. ODPT/ODFT	LOCATION: Cushman, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K. Trickle

Findings:

Bent 21
Post 5 - Reject

Bent 22
Cap - *Possible Reject (slight crushing under chord 1)*

Bent 24
Both Tower Braces in Span 24 - Reject

Bent 25
Cap - Possible Reject

Bent 28
Cap - Vertical split

Bent 28
Post 1 - Reject
Post 5 - Visual Reject
Cap - Reject

Bent 29
Post 5 - Reject

Bent 37
Cap - Possible Reject

Bent 38
Cap - Possible Reject
East Tower Brace in Span 38 - Reject

Bent 39
East Tower Brace in Span 39 - Reject

Bent 45
Post 5 - Visual Reject
West Tower Brace in Span 45 - Reject

Bent 54
West Tower Brace in Span 54 - Reject

Bent 64
Pile 1 - Reject
Pile 5 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 4	BRIDGE # 716.4
MILEPOST: 716.40	SECTION# 4
TYPE: ODPT/ODFT	LOCATION: Cushman, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K Trickle

Findings:

Bent 66
Cap - Vertical split

Bent 68
Pile 5 - Possible Reject

Bent 70
Cap - Reject

Bent 74
Cap - Vertical split

Bent 86
West Tower Brace in Span 86 - Reject

Bent 87
Cap - Reject

Bent 92
Post 1 - Reject

Bent 93
Post 5 - Reject

Bent 94
Post 5 - Reject

Bent 100
Post 5 - Reject

Bent 102
Both Tower Braces in Span 102 - Reject

Bent 105
Post 5 - Reject

Bent 107
Post 5 - Reject

Bent 109
Post 1 - Reject

Bent 110
Post 5 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 4	BRIDGE # 716.4
MILEPOST: 716.40	SECTION# 4
TYPE: ODPT/ODFT	LOCATION: Cushman, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K. Trickle

Findings:

Bent 112
Post 1 - Reject

Bent 114
Post 1 - Reject
Post 5 - Reject

Bent 118
Post 5 - Possible Reject

Bent 119
Post 5 - Reject

Bent 127
Post 5 - Reject

Bent 129
Post 1 - Reject

Bent 135
Cap - Reject (slight bulging)

Bent 136
Post 4 - Reject

Bent 149
Post 5 - Reject

Bent 151
Post 7 - Reject

Bent 153
Post 7 - Reject

Bent 164
Cap - Reject (crushing under chord 2)

Bent 165
Cap - Possible Reject (slight crushing under chord 2)

Bent 168
Post 1 - Possible Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 4	BRIDGE # 716.4
MILEPOST: 716 40	SECTION# 4
TYPE: ODPT/ODFT	LOCATION: Cushman, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K. Trickle

Findings:

Bent 167

Post 1 - Possible Reject

Ties - OK (6 reject)
Guard timber - OK
Headwall - OK
Approach - Low
Stringers - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	4.15	2	OSMOSE	Replace. - Cap on Bent 164 (crushing under chord 2)
2	4.1	2	OSMOSE	Post. - Post 4 of Bent 5 (brooming) - Post 4 of Bent 17 (failing) - Post 1 of Bent 28 - Post 5 of Bent 28 (visual) - Post 5 of Bent 45 (failing)
3	4.10	3	OSMOSE	Post: - Pile 1 of Bent 64 - Pile 5 of Bent 64 - Post 1 of Bent 114 - Post 5 of Bent 114
4	4.8	3	OSMOSE	Replace - Cap on Bent 9 - Cap on Bent 11 (slight crushing under both chords) - Cap on Bent 26 - Cap on Bent 70 - Cap on Bent 87 - Cap on Bent 135 (slight bulging)
5	4.16	4	RAILROAD	Spot replace 6 bridge ties.
6	4.13	4	RAILROAD	Add ballast and tamp up approach.
7	4.12	4	OSMOSE	In-place preservatively treat piles, posts, sills and caps.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 4	BRIDGE # 716.4
MILEPOST: 716.40	SECTION# 4
TYPE: ODPT/ODFT	LOCATION: Cushman, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
8	4.11	4	OSMOSE	Post: - Post 3 of Bent 6 - Post 5 of Bent 7 - Post 5 of Bent 10 - Post 2 of Bent 13 - Post 5 of Bent 14 - Post 5 of Bent 16 - Post 1 of Bent 18 - Post 5 of Bent 19 - Post 1 of Bent 20 - Post 5 of Bent 21 - Post 5 of Bent 29 - Post 1 of Bent 92 - Post 5 of Bent 93 - Post 5 of Bent 94 - Post 5 of Bent 100 - Post 5 of Bent 105 - Post 5 of Bent 107 - Post 1 of Bent 109 - Post 5 of Bent 110 - Post 1 of Bent 112 - Post 5 of Bent 119 - Post 5 of Bent 127 - Post 1 of Bent 129 - Post 4 of Bent 136 - Post 5 of Bent 149 - Post 7 of Bent 151 - Post 7 of Bent 153
9	4.7	4	OSMOSE	Replace: - Cap on Bent 4 - Cap on Bent 22 (slight crushing under chord 1) - Cap on Bent 25 - Cap on Bent 37 - Cap on Bent 38 - Cap on Bent 159 (slight crushing under chord 1 & 2) - Cap on Bent 165 (slight crushing under chord 2)
10	4.6	4	OSMOSE	Replace. - Tower Brace in Span 9 - West Tower Brace in Span 17 - Both Tower Braces in Span 24 - East Tower Brace in Span 38 - East Tower Brace in Span 39 - West Tower Brace in Span 45 - West Tower Brace in Span 54 - West Tower Brace in Span 66 - Both Tower Braces in Span 102
11	4.14	5	RAILROAD	Monitor: - Cap on Bent 17 (vertical split) - Cap on Bent 26 (vertical split) - Cap on Bent 66 (vertical split) - Cap on Bent 74 (vertical split)

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 4	BRIDGE # 716.4
MILEPOST: 716.40	SECTION# 4
TYPE ODPT/ODFT	LOCATION: Cushman, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
12	4.3	5	RAILROAD	Monitor - Pile 5 of Bent 68 - Post 5 of Bent 118 - Post 1 of Bent 166 - Post 1 of Bent 167

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	4.9		OSMOSE	9/17/2001	Cut pile tops and Replaced. - Cap on Bent 18 - Cap on Bent 124
2	4.2		OSMOSE	8/31/1984	In-place preservatively treated bridge.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 8 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2-~~19~~2007

Owner CORP Reg./Div. Bridge No 716.49 (SEC44)

Dist./Sub/Branch Coos Bay

Location CUSHMAN, OR

Type: ~~Bent~~ (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TR 1964 Age 19

BENT	~~Piles~~ Rods PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT. PILING
1	-		-		CAP	ON	CONC.								
2	5	1	17	G/L	5½	4									85
3	5	CAP	17	over PI	3	1½									85
4	5	CAP	17	over PI	2	2				CAP (PX)					85
5	5	CAP	17	over PI	4	1½									85
·		Post 4		6	1/2	12	Posted 26'			Browning	11"x11"	VX			
6	5	3	17	2	1	9					11"x13"	⊗			85
7	5	5	17	G/L	½	9					11"x10"	⊗			85
8	5		17												85
9	5	CAP	17	P3	1	4¼				CAP ⊗ 11"x13"x14' Span 9		Hog Jaw ⊗			85
10	5	5	17	6	½	10					11"x11"	⊗			85
11	5	CAP	17	P1	2¼	½	⊗	(Sl. CR @ both Chds)			#3	⊗			85
12	5	1	17	G/L	OK										85
13	5	2	17	3	½	10				PS - ROUND POST	11"x11"	⊗			85
14	5		17							H2O					85
15	5	2	17	POSTCAP	@	SILL	?			H2O				B	85
		5		4	1	6			3		11"x8"				
		1		6	5	5									
16	5	5	17	3	.2	9					9"x11"	⊗			85
17	5	4	17	5	½	11½	FAILING	(West Tower VX)			11"x13"	VX			85
										Cap - vertical split	#5				1360

SYMBOLS All Borings in Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

BTS 2-61 FRAMED
ALL SILLS BURNED

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 Is N S E W
(Timetable)

SIGNED KT

CORP001839

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OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

140 24b.1

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 8 SHEETS

Bridge No 716.40 SEC #4 Post

Date 2-2, 49 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT PILING
18	5	1	17	2	1	8½	1	6	1	28'S	11½×13½	X			85
		CAP	NEW	9/7/2001		Osmose									
19	5	1	17	9½	2	3			3	CAP NEWER - 28'S					85
		5		4	1	8½					11½×11½	X			
20	5	1	17	3	2	9				28'S	11½×11½	X			85
21	5	5	18	8	2	8				H.O TIMBER FACING Timber Facing 28'S	11½×11½	X			90
22	5	1	17	9½	4	½	Cap-PX		(Sl. CR @ Ch1)			PX			85
23	5		17												85
24	5		17							H.O NEWER CAP E.+W TOWER. X					85
25	5	5	17	POSTED	Post @ Shell ?					H.O Cap @ Pail 3 3s 2w		PX	B		85
26	5	CAP	17	over P5	5	1½				Cap - Vert. split		#3			85
27	5	5	17	POSTED	Post @ Shell ?									B	85
28	5	1	17	1½	1	11					11½×13½	X			85
		P5		1½	½	13					11½×13½	X			
		CAP		P4	½	5	Cap-X			11'4×13½×14'					
29	5	5	17	1	1	10				26'S	11½×13½	X			85
30	5	..	17							NEWER CAP - 28'S					85
31	5		17							28'S					85
32	5	CAP	17	over P5	7	1½				28'S					85
33	5	CAP	17	P1	OK					28'S					85
34	5		17							28'S					85
35	5	CAP	17	over P5	2	1½				28'S					85
36	5	5	17	2	OK					NEWER CAP 28'S					85
37	5	CAP	17	P1	7	2				CAP PX 28'S 11'L×13½×14'					85
38	5	CAP	17	over P3	3	2			EAST	TOWER X - 28'S CAP PX					85
39	5		17						East	NEWER CAP 28'S TOWER SAW X - 28'S					85
40	5		17												85

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 8 SHEETS

Bridge No. 716.40 SEC#4

Date 2-2, 19 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TRL	PP	LIN. FT PILING
41	POST 5	CAP	17	OVER 05	3½	1									85
42	POST 5		18							TIMBER FACING					90
43	POST 5		18							TIMBER FACING					90
44	POST 5		17												85
45	POST 5	5	17		V+@	6'				W. TOWER (X)		(X)			85
46	POST 5		17												85
47	POST 5		17												85
48	POST 5	CAP	17												85
49	POST 5		17												85
50	POST 5	CAP	17												85
51	POST 5		17												85
	POST 5		17												85
53	POST 5	4	17	9	8	3									85
54	POST 5		17							SPAN SH W. TOWER (X)					85
55	POST 5		16												80
56	POST 5		16												80
57	POST 5		16												80
58	POST 5		16												80
59	POST 5		16												80
60	POST 5		16												80
61	POST 5	5	16	2	5	2									80
62	5	CAP	18							TIMBER FACING					90
63	5	CAP	18							TIMBER FACING					90
64	5	1	18	4/1	2	9				NEWER CAP	15"	(X)			90
		5		D/P	1	12					15½	(X)			
65	5	CAP	18												90
	5		18			Cap-Vertical Split NS									90

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 4 of 8 SHEETS

Bridge No. 716.40 SEC #4

Date 2-2, 19 2007

BTS 62-71 - PILE BENTS

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN FT. PILING
67	5		18							H_2O					90
68	5	1	18	2	2	2				H_2O					90
		5		5/L	3	8				H_2O		PX			
69	5		18							H_2O NEWER CAP					90
70	5	CAP	18	P1	2	5½				H_2O CAP ⊗ 13½x13½x14'					90
71	5		18							H_2O					90
	END PILE BENTS START FRAME BENTS.				5' SPAN BETWEEN BENTS 71,72										
72	POST 5		17							H_2O SILL @ 5/L					85
73	POST 5		17							H_2O SILL @ 5/L					85
74	POST 5		17		#5 Cap-vert. split					H_2O SILL @ 5/L					85
75	POST 5		17							H_2O SILL @ 5/L					85
76	POST 5		17							H_2O SILL @ 5/L					85
77	POST 5		17							H_2O SILL @ 5/L					85
78	POST 5		17							H_2O SILL @ 5/L					85
79	POST 5	4	17	10						H_2O SILL @ 5/L					85
80	POST 5		17							H_2O SILL @ 5/L					85
81	POST 5	1	17		POSTED	POST				H_2O SILL @ 5/L					85
82	POST 5		17							H_2O SILL @ 5/L TIMBER FACING					85
83	POST 5	CAP	17							H_2O SILL @ 5/L TIMBER FACING					85
84	POST 5		17							H_2O					85
85	POST 5		17							H_2O					85
86	POST 5	5	16	10						H_2O SILL @ 5/L W. TOWER ⊗					80
87	POST 5	5	16	8						H_2O SILL @ 5/L					80
		CAP		P2	1	4½				CAP ⊗ 19½ x 17½ x 14					
88	POST 5		16							H_2O SILL @ 5/L					80
89	POST 5	5	16	3	½	4½				H_2O SILL @ 5/L					80
90	POST 5	5	16	7	1	4				H_2O SILL @ 5/L					80

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RAILROAD BRIDGE DIVISION
BORING RECORD

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SHEET 5 of 8 SHEETS

Bridge No. 416.40 SEC #4

Date 2-2, ~~19~~ 2007

Post

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN FT PILING
91	5	3	15		Posted	Post				H_2O SILL @ H_2O Mower Cap					75
		5			Posted	Post									
92	5	1	15	5	1	9				H_2O SILL @ ¾	11 x 11½	X			75
93	5	5	15	10	1½	8½				H_2O SILL @ ¾	11½ x 11½	X			75
94	5	5	15	4	3	10				H_2O SILL @ ¾	11½ x 11½	X			75
95	5		15							H_2O SILL @ ¾					75
96	5	1	15	8											75
97	5		15												75
98	5		15												75
99	5		15												75
100	5	5	15	3	2	8				H_2O	11½ x 11½	X			75
	5	CAP	15							H_2O					75
102	5		15							H_2O SILL @ ½ SPAN 102 - Both Towers	S	X			75
103	5	4	15	2	OK					H_2O SILL @ ¾					75
104	5		15							H_2O SILL @ ¾					75
105	5	5	14	4	1	10				H_2O SILL @ H_2O TIMBER FACING	11½ x 11½	X			70
106	5		14							H_2O SILL @ H_2O TIMBER FACING					70
107	5	5	14	5	1	11				H_2O SILL @ H_2O	11½ x 11½	X			70
108	5		14							H_2O NEWER CAP SILL @ H_2O					70
109	5	1	14	4	1	11				H_2O SILL @ H_2O	11½ x 11½	X			70
110	5	5	14	3	1	12				H_2O SILL @ H_2O		X			70
111	5	CAP	14	Over 13						H_2O SILL UNDER H_2O					70
112	5	1	14	3	½	11				H_2O SILL UNDER H_2O	11½ x 11½	X			70
		5		Posted w/ Round Post											
		CAP		Over 13											70
113	5	2	14	Posted		Post				H_2O Submerged soil					1680
		5		Posted @ S.I.											

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 6 of 8 SHEETS

Bridge No. 716.40 SEC #4

Date 2-2, ~~19~~ 2007

BENT	~~PILES~~ Post PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT PILING
114	5	1	14	4	1	12				H_2O SUBMERGED SILL	11½x13½	X			70
		5		3	1½	9					11½x13½	X			
115	5	4/5	14	O/P 8	5 1	5 4				H_2O SUBMERGED SILL					70
116	5		14							H_2O SUBMERGED SILL					70
117	5	5	14	2	2½	6½				H_2O SUBMERGED SILL					70
118	5	5	14	2	4	5½	2	8	2	H_2O SUBMERGED SILL		PX			70
119	5	5	14	4½	4	9				H_2O SUBMERGED SILL	11½x13½	X			70
120	5	CAP	13	OUT P3	5	1				H_2O SILL @ H_2O					65
121	5		13							H_2O SILL @ H_2O New CAP					65
122	5		13							H_2O SUBMERGED SILL					65
123	5		13							H_2O SUBMERGED SILL					65
124	5	CAP	13		Cap New		9/17/2007			Osmose H_2O					65
125	5		13							H_2O SUBMERGED SILL					65
126	5		14							H_2O SUBMERGED SILL					70
127	5	1	14	2	6½	2				H_2O SUBMERGED SILL					70
		5		7	1½	9½					11½x13½	X			
!		CAP		P5	OK										
128	5	CAP	14	OUT P5	4	1½				H_2O SUBMERGED SILL					70
129	5	1	13	2	1	8				H_2O SUBMERGED SILL	11½x13½	X			65
130	5	CAP	13							H_2O					65
131	5		13							H_2O					65
132	5	CAP	13							H_2O					65
133	5	CAP	13	OUT P5						H_2O					65
134	5		13							H_2O					65
135	5	CAP	13	P2	2½	3¼				H_2O CAP X (Sl. Bulging) #3 1 Hr 13½x14					65
136	5	4	13	4	2	10				H_2O	11½x13½	X			65
137	5		13							H_2O					65

CORP001844

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 7 of 8 SHEETS

Bridge No. 716.40 SAC #4

Date 7-2 ,19 2007

Post: BTS 141-168 5 post FRAMES w/ 1 PILE on EACH END

BENT	~~PILES~~ PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS Silt Substrate	PILE DIA.	PX OR X	G/L TR	PP	LIN. FT. PILING
138	5	5	12	2	4	3			3	H.O					60
139	5	4	12	10	2	2				H.O					60
140	5		12							H.O					60
141	7	1	12	D/P	3	7				H.O					84
142	7	7	12	D/P	3	6				H.O					84
143	7	2	12	10	1	6				H.O					84
144	7	CAP	12	Over P3						H.O					84
145	7		12							H.O					84
146	7		12							H.O					84
147	7	7	12	3	OK					H.O					84
148	7		12							H.O					84
	7	5	12	3	1	11				H.O		⊗			84
150	7		12							H.O					84
151	7	7	12	D/P	0	8				H.O	15	X			84
152	7	7	12							H.O					84
153	7	7	12	D/P	0	9				H.O	16	X			84
154	7		12			SPAN 154- (8) 10"x24"				H.O					84
155	7		11							H.O					77
156	7	4	11	8	4	4				H.O					77
157	7	CAP	11							H.O					77
158	7	7	11	D/P						H.O NEAR CAP					77
159	7	1	11	POSTED	PILE.					H.O Cap. ⊗ (SLCR @ both Ends)					77
160	7		11							H.O					77
161	7	7	11	D/P						H.O					77
162	7	1	11	10						H.O					77
163	7	1	11	4	3	5				H.O					77
	7	7	11	D/P						H.O Cap. ⊗ FROM PL 9 #2					77

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RAILROAD BRIDGE DIVISION
BORING RECORD

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SHEET 8 of 8 SHEETS

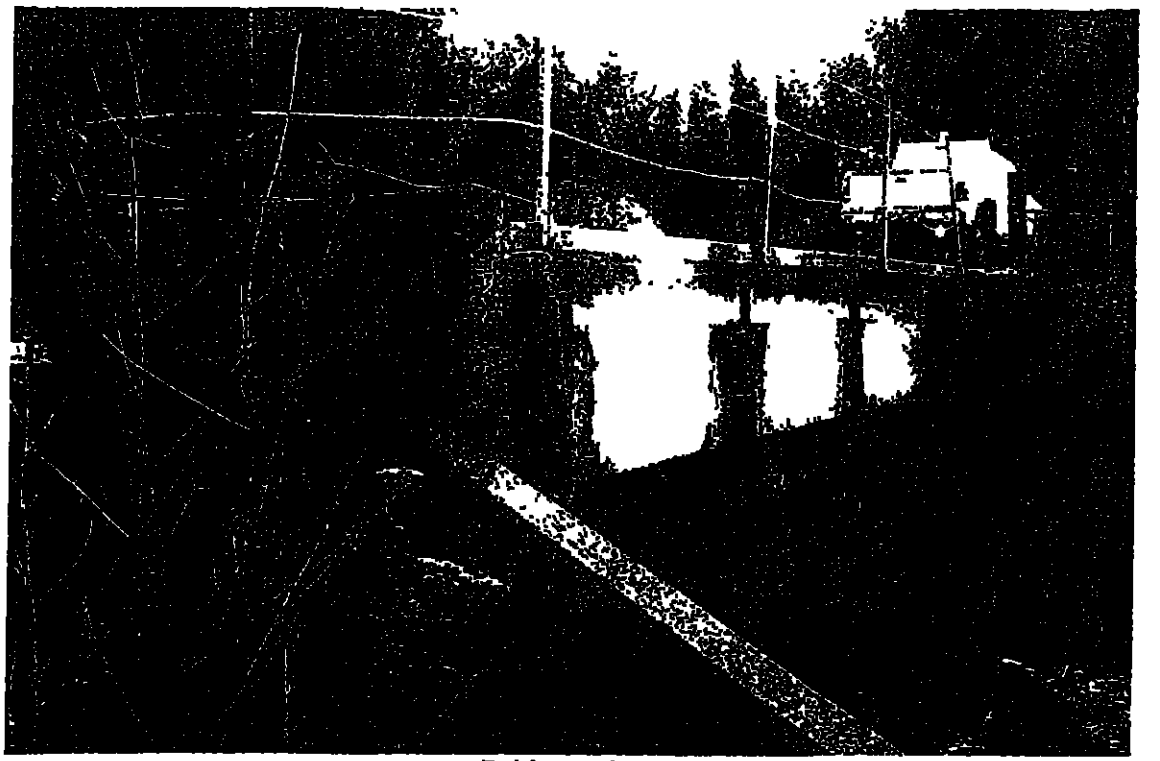
Bridge No. 716.40.SEC#4

Date 2-2, 19 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	UN FT PILING
165	Post 7	1	11	P/P						H.O Cap - PX (SL. CR @ CH2)					77
		7		P/P											
166	Post 7	1	11	P/P	0	9				H.O	16	PX			77
		7		P/P											
167	Post 7	1	11	3	1	9				H_2O	16	PX			77
168	Post 7	1	11							H_2O					77
		7													
		EAP													
169	5	1	11	P/P						H.O					55
		2		P/P											
170	5	3	7	Posted Pile @ G/L										B	35
		EAP													
171	5		1							6" SUBCAP					5
															403
							STRS - Good VALU'S								
							H.WALLS - OK								
							TIES - OK 6X8								
							Longest span — 15'6"								
							APP - LDW								
							G. timb - OK								

CORP001846

Central Oregon & Pacific Railroad



Bridge 718.12

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP001847

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 718.12

MILEPOST: 718 12 | SECTION# 1

TYPE: CONC | LOCATION: Canary, OR

INSPECTION DATE: 2/ 2/2007 | INSPECTOR: K Trickle

Findings:

Approaches - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	4	RAILROAD	Add ballast and tamp up both approaches

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-2-07 BY: KT

Bridge No: 718 12

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER • Concrete Tub

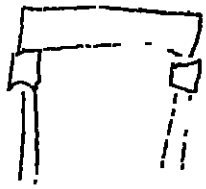
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of:

Overall Sketch: (include span lengths)



Ballast Deck

2 Bents

1 Span

Typical Bent or Pier Sketch:

3 Pipes

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: • Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 43° 57.822 W124 03.392 Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL: YES • (NO) • WALKWAY: (YES) • NO • LOCATION: Both

SKEWED: YES • (NO) • Type of Walls: Dim: x x long conc

FIBRE OPTICS: YES • (NO) • CULVERT: YES • (NO)

BRIDGE IS OVER Creek Maximum Bridge Height: 12

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 718.12

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	
APPROACHES:	POOR •	(FAIR) •	GOOD •	Low EROSION PROBLEMS: #4
TIES:	POOR •	FAIR •	GOOD •	SIZE: QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •	
WALKWAY:	POOR •	FAIR •	GOOD •	(OK) HANDRAILS (OK)
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:

SUPERSTRUCTURE (Note any defects):

No. Defects Located

SUBSTRUCTURE (Note any defects):

No DEFECTS LOCATED

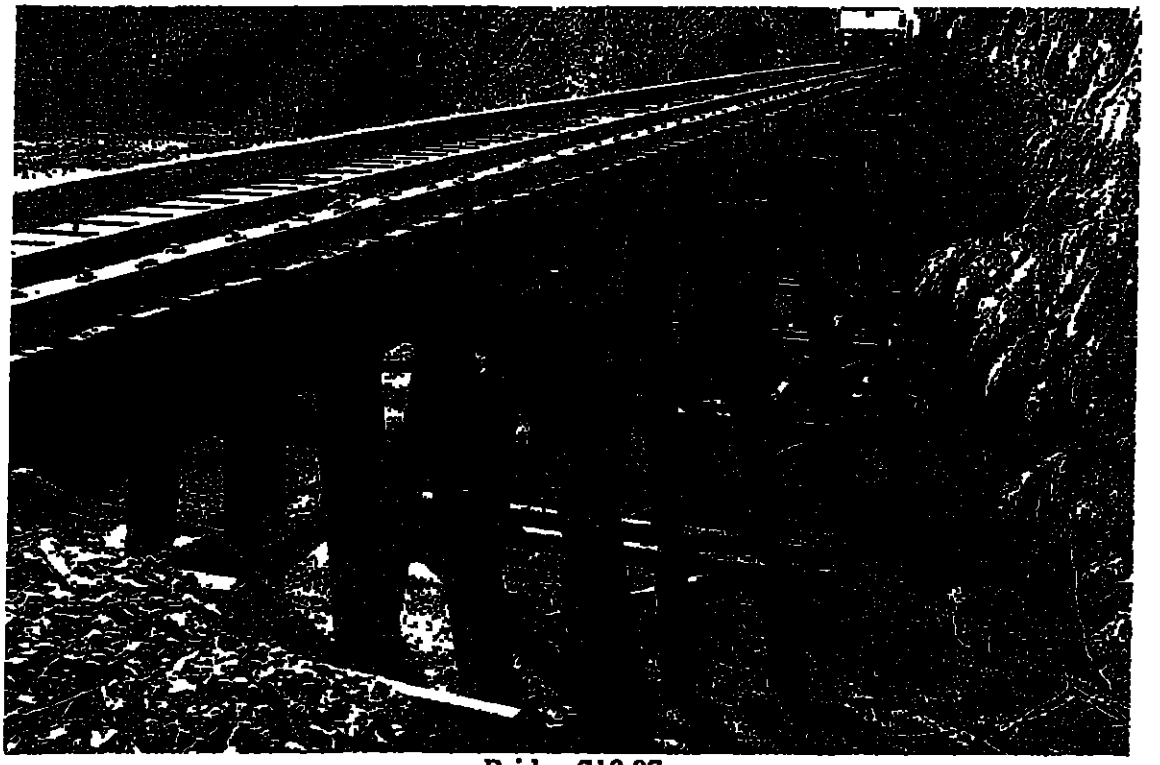
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 719.07

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 719.07

MILEPOST: 719.07	SECTION# 1
TYPE: ODPT	LOCATION: Canary, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K. Trickle

Findings:

Bent 1
- Cap - Reject

Bent 2
- Pile 1 - Reject
- South Sash Brace - Reject

Bent 3
- Cap - Possible Reject

Bent 4
- Pile 2 - Reject
- Pile 5 - Reject

Bent 5
- Pile 3 - Reject
- Pile 5 - Reject

Bent 6
- Pile 4 - Reject

Bent 7
- Pile 4 - Reject
- Pile 5 - Reject

Ties - Poor (plate cut, 35 reject, approx. 9 at rail joints)
Guard timber - OK
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	2	OSMOSE	Replace all 108 bridge ties
2	1.8	3	OSMOSE	Replace: - Cap on Bent 1
3	1.7	3	RAILROAD	Add ballast and tamp up both approaches.
4	1.2	3	OSMOSE	Post: - Pile 2 of Bent 4 - Pile 5 of Bent 4 - Pile 3 of Bent 5 - Pile 5 of Bent 5 - Pile 4 of Bent 7 - Pile 5 of Bent 7

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 719.07

MILEPOST: 719.07 SECTION# 1

TYPE. ODPT LOCATION: Canary, OR

INSPECTION DATE: 2/ 2/2007 INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	1.5	4	OSMOSE	Replace: - South Sash Brace on Bent 2
6	1 4	4	OSMOSE	Replace - Cap on Bent 3
7	1.3	4	OSMOSE	Post: - Pile 1 of Bent 2 - Pile 4 of Bent 6
8	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2 , 19 2007

Owner CORP Reg/Div: Bridge No 7/907

~~Dist/Sub~~/Branch COOS BAY

Location CANARY, OR (MP 721.20)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TR 1976 Age 19 31

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS (12X14X12")	PILE DIA	PX OR X	GL TR	PP	LIN FT PILING
1	5	2	5	G/L	2	5½		CAP	@	P1 ties 4v ⊗	DP @ left end				25
2	5	1	16	D/P	0	12	W	PH		SOUTH SASH ⊗	13½	⊗			80
3	5	1	18	D/P	3	6				486#					90
		2 4		D/P 13	2 2	CE 9½	5	4							
		CAP		over P3	2	2				CAP (PX)					
4	5	2	24	D/P	1½	10				H20 288#	14	X			120
		5		D/P	1½	10					13½	X			
5	5	1	24	D/P	2	9					16				120
–		3		D/P	½	12				H20	13½	X			
		5		D/P	1½	11					14½	X			
6	5	4	18	P/P	2	11				288	16½	X			90
		3		D/P	0	3									
7	5	1	12	G/L	1¼	6½				460#	15½				60
		2		POSTED	@	6'									
		4		D/P	2	10					15	X			
		5		G/L	1	10					15	X			
8	5	CAP	4	P3	OK			-							20
		3		D/P	5	6									60S
		(10L)	TIES - POOR 3⊗				(PLATE CUT)			(7½x7½x9') 2⊗ @ 4x @	left	cut	right	left	cut
		GUARD TIMBER - OK					APPROACHES - LOW			HEADWALLS - OK					

SYMBOLS All Borings to Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWrap
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP001854

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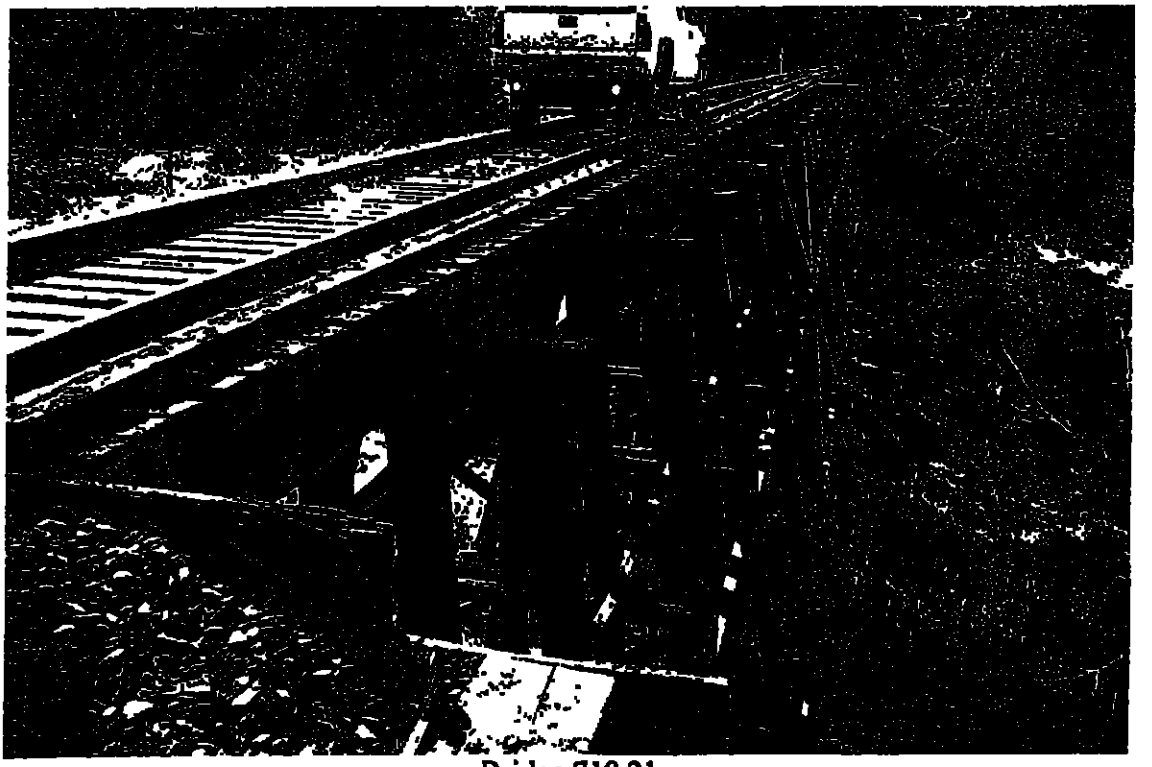

Bridge 719.21

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 719.21

MILEPOST: 719 21	SECTION# 1
TYPE. ODPT	LOCATION: Canary, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR. K. Trickle

Findings:

Bent 1
Cap - Reject

Bent 3
Pile 5 - Possible Reject
Girts 1, 2 & 3 in Span 3 - Reject

Bent 4
Pile 3 - Possible Reject
Pile 4 - Reject

Bent 5
Pile 5 - Reject

Bent 7
Girt 1 in Span 7 - Reject

Bent 8
Pile 1 - Reject

Bent 9
Pile 1 - Possible Reject

Bent 10
Shim - Reject (crushing)

Bent 11
Pile 1 - Reject

Bent 12
Pile 2 - Reject

Bent 13
Pile 3 - Possible Reject
Cap - Possible Reject
2" Shim - Reject (crushing)
Drop in elevation

Bent 14
2" Shim - Reject (failed)
Drop in elevation

Bent 15
Pile 1 - Possible Reject
Pile 5 - Reject
Shim - Reject (slight crushing)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 719.21

MILEPOST: 719.21 SECTION# 1

TYPE: ODPT LOCATION: Canary, OR

INSPECTION DATE: 2/ 2/2007 INSPECTOR K. Trickle

Findings:

Bent 17
Pile 3 - Possible Reject
Cap - Possible Reject

Bent 18
Pile 1 - Possible Reject
Pile 5 - Possible Reject

Bent 19
Sash brace - Reject

Bent 20
Both Shims - Reject (slight crushing)

Bent 21
Pile 1 - Reject
Girt Braces 1 & 2 - Reject

Bent 22
Subcap - Reject (slight crushing under chord 1)
Shim - Reject

Span 1
Stringer 8 - Reject

Span 18
Stringer 3 - Reject

Ties - Fair to poor (22 reject ties at 5 rail joints)
Guard timber - Fair
North Headwall - Fair
South Headwall - Poor
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 14	2	RAILROAD	Add ballast and tamp up both approaches.
2	1.13	2	OSMOSE	Replace: - South headwall
3	1 10	2	OSMOSE	Replace: - 2" Shim on Bent 13 (crushing) - 2" Shim on Bent 14 (failed)
4	1.16	3	OSMOSE	Cut Pile tops down and: - Replace Cap & Shim & Install a 6" - 8" Subcap on Bent 22 (slight crushing)
5	1 15	3	OSMOSE	Replace: - Shim on Bent 10 (crushing) - Shim on Bent 15 (slight crushing) - Both Shims on Bent 20 (slight crushing)
6	1.12	3	OSMOSE	Replace all bridge ties.

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 719.21

MILEPOST: 719.21 SECTION# 1

TYPE: ODPT LOCATION: Canary, OR

INSPECTION DATE: 2/ 2/2007 INSPECTOR. K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
7	1.9	3	OSMOSE	Replace: - Cap on Bent 1
8	1 11	4	OSMOSE	Replace: - Stringer 8 in Span 1 - Stringer 3 in Span 18
9	1.7	4	OSMOSE	Replace. - Girt Bracing in Span 3 - Girt Bracing in Span 7 - Girt Bracing in Span 21
10	1.5	4	OSMOSE	Replace. - Cap on Bent 13 - Cap on Bent 17
11	1 4	4	OSMOSE	Replace - Sash Brace on Bent 19
12	1.2	4	OSMOSE	Post: - Pile 4 of Bent 4 - Pile 5 of Bent 5 - Pile 1 of Bent 8 - Pile 1 of Bent 11 - Pile 2 of Bent 12 - Pile 5 of Bent 15 - Pile 1 of Bent 21
13	1 1	4	OSMOSE	in-place preservatively treat piles, caps and stringers
14	1.3	5	RAILROAD	Monitor: - Pile 5 of Bent 3 - Pile 3 of Bent 4 - Pile 1 of Bent 9 - Pile 3 of Bent 13 - Pile 1 of Bent 15 - Pile 3 of Bent 17 - Pile 1 of Bent 18 - Pile 5 of Bent 18

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OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2 to 2007

Owner CORP Reg/Div Bridge No. 7/19.21

Dist./Sub/Branch Coos Bay

Location CANARY, OR (MP 721.10)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TR 1976 Age 19 42-39

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	5	3	1	P/P	OK					2" SHIM					5
		CAP		PS	1	5				CAP ⊗ 13½x15½x14					
2	5	5	13	C/C	4	5				2" SHIM 4883					65
3	5	1/5	24	12 C/C	2/3	5/8				SPAN 3-GIRTS 1,2,3 ⊗ 2" SHIM	13¾	PX			120
4	5	3	25	C/C	2	7					15	PX			125
		4		3	2½	10					14½	X			
5	5	5	27	2	3	8					14	⊗			135
6	5	4	27	C/C	6½	3					14				135
		5		8	3	6½					14½				
7	5*		27	21	3	6				Span 7 Girt 1 ⊗					135
8	5	1	27	22	4½	10					17	⊗			135
		2		22	3	8					18½				
9	5	1	27	12	3	13					19½	PX			135
		3		24	3	7					20				
10	5	1	27	15	2	4½	2½	12		Shim-⊗ CR (#3)	17½				135
		2 3		25 DP DP	2 1	10 12	10 8	1 4			19 19				
11	5	1	27	15	2	14				H,O	17¾	X			135
		4		19	4	8					16				
12	5	2	27	D/P	2	14				H,O	17	X			135
		3		D/P	2	13	6	7			20				
		5		18	2	13	6	6			19				

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmosilfield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP001859

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No. 719.21

Date 2-2, 1992007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN. FT PILING
13	5	1	27	15	2	11	8	4		H2O	20				135
		3		23	2	13				2"X13½"X10' SHIM CRUSHING (#2)	19	PX			
		5		D/P	½	12				Drop in Elevation	18				
		CAP		Over P4	2	2				CAP (PX)					
14	5	1	27	6	3	10	8	4		H2O	17½				135
		2		10	2	8½	9	2	(#2)	2"X13½"X10' SHIM Failed ⊗	18				
		4		D/P	3	7				DROP IN ELEVATION	17				
		5		9	3	8½					16½				
15	5	1	27	D/P	1½	17	8	5		H2O	18	PX			135
		5		15	2	13				Shim - ⊗ (Sl. CR) (#3)	16	X			
16	5	4	27	6	5	7½				H2O	17				135
		5		C/C	3½	6					17				
17	5	1	27	15	1	6½				H2O	16½				135
		2		D/P	1	9	6	6			18				
		3		25	2	15					17½	PX			
		4		D/P	4	8					17				
		5		2	2	15					20½				
		CAP		Over P3	3½	2				CAP (PX)					
18	5	1	27	D/P	4	10					17½	PX			135
		5		D/P	2	10					16	PX			
19	5		24							Sash ⊗ 6 BB's					120
										4" slab					
20	5		18							6" Slab CAP					90
										Both Shims - ⊗ (Sl. CR) (#3)					

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RAILROAD BRIDGE DIVISION BORING RECORD

SHEET 3 of 3 SHEETS

Bridge No. 719.21

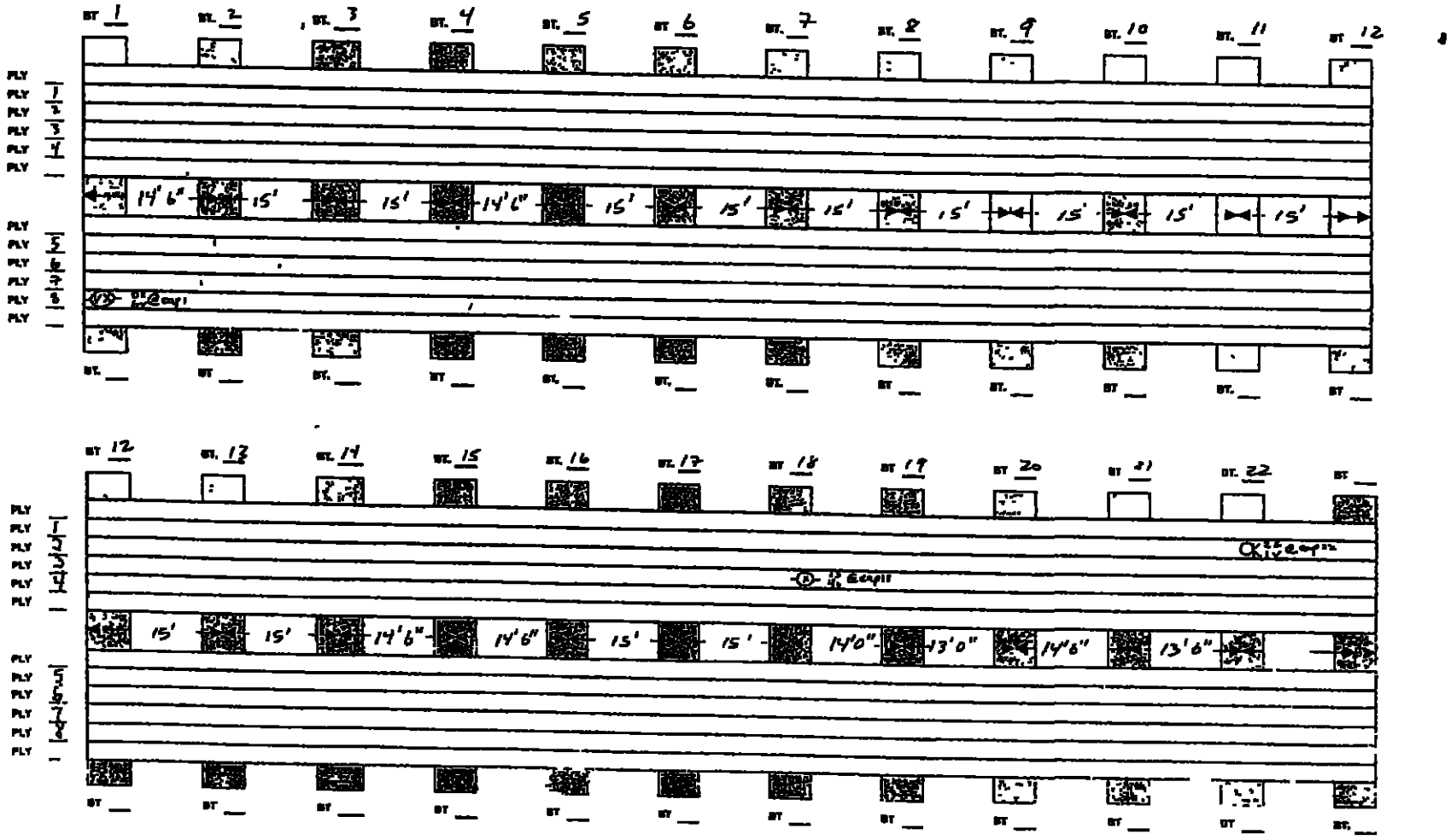
Date 2-2, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
21	5	1	10	7	2	11				SPAN 21 GIRT #1 #2 - ⊗ - 2 BTTS		X			50
22	5	sub cap	1	over PI		ok				6" Subcap - ⊗ (S1 CR @ Ch1) (#3)					5
										2" sh'm ⊗					2470
										G. timb - Fair					
										Appr - Fair					
										S. Hdwl. - ⊗ (#2)					
										VARIOUS 1½"-2" SHIMS / ALL BENTS					
										All Bents 2" shim					
							TIES - FAIR TO POOR (7½" X 7½" X 9')								
										NORTH HEADWALL - FAIR					
										Span 3 4 reject ties @ rail joint right side					
										Span 4 4 reject ties @ rail joint left side					
										Span 9 3 reject ties @ rail joint right side					
										Span 13 3 reject ties @ rail joint right side					
										Span 17 4 reject ties @ rail joint left side					

CORP001861

719.21 Cross Bay

Stringer Schematic



CORP001862

Central Oregon & Pacific Railroad

Tunnel 15

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 15

MILEPOST: 720 73 | SECTION# 1

TYPE: Tunnel | LOCATION: Canary, OR

INSPECTION DATE. 2/ 2/2007 | INSPECTOR: K. Trickle

Findings:

Tunnel not inspected in 2007

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	11	5	RAILROAD	Tunnel not inspected at this time: - Perform inspection on tunnel when required

Central Oregon & Pacific Railroad

Tunnel 16

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 16

MILEPOST: 721.52 SECTION# 1

TYPE: Tunnel LOCATION- Canary, OR

INSPECTION DATE: 2/ 2/2007 INSPECTOR. K. Trickle

Findings:

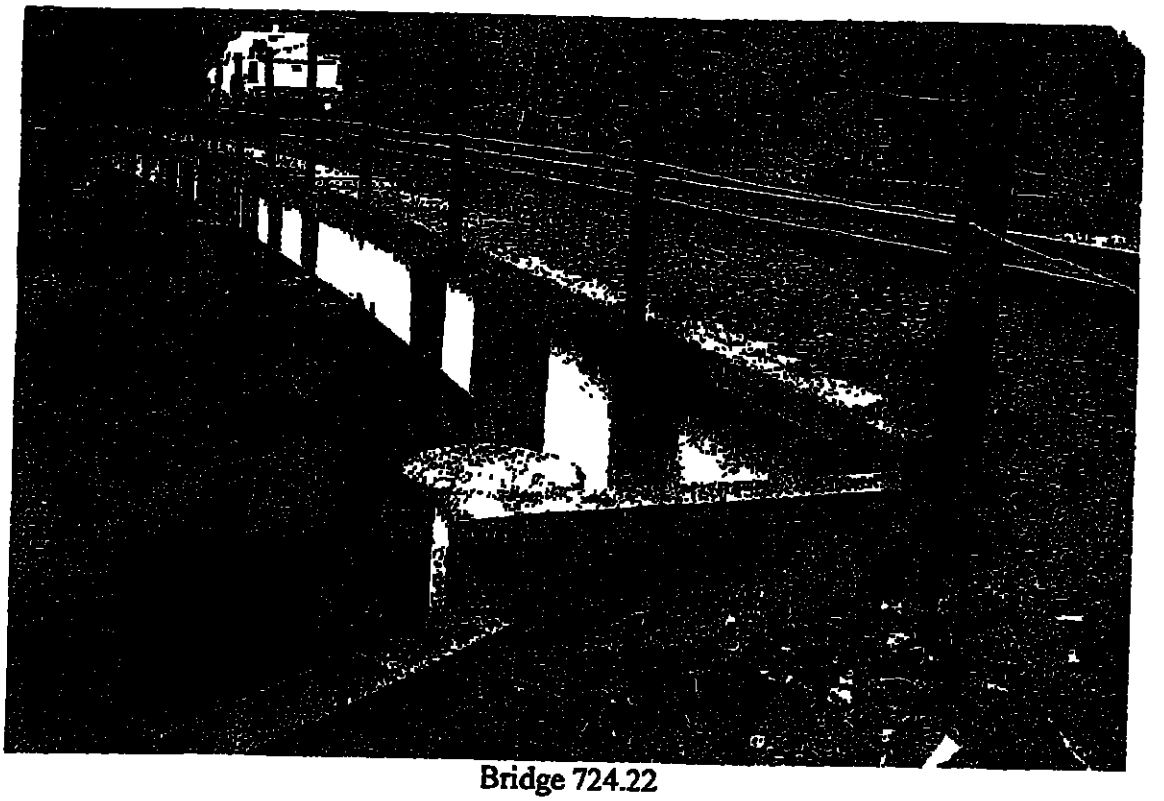
Tunnel not inspected in 2007

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Tunnel not inspected at this time: - Perform inspection on tunnel when required

Central Oregon & Pacific Railroad



Bridge 724.22

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP001867

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 724.22

MILEPOST: 724.22 | SECTION# 1

TYPE: Concrete Tub | LOCATION: Kroll, OR

INSPECTION DATE: 2/ 2/2007 | INSPECTOR: K. Trickle

Findings:

Headwalls - OK
Approaches - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	RAILROAD	Add ballast and tamp up both approaches.

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-2-07 BY: KT

Bridge No: 724 22

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 4 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER • Conc Tub

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: KRAL, OR

Overall Sketch: (include span lengths)

4 spans

Ballast Deck

5 Bents

Typical Bent or Pier Sketch:

3 pipe.

GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: | Directions:

GPS COORDINATES: N 43° 53.792 W124° 03.401 | Nearest Crossing:

BRIDGE: TANGENT • CURVE • | Superelevation is in _____

GUARD RAIL: YES • NO • | WALKWAY: YES • NO • LOCATION: Both

SKEWED: YES • NO • | Type of Walk: Dim: x x long Conc

FIBRE OPTICS: YES • NO • | CULVERT: YES • NO •

BRIDGE IS OVER Crk | Maximum Bridge Height: 15

Bents or Piers in Water: | Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: T34.32

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD • LOW	EROSION PROBLEMS: (#3)		
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:	
HEADWALLS:	POOR •	FAIR •	GOOD • OK			
WALKWAYS	POOR •	FAIR •	GOOD • OK	HANDRAILS - OK		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:		

SUPERSTRUCTURE (Note any defects):

NO. DEFECTS LOCATED

SUBSTRUCTURE (Note any defects):

NO DEFECTS LOCATED

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad

Bridge 725.96

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 725.96

MILEPOST: 725.96 | SECTION# 1

TYPE: ODPT | LOCATION: Kroll, OR

INSPECTION DATE: 2/14/2007 | INSPECTOR: K. Trickle & P Kaz

Findings:

Bent 3
Pile 5 - Possible Reject

Bent 5
Pile 1 - Possible Reject

Bent 6
Pile 4 - Possible Reject

Bent 10
Pile 1 - Possible Reject
Pile 2 - Possible Reject
Pile 6 - Reject

Bent 11
Pile 6 - Reject

Bent 15
Pile 1 - Possible Reject
Cap - Reject

Bent 20
Span 20 - Stringer 2 (poor parting fine only on cap 2 1/2")

Bent 28
Cap - Reject

Bent 29
Cap - Reject

Bent 31
Cap - Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low
Walkways - OK
Handrail - OK

Piles - Avg 16"-30" Diameter

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 725.96

MILEPOST: 725.96 | SECTION# 1

TYPE: ODPT | LOCATION: Kroll, OR

INSPECTION DATE: 2/14/2007 | INSPECTOR: K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.7	2	RAILROAD	Add ballast and tamp up both approaches.
2	1.4	3	OSMOSE	Replace: - Cap on Bent 15 - Cap on Bent 28 - Cap on Bent 29 - Cap on Bent 31
3	1.3	4	OSMOSE	Post. - Pile 6 of Bent 10 - Pile 6 of Bent 11
4	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
5	1.6	5	RAILROAD	Monitor: - Stringer 2 in Span 20 (parting line on cap 2 1/2")
6	1.2	5	RAILROAD	Monitor: - Pile 5 of Bent 3 - Pile 1 of Bent 5 - Pile 4 of Bent 6 - Pile 1 of Bent 10 - Pile 2 of Bent 10 - Pile 1 of Bent 15

140324b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14-19 2007

Owner CORP Reg./Div. Bridge No. 725.96

Dist./Sub/Branch Coos BAY

Location Kroll, OR (MP 732.5)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 75

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	30" SHELL	30" VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN FT. PILING
1	Steel 3		2			steel		Bent							—
2	Steel 3		9			steel		Bent.							—
3	6	5	10	8	1½	8½					15	PX			60
4	6	Cap	10'	Pl		OK									60
5	6	1	10	3	5	9					15	PX			60
6	6	4	10	6½	2	9½	2½	8			15	PX			60
7	6	6	10.	3	7	2½		Cap - OK							60
8	6		10												60
9	6	1	10	1	3	5									60
		4		6	4	5									
10	6	1	10	6	1	14					18½	PX			60
		2		O/P	1	14		Pile 4 @ 6' 7⅝ 2W			17¾	PX			
		6		O/P	1	11½					15½	X			
11	6	2	10	O/P	3	3					19				60
		6		P/P	2	12	2	12			15½	X			
12	6		10												60
13	6	1	10	4	7	5					26				60
14	6	3	10	O/P	2	5					22				60
15	6	1	10	2	4	10		Cap @ Pl 6 4W (X)			17½	PX			60
		6		O/P	6	K									

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo/Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

CORP001874

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No. 725.96

Date 2-14, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GR TR	PP	LIN FT. PILING
16	6	1	10	3	4	7					18				60
		5		D/P	6	6					24				
17	6	6	10	D/P	5	3					23				60
18	6	1	10	2	3	1									60
19	6		10												60
20	6	5	10	3	3	9					21				60
21	6	1	10												60
22	6		10												60
	6		10	2											60
24	6	1	10	3	2	15					18				60
25	6	1	10	3	0	K									60
26	6		10												60
27	6	1	10	3	4	7					17				60
28	6	Cap	10	D/P	3	3					30				60
		CAP		over P3	4	4				CAP ⊗ 13½ × 13½ × 16'					
29	6	CAP	10	over P3	4	4				Cap-⊗					60
	3	5		4	1	6					23				
30	6		10												60
31	6	cap	10	P1	1	5				Cap ⊗					60
32	6		10												60
33	6	CAP	10	over P2	3	1									60
		CAP		over P5	0	K									
										Avg. Span 15'0"					

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 3 SHEETS

Bridge No. 725.96

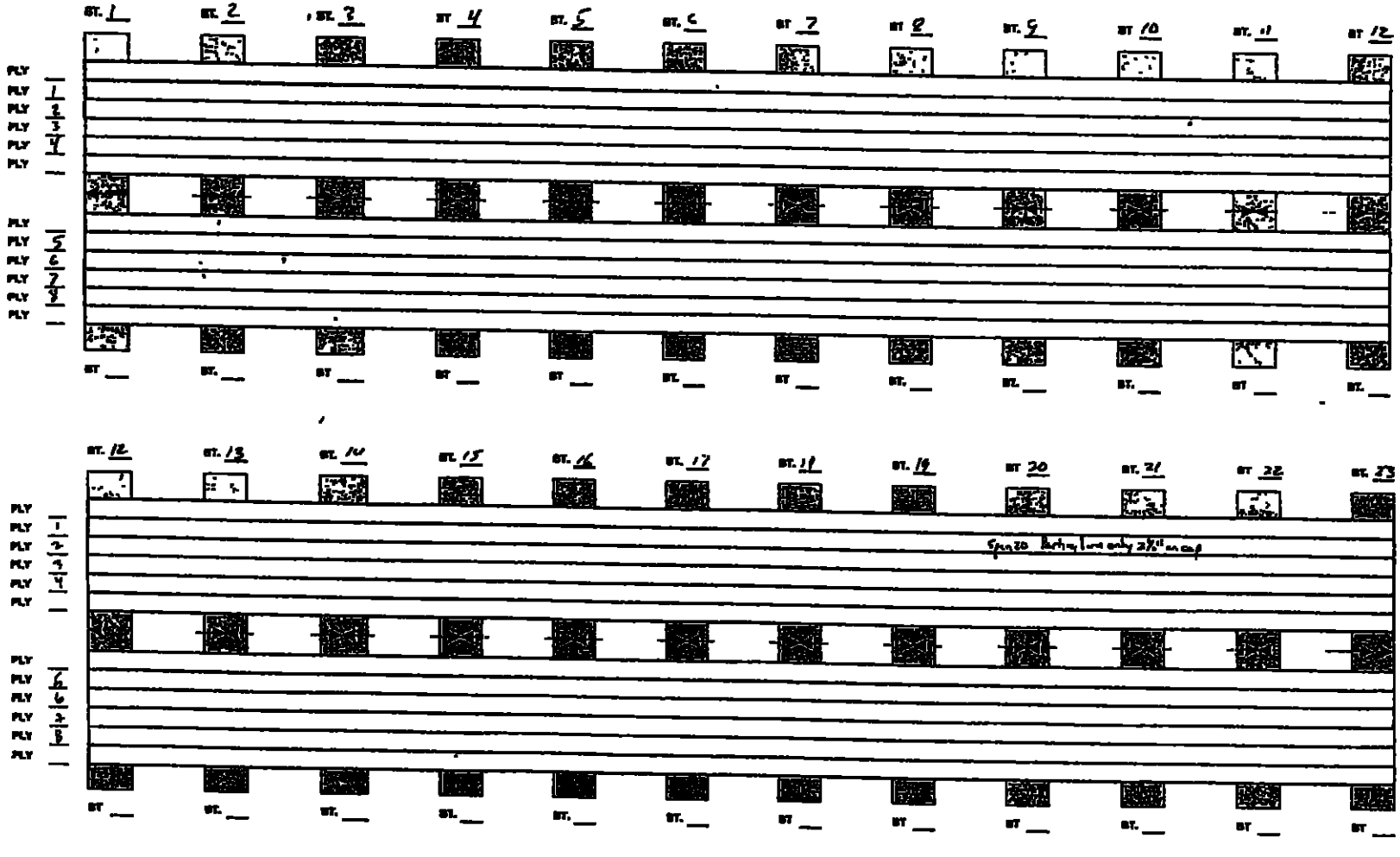
Date 2-14, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	50° SHELL	50° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN. FT PILING
34	6		10				Sounded								60
35	6		10				Sounded								60
36	6	cap	10	P1		OK									60
37	steel 3		10				—								—
38	steel 3		—				—								—
										Handrail - OK					
										Walkway - OK					
										G. Climb - OK					
										Apps - Low (2)					
										Tips - OK					
										Handrails - OK					
										Headwalls — OK					
										Span 20 - Str. 2 Parting Line (DIA cap 2½")					
										Huge Piles (16 - 30" dia)					
										Avg. span 15' 0"					

CORP001876

725 96. Average Span 15'0"

Stringer Schematic



CORP001877

Central Oregon & Pacific Railroad

Bridge 726.31

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 726.31

MILEPOST: 726.31	SECTION# 1
TYPE: ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 3
Cutoff 1 - Possible Reject

Bent 8
1/4" Gap under Chord 2
Cutoff 1 - Possible Reject

Bent 10
Cap - Vertical split

Bent 11
Cutoff 2 - Visual Reject
Cutoff 4 - Visual Reject

Bent 13
Cutoff 1 - Reject
Cutoff 2 - Reject

Bent 14
Cutoff 1 - Reject

Bent 17
Cutoff 2 - Possible Reject
Cutoff 3 - Reject

Bent 23
Post 3 - Possible Reject
Cutoff 2 - Possible Reject
Cutoff 4 - Possible Reject
1/4" Gap under stringers 3 & 4

Bent 28
1/4" Gap under Chord 2
Cutoff 2 - Reject

Bent 33
Post 2 - Reject

Bent 46
Cutoff 2 - Possible Reject

Bent 57
Cutoff 2 - Reject
Cutoff 4 - Reject
Cutoff 5 - Possible Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 726.31

MILEPOST: 726.31	SECTION# 1
TYPE: ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Bent 58

Cap - Possible Reject (very minor cornering)

Span 1

Stringer 3 - Possible Reject
Stringer 5 - Possible Reject
Stringer 8 - Reject

Span 3

Stringer 2 - Visual Reject
Stringer 4 - Reject

Span 4

Stringer 2 - Reject
Stringer 4 - Reject
Stringer 5 - Reject
Stringer 6 - Possible Reject
Stringer 7 - Reject

Span 5

Stringer 4 - Reject

Span 17

Stringer 4 - Visual Reject

Span 19

Stringer 4 - Reject
Stringer 8 - Reject

Span 20

Stringer 4 - Reject
Stringer 5 - Visual Reject
Stringer 8 - Reject

Span 21

Stringer 2 - Reject
Stringer 6 - Possible Reject

Span 22

Stringer 2 - Reject
Stringer 6 - Reject
Stringer 7 - Reject

Span 23

Stringer 5 - Reject
Stringer 6 - Reject
Stringer 7 - Reject
Stringer 8 - Reject

Span 24

Stringer 3 - Reject
Stringer 4 - Reject
Stringer 5 - Reject
Stringer 6 - Reject
Stringer 9 - Possible Reject

Span 25

Stringer 5 - Reject

Span 27

Stringer 5 - Possible Reject
Stringer 8 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 726.31

MILEPOST: 726.31	SECTION# 1
TYPE: ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Tnckle & P. Kaz

Findings:

Span 28
- Stringer 4 - Reject
- Stringer 6 - Reject

Span 31
- Stringer 4 - Possible Reject
- Stringer 5 - Possible Reject
- Stringer 7 - Reject
- Stringer 9 - Reject

Span 32
- Stringer 4 - Possible Reject
- Stringer 5 - Possible Reject
- Stringer 6 - Reject
- Stringer 9 - Reject

Span 33
- Stringer 4 - Visual Reject
- Stringer 6 - Possible Reject
- Stringer 8 - Visual Reject

Span 34
- Stringer 4 - Visual Reject
- Stringer 5 - Visual Reject
- Stringer 7 - Reject
- Stringer 8 - Reject

Span 35
- Stringer 7 - Reject

Span 36
- Stringer 7 - Reject

Span 49
- Stringer 2 - Reject

Span 50
- Stringer 2 - Reject

Span 53
- Stringer 6 - Reject

Span 54
- Stringer 6 - Reject

Span 55
- Stringer 6 - Reject

Span 56
- Stringer 3 - Possible Reject
- Stringer 7 - Reject

Span 57
- Stringer 3 - Reject
- Stringer 5 - Reject
- Stringer 6 - Reject
- Stringer 8 - Reject
- Stringer 9 - Reject

Span 58
- Stringer 6 - Possible Reject
- Stringer 7 - Reject
- Stringer 9 - Possible Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 726.31

MILEPOST: 726 31 | SECTION# 1

TYPE. ODFT | LOCATION: Kroll, OR

INSPECTION DATE. 2/14/2007 | INSPECTOR K Trickle & P Kaz

Findings:

Span 59
- Stringer 4 - Possible Reject
- Stringer 5 - Reject
- Stringer 6 - Reject
- Stringer 7 - Reject
- Stringer 9 - Possible Reject

Span 60
- Stringer 8 - Possible Reject
- Stringer 9 - Reject

Span 61
- Stringer 9 - Reject

Span 62
- Stringer 2 - Reject
- Stringer 3 - Reject
- Stringer 5 - Possible Reject
- Stringer 7 - Reject

Span 63
- Stringer 2 - Reject
- Stringer 3 - Reject
- Stringer 4 - Reject
- Stringer 6 - Reject
- Stringer 7 - Reject
- Stringer 8 - Reject

Span 64
- Stringer 2 - Reject
- Stringer 3 - Reject
- Stringer 4 - Possible Reject
- Stringer 5 - Reject
- Stringer 6 - Reject
- Stringer 8 - Reject

Span 65
- Stringer 2 - Reject
- Stringer 3 - Reject
- Stringer 4 - Reject
- Stringer 5 - Reject
- Stringer 8 - Reject

Ties - OK
Guard timber - OK
Line and surface - OK
South headwall - Reject (top 3 planks)
Approaches - Low
Stringers - Fair to Poor

Old Span 1 - Not completely filled in

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 726.31

MILEPOST: 726.31 | SECTION# 1

TYPE: ODFT | LOCATION: Kroll, OR

INSPECTION DATE: 2/14/2007 | INSPECTOR: K. Trickle & P Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.20	2	OSMOSE	Replace - Stringer 2 in Span 4 - Stringer 4 in Span 4 - Stringer 5 in Span 4 - Stringer 7 in Span 4 - Stringer 5 in Span 23 - Stringer 6 in Span 23 - Stringer 7 in Span 23 - Stringer 8 in Span 23 - Stringer 3 in Span 24 - Stringer 4 in Span 24 - Stringer 5 in Span 24 - Stringer 6 in Span 24 - Stringer 9 in Span 24 - Stringer 4 in Span 34 - Stringer 5 in Span 34 - Stringer 7 in Span 34 - Stringer 8 in Span 34 - Stringer 3 in Span 57 - Stringer 5 in Span 57 - Stringer 6 in Span 57 - Stringer 8 in Span 57 - Stringer 9 in Span 57 - Stringer 2 in Span 63 - Stringer 3 in Span 63 - Stringer 4 in Span 63 - Stringer 6 in Span 63 - Stringer 7 in Span 63 - Stringer 8 in Span 63 - Stringer 2 in Span 64 - Stringer 3 in Span 64 - Stringer 4 in Span 64 - Stringer 5 in Span 64 - Stringer 6 in Span 64 - Stringer 8 in Span 64 - Stringer 2 in Span 65 - Stringer 3 in Span 65 - Stringer 4 in Span 65 - Stringer 5 in Span 65 - Stringer 6 in Span 65
2	1.19	3	OSMOSE	Replace: - Stringer 4 in Span 20 - Stringer 5 in Span 20 - Stringer 6 in Span 20 - Stringer 2 in Span 22 - Stringer 6 in Span 22 - Stringer 7 in Span 22 - Stringer 5 in Span 59 - Stringer 6 in Span 59 - Stringer 7 in Span 59 - Stringer 2 in Span 62 - Stringer 3 in Span 62 - Stringer 7 in Span 62

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 726.31

MILEPOST: 726 31 | SECTION# 1

TYPE: ODFT | LOCATION: Kroll, OR

INSPECTION DATE: 2/14/2007 | INSPECTOR: K. Trickle & P Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
3	1.17	3	OSMOSE	Install Shim under - Chord 2 on Bent 8 - Stringers 3 & 4 on Bent 23 - Chord 2 on Bent 28
4	1.14	3	RAILROAD	Add ballast and tamp up both approaches.
5	1 10	3	OSMOSE	Replace. - Top 3 Planks of South headwall
6	1 1	3	OSMOSE	Cut Cutoffs down. - Install a Subsill on Bent 11 - Install a Subsill on Bent 13 - Install a Subsill on Bent 17 - Install a Subsill on Bent 23 - Install a Subsill on Bent 57
7	1 21	4	OSMOSE	Replace: - Cap on Bent 58 (very minor cornering)
8	1.18	4	OSMOSE	Replace - Stringer 8 in Span 1 - Stringer 2 in Span 3 - Stringer 4 in Span 3 - Stringer 4 in Span 5 - Stringer 4 in Span 17 - Stringer 4 in Span 19 - Stringer 8 in Span 19 - Stringer 2 in Span 21 - Stringer 5 in Spas 25 - Stringer 6 in Span 27 - Stringer 4 in Span 28 - Stringer 6 in Span 28 - Stringer 7 in Span 31 - Stringer 9 in Span 31 - Stringer 6 in Span 32 - Stringer 9 in Span 32 - Stringer 4 in Span 33 - Stringer 8 in Span 33 - Stringer 7 in Span 35 - Stringer 7 in Span 36 - Stringer 2 in Span 49 - Stringer 2 in Span 50 - Stringer 6 in Span 53 - Stringer 6 in Span 54 - Stringer 6 in Span 55 - Stringer 7 in Span 56 - Stringer 7 in Span 58 - Stringer 9 in Span 60 - Stringer 9 in Span 61
9	1 15	4	OSMOSE	Replace - Post 2 of Bent 33
10	1.3	4	OSMOSE	Cut Cutoff down and Install Block over - Cutoff 1 of Bent 3 - Cutoff 1 of Bent 8 - Cutoff 1 of Bent 14 - Cutoff 2 of Bent 28 - Cutoff 2 of Bent 46

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 726.31

MILEPOST: 726.31 SECTION# 1

TYPE: ODFT LOCATION: Kroll, OR

INSPECTION DATE: 2/14/2007 INSPECTOR: K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
11	1 15	5	RAILROAD	Monitor - Post 3 of Bent 23
12	1 9	5	RAILROAD	Monitor: - Cap on Bent 10 (vertical split)
13	1 2	5	RAILROAD	Monitor - Stringer 3 in Span 1 - Stringer 5 in Span 1 - Stringer 6 in Span 4 - Stringer 8 in Span 21 - Stringer 5 in Span 27 - Stringer 4 in Span 31 - Stringer 5 in Span 31 - Stringer 4 in Span 32 - Stringer 5 in Span 32 - Stringer 6 in Span 33 - Stringer 3 in Span 56 - Stringer 8 in Span 58 - Stringer 9 in Span 58 - Stringer 4 in Span 59 - Stringer 8 in Span 59 - Stringer 6 in Span 60 - Stringer 5 in Span 62

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.8		OSMOSE	9/ 3/2001	Replaced: - Stringers 5 & 7 in Span 65
2	1.7		OSMOSE	10/16/2002	Performed a detailed stringer inspection (64 Spans)

140 24b

OSMOSE RAILROAD SERVICES, INC.

SHEET 1 of 7 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14 20 07

Owner Corp Reg./Div. Bridge No. 736.31

Dist./Sub/Branch Coos Bay

Location Kroll, OR MP 732.8

Type* (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age in 19 73

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	CAL TR.	PP	UN FT. PILING
old 1A										not in service - Braced to Stringers					
1	steel	7								Steel bent - Headwall & Stringers					
						old span 1-				not completely filled in					
2	5P		5½												
	c/o 5		1½												
3	5P	cap	6	P2½		ok									
	c/o	1	½	sill	3	6		under water		c/o 1 - PX					
4	5	cap	6	P4		OK									
		cap		P3		ok									
5	5	cap	6	P2	3	1									
		cap		P3	0	ok									
6	5	cap	6	P2		OK									
7	5	P1	6	sill	3	6					13½	PX			
8	5		6					¼" cap chord 2							
		c/o 1		sill	3	6		under water			c/o	PX			
9	5	cap	6	P1		ok									

SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
PP — Previously Pasted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Overwield
D/P — Drift Pin

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)
KT DR

CORP001886

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 7 SHEETS

Bridge No. 726.31

Date 2-14, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
10	5	P2	6	sill		ok									
										Cap - 1 split (#5)					
11	5	do2	6			visual	reject			underwater	do	VX			
		do4				visual	reject				do	VX			
12	5	P1	6	sill		ok									
13	5	do1	6			visual	reject				do	VX			
		do2		½ sill		visual	reject			under water	do	VX			
		do5		sill	1	3									
14	5	do1	6	sill	2	10					do	X			
		P2		sill		ok									
		cap		P3		ok									
15	5	do5	6	sill	1	3									
		cap		P4		ok									
16	5		6												
17	5	do2	6	sill	1	7					do	PX			
		do3		sill	1	12			under	water	do	X			
		do1		sill	2	6					16				

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 7 SHEETS

Bridge No. 736.31

Date 2-14, 49 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL. TR.	PP	LIN FT PILING
18	5		6												
19	5		6												
20	5		6												
21	5		6												
22	5	cap	6	P4		ok									
		db4		sill	1½	5									
23	5	db3	6	sill	0	6½		¼"		Gap stringers 3+4		PX			
		db4		sill	0	6½	5	2			db	PX			
		P3		2	3	7					13	PX			
24	5	cap	6	P3		ok									
25	5		6												
26	5	cap	6	P3		ok									
27	5		6												
28	5	db3	6	sill	3	10		¼"		Gap Chord 2	db	X			
		cap		P4		ok									

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 4 of 7 SHEETS

Bridge No. 726.31

Date 2-14 , 19 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN FT. PILING
29	5		6												
30	5		6												
31	5		6												
33	5		6												
33	5	P2	6	15	3	11					13	XP			
34	5		6												
35	5		6												
36	5		6			3 blocks	4"X16"X			3' under H.O					
						1 block	12"X12"X			6' under H.O					
37	5		6												
38	5		6												
39	5		6												
40	5		6												
41	5		6												

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 5 of 7 SHEETS

Bridge No. 726.31

Date 2-14, 19 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT PILING
42	5		6												
43	5		6												
44	5		6												
45	5		6												
46	5	ab 2	6	all	0	4					11 5/8	40 PX			
47	5		6												
48	5	cap	6	P2		ok									
49	5		6												
50	5		6												
51	5	cap	6	P2		ok	slight split.								
		cap		P3		ok									
52	5		6												
53	5		6												
54	5	P4	6	2	5	5									

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 6 of 7 SHEETS

Bridge No 726.31

Date 2-14, 19 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	80° SHELL	80° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT. PILING
55	5		6												
56	5	cap	6	P2		OK									
57	5	db 2	6	sill	5	9					11 db	X			
		db 4		sill	2	7					db	X			
		db 5		sill	5	6					db	PX			
58	5		6		Cap (PX) - minor cracking @ both chords										
59	5		6												
60	5	cap	6	P4		OK									
61	5		6												
62	5		6												
63	5		6												
64	5		6												
65	steel		6							Steel bent					
66	steel		4							Steel bent					

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RAILROAD BRIDGE DIVISION BORING RECORD

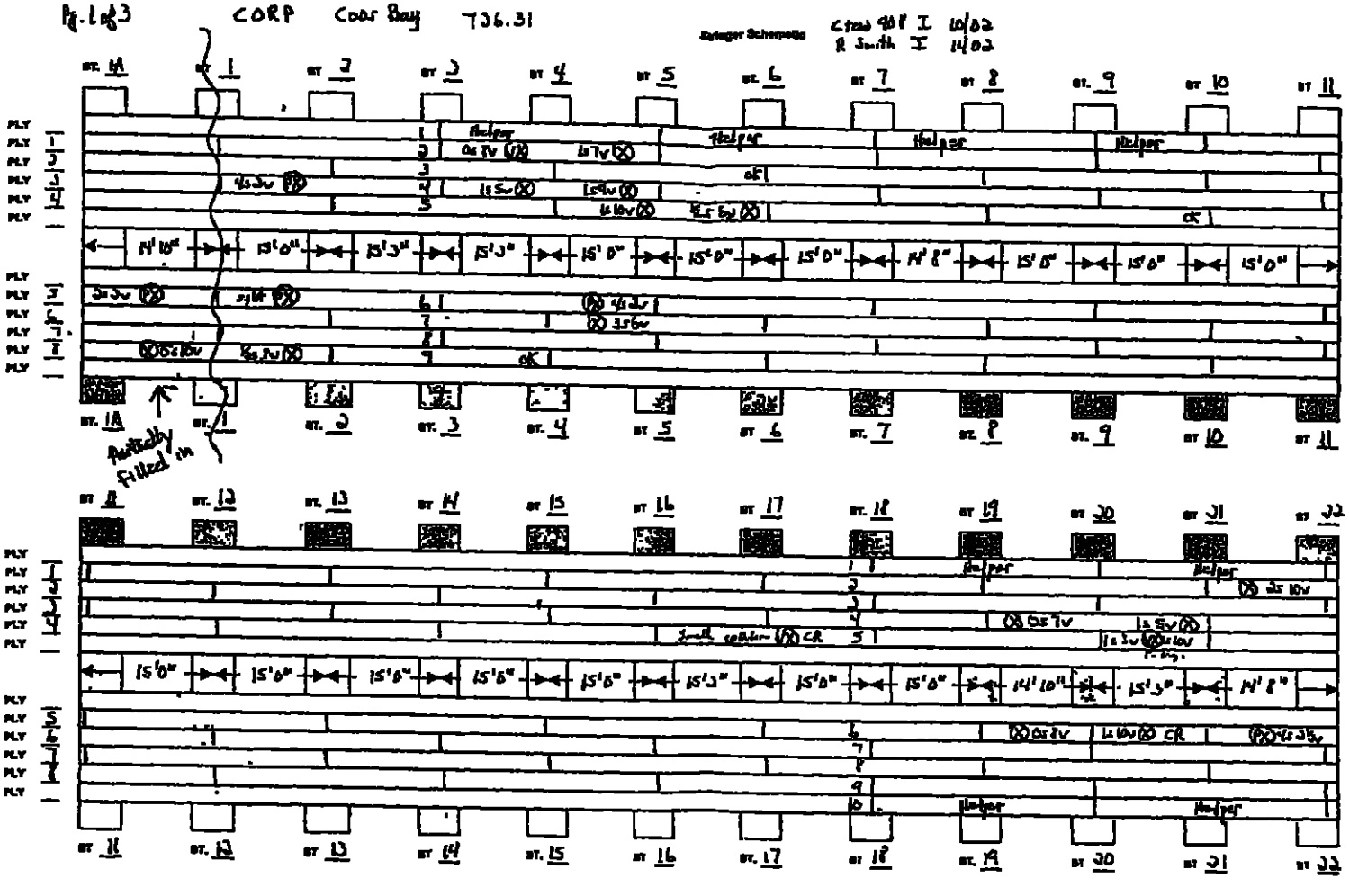
SHEET 7 of 7 SHEETS

Bridge No. 726.31

Date 2-14, 19 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT PILING
					Frame bents on cutoffs @ 1'										
					H2O to still year round										
					Ties - OK										
					Hdwls - OK (Fair)										
					Stringers - Fair										
					S. Hdwl top 3 planks ⊗										
					S. Apr. - Low										
					L.S. - OK										
					Gd. Timb. - OK										
					Apr. - Low #3										

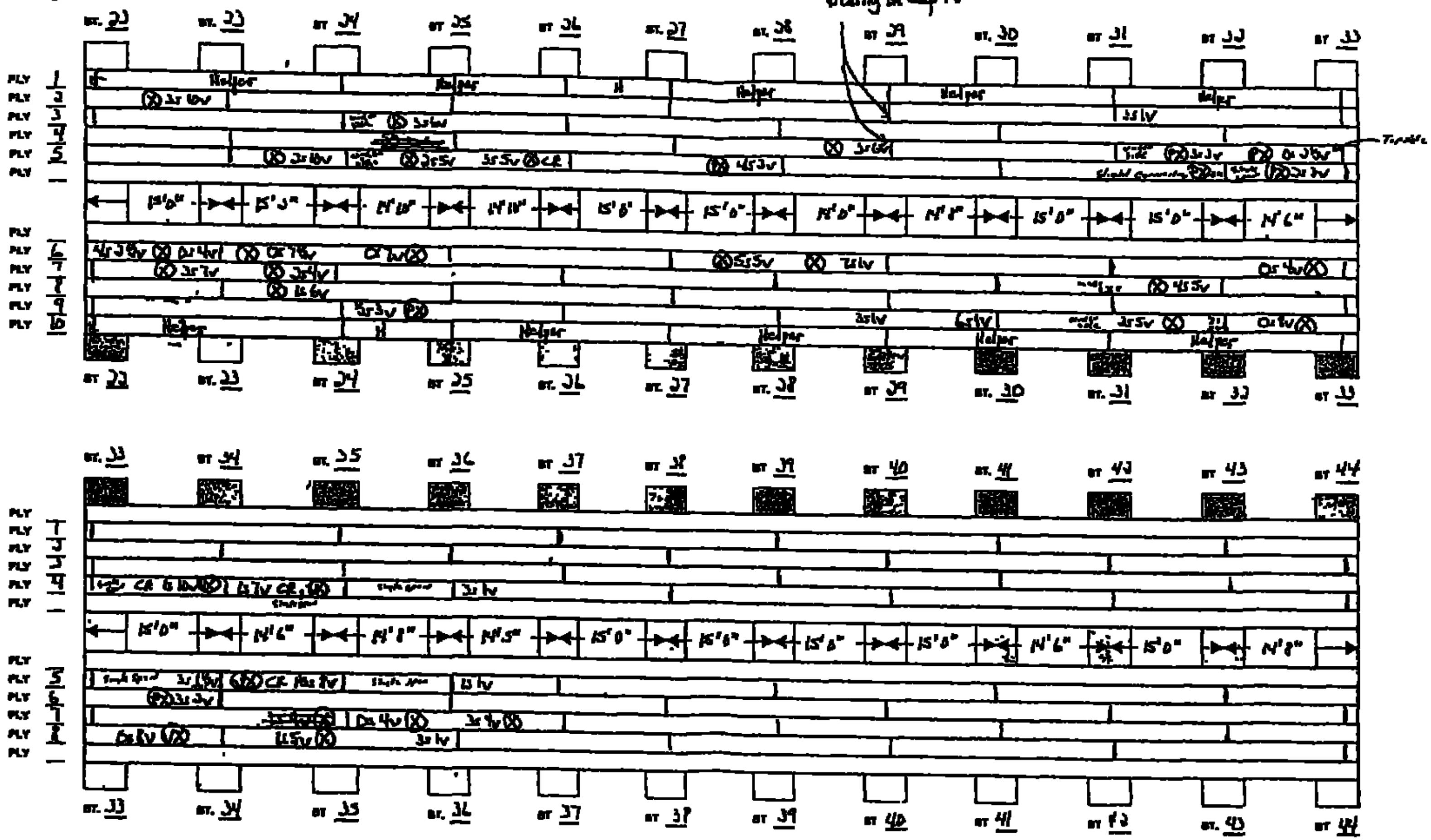
CORP001892


Pg. 1 of 3
CORP Coos Bay 736.31
Partially Filled in

Pg 2 of 3 CORP Coos Bay 726.31

Splayer Schematic

Density on Cap 1½"

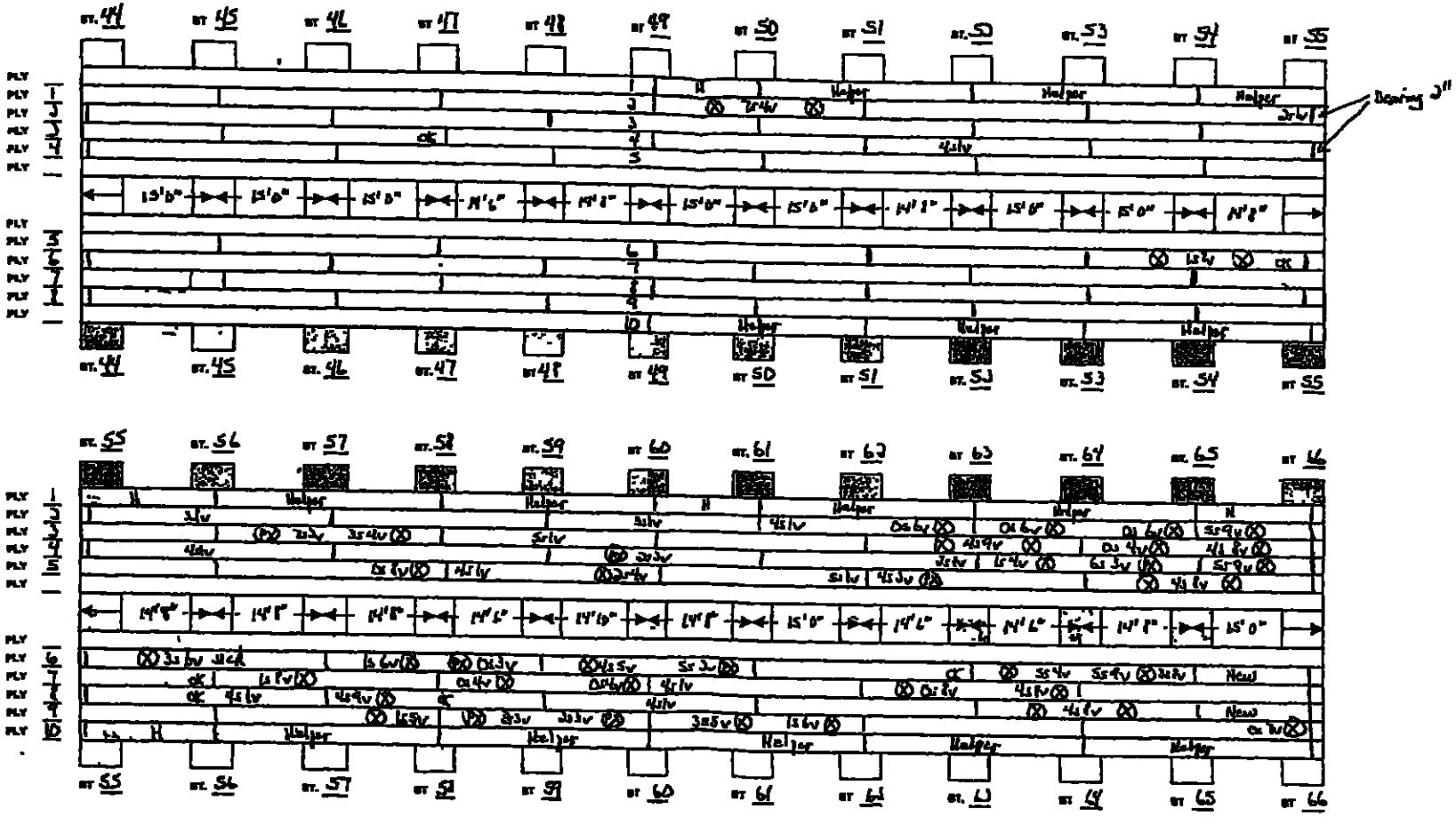


Page 1

CORP001894

Pg. 3 of 3 CORP Coos Bay 7-26-31

Stringer Schematic



Page 1

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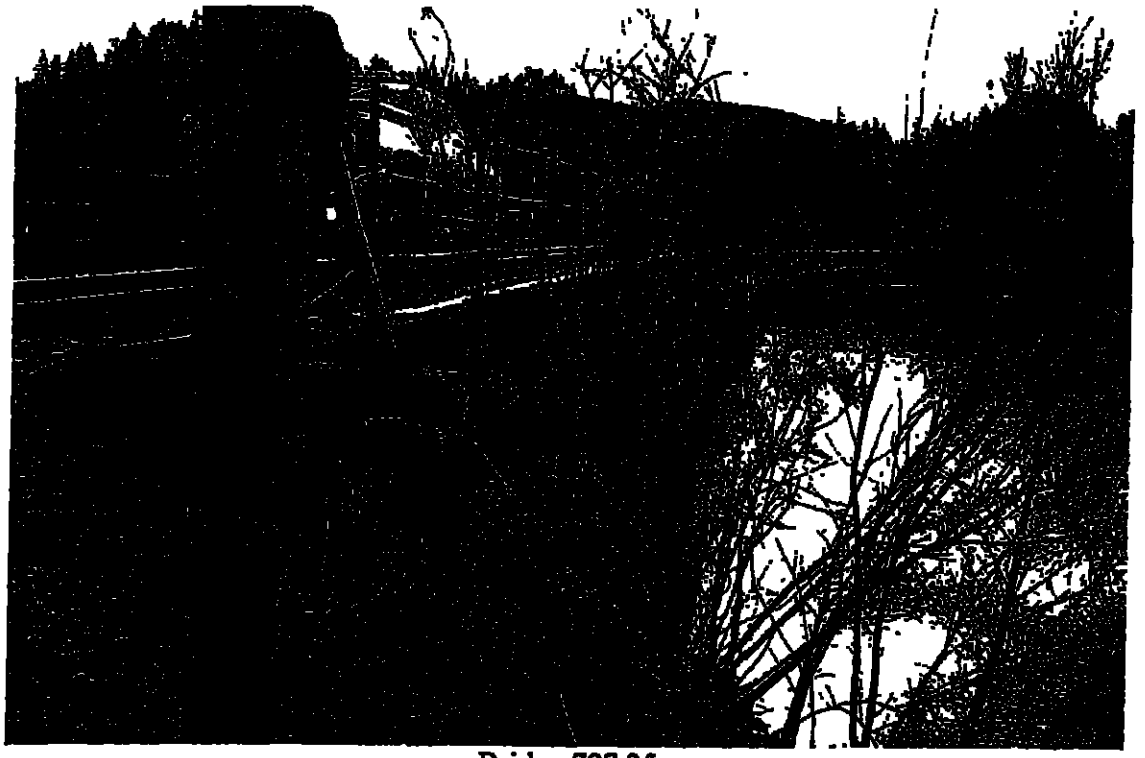
Central Oregon & Pacific Railroad



Bridge 727.35

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 727.35

MILEPOST: 727.35	SECTION# 1
TYPE: CONC	LOCATION: Kroll, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K. Trickle

Findings:

Walkways - OK
Handrails - OK
Vegetation at both abutments

Ballast leaks in Spans 10, 11, 13, 16, 22, 24, 26, 27, 30, 31 & 39

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	2	RAILROAD	Patch - Ballast leaks in Spans 10, 11, 13, 16, 22, 24, 26, 27, 30, 31 & 39
2	1.2	3	RAILROAD	Remove vegetation from both abutments.

Central Oregon & Pacific Railroad

Bridge 727.35 - Multiple ballast leaks

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-2-07 BY: KT

Bridge No: 727 35

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: COOS BAY SUB | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 1200 | # OF SPANS: 40 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • (OTHER) CONCRETE

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: KRAUL, OR

Overall Sketch: (include span lengths)

2 ABUTMENTS
38 BENTS
BALLAST DECK

Typical Bent or Pier Sketch:

4 PIPES

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: N43° 51. 602 W124 04.936 Nearest Crossing:

BRIDGE: TANGENT • (CURVE) • Superelevation is In _____

GUARD RAIL: YES • NO • WALKWAY: (YES) • NO • LOCATION: BOTH

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP001899

Bridge No: 727 35

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • (OK)	BOTH SIDES HANDRAILS (OK)	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

Ballast leaks DTS 10, 11, 13, 16, 22, 24, 26, 27, 30, 31 39 (#2)

SUBSTRUCTURE (Note any defects):

HEAVY VEGETATION AT BOTH ABUTMENTS (#3)

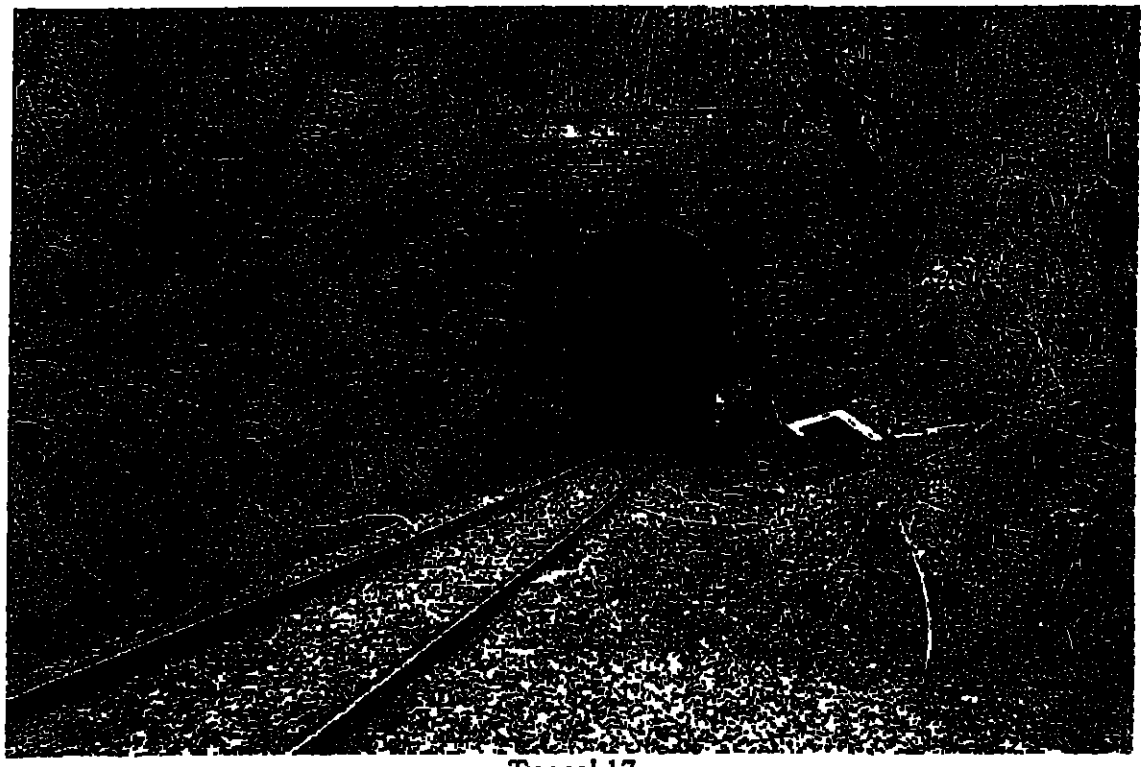
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Tunnel 17

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 17

MILEPOST: 727 70 | SECTION# 1

TYPE: Tunnel | LOCATION: Kroft, OR

INSPECTION DATE: 2/ 2/2007 | INSPECTOR. K. Trickle

Findings:

Tunnel not inspected in 2007

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Tunnel not inspected at this time: - Perform inspection on tunnel when required

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2 19 2007

Owner CORP Reg./Div _____ Bridge No. TUNNEL # 11

Dist./Sub/Branch COOS BAY MP 727.70

Location KROLL, OR (MP 732.8)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L T/L	PP	LIN FT PILING
		Secs	made up	of	Conc. Steel (Grout, Gunite, Timber										
			Tunnel		103		Rings								
					NOT INSPECTED IN 2007										

SYMBOLS All Borings to Inches and Fractions to nearest ½"

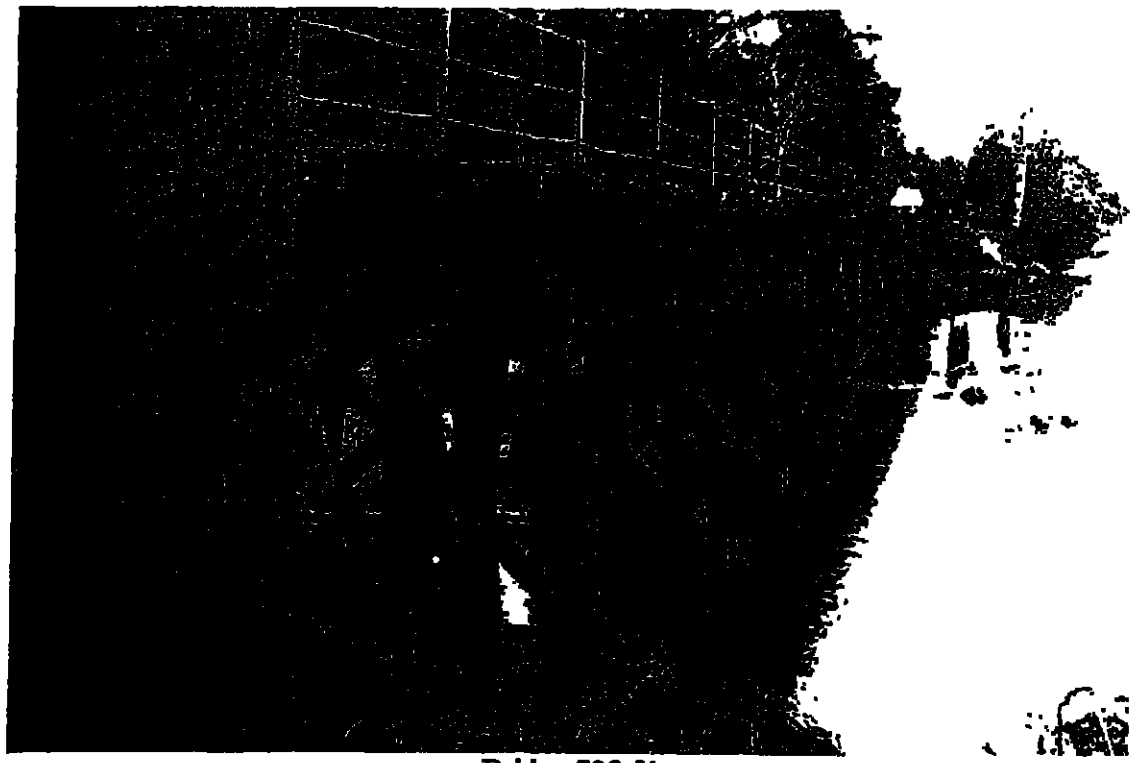
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E (W)
Bent # _____ Is N S E W
(Timetable)

SIGNED KT

CORP001903

Central Oregon & Pacific Railroad



Bridge 728.51

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 728.51

MILEPOST: 728.51 | SECTION# 1

TYPE: ODPT | LOCATION: Kroll, OR

INSPECTION DATE: 2/14/2007 | INSPECTOR: K Trickle & P. Kaz

Findings:

Bent 1
- 2" Shims - Reject

Bent 2A
- 1/4" Gap over Pile 2
- 1/4" Gap over Pile 3
- 1/4" Gap over Pile 4

Bent 3
- Cap - Reject (slight crushing under chord 1)

Bent 4
- Pile 2 - Reject

Bent 5
- Pile 4 - Possible Reject

Bent 6
- Pile 1 - Possible Reject
- Pile 5 - Reject

Bent 7
- Pile 4 - Reject
- Pile 5 - Reject

Bent 8
- Pile 2 - Reject
- Pile 3 - Reject
- Cap - Possible Reject

Bent 9
- Pile 1 - Reject
- Pile 4 - Reject
- Cap - Reject (crushing under both chords)

Bent 10
- Pile 2 - Reject

Bent 11
- Pile 5 - Possible Reject
- Cap - Reject

Bent 12
- Pile 2 - Reject
- Pile 5 - Possible Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 728.51

MILEPOST: 728.51 | SECTION# 1

TYPE: ODPT | LOCATION: Kroll, OR

INSPECTION DATE: 2/14/2007 | INSPECTOR. K. Trickle & P. Kaz

Findings:

Bent 15
Pile 1 - Reject
Pile 4 - Possible Reject

Bent 16
Pile 2 - Reject
Pile 6 - Reject

Bent 17
Pile 2 - Reject
Pile 5 - Reject

Bent 18
Pile 4 - Reject
Pile 5 - Reject
2" Shim - Reject (working out under chord 2)

Span 10
Stringer 4 - Reject

Ties - Fair to poor (plate cut and derailment damage)
Guard timber - Fair
Headwalls - OK
Wingwalls - OK
Approaches - Low
Walkway Planks - Fair
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.12	2	OSMOSE	Replace: - Cap on Bent 3 (slight crushing) - Cap on Bent 9 (crushing under both chords)
2	1 13	3	RAILROAD	Replace: - 2" Shims on Bent 1 - 2" Shim on Bent 18 (working out under chord 2)
3	1 11	3	OSMOSE	Replace all 216 bridge ties.
4	1.9	3	RAILROAD	Add ballast and tamp up both approaches.
5	1.5	3	OSMOSE	Replace: - Cap on Bent 11

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 728.51

MILEPOST: 728.51	SECTION# 1
TYPE: ODPT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR. K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
6	1 3	3	OSMOSE	Post: - Pile 4 of Bent 7 - Pile 5 of Bent 7 - Pile 2 of Bent 8 - Pile 3 of Bent 8 - Pile 1 of Bent 9 - Pile 4 of Bent 9 - Pile 2 of Bent 16 - Pile 6 of Bent 16 - Pile 2 of Bent 17 - Pile 5 of Bent 17 (split) - Pile 4 of Bent 18 - Pile 5 of Bent 18
7	1.8	4	OSMOSE	Shim or Epoxy: - Over Pile 2 in Bent 2A - Over Pile 3 in Bent 2A - Over Pile 4 in Bent 2A
8	1.7	4	OSMOSE	Replace: - Stringer 4 in Span 10
9	1.6	4	OSMOSE	Replace: - Cap on Bent 8
10	1 2	4	OSMOSE	Post: - Pile 2 of Bent 4 - Pile 5 of Bent 6 - Pile 2 of Bent 10 - Pile 2 of Bent 12 - Pile 1 of Bent 15
11	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
12	1.4	5	RAILROAD	Monitor - Pile 4 of Bent 5 - Pile 1 of Bent 6 - Pile 5 of Bent 11 - Pile 5 of Bent 12 - Pile 4 of Bent 15

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14, ~~19~~ 2007

Owner Corp Reg./Div — Bridge No. 728.51

Dist./Sub/Branch Coos BAY

Location Kroll, OR (MP 732.8)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 30

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN. FT. PILING
175) 1	5		6				Sounded ok			2" shims (X) (#3)					30
2	5	3	8½	6	1½	6						X			45
175) 2A	5		9		¼"	GAP over				Piles 2,3,4 - Helper Bent.					45
3	5	2	10	3	2	7									50
		5		D/P	1	12	0	11							
		CAP		Over P2	1	6				Slight crushing - Chord, CAP (X) 13½ x 13½ x 12					
4	5	2	10	D/P	2	10	1	11			15	X			50
		4		D/P	7	7	2	9			15½				
5	5	CAP	10	Over P2	0	K									50
		CAP		Over P4	0	K									
		4		D/P	2½	10	3½	8			15	PX			
		5		D/P	5	8	1	10			16				
6	6	1	10	D/P	0	8					17½	PX			60
		2		D/P	1	3									
		5		3	1½	12	1½	10½			14½	X			
		CAP		Over P4	0	K									
		CAP		Over P5	0	K				3½ x 8 x 10' shim					
7	6	1	10	D/P	3	4									60
		2		3	3	8				3½ x 8 x 10' shim	18				
		4 5		6 D/P	2 3	13 16					14½ 14½	X X			

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWald
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

CORP001908

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OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No. 728.51

Date 2-14, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN FT. PILING
8	5	1	10	D/P	7	8					16				50
		2		D/P	2	8					14½	X			
		3		D/P	0	12	1	13			17½	X			
		4		D/P	2	6					15				
		CAP		over P1	4	2				CAP (PX)					
9	5	1	10	D/P	2	12				Cap (X) (FEB Bolt Chs) #2	16	X			50
		4		D/P	2	12					17	X			
10	5	2	10	4½	2	8					15	X			50
											-				
11	5	5	10	4½	1	9					17½	PX			50
		CAP		over P2	2	2½				CAP (X) 13½ x 13½ x	12'				
12	5	2	10	D/P	2	9					15½	X			50
		5		D/P	3	9					16½	PX			
		5		4½	2	3					16				
13	5	1	10	D/P	3	4									50
		2		D/P	3	3									
		4		D/P	2	4									
		CAP		over P3	1	1									
14	5	2	10	D/P		0	K								50
		4			4	4½									
15	5	1	10	D/P	1	11	0	12			14	X			50
		4		D/P	2	7					15	PX			
		5		D/P	3	6½					17				
		5		3	3	7	3½	6½			17				

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OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 3 SHEETS

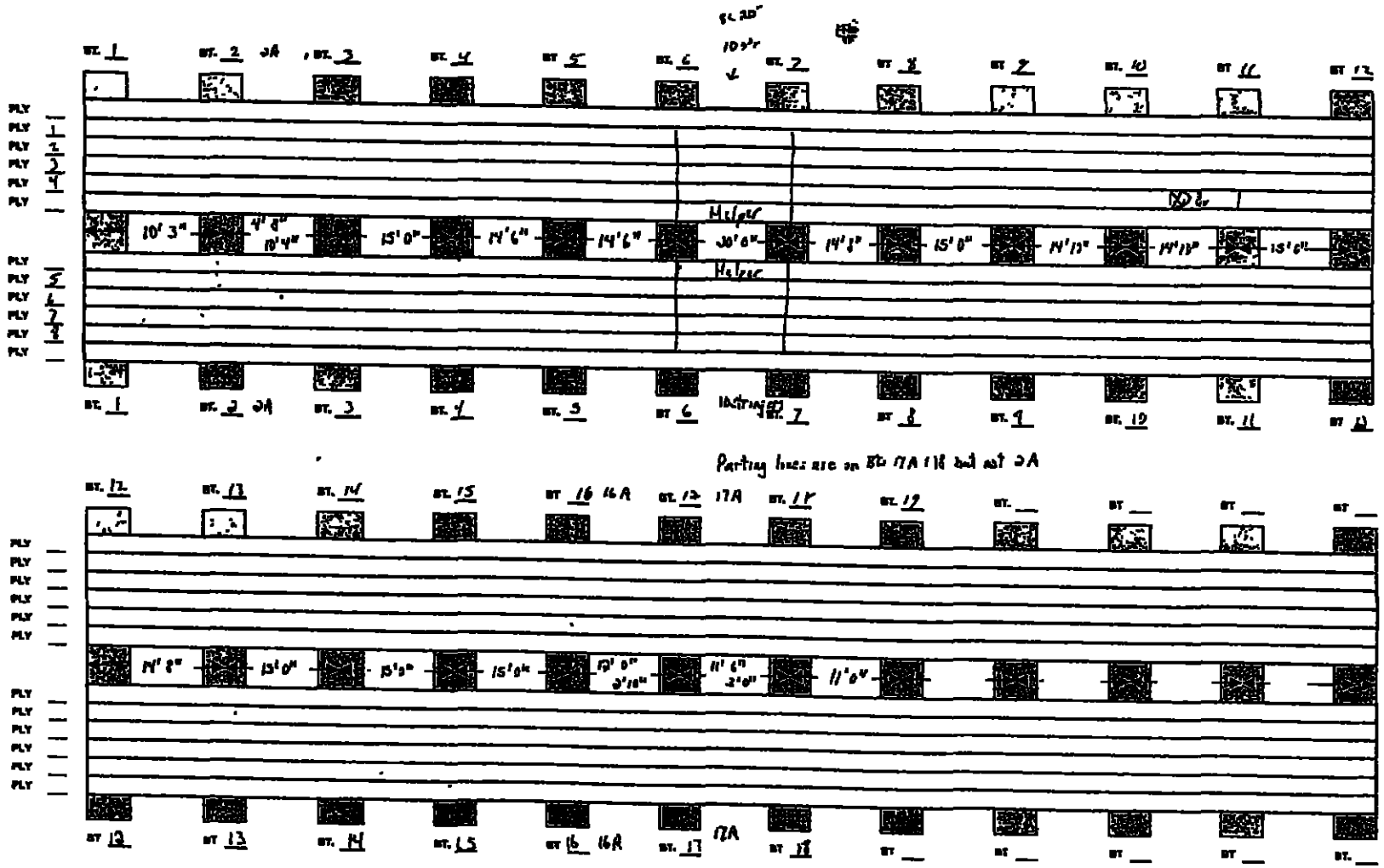
Bridge No. 728.51

Date 2-14, ~~19~~ 2007

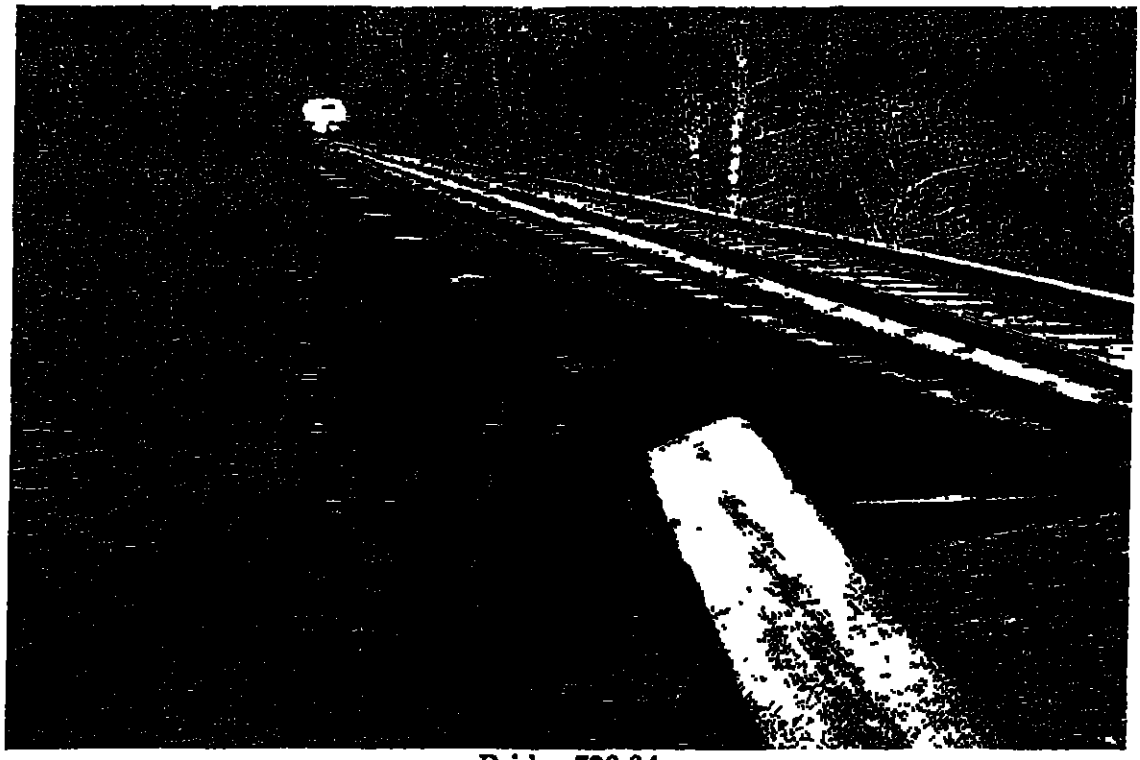
BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
16	5	2	10	O/P	1	12					14½	X			50
		6		1	3	11					14½	X			
17A	5		9		Helper		Bent.			3" of shims.					45
										(Driven 1925)					
17	5	2	9	4	5	5									45
		2		O/P	2	11					14½	X			
		5		5	1	14	Split				16½	X			
		CAP		over P2	O	K									
18A	5		9		Helper		Bent			2" of shims					45
										(Driven 1975)					
18	5	1	8	O/P	2	1				2" Chz Shim - ⊗ (working out) #3					
		4		O/P	0	16					17½	X			40
		5		1½	2	8					13½	X			
19	5		6½							1½" of shims					35
		CAP		over P4	O	K									
										G. timb - Fair					
		W. walls - OK								walkway Planks - Fair					
		handrails - OK								Hand Rail - OK					
		headwalls - OK								Headwalls - OK - Tall					
									(216)	Ties - Fair to Poor		Plate cut			
										Girts OK		Derailment Damage			
												7½" x 8" x 8'			
										Approaches - Low (#3)					

738.51

Stringer Schematic



Central Oregon & Pacific Railroad



Bridge 729.04

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 729.04

MILEPOST: 729.04	SECTION# 1
TYPE: ODPT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR. K. Trickle & P Kaz

Findings:

Bent 1
Stringer 5 in Span 1 - Mechanical crushing into Cap
1 1/2" Shims under Chord 1 - Reject (working out)

Bent 2
1/2" Tapered Gap over Pile 2

Bent 4
Pile 2 - Reject
1/2" Shims - Reject (crushed)

Bent 5
Pile 1 - Reject
Cap - Reject (slight crushing under chord 2)

Bent 7
1/2" Shims - Reject (crushed)

Bent 9
Post 1 - Reject

Bent 10
Post 5 - Visual Reject

Bent 11
Pile 4 - Reject
Tower Brace 3 in Span 11 - Reject

Bent 13
1/2" Shims - Reject (crushed)

Bent 15
1/2" Shims - Reject (crushed)

Bent 17
Pile 1 - Reject
Pile 3 - Reject
Cap - Possible Reject

Bent 18
Pile 5 - Possible Reject

Bent 20
Pile 2 - Reject
Pile 5 - Possible Reject
Cap - Horizontal split at West end
1/2" Shims - Reject (crushed)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 729.04

MILEPOST: 729.04 | SECTION# 1

TYPE: ODPT | LOCATION: Kroll, OR

INSPECTION DATE. 2/14/2007 | INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 22
- Pile 1 - Reject
- Pile 2 - Possible Reject
- 1/2" Shims - Reject (crushed)
- Girt Brace 4 in Span 22 - Reject

Bent 23
- Pile 5 - Reject
- 1/2" Shim - Reject (crushing under chord 1)

Bent 24
- 1 1/2" Shims - Reject (crushed)

Bent 26
- Post 5 - Reject

Bent 27
- Cap - Reject

Span 1
- Stringer 2 - Visual Reject

Span 2
- Stringer 9 - Visual Reject

Span 3
- Stringer 9 - Reject

Span 4
- Stringer 8 - Reject

Span 5
- Stringer 9 - Visual Reject

Span 6
- Stringer 2 - Visual Reject

Span 7
- Stringer 2 - Visual Reject
- Stringer 6 - Visual Reject
- Stringer 9 - Visual Reject

Span 9
- Stringer 1 - Visual Reject
- Stringer 2 - Visual Reject
- Stringer 9 - Visual Reject

Span 17
- Stringer 2 - Reject
- Stringer 9 - Reject

Span 20
- Stringer 3 - Reject
- Stringer 5 - Reject

Span 21
- Stringer 2 - Reject

Span 23
- Stringer 9 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 729.04

MILEPOST: 729 04	SECTION# 1
TYPE: ODPT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K Trickle & P Kaz

Findings:

Span 24
Stringer 2 - Reject
Span 25
Stringer 2 - Reject
Span 26
Stringer 7 - Possible Reject

Ties - Poor (plate cut and derailment damage)
Guard timber - OK
Surface - Poor
Approaches - Low
Girt Bracing - Fair

Trees and brush throughout bridge

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 23	2	OSMOSE	Replace all 309 bridge ties.
2	1 19	2	OSMOSE	Surface bridge.
3	1 14	2	OSMOSE	Replace - 1 1/2" Shims on Bent 1 (working out) - 1/2" Shims on Bent 4 (crushing) - 1/2" Shims on Bent 7 (crushing) - 1/2" Shims on Bent 13 (crushing) - 1/2"Shims on Bent 15 (crushing) - 1/2" Shims on Bent 20 (crushing) - 1/2" Shims on Bent 22 (crushing) - 1 1/2" Shims on Bent 24 (crushing)
4	1 25	3	OSMOSE	Replace: - Shim on Bent 23 (slight crushing under chord 1)
5	1.22	3	RAILROAD	Add ballast and tamp up both approaches.
6	1.21	3	OSMOSE	Replace - Cap on Bent 5 (slight crushing under chord 2) - Cap on Bent 27
7	1.18	3	RAILROAD	Remove: - Trees & brush from under bridge (fire hazard)
8	1 9	3	OSMOSE	Replace: - Stringer 2 in Span 7 - Stringer 6 in Span 7 - Stringer 9 in Span 7 - Stringer 1 in Span 9 - Stringer 2 in Span 9 - Stringer 9 in Span 9 - Stringer 2 in Span 17 - Stringer 9 in Span 17 - Stringer 3 in Span 20 - Stringer 5 in Span 20
9	1.6	3	OSMOSE	Post - Post 5 of Bent 10 (visual) - Pile 1 of Bent 17 - Pile 3 of Bent 17

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 729.04

MILEPOST: 729.04 | SECTION# 1

TYPE: ODPT | LOCATION. Kroll, OR

INSPECTION DATE: 2/14/2007 | INSPECTOR: K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
10	1.17	4	OSMOSE	Replace: - Stringer 2 in Span 1 - Stringer 9 in Span 2 - Stringer 9 in Span 3 - Stringer 9 in Span 4 - Stringer 9 in Span 5 - Stringer 2 in Span 6 - Stringer 2 in Span 21 - Stringer 9 in Span 23 - Stringer 2 in Span 24 - Stringer 2 in Span 25
11	1.15	4	OSMOSE	Replace: - Tower Bracing in Span 11 - Tower Bracing in Span 22
12	1.10	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
13	1.7	4	OSMOSE	Shim or Epoxy: - Over Pile 2 of Bent 2
14	1.3	4	OSMOSE	Post. - Pile 2 of Bent 4 - Pile 1 of Bent 5 - Post 1 of Bent 9 - Pile 4 of Bent 11 - Pile 2 of Bent 20 - Pile 1 of Bent 22 - Pile 5 of Bent 23 - Post 5 of Bent 26
15	1.2	4	OSMOSE	Replace: - Cap on Bent 17
16	1.24	5	RAILROAD	Monitor - Cap on Bent 2 (stringer 5 in span 1 crushing into cap on bent 2) - Cap on Bent 20 (horizontal split at west end)
17	1.16	5	RAILROAD	Monitor: - Stringer 7 in Span 26
18	1.12	5	RAILROAD	Monitor - Pile 5 of Bent 18 - Pile 5 of Bent 20 - Pile 2 of Bent 22

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.13		OSMOSE	9/12/2001	Repositioned Bent 26 to center parting lines and drift stringers. Installed Cap scab on Bent 26
2	1.1		OSMOSE	7/19/1999	Replaced: - Cap on Bent 10

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14, ~~19~~ 2007

Owner CORP Reg./Div _____ Bridge No 729.04

Dist./Sub/Branch COOS BAY

Location Kroll, OR (MP 732.8)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 36

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5	2/3	4		Posted on 14 x 13 x 6 Block									LB	20
		5		D/P	1	3½									
		CAP		P2	7	1				Str 5 CR into Cap (#5)					
										1½" of shims [illegible] 1-(X)-Working out					
2	5		9		½" T Gap over [illegible]					½" SHIM CHORD #1					40
3	5		15				S-ok			½" SHIMS BOTH CHORDS					75
4	5	2	17½	6	2	10				½" SHIMS-(X)- crushed	15	X			90
		5		6	2	3									
5	5	1	17½	5	2	11	2	10		½" SHIMS BOTH CHORDS H2O	15	X			90
		CAP		Over P4	3	2	sl. CR chord			Cap (X) 13½ x 13½ x 12'					
6	5		11½				Sounded ok			½" SHIMS BOTH CHORDS H2O					90
7	5	2	17½	D/P	ok					½" SHIMS-(X)-BOTH CRUSHED H2O					90
8	5	4	17½	D/P	ok					½" SHIMS BOTH CHORDS					90
9	Post 5		15½				Framed Below G/L							—	80
		Post 1		6	1	9			1	H2O	17 1 x 13	X			
										No shims					
								Gravel Rd							

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

CORP001917

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140 24b.1

OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No 729.04

Date 2-14, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
10	Post 5		15½			Framed	Below	G/L		H2O				–	80
		1			Posted with	splice									
		Post 5		1	0	11	Visual	⊗				VX			
		CAP	New	7/19/1999	Osmose					No shims					
11	5	4	17½	6	2	12		⊗ Tower		brace #3- Reject	15	X			90
										½" SHIMS BOTH CHORDS					
12	5	5	17½	6	0	K				½" SHIMS BOTH CHORDS 5 BB's H2O					90
13	5	4	17½		6	4				5 BB's H2O					90
										½" SHIMS ⊗ BOTH crushed					
14	5		17				S-	OK		½" SHIMS-BOTH H2O					85
15	5	5	17	5½	0	K				½" SHIMS-⊗ BOTH crushed H2O					85
16	5		17				S-	OK		1" SHIMS-BOTH H2O					85
17	5	1	17½	6	2½	9	2½	9		1" SHIMS-BOTH H2O	14½	X			90
		3		1½	2½	9					14½	X			
		CAP		over P1	6	2				CAP (PX)					
18	5	2	17½	2½	5	3				1" SHIMS-BOTH H2O					90
		5		6	5	8					15½	PX			
19	5		17½							3"-4" SHIMS H2O					90
20	5	2	17½	2	1	11	1	11½		½" SHIMS-⊗ BOTH CRUSHED H2O	15	X			90
		5		6½	5	9				Cap-H-Split @ Rt end #5	15½	PX			
21	5		17½				S-	OK		½" SHIMS-BOTH H2O					90
22	5	1	17½	5	1	11				H2O	15	X			90
		2		3	4	9				½" SHIMS-⊗ BOTH CRUSHING	15	PX			
		cap		PS		[illegible]		Girt		brace #4-⊗					

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OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 3 SHEETS

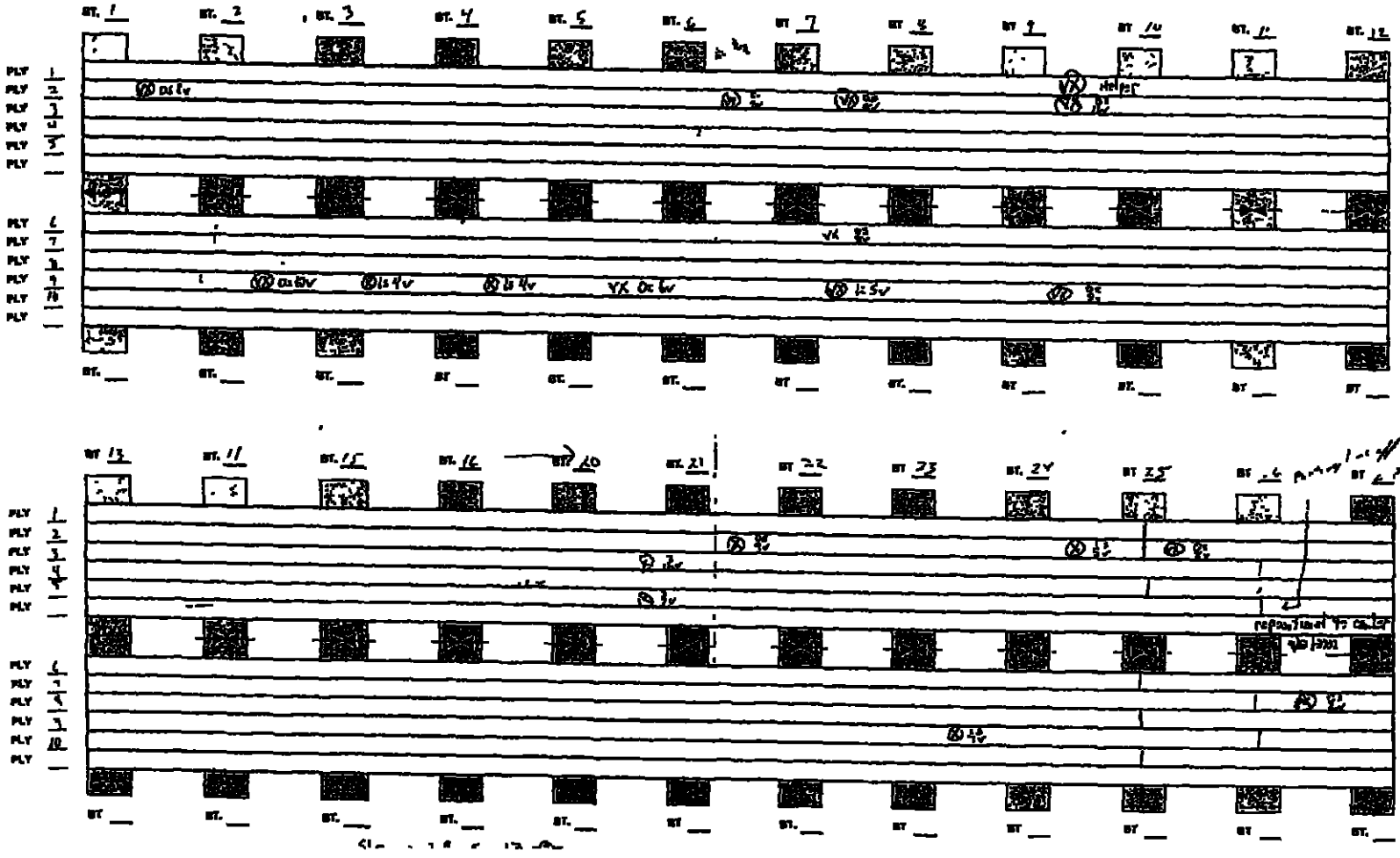
Bridge No. 729.04

Date 2-14, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT. PILING
23	5	5	17	1	3	7½				1" SHIMS-BOTH H2O	14	X			85
		cap		P1		ok				½ Chl shim-⊗ - #3 Crushing					
24	5	CAP	16½	P1	3	1				2BB's H2O					85
										1½" SHIMS-⊗-BOTH CRUSHING					
25	5		15½		5	- ok				4BB's					80
										1" SHIMS-BOTH					
26	5	5	8		Posted 2 C/L					No shims				B	40
		Post 5		P/P	1	9				3" shim	13x13	X			
				Repaitimed to center parting lines 9/12/2001											
27	5		3½							3"-4" shim					20
		cap		P5	6½	4				Cap-⊗ 13½x13½x12'					
										Remove trees/brush from bridge					
										Headwalls- OK					
				(300)	7½x8x9'					#2 Ties- Poor (Plate cut dorsal damage)					
										Apps- Low #3					
										Girts fair					

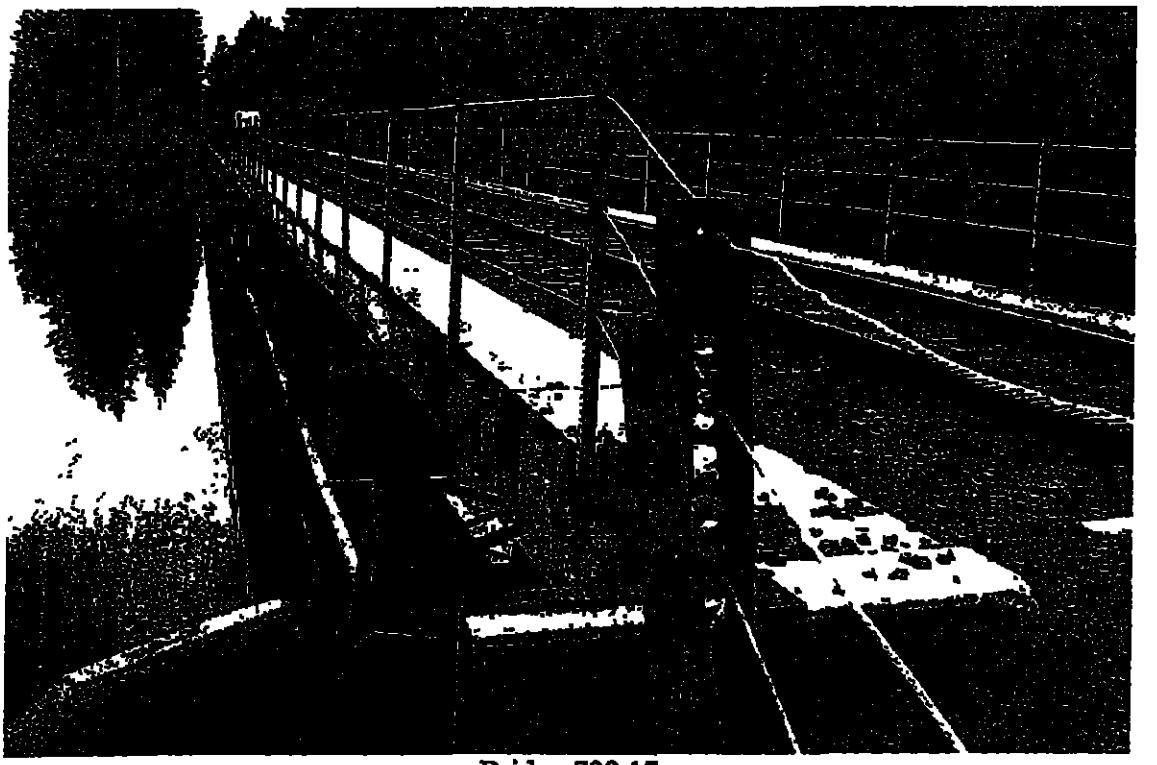
7.19.24 Cascade

Stringer Schematic



CORP001920

Central Oregon & Pacific Railroad



Bridge 729.17

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 729.17

MILEPOST: 730.17 SECTION# 1

TYPE: Concrete Slab LOCATION: Kroll, OR

INSPECTION DATE: 2/ 2/2007 INSPECTOR. K. Trickle

Findings:

Approaches - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	RAILROAD	Add ballast and tamp up both approaches.

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-2-07 BY: KT

Bridge No: 729 17

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 17 | # OF TRACKS: 1 | YEAR BUILT: 1981

TYPE: DPG • TPG • TRUSS • (SLAB) • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • (OTHER) CONCRETE

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: KROLL, OR

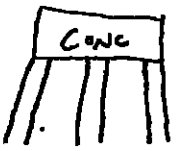
Overall Sketch: (Include span lengths)

16 BENTS

2 ABUTMENTS

BALLAST DECK

Typical Bent or Pier Sketch:



3 H-PILE

GENERAL

ACCESS: TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: N 43 49 47H W124 06.515 Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: (YES) • NO • LOCATION: BOTH

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP001923

		Bridge No: 729 12

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD •	LOW	EROSION PROBLEMS	(#3)
TIES:	POOR •	FAIR •	GOOD •		SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAYS	POOR •	FAIR •	GOOD	(OK)	HANDRAILS	(OK)
GUARDTIMBER	POOR •	FAIR •	GOOD •		SIZE:	

SUPERSTRUCTURE (Note any defects):

No DEFECTS LOCATED.

SUBSTRUCTURE (Note any defects):

No DEFECTS LOCATED

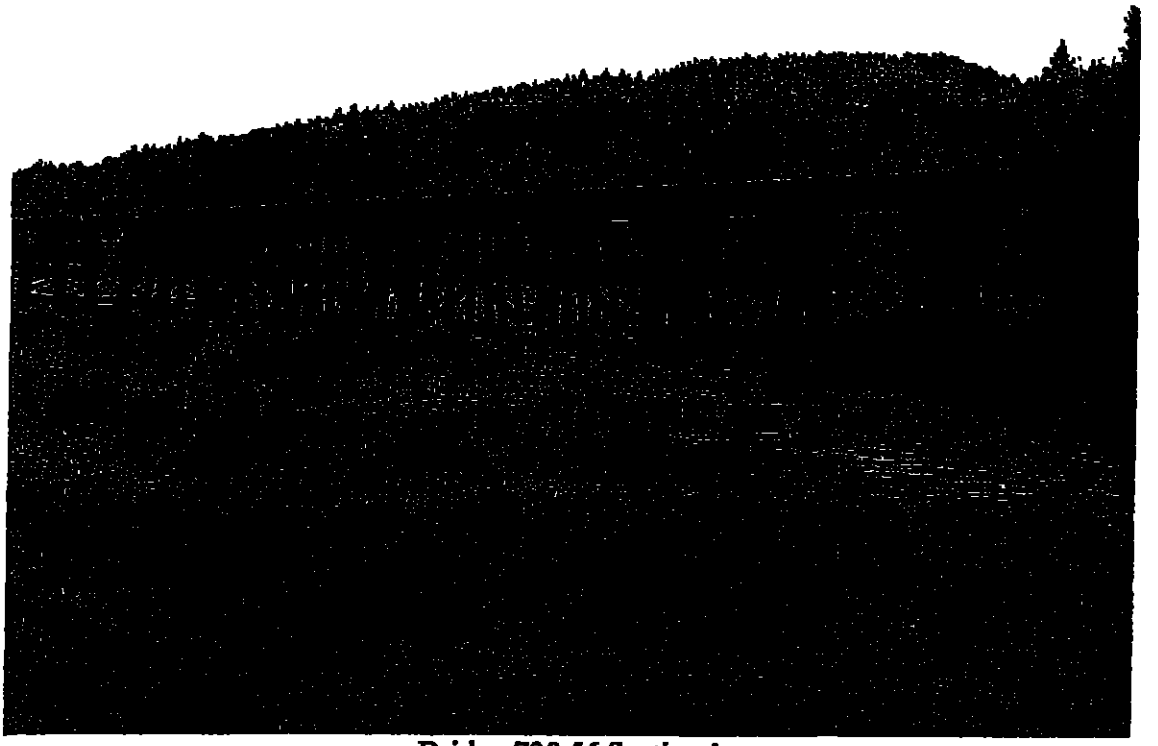
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall View of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 730.56 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 1	BRIDGE # 730.56
MILEPOST: 730.56	SECTION# 1
TYPE: ODPT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickis & P. Kaz

Findings:

Bent 2
Pile 1 - Reject

Bent 3
Pile 4 - Possible Reject
Pile 5 - Possible Reject

Bent 4
Pile 1 - Reject
Pile 5 - Reject

Bent 6
Pile 6 - Reject

Bent 10
Pile 1 - Reject

Bent 11
Pile 6 - Reject

Bent 12
Pile 1 - Reject
Pile 3 - Reject

Bent 13
Pile 1 - Reject

Ties - OK
Guard timber - OK
Line and surface - OK
Headwall - OK
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	16	3	RAILROAD	Add ballast and tamp up approach.
2	14	3	OSMOSE	Post: - Pile 1 of Bent 4 - Pile 5 of Bent 4 - Pile 1 of Bent 12 - Pile 3 of Bent 12

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 1	**BRIDGE # 730.56**
MILEPOST: 730.56	SECTION# 1
TYPE: ODPT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
3	1.2	4	OSMOSE	Post: Pile 1 of Bent 2 Pile 6 of Bent 6 Pile 1 of Bent 10 Pile 6 of Bent 11 Pile 1 of Bent 13
4	1.1	4	OSMOSE	In-place preservatively treat piles and caps
5	1.3	5	RAILROAD	Monitor: - Pile 4 of Bent 3 - Pile 5 of Bent 3

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.5		OSMOSE	9/24/2001	Framed out: - Bent 7

140 24b

OSMOSE RAILROAD SERVICES, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14 2007

Owner CORP Reg /Div _____ Bridge No 730 56

Dist./Sub/Branch Coos Bay Section 1

Location Kroll, OR MP 730 8

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	6		J½												
J	6	1	8	J	1	9½				(HD)	12½	X			
3	6	4	9½	J	J	7					H	PX			
		5		J	J	6½				(HD)	13½	PX			
4	6	1	9½	J	1½	8½				(HD)		X			
		5		3	1½	11						X			
		4		3	5½	2		SPLIT @ 3'							
5	6		9½							(HD)					
6	6	6	9½	J	J	11				(HD)		X			
7	6		9½							Framed 9/24/01 (OS)					
8	6	6	9½	J	J	4				(HD)					
9	6		9½							(HD)					

SYMBOLS All Borings to Inches and Fractions to nearest ¼"

H — Hard
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/H — Overhead
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT, PK

CORP001928

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140 24b 1

OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 2 SHEETS

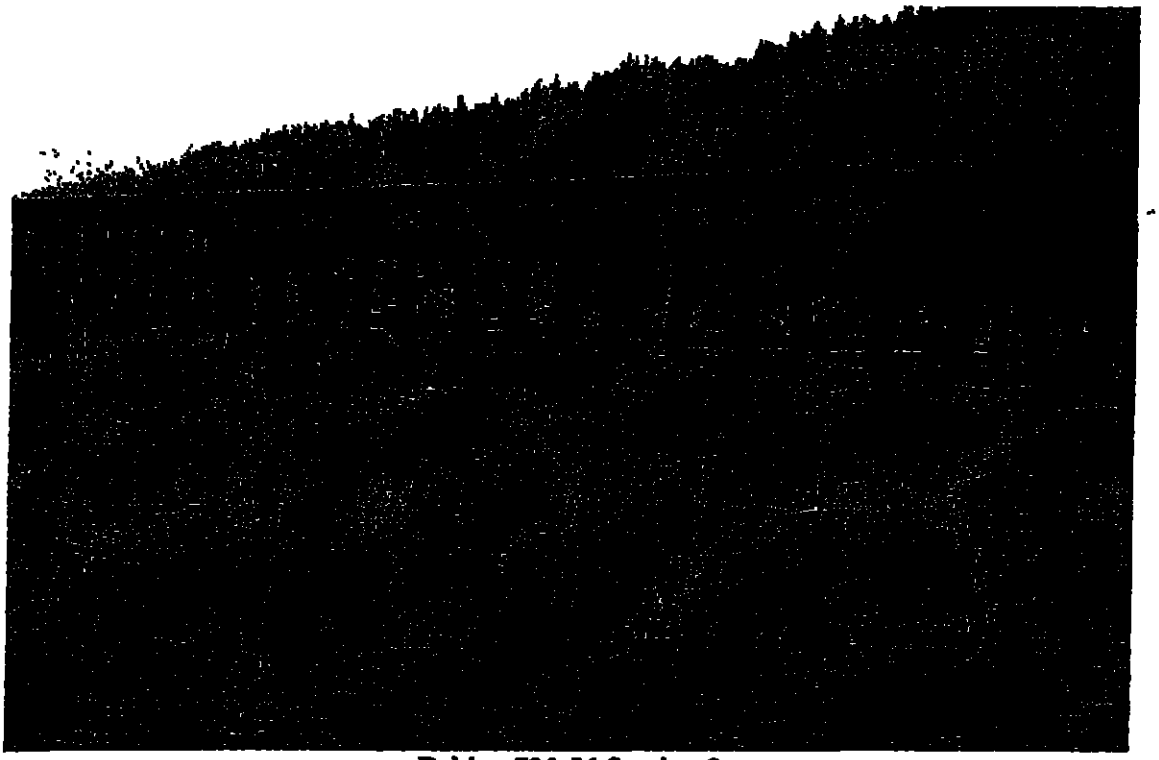
Bridge No. 73056 Sect. 1

Date 2-14, 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
10	6	1	9½	1	2½	11½				Hd	15½	X			
		5		1	1½	6½					14½				
11	6	6	9½	1	1½	11½				Hd	14½	X			
12	6	1	9½	1	2	12				Hd	15	X			
		2		4	1	2									
		3		5½	2	12						X			
13	6	1	9½	1½	2	10				Hd	14½	X			
										all bents have 6" subcaps					
										Longest span 15'					
					Ties - OK										
					Line & Surface - OK										
					Approach Low (#3)										
					Howl - OK										
					S Timb - OK										

CORP001929

Central Oregon & Pacific Railroad



Bridge 730.56 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 2	BRIDGE # 730.56
MILEPOST: 730 56	SECTION# 2
TYPE: CONC	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR. K. Trickle & P. Kaz

Findings:

No significant defects located at the time of this inspection.

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.1	5	RAILROAD	Continue to inspect bridge on a regular railroad inspection schedule.

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-14-07 BY: KT, PK

Bridge No: 73.56 sec 2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 4 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • (OTHER)

(Show overall picture of bridge) CONCRETE TUBS

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

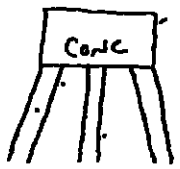
APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: KROLL, OR

Overall Sketch: (include span lengths)

BALLAST DECK

5 BENTS

Typical Bent or Pier Sketch:



3 PIPES

GENERAL

ACCESS TRUCK • BOMB • (RAIL •) Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • (CURVE •) Superelevation is in_____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP001932

		Bridge No: 730 SL Sec 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

No DEFECTS LOCATED

SUBSTRUCTURE (Note any defects):

No DEFECTS LOCATED

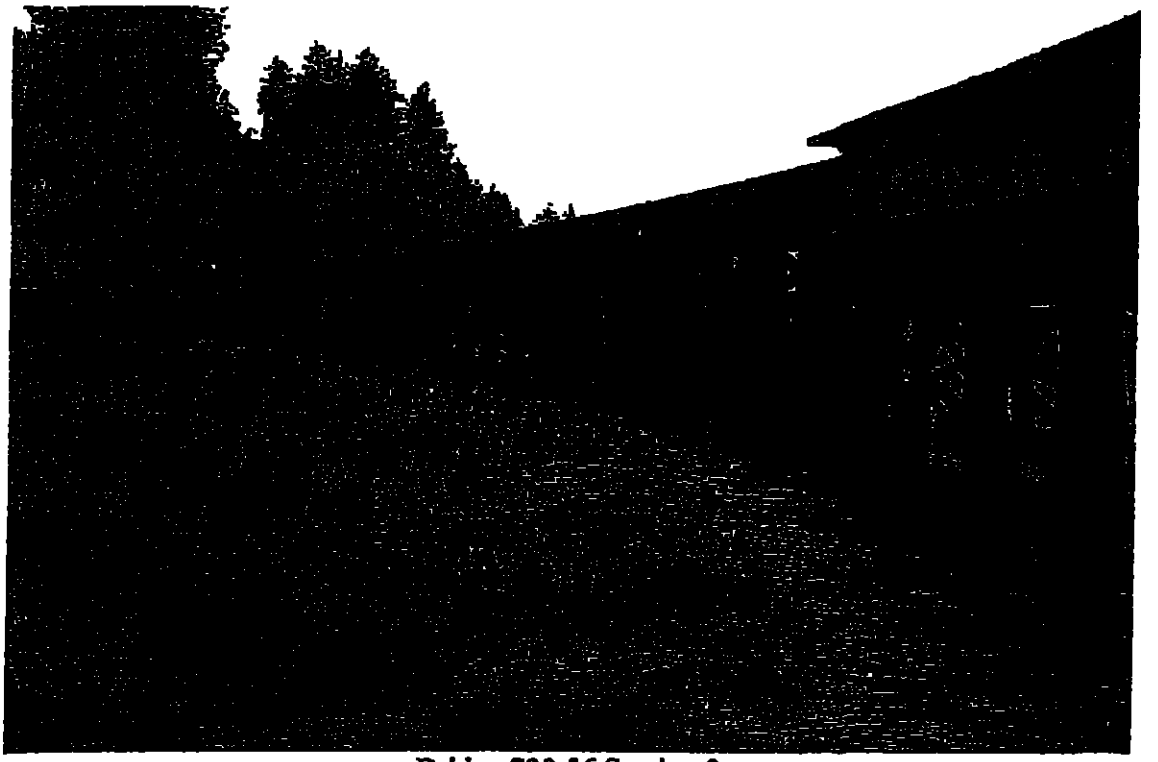
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 730.56 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	BRIDGE # 730.56
MILEPOST: 730.56	SECTION# 3
TYPE: ODPT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 1
- Cap - Reject (decay pocket at East end)
- Elevation Subcap - Reject (decay pocket at East end)

Bent 5
- Pile 1 - Reject
- Pile 6 - Reject

Bent 6
- Pile 1 - Reject

Bent 8
- Pile 1 - Possible Reject
- Pile 6 - Reject

Bent 9
- Pile 1 - Reject

Bent 10
- Pile 1 - Reject
- Pile 3 - Reject

Bent 17
- Pile 6 - Reject

Bent 18
- Pile 2 - Reject

Bent 19
- Subcap - Split

Ties - OK
Line & Surface - OK
Stringers - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.8	3	OSMOSE	Replace: - Cap on Bent 1 (decay pocket at East end) - Elevation Subcap on Bent 1 (decay pocket at East end)
2	3.2	3	OSMOSE	Post: - Pile 1 of Bent 5 - Pile 6 of Bent 5 - Pile 1 of Bent 10 - Pile 3 of Bent 10

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	BRIDGE # 730.56
MILEPOST: 730.56	SECTION# 3
TYPE. ODPT	LOCATION. Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kez

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
3	3 5	4	OSMOSE	Post: - Pile 1 of Bent 6 - Pile 8 of Bent 8 - Pile 1 of Bent 9 - Pile 6 of Bent 17 - Pile 2 of Bent 18
4	3.1	4	OSMOSE	In-place preservatively treat piles and caps.
5	3.6	5	RAILROAD	Monitor: - Subcap on Bent 19 (spill)
6	3.4	5	RAILROAD	Monitor: - Pile 1 of Bent 8

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3.7		OSMOSE	2/18/2005	Framed out: - Bent 7

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14 19 2007

Owner CORP Reg./Div. Bridge No. 73056

~~Dist./Sub/Branch~~ Coos Bay (Sect 3)

Location Kroll, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN. FT PILING
1	–	Cap on steel pile bent								Cap + Eleu shim - ⊗ #3 (left end - decay pocket)					
2	6		9½							H_2O					57
3	6		7½							H_2O					57
4	6		9½												57
5	6	4	9½	2	2½	6				H_2O	17				57
		6		3	2½	9					14½	X			
				1	1½	11½						X			
6	6	4	9½	1	2¾	7				H_2O	18				57
		1			2	10					14½	X			
7	6		9½							H_2O					57
						Framed 2/18/05 Osmose									
8	6	1	9½	2	2	8					15½	PX			
		6		2	1	11				H_2O	15	X			57
9	6	1	9½	1	2	10½				H_2O	16	X			57
10	6	5	9½	3	3	3				H_2O					57
		1		2	1¾	10					14	X			
		3		2	2	9					14	X			
11	6		9½		S-OK										57

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

- H — Heart
- X — Reject
- V — Void
- SR — Shell Rot
- RS — Ring Separation
- DP — Decay Ring
- DP — Decay Pocket
- PP — Previously Posted
- PX — Possible Reject
- ST — Shell Thickness
- P/W — Heavy Duty Pile Wrap
- O/W — OsmoWold
- D/P — Drift Pin
- G/L — Groundline Area

Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

SIGNED KT, PK

CORP001937

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140 24b.1

OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

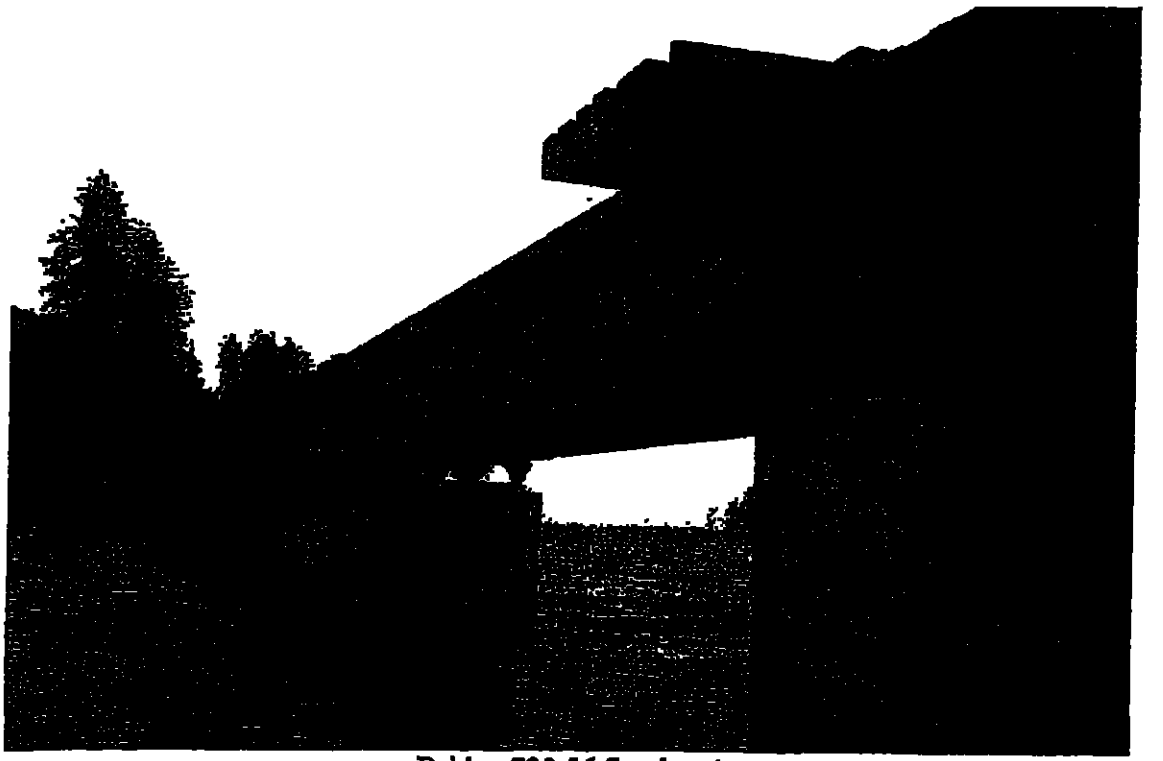
SHEET 2 of 2 SHEETS

Bridge No. 730.56 Sec#3

Date 2-14, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GA. TR.	PP	LIN FT. PILING
[illegible]	6	4	9½	1	6½	3				H_2O					57
[illegible]	6		9½		S-ok					H_2O					57
[illegible]	6		9½		S-ok					H_2O					57
15	6		9½		S-ok					H_2O					57
16	6		9½		S-ok					H_2O					57
17	6	6	9½	2	1½	12					15	(X)			57
18	6	2	9½	1½	1½	9½		Cap @ P3-ok			14	(X)			57
19	–		–							2" SURCAP ON CONC. PIER. - Split - Monitor (chord 1)					969
										TIES - OK -					
										LINE & SURFACE - OK -					
										Longest span 15'					

Central Oregon & Pacific Railroad



Bridge 730.56 Section 4

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 4	BRIDGE # 730.56
MILEPOST: 730.56	SECTION# 4
TYPE: STL	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Ties - Poor (10 new ties spotted in)
Surface - Poor (ties are a direct factor)

Upper laterals, gusset plates and cross bracing - 40% section loss

Recommended Work and Work Accomplished

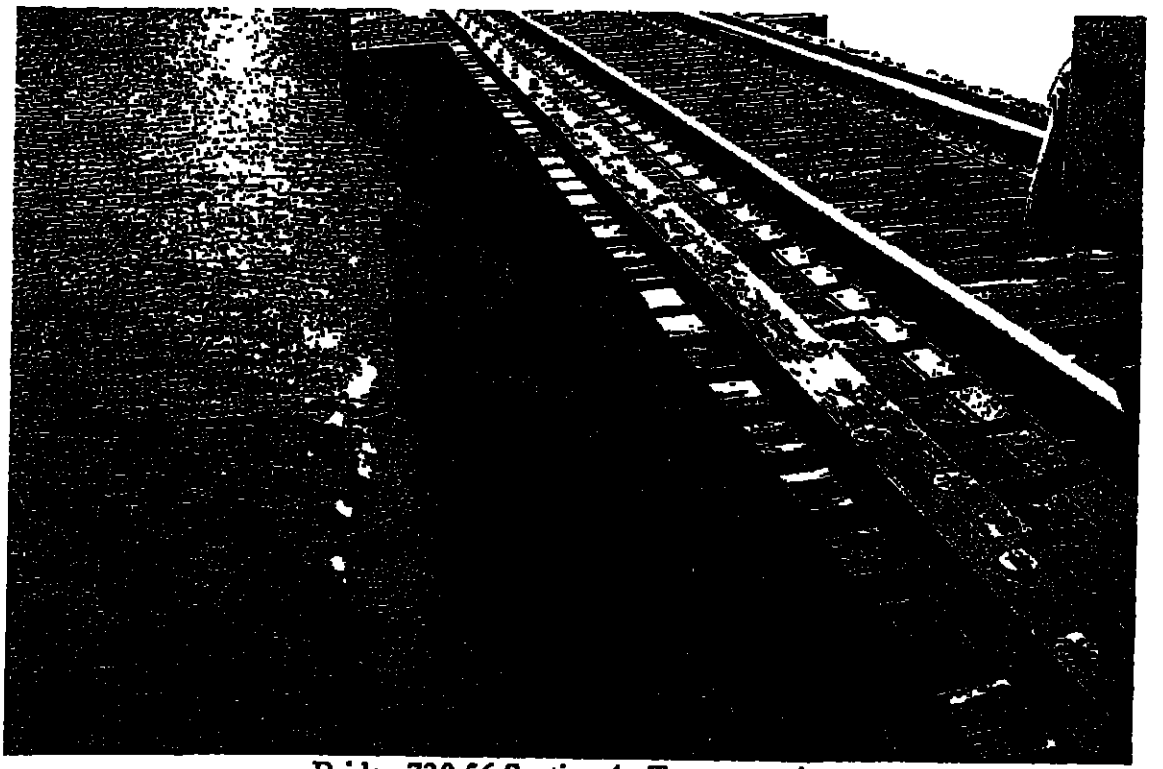
RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	4.1	2	OSMOSE	Replace all remaining bridge ties.
2	4.2	3	OSMOSE	Replace: - All lateral bracing - All upper gusset plates and cross bracing

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	4.3		RAILROAD	4/27/2006	Spot replaced 10 bridge ties

Central Oregon & Pacific Railroad



Bridge 730.56 Section 4 - Turn span pier

Central Oregon & Pacific Railroad

Bridge 730.56 Section 4 Upper lateral bracing - 40% section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-14-07 BY: KT/K

Bridge No: 730 5L Sec 4

CUSTOMER INFORMATION:

CUSTOMER NAME: CoRP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 2 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: (DPG) • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S)
(Railroad Direction) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: KRULL, OR

Overall Sketch: (Include span lengths)

2 CONCRETE PIERS

1 CENTER DRUM PIER (TURN SPAN)

Typical Bent or Pier Sketch:

ACCESS TRUCK • BOAT • (RAIL) • Park Work Trailer: | Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: | Nearest Crossing:

BRIDGE: TANGENT • (CURVE) • | Superelevation is in _____

GUARD RAIL: YES • NO • | WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • | Type of Walk: | Dim: x x long

FIBRE OPTICS: YES • NO • | CULVERT: YES • NO •

BRIDGE IS OVER | Maximum Bridge Height:

Bents or Piers in Water: | Maximum Water Depth:

Requires de-watering Yes No

CORP001943

Bridge No: 730 SE SEC. 4

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE: 10 (X)	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

UPPER LATERALS, UPPER GUSSET PLATES & CROSS BRACING
40% SECTION LOSS

SURFACE - POOR (TIES DIRECT FACTOR) 10 ties replaced

SUBSTRUCTURE (Note any defects):

NO DEFECTS LOCATED

RECOMMENDED WORK AND PRIORITY RATING

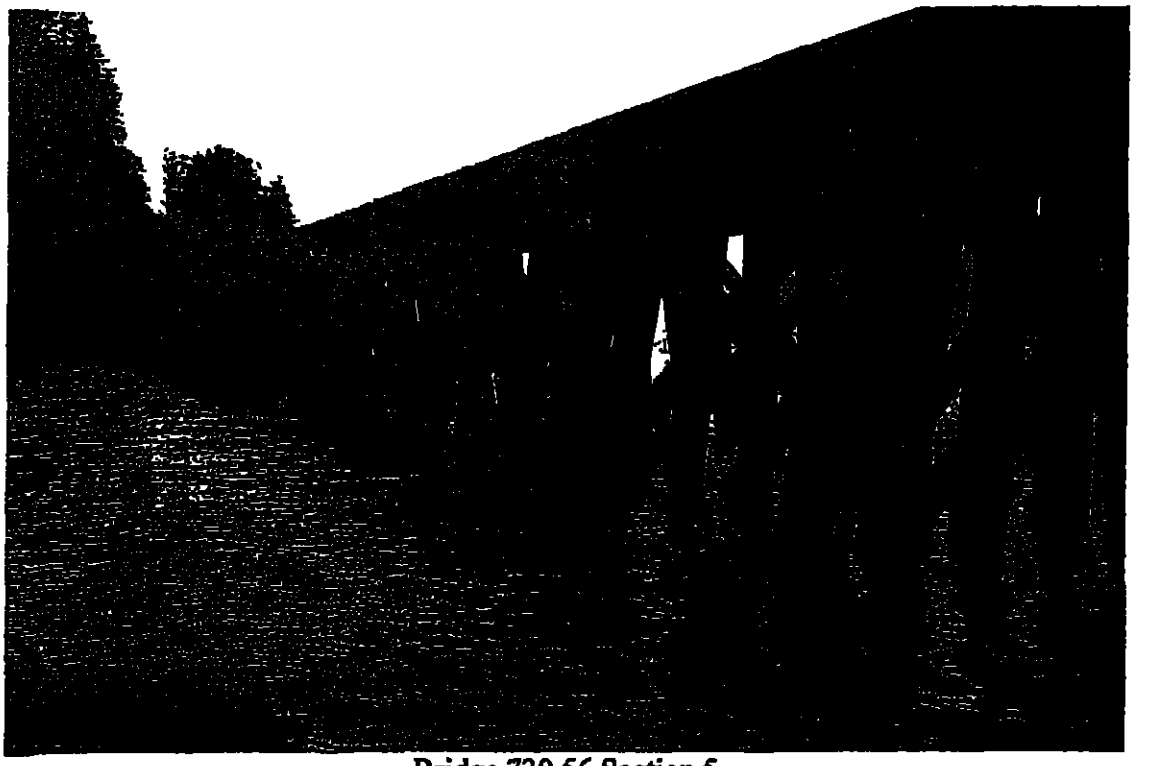
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP001944

Central Oregon & Pacific Railroad



Bridge 730.56 Section 5

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 5	BRIDGE # 730.56
MILEPOST: 730 56	SECTION# 5
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE. 2/14/2007	INSPECTOR. K. Trickle & P. Kaz

Findings:

Bent 2
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 3
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 4
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 5
- Pile 1 - Visual Reject
- Post 4 - Reject
- Pile 7 - Visual Reject

Bent 7
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 8
- Pile 1 - Visual Reject
- Post 5 - Reject
- Pile 7 - Visual Reject
- Cap - Possible Reject

Bent 9
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 10
- Pile 1 - Visual Reject
- Post 3 - Reject
- Pile 7 - Visual Reject

Bent 11
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 12
- Pile 1 - Visual Reject
- Post 5 - Reject
- Pile 7 - Visual Reject

Bent 13
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 5	BRIDGE # 730.56
MILEPOST: 730 56	SECTION# 5
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE. 2/14/2007	INSPECTOR. K Tnckle & P Kaz

Findings:

Bent 14
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 15
- Pile 1 - Visual Reject
- Post 5 - Reject
- Pile 7 - Visual Reject

Bent 16
- Pile 1 - Visual Reject
- Shim - Reject (crushing under chord 1)

Bent 17
- Pile 1 - Visual Reject
- Post 2 - Reject
- Pile 7 - Visual Reject

Bent 18
- Pile 1 - Visual Reject
- Post 4 - Reject
- Pile 7 - Visual Reject

Bent 19
- Pile 1 - Visual Reject
- Post 3 - Reject
- Pile 7 - Visual Reject

Bent 20
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 21
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 23
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 24
- Pile 1 - Visual Reject
- Post 3 - Reject
- Pile 7 - Visual Reject

Bent 25
- Pile 1 - Visual Reject
- Post 3 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 5	BRIDGE # 730.56
MILEPOST: 730 56	SECTION# 5
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Bent 26
Pile 1 - Visual Reject
Post 5 - Reject

Bent 28
Post 5 - Reject

Bent 29
Pile 1 - Visual Reject
Post 3 - Reject

Bent 30
Post 3 - Possible Reject
Post 5 - Reject
Pile 7 - Visual Reject

Bent 32
Post 4 - Reject
Pile 7 - Visual Reject

Bent 33
Post 3 - Reject
Post 5 - Reject

Bent 34
Pile 6 - Reject

Ties - OK (25 reject)
Line and surface - OK
Headwall - Fair to poor
Approach - Low
Stringers - OK (newer)

Bents 2 - 33 are 5 post frame bents with piles 1 & 7 driven on each side.

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	5.10	3	OSMOSE	Replace: - Shim on Bent 16 (crushing under chord 1)
2	5.9	3	OSMOSE	Replace. - Headwall

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 5	BRIDGE # 730.56
MILEPOST: 730.56	SECTION# 5
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
3	5.4	3	OSMOSE	Post (frame bents w/ 5 posts + piles 1 & 7 on outside): - Piles 1 & 7 of Bent 5 - Post 4 of Bent 5 - Piles 1 & 7 of Bent 8 - Post 5 of Bent 8 - Piles 1 & 7 of Bent 10 - Post 3 of Bent 10 - Piles 1 & 7 of Bent 12 - Post 5 of Bent 12 - Piles 1 & 7 of Bent 15 - Post 5 of Bent 15 - Piles 1 & 7 of Bent 17 - Post 2 of Bent 17 - Piles 1 & 7 of Bent 18 - Post 4 of Bent 18 - Piles 1 & 7 of Bent 19 - Post 3 of Bent 19 - Piles 1 & 7 of Bent 24 - Post 3 of Bent 24
4	5.8	4	RAILROAD	Add ballast and tamp up approach.
5	5.7	4	OSMOSE	Spot replace 25 bridge ties.
6	5.6	4	OSMOSE	Replace: - Cap on Bent 8
7	5.3	4	OSMOSE	Post (frame bents w/ 5 posts + piles 1 & 7 on outside): - Piles 1 & 7 of Bent 2 - Piles 1 & 7 of Bent 3 - Piles 1 & 7 of Bent 4 - Piles 1 & 7 of Bent 7 - Piles 1 & 7 of Bent 9 - Piles 1 & 7 of Bent 11 - Piles 1 & 7 of Bent 13 - Piles 1 & 7 of Bent 14 - Pile 1 of Bent 16 - Piles 1 & 7 of Bent 20 - Piles 1 & 7 of Bent 21 - Piles 1 & 7 of Bent 23 - Pile 1 of Bent 25 - Post 3 of Bent 25 - Pile 1 of Bent 26 - Post 5 of Bent 26 - Post 5 of Bent 28 - Pile 1 of Bent 29 - Post 3 of Bent 29 - Posts 3 & 5 of Bent 30 - Pile 7 of Bent 30 - Post 4 of Bent 32 - Pile 7 of Bent 32 - Post 3 of Bent 33 - Post 5 of Bent 33 - Pile 6 of Bent 34
8	5.2	4	OSMOSE	In-place preservatively treat the piles and caps.

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 5	BRIDGE # 730.56
MILEPOST: 730.56	SECTION# 5
TYPE. ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR. K. Thickle & P Kaz

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	5.5		OSMOSE	2/11/2005	Posted. - Piles 1 & 7/ and Posts 3 & 4 of Bent 6 - Posts 4 & 5/ and Pile 7 of Bent 31

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 4 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14-~~19~~ 2007

Owner CORP Reg /Div. _____ Bridge No. 730 56 (Sec#5)

Dist./Sub/Branch Coos BAY

Location KROLL, OR (MP 732.8)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 30

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	—		—							3" Sub cap/on cone pile					
2	7	1	9½	D/P	0	10	Visual Reject					VX			57
		7		D/P	0	10	Visual Reject					VX			
3	7	1	9½	D/P	Visual Reject							VX			
		7		D/P	Visual Reject							VX			
4	7	1	9½	D/P	Visual Reject							VX			
		7		D/P	Visual Reject							VX			
5	7	4	9½	3	2	8				1/10	11½ x 11½	X			
		3		4	1½	3½									
		1			VX	@	D/P					VX			
		7			VX	@	D/P					VX			
6	7		9½			Piles 1, 3, 4 & 7 - Posted 2/11/05 Osmose									
						Piles 2, 5 & 6 - sounded ok									
7	7	5	9½	3	8	4									
		1			VX	@	D/P					VX			
		7			VX	@	D/P					VX			
8	7	5	9½	2	1	8		Cap @ P3 ls 3v			11½ x 11½	X			
		1			VX	@	D/P			Cap - PX		VX			
		7			VX	@	D/P					VX			

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

SIGNED KT, PK

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 4 SHEETS

Bridge No 730.56 Sect 5

Date 2-14 , 19 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT PILING
9	7	1	9½		(VX) @	D/P				H2O		VX			
		7			(VX) @	D/P						VX			
10	7	3	9½	1½	1	10				H2O	11½x13½	(X)			
		1			(VX) @	D/P						VX			
1		7			(VX) @	D/P						VX			
11	7	4	9½	2	2½	4½				H2O					
		1			(VX) @	D/P						VX			
		7			(VX) @	D/P						VX			
12	7	5	9½	1	2	9				H2O	11½ x 13½	(X)			
		1			(VX) @	D/P						VX			
		7			(VX) @	D/P						VX			
13	7	1	9½		(VX) @	D/P				H2O 2" SHIM		VX			
		7			(VX) @	D/P						VX			
14	7	1	9½		(VX) @	D/P				H2O 2" SHIM		VX			
		7			(VX) @	D/P						VX			
15	7	5	9½	3	2½	7½				H2O 2" SHIM	11½ x 13½	(X)			
		1			(VX) @	D/P						VX			
		7			(VX) @	D/P						VX			
16	7	4	9½	1	1	4			3	H2O 2" SHIM Shim-(X) (CR@Ch) (#3)					
		1			(VX) @	D/P				Cap @ #1 - OK		VX			
		cap		#1		OK									
17	7	2	9½	6	1	10½				2" SHIM	11½ x 13½	(X)			
		1			(VX) @	D/P						VX			
		7			(VX) @	D/P						VX			
18	7	4	9½	1	2½	9				2" SHIM	11½ x 13½	(X)			
		1			(VX) @	D/P						VX			
		7			(VX) @	D/P						VX			

CORP001952

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 4 SHEETS

Bridge No. 730.56 Sec #5

Date 2-14 ,~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
19	7	3	9½	1	1½	10½				H₂O 2" SHIM		X			
		1			(VX)	(A)	D/P					VX			
		7			(VX)	(A)	D/P					VX			
20	7	1	9½		(VX)	(A)	D/P			H₂O 2" SHIM		VX			
		7			(VX)	(A)	D/P					VX			
21	7	1	9½		(VX)	(A)	D/P			H₂O 2" SHIM		VX			
		7			(VX)	(A)	D/P					VX			
22	7		9½							H₂O 2" SHIM					
23	7	P1 P7	9½	DP DP						H₂O 2" SHIM		VX VX			
24	7	3	9½	1	1	12				H₂O 2" SHIM		(X)			
		1			(VX)	@	D/P					VX			
		7			(VX)	@	D/P					VX			
25	7	3	9½	1	2	11½				H₂O 2" SHIM		(X)			
		1			(VX)	@	D/P					VX			
26	7	5	9½	1	1½	10				H₂O 2" SHIM	11½x13½	(X)			
		1			(VX)	@	D/P					VX			
27	7		9½							H₂O 2" SHIM					
28	7	5	9½	1	1	11				H₂O 2" SHIM	11½x13½	(X)			
29	7	3	9½		2	10				H₂O 2" SHIM	11½x13½	(X)			
		1			(VX)	@	D/P					VX			
30	7	3	9½	½	1½	6½			2	H₂O 2" SHIM	11½x13½	PX			
		5		1	1	12					11½x13½	(X)			
		7			(VX)	@	D/P					VX			

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 4 of 4 SHEETS

Bridge No. 730.56 Sec # 5

Date 2-14, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT PILING
31	7P		9½		·					H20 2" SHIM	II				
					Piles 4, 5 & 7 - Posted 2/11/05 Armore										
					·							I			
32	7P	4	9½	1	2	B				H20 2" SHIM	11½x13½	⊗			
		7			(VX) @ 9P							VX			
33	7P	5	9½	1	1	11				H20 2" SHIM	11½x18½	(X)			
		3		1	1	11					11½x11½	⊗			
								·							
34	6	6	9½	1	2	12				H20 5" SHRINK		⊗			57
		cap		P1	.DK										
35	6		6		·					H20 6" SHRINK					36
36	6		1							6" SHRINK					6
															1923
						App - Low									
						STRS - NEWER GLULAM									
						H.WALL - Fair / poor #3									
						TIES - OK (25 ⊗)									
						LINE + SURFACE - OK									
							BTS	2 - 34		Post 2-6 Posts on sills under H20					
										Piles 1 & 7 Driven					
							Longest span 15'3"								

Central Oregon & Pacific Railroad

Bridge 731.65 Section 1

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP001955

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 731.65
MILEPOST: 731.65	SECTION# 1
TYPE: ODPT	LOCATION: Kroll, OR
INSPECTION DATE. 2/14/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Bent 6
Cap - Reject (crushing)

Bent 9
Cap - Cornering under Chord 2

Bent 16
Tower Brace 1 - Reject

Bent 40
Cap - Possible Reject

Bent 43
Cap - Reject (slight crushing under chord 1 & 2)

Bent 44
May have settled

Bent 45
May have settled

Bent 46
May have settled

Bent 48
Cap - Possible Reject

Bent 51
Cap - Reject

Bent 59
Cap - Reject (slight crushing under chord 2)

Bent 63
Cap - Possible Reject (slight crushing)

Span 14
Stringer 5 - Possible Reject

Span 35
Stringer 8 - Possible Reject

Span 38
Stringer 4 - Reject

Span 39
Stringer 4 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 731.65
MILEPOST: 731 65	SECTION# 1
TYPE: ODPT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz.

Findings:

Span 49
Stringer 2 - Visual Reject
Stringer 7 - Visual Reject

Span 50
Stringer 7 - Visual Reject

Span 51
Stringer 7 - Visual Reject

Span 62
Stringer 4 - Possible Reject

Ties - OK (7 reject)
Guard timber - Fair
Line and surface - Poor
Stringers - Fair

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.7	2	OSMOSE	Replace: - Cap on Bent 6 (crushing) - Cap on Bent 51
2	1 13	3	OSMOSE	Replace - Stringer 2 in Span 49 (broke) - Stringer 7 in Span 49 (breaking)
3	1 8	3	OSMOSE	Replace. - Cap on Bent 43 (slight crushing under chord 1 & 2) - Cap on Bent 59 (slight crushing under chord 2)
4	1.5	3	OSMOSE	Line and surface bridge
5	1.14	4	OSMOSE	Replace - Tower brace 1 in Span 16
6	1 10	4	OSMOSE	Replace: - Stringer 4 in Span 38 - Stringer 4 in Span 39 - Stringer 7 in Spans 50 & 51 (broken)
7	1.6	4	OSMOSE	Replace: - Cap on Bent 40 - Cap on Bent 48 - Cap on Bent 63 (slight crushing)
8	1.12	5	RAILROAD	Monitor: - Cap on Bent 9 (cornering under chord 2)
9	1.9	5	OSMOSE	Monitor - Stringer 5 in Span 14 - Stringer 8 in Span 35 - Stringer 4 in Span 62
10	1.4	5	RAILROAD	Monitor: - Bent 10 for additional settlement - Bent 44 for additional settlement - Bent 45 for additional settlement - Bent 46 for additional settlement

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 731.65
MILEPOST: 731 65	SECTION# 1
TYPE: ODPT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.3		OSMOSE	8/29/2001	Installed - 2 1/2" Shims on Bent 10 (West side)

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14, 2007

Owner CORP Reg./Div. _____ Bridge No. 731 65 NA (SEC 1)

Dist./Sub/Branch COOS BAY

Location KROLL, OR (MP 732.8)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
1	5		4½							H_2O 2" SHIM					
2	5		9							H_2O 2" SHIM					45
3	5		9							H_2O 2" SHIM					
4	5		9							H_2O 2" SHIM					
5	5		9							H_2O 2" SHIM					
6	5	cap	9	P3	8	4	CR	(X)	# 2	13½	X 13½	X 12'	W/	2¾" shim	
7	5		9							H_2O 3" SHIM					
8	5		9							H_2O 3" SHIM					
9	5		9		(Cap-cornering @ Ch 2)					4½" shim					
10	5		9			7" subcap & 2½" shims Bent settled DS added shims (2001)									
11	5		9							H_2O 9" SUB CAP					
12	5		9							H_2O 3½ SHIM					
13	5		9							H_2O 3½" SHIM					
14	5		9							H_2O 4½" SHIM					
15	5		9							H_2O 4½" SHIM					
16	5		9		T. B - #1 - (X)					H_2O 3½" SHIM					
17	5		9							H_2O 3½" SHIM					
18	5		9							H_2O 3½" SHIM					
19	5		9							H_2O 3½ SHIM					
20	5		9							H_2O 3" SHIM TIMBER FACING					
21	5		9							H_2O TIMBER FACING					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W 922 ½
Piling Numbered From N S (E) W
Bent # 1 Is N S E W
(Timetable)

SIGNED KT, PK

CORP001959

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RAILROAD BRIDGE DIVISION
BORING RECORD

140 24b 1

SHEET 2 of 3 SHEETS

Bridge No. 731.65 NA (SEC 1)

Date 2-14, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN. FT PILING
22	5		9							H_2O 3" SHIM					45
23	5		9							H_2O 3" SHIM					
24	5		9							H_2O 3" SHIM					
25	5		9							H_2O 3" SHIM					
26	5	cap	9	P1		ok				H_2O 2" SHIM					
27	5		9							H_2O 1" SHIM					
28	5		9							H_2O 1½" SHIM					
29	5		9							H_2O 1½" SHIM					
30	5		9							H_2O ⅞" SHIM					
31	5		9							H_2O					
32	5		9							H_2O					
33	5		9							H_2O					
34	5		9							H_2O					
35	5	cap	9	P3		ok				H_2O					
36	5		9							H_2O					
37	5		9							H_2O					
38	5		9							H_2O					
39	5		9							H_2O					
40	5	cap	9	P3	6	J		Cap - PX		H_2O					
41	5	cap	9	P3		ok				H_2O					
42	5		9							H_2O					
43	5	cap	9	P1	1	J				H_2O Cap - ⊗ #3 (S) CR @ Chi [3 2)					
44	5		9							H_2O may have settled					
45	5		9							H_2O may have settled					
46	5		9							H_2O may have settled					
47	5		9							H_2O					
48	5	cap	9	P3	5	J				H_2O Cap - PX					1215'

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140 24b.1

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RAILROAD BRIDGE DIVISION BORING RECORD

SHEET 3 of 3 SHEETS

Bridge No. 731.65 NA (SEC 1)

Date 2-14, 19 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT PILING
49	5	5	9	W/L	OK					H_2O					
50	5		9							H_2O					
51	5	cap	9	P4	5	4				H_2O Cap-⊗ (#2)					
52	5		9							H_2O					
53	5		9							H_2O					
54	5		9							H_2O					
55	5		9							H_2O					
56	5	4	9	1	3	5½				H_2O					
57	5		9							H_2O					
58	5	4	9	1	OK			cap @		H_2O P1 - OK					
59	5	cap	9	P4	4	4				H_2O Cap-⊗ sh ok @ Ch. 2					
[illegible]	5		9							H_2O					
61	5		9							H_2O					
62	5		9							H_2O					
63	5	CAP	9	P3	OK		CAP shelling @ Chord 1								135
64	—		—		3" SUBCAP ON CONCRETE.					H_2O Span 14 - Str 5 Os 3v (PX)					
					Span 35 - Str 8 Os 3v (PX)										
					Span 38 - Str 4 Os 5v ⊗										
					Span 50 & 51 - Stringer 7 Broken (VX)										2272½
			Span 39 - Str 4 Os 5v ⊗							Ties OK (7X)					
			Span 62 - Str 4 Os 3v (PX)							Line & Surface - Poor					
							At Bt. 10 & Bts. 44-46 - May have settled								
			Span 49 - Str 2 (VX) broke							Avg. Long span 15'					
					Str 7 (VX) breaking					G. Hmb. - Fair					

CORP001961

Central Oregon & Pacific Railroad

Bridge 731.65 Section 2

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP001962

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	**BRIDGE # 731.65**
MILEPOST: 731.65	**SECTION# 2**
TYPE: STL	**LOCATION: Kroll, OR**
INSPECTION DATE: 2/14/2007	**INSPECTOR: K. Trickle & P. Kaz**

Findings:

Ties - Poor (35% reject, plate cut)

Upper laterals and cross bracing - Pitted and 10% section loss
Upper Gusset plates - 25% section loss

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.1	2	OSMOSE	Replace all 85 bridge ties
2	2.3	4	OSMOSE	Replace: - Upper Gusset plates
3	2.2	5	RAILROAD	Monitor - Upper laterals and cross bracing for additional pitting and section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-14-07 BY: KT, PK

Bridge No: 731 65 SEC 2

CUSTOMER INFORMATION

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 2 | # OF TRACKS: 1 | YEAR BUILT: 1917

TYPE: (DPG) • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of:

Overall Sketch: (Include span lengths)

2 CONCRETE PIERS

1 CONCRETE TURN SPAN DRUM

OPEN DECK

Typical Bent or Pier Sketch:

GENERAL

ACCESS: TRUCK • BOMB • (RAIL) Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES:

Nearest Crossing:

BRIDGE: TANGENT • CURVE •

Superelevation is In_____

GUARD RAIL: YES • NO •

WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO •

Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO •

CULVERT: YES • NO •

BRIDGE IS OVER

Maximum Bridge Height:

Bents or Piers in Water:

Maximum Water Depth:

Requires de-watering Yes No

CORP001964

		Bridge No: 731 65 SEC 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:
TIES:	POOR •	FAIR •	GOOD •	SIZE: 35⊗ PLATE CUT QUANTITY: 85
HEADWALLS:	POOR •	FAIR •	GOOD •	
WALKWAY:	POOR •	FAIR •	GOOD •	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:

SUPERSTRUCTURE (Note any defects):

UPPER GUSSET PLATES - 25% SECTION LOSS (#4)

UPPER LATERALS & CROSS BRACING - PITTED & 10% SECTION LOSS (#5)

SUBSTRUCTURE (Note any defects):

NO DEFECTS LOCATED

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP001965

Central Oregon & Pacific Railroad

Bridge 731.65 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 731.65
MILEPOST: 731.65	SECTION# 3
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 8
- Pile 4 - Reject

Bent 13
- Cap - Possible Reject

Bent 15
- Post 6 - Reject
- Cap - Reject (crushing)

Bent 19
- Post 2 - Reject
- Pile 7 - Reject

Bent 21
- Post 2 - Reject
- Post 3 - Reject
- Post 5 - Reject

Bent 23
- Pile 1 - Reject
- Post 3 - Reject
- Post 6 - Reject

Bent 27
- Pile 1 - Reject
- Post 5 - Reject
- Pile 7 - Reject

Bent 29
- Pile 1 - Reject
- Post 5 - Reject

Bent 31
- Pile 7 - Reject

Bent 35
- Post 5 - Visual Reject
- Pile 7 - Reject
- Cap - Reject (crushing under chord 2)

Bent 39
- Pile 1 - Reject
- Post 5 - Reject
- Pile 7 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 731.65**
MILEPOST: 731 65	**SECTION# 3**
TYPE: ODPT/ODFT	**LOCATION: Kroll, OR**
INSPECTION DATE: 2/14/2007	***INSPECTOR: K. Trickle & P. Kaz***

Findings:

Bent 41
Pile 7 - Reject
Cap - Possible Reject (slight crushing under chord 1)

Bent 43
Pile 1 - Reject

Bent 44
1" Plywood shims - Reject (working out)

Bent 45
Post 3 - Reject
Post 5 - Possible Reject

Bent 47
Pile 7 - Visual Reject

Bent 49
Pile 7 - Reject

Bent 51
Post 4 - Reject

Bent 53
Pile 1 - Reject

Bent 55
Post 2 - Reject
Post 4 - Reject
Post 6 - Reject

Bent 59
Pile 7 - Reject

Bent 61
Pile 7 - Reject

Bent 62
Plywood shims - Reject

Bent 63
Cap - Reject (crushing)

Bent 64
Plywood shims - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 731.65**
MILEPOST: 731 65	SECTION# 3
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Bent 65
Cap - Slight cornering under Chord 1

Bent 75
1/2" gap over Post 8

Bent 79
Cap - Split at right end

Bent 81
Cap - Slight crushing under Chord 1

Bent 83
Pile 7 - Reject

Bent 89
Post 5 - Reject

Bent 93
Pile 1 - Possible Reject

Bent 95
Pile 1 - Reject
Pile 7 - Reject

Bent 97
Cap - Possible Reject (minor crushing under chord 2)

Bent 99
Post 4 - Reject
Post 5 - Reject

Bent109
Pile 1 - Reject

Bent111
Post 2 - Reject

Bent116
Pile 3 - Reject

Bent117
Pile 7 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach — BRIDGE # 731.65

MILEPOST: 731 65 — SECTION# 3

TYPE: ODPT/ODFT — LOCATION: Kroll, OR

INSPECTION DATE: 2/14/2007 — INSPECTOR. K. Trickle & P. Kaz

Findings:

Bent 119
Post 5 - Reject

Bent 121
Post 3 - Reject
Post 4 - Reject

Bent 123
Post 2 - Reject
Post 5 - Reject
Post 6 - Reject

Bent 125
Post 4 - Reject
Post 6 - Reject

Bent 129
Pile 1 - Possible Reject

Bent 131
Post 3 - Reject
Post 4 - Reject
Post 5 - Reject

Bent 133
Pile 1 - Reject
Post 5 - Reject
1/2" gap over Post 6

Bent 137
Post 2 - Reject
Post 4 - Reject
Post 6 - Reject

Bent 139
Post 3 - Reject
Post 5 - Reject
Pile 7 - Reject

Bent 141
Post 3 - Visual Reject
Post 4 - Reject

Bent 143
Post 6 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 731.65
MILEPOST: 731 65	SECTION# 3
TYPE: ODPT/ODFT	LOCATION, Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Bent 149
- Post 5 - Reject
- Post 6 - Reject
- Pile 7 - Reject

Bent 151
- Post 4 - Reject
- Pile 7 - Reject
- Cap - Vertical split

Bent 153
- Post 3 - Reject
- Post 5 - Reject

Bent 159
- Post 4 - Reject
- Post 5 - Reject
- Post 6 - Reject
- 1/2" gap over Pile 7

Bent 161
- Post 4 - Reject

Bent 163
- Pile 5 - Reject

Bent 165
- Pile 5 - Reject

Span 4
- Stringer 2 - Reject

Span 6
- Stringer 2 - Reject

Span 9
- Stringer 2 - Reject

Span 10
- Stringer 2 - Reject

Span 12
- Stringer 2 - Visual Reject

Span 16
- Stringer 2 - Reject

Span 19
- Stringer 2 - Reject
- Stringer 8 - Reject

Span 26
- Stringer 2 - Reject

Span 31
- Stringer 10 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 731.65
MILEPOST: 731.65	SECTION# 3
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Span 32
Stringer 10 - Reject

Span 33
Stringer 10 - Reject

Span 34
Stringer 10 - Reject

Span 35
Stringer 5 - Reject

Span 36
Stringer 5 - Reject

Span 37
Stringer 2 - Reject

Span 38
Stringer 2 - Reject

Span 59
Stringer 9 - Visual Reject

Span 61
Stringer 8 - Reject

Span 135
Stringer 2 - Reject

Span 136
Stringer 2 - Reject

Span 137
Stringer 2 - Reject

Span 138
Stringer 2 - Reject

Span 147
Stringer 9 - Reject

Ties - Fair to poor (35% reject)
Guard timber - Fair to poor (35% reject)
Line and surface - Fair

Every other bent from 3 thru 161 are frame bents w/ 6 posts + piles 1 & 7 on outside
The other bent is a newer driven w/ 4 piles (these bents avg 8' apart)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.4	2	OSMOSE	Cut Pile tops down and. - Replace cap on Bent 15 (crushing)
2	3.21	3	OSMOSE	Replace all bridge ties.
3	3.20	3	OSMOSE	Perform: - Detailed Stringer Inspection
4	3.19	3	OSMOSE	Replace: - Cap on Bent 35 (crushing under chord 2) - Cap on Bent 63 (crushing)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 731.65
MILEPOST: 731 65	SECTION# 3
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K Trickle & P Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	3.12	3	OSMOSE	Post (frame bents w/ 5 posts + piles 1 & 7 on outside): - Post 2 of Bent 21 - Post 3 of Bent 21 - Post 5 of Bent 21 - Pile 1 of Bent 23 - Post 3 of Bent 23 - Post 6 of Bent 23 - Pile 1 of Bent 27 - Post 5 of Bent 27 - Pile 7 of Bent 27 - Pile 1 of Bent 39 - Post 5 of Bent 39 - Pile 7 of Bent 39 - Post 2 of Bent 55 - Post 4 of Bent 55 - Post 6 of Bent 55 - Post 2 of Bent 123 - Post 5 of Bent 123 - Post 6 of Bent 123 - Post 3 of Bent 131 - Post 4 of Bent 131 - Post 5 of Bent 131 - Post 2 of Bent 137 - Post 4 of Bent 137 - Post 6 of Bent 137 - Post 3 of Bent 139 - Post 5 of Bent 139 - Pile 7 of Bent 139 - Post 5 of Bent 149 - Post 6 of Bent 149 - Pile 7 of Bent 149 - Post 4 of Bent 159 - Post 5 of Bent 159 - Post 6 of Bent 159
6	3 10	3	OSMOSE	Replace: - Stringer to Cap plywood Shims on Bent 44 - Stringer to Cap plywood Shims on Bent 62 - Stringer to Cap plywood Shims on Bent 64
7	3.16	4	OSMOSE	Replace: - Cap on Bent 13 - Cap on Bent 41 (slight crushing under chord 1) - Cap on Bent 81 (slight crushing under chord 1) - Cap on Bent 97 (minor crushing under chord 2)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach — BRIDGE # 731.65

MILEPOST: 731.65 — SECTION# 3

TYPE: OOPT/ODFT — LOCATION: Kroll, OR

INSPECTION DATE: 2/14/2007 — INSPECTOR. K Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
8	3.15	4	OSMOSE	Replace - Stringer 2 in Span 4 - Stringer 2 in Span 5 - Stringer 2 in Span 9 - Stringer 2 in Span 10 - Stringer 2 in Span 12 - Stringer 2 in Span 16 - Stringer 2 in Span 19 - Stringer 8 in Span 19 - Stringer 2 in Span 26 - Stringer 10 in Span 31 - Stringer 10 in Span 32 - Stringer 10 in Span 33 - Stringer 10 in Span 34 - Stringer 5 in Span 35 - Stringer 5 in Span 36 - Stringer 2 in Span 37 - Stringer 2 in Span 38 - Stringer 9 in Span 59 - Stringer 6 in Span 61 - Stringer 2 in Span 135 - Stringer 2 in Span 136 - Stringer 2 in Span 137 - Stringer 2 in Span 138 - Stringer 9 in Span 147

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 731.65
MILEPOST: 731 65	SECTION# 3
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
9	3.7	4	OSMOSE	Post (frame bents w/ 5 posts + piles 1 & 7 on outside): - Pile 4 of Bent 8 - Post 6 of Bent 15 - Post 2 of Bent 19 - Pile 7 of Bent 19 - Pile 1 of Bent 29 - Post 5 of Bent 29 - Pile 7 of Bent 31 - Post 5 of Bent 35 - Pile 7 of Bent 35 - Pile 7 of Bent 41 - Pile 1 of Bent 43 - Post 3 of Bent 45 - Pile 7 of Bent 47 - Pile 7 of Bent 49 - Post 4 of Bent 51 - Pile 1 of Bent 53 - Pile 7 of Bent 59 - Pile 7 of Bent 61 - Pile 7 of Bent 83 - Post 5 of Bent 89 - Pile 1 of Bent 95 - Pile 7 of Bent 95 - Post 4 of Bent 99 - Post 5 of Bent 99 - Pile 1 of Bent 109 - Post 2 of Bent 111 - Pile 3 of Bent 116 - Pile 7 of Bent 117 - Post 5 of Bent 119 - Post 3 of Bent 121 - Post 4 of Bent 121 - Post 4 of Bent 125 - Post 6 of Bent 125 - Pile 1 of Bent 133 - Post 5 of Bent 133 - Post 3 of Bent 141 - Post 4 of Bent 141 - Post 6 of Bent 143 - Post 5 of Bent 147 - Post 4 of Bent 151 - Pile 7 of Bent 151 - Post 3 of Bent 153 - Post 5 of Bent 153 - Post 4 of Bent 161 - Pile 5 of Bent 163 - Pile 5 of Bent 165
10	3.3	4	OSMOSE	Shim or Epoxy: - Over Post 6 of Bent 75 - Over Post 6 of Bent 133 - Over Pile 7 of Bent 159
11	3.1	4	OSMOSE	In-place preservatively treat piles, posts, sills and caps.

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 731.65
MILEPOST: 731.65	SECTION# 3
TYPE: ODPT/ODFT	LOCATION. Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
12	3.5	5	RAILROAD	Monitor - Post 5 of Bent 45 - Pile 1 of Bent 93 - Pile 1 of Bent 129
13	3.2	5	RAILROAD	Monitor: - Cap on Bent 65 (slight cornering under chord 1) - Cap on Bent 79 (split at right end) - Cap on Bent 97 (minor cornering under chord 2) - Cap on Bent 151 (vertical split)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3.18		OSMOSE	2/25/2005	Replaced Caps on Bents 7, 39 & 99 Posted - Pile 1, Posts 5, 6 & Pile 7 of Bent 157
2	3 6		OSMOSE	8/27/2001	Posted - Pile 2 of Bent 10 Posted Piles 1 & 7/ and Posts 3, 4, 5 & 6 of Bent 37 Replaced Cap on Bent 37 w/ cuts Posted Piles 1 & 7/ and Posts 3 & 4 of Bent 103 Replaced Cap on bent 103 w/ cuts Installed Shims and drift pins on Bent 138 Posted Pile 7/ and Posts 2, 3 & 6 of Bent 147 Replaced Cap on Bent 147 w/ cuts

Central Oregon & Pacific Railroad

Bridge 731.65 Section 3 Span 33 & 34 - Helper stringer moved out

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 10 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 12-14-2007

Owner CORP Reg./Div. _____ Bridge No. 731.65 SA (Sec 3)

Dist /Sub/Branch COOS BAY

Location KRILL, OR (MP 732.8)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN. FT PILING
1	–		–												
2	4		9							1/4					36
3	7		9							1/4					63
4	4		9							1/4 1/2" SHIMS PLY WOOD					36
5	7		9							1/4					63
6	4		9							1/4 1/2 SHIMS					36
7	7	.	9			Cap	New	2/25/05		Creosote					63
8	4	4	9	2	1	12½				1 SHIM	14	(X)			36
9	7	1	9	1/2	OK										63
10	4	2	9		Pocket	New	8/27/2001			Osmose					36
11	7		9												63
12	4		9												36
13	7	cap	9	P1	1	2				Cap-(PX)					63
14	4		9							Never driven					36
15	7	3	9		7'	2				Cap-(X) CR #2 (Colder heart)					63
		6		1	1/2	13					12½-13½	(X)			
16	4		9							Never driven 1/4" SHIMS					36
17	7		9												63
18	4		9							Never driven 1/4" SHIMS					36
19	7	3	9	4½	3	4									63
		7		1	2	11						X			

SYMBOLS All Borings in Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

7 PILE BENT
5 PILE BENT w/ 1 PILE ON BATTER SIDE
7½' SPANS

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 is N S (E) W
(Timetable)

SIGNED KT, PK

CORP001978

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OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

Bridge No. 731.65 SA (Sec 3)

RAILROAD BRIDGE DIVISION BORING RECORD

Date 12-14, 49 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GR. TR.	PP	LIN FT. PILING
19	CONT	2	–		1/2	8 1/2					11 1/2 x 11 1/2	X			
20	4		9							PLYWOOD SHIMS					36
21	7	5	9	1 1/2	1	9					11 1/2 x 13 1/2	X			63
		2		1	1/2	12 1/2					11 1/2 x 13 1/2	X			
		3		1	1/2	12 1/2					11 1/2 x 11 1/2	X			
22	4		9												36
23	7	5	9	1 1/2	7	3									63
		6		1 1/2	1	12					11 1/2 x 13 1/2	X			
		1		2	1 1/2	9 1/2					12 1/2	X			
		3		1	1/2	13					11 1/2 x 13 1/2	X			
24	4		9												36
25	7		9												63
26	4		9								12 1/2				36
27	7	5	9	2	2	8					11 1/2 x 13 1/2	X			63
		7		1	1 1/2	8 1/2					12	X			
		1		1	2	9						X			
28	4		9												36
29	7	1	9	1 1/2	2 1/2	9 1/2					13 1/2	X			63
		5		3	2 1/2	7 1/2					11 1/2 x 13 1/2	X			
30	4		9												36
31	7	7	9	1	2	9				STR 10 - STRS #1, #2 PUSHED OUT	13 1/2	X			63
32	4		9												36
33	7		9							TIMBER FACING					63
34	4		9												36
35	7	5	9		VISUAL	REJECT @	1'			TIMBER FACING	11 x 11 1/2	X			63
		7		1	2	13	BIRDS #3			Cap - CR Ch. 3 X	15 1/2	X			
36	4		9												36

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140 24b.1

RAILROAD BRIDGE DIVISION
BORING RECORD

Bridge No. 731.65 (Sec 3)

SHEET 3 of 10 SHEETS

Date 2-14, 19 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN FT. PILING
37	7	1	9	}		Cap	New	8/27/2001		Osmose					63
		3													
		4			Posted	New		8/27/2001		Osmose					
		5													
		6				Pile #'s 1, 7 / Posts 3, 4, 5 & 6 new									
		7													
38	4		9							PLYWOOD SHIMS					36
39	7	1	9	4½	2	11					14	X			63
		5		W/L	1	10		Cap-New 3/25/05 (OS)			11½x13½	X			
		7		2	2	9					15	X			
40	4		9							PLYWOOD SHIMS					36
41	7	4	9	W/L	OK			Cap-(X) sl. cr @ Ch. 1 #4							63
		7		4	2	8					12	X			
42	4		9							PLYWOOD SHIMS					36
43	7	1	9	2	2	11					14	X			63
44	4		9			1" plywood shims under both chords					working out	X			36
45	7	2	9	3	2½	3½									63
		5		W/L	3	6					11½x11½	PX			
		3		1½	1½	12					11½x11½	X			
46	4		9							PLYWOOD SHIMS					36
47	7	7	9		(VX) @	D/P						(VX)			63
48	4		9							PLYWOOD SHIMS					36
49	7	7	9	W/L	2	9					12	X			63
50	4		9							PLYWOOD SHIMS					36
51	7	1	9	2½	2	4									63
		4		3	2	8					11½x11½	X			
		5		1	3	5									

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140.24b.1

RAILROAD BRIDGE DIVISION
BORING RECORD

Bridge No. 731 05 SA (Sec 3)

SHEET 4 of 10 SHEETS

Date 2-14 ,19 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
52	4		9							H₂0 PLYWOOD SHIMS					36
53	7	1	9	2	1½	12				H.O	14	⊗			63
54	4	1		6	3	5				PLY WOODS SHIMS					36
55	7	4	9	W/L	½	12½				H₂O	11K·8½	⊗			63
		6		W/L	2	11					11½·8½	⊗			
		2		1	1½	12					11½·11½	⊗			
56	4		9							H₂0 PLYWOOD SHIMS					36
57	7	4	9	W/L	OK					H₂0					63
58	4		9							PLYWOOD SHIMS					36
59	7	7	9	1	2	9					13	⊗			63
60	4		9							H₂0 PLY WOOD SHIMS					36
61	7	7	9	1	2	10					13	⊗			63
62	4		9							PLYWOOD SHIMS - ⊗					36
63	7	4	9	W/L	OK										63
		CAP				REJECT	Crushing			⊗ #3 PLYWOOD SHIMS - ⊗					
64	4		9												36
65	7		9			Cap - SL corroding @ Ch 1				PLYWOOD SHIMS					63
66	4		9												36
67	7	4	9	W/L	2	8									63
68	4		9							PLY					36
69	7	4	9	3	3	4			3						63
		5		1	2	3									
		7													
70	4		9							PLYWOOD SHIMS					36
71	7		9												63
72	4		9							PLYWOOD SHIMS					36
73	7		9												63

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RAILROAD BRIDGE DIVISION BORING RECORD

SHEET 5 of 10 SHEETS

Bridge No 73165 SA (Sol.)

Date 2-14 -19 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN FT PILING
74	4		9							PLYWOOD SHIMS					36
75	7	PILE 6	9		½ gap										63
76	4		9							PLYWOOD SHIMS					36
77	7		9												63
78	4		9							PLYWOOD SHIMS					36
79	7	CAP	9		Split @ Ft. End										63
80	4		9							PLYWOOD SHIMS					36
81	7	CAP	9	PG	(PX)	SL	CR@CH	1		TIMBER FACING CAP-(PX) PLYWOOD SHIMS					63
82	4		9												36
83	7	3	9	½	OK					TIMBER FACING					63
		7			2	9					12	(X)			
84	4		9							PLYWOOD SHIMS					36
85	7	4	9	½	OK										63
86	4		9							PLYWOOD SHIMS					36
87	7		9												63
88	4		9							PLYWOOD SHIMS					36
89	7	5	9	1	2	9				P7 - SHIMMED ½" PLYWOOD SHIMS		X			63
90	4		9												36
91	7		9												63
92	4		9							PLYWOOD SHIMS					36
93	7	1	9	5½	1½	6½					14	PX			63
94	4		9							PLYWOOD SHIMS					36
95	7	7	9	2	1½	9½			P	Lic. - (X) @ D/P	12	(X)			63
96	4		9							PLYWOOD SHIMS					36
97	7	CAP	9	5						CAP-(PX) @ 4 (S CR@CH2)					63
98	4		9							PLYWOOD SHIMS					36
99	7	4	9	3	1	9					11¾ "BX	(X)			63

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140.24.

RAILROAD BRIDGE DIVISION
BORING RECORD

Bridge No. 731.65 SA (Sec 3)

SHEET 6 of 10 SHEETS

Date 2-14, 19 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT. PILING
99 CONT	-	5	-	1	1	12	FAILING				11¾x11¾	VX			
					Cap New - 2/25/05 Osmose										
100	4		9							PLYWOOD SHIMS					36
101	7	1	9	3	OK										63
102	4		9							PLYWOOD SHIMS					36
103	7	4¾	9.	}		New Cap 8/27/2001 Osmose									63
		7		}	Posted New 8/27/2001 Osmose										
		3		}											
		1		}											
104	4		9							PLYWOOD SHIMS					36
105	7		9												63
106	4		9							PLYWOOD SHIMS					36
107	7	4	9	W/L	OK										63
108	4		9							PLYWOOD SHIMS					36
109	7	1	9	1½	1½	9					13	⊗			63
110	4		9							PLYWOOD SHIMS					36
111	7	5	9	1	6	2									63
		2	9	1	1	12					11¾x9¾	⊗			
		3		4	2	1									
112	4		9							PLYWOOD SHIMS					36
113	7		9	-											63
114	4		9							PLYWOOD SHIMS					36
115	7		9												63
116	4	3	9	1	1	12				PLYWOOD SHIMS	14	⊗			36
117	7	7	9	2	1	12						X			63
118	4		9							PLYWOOD SHIMS					36
119	7	4	9	W/L	OK										63

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 7 of 10 SHEETS

Bridge No. 731.65 SA (Sec 7)

Date 2-14, 19 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT. PILING
119 cont	-	5	-	1	2	11					11¼x13½	⊗			
120	4		9							PLYWOOD SHIMS					36
121	7	3	9	W/L	1	12					11¼x13½	⊗			63
		4		W/L	½	13					11¼x13½	⊗			
		5		1	3½	5½					11¼x13½				
122	4		9							PLYWOOD SHIMS					36
123	7	2	9	W/L	1	12½					11¼x13½	⊗			63
		5		W/L	1	9					11¼x13½	⊗			
		6		1	1	12						⊗			
124	4		9							PLY WOOD SHIM					36
125	7	4	9	W/L	1	12					11¼x13½	⊗			63
		6		W/L	1	9						⊗			
126	4		9							PLYWOOD SHIMS					36
127	7		9												63
128	4		9							PLYWOOD SHIMS					36
129	7	1	9	3	5½	1	SPLIT					PX			63
130	4		9							PLYWOOD SHIMS					36
131	7	3		W/L	½	12					11¼x13½	⊗			63
		4		W/L	1	10					11¼x13½	⊗			
		5		W/L	1	11					11¼x13½	⊗			
132	4		9							PLYWOOD SHIMS					36
133	7	1	9	3	1	11½				½" Gap over PL6	11¼x13½	⊗			63
		5		1	1	11					11¼x13½	⊗			
134	4		9							PLY WOOD SHIMS					36
135	7		9												63
136	4		9							PLY WOD SHIMS					36
137	7	2		W/L	½	13					11¼x13½	⊗			63
		4		W/L	6	7					11¼x13½	⊗			

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RAILROAD BRIDGE DIVISION
BORING RECORD

Bridge No. 73.65 SA (Spec 3)

SHEET 8 of 10 SHEETS

Date 2-14 ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
137	-	6	-	w/l	1	10						X			
138	4		9		Shims & Drift Pins added 8/27/2001 Osmose.										36
										STR 2-⑧ Shims 136-138					
139	7	3	9	1	1	12				H.O	11½x13½	X			63
		5		1	1	11					11½x13½	X			
		7		2	1	10					11½x13½	X			
140	4		9							H.O Plywood Shims					36
141	7	3	9	½	0	13	Visual Reject				11½x13	X			63
		4		w/l	1	11½					11½x13½	X			
		5		1	5	4									
142	4		9							Plywood Shims					36
143	7	6	9	w/l	1	10					11½x13½	X			63
144	4		9							Plywood Shims					36
145	7		9												63
146	4		9							Plywood Shims					36
147	7	½	9	}						STR 9-⑧ over BT.					63
		3		}	Posted New 8/27/2001										
		6		}				Cap New 8/27/01							
		7		}											
148	4		9							Plywood Shims					36
										H.O					
149	7	5	9	1	4	8				H.O	11½x13½	X			63
		6		1	1½	11					11½x13½	X			
		7		1	2	10½					13	X			
150	4		9												36
151	7	4	9	w/l	1	12		Cap- Vert. split #5			11½x13½	X			63
		6		w/l	6	2½					11½x13½				

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 9 of 10 SHEETS

Bridge No. 73165 SA (Sec 3)

Date 2-14 ,19 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT PILING
Brow	—	7	—	1	2½	9						⊗			
152	4		9							PLYWOOD SHIMS					36
153	7	3	9	4½	1	8½					11½x11½	⊗			63
		4		w/c	OK										
		5		1	1	8½					11½x11½	⊗			
154	4		9							PLYWOOD SHIMS					36
155	7		9												63
156	4		9							PLYWOOD SHIMS					36
157	7		9												63
			REPLACED PILES 1 & 7 POSTS 5 & 6 (05 2005)												
158	4		9							PLY WOOD SHIMS					36
159	7	3	9	4	1	1				½" Gap over P7					63
		4		w/c	1	9					11½x11½	⊗			
		5		1	1	12					11½x11½	⊗			
		6		w/c	1½	9½					11½x11½	⊗			
160	4		9												36
161	7	4	9	w/c	1	8					11½x11½	⊗			63
162	4		9												36
163	5	5	9	2	1½	9					13	⊗			45
164	6		9												54
165	5	5	9	3	2	11				1½"		⊗			45
166	6		6												36
167	5	3	3		2	5									15
	Avg. span 8' between old/new Bts.									Line + Surface - Fair Ties - Fair 25% - Reject					
	Avg. Span 15' between new/new Bts.									Guard Timber Fair to Poor ½ Reject		⊗			

BORING RECORD

Date: 2-14 20 07 Sheet: 10 of 10

OWNER: CORP BRIDGE # 731.65 Sec 3

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX or X	GR. TR.	PP	LIN FT. PILING
	Span	4	Str	2	0	6	⊗								
	Span	5	Str	2	0	6	⊗								
	Span	9	Str	2	0	6	⊗								
	Span	10	Str	2	0	6	⊗			Span 12, Str 2		⊗			(broken)
	Span	16	Str	2	0	7	⊗								
	Span	19	Str	2	1	6	⊗								
			Str	8	2	7	⊗								
	Span	26	Str	2	1	9	⊗								
	Span	31	Str	10	moved out		⊗								
	Span	32	Str	10	moved out		⊗								
	Span	33	Str	10	1	4	⊗								
	Span	34	Str	10	1	4	⊗								
	Span	35	Str	5	0	6	⊗								
	Span	36	Str	5	0	6	⊗								
	Span	37	Str	2	1	8	⊗								
	Span	38	Str	2	1	8	⊗								
	Span	59	Str	9	0	7	⊗			(Cracked)					
	Span	61	Str	6	0	4	⊗								
	Span	135	Str	2			⊗								
	Span	136	Str	2			⊗								
	Span	137	Str	2			⊗								
	Span	138	Str	2			⊗								
	Span	147	Str	9			⊗								

Central Oregon & Pacific Railroad

Bridge 732.84 Section 1

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP001988

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 732.84
MILEPOST: 732.84	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Krall, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 2
- Pile 1 - Reject
- Pile 3 - Reject

Bent 3
- Pile 5 - Reject

Bent 5
- Post 3 - Possible Reject
- Post 5 - Reject

Bent 6
- Post 4 - Reject

Bent 7
- Post 3 - Possible Reject
- Post 4 - Reject
- Post 5 - Reject
- Pile 7 - Possible Reject
- Bent Skewed

Bent 8
- Post 5 - Reject

Bent 9
- Post 5 - Possible Reject

Bent 10
- Pile 1 - Reject
- Post 3 - Reject

Bent 11
- Pile 7 - Reject
- 1/2" Shims over Pile 1 - Reject (working out)

Bent 12
- Post 3 - Reject
- Post 5 - Reject

Bent 13
- Post 3 - Reject
- Pile 7 - Reject

Bent 14
- Post 3 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 732.84
MILEPOST: 732.84	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 15
- Post 4 - Possible Reject
- Cap - Possible Reject
- 1 1/2" Shim - Reject (crushing under both chords)

Bent 16
- Post 4 - Reject
- Post 6 - Reject
- Pile 7 - Visual Reject
- Cap - Reject (crushing under chord 2)
- 1/2" Shims - Reject (crushing)

Bent 17
- Pile 1 - Visual Reject
- Post 5 - Reject
- Pile 7 - Visual Reject

Bent 18
- Pile 1 - Visual Reject
- Post 5 - Reject
- Pile 7 - Possible Reject

Bent 19
- Post 3 - Reject
- Post 5 - Possible Reject
- Pile 7 - Visual Reject

Bent 20
- Pile 1 - Reject
- Post 3 - Reject
- Pile 7 - Visual Reject

Bent 22
- Post 3 - Reject
- Cap - Possible Reject (minor crushing under chord 2)

Bent 23
- Pile 1 - Visual Reject
- Post 5 - Reject
- Pile 7 - Visual Reject
- Cap - Minor crushing under Chord 2

Bent 24
- Post 5 - Possible Reject

Bent 25
- Post 3 - Reject
- Pile 7 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 732.84
MILEPOST: 732.84	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE. 2/14/2007	INSPECTOR. K. Trickle & P. Kaz

Findings:

Ties - OK
Guard timber - OK
Headwall - Poor
Approach - Low
Walkway - OK
Handrail - OK

All bents are frame bents w/ 5 posts + piles 1 & 7 on outside

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.14	2	OSMOSE	Cut Pile tops down and: - Replace Cap on Bent 16 with an oversize cap (crushing under chord 2)
2	1.12	3	RAILROAD	Add ballast and tamp up approach.
3	1.8	3	OSMOSE	Replace - North headwall
4	1 7	3	OSMOSE	Post: - Post 4 of Bent 16 (seven pile/post bent) - Post 6 of Bent 16 - Pile 7 of Bent 16 - Pile 1 of Bent 17 (seven pile/post bent) - Post 5 of Bent 17 - Pile 7 of Bent 17 - Pile 1 of Bent 20 (seven pile/post bent) - Post 3 of Bent 20 - Pile 7 of Bent 20 - Pile 1 of Bent 23 (seven pile/post bent) - Post 5 of Bent 23 - Pile 7 of Bent 23
5	1.13	4	OSMOSE	Replace: - Cap on Bent 22 (minor crushing under chord 2)
6	1.11	4	OSMOSE	Shim or Epoxy - Over Pile 1 of Bent 11
7	1.10	4	OSMOSE	Cut Pile tops down and: - Replace cap on Bent 15 with an oversize cap

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 732.84
MILEPOST: 732.84	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
8	1.4	4	OSMOSE	Post: - Pile 1 of Bent 2 - Pile 3 of Bent 2 - Pile 5 of Bent 3 - Post 5 of Bent 5 - Post 4 of Bent 6 - Post 4 of Bent 7 - Post 5 of Bent 7 - Post 5 of Bent 8 - Pile 1 of Bent 10 - Post 3 of Bent 10 - Pile 7 of Bent 11 - Post 3 of Bent 12 - Post 5 of Bent 12 - Post 3 of Bent 13 - Pile 7 of Bent 13 - Post 3 of Bent 14 - Pile 1 of Bent 18 - Post 5 of Bent 18 - Post 3 of Bent 19 - Pile 7 of Bent 19 - Post 3 of Bent 22 - Post 3 of Bent 25 - Pile 7 of Bent 25
9	1.1	4	OSMOSE	In-place preservatively treat piles, posts, sills, caps and stringers.
10	1.15	5	RAILROAD	Monitor - Cap on Bent 23 (minor crushing under chord 2)
11	1.5	5	RAILROAD	Monitor: - Post 3 of Bent 5 - Post 3 of Bent 7 - Pile 7 of Bent 7 - Post 5 of Bent 9 - Post 4 of Bent 15 - Pile 7 of Bent 18 - Post 5 of Bent 19 - Post 5 of Bent 24

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.9		OSMOSE	2/4/2005	Cut Pile tops down & replaced Cap and Subcap on: - Bent 1 - Bent 6 Reposted: - Post 2 thru 6 of Bent 21 Posted: - Piles 1 & 7 of Bent 21 Replaced: - Cap on Bent 21 Installed: - New Sway Braces on Bent 21

Osmose Railroad Services, Inc.

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 4 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14 20 07

Owner CORP Reg./Div _____ Bridge No. 732 84 Sect 1

Dist./Sub/Branch Coos Bay

Location Kroll, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80% SHELL	80% VOID	H	REMARKS	PILE DIA.	PX OR X	BIL TR.	PP	LIN FT. PILING
1	5		8												
					Capt Subcap New - 2/04/05 Osmose										
2	5	1	8	2	1½	10½				HAD	13½	X			
		3		D/P	2	11	1	12		3" Shim		X			
3	5	5	8	D/P	3	10	4	8		3" Shim HAD		X			
4	7	1	8	D/P	0	5									
		4		1½	4½	3½				HAD					
5	7	3	8	3	2	7				HAD 11½x13½		PX			
		5		1	2	8						X			
		6		w/L	4	5									
6	7	4	8	w/L	1	11						X			
						Cap + sub cap New 2/04/05 Osmose									

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DF — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmowald
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 4 SHEETS

Bridge No 733 84 Sect 1

Date 2-14 ,19 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN FT PILING
7	7	3	8	1	8	6				Boat skewed		PX			
		4		D/P	1	12	1	11		(HD) 11½ x13½		X			
		5		1	1	12						X			
		7		D/P	3	6						PX			
8	7	5	8	1	1	7				1" Shim		X			
		7		D/P	4	5½				(HD) 11½ x13½					
9	7	5	8	1	1	6				1" shim (HD)		PX			
10	7	1	8	D/P	0	12				1" shim (HD)	14	X			
		3		wk	0	11				11½ x13½		X			
11	7	5	8	1	5	4½				½" shim @ Pile 1 - working out			Ⓧ		
		7		1	3½	12					16	X			
12	7	3	8	1	1	12				(HD) 11½ x13½		X			
		5		½	1	8						X			
13	7	3	8	1	1	12				(HD)		X			
		7		D/P	1	10						X			

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 4 SHEETS

Bridge No 732 84 Sect. 1

Date 2-14 , 19 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT. PILING
14	7	3	8	w/L	5	9 5/8				(#2)	.	X			
15	7	4	8	w/L	2 5/8	6				(#2)		PX			
		cap		PI	5 5/8	3				Cap - PX					
							1 5/8" shim crushing (X) @ both chords								
16	7	4	8	4	3	11						X			
		6		w/L	3	9				(#2)		X			
		7		D/P	0	17	1	10			18	VX			
		cap		crushing @ chord 2 (X) (#2)											
							5/8" shims crushing (X)								
	7	1	8	D/P	1 5/8	10				(#2)	16	VX			
		5		1	1	10					11 5/8 x 13 5/8	X			
		7		D/P	3	10				3/4" shim	18	VX			
		cap		PI	1	1 5/8									
18	7	1	8	D/P	2 5/8	10				3/4" shim	17	VX			
		5		1	2 5/8	11					11 5/8 x 13 5/8	X			
		7		D/P	3	7				(#2)	19	PX			
19	7	3	8	1	1 5/8	12						X			
		5		5/8	3	7 5/8				3/4" shim (#2)		PX			
		7		D/P		visual reject					30	VX			

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OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 4 of 4 SHEETS

Bridge No. 732 84 Sect. 1

Date 2-14, 19 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN. FT PILING
J0	7	1	8	1	1½	12						X			
		3		1	½	9				3/4" shim.		X			
		5		½	3	5				HD					
		7		2	2	8					16	VX			
J1	7		8												
					REPLACED CAP, POSTS 2 THRU 6 & PILES 1 & 7										
					NEW SWAY BRACES (05 2005)										
J2	7	3	8	w/L	1	11						X			
		Cap			minor crushing under					Chord 2 PX HD					
J3	7	1	8	D/P		visual reject						VX			
		5		w/L	2	11				HD		X			
		7		D/P		visual reject						VX			
								Cap - minor CR @ Ch. 2		HS					
J4	7	5	8	w/L	2½	6				HD		PX			
J5	7	3	8	2	1	12				HD		X			
		7		1	2	14					17	X			
J6	8		6				Approach - Low			Ties - OK					
				Handrail - OK			Walkway - OK			Wbol - Poor		(tall 7')			
							G. timb - OK			longest span		15' 4"			

Central Oregon & Pacific Railroad

Bridge 732.84 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 732.84**
MILEPOST. 732.84	SECTION# 2
TYPE: DPG	LOCATION: Kroll, OR
INSPECTION DATE 2/14/2007	INSPECTOR. K. Trickle & P. Kaz

Findings:

SPAN #	FINDING #	NOTES
1	1	Moderate to heavy section loss to laterals Moderate to heavy section loss to gusset plates

Ties - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.3	3	OSMOSE	Replace: - Cap on Row 1 of Pier 2
2	2.2	3	OSMOSE	Replace: - All laterals and gusset plates
3	2.5	4	OSMOSE	Post: - Pile 2 in Row 1 of Pier 1 - Pile 3 in Row 1 of Pier 1 - Pile 2 in Row 2 of Pier 1
4	2.4	4	OSMOSE	In-place preservatively treat piles, sills and caps.

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-14-07 BY: KT, PK

Bridge No: 732 84 Sec 2

CUSTOMER INFORMATION:

CUSTOMER NAME: CoRP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 28 | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: (DPG) • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: KRAL, OR

Overall Sketch: (Include span lengths)

2 TIMBER PIERS
OPEN DECK

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: • Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES:

Nearest Crossing:

BRIDGE: TANGENT • (CURVE) •

Superelevation is in _____

GUARD RAIL: YES • NO •

WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO •

Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO •

CULVERT: YES • NO •

BRIDGE IS OVER

Maximum Bridge Height: 7

Bents or Piers in Water:

Maximum Water Depth:

Requires de-watering Yes No

CORP001999

Bridge No: 732 84 SEC 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD • (OK)	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

MODERATE TO HEAVY SECTION LOSS TO LATERALS & GUSSET PLATES

SUBSTRUCTURE (Note any defects):

SEE TIMBER PIER INSPECTION

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP002000

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14-2007

Owner CORP Reg./Div. Bridge No 732.84 MS (Sec 2)

Dist./Sub/Branch COOS BAY

Location KROLL, OR

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) DPG Age 19

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	80° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR.	PP	LIN FT PILING
PIER		1		No	BLOCKING - 1 row										
ROW 1	9	2	7	2	1½	13					18	X			63
		3		1	1½	12					11¾x18	X			
				STEEL	DPG	- OK									
		7		D/P	- OK -										
PIER		2													
ROW	9	2	7	W/L	3	11					17	X			63
		3		W/L	3	4					11¾x18				
		CAP.		P3/P4	1½S	4V	1H	X		13½"x16"x18' Reject					
				BENT LAYOUT			POST PILE		5	POSTS PILE PER					
		8		W/L	5	8					21"				
										Ties-OK					

SYMBOLS All Borings in Inches and Fractions to nearest ⅛"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002001

Central Oregon & Pacific Railroad

Bridge 732.84 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach — BRIDGE # 732.84

MILEPOST: 732.84 — SECTION# 3

TYPE: ODPT/ODFT — LOCATION Kroll, OR

INSPECTION DATE: 2/14/2007 — INSPECTOR: K. Trickle & P Kaz

Findings:

Bent 4

Cap - Cornering under Chord 2

Bent 8

Cap - Minor decay at right end

Bent 10

Pile 2 - Reject
Pile 3 - Reject
Pile 7 - Reject
Bent Settling
Cap - Reject (crushing under chord 2)

Bent 11

1" Gap over Pile 1
3/4" Gap over Pile 2
1" Gap over Pile 3
Bent Settling

Bent 12

Pile 3 - Reject
Bent Settling

Bent 14

Pile 3 - Possible Reject
Pile 5 - Possible Reject

Ties - OK
Line and surface - Fair
Approach - Low
Walkway - OK
Handrail - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.12	2	OSMOSE	Replace: - Cap on Bent 10 (crushing under chord 2)
2	3.4	3	RAILROAD	Add ballast and tamp up approach.
3	3.3	3	OSMOSE	Post: - Pile 2 of Bent 10 (7 pile bent) - Pile 3 of bent 10 - Pile 7 of Bent 10
4	3.2	3	OSMOSE	Cut Pile tops down and - Install an 8" Subcap on existing Cap of Bent 11
5	3.7	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
6	3 5	4	OSMOSE	Post: - Pile 3 of Bent 12

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach — BRIDGE # 732.84

MILEPOST: 732.84 — SECTION# 3

TYPE: ODPT/ODFT — LOCATION: Kroll, OR

INSPECTION DATE: 2/14/2007 — INSPECTOR. K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
7	3 10	5	RAILROAD	Monitor - Pile 3 of Bent 14 - Pile 5 of Bent 14
8	3.9	5	RAILROAD	Monitor - Cap on Bent 4 (cornering under chord 2) - Cap on Bent 8 (minor decay at right end)
9	3 8	5	RAILROAD	Monitor. - Bent 10 for additional settlement - Bent 11 for additional settlement - Bent 12 for additional settlement

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3 11		OSMOSE	7/21/1999	Replaced: - Cap & Subcap on Bent 11
2	3 1		OSMOSE	3/ 7/2005	Replaced: - Cap with an Overaized Cap on Bent 5

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14-2007

Owner CORP Reg./Div _____ Bridge No. 732 84 SA (Sp. 3)

Dist./Sub/Branch COOS BAY

Location KROLL, OR (MP 732 E)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN FT PILING
1	8		6		STRS	ON	STEEL			H2O P2 P7 Cedar					
2	5		9							H2O					45
3	5		9							H2O					
4	5	CAP	9	P4	OK		Comming @ Ch 2 #3								
5	5		9				Cap (05, 2005)								
6	5		9												
7	5	4	9	D/P	0	5	Wood Packer			H2O	13				
8	5		9							H2O Cap - End decay right end					315'
9	3		8½							H2O 6" SUB CAP					25½
10	7	2	9	4	1	11				H2O	13½	X			63
	"	3		3	2	11				(span 9-10 7' span)	13½	X			
		5		5½	2½	6				(SHORT SPAN 7')					
		7		5	1	9½					14	X			
		CAP		P6	7½	1	CR @ Chord 2 (X) #2								25½
										RENT SETTLED					
11	3	1	8½		1" gap					6" SUBCAP (05/1999)					
		2			¾" gap										
		3			1" gap										
										RENT SETTLED					

SYMBOLS All Borings to Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWrld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is N S E (W)
(Timetable)

SIGNED KT, PK

CORP002005

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 2 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14-2007

Owner CORP Reg./Div. _____ Bridge No 732.84 SA (Sec 3)

Dist./Sub/Branch COOS BAY

Location KROLL, OR (MP 732.8)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
12	10	3	6	1	1	11				DEL. CAP + 6" SUB BENT SETTLED	13	(X)			60
13	3		8½							6" SUBCAP					25½
14	7	3	9	3	3	7½				½" SHIM	13½	(PX)			63
		5		3	2	7½					13½	(PX)			
15	3		8½							6" SUBCAP					25½
16	5		9							1" SHIM					45
17	5	5	9	W/L	-OK-					H_2O ½" SHIM					45
										H_2O ½" SHIM					
18	5	1	9	D/P	-OK-					↗					45
		4		D/P	-OK-										
		5		D/P	-OK-										
19	5		9							H_2O					45
20	5	CAP	1	P3	-OK-										5
															473
										STRS - OK -					
										H. WALL - OK -					
										STEEL GRATE WALKWAY W. SIDE					
										S. APP. - LOW					
										LINE + SURFACE - OK					
										TIES - OK					
										WALKWAY - OK HANDRAIL - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼

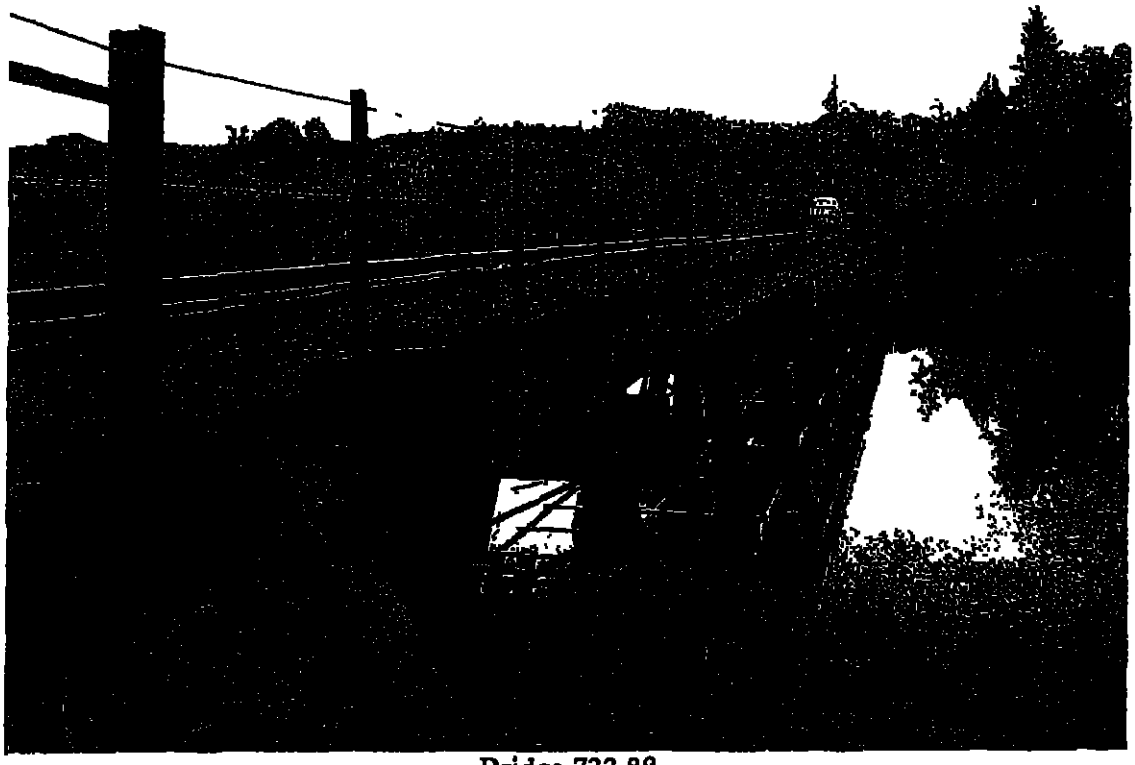
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — DensoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # _____ Is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002006

Central Oregon & Pacific Railroad



Bridge 733.88

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002007

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 733.88

MILEPOST: 733 88	SECTION# 1
TYPE: CONC	LOCATION: Kroll, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K Trickle

Findings:

Approaches - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	RAILROAD	Add ballast and tamp up both approaches.

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-2-07 BY: KT

Bridge No: 733.88

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 35 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER • Conc. slab

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Kroll, OR

Overall Sketch: (Include span lengths)

2 abut
34 bts
ballast deck

Typical Bent or Pier Sketch:

Conc

3 pipe

GENERAL

ACCESS: TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: **Directions:**

GPS COORDINATES: N43° 46.694 W124° 07.536' Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is In _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP002009

		Bridge No: 733.88

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD • (F3)		
APPROACHES:	POOR •	FAIR •	GOOD LOW	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD (OK)	HAND RAILS - (OK)	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

No DEFECTS LOCATED

SUBSTRUCTURE (Note any defects):

No DEFECTS LOCATED

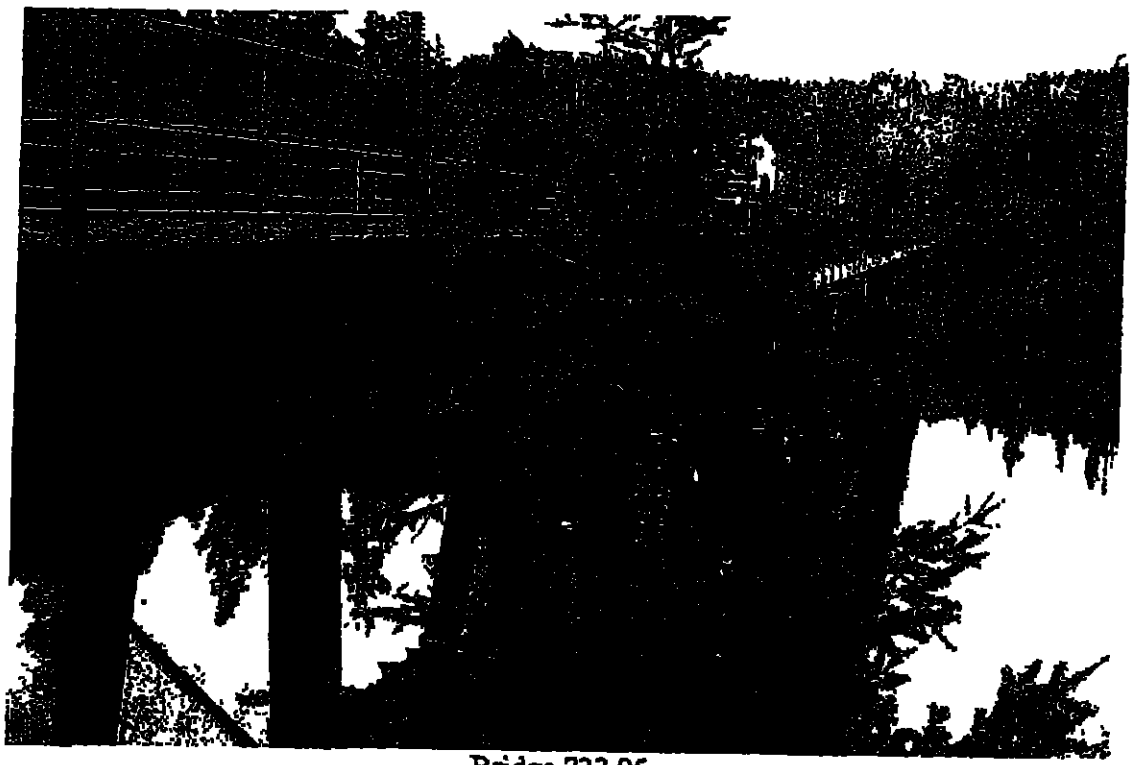
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 733.95

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002011

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 733.95

MILEPOST: 733.95	SECTION# 1
TYPE: CONC	LOCATION: Kroll, OR
INSPECTION DATE: 2/2/2007	INSPECTOR: K. Trickle

Findings:

Approaches - Low
West walkway - Cracked and spalled (trip hazard)
Handrails - OK

Ballast leaks - Bents 2, 6, 7, 9, 12, 13, 14, 16, 20, 21, 24, 26, 27, 29, 30, 31, 33 and 34

Recomm nded Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	13	3	RAILROAD	Add ballast and tamp up both approaches
2	12	3	RAILROAD	Patch. - Approximately 17 ballast leaks throughout deck where concrete tubs join
3	11	3	RAILROAD	Chip out: - Cracked and spalled concrete on West walkway - Patch to original lines

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-2-07 BY: KT

Bridge No: 733.95

CUSTOMER INFORMATION:

CUSTOMER NAME: Corp

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 38 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • CDPT • BEAM SPAN • BDPT (OTHER •) conc slab

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Kroll, OR

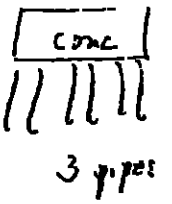
Overall Sketch: (include span lengths)

2 abut

37 bents

ballast deck

Typical Bent or Pier Sketch:



3 pipes

GENERAL

ACCESS TRUCK • BOMB • (RAIL •) Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N43 46.441' W124 07.432 Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in_____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim. x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water Maximum Water Depth:

Requires de-watering Yes No

CORP002013

		Bridge No: 733.95

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD • LOW	EROSION PROBLEMS: #3	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •	CRACKED & SPALLED (TRIP HAZARD) (#3)	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	HANDRAILS (OK)

WEST →

SUPERSTRUCTURE (Note any defects):

West Walkway - cracked & spalled, trip hazard #3

BALLAST LEAKS AT BENTS 2, 6, 7, 9, 13, 14, 16, 20, 21, 24, 26, 27, 29, 30, 31, 33 & 34

SUBSTRUCTURE (Note any defects):

No DEFECTS LOCATED

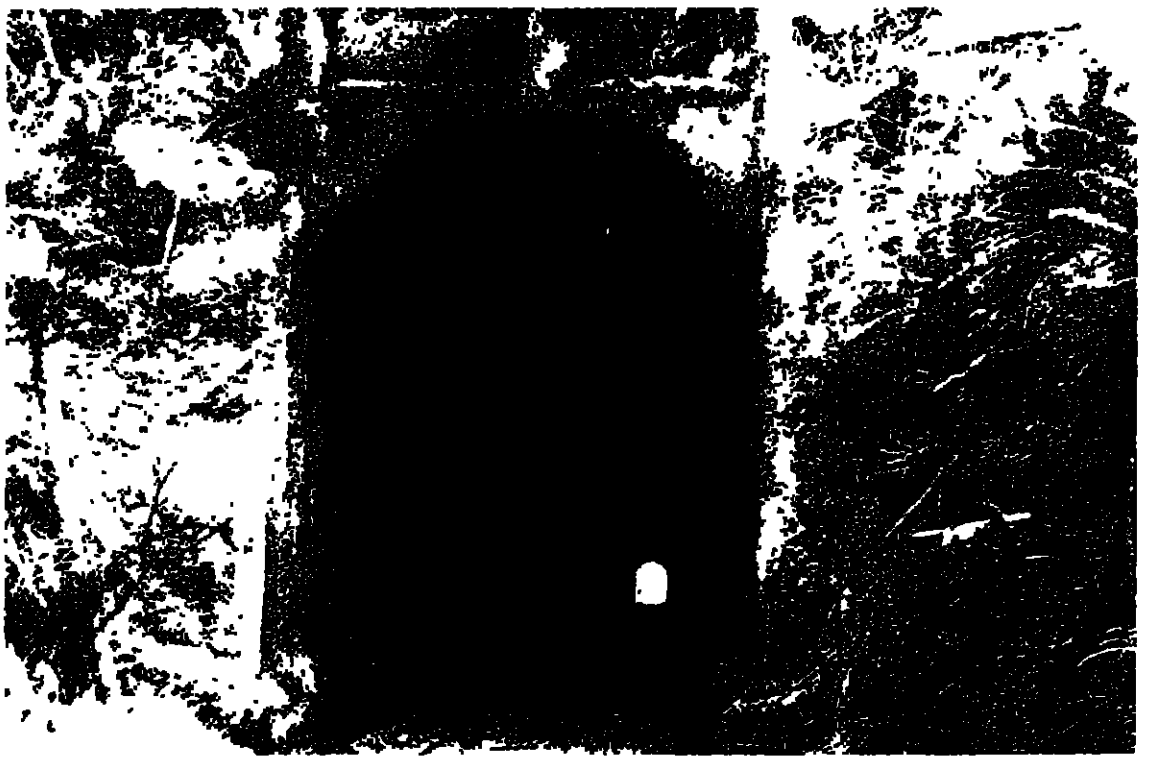
RECOMMENDED WORK & PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately

PHOTOS

Roll #	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Tunnel 18

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 18

MILEPOST: 734.48	SECTION# 1
TYPE: Tunnel	LOCATION: Kroll, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K. Trickle

Findings:

Tunnel not inspected in 2007

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Tunnel not inspected at this time - Perform inspection on tunnel when required

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2 ~~19~~ 2007

Owner CORP Reg./Div _____ Bridge No Tunnel 18

Dist /Sub/Branch COOS BAY MP 734.48

Location Kroll, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Tunnel Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
			Concrete, Gunite, Timber												
						152				Timber Rings					
						NOT INSPECTED 2007									

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

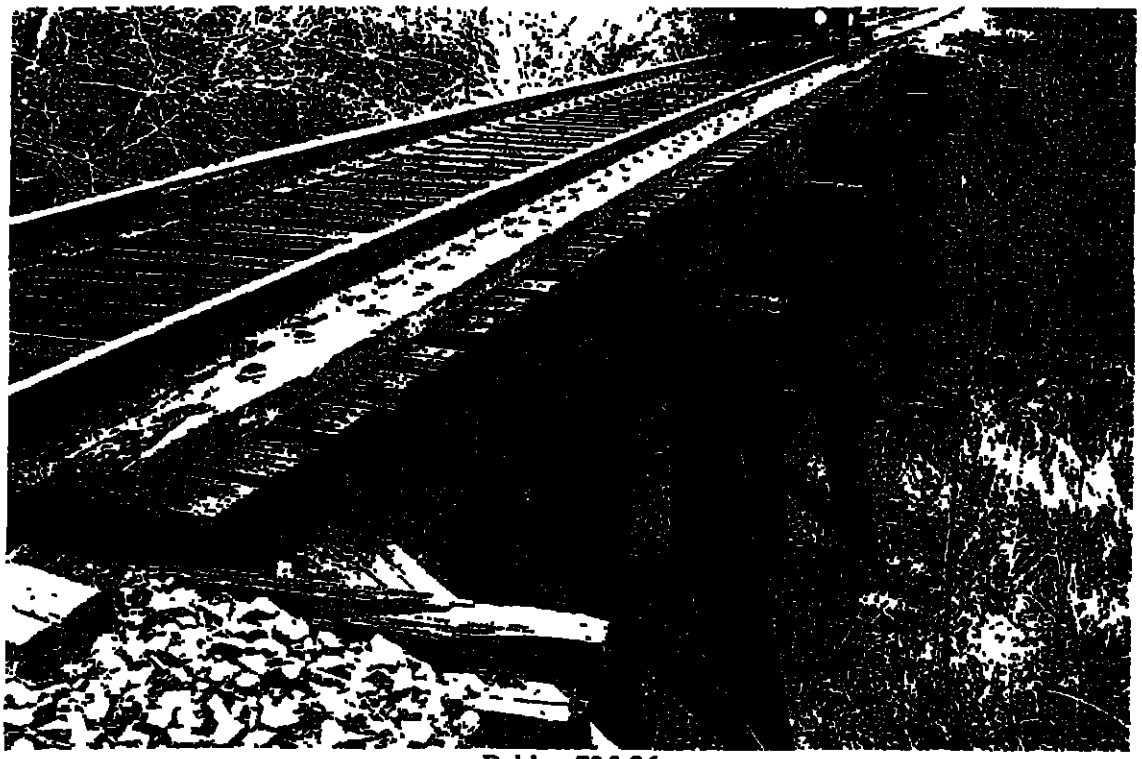
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWrap
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP002017

Central Oregon & Pacific Railroad



Bridge 735.86

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002018

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 735.86

MILEPOST 735 86	SECTION# 1
TYPE ODPT	LOCATION Kroll, OR
INSPECTION DATE 2/ 2/2007	INSPECTOR. K. Trickle

Findings:

Bent 1
1/4" Gap over Pile 2

Bent 2
Pile 3 - Reject

Bent 3
Pile 1 - Reject
Cap - Possible Reject

Bent 4
Pile 5 - Reject
Pile 6 - Reject

Bent 5
Pile 5 - Reject

Span 1
Stringer 1 - Reject

Span 2
Stringer 1 - Reject

Ties - Poor (plate cut)
Guard timber - (25' reject)
Line - Poor (tie condition)
Headwalls - Poor
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 13	2	OSMOSE	Replace - Both headwalls
2	1 3	2	OSMOSE	Replace all 81 bridge ties
3	1 12	3	RAILROAD	Add ballast and tamp up both approaches
4	1 5	3	OSMOSE	Post. - Pile 5 of Bent 4 - Pile 6 of Bent 4
5	1 10	4	OSMOSE	Replace - Stringer 1 in Span 1 (horizontal shear) - Stringer 1 in Span 2 (horizontal shear)
6	1 7	4	OSMOSE	Shim or Epoxy: - Over Pile 2 of Bent 1
7	1 6	4	OSMOSE	Post. - Pile 3 of Bent 2 - Pile 1 of Bent 3 - Pile 5 of Bent 5
8	1 4	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
9	1 2	4	OSMOSE	Replace - Cap on Bent 3

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 735.86

MILEPOST: 735.86 | SECTION# 1

TYPE: ODPT | LOCATION: Kroll, OR

INSPECTION DATE: 2/2/2007 | INSPECTOR: K. Trickle

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 14		OSMOSE	1/21/2005	Replaced. - Cap on Bent 6 with a Double Cap
2	1 9		OSMOSE	3/7/2005	Replaced - Cap on Bent 2 with a new Cap & 8" Subcap - Cap on Bent 4 with a new Cap & 8" Subcap - Cap on Bent 5 with a new Cap & 8" Subcap

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2 ~~19~~ 2007

Owner CORP Reg /Div _____ Bridge No 735.86

Dist /Sub/Branch COOS BAY

Location KROLL, OR (732.8)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 31

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5	3	2		12	12	1'	Block over Pile							10
										1/4" Gap P2					
2	5	1	11½	D/P	1	2½									60
		3		D/P	1½	11	O	U				X			
							New Cap + 8" Subcap (OS 2005)								
3	6	1	11½	D/P	1½	12				11x0	15	X			84
										4' shim					
		[illegible]		[illegible]	4	2				CAP (PX)					
4	6	5	11½	D/P	2	11						X			84
		6		D/P	2	11						X			
							New Cap + 8" Subcap (OS 2005)								
5	5	3	11½	D/P	4	6½									60
							New Cap + 8" Subcap (OS 2005)								
		5		D/P	2	9					13	X			
6	5		4												20
					Double Capped (OS 2005)										
								Apps - Low LINE - Poor							
								Middle Poor							
					(81) 7½ x 8 x 9'			Tie - Poor Kaset (81) N. end							
								G. timb - 25' (X)							

SYMBOLS All Borings in Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWald
D/P — Drift Pin
G/L — Groundline Area

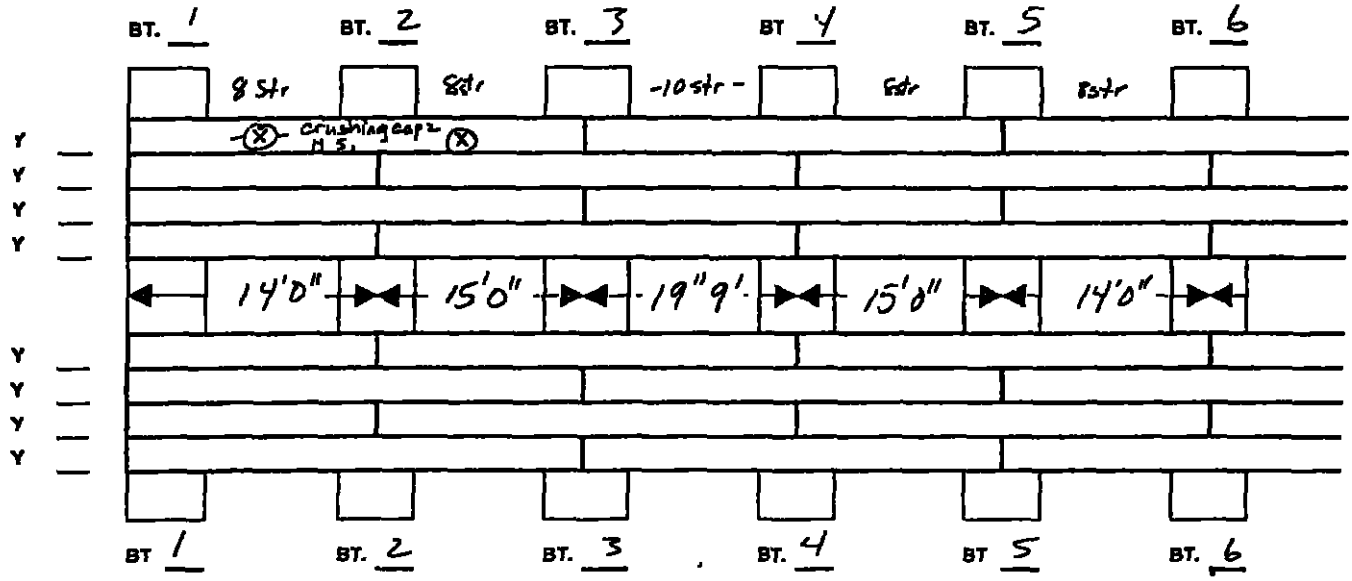
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

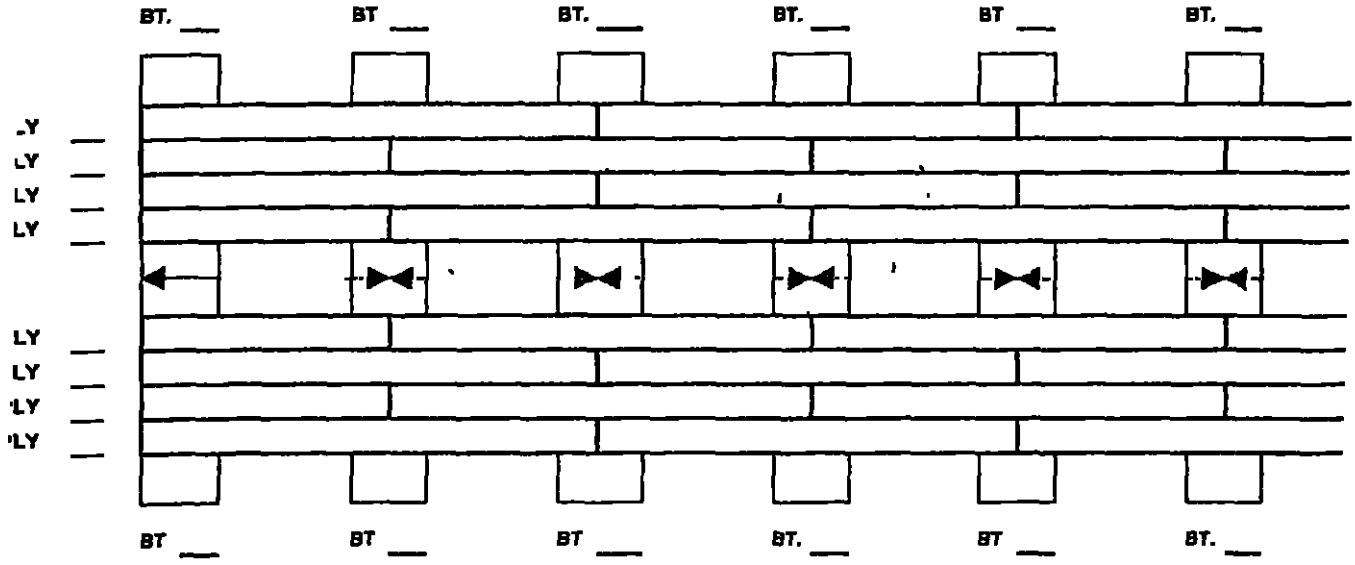
SIGNED KT

CORP002021

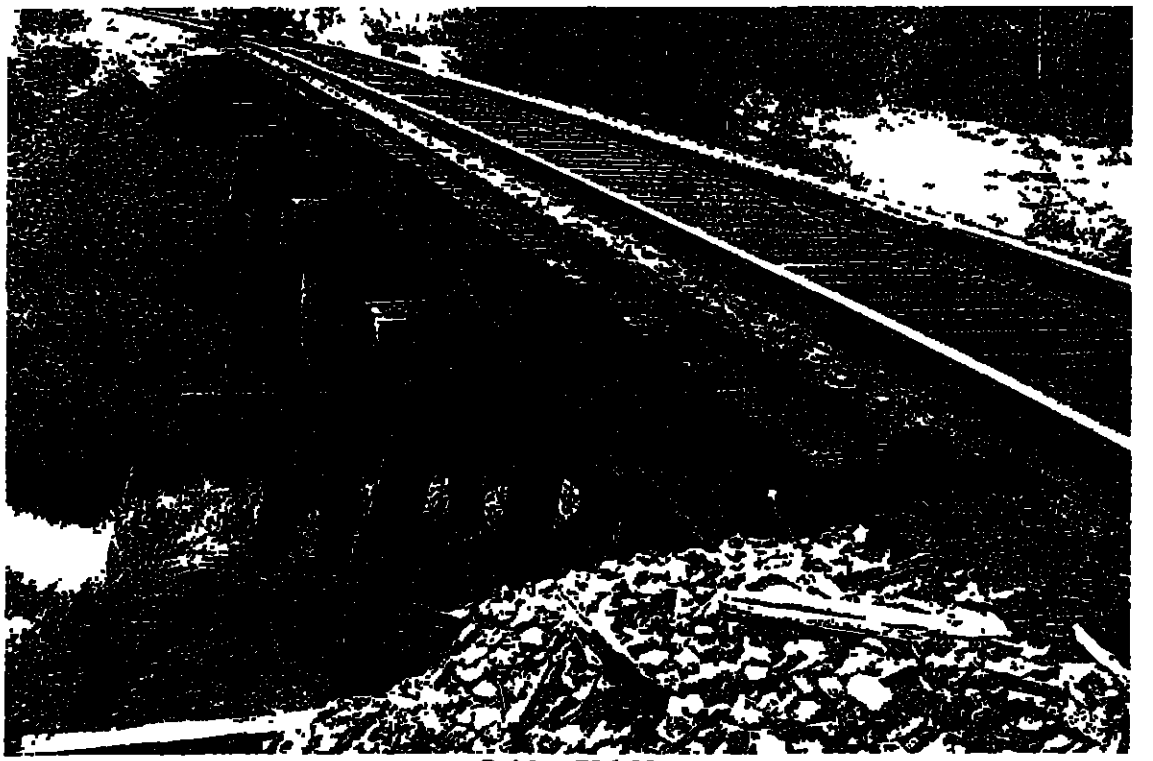
Br# 735. Pk Coos Bay

Stringer Schematic





Central Oregon & Pacific Railroad



Bridge 736.03

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002023

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 736.03

MILEPOST. 736 03	SECTION# 1
TYPE. ODPT	LOCATION, Gardiner Jct , OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR' K. Trickle

Findings:

Bent 1
Pile 2 - Reject
Pile 4 - Reject

Bent 2
Pile 2 - Possible Reject

Bent 3
Pile 7 - Reject
North Shim - Reject (crushing failing under chord 2)

Bent 4
Pile 1 - Reject
Pile 7 - Reject

Bent 5
Pile 2 - Reject
2" Shims - Reject (crushing under chord 1)

Ties - Poor (plate cut 15 reject at rail joints)
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 10	2	OSMOSE	Replace - North Shim under Chord 2 on Bent 3 (crushing, failing) - 2" Shims under chord 1 on Bent 5 (crushing)
2	1 5	2	OSMOSE	Replace all 81 bridge ties
3	1 9	3	RAILROAD	Add ballast and tamp up both approaches
4	1 3	3	OSMOSE	Post: - Pile 2 of Bent 1 - Pile 4 of Bent 1 - Pile 1 of Bent 4 - Pile 7 of Bent 4
5	1 7	4	OSMOSE	In-place preservatively treat piles, caps and stringers
6	1 4	4	OSMOSE	Post: - Pile 7 of Bent 3 - Pile 2 of Bent 5
7	1.8	5	RAILROAD	Monitor - Pile 2 of Bent 2

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

Bridge 736.03 Bent 5 Shim - Reject (crushing)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 736.03

MILEPOST 736 03 | SECTION# 1

TYPE: ODPT | LOCATION: Gardiner Jct., OR

INSPECTION DATE: 2/ 2/2007 | INSPECTOR K. Trickle

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 1		OSMOSE	3/ 7/2005	Replaced - Cap & Shim on Bent 4 - Cap on Bent 6 with a Double Cap

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2 ~~19~~ 2007

Owner CORP Reg /Div _____ Bridge No 736 03

Dist./Sub/Branch COOS BAY

Location GARDINER (MP 738 8)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 26

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5	2	2½	O/P	3	9					14	X			15
		4		O/P	2	10				3" shim	14	X			
		CAP		over P3	O	K									
2	5	2	10	O/P	2	7					13	1X			50
										2½" shim under Chord 1					
3	7	1	13½	O/P	2	10				North Shim - ⊗ #2 FAILING (CR @ Ch 2) 1/20					98
		7		O/P	3	9					14	X			
								4" - 8 - 10" shim							
4	7	1	13½	O/P	1	10				1/20	13	X			98
		7		5	2	10					13½	X			
								REPLACED CAP & SHIM (OS 2005)							
5	5	2	10½	O/P	1	8						X			55
		5		O/P	1	5			4						
										2½ shim ⊗ Chord 1 CR					
6	5		2½												15
										DOUBLE CAPPED (OS 2005)					
					App.- Low					Ties- Poor, plate cut					15 ⊗
					Hawl - OK					6 x ties @ 2 joints Sen. left side					

SYMBOLS All Borings in Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP002027

Central Oregon & Pacific Railroad

Bridge 736.51

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002028

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 736.51

MILEPOST: 736 51	SECTION# 1
TYPE. ODPT	LOCATION Gardiner, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR. K. Trickle

Findings:

Bent 1
Pile 1 - Visual Reject
Cap - Reject

Bent 2
1/4" gap under chord 1

Bent 3
Cap - Minor cornering under Chord 1

Bent 4
Pile 5 - Reject

Span 1
Stringer 1 - Possible Reject
Stringer 8 - Visual Reject

Span 2
Stringer 1 - Possible Reject
Stringer 8 - Reject

Span 3
Stringer 5 - Possible Reject

Ties - Fair (plate cut)
Guard timber - OK
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	19	3	OSMOSE	Post - Pile 1 of Bent 1(visual)
2	18	3	OSMOSE	Shim - Under chord 1 on Bent 2
3	17	3	RAILROAD	Add ballast and tamp up both approaches
4	12	3	OSMOSE	Replace - Cap on Bent 1
5	1 10	4	OSMOSE	Replace all 40 bridge ties
6	14	4	OSMOSE	Replace - Stringer 8 in Spans 1 & 2
7	13	4	OSMOSE	Post - Pile 5 of Bent 4
8	11	4	OSMOSE	In-place preservatively treat piles, caps and stringers
9	1 11	5	RAILROAD	Monitor - Cap on Bent 3 (minor cornering under chord 1)
10	15	5	RAILROAD	Monitor - Stringer 1 in Span 1 - Stringer 1 in Span 2 - Stringer 5 in Span 3

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2 ~~49~~ 2007

Owner CORP Reg./Div _____ Bridge No. 736.51

Dist./Sub/Branch COOS BAY

Location Gardiner, OR, (MP 738.8)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 26

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	5	1	1½		0	9					14½	VX			10
		CAP		over PS	½	3				CAP @ 11½ x 13 x 12'					
2	6	1	8		Pos	Fcd	@ 2'			H2O					48
		4		O/P	3	1			¼"	Gap Chord 1					
3	6	5	8½		Pos	Fcd	@ 3½			H2O				-	54
		cap		#3		OK	minor loosening Ch 1 #5								
4	5	4	1½	O/P	¼	2									10
		5		P/O	1	12					14	X			
										Ties - Fair (40)		plate cut			
										Headwalls - OK					
										G. timb. - OK					
										Appr - Low #3					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — DensoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP002030

136.51 Cow Bay

Stringe

Str 8 + 22

BT 1 BT. 2 BT. 3 BT. 4 BT. ___ BT. ___

8str 10str 8str

PLY 1 1s 2v (PX) 1s 2v (PX)

PLY 2

PLY 3

PLY 4

PLY ___ H

PLY ___

14'0" 19'8" 13'6"

PLY ___ H

PLY 5 3/3 (PX)

PLY 6

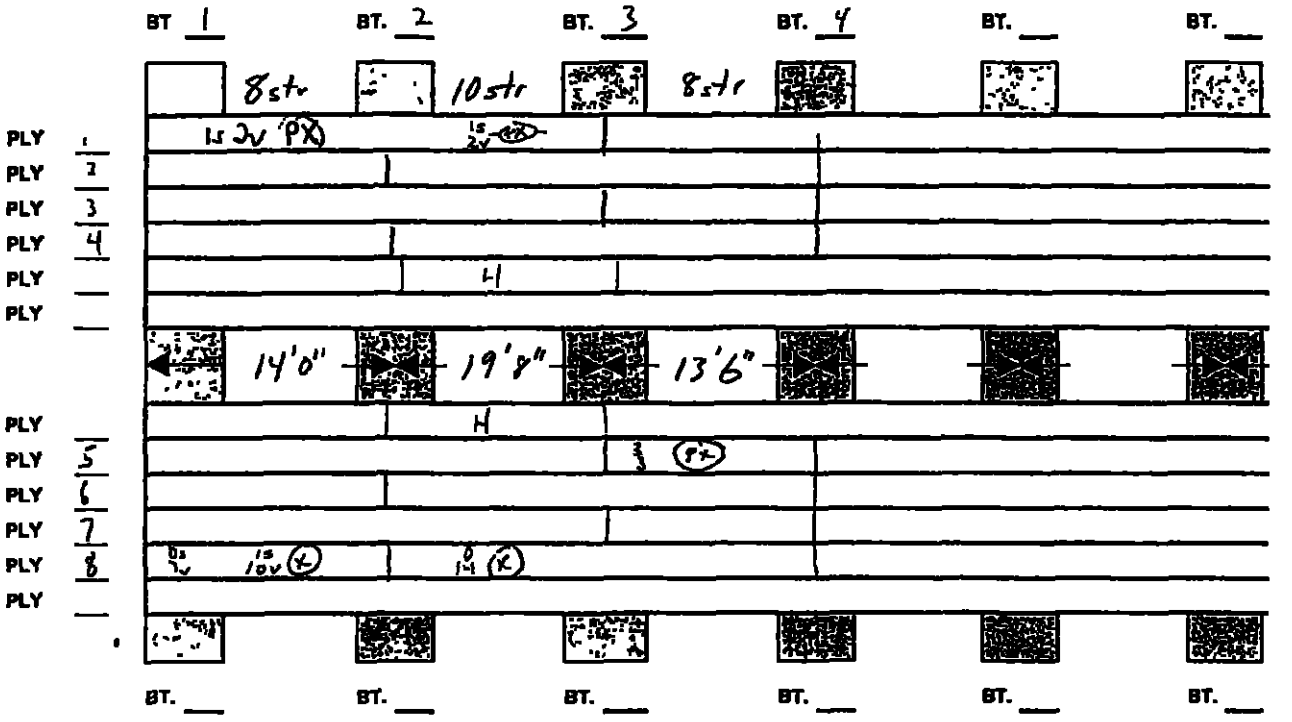
PLY 7

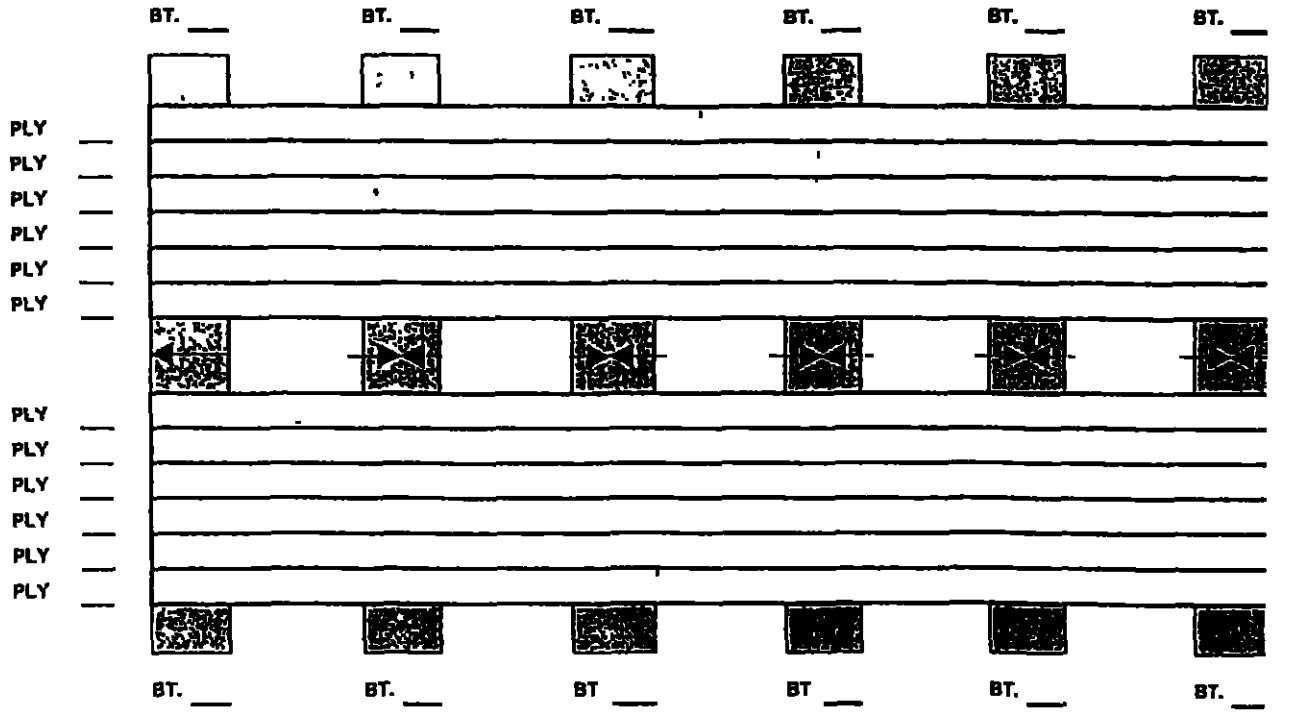
PLY 8 0s 7v 1s 10v (X) 0 14 (X)

PLY ___

BT. ___ BT. ___ BT. ___ BT. ___ BT. ___ BT. ___

BT. ___ BT. ___ BT. ___ BT. ___ BT. ___ BT. ___





PLY ___

PLY ___

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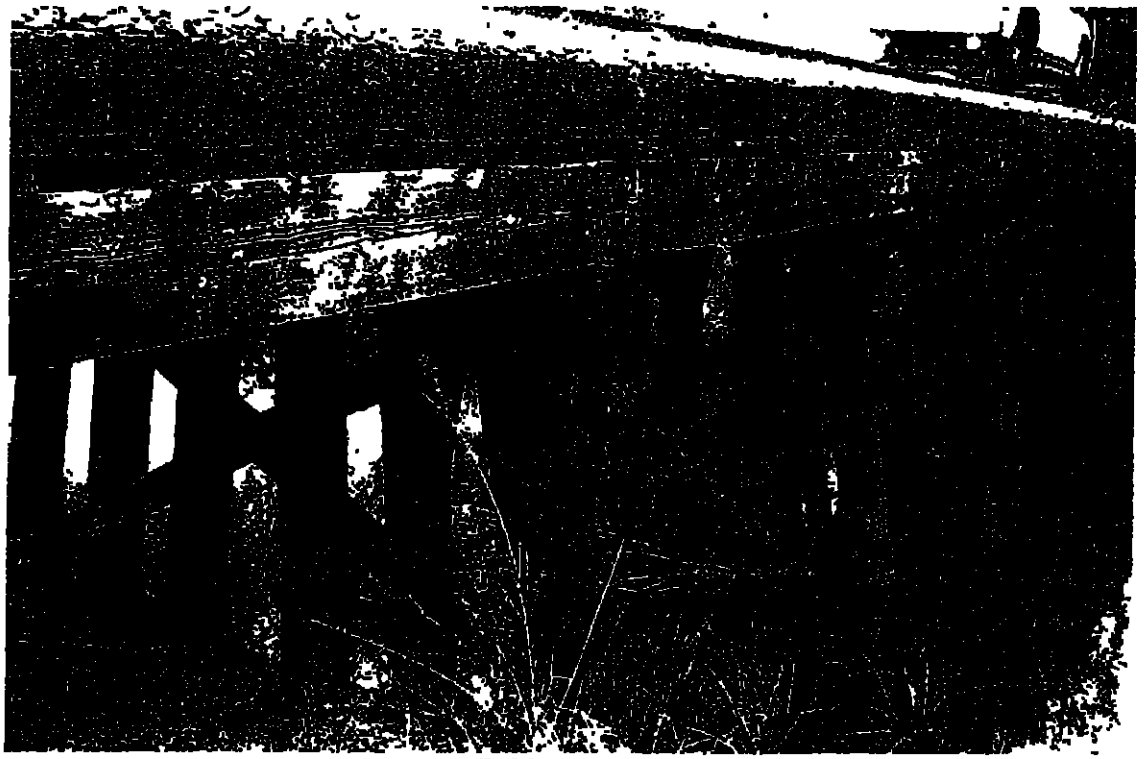
BT. ___ BT. ___ BT ___ BT ___ BT. ___ BT. ___

CORP002031

Central Oregon & Pacific Railroad



Bridge 737.33

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002032

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 737.33

MILEPOST: 737 33 | SECTION# 1

TYPE BDPT | LOCATION: Gardiner, OR

INSPECTION DATE 2/ 2/2007 | INSPECTOR K Trickle

Findings:

Bent 2
- Pile 6 - Reject
- Cap - Possible Reject
- North Sway Brace - Reject

Span 1
- Stringer 12 - Reject

Span 3
- Stringer 12 - Reject

Span 5
- Stringer 12 - Reject

Ballast Retainers - OK
Headwalls - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.7	4	OSMOSE	Replace. - North Sway Brace on Bent 2
2	1 5	4	OSMOSE	Replace - Stringer 12 in Span 1 - Stringer 12 in Span 3 - Stringer 12 in Span 5
3	1 4	4	OSMOSE	In-place preservatively treat piles, caps and stringers
4	1 3	4	OSMOSE	Post - Pile 6 of Bent 2
5	1 2	4	OSMOSE	Replace: - Cap on Bent 2

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 6		OSMOSE	8/23/2005	Cut Pile tops down and - Replaced cap on Bent 6 with an oversized cap - Replaced cap on Bent 7 with an oversized cap

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2 ~~19~~2007

Owner CORP Reg /Div _____ Bridge No 737.33

Dist /Sub/Branch COOS BAY

Location Gardiner, OR (mp 738.8)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	6	2	3½	D/P	ok										24
		4		D/P	2	2									
2	6	3	8½	D/P	5	1				1313					54
		6		1½	2	10						X			
		CAP		over P 3	4½	2½			2	CAP (PX) 13½ x 13½ x 16'					
3	6		12							H20					72
									4						
4	6		13							H20					78
5	6		10							2 BB's					60
6	6	CAP	2½	Replaced (OS 2006)											18
7	6	1	½												6
		CAP		Replaced (OS 2006)											
										Headwall - ok					
										Curve					
										bull. rail - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWald
D/P — Drift Pin
G/L — Groundline Area

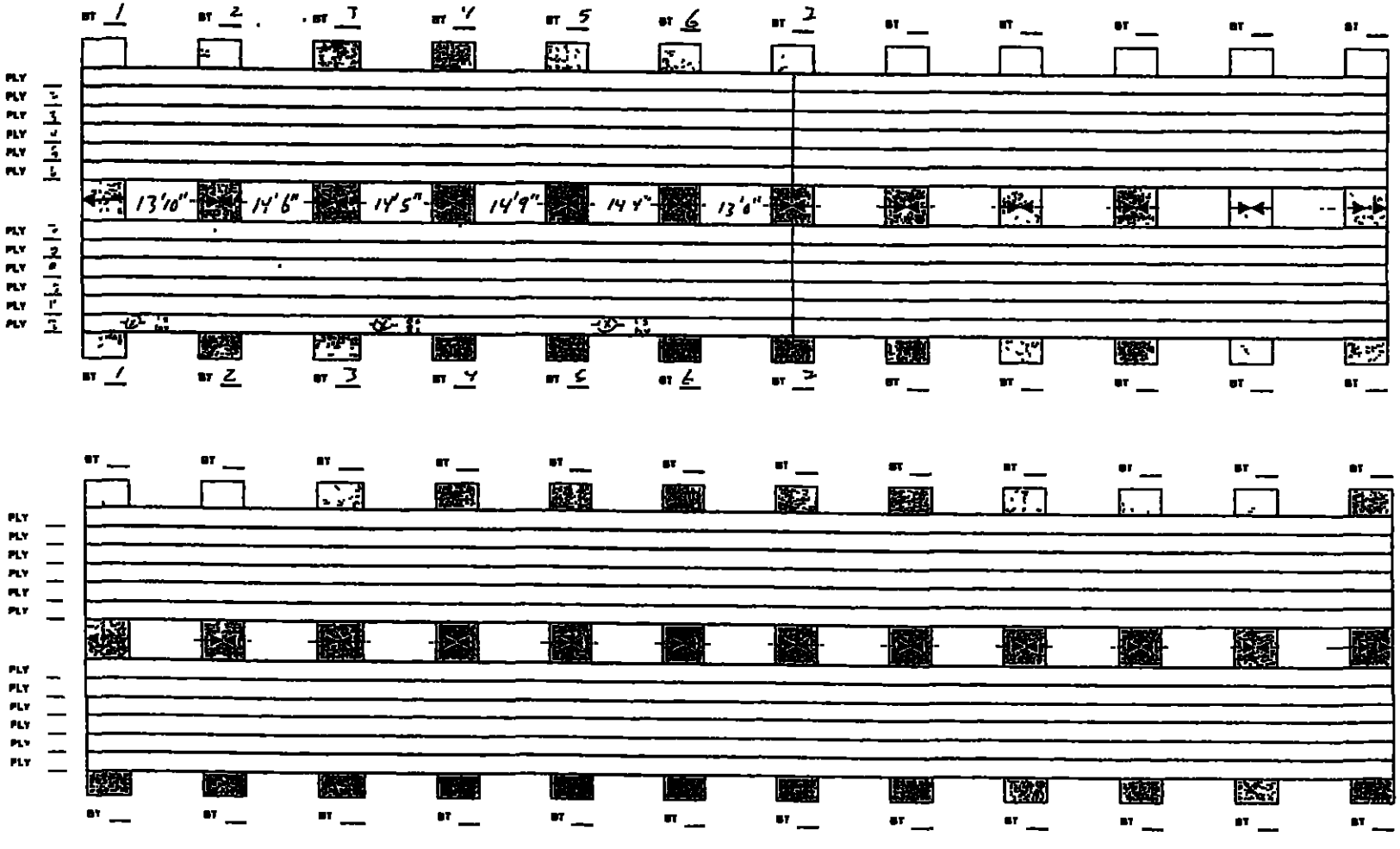
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KJ

CORP002034

737 33

Stringer Schematic



CORP002035

Central Oregon & Pacific Railroad

Bridge 738.70 Main

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002036

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main line	BRIDGE # 738.70 Main
MILEPOST 738 70	SECTION# 1
TYPE: ODPT	LOCATION: Reedsport, OR
INSPECTION DATE 2/ 2/2007	INSPECTOR, K. Trickle

Findings:

Bent 2
- Pile 1 - Reject
- Pile 2 - Reject
- North Sway brace - Reject

Span 1
- Stringer 8 - Reject

Span 2
- Stringer 8 - Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low
Walkway - OK
Handrail - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 2	3	OSMOSE	Post - Pile 1 of Bent 2 - Pile 2 of Bent 2
2	1 5	4	OSMOSE	Replace - North Sway brace on Bent 2
3	1 4	4	RAILROAD	Add ballast and tamp up both approaches
4	1 3	4	OSMOSE	Replace - Stringer 8 in Spans 1 & 2 (horizontal shear)
5	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2-2007

Owner CORP Reg/Div Bridge No 738.70 MAIN

~~Dist/Sub~~/Branch Coos BAY

Location REEDSPORT, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR TR	PP	LIN FT PILING
1	5	2	6	D/P	1	5½				3" TAP SHIM					30
								Glu Lam CAP							
2	5	1	7½	D/P	2	11½				H2O 3½" TAP SHIM	⊗	14			37½
		2		D/P	1½	11					⊗	13½			
		CUTOFF 5		POST	OK					N. Sway ⊗					
		5			Posted		0	1½							
3	5	4	3½	D/P	5	5									17½
															85
						WALK - OK									
						Handrails - OK									
						H.W/Acc - OK									
						TIES - NEW DECK (Railroad) OK									
						Apps - Low									
						6 timb. - OK									

SYMBOLS All Borings in Inches and Fractions to nearest ½

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

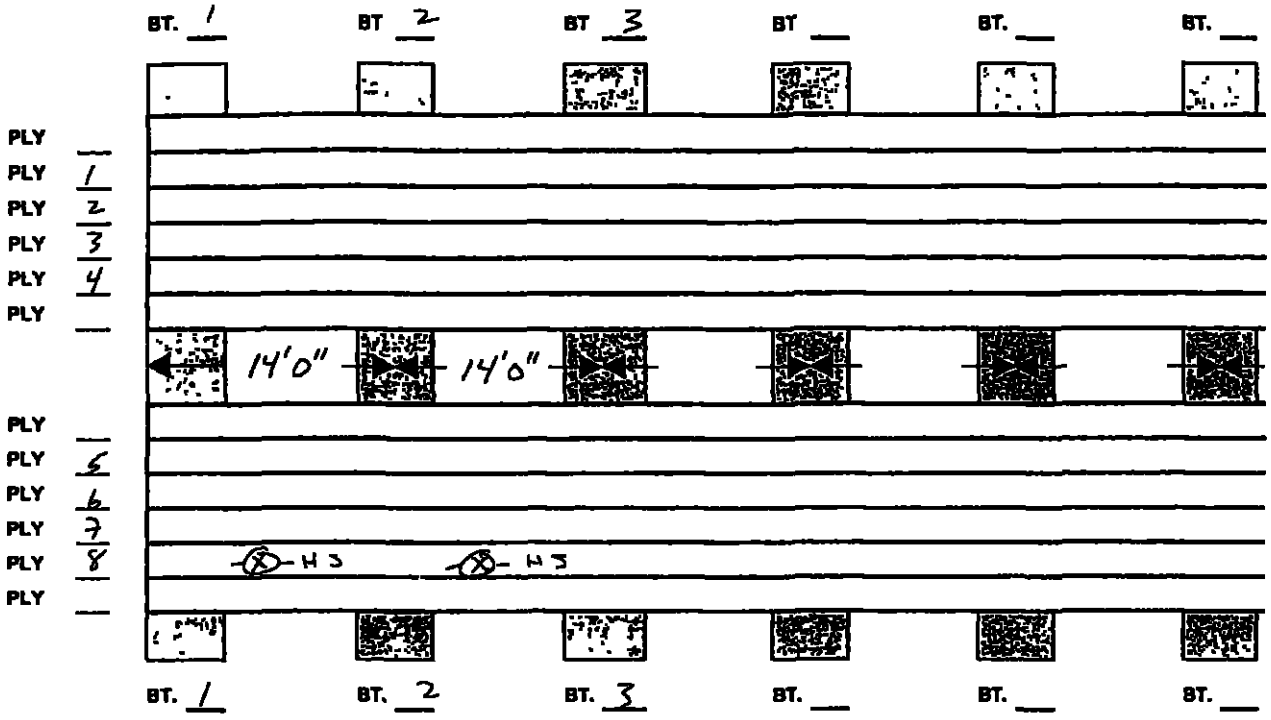
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

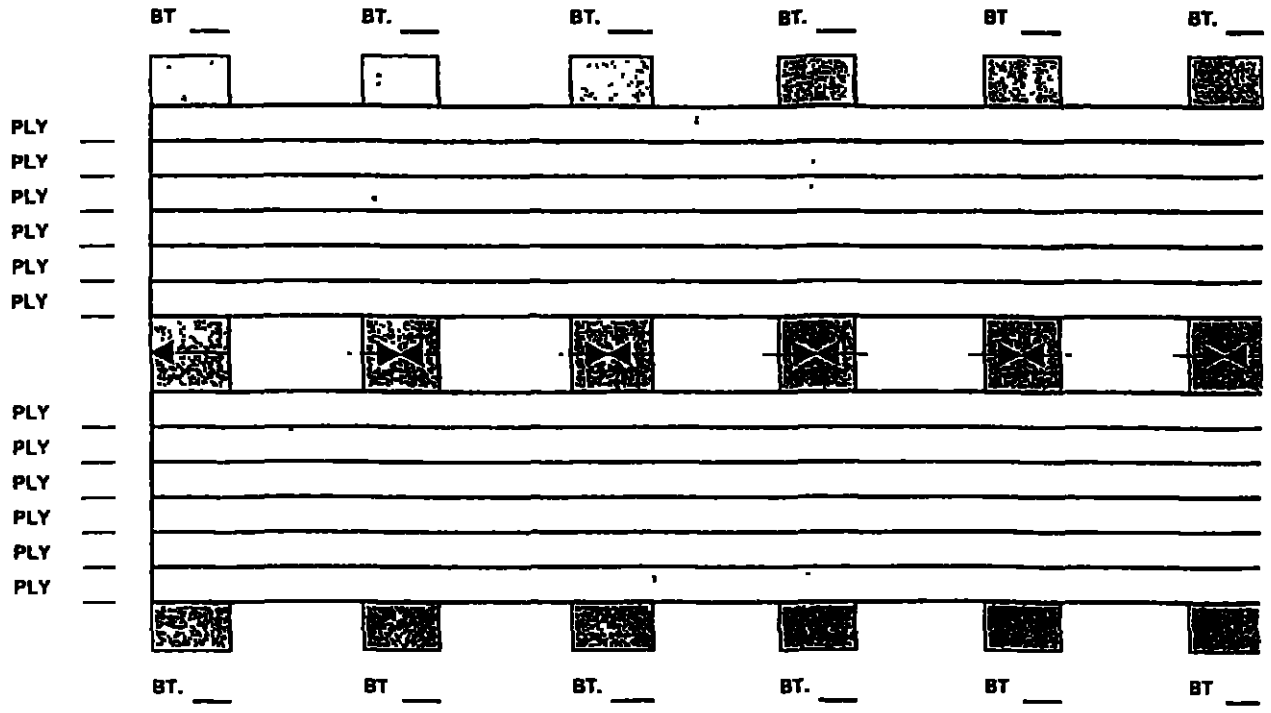
SIGNED KT

CORP002038

#738.70 Main

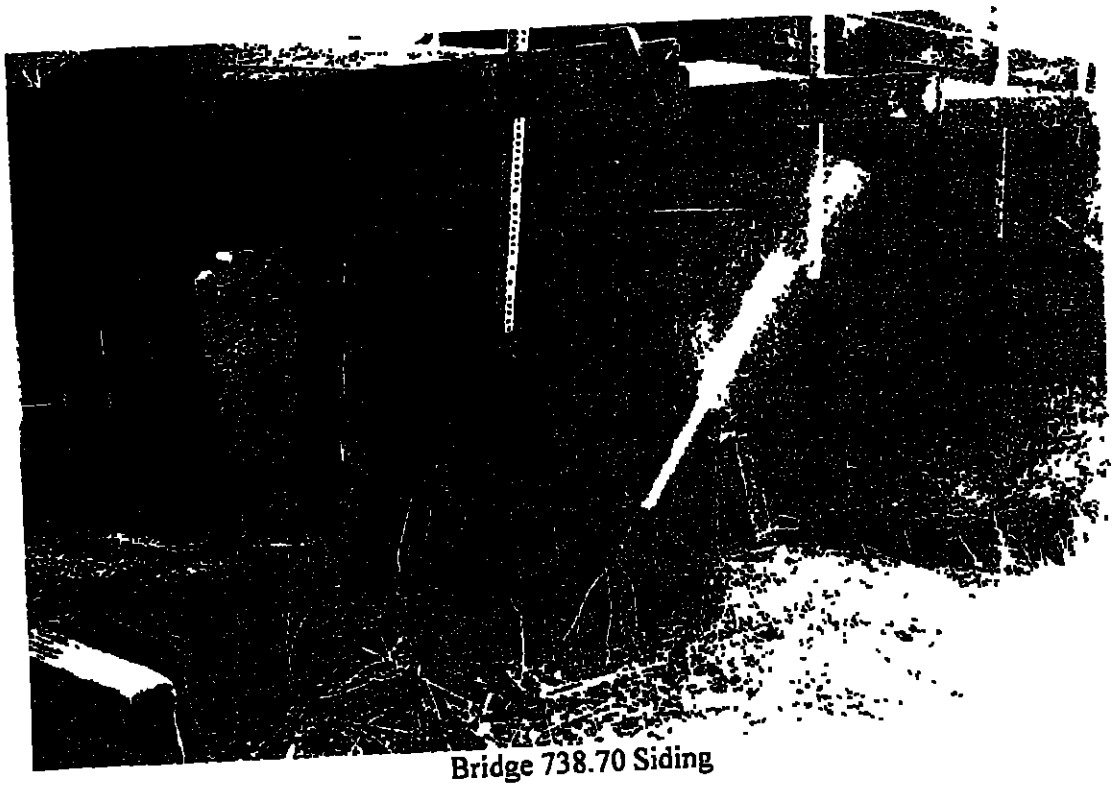
String





CORP002039

Central Oregon & Pacific Railroad



Bridge 738.70 Siding

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002040

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Siding	BRIDGE # 738.70 Siding
MILEPOST: 738.70	SECTION# 1
TYPE: ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 2/ 2/2007	INSPECTOR: K. Trickle

Findings:

Bent 1
- Post 3 - Reject
- Post 5 - Visual Reject

Bent 2
- Pile 3 - Reject
- Cap - Reject (minor crushing)
- South Sway Brace - Reject

Span 1
- Stringer 1 - Reject
- Stringer 5 - Reject

Span 2
- Stringer 1 - Reject
- Stringer 4 - Reject
- Stringer 5 - Reject

Ties - Poor
Guard timber - OK
Headwalls - Fair
Approaches - Low
Walkway - OK
Handrail - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 9	2	OSMOSE	Replace: - Stringer 1 in Span 2 - Stringer 4 in Span 2 - Stringer 5 in Span 2
2	1.8	2	OSMOSE	Replace all bridge ties
3	1.3	2	OSMOSE	Replace: - Cap on Bent 2 (minor crushing)
4	1.2	2	OSMOSE	Post - Post 3 of Bent 1 - Post 5 of Bent 1 (failed)
5	1.10	3	RAILROAD	Add ballast and tamp up both approaches
6	1 8	3	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 5 in Span 1
7	1 7	4	OSMOSE	Replace: - South Sway Brace on Bent 2
8	1 5	4	OSMOSE	Post - Pile 3 of Bent 2
9	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-2 19 2007

Owner CORP Reg./Div Bridge No. 738.70 SIPING

Dist./Sub/Branch Coos Bay

Location Reedsport, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT PILING
1	5	POST 3	5	1	1	10½	POST (X)					X		2B	25
		POST 5		POST		VISUAL	REJECT - FAILED					X			
2	5	3	7½	7	2	12				(H2O)	15	X			37½
		5		POSTED @			1'			-					
		CAP	-	PZ	4	6	MINOR CRUSH			Reject (X) 12" X 4" X 10'					
										S. Sway Brace - Reject (X)					
3	5	2	3½	1	OK										17½
		4		O/P	7	5									80
							WALK - OK								
							H. WALLS - FAIR								
							TIES - POOR								
							6. Timb - OK								
							ABS. - LOW (#3)								
							Handrail - OK								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
G/L — Groundline Area

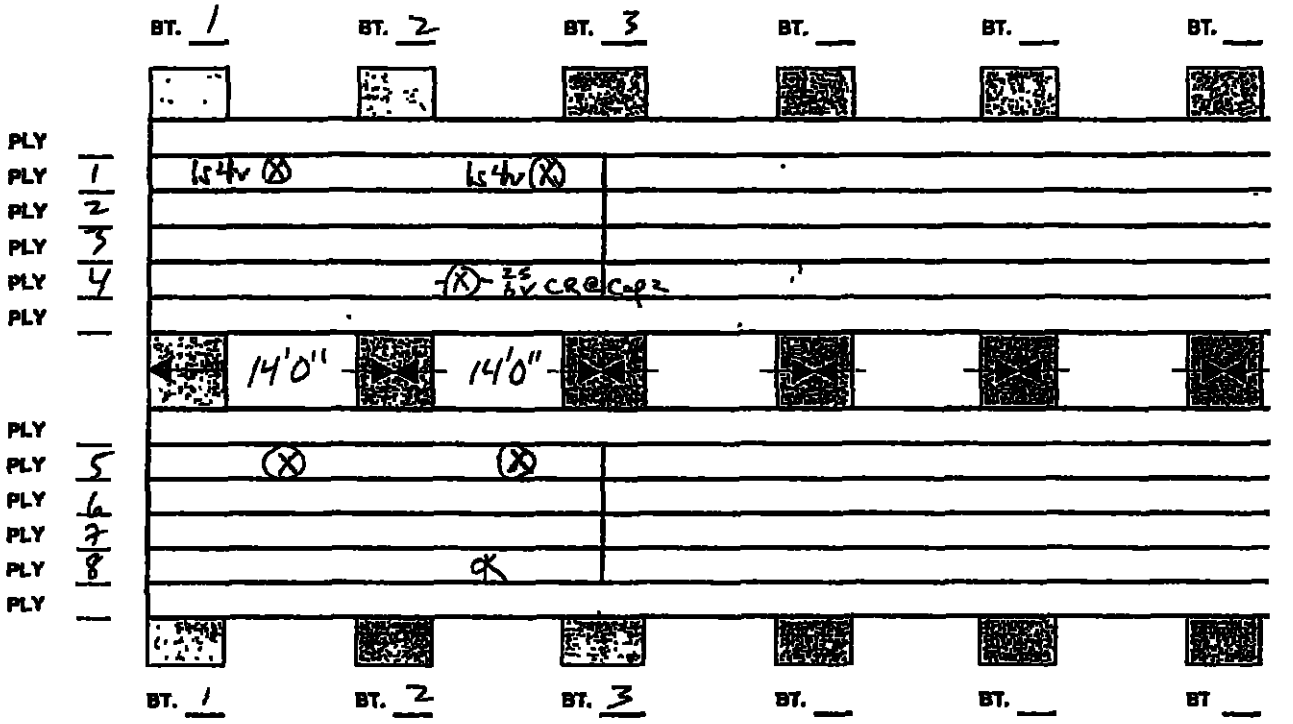
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

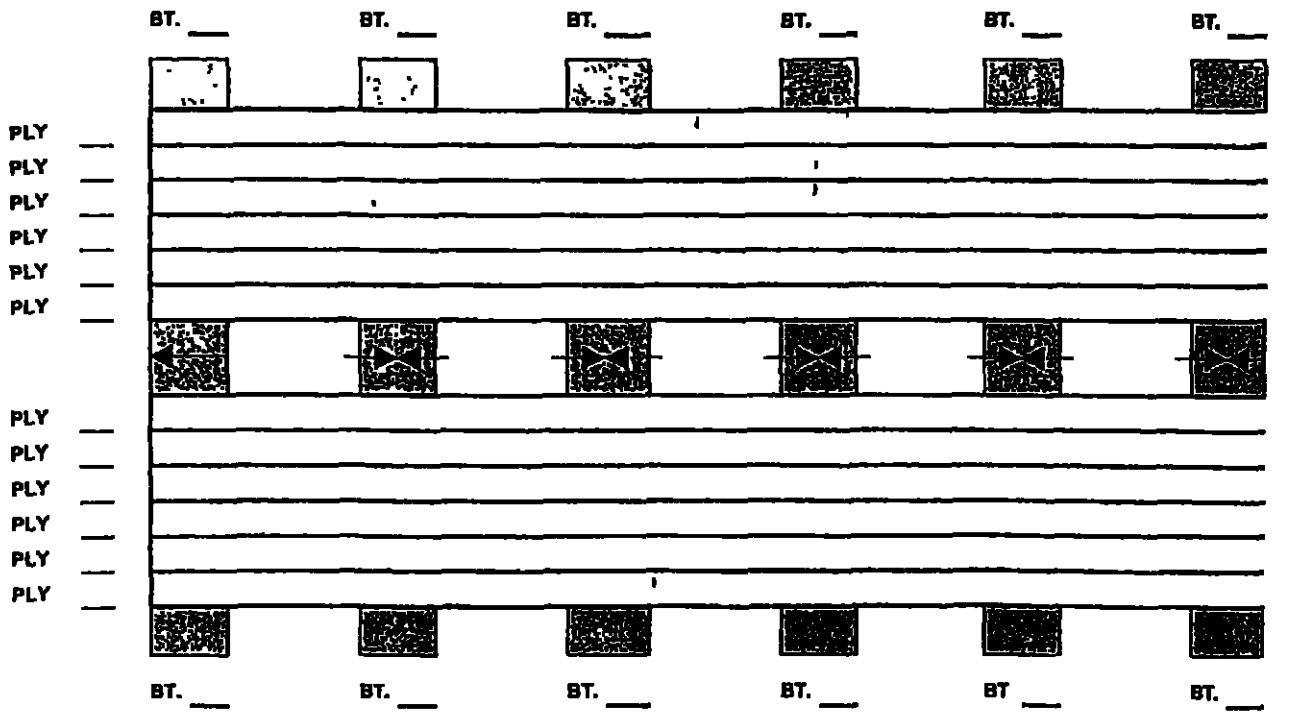
SIGNED KT

CORP002042

Strings

738.70 Siding Coos Bay





Central Oregon & Pacific Railroad

Bridge 738.94

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 738.94

MILEPOST: 738 94	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Gardiner JCT , OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K Trickle & P Kaz

Findings:

Bent 3
North Sway Brace - Reject

Bent 4
Post 3 - Reject

Bent 5
South Sway Brace - Reject

Bent 8
Tower Braces 1 & 4 - Reject in Span 8

Bent 13
Pile 1 - Reject

Bent 14
Pile 5 - Reject
Cap - Reject (slight crushing)
Sash Brace - Reject

Bent 15
Sash Brace - Reject

Bent 16
Pile 3 - Reject
North Sway Brace - Reject
Sash Brace - Reject

Bent 17
Pile 5 - Reject

Bent 19
Cap - Reject (slight crushing)

Bent 21
Cap - Reject

Bent 22
Pile 5 - Reject
Cap - Reject

Bent 24
Post 1 - Reject

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 738.94

MILEPOST: 738 94	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Gardiner JCT., OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 25

2 Girt Braces in Span 25 - Reject

Bent 26

2 Girt Braces in Span 26 - Reject

Bent 27

Post 2 - Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low

Walkway - Steel (1 grating broken and low at Southwest)
Handrail - OK
Drift - Spans 3 through 8

Walkway Inspection planks - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 11	2	RAILROAD	Reweld: - Southwest & Southeast steel walkway grating at 4 sections - Northeast steel walkway grating 35' and 45' from approach at 2 sections
2	1.13	3	OSMOSE	Replace. - Walkway inspection planks & install hand cable
3	1 12	3	RAILROAD	Remove drift from bridge as necessary.
4	1.6	3	OSMOSE	Replace: - Cap on Bent 14 (slight crushing) - Cap on Bent 19 (slight crushing) - Cap on Bent 21 - Cap on Bent 22
5	1 10	4	RAILROAD	Add ballast and tamp up both approaches.
6	1.8	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
7	1 5	4	OSMOSE	Replace: - North Sway Brace on Bent 3 - South Sway Brace on Bent 5 - Tower Braces 1 & 4 in Span 8 - Sash Brace on Bent 14 - Sash Brace on Bent 15 - Sash Brace on Bent 16 - North Sway Brace on Bent 16 - 2 Girt Braces in Span 25 - 2 Girt Braces in Span 26

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 738.94

MILEPOST: 738.94 | SECTION# 1

TYPE: ODPT/ODFT | LOCATION: Gardiner JCT., OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
8	1.4	4	OSMOSE	Post: - Post 3 of Bent 4 - Pile 1 of Bent 13 - Pile 5 of Bent 14 - Pile 3 of Bent 16 - Pile 5 of Bent 17 - Pile 5 of Bent 22 - Post 1 of Bent 24 - Pile 2 of Bent 27

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 9		OSMOSE	10/16/2003	Framed out: - Bent 28 Replaced: - Cap on Bent 3 - Cap on Bent 4 - Cap on Bent 27
2	1 2		OSMOSE	7/21/1999	Framed out: - Bent 2

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13 ~~19~~ 2007

Owner CORP Reg./Div _____ Bridge No. 738 94

~~Dist./Sub/~~Branch COOS BAY.

Location REEDSPORT, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5		1/2		BURIED IN BALLAST					1/2" SHIM CH 2					2 1/2
2	POST 5		4 1/2												22 1/2
						New Frame Bent 7/21/1999 Osmose									
3	5	3	10	3	7	2		N. Sw. Brace - ⊗ Drift							50
								Cap new 10/16/03							
4	POST 5	3	11	5	1	12		Cap new 10/16/03 Drift				XP			55
5	5	5	11	D/P	2	6 1/2				South Sway ⊗ Drift					55
6	POST 5	4	11	SILL	OK					16" DIP SILL @ 1/2 Drift					55
7	POST 5		12		S-OK					(H2O) BURIED SILL Drift					60
8	POST 5		12		S-OK					(H2O) BURIED SILL, Drift Tower Braces 1 to 4 ⊗					60
9	POST 5		12		S-OK					H2O					60
10	5		13		S-OK					H2O					65
11	5		13		S-OK					H2O					65
12	5		13		S-OK					H2O					65
13	5	1	13	D/P	1 1/2	12 1/2				H2O	15	⊗			65
14	5	5	13	5	2	12	Cap @ P3 to 3v Jack ⊗ #3 SASH - ⊗				15	⊗			65
15	5		13							H2O SASH - ⊗					65
16	5	3	13	7	1	11 1/2				H2O N. SWAY - ⊗ SASH - ⊗	14	⊗			65
17	5	5	13	6	2 1/2	10					14	⊗			65

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

SIGNED KT, PK

CORP002048

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OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

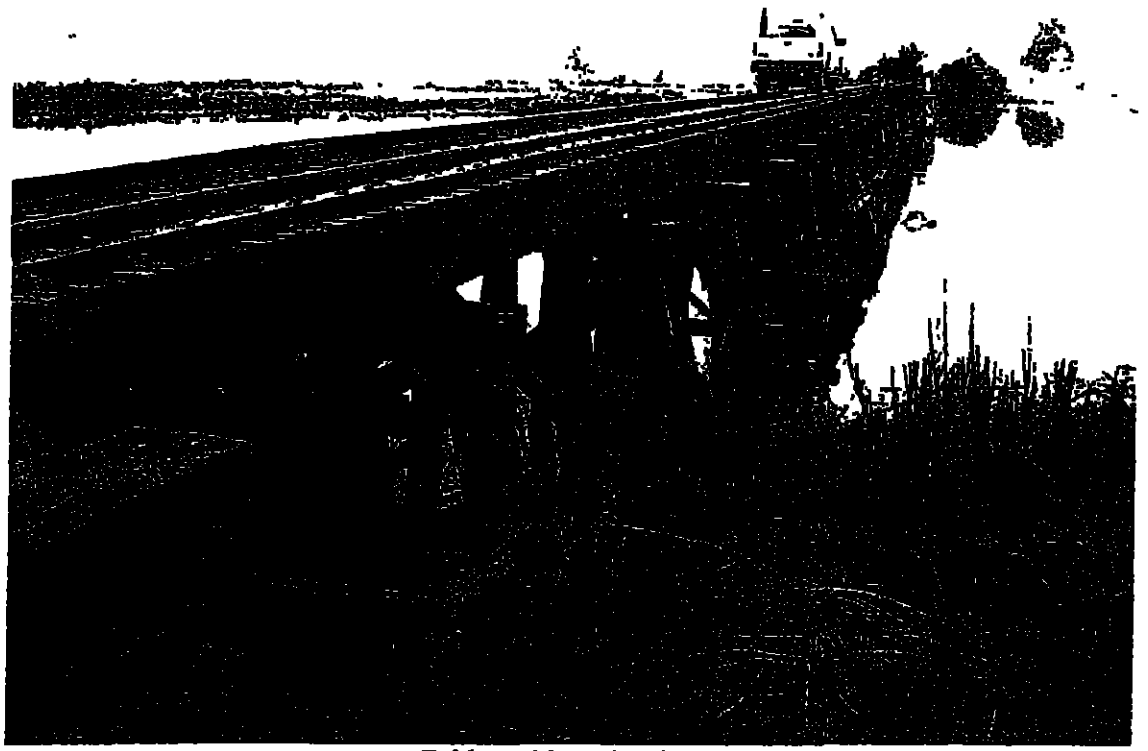
RAILROAD BRIDGE DIVISION
BORING RECORD

Bridge No 738.94

Date 2-13, 19 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT PILING
18	5		13												65
19	5	CAP	13	P3	7	3	sl.	CR	⊗	#3					65
20	5	CAP	13	P3	2	1									65
21	5	CAP	13	P3	2	4		Cap	⊗	13½x13½x14'					65
22	5	5	13	4	2	10½				H₂O	14½	⊗			65
		CAP		P3	1	4½				CAP ⊗ 13½x18½x14'					
23	5	cap	13	P3	1½	1½				H₂O 5' BETWEEN BTS 23&24					65
24	POST 5	1	13	6	1	12½				H₂O FRAME BENT		⊗			65
25	POST 5	3	13	G/L						2 Gifts - ⊗					65
		4		G/L			sll @ f4 - OK								
26	POST 5		10							2 Gifts - ⊗					50
27	POST 5	2	6	N/P	6½	6	6½	6				X			30
							Cap new 10/16/03								
28	SP		2				New Frame Bent 10/16/03								10
															1515
							Spans 14-18 Drift								
							Span 8 - both outside tower braces 1+4 ⊗								
							Apps - Low								
							G. timb - OK								
							Tiew - OK								
							Hands - OK								
							Walkway - Steel (7 SECTIONS WELDS HAVE BROKEN) #2								
							Handrail - OK								
							Replace walkway inspection boards & install cable #3								

Central Oregon & Pacific Railroad



Bridge 739.14 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 739.14
MILEPOST: 739 14	SECTION# 1
TYPE: ODPT	LOCATION: Gardiner, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 2
Pile 4 - Possible Reject

Bent 3
Pile 2 - Reject
Pile 4 - Reject

Bent 4
Pile 3 - Reject

Bent 5
Cap - Possible Reject

Bent 6
Pile 1 - Reject

Bent 8
Pile 1 - Reject
Pile 4 - Reject
South Sash Brace - Reject

Bent 9
Pile 4 - Possible Reject

Bent 10
Pile 1 - Possible Reject
Cap - Possible Reject (slight crushing under chord 2)

Bent 11
Pile 5 - Reject
Cap - Slight crushing under chords 1 & 2

Bent 14
Cap - Possible Reject
North Sway Brace - Reject

Bent 15
Pile 1 - Reject

Bent 17
Pile 1 - Reject
Pile 3 - Reject

Bent 18
Pile 3 - Reject
1/4" Gap over Pile 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 739.14
MILEPOST: 739 14	SECTION# 1
TYPE: ODPT	LOCATION: Gardiner, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Bent 19
- Pile 3 - Reject
- North Sash Brace - Reject

Bent 20
- North Sash Brace - Reject

Bent 21
- Cap - Reject (crushing under chord 2)
- North Sash Brace - Reject

Bent 22
- Cap - Reject (vertical split)

Bent 23
- Pile 2 - Reject
- Pile 4 - Reject
- Cap - Reject (slight crushing under chord 1)
- East Tower Brace - Reject

Bent 24
- Cap - Reject

Bent 25
- Pile 5 - Reject

Bent 26
- Cap - Possible Reject (slight breaking at middle)

Ties - Fair to Poor (moderate plate cut, 5 reject at North approach severe plate cut)
Headwalls - OK
Approach - Low

Walkway Inspection planks - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.12	2	RAILROAD	Add ballast and tamp up approach.
2	1.11	2	OSMOSE	Replace - Cap on Bent 21 (crushing under chord 2)
3	1.15	3	OSMOSE	Replace all bridge ties.
4	1.13	3	OSMOSE	Replace: - Walkway Inspection planks & Install hand cable

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 739.14
MILEPOST: 739.14	SECTION# 1
TYPE: ODPT	LOCATION. Gardiner, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P Ksz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	1.5	3	OSMOSE	Replace: - Cap on Bent 22 (vertical split) - Cap on Bent 23 (slight crushing under chord 1) - Cap on Bent 24
6	1.3	3	OSMOSE	Post: - Pile 2 of Bent 3 - Pile 4 of Bent 3 - Pile 1 of Bent 8 - Pile 4 of Bent 8 - Pile 1 of Bent 17 - Pile 3 of Bent 17 - Pile 2 of Bent 23 - Pile 4 of Bent 23
7	1 8	4	OSMOSE	Replace. - East tower brace in Span 23
8	1 7	4	OSMOSE	Replace: - South Sash Brace on Bent 8 - North Sway Brace on Bent 14 - North Sash Brace on Bent 19 - North Sash Brace on Bent 20 - North Sash Brace on Bent 21
9	1 6	4	OSMOSE	Replace: - Cap on Bent 5 - Cap on Bent 10 (slight crushing under chord 2) - Cap on Bent 14 - Cap on Bent 26 (slight breaking at middle)
10	1.2	4	OSMOSE	Post. - Pile 3 of Bent 4 - Pile 1 of Bent 6 - Pile 5 of Bent 11 - Pile 1 of Bent 15 - Pile 3 of Bent 18 - Pile 3 of Bent 19 - Pile 5 of Bent 25
11	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
12	1.14	5	RAILROAD	Monitor - Cap on Bent 11 (slight crushing under chord 1 & 2)
13	1.4	5	RAILROAD	Monitor - Pile 4 of Bent 2 - Pile 4 of Bent 9 - Pile 1 of Bent 10

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-19 2007

Owner CORP Reg./Div. _____ Bridge No 739.14 N. App (Sec 1)

Dist /Sub/Branch COOS BAY

Location Gardiner, OR (MP 738.8)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GIL TR	PP	LIN FT PILING
1	5		1½				S-	OK							16
2	5	4	8	O/P	2	7					13½	PX			40
3	5	2	11	O/P	2½	9				H20	14½	X			55
		4		O/P	2½	11					15	X			
4	5	3	11	4	2	9				H20	14	X			55
5	5	Cap	11	P1	2	2				Cap-(PX)					55
6	5	1	11	3'	1	12	1	12		H20	14	X			55
		CAP		P1		OK									
7	5		11				S-O	K		H20					55
8	5	1	11	2'	2	11				H20	14½	X			55
		4		2	2	11				South Side (V)	14½	X			
9	5	4	11	3	3	7				H20	14	PX			55
10	5	1	11	1	4'	6				Cap-(PX) #4 (SICR @ Ch2) H20	14	PX			55
11	5	5	11	O/P	2	8				Cap-SICR@Ch1&2 (#5) H2O	14½	X			55
		cap		P3		OK									
12	5	3	11	8	O	K				H20					55
13	5	5	11	1½	8	3				H20					55

SYMBOLS All Borings in Inches and Fractions to nearest ¼"
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo Wrap
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is N S E (W)
(Timetable)

SIGNED KT, PK

CORP002054

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140 24b 1

RAILROAD BRIDGE DIVISION
BORING RECORD

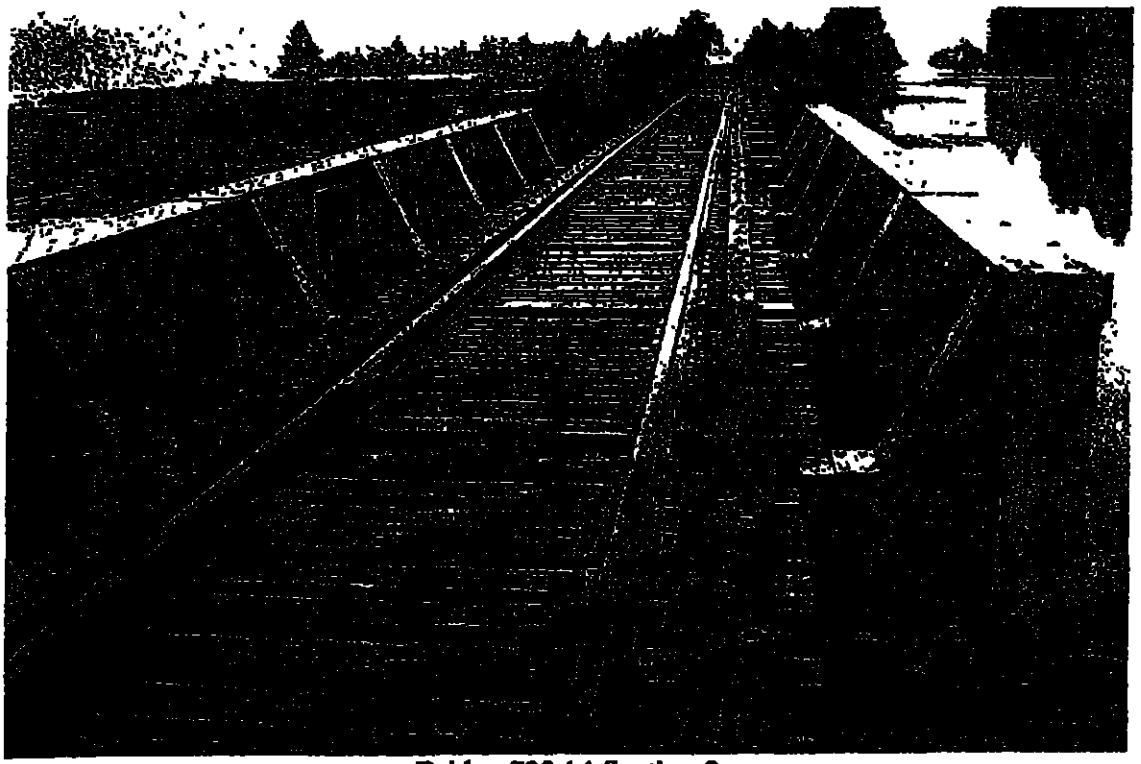
SHEET 2 of 2 SHEETS

Bridge No. 739.14 NA (Sec 1)

Date 2-13, ~~19~~ 2002

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80° SHELL	80° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT. PILING
14	5	5	11	D/P	6	1				· H2O					55
		cap		P1	5	3	Cap - (PX)			P. Sway (X)					
15	5	1	11	4	2	:				· H2O	13½	X			55
		cap		P3		OK				·					
16	5		11							H2O					55
17	5	1	11	2	1	9				H2O	13½	X			55
		3		2	2	12					14	X			
18	5	3	11	4	1½	10	1½	10		H2O	13	X			55
				¼	GAP	Bulk	P.L. # 3		1						
19	5	3	11	3	1	10½				H2O	13	X			55
		3		D/P	1	12						—			
		CAP		Bulk Fill	6	1									
										N Sash (X)					
20	5		11				·			N. Sash (X) · H2O					55
21	5	3	11	4		0				· H2O					55
		CAP		Bulk P4	4 ·	4	Chord 2 - Crushing			CAP (X) 13¼ x 13½ x 12'					
										N. Sash (X)					
22	5	CAP	11	Bulk P2	6	2½	Vert. split @ Hgt and Cap - (X)								55
23	5	2	11	4	2	10½	2	10		Cap - (X) (#3) (Sl. CR @ Chl)	14	X			55
		4		2	½	12				Spalling Top @	13	X			
24	5	CAP	11	Bulk P2	4½	5			1	CAP (X) H2O					55
		CAP		Bulk P4	5½	1									
25	5	5	11	3	2	10½				H2O	13	X			55
26	—	—		—	Capon Steel tube Pre-# 1					Isl. Cap - (PX) (Sl. Break @ Mid) # 4					
Avg	Load (#2) Tick ·			Loss to Point (Mod. platform)						SR @ N App Headwalls OK Wing					Per

Central Oregon & Pacific Railroad



Bridge 739.14 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	BRIDGE # 739.14
MILEPOST: 739.14	SECTION# 2
TYPE: TPG	LOCATION: Gardiner, OR
INSPECTION DATE: 2/13/2007	INSPECTOR. K. Trickle & P. Kaz

Findings:

Ties - Fair
Guard timber - Fair

General corrosion and delamination of entire steel structure
Floor Beam 0 - 90 to 100% section loss under both sides of Guard timber (4 quarter sized holes in web)
Floor Beam 1 thru 4 - 20% section loss under both sides of Guard timber
Floor Beam 5 - 30% section loss under both sides of Guard timber
Floor Beam 5 lower Flange angles - 90 to 100% section loss
Lower Gusset plates - 40% section loss
Diagonal Braces - Minor section loss
East knee brace at Floor Beam 5 - 30% section loss

Heavy pack rust on bottom flange angles, cover plates & gusset plates

Pier Caissons - Minor corrosion and paint peeling

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.7	2	OSMOSE	Replace: - Lower Flange angles of Floor beam 5
2	2.3	2	OSMOSE	Replace: - Floor beam 0
3	2.4	3	OSMOSE	Replace: - All Gusset plates
4	2.2	3	RAILROAD	Remove. - Pack rust and debris from Flange angles, Cover plates and Gusset plates
5	2.10	4	OSMOSE	Replace. - Knee Brace at Floor Beam 5
6	2.9	4	OSMOSE	Replace: - Upper Flange angles of floor beam 5
7	2.8	5	RAILROAD	Monitor: - Pier caissons for additional corrosion
8	2.6	5	RAILROAD	Monitor: - Floor beams 1 thru 4 for additional corrosion
9	2.5	5	RAILROAD	Monitor: - Diagonal braces for additional section loss

Central Oregon & Pacific Railroad

Bridge 739.14 Section 2 East knee bracce at East floor beam 5 - 30% section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-13-07 BY: KT, PK

Bridge No: 739.14 Sect 2

CUSTOMER INFORMATION:

CUSTOMER NAME: Corp

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • (TPG) TRUSS • SLAB • ARCH • TRESTLE • DDPT • BEAM SPAN • BDPT • OTHER •

(Show overal picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S)

(Railroad Direction) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: GARDINER, OR

Overall Sketch: (include span lengths)

1 span
Open deck
5 panels
8 TIES PER SPAN
6 FLOOR BEAMS

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 43 42.921 W 124 05.237

Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim. x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP002059

		Bridge No: 739.14 Sect 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	(FAIR) •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	(FAIR) •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):
GENERAL CORROSION OF ENTIRE STEEL STRUCTURE
FLOOR BEAM 0 - 90-100% SECTION LOSS UNDER BOTH SIDES OF GUARD TIMBER.
FLOOR BEAMS 1 THRU 4 - 20% SECTION LOSS UNDER BOTH SIDES OF GUARD TIMBER
LOWER FLOOR BEAMS 5 - 90-100% SECTION LOSS OF BOTTOM FLANGE ANGLES/30% @ GUARD TIMBER
GUSSET PLATES 40% SECTION LOSS/DIAGONAL RAKES - MINOR SECTION LOSS
HEAVY FLAKE RUST OF BOTTOM FLANGE ANGLES COVER PLATES & GUSSET PLATES

SUBSTRUCTURE (Note any defects):
PIER CAISSONS - MINOR CORROSION & PAINT PEELING

Superstructure Cont.
Kneebrace over East Floorbeam 5 - 36% Section Loss.

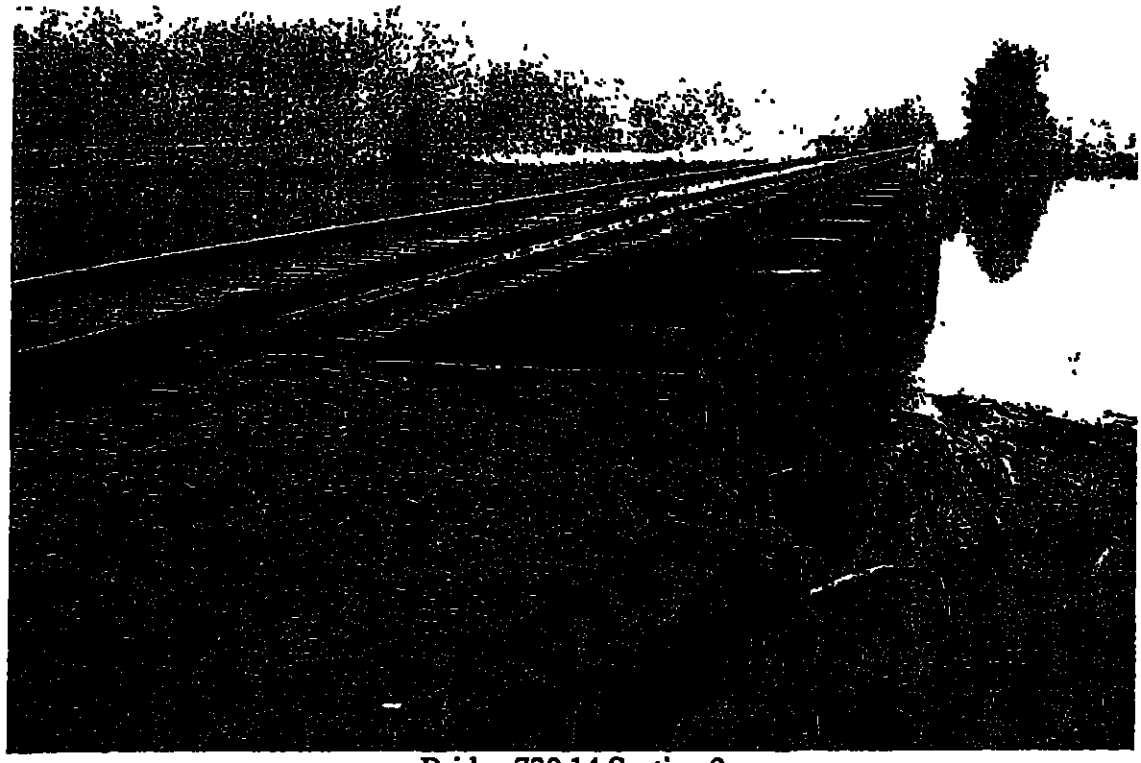
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 739.14 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 739.14
MILEPOST: 739.14	SECTION# 3
TYPE: ODPT/ODFT	LOCATION: Gardiner, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Bent 2
- 1" Gap between Cutoff 2 and Sill
- Cap - Reject (crushing)

Bent 3
- Cutoff 1 - Visual Reject
- 1/2"-1" Gaps between Cutoffs and Sill
- Very poor Bearing over Cutoffs
- Cap - Reject (crushing under chord 2)

Bent 4
- Post 2 - Possible Reject
- Post 6 - Reject
- Cutoff 2 - Visual Reject
- Cutoff 3 - Visual Reject
- 1/2"-1" Gaps between Cutoffs and Sill
- Very poor Bearing over Cutoffs
- Cap - Reject (crushing under chord 2)

Bent 5
- 1" Gaps between Cutoffs and Sill
- Very poor Bearing over Cutoffs
- Cap - Slight breaking at post caps

Bent 6
- 1"-2" Gaps between Cutoffs and Sill
- Very poor Bearing over Cutoffs
- Cap - Vertical split

Bent 7
- Post 3 - Reject
- 1/2"-1" Gaps between Cutoffs and Sill
- Very poor Bearing over Cutoffs
- Cap - Reject (crushing under chord 2)

Bent 8
- Post 3 - Reject
- Post 5 - Possible Reject
- 1"-1 1/2" Gaps between Cutoffs and Sill
- Very poor Bearing over Cutoffs
- Cap - Reject (breaking over posts 5 & 6)

Bent 9
- Post 5 - Reject
- Post 6 - Reject
- 1/2" Gaps between Cutoffs and Sill
- Very poor Bearing over Cutoffs
- Cap - Possible Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 739.14
MILEPOST: 739.14	SECTION# 3
TYPE: ODPT/ODFT	LOCATION: Gardiner, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 10

Post 3 - Reject
Very poor bearing over Cutoffs
Cap - Possible Reject (broken over pile 5)
Sill - Possible Reject

Bent 11

Cap - Possible Reject (slight crushing under chord 1)

Bent 12

Cap - Reject (very slight crushing)

Ties - Fair to Poor (6 reject at South approach)
Headwall - OK
Wingwalls - OK
Approach - Low
Bracing - Fair

Bents 2 thru 10 are 4 or 5 post frame bents with piles 1 & 6 on outside

Walkway inspection planks - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.9	2	OSMOSE	Replace - Cap on Bent 2 (crushing) - Cap on Bent 3 (crushing under chord 2) - Cap on Bent 7 (crushing under chord 2) - Cap on Bent 12 (very slight crushing)
2	3.7	2	OSMOSE	Reframe (4 & 5 post frame bents with piles 1 & 6 or 7 driven on each side): - Existing frame bent in bent 4 (cutting cutoffs down 1-2') - Existing frame bent in bent 9 (cutting cutoffs down 1-2')
3	3.5	2	OSMOSE	Cut down cutoffs: - Replace sill with an oversized sill in Bent 2 - Replace sill with an oversized sill in Bent 3 - Replace sill with an oversized sill in Bent 5 - Replace sill with an oversized sill in Bent 6 - Replace sill with an oversized sill in Bent 7 - Replace sill with an oversized sill in Bent 8
4	3 16	3	OSMOSE	Replace all bridge ties
5	3 15	3	OSMOSE	Replace - Cap on Bent 4 (crushing under chord 2) - Cap on Bent 8 (breaking over Posts 5 & 6)
6	3.14	3	RAILROAD	Add ballast and tamp up approach.
7	3 13	3	OSMOSE	Replace: - Walkway inspection planks & install hand cable
8	3.10	3	OSMOSE	Reframe (5 post frame bent with piles 1 & 7 driven on each side) - Existing frame bent in bent 10 (cutting cutoffs down 1-2')
9	3 17	4	OSMOSE	Replace. - Cap on Bent 11 (slight crushing under chord 1)

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Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 739.14
MILEPOST: 739 14	SECTION# 3
TYPE: ODPT/ODFT	LOCATION. Gardiner, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
10	3.3	4	OSMOSE	Post - Post 3 of Bent 7 - Post 3 of Bent 8
11	3.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
12	3.12	5	RAILROAD	Monitor - Post 5 of Bent 8
13	3.11	5	RAILROAD	Monitor: - Cap on Bent 6 (breaking at daps) - Cap on Bent 6 (vertical split)

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13, 19 2007

Owner CORP Reg /Div — Bridge No. 739.14 S. App. (Sec 1)

Dist /Sub/Branch COOS BAY

Location Gardiner, OR (MP 739.8)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR TR	PP	LIN FT PILING
		N. App			26	Timber Bents									
						TAG on Steel Tubes Piers									
1	—		—		CAP on Steel Tube Pier						#1	H_2O			
2	Post 4		13							H_2O					52
	Cutoffs 5		6		In Tidal Zone										—
	Piles 2		12												24
		CAP		over P5	2	5	Crushing			CAP ⊗ 13x13x16'					
	Cutoffs 2				1" Gap Between		Cutoff			+ Sill under water					
3	Post 4		13							Cap ⊗ (CR @ Ch2) #2					24 52
	Cutoffs 5		6		In Tidal Zone					½-1" Gaps over Cutoffs					—
	Piles 2		12				Very Poor			Bearing over Cutoffs. Rec Double		Sill			under water
	0	Cutoff			VISUAL REJECT - ⊗X						11	VX			
4	Post 4		13							H_2O					52
	Cutoffs 5		6		In Tidal Zone					½-1" Gaps over Cutoffs					—
	Piles 2		12				Very Poor			Bearing over Cutoffs. Rec Double		Sill			24
		Post 2		7	2	8					15½	PX			
		Pile 6		D/P	3	11					15¼	X			
		CAP		over P2	7	1	Cap ⊗ (CR @ Ch2) #3								
		Cutoff 2		sill	½	8					14½	VX			
		Cutoff 3		sill	½	9½					13	VX			

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWrap
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N S E W
Piling Numbered From N S E W
Bent # 1 Is (N S E W
(Timetable)

SIGNED KT, PK

CORP002065

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SHEET 2 of 3 SHEETS

Bridge No. 139.14 S. APP (Sec 3)

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT PILING
5	Post 4		13							H2O					52
	Cutoffs 5		6		In Tidal Zone					1" Gaps over Cutoffs					54
	Piles 2		12				Very Poor Bearing over Cutoffs - Rec Double sill under water								
		cap		P4	2	1	Cap-(S. Breaking @ Dops)(#5)								
6	Post 4		13							H2O					52
	Cutoffs 5		6		In Tidal Zone					1-2" Gaps over Cutoffs					54
	Piles 2		12				Very Very Poor Bearing over Cutoffs Rec Deal'-								under H2O
		CAP		over P5	OK										
					Cap-vertical split Monitor #5										
7	Post 4		13							H2O					52
	Cutoffs 5		6		In Tidal Zone					1/2 1" Gaps over Cutoffs					54
	Piles 2		12				Very Poor Bearing over Cutoffs - Rec Double sill under H2O								
		Post 3		2	1	11					13x13	XP			
		CAP		over P2	5	2				Corroding					
		CAP		over P4	2	5				CAP @ 13x13x15'	CR @ Co. 2				#2
8	Post 5		13							H2O					52
	Cutoffs 5		6		In Tidal Zone					1-1½" Gaps over Cutoffs					—
	Piles 2		12				Very Poor Bearings over Cutoffs - Rec Double sill								
		Post 3		3½	1	9					13x13	X			24
		Post 5		2	5	7						PX			
		cap			breaking @ Posts 5-6 ⊗ #3										

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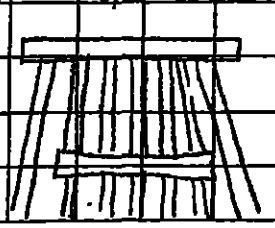
SHEET 3 of 3 SHEETS

Bridge No. 739, 14 S. APP (Sec 3) RAILROAD BRIDGE DIVISION BORING RECORD

Date 2-13, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN FT PILING
9	Post 5		13							H2O					52
	Cutoffs 5		5		In Tidal Zone					½" Gaps over Cutoffs					25
	Piles 2		12				Very Poor Bearing over Cutoffs -				2 ea Double		5 1/4 - under HOC		
		Post 5		2	2	7					12 x 12	XP			
		Post 6		4	1	12					12 x 12	XP			
		CAP		over P6	8	2	CAP- POSSIBLE REJECT				(X)				
10	Post 5		13							H2O					52
	Cutoffs 5		3		In tidal Zone										—
	Piles 2		12				Poor Bearing over Cutoffs.								24
		Sill			Missing	Back -	Thick Bottom			sill (P2) - Replace with 16' deep sill					
		Post 3		3	½	11					13 x 13	XP			
		CAP		Broken over	P5 - (X) -		Capped			POSSIBLE REJECT					
11	Posts 5		10½		Framed	on Buried	Cutoffs.			H2O				3B	55
		1		1	1	3				CAP - (X) (SICR @ Ch 1) #4					
12	Post 5		5½		Framed	- Sill	Buried			1-2'				-	30
		CAP		over P3	7	5	(14" x 2" x 12")			CAP (X) Sill: Cracking - Split on ends					
				P#3	Rec	Double Sill	Beg			2, 3, 5, 6, 7, 8					
										Tips Fair to Poor @ S App (X)					
										Stringers - OK					
	typical	Bents	Spans 1 to 4							Bracing - Fair					
										Headwall - OK					
										App - Low #3 W walk - OK					
										Tidal water 6-7'					
										inspection boards ppor					



Central Oregon & Pacific Railroad

Bridge 739.43 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 739.43
MILEPOST: 739 43	SECTION# 1
TYPE: ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K Trickle & P Kaz

Findings:

Bent 2
Pile 5 - Reject
Cap - Reject (slight crushing)

Bent 3
Cap - Possible Reject (breaking at dap)

Bent 4
Pile 6 - Reject
Sill - Reject (split)

Bent 5
Cap - Vertical split

Bent 7
Post 2 - Reject
Post 4 - Reject
Pile 7 - Reject
Cap - Reject (cornering, bulging)

Bent 8
Post 5 - Reject
Cap - Reject

Bent 9
Post 3 - Reject
Post 5 - Reject

Bent 10
Pile 7 - Reject

Bent 12
Post 4 - Reject
Pile 7 - Reject

Bent 14
Post 4 - Reject
Cap - Reject (crushing under chord 1)

Bent 16
Cap - Slight punching over post 2

Bent 17
Pile 7 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 739.43
MILEPOST: 739.43	SECTION# 1
TYPE: ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 2/13/2007	INSPECTOR. K. Trickle & P. Kaz

Findings:

Bent 18
Pile 7 - Reject

Ties - Fair (plate cut)
Headwall - OK
Approach - Low
Guard Timber - Fair
Stringers - OK

Bents 3 thru 19 are 5 post frame bents with piles 1 & 7 on outside

Walkway inspection planks - Poor

Drift in Spans 10 & 11

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.14	2	RAILROAD	Add ballast and tamp up approach.
2	1.9	2	OSMOSE	Post: -Post 2 of Bent 7 -Post 4 of Bent 7 - Pile 7 of Bent 7
3	1.3	2	OSMOSE	Replace: - Sill in Bent 4 (split)
4	1.1	2	OSMOSE	Replace: - Cap on Bent 2 (slight crushing) - Cap on Bent 4 (split) - Cap on Bent 7 (cornering, bulging) - Cap on Bent 14 (crushing under chord 1)
5	1.17	3	RAILROAD	Remove drift from bridge as necessary.
6	1.16	3	OSMOSE	Replace: - Walkway inspection planks & install hand cable
7	1.15	3	OSMOSE	Post: - Post 3 of Bent 9 - Post 6 of Bent 9 - Post 4 of Bent 12 - Pile 7 of Bent 12
8	1.13	3	OSMOSE	Replace: - Cap on Bent 8
9	1.11	4	OSMOSE	Replace. - Cap on Bent 3 (breaking at dap)
10	1.10	4	RAILROAD	Inspect for Marine Borer
11	1.8	4	OSMOSE	Post - Pile 5 of Bent 2 - Pile 6 of Bent 4 - Post 5 of Bent 8 - Pile 7 of Bent 10 - Post 4 of Bent 14 - Pile 7 of Bent 17 - Pile 7 of Bent 18
12	1.5	4	OSMOSE	In-place preservatively treat piles and caps.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 739.43
MILEPOST: 739.43	SECTION# 1
TYPE: ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 2/13/2007	INSPECTOR. K Trickle & P Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REP #	PRIORITY	WHO FIXES	RECOMMENDED WORK
13	1.12	5	RAILROAD	Monitor - Cap on Bent 6 (vertical split) - Cap on Bent 16 (pile 2 slightly punching)

140.24b

OSMOSE RAILROAD SERVICES, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13 2007

Owner CORP Reg./Div _____ Bridge No. 739.43 Sub.1

Dist./Sub/Branch Coos Bay

Location Reedsport, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 37

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GR. TR.	PP	LIN FT PILING
1	5	2	5	DIP		ok									
2	5	5	B	4	1½	11½					14	X			
		cap		P2	3½	4	sh crushing			Cap-(X)					
										13½ x 13½ x 14'					
				Pile 4-PP @ 3'						(H2O)					
3	6	4	15	4½		ok				(H2O)					
		Cap		P2-3		breaking @ dap				Cap-(PX)					
4	6	6	15	DIP	2½	11				(H2O)		X			
		sill			split					Sill-(X) under water (#2)					
										11½ x 13½ x 16'					
5	7	2	15	sill		ok				(H2O)					
6	7	7	15	13	3½	5									
		Cap		P2		ok				vert. split (#5)					

SYMBOLS All Borings in Inches and Fractions to nearest ½"

- B — Bent
- X — Reject
- V — Void
- SR — Shell Rot
- RS — Ring Separation
- DP — Decay Ring
- DP — Decay Pocket
- PP — Previously Posted
- PX — Possible Reject
- ST — Shell Thickness
- P/W — Heavy Duty Pile Wrap
- O/W — Osmo/Weld
- O/P — Drill Pin
- G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002072

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140.24b.1

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 3 SHEETS

Bridge No. 739.43 Sect. 1

Date 2-13, 19 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
7	7	2	15	3½	1	12				(H30)		X			
		4		4½	1½	11½						X			
		7		7	1½	10½					13½	X			
		cap		P6	2	4½		corroding / bulging ⊗							
										13½ X 13 X 16'					
8	7	5	15	4½	1	12				(H30)		X			
		cap		P5	2	4				Cap - ⊗					
9	7	3	15	4	2	11½						X			
		5		5	1	13½				(H30)		X			
		cap		P2		ok									
10	7	7	15	6	1	12				Drift (#3) (H30)		X			
11	7		15							Drift (#3) (H30)					
12	7	4	15	5	1	13½				(H30)		X			
		7		5	1	13					15	X			
13	7	cap	15	P2	2	1				(H30)					
14	7	4	15	5	1½	8½				(H30)		X			
										Cap - ⊗ (#2) (CR @ Ch. 1)					

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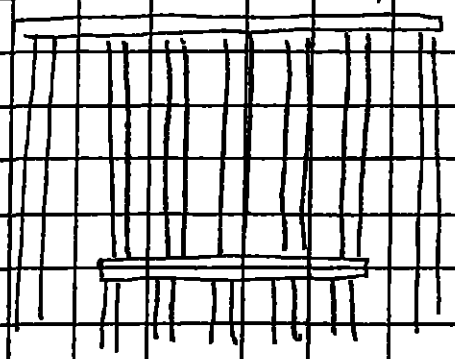
RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 3 SHEETS

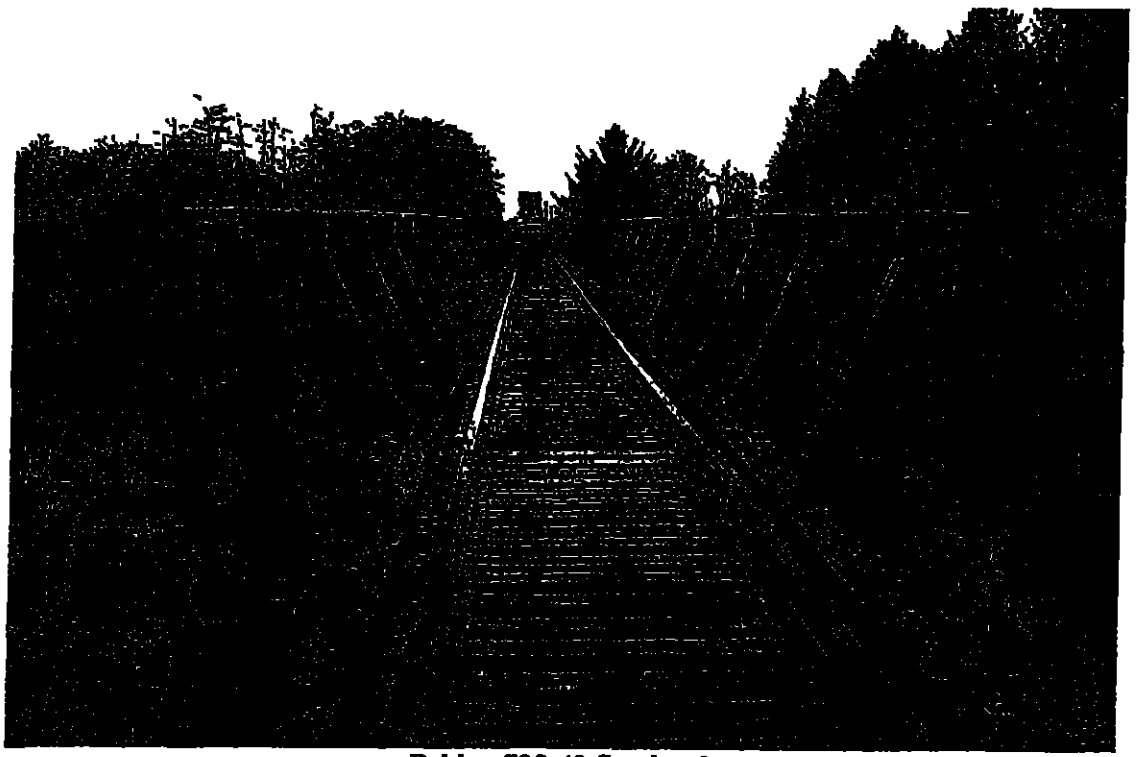
Bridge No. 739.43 Sect 1

Date 2-13, 19 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
15	7		15							Glulam Cap					
										H20					
16	7	cap	15	Post 2		OK		slight		punching #5					
17	7	7	15	12	15	115				H20		X			
18	7	7	15	NP	15	115				H20		X			.
		cap		PS		OK									
19	7		15							H20					
										Glulam stringers					
										Ties - Fair, plate cut					
										Hawl - OK					
										Rips - Low (#2)					
										WALKWAY INSPECTION BOARDS - POOR					
										Guard Timbers - Fair					



Central Oregon & Pacific Railroad



Bridge 739.43 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	BRIDGE # 739.43
MILEPOST: 739.43	SECTION# 2
TYPE: TPG	LOCATION: Reedsport, OR
INSPECTION DATE: 2/13/2007	INSPECTOR. K. Trickle & P. Kaz

Findings:

Beanngs covered in pack rust, debris
Lower gusset and flange angles have pack rust, debris
Floor beams have some pin holes
Floor beams delaminated at lower flange angles
Stringer shelf bracket on outside floor beams - 35% section loss

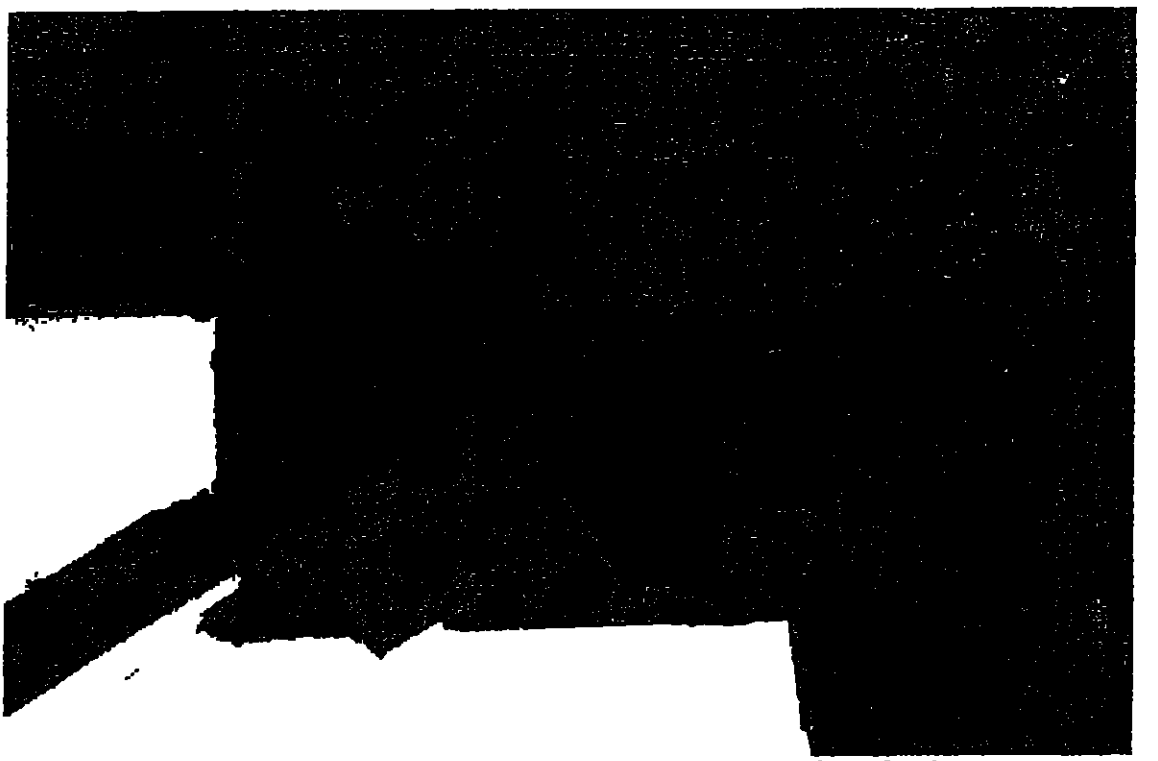
Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2 3	3	OSMOSE	Replace - Stringer shelf brackets on all TPG floor beams
2	2.1	4	RAILROAD	Clean. - Pier bearings - All steel members
3	2.2	5	RAILROAD	Monitor - All steel members for additional corrosion - Floor beams for additional web pin holes

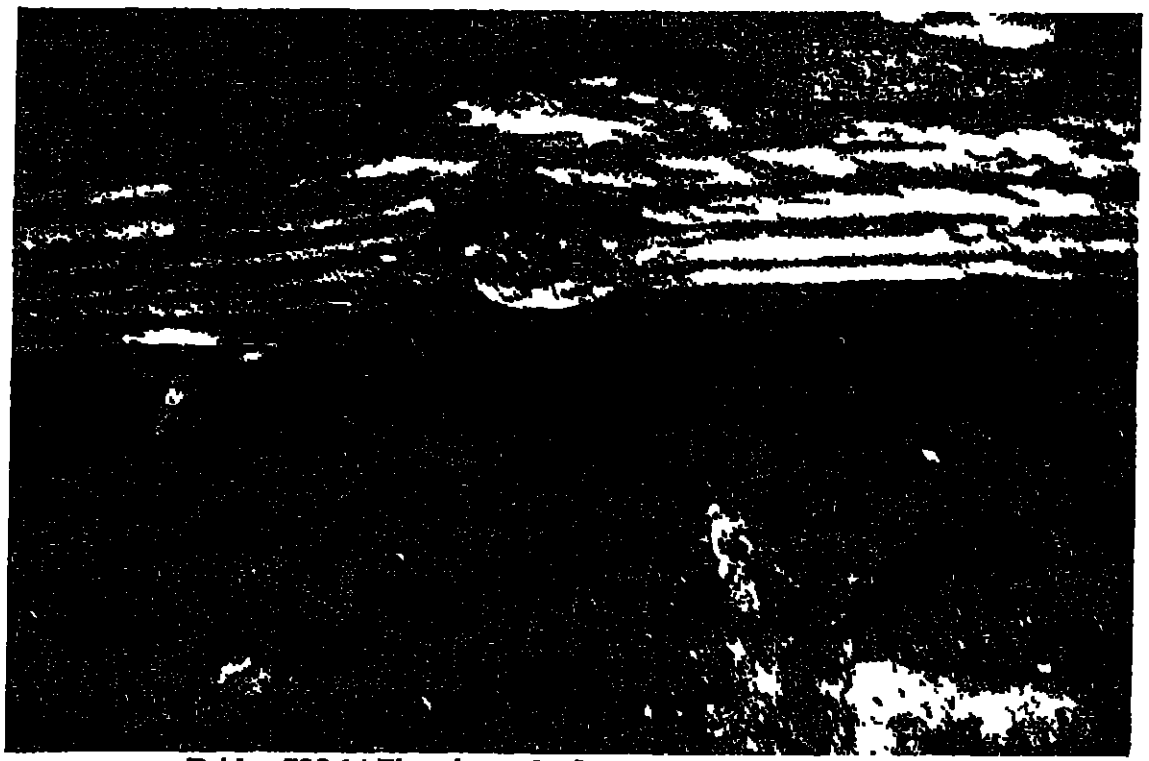
Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



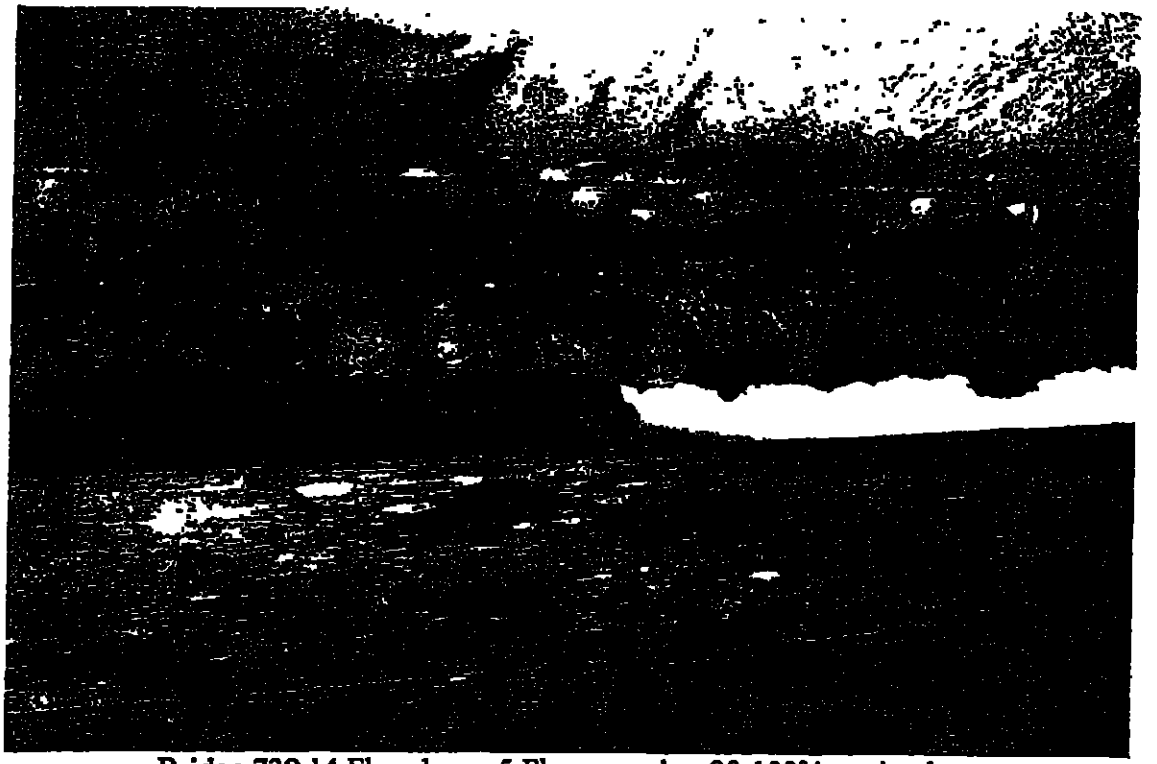
Bridge 739.14 Flange angles and gusset plates - 40% section loss

Central Oregon & Pacific Railroad



Bridge 739.14 Floor beam 0 - Severe section loss (90-100%)

Central Oregon & Pacific Railroad



Bridge 739.14 Floor beam 5 Flange angle - 90-100% section loss

Osmose

BID SHOWING/ INSPECTION REPORT

DATE: 2-13-07 BY: KT, PK

Bridge No: 739.43 Sect. 2

CUSTOMER INFORMATION:

CUSTOMER NAME: Corp

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • (TPG •) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)*

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) *(Compass)* of the town of: Reedsport, OR

Overall Sketch: (include span lengths)

1 span
Open deck
9 panels

Typical Bent or Pier Sketch:

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP002080

		Bridge No: 739.43 Sect. 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

LOWER GUSSET PLATES & FLANGE ANGLES HAVE PACK RUST, DEBRIS
FLOOR BEAMS HAVE SOME PIN HOLES & DELAMINATED AT LOWER FLANGE ANGLES
STRINGER SHELF BRACKET ON OUTSIDE FLOOR BEAMS -35% SECTION LOSS

SUBSTRUCTURE (Note any defects):

BEARINGS COVERED IN PACK RUST & DEBRIS

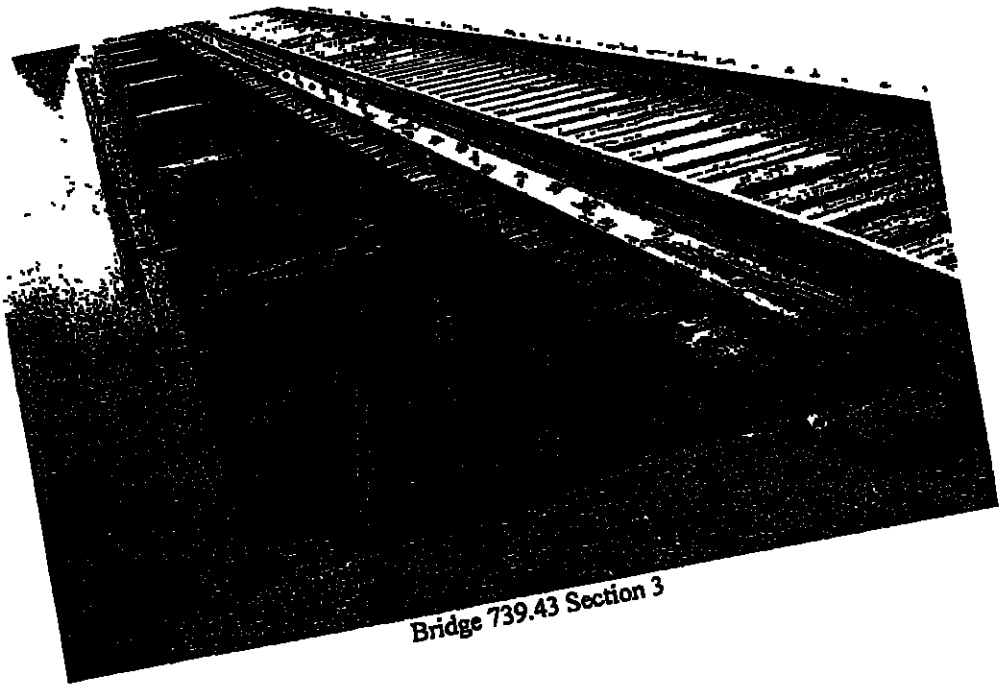
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 739.43 Section 3

Coos Bay Subdivision

Osmose Railroad Services, Inc

CORP002082

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 739.43
MILEPOST: 739.43	SECTION# 3
TYPE: ODPT/ODFT	LOCATION: Reedsport, OR
INSPECTION DATE. 2/13/2007	INSPECTOR: K. Trickle & P. Kez

Findings:

Bent 1
- Pile 1 - Reject
- Cap - Reject (broken)

Bent 2
- Pile 1 - Reject
- Post 5 - Reject

Bent 3
- Cap - Possible Reject (slight crushing under chord 1 & 2)

Bent 5
- Cap - Reject (breaking)

Bent 6
- Pile 1 - Reject
- Cap - Possible Reject (breaking)

Bent 7
- Pile 7 - Reject

Bent 8
- Pile 1 - Reject

Ties - Fair
Guard timber - Fair to poor
Headwall - OK
Approach - Low
Stringers - OK

Walkway inspection planks - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.1	2	OSMOSE	Cut Pile tops down and - Replace Cap with an oversized cap on Bent 1 (broken)
2	3.12	3	OSMOSE	Replace - Walkway inspection planks & Install hand cable
3	3.11	3	OSMOSE	Replace - Guard timber
4	3.9	3	OSMOSE	Post: - Pile 1 of Bent 2 - Post 5 of Bent 2
5	3.7	3	RAILROAD	Add ballast and tamp up approach.
6	3.2	3	OSMOSE	Cut Pile tops down and - Replace Cap with an oversized cap on Bent 5 (breaking) - Replace Cap with an oversized cap on Bent 6 (breaking)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 739.43
MILEPOST: 739.43	SECTION# 3
TYPE: ODPT/ODFT	LOCATION: Reedsport, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
7	3 13	4	OSMOSE	Replace: Cap on Bent 3 (slight crushing under chord 1 & 2)
8	3 10	4	OSMOSE	Replace all bridge ties.
9	3 6	4	OSMOSE	In-place preservatively treat piles and caps.
10	3 5	4	OSMOSE	Post: - Pile 1 of Bent 1 - Pile 1 of Bent 6 - Pile 7 of Bent 7 - Pile 1 of Bent 8
11	3.8	5	RAILROAD	Monitor: - Cap on Bent 3 (slight crushing)

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13, ~~19~~ 2007

Owner CORP ~~Reg/Div~~ Bridge No 739 43 SA (Sec 3)

~~Dist./Sub~~ Branch COOS BAY

Location REEDSPORT, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN. FT PILING
1	7	1	15	6	2	12				H_2O	15	X			105
		6		P/P	OK				X	13½" x 13½" CAP @ P5 - BROKEN - 1" SHIMS					
		7		12	8	5									
2	7	1	15	3	2	11				H_2O	15	X			105
		post 5		4	1	12	1" SHIMS			1" shims		X			
3	7	CAP	15							Cap - PX (#4) H_2O (S1 CR @ Ch 1 & 2)					105
4	7	3	15	5	OK					H_2O					105
5	7	1	15	3	4	6				H_2O CAP @ P10 - BREAKING #3	X				105
6	7	1	15	12	1½	12				H_2O BURIED SILL	14	X			105
										CAP @ P5 - BREAKING	PX				
7	7	1	10	D/P	0	6									70
		7		9	1½	12½					15	X			
		post 5													
8	5	1	4½	2	3	11					15½	X			22½
															722½

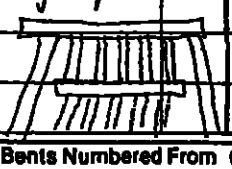
Gd timber - F/ poor #3

STRS - Good GLULAM STRS

TIES - FAIR walkway inspection boards - poor

H. WALL - OK

Udivalt Typical Bent



5 posts Piles 1 + 7 Driver

SYMBOLS All Borings in Inches and Fractions to nearest ¼" All sill sub merged @ high tide

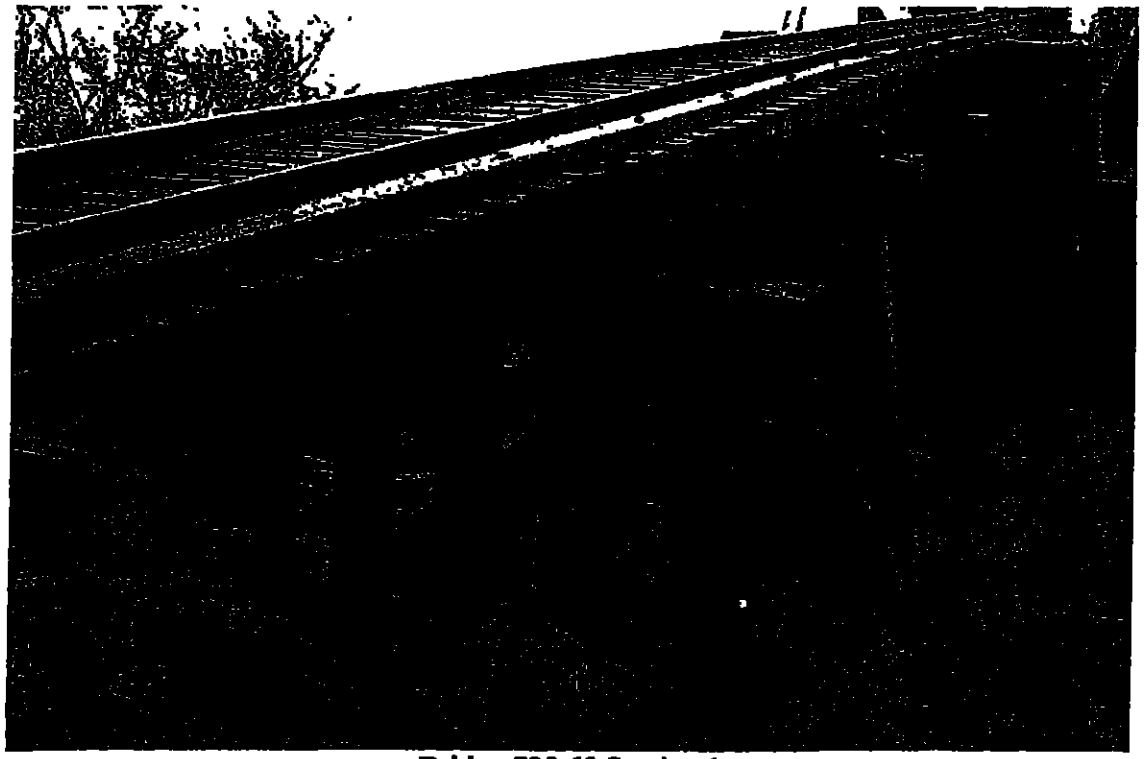
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmoweld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

SIGNED KT, PK

CORP002085

Central Oregon & Pacific Railroad



Bridge 739.68 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 739.68
MILEPOST: 739.68	SECTION# 1
TYPE ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Tnckle & P Kaz

Findings:

Bent 2
Girt Brace 3 in Span 2 - Reject

Bent 3
Cap - Very minor crushing under both chords

Bent 4
1/2" Gap over Post 4

Span 1
Stringer 1 - Reject

Span 2
Stringer 1 - Reject

Ties - OK
Headwall - OK
Guard timber - OK
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.10	4	OSMOSE	Replace: - Girt Brace 3 in Span 2
2	1.8	4	RAILROAD	Add ballast and tamp up approach.
3	1.6	4	OSMOSE	Replace. - Stringer 1 in Spans 1 & 2 (horizontal shear)
4	1.4	4	OSMOSE	Shim: - Over Post 4 of Bent 4
5	1.2	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
6	1.5	5	RAILROAD	Monitor - Cap on Bent 3 (very minor crushing under both chords)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.9		OSMOSE	8/23/2006	Shimmed - Chord 2 at Bent 2 (no cost to owner) Monitor: - Bent for settlement during future inspections
2	1.7		OSMOSE	8/19/2003	Replaced. - Cap on Bent 2 with an oversized cap Posted: - Post 1 of Bent 2

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14 ~~-19~~ 2007

Owner CORP Reg./Div. Bridge No. 739.68 NA (Sec A)

~~Dist./Sub/Branch~~ Coos Bay

Location REEDSPORT, OR

Type. (Pile) (Framed) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GIL TR	PP	LIN FT PILING
1	5	2	2	P/P	1½	4½				2883					10
		5		1	1	6									
2	5	3	8	D/P	4	2				Sill buried					40
					Pile 1 - Posted NEW 8/19/2003										
					Cap - NEW					Bolt 3 - ⊗ (#4)			8/19/2003		
					1" Gap - Shimmed (05 2006)										
3	5	CAP	13		VERY MINOR MECHANICAL CRUSHING - BOTH CHORDS										65
4	5	P4	16		6" gap					2" SHIM					80
5	-		-		CAP ON CONC.										
															195
						Ties - OK									
						H WALL - OK									
						6. timb. - OK									
						Apr - LDW									

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H	— Heart	PP	— Previously Posted
X	— Reject	PX	— Possible Reject
V	— Void	ST	— Shell Thickness
SR	— Shell Rot	P/W	— Heavy Duty Pile Wrap
RS	— Ring Separation	O/W	— OsmoWield
DP	— Decay Ring	D/P	— Drift Pin
DP	— Decay Pocket	G/L	— Groundline Area

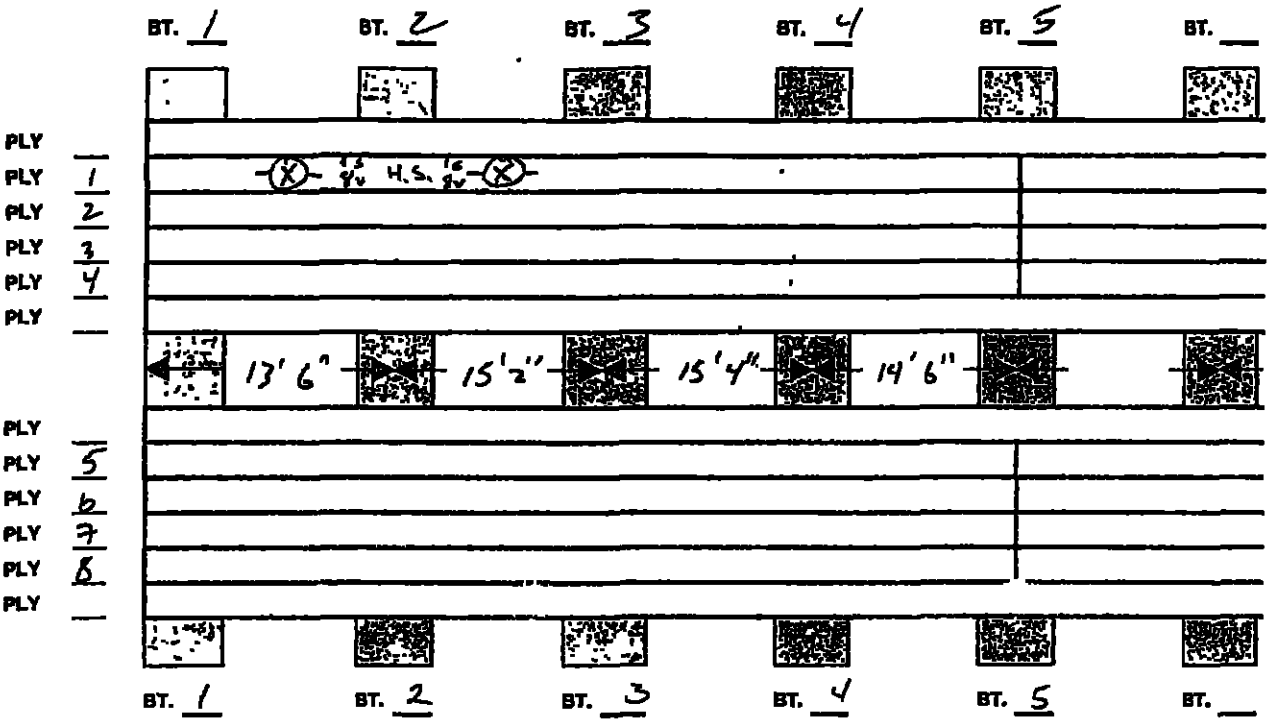
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

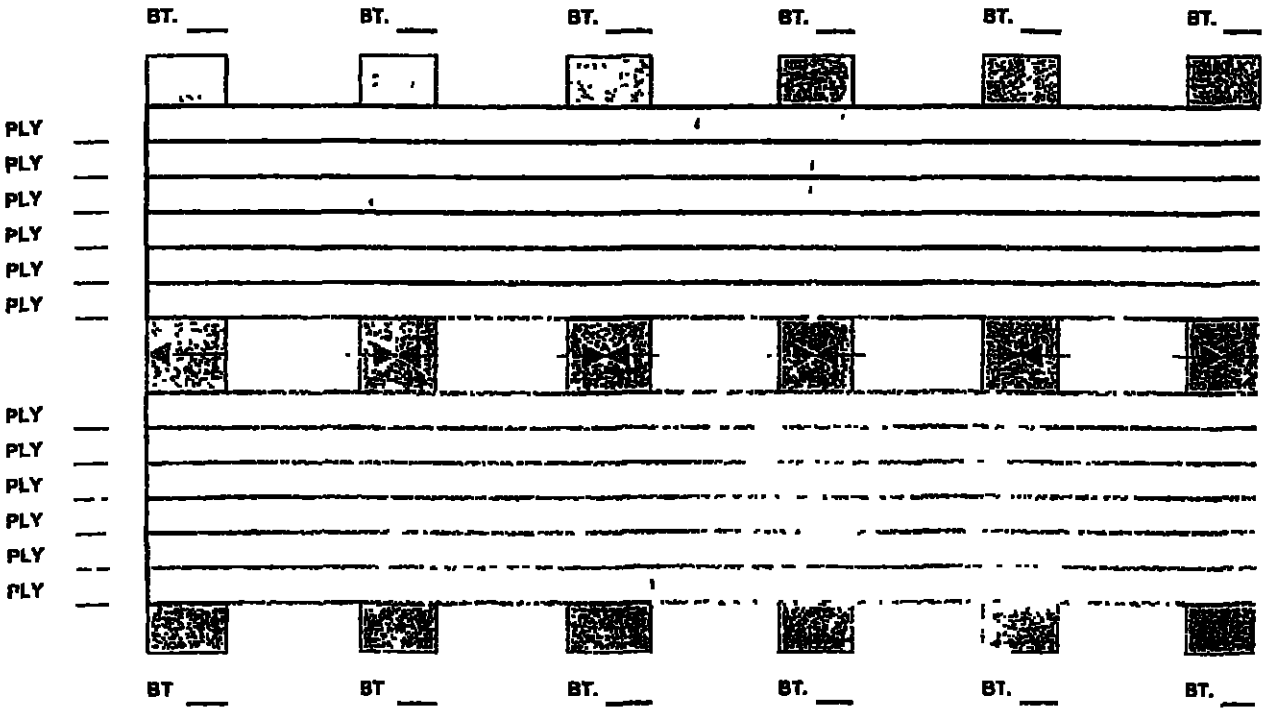
SIGNED KT, PK

CORP002088

BRH 739 68 NA (Sec 1) Cool Dry

String





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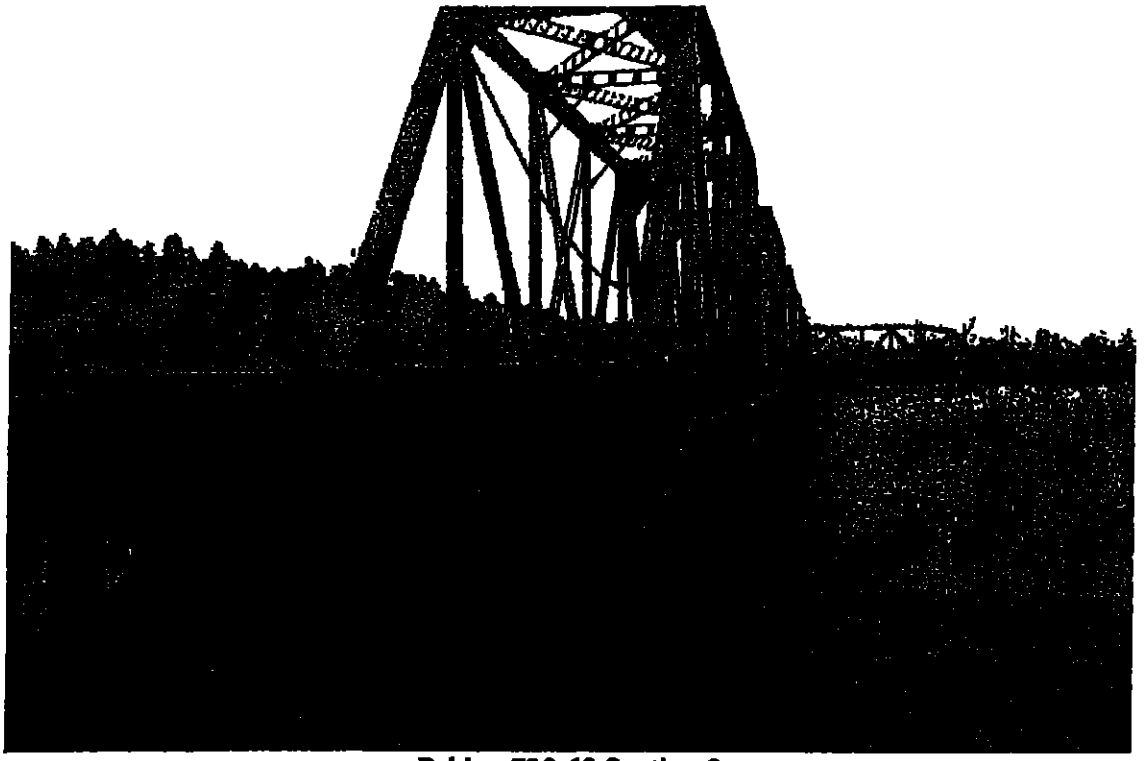

Bridge 739.68 Section 2

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002090

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739 68	SECTION# 2
TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 2/15/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

PIER	PIER NOTES
1	No defects noted
2	Heavy to severe corrosion on expansion bearing bolsters Severe corrosion on all bearing anchor bolts (corroded through) Heavy corrosion on masonary plates, all bearings
3	Heavy to severe corrosion on expansion bearing bolsters Severe corrosion on all bearing anchor bolts (corroded through) Heavy corrosion on masonary plates, all bearings
4	Severe corrosion on all bearing anchor bolts (corroded through)
5	Heavy corrosion on expansion bearing bolsters Heavy to severe corrosion (50% - 90% section loss) on all bearing anchor bolts
6	Severe corrosion on expansion bearing bolsters (bearings are falling out) Heavy corrosion (50% section loss) on all bearing anchor bolts
7	Severe corrosion on expansion bearing bolsters Severe corrosion (corroded through) on all bearing anchor bolts
8	Severe corrosion on expansion bearing bolsters
9	Severe corrosion (corroded through) on all bearing anchor bolts
10	Inspection limited due to poor condition of timber walkway decking
11	Heavy corrosion on all bearing anchor bolts
12	Heavy corrosion on all bearing anchor bolts

SPAN #	FINDING #	NOTES
1	1	Floor Beam #0 Minor pitting on top flange angles Moderate corrosion on truss bottom chord horizontal gusset plates
1	2	Floor Beam #1 Minor corrosion on L1-U1 (west) Moderate web corrosion (50% - 75% section loss) L1-U1 (east)
1	3	Floor Beam #2 Moderate corrosion (50% section loss) on web outboard from stringer connections Moderate corrosion (50% section loss) on truss bottom chord horizontal gusset plate (west) Light corrosion (25% section loss) on truss bottom chord horizontal gusset plate (east) Surface rust on L2-U2 (both sides) Minor corrosion on top cover plate
1	4	Floor Beam #3 Heavy corrosion (70% section loss) on top flange angles Corrosion developing in webs L3-U3 (both sides) Surface rust developing on top cover plate
1	5	Floor Beam #4 Heavy corrosion on truss bottom chord horizontal gusset plate (west)
1	6	Floor Beam #5 Heavy corrosion (75% - 85% section loss) on truss bottom chord horizontal gusset plates (both sides) Heavy pack rust on stringer shelf angles

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739.68	SECTION# 2
TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 2/15/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

1	7	Panel #1 Heavy corrosion (80% section loss) on top portal brace bottom strut Surface rust developing on portals Heavy corrosion on stringer top & bottom flange angles, last 12" from FB connection (both sides)
1	8	Panel #2 Moderate corrosion on truss bottom chord channels Moderate corrosion on L2-U1 - 10%-15% of rivets corroded (both sides) Heavy corrosion on stringer top & bottom flange angles, last 12" from FB connection (both sides)
1	9	Panel #3 Moderate corrosion (25% section loss) on top lacing bars of bottom truss chord Heavy corrosion on truss bottom chord diagonal bracing Moderate corrosion (30% section loss) on stringer top flange angles Heavy corrosion on stringer top & bottom flange angles, last 12" from FB connection (both sides)
1	10	Panel #4 Heavy corrosion in bottom 10' of web, L3-U4 (west) Heavy corrosion of stringer top and bottom flange angles at floor beam connections Heavy corrosion of stringer shelf angles at Floor Beam #3 Moderate corrosion (25% section loss) on truss bottom chord horizontal gusset plate (east) Moderate corrosion on vertical gusset plates at bottom connection of L3-U4 (both sides) Severe corrosion of truss bottom chord diagonal bracing Heavy corrosion on bottom flange of truss bottom chord channels
1	11	Panel #5 Moderate corrosion (50% section loss) on stringer top flange angles Moderate corrosion on bottom flange of truss bottom chord channels (west)
2	1	Floor Beam #0 Heavy corrosion of bottom flange angles at horizontal gusset plate connections Moderate to heavy corrosion of web at bottom flange angle connection outboard from stringers
2	2	Floor Beam #1 Heavy corrosion of truss bottom chord horizontal gusset plate (west) Moderate corrosion of truss bottom chord horizontal gusset plate (east) Surface rust developing on L1-U1 (both sides)
2	3	Floor Beam #2 Heavy corrosion of web at stringer-to-floor beam connection angles Moderate corrosion of bottom flange angles at web connection outboard from stringers Heavy corrosion (75% section loss) of truss bottom chord horizontal gusset plates (both sides)
2	4	Floor Beam #3 Moderate corrosion (50% section loss) on top flange angles Severe corrosion on truss bottom chord horizontal gusset plate (west)
2	5	Floor Beam #4 Moderate corrosion on truss bottom chord horizontal gusset plates (both sides)
2	6	Floor Beam #5 Minor corrosion on web Moderate corrosion on truss bottom chord horizontal gusset plates, both sides
2	7	Panel #1 Minor corrosion on portal inboard channel (east) Moderate corrosion (50% section loss) on stringer top lateral angles and gusset plates Moderate to heavy corrosion on truss bottom chord channels at floor beam connections (both sides) Heavy corrosion on stringer top & bottom flange angles, last 12" from FB #0 & #1 connections Heavy corrosion on truss bottom chord top batten plates at Floor Beam #1 connections

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739.68	**SECTION# 2**
TYPE. Thru Truss	**LOCATION: Reedsport, OR**
INSPECTION DATE: 2/15/2007	**INSPECTOR: K. Trickle & P. Ksz**

Findings:

2	8	Panel #2 Severe corrosion of truss bottom chord diagonal bracing Moderate corrosion on truss bottom chord flanges and webs (both sides) Light to moderate corrosion (20% section loss) on stringer top flange angles Heavy corrosion on stringer top & bottom flange angles, last 12" from FB #1 & #2 connections Surface rust developing on flange angles, L2-U1 (both sides) Heavy corrosion on web, bottom 12", L2-U1 (west)
2	9	Panel #3 Severe impact damage on truss bottom chord (east) Heavy corrosion on stringer top & bottom flange angles, last 12" from FB #3 & #4 connections Heavy corrosion of truss bottom chord diagonal bracing
2	10	Panel #4 Severe corrosion on stringer top lateral angles and gusset plates Severe corrosion on truss bottom chord diagonal bracing Surface rust developing on truss bottom chord channels
2	11	Panel #5 Heavy corrosion on flange angles of truss bottom chord channels, 5' out from floor beam connections corrosion throughout Moderate corrosion (30% section loss) on stringer top flange angles Heavy to severe corrosion (80% section loss) on portal top flange angles Moderate to heavy corrosion (60% section loss) on portal bottom flange angles
3	1	Floor Beam #0 Minor surface corrosion throughout Minor corrosion (10% section loss) on bottom flange angles Moderate to heavy corrosion on truss bottom chord horizontal gusset plates (both sides)
3	2	Floor Beam #1 Severe corrosion on truss bottom chord horizontal gusset plate, west Heavy corrosion on web at bottom flange angle connection, outboard from stringers Moderate corrosion on web at flange angle connection, L1-U1 (west)
3	3	Floor Beam #2 Heavy corrosion on truss bottom chord horizontal gusset plate, west Light to moderate corrosion (20% section loss) on top flange angles Heavy corrosion on web at bottom flange angle connection, outboard from stringers Heavy corrosion (60% section loss) on bottom flange angles, outboard from stringers
3	4	Floor Beam #3 Heavy corrosion on truss bottom chord horizontal gusset plate, west Light to moderate corrosion (20% section loss) on top flange angles Heavy corrosion on web at bottom flange angle connection, outboard from stringers, west Heavy corrosion (60% section loss) on bottom flange angles, outboard from stringers, west Moderate corrosion on web and inboard flange angles, L3-U4 (both sides)
3	5	Floor Beam #4 Minor corrosion on top flange angles Moderate corrosion on bottom flange angles outboard from stringers (west) Corrosion developing on webs, L4-U3 (both sides) Moderate to heavy corrosion on truss bottom chord horizontal gusset plates. (both sides)
3	6	Floor Beam #5 Minor corrosion on top flange angles Minor corrosion on bottom flange angles and web, (east) Corrosion on rivets, bottom 10' of west portal

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739.68	SECTION# 2
TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 2/15/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

3	7	Panel #1 Moderate corrosion on stringer web at bottom flange angle connection Heavy corrosion on stringer top flange angles, 24" out from floor beam connections Heavy corrosion on stringer top lateral angles and gusset plates
3	8	Panel #2 Heavy corrosion on lacing bars and channel web, truss bottom chord (west) Moderate to heavy corrosion on stringer top lateral angles and gusset plates Heavy corrosion on stringer top and bottom flange angles, 24" out from floor beam connections Moderate corrosion on stringer web at bottom flange angle connection (west)
3	9	Panel #3 Heavy corrosion on truss bottom chord diagonal bracing Moderate to heavy corrosion (40% - 50% section loss) on truss bottom chord lacing bars and channel Moderate corrosion on stringer top flange angles
3	10	Panel #4 Heavy corrosion on stringer top flange angles, 12" out from floor beam connections Heavy pack rust on stringer bottom flange angles at floor beam shelf angle connections Light corrosion (10% section loss) on stringer bottom flange angles Moderate corrosion on stringer webs at bottom flange angle connection (both sides) Heavy corrosion (70% section loss) on truss bottom chord lacing bars (both sides) Heavy corrosion on truss bottom chord diagonal bracing
3	11	Panel #5 Heavy corrosion on stringer top flange angles, 12" out from floor beam connections Severe corrosion (up to 100% section loss) on stringer top lateral angles and gusset plates Heavy corrosion on channel webs and lacing bars, truss bottom chord (both sides)
4	1	Floor Beam #0 Heavy corrosion on web outboard from stringers (particularly west side) Heavy corrosion (75% section loss) on truss bottom chord horizontal gusset plates, both sides Moderate to heavy corrosion on bottom flange angles at gusset plate connections
4	2	Floor Beam #1 Moderate corrosion (30% section loss) on truss bottom chord horizontal gusset plate (west) Light corrosion on web, L1-U1 (both sides)
4	3	Floor Beam #2 Severe corrosion (rusted through) on vertical gusset plates, L2-U1 (west) Severe corrosion (rusted through) on vertical gusset plates, L2-U3 (west) Moderate to heavy corrosion (50% section loss) on truss bottom chord horizontal gusset plate (west) Minor corrosion on web, L2-U2 (both sides)
4	4	Floor Beam #3 Heavy corrosion on bottom flange angles Severe corrosion (rusted through) on web outboard from west stringer Moderate to heavy corrosion on truss bottom chord horizontal gusset plates (both sides) Moderate corrosion (20% section loss) on top cover plate Severe corrosion (rusted through) on bottom vertical gusset plates, L3-U4 (both sides)
4	5	Floor Beam #4 Minor corrosion on web Minor corrosion on truss bottom chord horizontal gusset plate (west) Minor corrosion on top cover plate Moderate corrosion (25% section loss) on web, L4-U4 (east)
4	6	Floor Beam #5 Moderate corrosion (40% section loss) on top flange angles (both sides) Moderate to heavy corrosion on truss bottom chord horizontal gusset plates (both sides)

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LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST 739.68	SECTION# 2
TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 2/15/2007	INSPECTOR. K. Trickle & P. Kaz

Findings:

4	7	Panel #1 Moderate corrosion on stringer web at bottom flange angle connection (west) Moderate corrosion (30% - 40% section loss) on stringer bottom flange angles (both sides) Moderate corrosion (40% section loss) on truss bottom chord channel web and lacing bars (west) Moderate corrosion (20% section loss) on truss bottom chord diagonal bracing
4	8	Panel #2 Moderate corrosion (50% section loss) on truss bottom chord channel web and lacing bars (west) Moderate corrosion (20 % section loss) on truss bottom chord diagonal bracing
4	9	Panel #3 Moderate corrosion (20 % section loss) on truss bottom chord diagonal bracing Light corrosion on truss bottom chord channel and lacing bars (west) Severe corrosion on rivet heads, bottom chord lacing bars (west)
4	10	Panel #4 Surface corrosion developing on L3-U4 (west) Heavy corrosion on truss bottom chord lacing bars (west)
4	11	Panel #5 Heavy corrosion on web and bottom flange of stringer at connection (west) Moderate corrosion on top flange angles of portal Heavy corrosion on stringer top flange angles, 12" out from floor beam connections
5	1	Floor Beam #0 Heavy corrosion of web outboard from stringers, particularly west side Moderate corrosion on top flange angles Corrosion developing on truss bottom chord horizontal gusset plates, both sides
5	2	Floor Beam #1 Corrosion developing on web, L1-U1 (both sides)
5	3	Floor Beam #2 Corrosion developing on web, L2-U2 (both sides) Moderate corrosion on bottom flange angles outboard from stringer (west) Moderate corrosion on web at bottom flange angle connection
5	4	Floor Beam #3 Moderate corrosion on truss bottom chord horizontal gusset plates (both sides) Moderate to heavy corrosion (50% section loss) on vertical gusset plates, L3-U4 (both sides) Moderate corrosion on bottom flange angles outboard from stringer (west) Moderate corrosion on web at bottom flange angle connection outboard from stringer (west)
5	5	Floor Beam #4 Moderate corrosion throughout on web L4-U4 (both sides)
5	6	Floor Beam #5 Light to moderate corrosion (20% section loss) on top flange angles Moderate corrosion on bottom flange angles outboard from stringer (east) Moderate corrosion on truss bottom chord horizontal gusset plates (both sides)
5	7	Panel #1 Light to moderate corrosion (10% - 20% section loss) on stringer top flange angles
5	8	Panel #2 Moderate corrosion on stringer bottom flange angles at floor beam connection (west) Heavy corrosion on vertical gusset plates and flange angles, L2-U1 (both sides)
5	9	Panel #3 Heavy corrosion on truss bottom chord diagonal bracing Heavy corrosion on stringer web at bottom flange angle connection (west)

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INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739.68	SECTION# 2
TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 2/15/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

5	10	Panel #4 Moderate corrosion on web and flange angles, L3-U4 (both sides) Heavy corrosion on bottom truss chord channel at Floor Beam #4 connection (west) Light corrosion on truss bottom chord channels throughout
5	11	Panel #5 Heavy corrosion on stringer web at bottom flange angle connection (west) Heavy corrosion on bottom truss chord channel at Floor Beam #4 and #5 connection (west)
6	1	Floor Beam #0 Heavy corrosion (70% section loss) on top and bottom flange angles
6	2	Floor Beam #1 Light to moderate corrosion (20% section loss) on top flange angles Light corrosion (10% section loss) on bottom flange angles
6	3	Floor Beam #2 Heavy corrosion on web and bottom flange at web-to-bottom flange connection
6	4	Floor Beam #3 Severe corrosion (90% section loss) on web outboard from stringer (west) Severe corrosion on bottom flange outboard from stringer (west) Heavy corrosion on vertical gusset plate, L3-U2 (both sides) Light corrosion (10% section loss) on top flange angles
6	5	Floor Beam #4 Heavy corrosion on web outboard from stringer (west) Severe corrosion on truss bottom chord channels at FB #4 connection (west side, both panels) Severe corrosion on truss bottom chord diagonal bracing
6	6	Floor Beam #5 Light corrosion (10% section loss) on top flange angles
6	7	Panel #1 Moderate corrosion (30% - 40% section loss) on portal channels Heavy corrosion on stringer web at bottom flange angle connection (west) Heavy corrosion (60% section loss) on truss bottom chord channel and lacing bars (west) Moderate to heavy corrosion on web and flange angles, L2-U1 (both sides)
6	8	Panel #2 Heavy corrosion on stringer web at bottom flange angle connection (west) Moderate to heavy corrosion (50% section loss) on stringer bottom flange angles (both sides) Moderate to heavy corrosion on flange angles and rivets, L2-U3 (both sides) Moderate to heavy corrosion on flange angles and rivets, L3-U2 (both sides)
6	9	Panel #3 Heavy corrosion on truss bottom chord diagonal bracing Heavy corrosion on stringer web at bottom flange angle connection (west) Heavy corrosion on lacing bars of truss bottom chord (both sides)
6	10	Panel #4 Minor corrosion on stringer web (west) Moderate corrosion on web, L4-U3 (both sides) Moderate corrosion on truss bottom chord outboard web (west)
6	11	Panel #5 Minor corrosion on stringer web (west) Surface rust developing on portals Moderate corrosion on truss bottom chord at Floor Beam #5 connection (west) Moderate corrosion on truss bottom chord outboard web (west)

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TYPE: Thru Truss	**LOCATION. Reedsport, OR**
INSPECTION DATE: 2/15/2007	**INSPECTOR. K. Trickle & P Kaz**

Findings:

7	1	*Floor Beam #0* Moderate to heavy corrosion (50% section loss) on bottom flange angles Light corrosion (10% section loss) on top flange angles Moderate to heavy corrosion on web outboard from west stringer Severe corrosion (80% section loss) on truss bottom chord horizontal gusset plate (west) Surface rust developing on portals
7	2	Floor Beam #1 Severe corrosion on web and flange angles, L1-U1 (west) Heavy corrosion on web and flange angles, L1-U1 (east) Heavy corrosion on truss bottom chord horizontal gusset plate (west) Moderate corrosion on web at bottom flange angle connection
7	3	Floor Beam #2 Severe corrosion on bottom vertical gusset plate, L2-U1 (both sides) Light corrosion on web at bottom flange angle connection
7	4	Floor Beam #3 Moderate to heavy corrosion on web outboard from west stringer Heavy corrosion on truss bottom chord horizontal gusset plate (west) Heavy corrosion on bottom vertical gusset plate, L3-U4 (both sides) Light corrosion on web, L3-U3 (both sides)
7	5	Floor Beam #4 Severe corrosion on web and flange angles, L4-U4 (east) Heavy corrosion on web and flange angles, L4-U4 (west) Moderate to heavy corrosion on web outboard from west stringer Surface rust developing on portal
7	6	Floor Beam #5 Heavy corrosion on truss bottom chord horizontal gusset plate (both sides) Light corrosion on bottom flange angles
7	7	Panel #1 Moderate to heavy corrosion on stringer top lateral gusset plates Moderate corrosion (30% section loss) on stringer top flange angles (east)
7	8	Panel #2 Moderate to heavy corrosion on stringer top lateral gusset plates Severe corrosion (corroded-through in places), L2-U1 throughout member (both sides) Moderate corrosion (30% - 50% section loss) on truss bottom chord throughout (both sides)
7	9	Panel #3 Moderate corrosion on truss bottom chord diagonal bracing Moderate to heavy corrosion on stringer top lateral angles and gusset plates Heavy corrosion on truss bottom chord at Floor Beam #3 connection (both sides) Moderate corrosion on flange angles, L2-U3 (both sides) Moderate corrosion on flange angles, L3-U2 (both sides)
7	10	Panel #4 Light to moderate corrosion (20% section loss) on stringer top flange angles Heavy corrosion on truss bottom chord at Floor Beam #4 connection (west) Heavy corrosion on web and flange angles, L3-U4 (both sides)
7	11	Panel #5 Severe corrosion on stringer web at bottom flange angle connection (west) Heavy corrosion on stringer top lateral gusset plates
8	1	Floor Beam #0 Moderate corrosion on top and bottom flange angles Moderate to heavy corrosion on web outboard from west stringer Severe corrosion (corroded-through in places) on truss bottom chord horizontal gusset plate (west)

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TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 2/15/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

8	2	Floor Beam #1 Moderate corrosion on top (40% section loss) and bottom (25% section loss) flange angles Moderate to heavy corrosion on web outboard from west stringer Moderate corrosion on web, L1-U1 (both sides)
8	3	Floor Beam #2 Heavy corrosion (50% - 60% section loss) on top and bottom flange angles Moderate to heavy corrosion on web outboard from west stringer Heavy to severe corrosion on web, L2-U2 (both sides) Heavy corrosion on bottom vertical gusset plate, L2-U1 (both sides)
8	4	Floor Beam #3 Heavy corrosion (50% - 60% section loss) on top and bottom flange angles (west side) Moderate to heavy corrosion on web outboard from west stringer Heavy to severe corrosion on web and flange angles, L3-U3 (both sides) Heavy corrosion on bottom vertical gusset plate, L3-U4 (west) Severe corrosion on floor beam-to-L3-U4 connection angle (west)
8	5	Floor Beam #4 Light ot moderate corrosion (10% - 20% section loss) on top flange angles Moderate to heavy corrosion on truss bottom chord horizontal gusset plate (both sides) Moderate to heavy corrosion on web outboard from west stringer
8	5	Floor Beam #5 Heavy to severe corrosion on top flange angles Moderate corrosion (30% section loss) on bottom flange angles
8	7	Panel #1 Surface rust on portals Heavy corrosion on stringer web at bottom flange angle connection (west) Moderate to heavy corrosion on stringer top lateral gusset plates
8	8	Panel #2 Moderate corrosion (25% section loss) on stringer web at bottom flange angle connection (west) Moderate to heavy corrosion on truss bottom chord diagonal bracing Moderate to heavy corrosion on web and flange angles, L2-U1 (both sides)
8	9	Panel #3 Moderate to heavy corrosion on truss bottom chord diagonal bracing Moderate to heavy corrosion on web and flange angles, L3-U2 (both sides) Heavy corrosion on stringer top lateral angles and gusset plates Heavy corrosion on stringer top and bottom flange angles at Floor Beam #3 connection (both sides)
8	10	Panel #4 Heavy corrosion on stringer bottom flange angles (both sides) Heavy corrosion on stringer web at bottom flange angle connection (west) Moderate to heavy corrosion on web and flange angles, L3-U4 (both sides) Minor corrosion on truss bottom chord
8	11	Panel #5 Surface rust on portals Heavy corrosion on stringer top lateral angles and gusset plates Moderate to heavy corrosion (60% section loss) on stringer top flange angles Minor corrosion on truss top chord bracing
9	1	Floor Beam #0 Heavy to severe corrosion (70% - 80% section loss) on top flange angles
9	2	Floor Beam #1 Minor corrosion on web at bottom flange angle connection Minor corrosion on web and flange angles, L1-U1 (west)

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TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 2/16/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

9	3	Floor Beam #2 Light to moderate corrosion (20% section loss) on top flange angles Moderate corrosion (40% section loss) on bottom flange angles Moderate corrosion on web at bottom flange angle connection Heavy corrosion on channels, L2-U2 (both sides)
9	4	Floor Beam #3 Minor corrosion on top flange angles Minor corrosion on web outboard from west stringer Moderate corrosion on web and flange angles, L3-U3 (both sides)
9	5	Floor Beam #4 Moderate corrosion (40% section loss) on bottom flange angles Moderate corrosion on web outboard from west stringer Heavy to severe corrosion on channels, L4-U4 (both sides) Heavy corrosion on bottom vertical gusset plate, L4-U5 (west)
9	6	Floor Beam #5 Moderate corrosion (25% section loss) on bottom flange angles Minor corrosion (10% section loss) on top flange angles Moderate corrosion on web outboard from west stringer at bottom flange angle Moderate corrosion (25% section loss) on web and flange angles, L5-U5 (both sides)
9	7	Floor Beam #6 Severe corrosion on access ladder (out of service) Moderate corrosion on channels, L6-U6 (both sides)
9	8	Floor Beam #7 Severe corrosion (corroded through) on web outboard from west stringer at bottom flange angle Moderate corrosion (40% section loss) on bottom flange angles Light to moderate corrosion (20% - 30% section loss), L7-U7 (both sides)
9	9	Floor Beam #8 Severe corrosion (corroded through) on web outboard from west stringer at bottom flange angle Moderate corrosion (40% section loss) on bottom flange angles Severe corrosion (60% - 80% section loss), L8-U8 (east) Moderate corrosion (30% section loss), L8-U8 (west) Heavy corrosion on bottom vertical gusset plate, L8-U8 (both sides)
9	10	Floor Beam #9 Severe corrosion (corroded through) on web outboard from both stringers at bottom flange angle Heavy corrosion (70% section loss) on bottom flange angles Moderate corrosion (20% section loss) on top flange angles Moderate corrosion on web and flange angles, L9-U9 (both sides)
9	11	Floor Beam #10 Heavy corrosion on web, particularly on west side Minor corrosion (10% section loss) on top and bottom flange angles Moderate corrosion on channels, L10-U10 (east)
9	12	Floor Beam #11 Severe corrosion (corroded through) on web outboard from both stringers at bottom flange angle Moderate corrosion (30% section loss) on bottom flange angles Severe corrosion on web and flange angles, L11-U11 (both sides)
9	13	Floor Beam #12 Moderate corrosion (40% section loss) on top flange angles

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Findings:

9	14	Panel #1 Rails placed on panel to balance span Moderate corrosion (20% - 30% section loss) on portal top cover plates and channels Light to moderate corrosion on truss bottom chord (both sides)
9	15	Panel #2 Moderate to heavy corrosion (50% section loss) on top flange angles *Heavy to severe corrosion (rusted through in spots) on web, L2-U1 (both sides)* Light to moderate corrosion on truss bottom chord (both sides)
9	16	Panel #3 Heavy to severe corrosion on stringer bottom flange angles (west) Moderate to heavy corrosion on stringer bottom flange angles (east) Heavy corrosion on stringer top lateral angles and gusset plates Heavy corrosion on plates, L2-U3 (both sides) Light to moderate corrosion on truss bottom chord (both sides)
9	17	Panel #4 Heavy to severe corrosion on stringer web at bottom flange angle connection (west) Moderate to heavy corrosion on stringer web at bottom flange angle connection (east) Heavy corrosion on stringer bottom flange angles (both sides) Heavy corrosion on stringer top lateral gusset plates Heavy corrosion on plates and lacing bars, L4-U3 (both sides) Light to moderate corrosion on truss bottom chord (both sides)
9	18	Panel #5 Heavy corrosion on stringer web at bottom flange angle connection (west) Moderate corrosion on truss bottom chord diagonal bracing Heavy corrosion on plates and lacing bars, L4-U5 (east) Moderate corrosion on plates and lacing bars, L4-U5 (west) Light to moderate corrosion on truss bottom chord (both sides)
9	19	Panel #6 Heavy corrosion on stringer top lateral angles and gusset plates Heavy corrosion on top chord bracing Heavy corrosion on web and lacing bars, L6-U5 (both sides) Light to moderate corrosion on truss bottom chord (both sides)
9	20	Panel #7 Moderate corrosion on L6-U5 (both sides) Floor system could not be inspected due to deck boards
9	21	Panel #8 Heavy corrosion on stringer top lateral gusset plates Heavy corrosion on stringer bottom flange angles (west) Light to moderate corrosion on L8-U7 (both sides) Light to moderate corrosion on truss bottom chord (both sides)
9	22	Panel #9 Light corrosion on stringer web at bottom flange angle connection (west) Heavy corrosion on stringer top lateral gusset plates Heavy corrosion on web plate, L8-U9 (both sides) Heavy corrosion on top chord bracing Light to moderate corrosion on truss bottom chord (both sides)
9	23	Panel #10 Moderate to heavy corrosion on stringer web at bottom flange angle connection (both sides) Moderate corrosion (25% section loss) on plate and lacing bars, L10-U9 (both sides) Heavy corrosion on top chord bracing Light to moderate corrosion on truss bottom chord (both sides)

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Findings:

9	24	Panel #11 Moderate to heavy corrosion on stringer web at bottom flange angle connection (both sides) Heavy corrosion on stringer top lateral gusset plates Heavy corrosion on truss bottom chord web plate (east) Light to moderate corrosion on truss bottom chord (both sides) Heavy to severe corrosion on flange angles, webs and lacing bars, L10-U11 (both sides) Heavy corrosion on top chord bracing
9	25	Panel #12 Moderate corrosion on truss bottom chord web plate (both sides) Light to moderate corrosion on truss bottom chord (both sides) Heavy corrosion on stringer top lateral gusset plates Heavy corrosion on flange angles and web, L12-U11 (both sides)
10	2	Floor Beam #1 Minor pitting on top flange angles
10	5	Floor Beam #4 Minor corrosion on top cover plate
10	7	Panel #1 Moderate corrosion on stringer top lateral gusset plates Surface rust developing on L0-U1 (both sides) Heavy corrosion on top chord bracing
10	9	Panel #3 Moderate corrosion on stringer top lateral angles and gusset plates Minor corrosion on L3-U2, both sides Moderate corrosion on truss bottom chord diagonal bracing
10	10	Panel #4 Moderate corrosion on stringer top lateral angles and gusset plates Moderate corrosion on top chord bracing

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TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 2/15/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

GENERAL
No inner guardrail on bridge

TRUSS #1
Moderate to severe corrosion (40% - 80% section loss) on stringer top lateral angles and gusset plates, all panels
Moderate corrosion (30% - 40% section loss, heaviest on horizontal leg) on stringer top flange angles, all panels
Heavy corrosion on truss bottom chord lacing bars at connection to channels
Moderate to heavy corrosion (50% - 75% section loss) on truss bottom chord diagonal bracing, all panels
Heavy corrosion on stringer shelf angles at floor beam connection
Moderate to heavy corrosion on truss top chord channels, cover plates and rivets

TRUSS #2
Paint peeling and surface rust developing on truss top chord, all panels
Heavy corrosion on truss bottom chord lacing bars at connection to channels
Moderate to heavy corrosion (50% - 75% section loss) on truss bottom chord diagonal bracing, all panels
Heavy corrosion on stringer shelf angles at floor beam connection
Moderate to heavy corrosion on truss top chord channels, cover plates and rivets

TRUSS #3
Moderate corrosion (40% section loss) on stringer top flange angles, all panels
Heavy corrosion on stringer shelf angles at floor beam connection
Moderate to heavy corrosion on truss top chord channels, cover plates and rivets

TRUSS #4
Ties in poor condition
All timber platforms in unusable condition
Heavy corrosion on stringer top lateral angles and gusset plates, all panels
Moderate to heavy corrosion (50% section loss) on stringer top flange angles, all panels
Moderate to heavy corrosion on truss top chord channels, cover plates and rivets

TRUSS #5
Ties in poor condition
All timber platforms in unusable condition
Moderate to heavy corrosion (up to 50% section loss) on truss bottom chord channels and lacing bars (west)
Light to moderate corrosion (up to 25% section loss) on truss bottom chord channels and lacing bars (east)
Severe corrosion on stringer top lateral angles and gusset plates, all panels
Corrosion developing on webs of all vertical truss members
Moderate to heavy corrosion on truss top chord channels, cover plates and rivets

TRUSS #6
Ties in poor condition
Heavy corrosion on stringer top lateral angles and gusset plates, all panels
Moderate corrosion (30% section loss) on stringer top flange angles, all panels
Moderate corrosion (20% - 40% section loss) on truss bottom chord, all panels
Corrosion developing on webs of all vertical truss members
Heavy corrosion on truss top chord channels and cover plates, severe corrosion on rivets

TRUSS #7
Ties in poor condition
Moderate to heavy corrosion (50% section loss) on truss bottom chord, all panels (west)
Moderate corrosion (30% section loss) on truss bottom chord, all panels (east)
Heavy corrosion on truss bottom chord channels at floor beam connections throughout truss

TRUSS #8
Ties in poor condition
Moderate to heavy corrosion on truss top chord channels and cover plates, severe corrosion on rivets

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Findings:

Moderate to heavy corrosion (30% - 50% section loss) on stringer top flange angles
Heavy to severe corrosion on truss bottom chords at floor beam connections, all panel points, both chords
Moderate corrosion on truss bottom chords (25% - 40% section loss) on channels and lacing bars throughout

TRUSS #9 (Spans 9 and 10)
Severe corrosion on all access ladders and top chord walkways (out of service)
Severe deterioration of timber access stairway and deck planking, bottom chord around drum pier
LIMITED INSPECTION OF DRUM PIER DUE TO DIFFICULTY OF ACCESS
Severe deterioration of all timber walkways and walkway supports at dock level
Surface rust on truss chords throughout
Moderate to heavy corrosion (30% - 60% section loss) on stringer top flange angles, all panels
Moderate corrosion on truss top chord bracing, all bracing, all panels

TRUSS #10 (Span 11)
Moderate corrosion (30% section loss) on stringer top flange angles, all panels
Minor surface rust on portals, both ends

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.13	2	OSMOSE	Perform miscellaneous repairs at the following locations Replace bottom chord lacing bars, Truss #4, Panel #3 (west) Repair/replace truss bottom chord channels, Truss #6, Floor Beam #4 (west side, both panels) Repair/replace stringer web at bottom flange angle connection, Truss #7, panel #5 (west)
2	2.12	2	OSMOSE	Replace stringer top lateral angles and gusset plates at the following locations Truss #2, Panel #4 Truss #3, Panel #5
3	2.11	2	OSMOSE	Repair floor beams at the following locations Truss #4, Floor Beam #3 (web outboard from west stringer) Truss #6, Floor Beam #3 (web and bottom flange angles outboard from west stringer) Truss #9, Floor Beam #7 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #8 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #9 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #11 (web outboard from both stringers at bottom flange angle connection)
4	2.10	2	OSMOSE	Repair or replace the following truss members and/or vertical gusset plates Truss #4, vertical gusset plates at Floor Beam #2, L2-U1 and L2-U3 (west) Truss #4, vertical gusset plates at Floor Beam #3, L3-U4 (both sides) Truss #7, vertical gusset plates at Floor Beam #2, L2-U1 (both sides) Truss #8, connection angle at Floor Beam #3, FB-to-L3-U4 (west) Truss #7, vertical truss member L1-U1 (west) Truss #7, diagonal truss members L2-U1 (both sides) Truss #7, vertical truss member L4-U4 (east) Truss #9, vertical truss member L8-U8 (east) Truss #9, vertical truss member L11-U11 (both sides)
5	2.9	2	OSMOSE	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #4 Truss #2, Panel #2 Truss #2, Panel #4 Truss #8, Panel #4

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Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
6	2.8	2	OSMOSE	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #5 (both sides) Truss #2, Floor Beam #3 (west) Truss #3, Floor Beam #1 (west) Truss #7, Floor Beam #0 (west) Truss #8, Floor Beam #0 (west)
7	2 7	2	OSMOSE	Replace stringer top lateral angles and gusset plates, Truss #5 (all panels)
8	2.6	2	OSMOSE	Install inner guardrail across bridge
9	2 5	2	OSMOSE	Replace ties on the following trusses Truss #4 Truss #5 Truss #6 Truss #7 Trsuu #8
10	2.4	2	OSMOSE	Replace all anchor bolts, all piers
11	2.3	2	OSMOSE	Replace expansion bearings and masonary plates at the following piers Pier 2 Pier 3 Pier 5 Pier 6 Pier 7 Pier 8
12	2.2	2	OSMOSE	Replace access stairway and all timber decking around drum pier Replace all access ladders and walkways, all trusses
13	2.1	2	OSMOSE	Repair impact damage on bottom chord, Truss #2, Panel #3 (east) THIS IS A HIGH PRIORITY 2I
14	2 26	3	OSMOSE	Repair truss top chords at the following locations Truss #1, Panel #1, top portal brace bottom strut Truss #1, Panel #5, top portal top and bottom flange angles Truss #8, Panel #8, top chord bracing Truss #9, Panel #9, top chord bracing Truss #9, Panel #10, top chord bracing Truss #9, Panel #11, top chord bracing Truss #10, Panel #1, top chord bracing
15	2 25	3	OSMOSE	Repair truss bottom chords at the following locations Truss #1, Panel #4, bottom flange on channels (both sides) Truss #2, Panel #1, top battern plates at Floor Beam #1 connections (both sides) Truss #2, Panel #5, heavy on channels at floor beams, corrosion throughout (both sides) Truss #3, Panel #2, corrosion on channel webs and lacing bars (west) Truss #3, Panel #4, corrosion on lacing bars (both sides) Truss #3, Panel #5, corrosion on webs and lacing bars (both sides) Truss #4, Panel #4, corrosion on lacing bars (west) Truss #5, Panel #4, corrosion on channels at FB#4 connection (west) Truss #5, Panel #5, corrosion on channels at FB#4 & FB#5 connection (west) Truss #6, Panel #1, corrosion on channels and lacing bars (west) Truss #6, Panel #3, corrosion on lacing bars (both sides) Truss #7, Panel #3, corrosion on channels at FB#3 connection (both sides) Truss #7, Panel #4, corrosion on channels at FB#4 connection (west) Truss #9, Panel #11, corrosion on web plate (east)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739.68	SECTION# 2
TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 2/15/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
16	2 24	3	OSMOSE	Repair stringers at the following locations Truss #4, Panel #5, corroded web and bottom flange angles at connection (west) Truss #5, Panel #3, corroded web and bottom flange angles at connection (west) Truss #5, Panel #5, corroded web and bottom flange angles at connection (west) Truss #6, Panel #1, corroded web and bottom flange angles at connection (west) Truss #6, Panel #2, corroded web and bottom flange angles at connection (west) Truss #6, Panel #3, corroded web and bottom flange angles at connection (west) Truss #8, Panel #1, corroded web and bottom flange angles at connection (west) Truss #8, Panel #4, corroded web and bottom flange angles at connection (both sides) Truss #9, Panel #3, corroded bottom flange angles (west) Truss #9, Panel #4, corroded bottom flange angles (both sides) Truss #9, Panel #5, corroded web and bottom flange angles at connection (west) Truss #9, Panel #8, corroded bottom flange angles (west)
17	2 23	3	OSMOSE	Replace stringer top lateral angles and/or gusset plates at the following locations Truss #3, Panel #1, angles and gussets Truss #3, Panel #2, angles and gussets Truss #7, Panel #5, gussets Truss #8, Panel #3, angles and gussets Truss #8, Panel #5, angles and gussets Truss #9, Panel #3, angles and gussets Truss #9, Panel #4, gussets Truss #9, Panel #6, angles and gussets Truss #9, Panel #8, gussets Truss #9, Panel #9, gussets Truss #9, Panel #11, gussets Truss #9, Panel #12, gussets
18	2 22	3	OSMOSE	Repair stringer-to-floor beam connections at the following locations Truss #1, Panel #1, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #2, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #4, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #1, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #2, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #3, Panel #1, stringer top flange angles (both sides) 24" from FB connections Truss #3, Panel #2, stringer top & bottom flange angles (both sides) 24" from FB connections Truss #3, Panel #4, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #3, Panel #5, stringer top flange angles (both sides) 12" from FB connections Truss #4, Panel #5, stringer top flange angles (both sides) 12" from FB connections Truss #9, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	BRIDGE # 739.68
MILEPOST: 739.68	SECTION# 2
TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 2/15/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
19	2.21	3	OSMOSE	Repair or replace the following truss members and/or vertical gusset plates Truss #1, L3-U4 (west) corrosion on bottom 10' of web Truss #2, L2-U1 (west) corrosion on bottom 12' of web Truss #5, vertical gusset plates and flange angles, L2-U1 (both sides) Truss #6, vertical gusset plates at Floor Beam #3, L3-U2 (both sides) Truss #7, L1-U1 (east) web and flange angles Truss #7, vertical gusset plates at Floor Beam #3, L3-U4 (both sides) Truss #7, L4-U4 (west) web and flange angles Truss #7, L3-U4 (both sides) web and flange angles Truss #8, L2-U2 (both sides) corrosion on web Truss #8, vertical gusset plate at Floor Beam #2, L2-U1 (both sides) Truss #8, L3-U3 (both sides) corrosion on web Truss #8, vertical gusset plate at Floor Beam #3, L3-U4 (west) Truss #9, L2-U1 (both sides) heavy corrosion on web Truss #9, L2-U2 (both sides) corrosion on web Truss #9, L2-U3 (both sides) heavy corrosion on plates Truss #9, L4-U3 (both sides) heavy corrosion on plates and lacing bars Truss #9, L4-U4 (both sides) corrosion on channels Truss #9, L4-U5 (east) heavy corrosion on plates and lacing bars Truss #9, vertical gusset plate at Floor Beam #4, L4-U5 (west) Truss #9, L6-U5 (both sides) heavy corrosion on web and lacing bars Truss #9, L8-U8 (both sides) bottom vertical gusset plates Truss #9, L8-U9 (both sides) heavy corrosion on web plates Truss #9, L10-U11 (both sides) heavy corrosion on flange angles, webs and lacing bars Truss #9, L12-U11 (both sides) heavy corrosion on flange angles and webs
20	2.20	3	OSMOSE	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #3 Truss #2, Panel #3 Truss #3, Panel #3 Truss #3, Panel #4 Truss #5, Panel #3 Truss #6, Panel #3
21	2.19	3	OSMOSE	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #4 (west) Truss #2, Floor Beam #1 (west) Truss #2, Floor Beam #2 (both sides) Truss #3, Floor Beam #2 (west) Truss #3, Floor Beam #3 (west) Truss #4, Floor Beam #0 (both sides) Truss #7, Floor Beam #1 (west) Truss #7, Floor Beam #3 (west) Truss #7, Floor Beam #5 (both sides)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739 68	SECTION# 2
TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE. 2/15/2007	INSPECTOR. K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
22	2.18	3	OSMOSE	Repair/replace floor beam members at the following locations Truss #1, Floor Beam #3, top flange angles Truss #2, Floor Beam #0, bottom flange angles & web at horizontal gusset plate connections Truss #2, Floor Beam #2, flange angles & web at stringer-to-floor beam connections Truss #3, Floor Beam #1, web at bottom flange angle connection, outboard from stringers Truss #3, Floor Beam #2, web and bottom flange angles, outboard from stringers Truss #3, Floor Beam #3, web and bottom flange angles, outboard from west stringer Truss #4, Floor Beam #0, web, outboard from west stringer Truss #4, Floor Beam #3, bottom flange angles Truss #5, Floor Beam #0, web outboard from stringers (particularly west) Truss #6, Floor Beam #0, top and bottom flange angles Truss #6, Floor Beam #2, web and bottom flange angles (at connection) Truss #6, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #2, top and bottom flange angles Truss #8, Floor Beam #3, top and bottom flange angles Truss #8, Floor Beam #5, top flange angles Truss #9, Floor Beam #0, top flange angles Truss #9, Floor Beam #9, bottom flange angles Truss #9, Floor Beam #10, particularly on west side
23	2 17	3	OSMOSE	Repair or replace top chord channels and cover plates at the following locations Truss #6, all panels
24	2.16	3	OSMOSE	Replace stringer shelf angles at floor beam connection at the following locations Truss #1, all floor beams Truss #2, all floor beams Truss #3, all floor beams
25	2.15	3	OSMOSE	Replace truss bottom chord lacing bars and repair channels as required at the following locations Truss #1, all panels Truss #2, all panels Truss #7, all panels Truss #8, all panels
26	2.14	3	OSMOSE	Replace stringer top lateral angles and gusset plates at the following locations (unless prioritized at a higher level elsewhere) Truss #1, all panels Truss #4, all panels Truss #5, all panels
27	2.34	4	OSMOSE	Replace stringer top lateral angles and/or gusset plates at the following locations Truss #2, Panel #1, angles and gussets Truss #7, Panel #1, gussets Truss #7, Panel #2, gussets Truss #7, Panel #3, angles and gussets Truss #8, Panel #1, gussets Truss #10, Panel #1, gussets Truss #10, Panel #3, angles and gussets Truss #10, Panel #4, angles and gussets

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739 68	**SECTION# 2**
TYPE: Thru Truss	**LOCATION: Reedsport, OR**
INSPECTION DATE: 2/15/2007	**INSPECTOR: K. Trickle & P Kaz**

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
28	2 33	4	OSMOSE	Repair/replace floor beam members at the following locations Truss #1, Floor Beam #2, web outboard from stringers Truss #2, Floor Beam #3, top flange angles Truss #2, Floor Beam #2, flange angles & web at stringer-to-floor beam connections Truss #3, Floor Beam #2, top flange angles Truss #3, Floor Beam #3, top flange angles Truss #3, Floor Beam #4, bottom flange angles outboard from west stringers Truss #4, Floor Beam #0, bottom flange angles at gusset plate connections Truss #4, Floor Beam #3, top cover plate Truss #4, Floor Beam #5, top flange angles Truss #5, Floor Beam #0, top flange angles Truss #5, Floor Beam #2, bottom flange angles and web outboard from west stringer Truss #5, Floor Beam #3, bottom flange angles and web outboard from west stringer Truss #5, Floor Beam #5, bottom flange angles outboard from east stringer Truss #7, Floor Beam #0, bottom flange angles and web outboard from west stringer Truss #7, Floor Beam #1, web at bottom flange connection Truss #7, Floor Beam #3, web outboard from west stringer Truss #7, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #0, top & bottom flange angles, web outboard from west stringer Truss #8, Floor Beam #1, top & bottom flange angles, web outboard from west stringer Truss #8, Floor Beam #2, web outboard from west stringer Truss #8, Floor Beam #3, web outboard from west stringer Truss #8, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #5, top and bottom flange angles Truss #9, Floor Beam #2, bottom flange angles, web at bottom flange angle connection Truss #9, Floor Beam #4, bottom flange angles, web outboard from west stringer Truss #9, Floor Beam #5, bottom flange angles, web outboard from west stringer Truss #9, Floor Beam #8, bottom flange angles Truss #9, Floor Beam #9, top flange angles Truss #9, Floor Beam #11, bottom flange angles Truss #9, Floor Beam #12, top flange angles

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739.68	SECTION# 2
TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 2/15/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished .

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
29	2.32	4	OSMOSE	Repair or replace the following truss members and/or vertical gusset plates Truss #1 L1-U1 (east) corrosion on web Truss #1, L2-U1 (both sides) corrosion on rivet heads throughout Truss #1, vertical gusset plates, L3-U4 (both sides) Truss #3, L1-U1 (west) web at flange angle connection Truss #3, L3-U4 (both sides) web and inboard flange angles Truss #4, L4-U4 (east) corrosion on web Truss #5, vertical gusset plates, L3-U4 (both sides) Truss #5, L4-U4 (both sides) web corrosion Truss #5, L3-U4 (both sides) corrosion on webs and flange angles Truss #6, L2-U1 (both sides) corrosion on webs and flange angles Truss #6, L2-U3 (both sides) corrosion on flange angles and rivets Truss #6, L3-U2 (both sides) corrosion on flange angles and rivets Truss #6, L4-U3 (both sides) corrosion on webs Truss #7, L2-U3 (both sides) corrosion on flange angles Truss #7, L3-U2 (both sides) corrosion on flange angles Truss #8, L1-U1 (both sides) corrosion on web Truss #8, L2-U1 (both sides) corrosion on webs and flange angles Truss #8, L3-U2 (both sides) corrosion on webs and flange angles Truss #8, L3-U4 (both sides) corrosion on webs and flange angles Truss #9, L3-U3 (both sides) corrosion on webs and flange angles Truss #9, L4-U5 (west) corrosion on plates and lacing bars Truss #9, L5-U5 (both sides) corrosion on webs and flange angles Truss #9, L6-U5 (both sides) corrosion throughout Truss #9, L8-U8 (both sides) corrosion on channels Truss #9, L8-U8 (west) corrosion throughout Truss #9, L9-U9 (both sides) corrosion on webs and flange angles Truss #9, L10-U9 (both sides) corrosion on plates and lacing bars Truss #9, L10-U10 (east) corrosion on channels
30	2.31	4	OSMOSE	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #0 (both sides) Truss #1, Floor Beam #2 (west) Truss #2, Floor Beam #1 (east) Truss #2, Floor Beam #4 (both sides) Truss #2, Floor Beam #5 (both sides) Truss #3, Floor Beam #0 (both sides) Truss #3, Floor Beam #4 (both sides) Truss #4, Floor Beam #1 (west) Truss #4, Floor Beam #2 (west) Truss #4, Floor Beam #3 (both sides) Truss #4, Floor Beam #5 (both sides) Truss #5, Floor Beam #3 (both sides) Truss #5, Floor Beam #5 (both sides) Truss #8, Floor Beam #4 (both sides)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	BRIDGE # 739.68
MILEPOST: 739.68	SECTION# 2
TYPE: Thru Truss	LOCATION: Roedsport, OR
INSPECTION DATE: 2/15/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
31	2.30	4	OSMOSE	Replace truss bottom chord members at the following locations Truss #2, Panel #1, bottom chord channels at floor beam connections (both sides) Truss #2, Panel #2, bottom chord flanges and webs (both sides) Truss #3, Panel #3, bottom chord lacing bars and channels (both sides) Truss #4, Panel #1, bottom chord channel web and lacing bars (west) Truss #4, Panel #2, bottom chord channel web and lacing bars (west) Truss #5, all panels (west only) Truss #6, all panels Truss #7, all panels Truss #8, all panels Truss #9, Panel #12, bottom chord web plate (both sides)
32	2.29	4	OSMOSE	Replace truss top chord channels and cover plates or miscellaneous top chord repairs at the following locations Truss #1, all panels Truss #2, all panels Truss #3, all panels Truss #4, all panels Truss #4, Panel #5, top flange angles of portal Truss #5, all panels Truss #6, Panel #1, top channel of portal Truss #8, all panels Truss #9, all panels Truss #10, panel #4, top chord bracing
33	2.28	4	OSMOSE	Replace truss bottom chord diagonal bracing at the following locations Truss #1, all panels Truss #2, all panels Truss #4, Panel #1 Truss #4, Panel #2 Truss #4, Panel #3 Truss #7, Panel #3 Truss #8, Panel #2 Truss #8, Panel #3 Truss #9, Panel #5 Truss #10, Panel #3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	BRIDGE # 739.68
MILEPOST: 739.68	SECTION# 2
TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 2/15/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
34	2.27	4	OSMOSE	Repair/Replace stringers at the following locations Truss #1, all panels, top flange angles Truss #2, Panel #2, top flange angles Truss #2, Panel #5, top flange angles Truss #3, all panels, top flange angles Truss #3, Panel #1, web at bottom flange angle connection (west) Truss #3, Panel #2, web at bottom flange angle connection (west) Truss #3, Panel #4, webs at bottom flange angle connection (both sides) Truss #4, all panels, top flange angles Truss #4, Panel #1, bottom flange angles (both sides) web at BFA connection (west) Truss #5, all panels, top flange angles Truss #5, panel #2, bottom flange angles at floor beam connections (west) Truss #6, Panel #2, bottom flange angles (both sides) Truss #7, Panel #1, top flange angles (east) Truss #8, all panels, top flange angles Truss #8, Panel #2, web at bottom flange angle connection (west) Truss #9, all panels, top flange angles Truss #9, Panel #3, bottom flange angles (east) Truss #9, Panel #4, web at bottom flange angle connection (east) Truss #9, Panel #10, web at bottom flange angle connection (both sides) Truss #9, Panel #11, web at bottom flange angle connection (both sides) Truss #10, all panels, top flange angles

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-15-07 BY: KT, PK

Bridge No: 739.68 Sec #2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

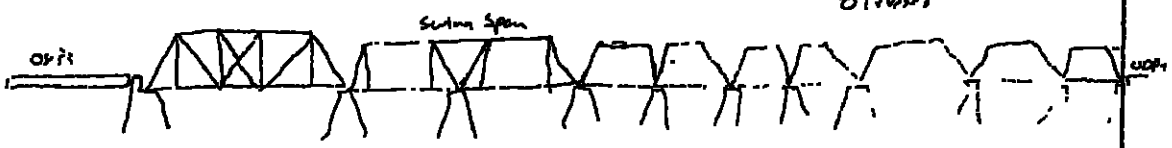
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) 0 (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: 1 miles (E) (W) (N) (S) (Compass) of the town of Reedsport, OR

Overall Sketch: (Include span lengths)



Typical Bent or Pier Sketch:

8 Trusses

ACCESS TRUCK • ✓ BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing: 1 mile

BRIDGE: TANGENT • ✓ CURVE • Superelevation is in

GUARD RAIL: YES • NO • WALKWAY: YES ✓ NO • LOCATION:

SKEWED: YES • NO • ✓ Type of Walk: Dim: x x long

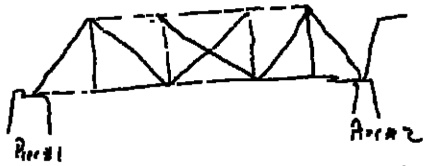
FIBRE OPTICS: YES • NO • ✓ CULVERT: YES • NO •

BRIDGE IS OVER Coos Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

Truss #1



125' length
1914
16'-6" c to c Portals
24 Ties / Panel
9×8×10'
5 Panels
2 Built-up Str. / Panel
Wire on West side

Pier #1
- OK

F.B.#0
- Minor pitting on TFA
- BC TG&P both sides have moderate corr.

- Surface rust on both portals

F.B.#1
- Minor corr on L_1-U_1 ...
- Minor corr. of rivet heads ...
- Web is corroded on ... L-U_1 50% to 75% s.l. in spots (bot. 10')

Panel #2
- Moderate corr. in BC channels and L_2-U_2 Angles
F.B. #2
- Mod. s.l. of F.B. ...
- Minor corr. on TC of F.B.
- L_1-U_1 spots of surface rust in outstanding leg of FA (Both) ... rivet heads corr
- West BC TG&P has 50% s.l. ...
- ... 25% ...

Panel #3
... 30% s.l. - 25% s.l. in Top ... of BC
- BC ... have heavy corr.

F.B. #3
- Surface rust on ... - L_3 U_3 ... web - TFA of F.B. has 75% s.l. (South)
- Minor corr. of TFA of Str ... of F.B.

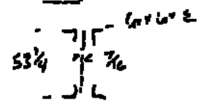
Panel #4
- L_4-U_4 ... 10'
- TFA of Str. ... F.B.
- BFA ...
- heavy corr. on Shelf ∠ of F.B. #4
- BC BP ... s.l.
- ... L_4-U_4 ...
- BC TLP ... corr.
- BC Channels have corr. ... SE

F.B. #4
- ... corr.

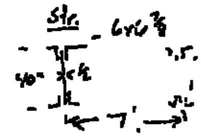
Panel #5
... BC Channels ...
- TFA of Str. has 60% s.l.

Inv.

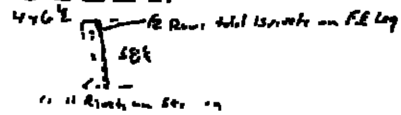
F.B.



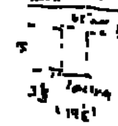
Str.



Str. to F.B. conn.

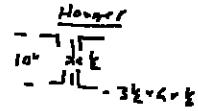


Bottom Chord of Truss



L_0-U_1

Hanger



General Notes
- ...
- ...
- TLA of Str. are det. All panels
- F.B. ...
- TFA of Str. has 30% to 40% s.l. and heavy ...
- lacing bar conn. on bottom chord ... corr. of conn.
- ... on bot chord 50% s.l.
- BC TLP have 5% ...
- ... and BFA ...
- Shelf ∠ ... of F.B.

- Heavy ... BC TGP ...
- TL&P of Str. have 20-50% s.l.

F.B. #5
- ... BC ... 80% ...
- ... on BFA of Str. ... shelf ∠
- 17" heavy corr. on BFA of Str.

Pier #2
- ...
- ... bearings ...
- All Piers are ...

CORP002113

Truss # 2

Same dim as Truss #1
30 length of Vertical post

FB #3
- BFA is corr at G.P conn
- Web is corr at bottom FF conn outboard of Str

Panel #1
- East portal inboard channel has minor corr
- TLA of Str has 50% S.I
- BC channel, have moderate to heavy corr at F.B. conn
- TFA Str. 12" deter @ F.B #3
- Bottom plate have 75% S.I @ F.B #1

F.B. #1
- W BCTLGP has heavy corr.
- E " " mod corr
- U_1-U_1 Surface rust both sides

Panel #2
- BCTLA have holes at F.B. #1
- Splice plate on EBC
- WBC channel has corr on BF and inboard web.
- E "
- TFA - 20% S.I
- Both U_1L_2 Spot rust on FA
- heavy corr in web bottom 12" West U_1L_2

F.B. #2
- BCTLGP Both sides have 75% S.I.
- 36" TFA of Str is deter @ F.B
- web of FB of Str conn is corr
- BFA is corr outboard of Str

Panel #3
- 12" TLA of Str is corr
- EBC of Truss has boat impact damage in long to channel. -(Pl. #2)
- BFA is deteriorated last 24" (Panel #1 & 3) - Hole.
- BC of Truss BLA is deteriorated

F.B #3
- South TLA has 50% S.I
- West BCTLGP is severely corr.
-

Panel #4
- TLA of Str. are severely deter
- Surface rust on BC channels
- BCTLA are severely deter.

F.B #4
- Both BCTLGP are moderate corr.

Panel #5
- Minor corr. on BC both sides
- TFA of Str has 30% S.I
- WBC TFA and BFA of channel, have heavy corr. 2' extent to S.I (outboard channel)

F.B #5
- Minor corr on F.B truss
- Top F.A of portal [illegible]
- Bot " " [illegible]
- BCTLGP are deter [illegible]

[illegible]
- BC of Truss [illegible]
- Pack rust on Shelf A of F.B.
- Top chord members have surface rust [illegible]
- Truss - Ok (10%) Truss #1
- Truss - Ok (10%) Truss #2
- Lower chord in panel #3 have [illegible] different plates [illegible]

Pier #3:
- Fixed anchor bolts [illegible]
- Exp bearing [illegible] corr. both
- W Exp has severe det to M Plate and grillage
- Fix Bearing has M Plate corr.

CORP002114

General Note
- TFA of Str 10-46V s1

Truss #3

Same as Truss #1

F.B. #0
- Minor surface corr
- BFA is 10V s.l.
- BCTLGP is deter
- Str shelf & ave. det

Panel #1
- Str web is corr at BFA conn
- TFA 24 [illegible] deterioration
- TLA EGP are deter
-

F.B. #1
- E.L1-U1 has web corr at FA conn.
- WBCTLGP is severely det.
- Web of FB corr @ BFA outboard of Str

Panel #2
- WBC of Truss heavy corr in [illegible] bars and web of channel
- TLA EGP of Str are deter
- 24" BFA is deter. and TFA both sides
- Shelf angle has heavy pack rust
- Str web has moderate corr at BFA

F.B. #2
- WBCLGP is corr
- TFA has corr s1
- Web of FB corr @ BFA outboard of Str (heavy)
- BFA has 60% s1 outboard of Str

Panel #3
- BCTLA is corroded
- WBC has [illegible] bars @ [illegible] and channel web [illegible] s1
- TLA of Str are corr

F.B. #3
- WBCLGP is corroded
- web corr same as FB #2 (west side only)
- ELy-Uy corr in web and inboard FA.
- WLy-Uy "

Panel #4
- 12" TFA deter [illegible]
- BFA [illegible]
- OBC [illegible] bars 70% s1 (And West)
- BCTLA is deter
- web corr devel @ BFA of Str
- BFA has 10% s1

F.B. #4
- TFA minor corr
- BFA corr @ WBT end
- Both LyUy corr [illegible] on web.
- [illegible]

Panel #5
- TLA of Str. is broke
- 12" TFA of Str. is corr.
- Both BC of Truss has heavy corr on channel web and [illegible]

F.B. #5
- [illegible] corr on TFA
- WPadl rivets are corroded at both s1
- BFA and web corroded on east side

Pier #4
- Fix Anchor bolts [illegible] (30% s.l.)

CORP002115

Truss #4

Same as Truss #1

Pier 4

Exp bearing minor corr.

FB #0

- Web corr outboard str
- Both BCLGP has 75% s.l.
- BFA is corr. at GP conn
- Portal has 10 to 20% s.l.

Panel #1

- W str. web corr @ BFA
- BFA is corroded 25% to 40% s.l.
- WBC has 40% to 50% s.l. on channel web and lacing.

FB #1

- WBC [illegible] has 25% s.l.
- L_1-U_1 - has slight corroded web

Panel #2

- WBC has [illegible] [illegible]
- BCTLA has [illegible]
- Same as Panel #1

FB #2

- W. Vert GP on L_2-U_1 are rusted thru
- " " L_2-U_3 are rusted thru
- WBCLGP are 50% s.l.
- Minor web corr on L_2-U_2

Panel #3

- BCTLA are corr
- WBC [illegible] - lacing [illegible] are [illegible] corr
- [illegible]
- L_3-U_4 - [illegible]

FB #3

- BFA [illegible] - has heavy corr
- Web is heavy corr @ [illegible] (Almost Thru) (Pr #2)
- Both BCTLGP are corroded
- TCP at FB has 20% s.l.
- Both Vert BGP L_3-U_4 are [illegible]

Panel #4

- W L_2-U_4 surface corrosion
- lacing [illegible] on WBC are corroded

FB #4

- web corr (Minor)
- WBCLGP is corr (Minor)
- TCP at FB is corr
- EL_4-U_4 - Corr devel in web (25% s.l.)

General Notes

- TLA tGP are corr (All panels)
- Ties are Pr. #2 9x8x10'
- TFA at str. 50% s.l.
- All walkout platforms are (X)

Panel #5

- W str. BFA corr @ BFA conn
- TFA of portal [illegible]
- 12" TFA is corr. @ FB both sides
- Str.

F.B. #5

- TFA has 40% s.l.
- Both BCTLGP are corr.

Pier #5

- Fix Anchor bolts [illegible]
- Exp bearing are corroded

Truss #5

Same as Truss #1

F.B. #0

- web outboard of Str. has heavy corr
- TFA has moderate corr.
- Both BCTLGP has corr devel

Panel #1

- TFA of Str have 10-20% s.l.

FB #1

- L_1-U_1 has web corr. devel. both

Panel #2

- L_2-U_1 RGP and FA has heavy corr (Both)

FB #2

- L_2 U_2 - corr in web devel
- BFA is corr (moderate) from W Str to W BC
- W. Str has web corr @ bot FA conn

Panel #3

- BC TLA is det.
- W. Str has web corr @ BFA conn

FB #3

- Both BC-GP are corroded
- Both L_3 U_4 DU GP have 50% s.l.
- web corr on outboard of str.
- BFA corr on west side

Panel #4

- L_3 U_4 have moderate corr in web and FA (Both)
- light corr in BC channels
- WBC channel @ FB 4 has heavy corr

FB #4

- Both L_4-U_4 corr in web in various loc

Panel #5

- W. Str web corr @ BFA conn
- W. BC is corr @ FB #1 and #5

FB #5

- TFA has 20%
  BFA corr outboard of E Str
- Both BC LGP have moderate corr.

General Notes

- All Ties are Pr #2
  Truss #4 - 8.
- WBC has 25% to 50% s.l on channels and locum
- EBC has 25% " "
- TLA & GP of Str are severely det.
- All vertical post have corr in web devel

Pier #6

- Fix Anchor both 50% s.l.
- Exp Bearings heavy corr.
- W. Exp Bearing [illegible]

CORP002117

Truss #6

Same as Truss #1

F.B #0
- BFA has 70% s.l.
- TFA has 70% s.l.

Panel #1
- Portal has 30% to 40% s.l. on channels
- W Str web is corr. @ BFA conn
- W.BC has 60% s.l. on channels and lacing bars

F.B #1
- TFA has 20% s.l
- BFA has 10% s.l

Panel #2
- W. Str web is corr @ BFA conn
- BFA is corr w/ 50% s.l

F.B. #2
- L_2-U_1 have corr web and FA (Both sides)
- L_2-U_3 have corr FA and rivets. (Both sides)
- BFA corr devel heavy @ BFA conn.

Panel #3
- BCTLA is corr.
- W Str. web is corr. @ BFA conn.
- lacing bars corroded on Both BC

F.B #3
- Heavy corr of web west of Str (90% s.l)
- L_5U_2BVGP is corr (Both
- TFA has 10% s.l.
- BFA is corroded throughout outboard [illegible]
- L_3-U_2 has corr on rivets Both

Panel #4
- W Str. web has minor corr
- U_3-L_4 has corr in web (Both sides)
- WBC outboard channel [illegible] corr.

F.B #4
- Web corr West of W Str.
- W BC Channels are severely deter. @ conn (both panels 4 and 5) @ F.B. 4
- WBCTLGP is severely corr.

General Notes
- TLA KGP are det.
- BC has 20-40% s.l
- Web corr devel in vertical post
- TFA at Str has 30% s.l

Panel #5
- W. Str web minor corr
- Surface rust on portals
- BC have deter. @ F.B #5 conn
- WBC out channel corr on channel web

F.B #5
- TFA 10% s.l

Pier #7
- Fix anchors are gone

CORP002118

Truss #8 (Same as Truss #1)

Pier #8

- Exp bearings are corroded (heavy)

F.B. #0

- BFA has moderate corr
- TFA " "
- Web is devel corr outboard of str.
- WBCLGP has several s.l.

Panel #1

- Spot rust on Portals
- W. str. web has corr @ BFA conn
- TLGP of str is corr

F.B #1

- BFA has 40% s.l.
- TFA has 25% s.l.
- web corr [illegible] outboard of str
- L_1-U_1 web corr devel.

Panel #2

- W. str. web @ BFA conn (25-50% s.l.)
- BCTLA are corroded

F.B #2

- Both L_2-U_1 corr on web and FA
- L_2-U_1 BVGP is heavy corr. (Both)
- BFA has 50-60% s.l.
- TFA has 50% s.l.
- web is corr west of W. str
- L_2-U_2 has web corrosion (both) (East L_2-U_2 heavy Top 20') (Pr #2)

Panel #3

- BCTLA is deter
- TLA & GP is corr.
- L_3-U_2 has moderate corr
- BFA and TFA is corr @ F.B. #3

F.B. #3

- L_3-U_3 has moderate [illegible] corr on web and FA (west side Pr #2) (East side Pr #4)
- web [illegible] devel outboard of str
- [illegible] corroded west side
- [illegible]

west

- F.B. to L_3-U_3 [illegible] so [illegible] (South side Pr #[illegible])
- L_3-U_4 BVGP is corroded

Panel #4

- [illegible] (Minor)
- BFA is heavy corr
- web of str corr [illegible]
- L_3-U_4 corroded web and angles (various [illegible])

General Notes

- TC rivets (not Truss) Are severely deter on TLP and channels
- TFA of str 20-50% s.l.
- Both BC Channels are moderate to severe corroded at F.B conn.
- Both BC has 25 [illegible] s.l. on channels and [illegible]

F.B. #4

- TFA 20% s.l.
- Both BCTLGP are deter.
- Web as corr on west side outboard of str. @ BFA

Panel #5

- Housing
- TFA & GP of str are deter.
- TFA [illegible] str are 60% s.l.
- Minor corrosion on TC [illegible]

F.B #5

- Heavy corr on TFA (Pr. #2)
- BFA has 30% s.l.
- Surface rust on portal

Pier #9

- Fix Anchors are deter.

CORP002119

Truss #7
- Same as #1

Pier #7
- Exp bearings are heavy corr.

F.B. #0
- BFA has 50% s.l.
- TFA has 10% s.l.
- Web corr. west of W. Str
- W. BCLGP has 80% s.l.
- Surface rust on portals

Panel #1
- TLGP of Str. are det.
- ETFA of Str. have 30% s.l.

F.B. #2
L_1-U_1 has moderate to heavy corr in web and FA (W L_1-U_1 is Pr. #2)
- WBCLGP has heavy corr
- Web has corr devel @ BLA conn and TC conn

Panel #2
- TLGP of Str. is deter.
- L_2-U_1 has 60% to 85% s.l. (Both L_2-U_1 is rusted thru) (Pr. #2)
- BC has 30% to 50% s.l.

F.B. #2
- L_2-U_1 BVGP are [illegible] corr. [illegible]
- web is slightly corr @ BFA

Panel #3
- L_2-U_3 moderate corr on FA (Same for L_3-U_3) @ GP in middle
- BCTLA is deter
- TLA & GP are deter.
- BC is corroded @ F.B. #3 (Bottom)

F.B. #3
- web is corroded out accid Str. - L_2-U_3 - web corr. devel
- WBCLGP is corroded
- L_3-U_4 BVGP are deter (Both)
- L_3-U_4 has heavy corr. in web and FA

Panel #4
- TFA - 20% s.l.
- WBC lacing bars are deter and channel @ F.B. 4 conn

F.B. #4
- L_4-U_4 - has corr on web (Both) (Pr. #3) (L_4-U_4 is Pr. #2)
- web is corroded @ outboard of Str
- Portal has spot rust

General Notes:

(Pr #2)
Trusses 6, 7
only rivets are bad

- End ties are 4½
- WBC channels are [illegible] have 50% s.l.
- EBC " " 30% s.l.
- TC Channels and CP rivets are heavy corroded
Both sides (Same in 1-5 Top Chord 50% rivets corrode in Channels)
- TC rivets in B Ch are [illegible] in panel #2
- Both BC channels are corroded at F.B. [illegible]

Panel #5
- W Str web is corr devel @ BFA
- TLGP of Str are corr.

F.B. #5
- Both BCTLGP are deter.
- Slight corr BFA

Pier #8
- Fix anchors are good

CORP002120

3

Truss #9 (2 Spans) Skewing span

28 Pnls / Panel
2 Built-up Str / Panel
12 Panels

Panels 1-6 = 29'-11 1/2"

-17'-4 1/2"
c to c Portal Chord
- c to c str 7'

General Notes:
- Surface rust on BC
- TFA at S1: 30 to 60% s.l
- Utility pipes on WBC
- Moderate corr bracing on TC

FB #0
- TFA has 70-80% s.l
- TCP of Portals has 20 to 30% s.l
- Channels of portals has 20% s.l

Panel #1
- Both BC channels have moderate to heavy corr. (All panels)
- Both webs on Both sides BCTLA (7 pieces on E, 6 pieces on W)

F.B. #1
- W L1-U1 has corr on web and FA / Minor
- web has corr @ BFA (Minor)
- Utility Bolts to locating bars are corroded or corroded

Panel #2
- TFA has 30% s.l. back wing
- West U1-L2 has holes in web plate (P1, #2)
- East U1-L2 has heavy corr. in web plate

20" Channel
Varies
t = 1/2"
21"

TB #2
- TFA - 20% s.l
- web is corr @ BFA conn
- BFA is not s.l.
- L2-U2 - heavy corr on channels.

Pnl #3
- Both Str BFA corrosion (heavy in west)
- TLA & GP are dated.
- L2-U3 has heavy corr on plates (Both)
  BC - ok

FB #3
- web corr outboard of Str (Minor)
- L3-U3 - All are Spot rust, moderate web & FA corr
- TFA - All are Spot rust

Pnl #4
- Heavy corr of web at W. Str. @ BCA conn (East Side, some not)
- BFA - corr.
- TLGP at W1 Post.
- L4-U4 - Wingtip s/c's area - Pnl. ... Inc. at Str. = D.F Defer

FB #4
15" [12" 1/2 3/4 Varies
Both
- L4-U4 - heavy s.l. on channels (Pt. #1-2)
- W L4-U5 BUGP is dated.
- web of FB is dated corr

Panel #5
- EL4-U5 has heavy corr on web plate @ L5 to Pier
- W Str web is corr @ BFA conn
- BCTLA has some corr.
- BC has surface rust

FB #5
- web corr outboard of Str. @ BFA
- BFA has 25% s.l.
- TFA has 10% s.l.
- EL5-U5 FA corr 25% s.l.
- WL5-U5 FA and web corr 25% s.l.

Pnl #6
- Housing
- TLA & GP are dated
- L6-U5 has web plate corr and web knife edge
- TC brace from L6-U5 is heavy corr

Pier #10

CORP002121

General
- Top chord hand rail is broke (Pr. #2)
- Drum not deft to inspect due to access ladders and removal,
- Replace all hand rails and post
- Poor Walking Planks and support beams (Pr. #2)

F.B. #6
- L_6-U_6 - light to moderate corr on channels
- Ladder 71 severely defec.
- L_6-U_6 Both have moderate corr

Panel #7
- Cantilever deck boards

F.B. #7
- Hole in web on west side outboard of Str @ BFA. (Pr. #2)
- BFA has 40% s.l.
- L_7-U_7 - Both have 20 to 30% s.l

Panel #8
- TLGP at Str 4 corr.
- U_7-L_8 - Light to moderate corr
- W. Str BFA has heavy corr

F.B. #8
Web rust thru on west side outboard of Str (Pr. #2)
- E L_8-U_8 - has studied s.l. (Pr. #2) Bot s.l. 40%
- W L_8-U_8 has 30% s.l
- L_8-U_9 - has heavy corr. in web plate
- L_8-U_9 BVGP Both sides has heavy corr.

Panel 9
- W Str web light corr @ BFA conn
- TLGP at Str. are defec

FB #9
- Web is rusted thru (Pr. #2) (Both sides)
- BFA has 30% s.l on Each side
- TFA has 20% s.l.
- L_9-U_9 - corr found Both sides of FA and web
- Upper TCN braces are corr. (See sht FB 8)

Panel #10
- W Str. web corr deveal @ BFA (Both sides)
- L_{10} U_9 - corr on plate and heavy loss 25%.
- TC in Panel Str. are overlooked in panel 9, 11, etc.

F.B #10
- Heavy corr at web on W. s/s
- E L_{10}-U_{10} channels are corr adjacent
- TFA & BFA have 40% s.l

Panel #11
- L_{10}-U_{11} - Both have moderate to severe corr on FA and web also losing rivets
- W Str web corr @ BFA conn
- E " "
- TLGP at Str. are corr
- E BC has heavy corr at web plate

FB #11
- E L_{11}-U_{11} FA have severe s.l. (Pr #2) and web plate
- W L_{11}-U_{11} has 30% to severe (Pr #2)
- Web is severely defec @ BFA outbrd of Str. (both sides)
- BFA has 30% s.l.

Panel #12
- TLGP at Str are defec
- Both BC has moderate corr on web plates

FB #12
- L_{12}-U_{11} - Same as rest moderate to heavy corr. on FA and web plate
- TFA has 20% s.l

Pier #13
- OK

F.B. #7
- Hole in web on west side outboard of Str @ BFA. (Pr. #2)
- BFA has 40% s.l.
- L_7-U_7 - Both have 20 to 30% s.l

CORP002122

Truss #10

- Same as Truss #1

Prec. #10

- Fir anchor bolts rusted thru

F.B. #0

- OK
- BFA on Portal Brace is deter.

Panel #1

- TL GP at Str are corr.
- $L_0 - U_1$ has surface rust
- TCLA brace has 70% s.l

F.B. #1

- TFA has pitting

Panel #2

OK

F.B. #2

- OK

Panel #3

- TL A and GP at Str. are det
- $L_3 - U_2$ - has light corr
- BCTLA is deter

F.B. #3

- OK

Panel #4

- TCTLA are deter.
- TLA and GP are corr

F.B. #4

- TCP is slightly ...

Panel #5

- OK

F.B. #5

General Notes

- TFA at Str 30% s.l.
- Minor surface rust ...
  Portals both sides

Prec #11

- Anchors deter

Central Oregon & Pacific Railroad

Bridge 739.68 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 739.68
MILEPOST: 739.68	SECTION# 3
TYPE: ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 3
Pile 5 - Reject

Span 3
Stringer 1 - Reject
Stringer 2 - Possible Reject
Stringer 3 - Possible Reject
Stringer 4 - Possible Reject
Stringer 5 - Possible Reject
Stringer 6 - Possible Reject
Stringer 7 - Possible Reject
Stringer 8 - Possible Reject

Ties - Fair (plate cut)
Guard timber - OK
Headwall - OK
Approach - Low
Walkways - OK
Handrails - OK

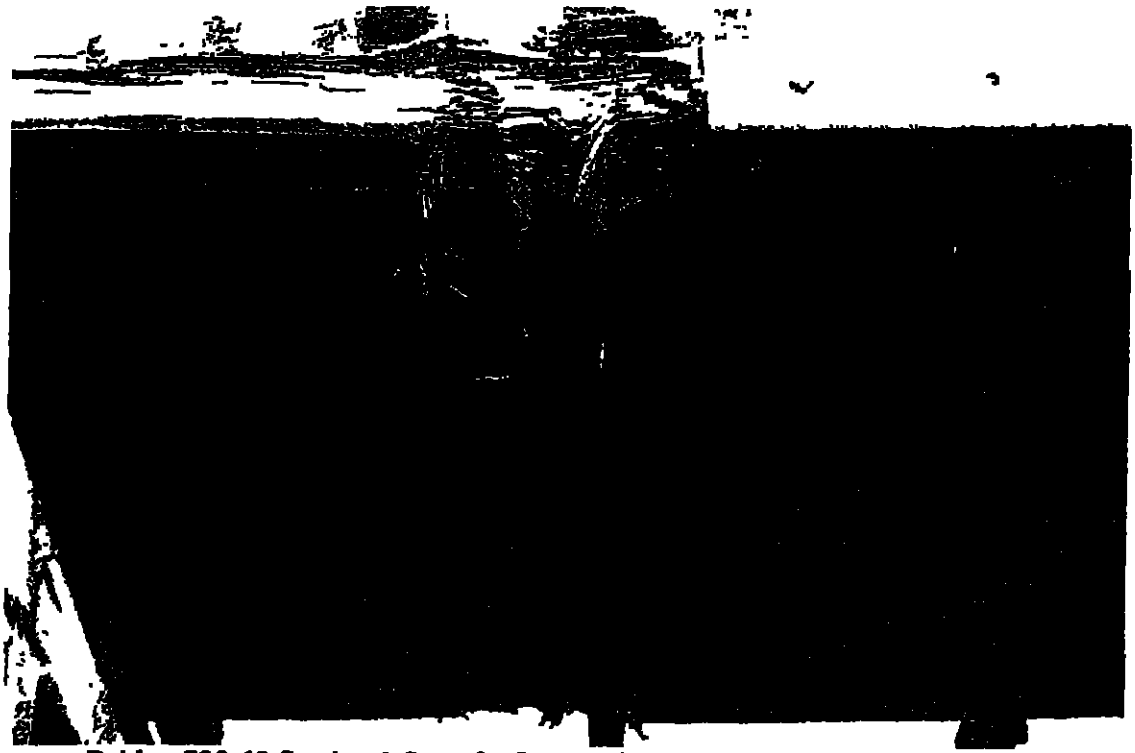
Clearance Signs - Poor
Stringers - Impact Damage at Span 3 (roadway)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.1	2	RAILROAD	Install - New roadway clearance signs
2	3.6	4	OSMOSE	Replace - Stringer 1 in Span 3
3	3.5	4	RAILROAD	Add ballast and tamp up approach.
4	3.3	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
5	3.2	4	OSMOSE	Post: - Pile 5 of Bent 3
6	3.7	5	RAILROAD	Monitor: - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 4 in Span 3 - Stringer 5 in Span 3 - Stringer 6 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3
7	3.4	5	RAILROAD	Monitor - Stringers in Span 3 for additional impact damage

Central Oregon & Pacific Railroad



Bridge 739.68 Section 3 Span 3 - Impact damage to bottom side of stringers

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 7-15-19 2007

Owner CORP ~~Reg/Div.~~ Bridge No 739 68 SA Sec. 3

~~Dist/Sub~~ Branch COOS BAY

Location REEDSPORT, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	—		—		CAP ON CONCRETE PIER										
2	5	4	16	D/P	OK										80
3	5	5	12	G/L	1/2	7				TIMBER FACING POWER LINE	13¼ 1 B½	X			60
		3		G/L	-OK-					ATTACHED TO CAP					
4	5	1	12	G/L	OK					TIMBER FACING					60
		2		G/L	10	1½				CAP @ P3 -OK-					
		3		D/P	3	2									
5	3		6		STEEL BENT										—
															2 m
							STRS - MD SPAN 3 - POOR CLEARANCE SIGNS								
							H. WALLS - OK								
							TIES - Fair (plate out)								
							WALK - OK			handrails - OK					
							Mdwt - OK								
							App - Low								
							G. Tiers - OK								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

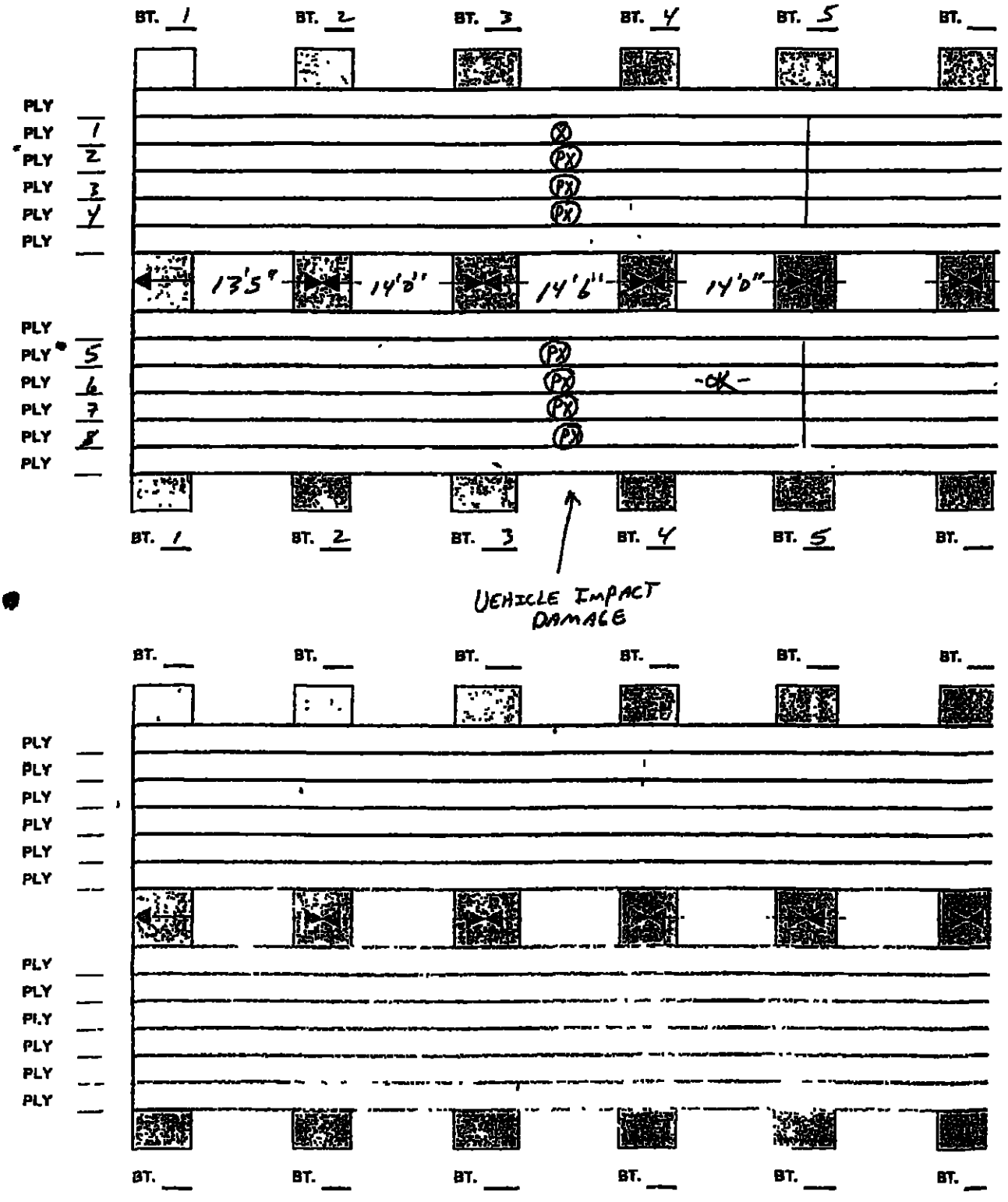
Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

SIGNED KT, PK

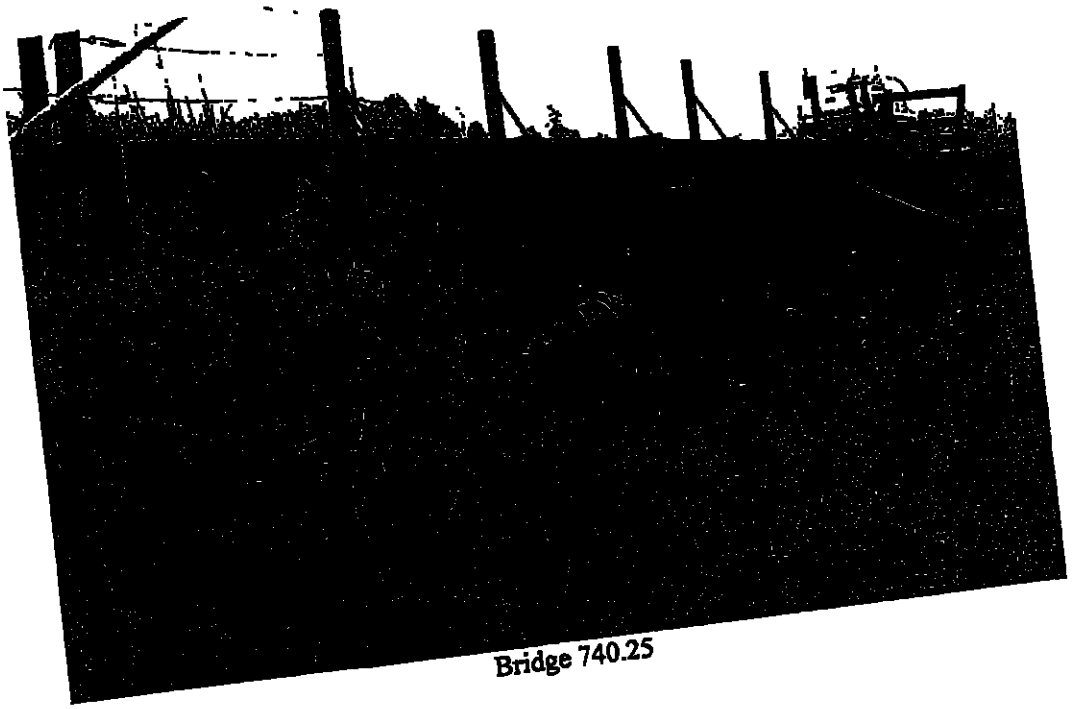
CORP002127

BR# 739.6P SA (Sec 3)

Stringe



Central Oregon & Pacific Railroad



Bridge 740.25

Coos Bay Subdivision

Osmose Railroad Services, Inc

CORP002129

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 740.25 Main

MILEPOST: 740.25	SECTION# 1
TYPE: ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 2
Post 5 - Reject

Bent 4
Post 1 - Reject
Sill - Pumping

Ties - OK
North headwall - Failing
Approaches - Low
Walkway - Fair
Handrails - OK

Bents 2, 3 & 4 - Slightly leaning South

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 5	2	OSMOSE	Replace: - North Headwall
2	1.13	3	OSMOSE	Excavate & Inspect: - Sill and Cutoffs of Bent 4
3	1 11	4	OSMOSE	Install: - Hog jaw bracing From Bent 2 to Bent 3
4	1 9	4	RAILROAD	Add ballast and tamp up both approaches
5	1 4	4	OSMOSE	Post - Post 5 of Bent 2 - Post 1 of Bent 4
6	1 3	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
7	1 12	5	RAILROAD	Monitor: - Bent 2 for additional leaning to the South - Bent 3 for additional leaning to the South - Bent 4 for additional leaning to the South

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.10		OSMOSE	7/21/1999	Replaced: - Cap on Bent 2 Framed out: - Bent 1

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-2017

Owner CORP Reg/Div. _____ Bridge No. 740.25 MAIN

~~Dist/Sub/Branch~~ COOS BAY

Location REEDSPORT, OR (MP 740.40)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19

BENT	Post PER BENT	Post SIZE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN. FT. PILING
1	5		FRAMED			OS									20 *
															*
2	5	5		D/P	2½	9	1	10				⊗			35
		3		D/P	3½	1½									
--		1		G/L	-OK-					CAP REPLACED	OS				
								sl.		leaning to south					
3	5		7												35
								sl.		leaning south					
4	5	1	7	1	1	9½		sl.		leaning south	12×13½	⊗			35
										Sill - Pumping (#3)					
5	5	2	4	G/L	4	2									20
		3		D/P	½	3½									145
		4		D/P											
		5		D/P						ROAD HAS BEEN VACATED -					
										WALK - FAIR Handrail - OK					
										H. WALL - N. IS FAILING ⊗					
										DECK - FAIR					
										APPRS - LOW					
										TIES - OK SILLS - BURIED					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

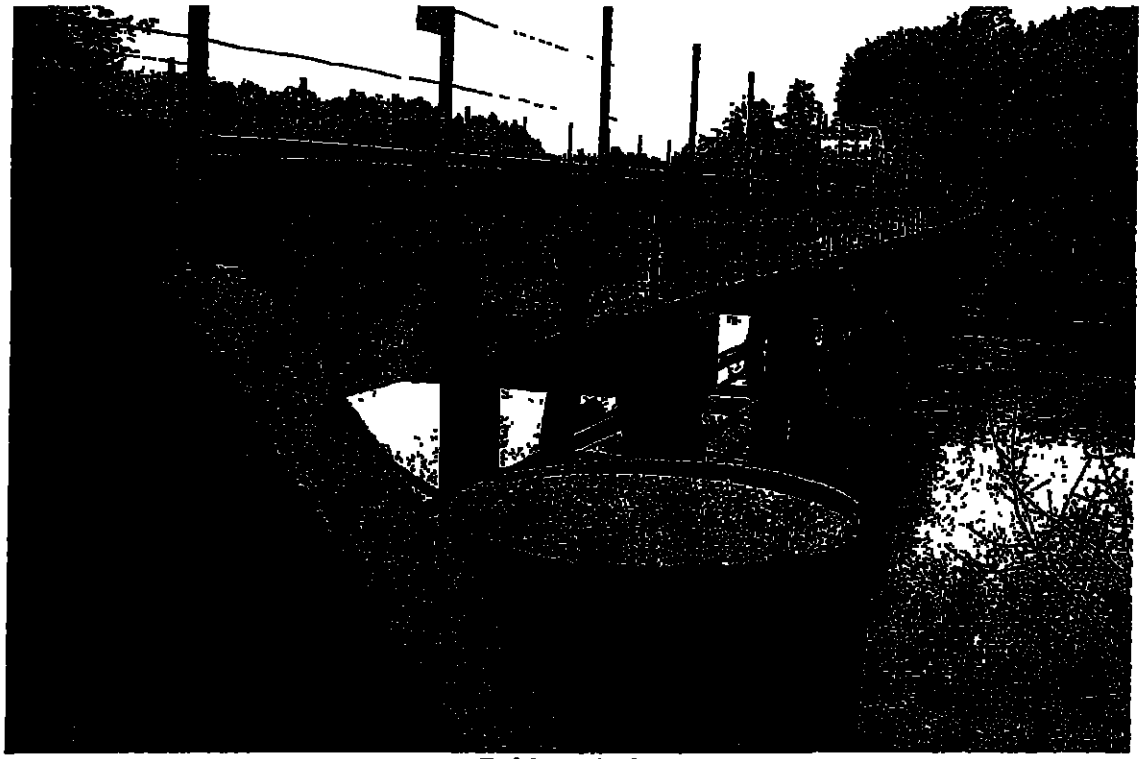
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
F/W — Heavy Duty Pile Wrap
O/W — Osmofield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED K.T, PK

CORP002131

Central Oregon & Pacific Railroad



Bridge 740.84

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 740.84

MILEPOST: 740 84 | SECTION# 1

TYPE: CONC | LOCATION: Reedsport, OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K Trickle & P Kaz

Findings:

Approaches - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	RAILROAD	Add ballast and tamp up both approaches.

Osmose

BID SHOWING/ INSPECTION REPORT

DATE: 2-13-07 BY: KT, PK

Bridge No: 740-14

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 16 | # OF TRACKS: 1 | YEAR BUILT: 1980

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAMSPAN • BDPT • OTHER • Conc. tub

(Show overall picture of bridge)

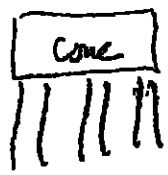
NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Reedsport, OR

Overall Sketch: (include span lengths)

Ballast deck
2 abut.
15 bents

Typical Bent or Pier Sketch:



3 pipes

GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: N 43° 41.692' W 124° 05.816 Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION: both

SKEWED: YES • NO • Type of Walk: conc. Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP002134

Bridge No: 740.84

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD • Loose	EROSION PROBLEMS:	#3	
TIES:	POOR •	FAIR •	GOOD •	SIZE:		QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY: S	POOR •	FAIR •	GOOD • (OK)	Handrails - OK		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:		

SUPERSTRUCTURE (Note any defects):

No DEFECTS LOCATED

SUBSTRUCTURE (Note any defects):

No DEFECTS LOCATED

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

Photos

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP002135

Central Oregon & Pacific Railroad

Bridge 741.35

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002136

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 741.35

MILEPOST: 741.35	SECTIONS: 1
TYPE: ODPT/ODFT	LOCATION: Reedsport, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K Trickle & P Kaz

Findings:

Bent 1
Pile 4 - Reject
4" Shim under Chord 1 - Reject
2 1/2" Shim - Reject

Bent 2
Sill - Reject (vertical split, crushing under post 4)

Bent 3
1/2" Gap under Stringers 2, 4 & 6
Sill - Cornering and crushing

Bent 5
Post 2 - Visual Reject
Post 5 - Reject
1/2" Gap under Stringer 4
Cap - Reject (crushing under chord 2, vertical split)
2" Shim - Reject (crushing)

Span 3
Stringer 8 - Reject

Span 4
Stringer 8 - Reject

Ties - Fair (11reject)
Guard timber - OK
South Headwall - Top plank reject, losing ballast
North Headwall - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.18	2	OSMOSE	Cut Pile tops down and - Replace Cap & Install a 6" - 8" Subcap on Bent 5 (crushing)
2	1.15	3	OSMOSE	Replace: - Top plank on South headwall
3	1.13	3	OSMOSE	Replace: - Sill in Bent 2 (vertical split, crushing under post 4)
4	1.12	3	OSMOSE	Replace: - 6 1/2" of Shims on Bent 1
5	1.10	3	RAILROAD	Add ballast and tamp up both approaches.
6	1.9	3	OSMOSE	Shim - Under Stringer 2, 4 & 6 of Bent 3
7	1.3	3	OSMOSE	Post: - Post 2 of Bent 5 (visual reject) - Post 5 of Bent 5
8	1.16	4	OSMOSE	Spot replace 11 bridge ties
9	1.8	4	OSMOSE	Replace. - Stringer 8 in Span 3 (crushing) - Stringer 8 in Span 4 (crushing)
10	1.4	4	OSMOSE	Spot replace 11 bridge ties.

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 741.35

MILEPOST: 741 35	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Reedsport, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
11	1.2	4	OSMOSE	Post: - Pile 4 of Bent 1
12	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
13	1.11	5	RAILROAD	Monitor: - Sill in Bent 3 (cornering, crushing)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.17		OSMOSE	8/23/2006	Shimmed: - Under both chords on Bent 2 Replaced: - Cap on Bent 4

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

Bridge 741.35 Bent 5 Cap & Shims - Reject (crushing)

BORING RECORD

Date: 2-13 2007 Sheet: 1 of 2

OWNER: CORP BRIDGE #: 741.35

Sub / District / Branch: Coos Bay

Location: Reedsport, OR MP 740.40 Region / Division:

Type: ☐ Pile ☑ Frame ☑ Open Deck ☐ Ballast Deck ☐ Other _____ Age: _____

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90 SHELL	90 VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT PILING
1	5	4	3½	D/P	1	10					13½	X			
	4" Shim				4	8	⊗	Chord	L	⊗ (#3)					
	3½" Shim				8	4				⊗					
		cap		P4	OK										
								bts 2-5		Framed					
2	5		8	3/4" Shim Replaced (05 2006)											
		sill			V. split / sl. CR					Part 4 under water		X			
		5		3	D	4									
3	5		9		5" Gap under stringers 2, 4 & 6										
		sill			under 3½ water crushing / corroding										
4	5	cap	7	Cap - Replaced (05 2006)!											
								Buried sill							
5	5	1	3	1	1	4				Cap - ⊗ #2 (CR & Vert Split)					
		2			VX - Bees						P#2	VX		#2	
					2" Shims - ⊗ CR (#2)										
				½"	Gap under stringer 4										

SYMBOLS

PP - Previously Posted	H - Heart
X - Reject	S - Shell Thickness
PX - Possible Reject	SR - Shell Rot
V - Void	RS - Ring Separation
DR - Decay Ring	D/P - Drift Pin
DP - Decay Pocket	G/L - Groundline Area

Bents Numbered From:	(N)	S	E	W
Piling Numbered From:	N	S	(E)	W
Bent # 1 Is: (Timetable)	(N)	S	E	W

Signed K.T., PX

Osmose Railroad Services, Inc.

BORING RECORD

Date: 2-13 20 07 Sheet: 2 of 2

OWNER: CORP BRIDGE #: 741 35

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90 SHELL	90 VOID	H	REMARKS	PILE DIA	PX or X	GAL TR.	PP	LIN FT PILING
										S. HEADWALL: TOP PLANK (X) LOSING BALLAST					
						(1.1)				TIES - FAIR					
										GUARD TIMBER - OK					
										HEAD WALLS - FAIR					
										APPROACHES - LOW					

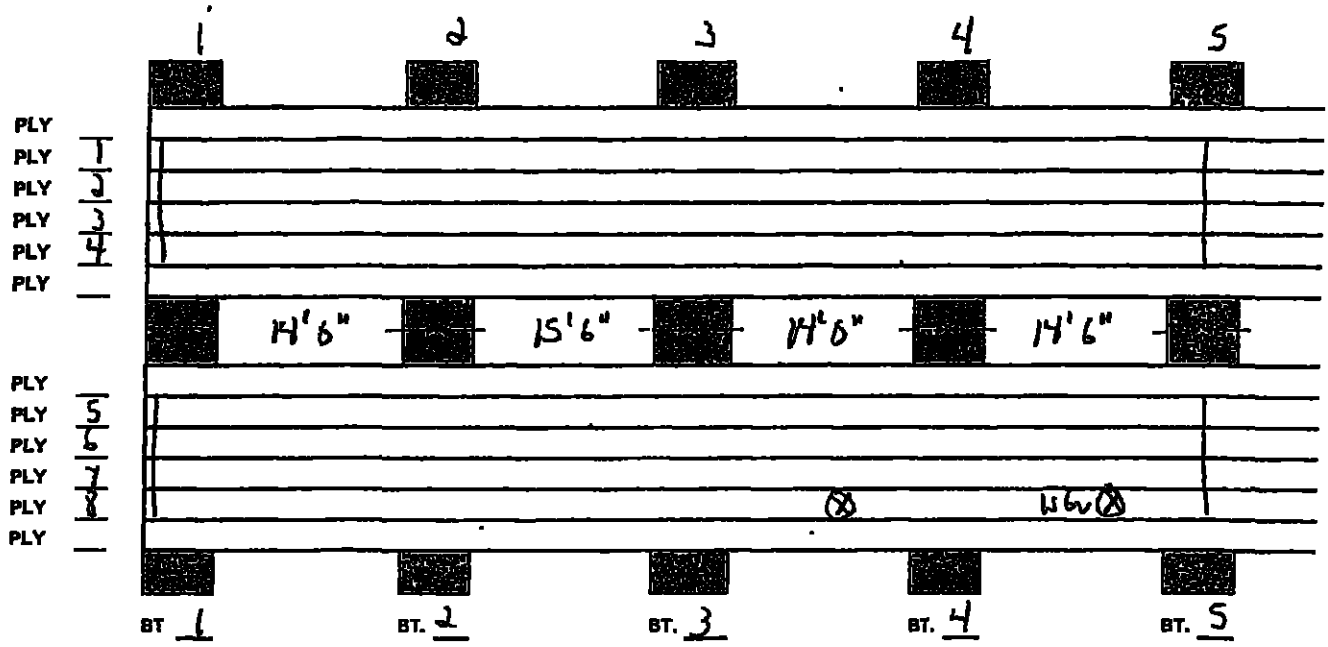
Osmose Railroad Services, Inc.

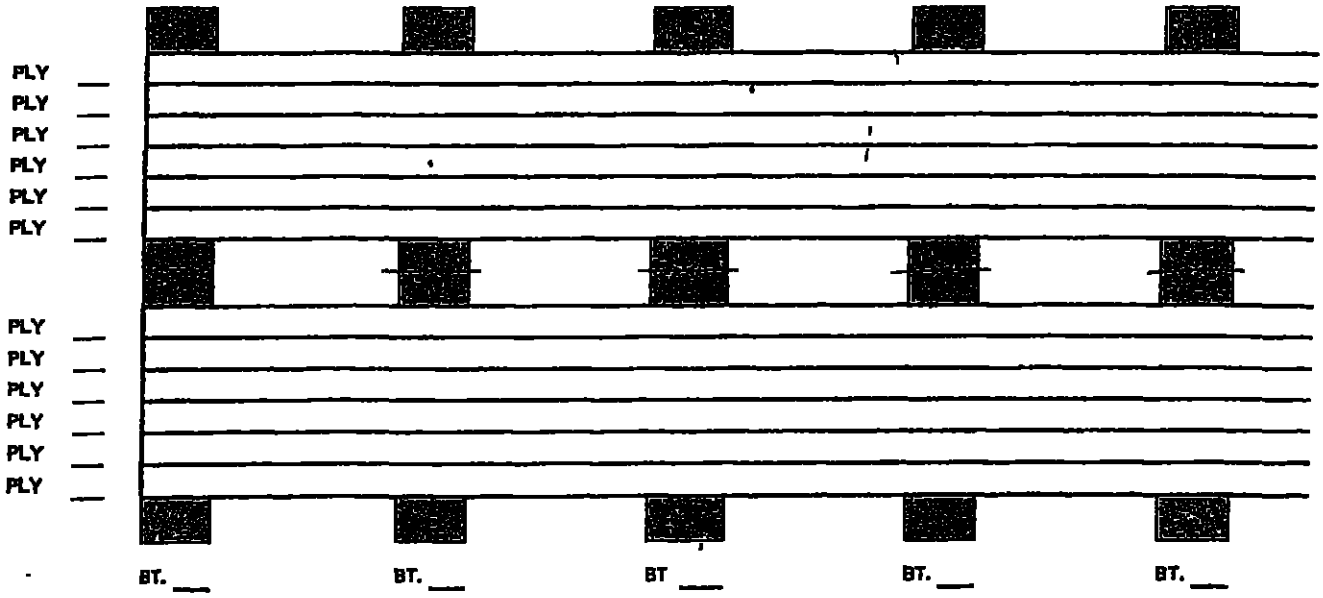
CORP002141

Stringer

BRIDGE NO: 7413 5 OWNER: COR P

Sub / Dist / Branch: Coos Bay Bridge Type: 00 FT Strir





CORP002142

Central Oregon & Pacific Railroad

Bridge 741.74

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 741.74

MILEPOST: 741 74	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Reedsport, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K Trickle & P Kaz

Findings:

Bent 1
Pile 4 - Reject

Bent 2
Bent Leaning South
Sill - Reject (crushing)

Bent 3
Bent Leaning South

Bent 4
Cap - Reject (crushing, piles 3 & 4 punching into cap)

Span 2
Stringer 8 - Reject

Span 3
Stringer 4 - Reject
Stringer 8 - Reject

Ties - Poor
Guard timber - OK
Headwalls - Fair
Approaches - Low
Northwest Shoulder - Poor (losing trackbed)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	2	OSMOSE	Replace all 46 bridge ties.
2	1.2	2	OSMOSE	Replace. - Sill in Bent 2 (crushing)
3	1.1	2	OSMOSE	Replace - Cap on Bent 4 (crushing, piles 3 & 4 punching into cap)
4	1.12	3	OSMOSE	Install: - Wingwalls to the Northwest headwall
5	1 11	3	OSMOSE	Replace. - Stringer 4 in Span 3 - Stringer 8 in Span 3 (horizontal shear)
6	1.9	3	OSMOSE	Re-straighten and Brace - Bent 2 - Bent 3
7	1 10	4	RAILROAD	Add ballast and tamp up both approaches
8	1 7	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
9	1 6	4	OSMOSE	Replace: - Stringer 8 in Span 2 (horizontal shear)
10	1.3	4	OSMOSE	Post. - Pile 4 of Bent 1

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-~~19~~2007

Owner CORP Reg./Div. _____ Bridge No. 741.74

~~Dist./Sub~~(Branch) COOS BAY

Location REEDSPORT, OR (MP 740.40)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	5	4	4	P/P	1	10				2 BBS	13	(X)			20
		CAP		P1	2½	1½									
2	5	SILL	9	P1	0	6½	CRUSHING			SILL (X) PAPAO 11½ x 13½ x 18 - UNDER 3½' H2O					45
					Framed					+ LEANING SOUTH					
3	5		9		Framed					+ LEANING SOUTH					45
4	5	CAP	4	P3	3	10	CRUSHING			CAP (X) 11½ x 13½ x 14' P3+4 PUNCHING					20
															130
						TIES - POOR (46 TOTAL) 7½ X 8 X 9'									
						HI. WALLS - FAIR.									
						Appr. Low									
						E. Limb - OK									
						NW. Shoulder - Losing Trackbed #3									

SYMBOLS All Borings in Inches and Fractions to nearest ¼

- H — Heart
- X — Reject
- V — Void
- SR — Shell Rot
- RS — Ring Separation
- DP — Decay Ring
- DP — Decay Pocket
- PP — Previously Posted
- PX — Possible Reject
- ST — Shell Thickness
- P/W — Heavy Duty Pile Wrap
- O/W — OsmoWald
- D/P — Drift Pin
- G/L — Groundline Area

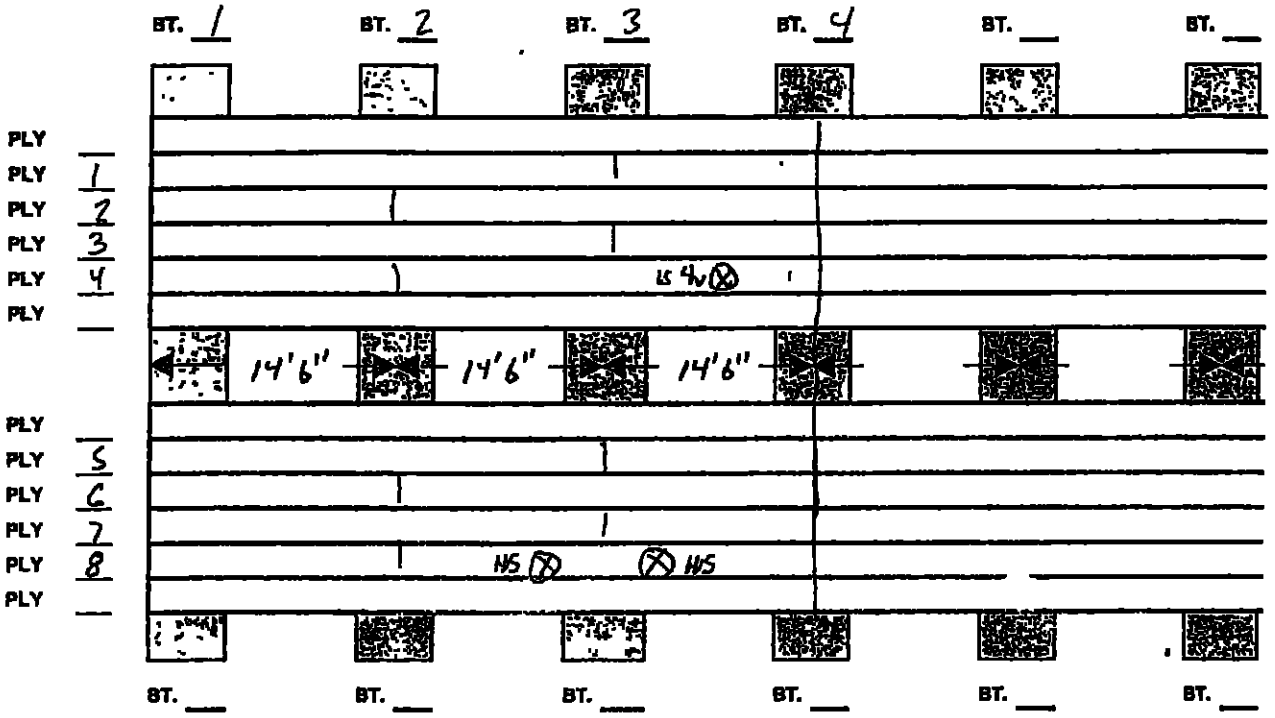
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002145

7474 Coos Bay

String



Central Oregon & Pacific Railroad

Bridge 742.05

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002147

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 742.05

MILEPOST: 742.05 | SECTION# 1

TYPE: ODFT | LOCATION: Reedsport, OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 3
- Post 5 - Reject
- 1/4" Gap over Pile 3

Span 1
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 2
- Stringer 8 - Reject

Span 3
- Stringer 1 - Reject
- Stringer 8 - Reject

Ties - Fair to poor (10 reject, plate cut on low side of elevation)
Guard timber - Fair (1, 15' section reject)
Headwalls - OK
Approaches - Low

Bents 1 through 4 - Tapered Elevation Shims (slight mechanical crushing)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.9	3	RAILROAD	Add ballast and tamp up both approaches.
2	1.5	3	OSMOSE	Replace all 36 bridge ties
3	1.1	3	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 1 & 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3
4	1.10	4	OSMOSE	Post: - Post 5 of Bent 3
5	1.4	4	OSMOSE	Slm or Epoxy: - Over Pile 3 of Bent 3
6	1.11	5	RAILROAD	Monitor: - Bents 1 through 4 Tapered Elevation shims for additional crushing

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-~~19~~ 2007

Owner CORP Reg/Div _____ Bridge No 742.05

Dist/Sub/Branch COOS BAY

Location REEDSPORT, OR (MP 740.40)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other)_____ Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GIL TR	PP	LIN FT PILING
1	5		3½		S-OK					BURIED SILL					17½
2	5		8		S-OK					BURIED SILL H₂0 BT. PUMPING					40
3	5	P3	8½		¼" gap					Burial. ill H2O					40
		P5		2	1	10	1	10				XP			
4	5		5		S-OK					BORED SILL					25
		cap		44.5		OK									17½
		(plate cut on low side)								TIES - FAIR / PODS #3 (36) 7½ x 8x9' (1-8)					
										U WALLS - OK					
										1-15' SEC. OF G. TIMBER - OK					
										Apps - Low (#3)					
		Bents 1 through 4 - Tapered Elevation Shims - (1 Mech. OK) (#5)													

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

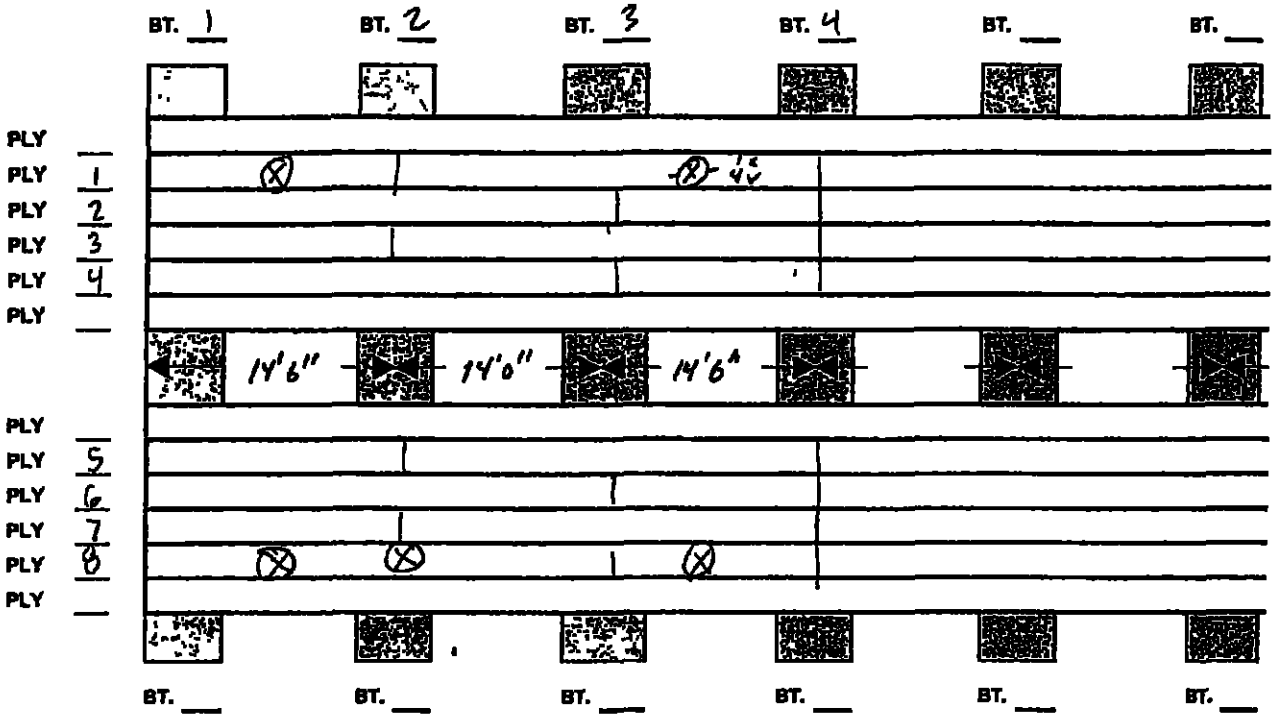
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

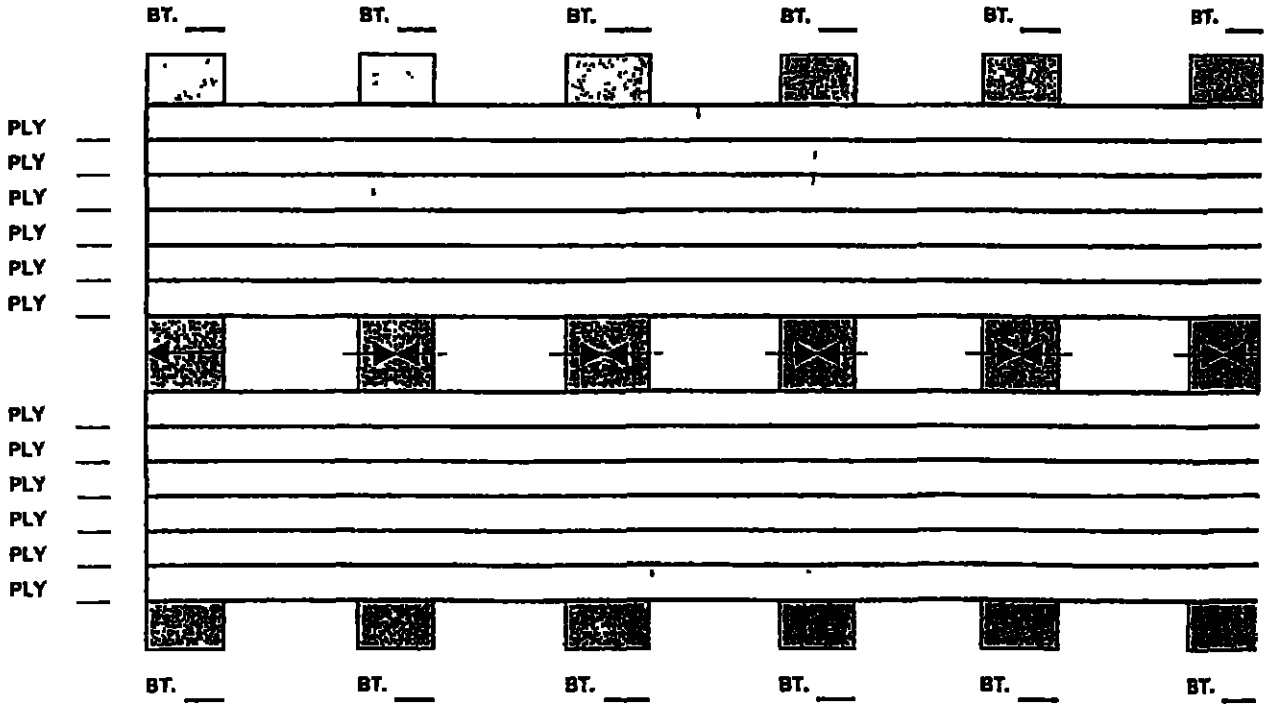
SIGNED KT, PK

CORP002149

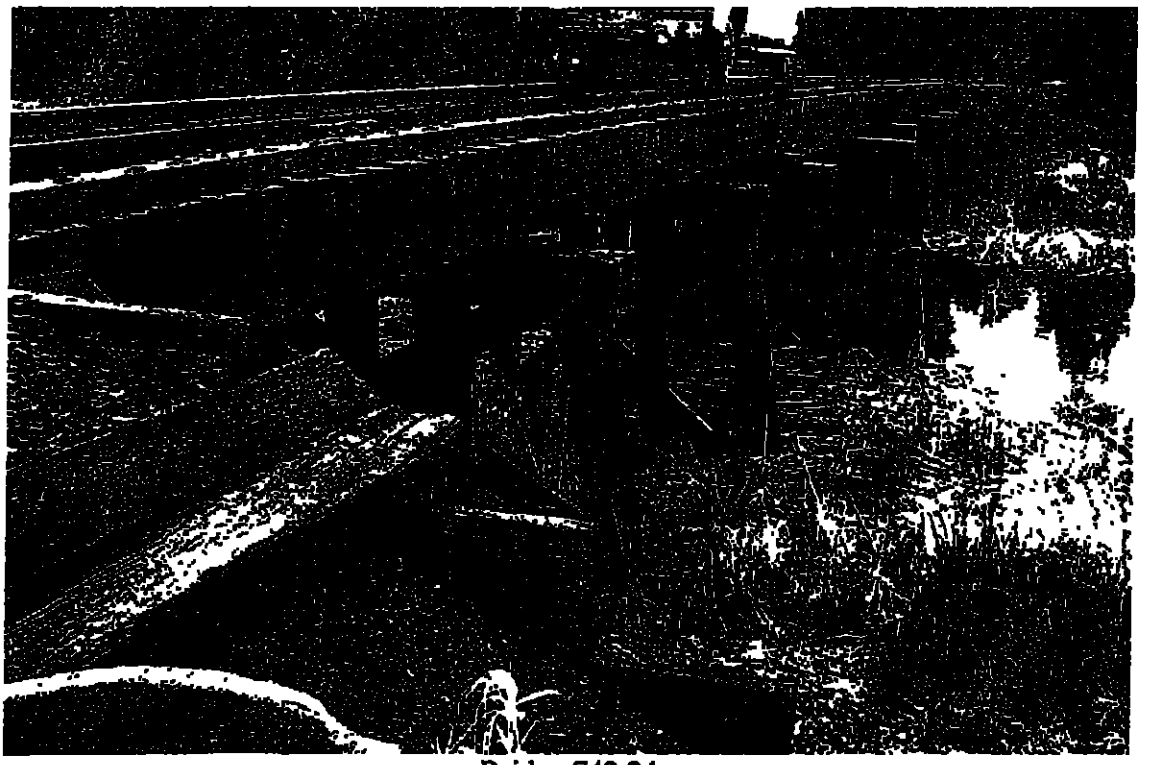
BR# 742.05 Coos Bay

Stringe





Central Oregon & Pacific Railroad



Bridge 742.24

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002151

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 742.24

MILEPOST: 742.24	SECTION# 1
TYPE: ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Bent 4
Cap - Possible Reject

Bent 5
Pile 6 - Reject

Bent 6
Pile 3 - Reject
Both Sway Braces - Reject

Bent 8
- 1/4" Chord Shims - Reject (working out)

Ties - Fair (10 reject)
Guard timber - OK
Headwalls - Fair
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.11	3	OSMOSE	Replace. - 1/4" Shims under both chords on Bent 8
2	1 9	3	RAILROAD	Add ballast and tamp up both approaches.
3	1 10	4	OSMOSE	Replace: - Cap on Bent 4
4	1 8	4	OSMOSE	Replace all bridge ties.
5	1 5	4	OSMOSE	Post: - Pile 6 of Bent 5 - Pile 3 of Bent 6
6	1.4	4	OSMOSE	Replace: - Both Sway Braces on Bent 6
7	1 3	4	OSMOSE	In-place preservatively treat piles, caps and stringers

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 1		OSMOSE	6/21/2005	Cut Pile tops down and: - Replaced Cap on Bent 1 Framed out - Bent 7 Posted. - Piles 5 & 6 of Bent 4 Surfaced: - Bridge by shimming bents

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-~~19~~ 2007

Owner CORP Reg/Div _____ Bridge No 742.24

Dist/Sub/Branch COOS BAY

Location REEDSPORT, OR (MP 740.4)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN. FT PILING
1	5		1½												7½
								CAP (OS 2005)							
2	5	4	6½	D/P	3	4			3						32½
3	5		10							H₂O FIRE CHAR ½" CHORD SHIMS NEWER CAP					50
4	6	cap	12	P6	3½	2½		Cap-PX		4" Shim					72
				Piles 5 & 6 - Ported (OS 2005)						H20						
5	6	6	12	11	1½	8				H₂O 4"-6" FIRST SHIM FIRE CHAR	10	X			72
6	5	3	11	3	2	12				H₂O 1" CHORD SHIM FIRE CHAR		X			55
									both	SWAYS - ⑥					
7	5		10												50*
							FRAMED OUT (OS 2005)								
8	5	3	7½		POSTED @	1'				1½" CHORD SHIM - PULL FIRE CHAR					37½
		4			POSTED @	1'				Shims Working out					
		5		D/P	3	2	1½	4½		¼" Gap #3					
9	5	CAP	2	P6	OK					FRAME BENT 14' SILL					10
															386½

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWald
D/P — Drill Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PX

CORP002153

BORING RECORD

Date: 2-13 2007 Sheet: 2 of 2

OWNER: CORP BRIDGE #: 742 24

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	93' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	GAL TR.	PP	LIN. FT PILING
										TIES - FAIR 10%					
										APPROACHES - LOOSE #3					
										GUARD TIMBER - OK					
										HEADWALLS - FAIR					

Osmose Railroad Services, Inc.

CORP002154

Central Oregon & Pacific Railroad

Bridge 742.72

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 742.72

MILEPOST: 742 72	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Reedsport, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P Ksz

Findings:

Bent 1
Cap - Reject

Bent 4
Cap - Reject

Bent 5
Cap - Possible Reject

Bent 7
Pile 1 - Reject
Pile 7 - Reject

Bent 8
Post 5 - Reject

Bent 9
Bent pumping

Span 1
Stringer 2 - Visual Reject

Span 2
Stringer 2 - Visual Reject

Span 5
Stringer 1 - Visual Reject
Stringer 10 - Visual Reject

Span 6
Stringer 1 - Reject

Span 8
Stringer 1 - Possible Reject

Ties - Fair (plate cut, 5 reject)
Guard timber - OK
Headwalls - OK
Approaches - Low
North Approach Ballast fouled

Span 7 - Stringer 9 (helper, worked out)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.21	3	RAILROAD	Remove: - Fouled ballast at North approach, replace and tamp to correct elevation
2	1 3	3	OSMOSE	Replace: - Cap on Bent 1 - Cap on Bent 4
3	1 20	4	OSMOSE	Spot replace 5 bridge ties.

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 742.72

MILEPOST: 742.72 SECTION# 1

TYPE. ODPT/ODFT LOCATION: Reedsport, OR

INSPECTION DATE. 2/13/2007 INSPECTOR: K. Trickle & P. Ksz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
4	1.19	4	OSMOSE	Re-set. - Stringer 9 in Span 7 (helper)
5	1 18	4	RAILROAD	Add ballast and tamp up South approach.
6	1 15	4	OSMOSE	Replace - Cap on Bent 5
7	1.9	4	OSMOSE	Replace - Stringer 2 in Spans 1 & 2 - Stringer 1 in Spans 5 & 6 - Stringer 10 in Span 5
8	1 2	4	OSMOSE	Post. - Pile 1 of Bent 7 - Pile 7 of Bent 7 - Post 5 of Bent 8
9	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
10	1 17	5	RAILROAD	Monitor - Bent 9 for additional pumping
11	1 11	5	RAILROAD	Monitor. - Stringer 1 in Span 8

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 14		OSMOSE	8/19/2003	Replaced - Cap at Bent 6 (new shim installed over 1/2 of the cap) - 28 ties throughout bridge (mostly at rail joints) - East side guard rail timber in Span 1 - East guard timber in Span 6. - Cut fire damaged barrel platform off bridge in Span 5

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13 ~~19~~ 2007

Owner CORP ~~Reg/Div~~ Bridge No 742.72

~~Dist/Sub~~ Branch COOS BAY

Location REEDSPORT, OR (MP 740.4)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT. PILING
1	5	CAP	2½	P2	3	6				CAP (X) 13½x13½x14' PILE BENT					12½
2	3		7		STEEL BENT										—
3	3		9		STEEL BENT										—
4	7	CAP	11	P2	6	5				CAP (X) 13½x13½x14					77
		SUB PILE 2		SILL	0	4				(H2O)					
5	7	CAP	11	P2	5	3	Cap-(PX)			5"x6"x10' SHIM					77
										(H2O)					
6	7	POST 5	11	1	OK		New Cap @ Bent 6			200 B					77
							5" Shim both chords - New								
7	7	1	11	10	2½	11				(H2O)	14	X			77
		7		7	3½	9½					14	X			
8	5	CAP	8	P3	OK					BENT PUMPING FRAME BENT					45
		5		3	2	8.				BURIED SILL		XP			
9	5	3	7	D/P	PUNKY					BENT PUMPING FRAME BENT					35
										BURIED SILL					
10	5		5							PILE BENT 200'					25
			Hdwls - OK												425½
		NO) Ties - 28 replaced 8/19/03 7¾"x7½"x9' 5 (X)													
			Apps - Low				G. Timb - OK NApp. Ballast Fouled								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H	— Heart	PP	— Previously Posted
X	— Reject	PX	— Possible Reject
V	— Void	ST	— Shell Thickness
SR	— Shell Rot	P/W	— Heavy Duty Pile Wrap
RS	— Ring Separation	O/W	— OsmoWold
DP	— Decay Ring	D/P	— Drift Pin
DP	— Decay Pocket	G/L	— Groundline Area

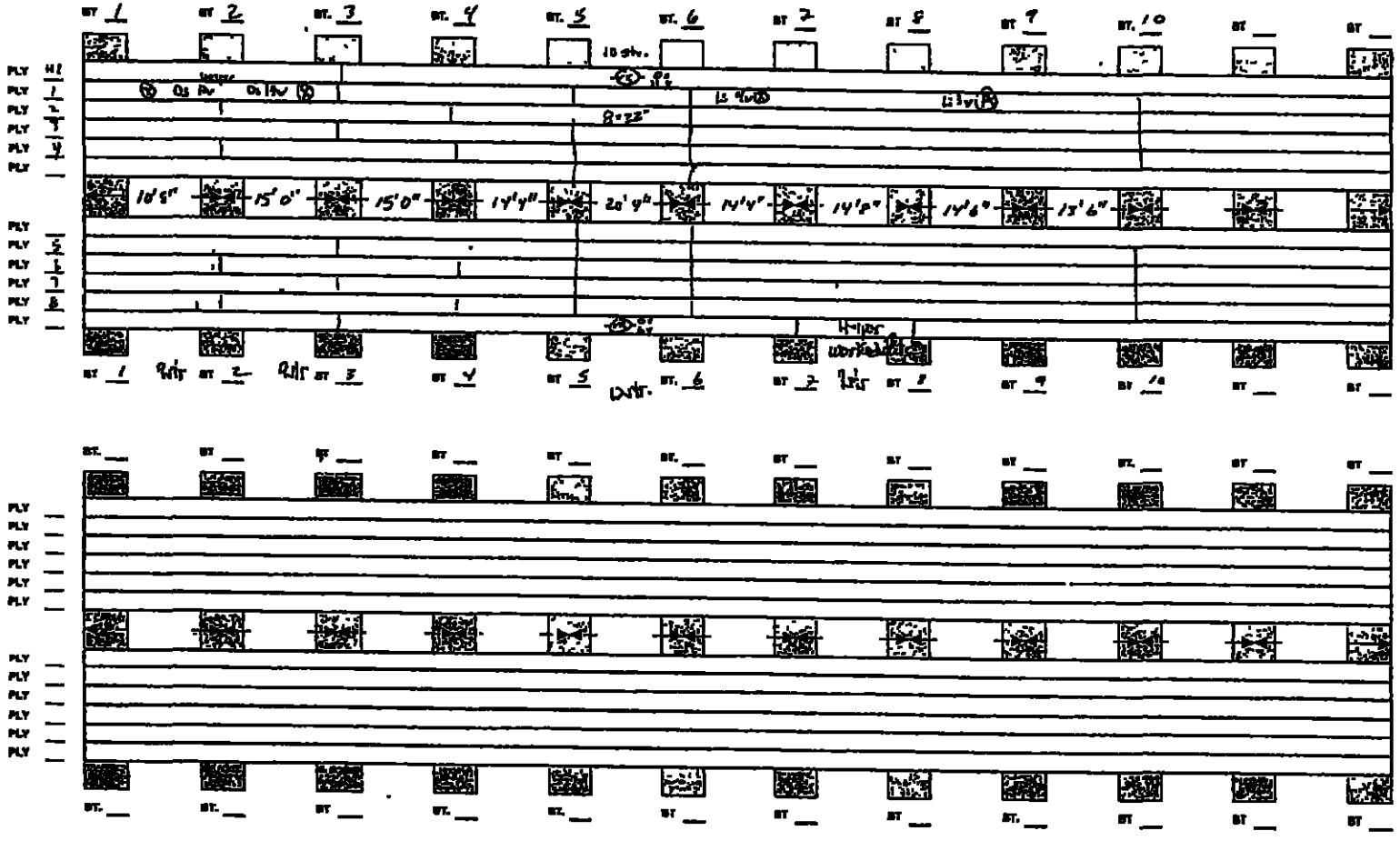
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002158

Br # 742.72
leg-parallel - Bridge on Curve

Stringer Schematic



CORP002159

Central Oregon & Pacific Railroad

Bridge 742.95

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 742.95

MILEPOST: 742.98	SECTION# 1
TYPE: ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Bent 3
Pile 1 - Reject

Span 2
Stringer 1 - Reject
Stringer 5 - Reject

Span 3
Stringer 1 - Reject

Span 4
Stringer 1 - Visual Reject
Stringer 8 - Reject

Ties - Fair to poor (plate cut)
Guard timber - OK
Headwalls - Fair
North Headwall Top Plank - Reject
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.10	3	OSMOSE	Replace: - North Headwall top plank
2	1.9	3	OSMOSE	Replace all 61 bridge ties.
3	1.7	3	RAILROAD	Add ballast and tamp up both approaches
4	1.2	3	OSMOSE	Replace: - Stringer 1 in Span 4 (horizontal shear) - Stringer 8 in Span 4 - Stringer 1 in Span 2 - Stringer 5 in Span 2
5	1.8	4	OSMOSE	Replace. - Stringer 1 in Span 3
6	1.4	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
7	1.1	4	OSMOSE	Post. - Pile 1 of Bent 3

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13, ~~19~~ 2007

Owner CORP ~~Reg./Div~~ Bridge No 742.95

~~Dist./Sub/~~Branch COOS BAY

Location REEDSPORT, OR (MP 740.40)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
1	5		1½												7½
2	5		5												25
3	5	1	8	5	1	11	WPH			2 BR	13½	X			40
										(HbC)					
4	5	3	8	D/P	OK					(HbD) 2 BR					40
5	5	3	2	D/P	OK										10
															122½
							H.WALLS · FAIR · N. Headwall Top Plank (X) (#3)								
							TIES - fair/poor (plate cut) (bl) 7½ x 8 x 9'								
							Apps - Low (#3)								
							G. Timb - OK								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
G/L — Groundline Area

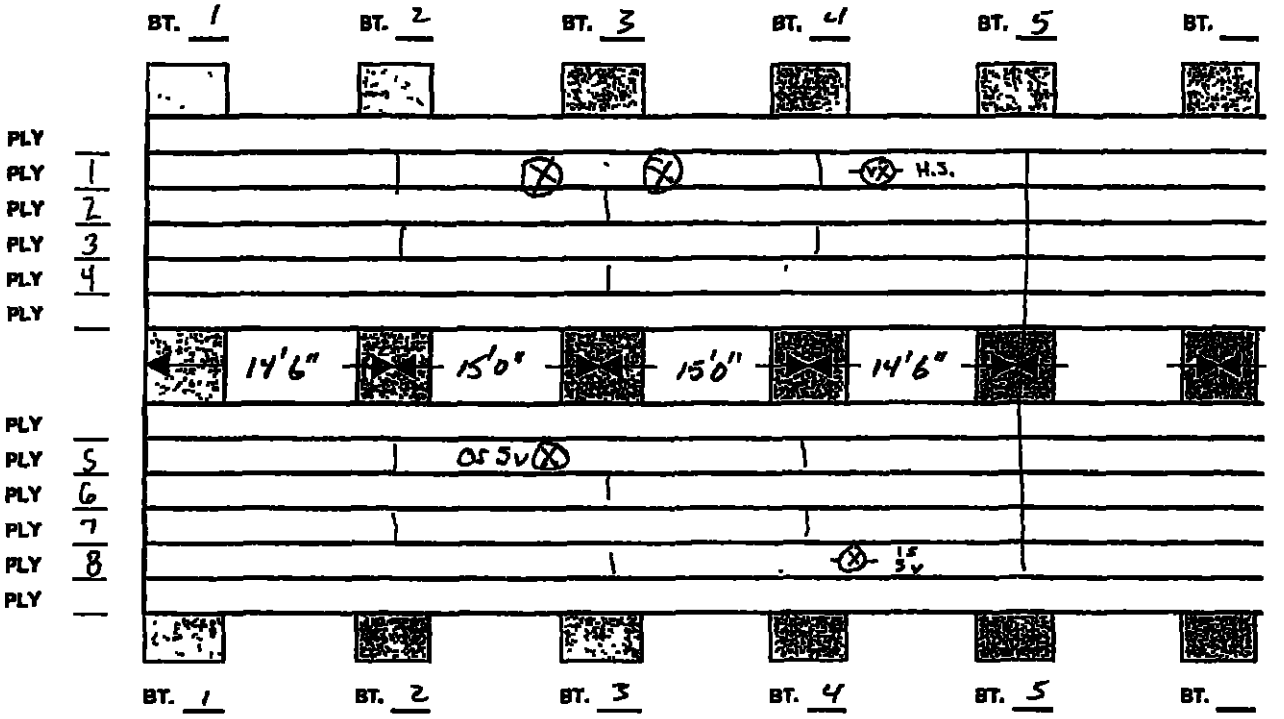
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

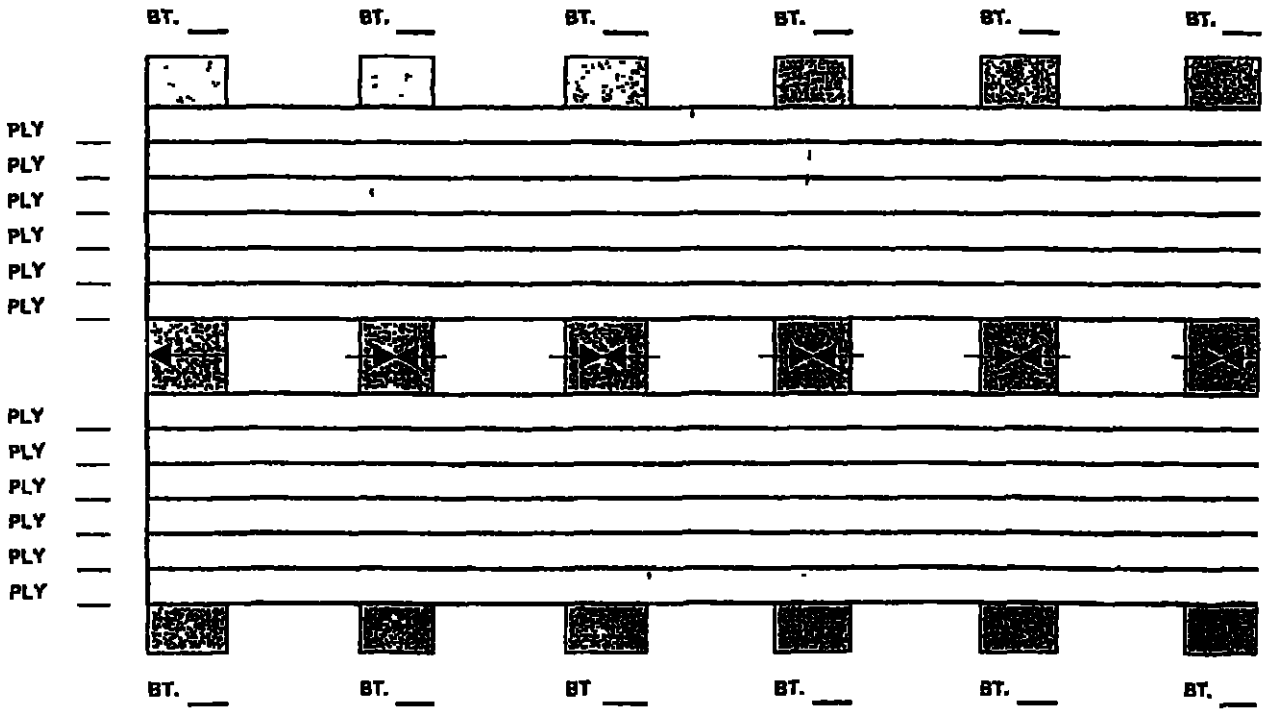
SIGNED KT, PK

CORP002162

Br # 742.95

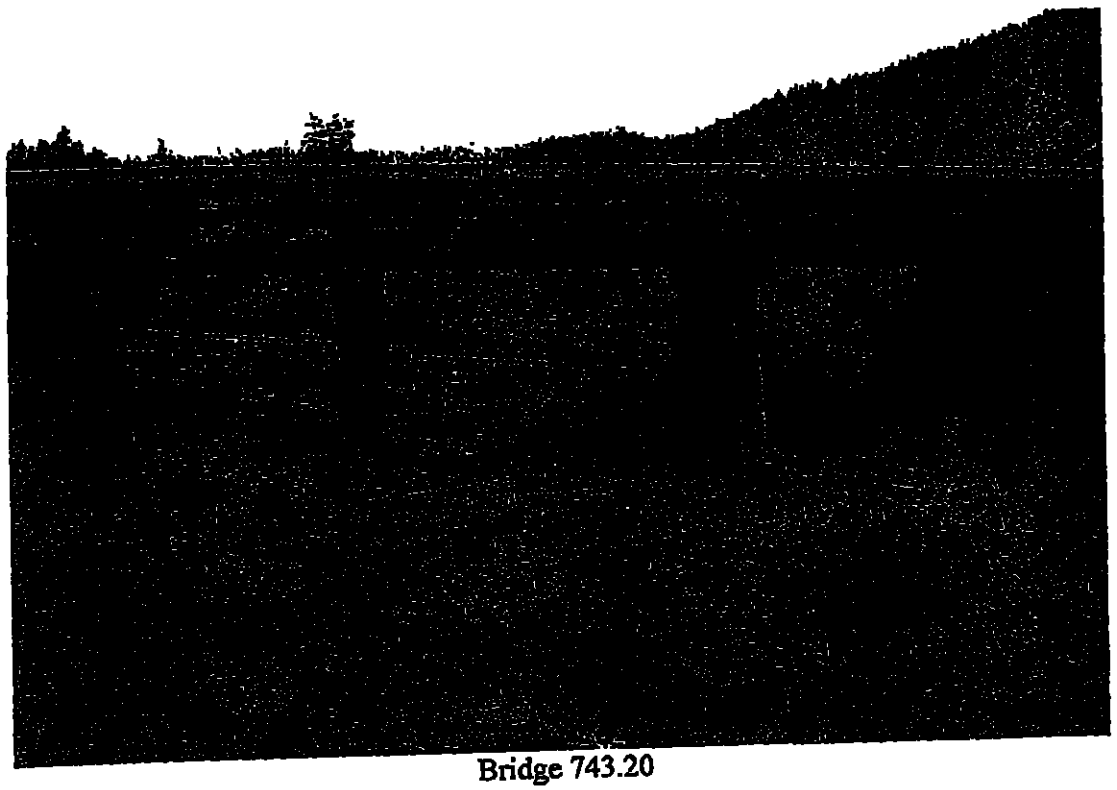
String





CORP002163

Central Oregon & Pacific Railroad



Bridge 743.20

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002164

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 743.20

MILEPOST: 743.20 | SECTION# 1

TYPE: BDPT | LOCATION: Reedsport, OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 1
- Pile 1 - Reject
- Cap - Possible Reject (slight crushing)

Bent 2
- Pile 1 - Possible Reject
- Pile 2 - Reject
- Pile 4 - Reject

Bent 3
- Pile 2 - Reject
- Pile 5 - Reject

Ballast Retainers - OK
Deck boards - OK
Headwalls - OK
Approaches - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	3	OSMOSE	Post: - Pile 2 of Bent 2 - Pile 4 of Bent 2 - Pile 2 of Bent 3 - Pile 5 of Bent 3
2	1.3	3	OSMOSE	Replace: - Cap on Bent 1 (slight crushing)
3	1.5	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
4	1.1	4	OSMOSE	Post: - Pile 1 of Bent 1
5	1.6	5	RAILROAD	Monitor: - Pile 1 of Bent 2

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-~~19~~ 2007

Owner CORP ~~Reg/Div~~ Bridge No. 743.20

~~Dist/Sub~~/Branch COOS BAY

Location REEDSPORT, OR (MP 740.40)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 29

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN FT PILING
1	5	1	4½	D/P	1	10	1	10		ROCK		X			22½
		CAP		P3	2½	1½	CRUSHING			11½x13½x16 Cap-PX					
2	5	4	8	4	1	12½				ROCK	14	X			40
		5		2½	8	3		Pile 2 @ 2' 1½s 9v, 2s 8v				X	12½"		
		1		1	1½	7½			3		13½	PX			
3	5	2	8	1	1	11				ROCK	13½	X			40
		5		D/P	5½	7½	2	8			13½	X			
		CAP		P4	4	1½									
4	5	3	4½	G/L	5½	4									22½
															125
										Deck bds. - OK					
										Hdwls - OK					
										Ballast rct. - OK					
										Apps - OK					
										CURVE					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shaft Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

SIGNED KT, PK

CORP002166

Central Oregon & Pacific Railroad

Bridge 743.73

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002167

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 743.73

MILEPOST: 743 73 | SECTION# 1

TYPE: ODPT | LOCATION: Reedsport, OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K. Trickle & P Kaz

Findings:

Bent 1
- Cap - Reject

Bent 2
- Pile 1 - Reject
- Pile 2 - Reject

Bent 3
- Pile 1 - Reject
- Pile 4 - Reject

Bent 6
- Pile 2 - Reject

Bent 7
- Pile 2 - Reject

Span 1
- Stringer 1 - Reject

Span 3
- Stringer 7 - Reject

Span 4
- Stringer 5 - Visual Reject

Span 5
- Stringer 5 - Reject

Span 6
- Stringer 2 - Visual Reject
- Stringer 3 - Reject
- Stringer 4 - Reject
- Stringer 5 - Reject
- Stringer 6 - Possible Reject
- Stringer 7 - Reject
- Stringer 8 - Possible Reject

Span 7
- Stringer 5 - Visual Reject

Span 8
- Stringer 1 - Visual Reject
- Stringer 2 - Visual Reject
- Stringer 4 - Visual Reject
- Stringer 5 - Visual Reject

Span 9
- Stringer 1 - Visual Reject
- Stringer 2 - Visual Reject
- Stringer 8 - Visual Reject

Ties - Poor at North approach (5 reject)
North Headwall - Very poor
South Headwall - Top 2 planks, reject

Drift - Spans 4 and 5
Spans 6 through 9 charred

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 743.73

MILEPOST: 743 73	SECTION# 1
TYPE: ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.10	2	OSMOSE	Replace: - All stringers in Span 6 thru 9
2	1 7	2	OSMOSE	Spot replace 5 bridge ties at North approach.
3	1 9	3	OSMOSE	Replace: - Cap on Bent 1
4	1.8	3	RAILROAD	Remove drift from bridge as necessary.
5	1.4	3	OSMOSE	Replace - North headwall - Top 2 planks on South headwall
6	1 2	3	OSMOSE	Post: - Pile 1 of Bent 2 - Pile 2 of Bent 2 - Pile 1 of Bent 3 - Pile 4 of Bent 3
7	1 6	4	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 7 in Span 3 - Stringer 5 in Span 4 - Stringer 5 in Span 5
8	1 5	4	OSMOSE	In-place preservatively treat piles, caps and stringers
9	1 3	4	OSMOSE	Post: - Pile 2 of Bent 6 - Pile 2 of Bent 7

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 1		OSMOSE	7/21/1999	Replaced - Cap on Bent 7 - Cap on Bent 8

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13, 19 2007

Owner CORP Reg./Div. Bridge No 743.73

Dist./Sub/Branch Coos Bay

Location Reedsport, OR (MP 743.73)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 34

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN. FT PILING
1	5	cap	5	P2	2	5				Cap - ⊗					25
2	5	1	7½	5	2	10½					13½	X			37½
		2		D/P	2	9		Pile 5	⊗	5' 2½s 5 v	14	X			
3	5	1	9	5	1	13				H2O	14½	X			45
		4		5	2	11					14	X			
4	5		11½							H2O					57½
								SPAN 4 - DRIFT							
5	5		11½					SPAN 5		H2O - DRIFT (3)					57½
6	5	2	11½	5	2	10				H2O	14	X			57½
7	5	CAP	7½		Cap New 7/21/1999					H2O Osmose 2000					57½
		2		2	2	10½						X			
8	5	2	7½	4	3	2									57½
		CAP	New 7/21/1999 Osmose												
		1		D/P	6	5									22½
9	5	CAP	4½	P2	4½	½									417½
10	5	2	1	D/P	5	6½									5
															422½
								Spans 6-9 Chowred							
								TIES - Poor (5X) @ north App. (136)							
								N. W. WALL - Very poor							
								SOUTH HEADWALL - TOP 2 PLANKS ⊗							

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
G/L — Groundline Area

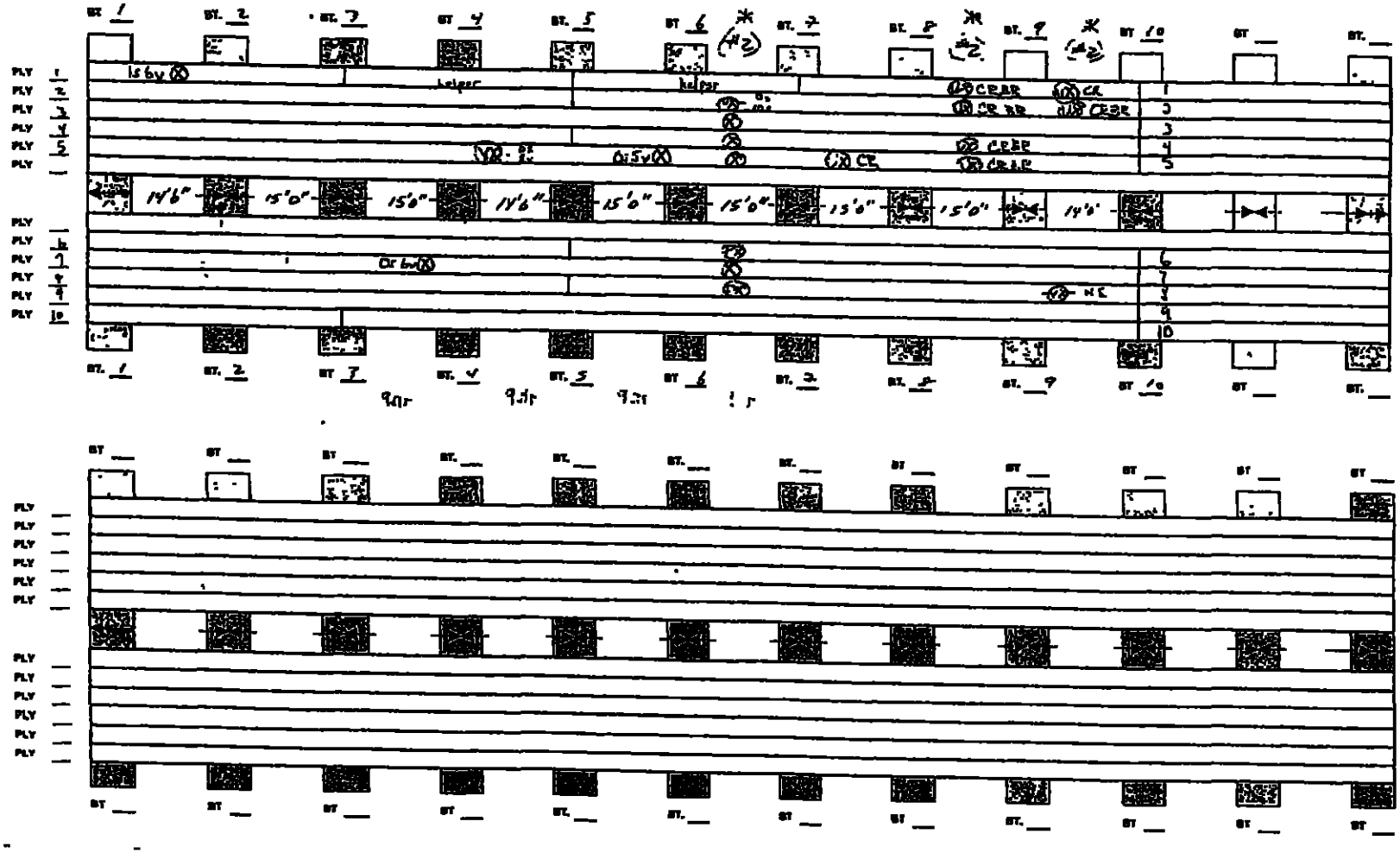
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002170

BR# 743

Stringer Schematic



CORP002171

Central Oregon & Pacific Railroad

Bridge 743.88

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002172

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 743.88

MILEPOST: 743.88 | SECTION# 1

TYPE: ODPT | LOCATION. Reedsport, OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 1
Pile 1 - Reject

Bent 2
Pile 5 - Reject

Bent 3
Pile 1 - Reject
Pile 3 - Reject
1/4" Gap over Pile 1

Bent 5
Cap - Reject

Bent 8
Cap - Reject (split, cornering)

Bent 9
Cap - Reject

Span 1
Stringer 1 - Possible Reject

Span 5
Stringer 8 - Visual Reject

Span 7
Stringer 1 - Reject

Span 8
Stringer 1 - Reject

Ties - Fair to poor (18 reject)
Guard timber - Fair (1, 10' section reject)
North headwall - Poor
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.10	2	RAILROAD	Add ballast and tamp up both approaches.
2	1.9	3	OSMOSE	Replace all 121 bridge ties
3	1.5	3	OSMOSE	Replace: - North headwall
4	1.4	3	OSMOSE	Replace: - Cap on Bent 5 - Cap on Bent 8 (split, cornering) - Cap on Bent 9
5	1.3	3	OSMOSE	Post: - Pile 1 of Bent 3 - Pile 3 of Bent 3

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 743.88

MILEPOST: 743.88 | SECTION# 1

TYPE: ODPT | LOCATION: Reedsport, OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
6	1.6	4	OSMOSE	Replace. - Stringer 6 in Span 5 - Stringer 1 in Span 7 - Stringer 1 in Span 8
7	1.2	4	OSMOSE	Post: - Pile 1 of Bent 1 - Pile 5 of Bent 2
8	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
9	1.7	5	RAILROAD	Monitor - Stringer 1 in Span 1

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-2007

Owner CORP Reg/Div. Bridge No. 743.88

Dist./Sub/Branch COOS BAY

Location REEDS PORT, OR (P 743.72)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
1	5	1	4	D/P	1	14					16½	X			20
		3		D/P	1	5									
		4		D/P	3	3									
2	5	1	9	D/P	2½	14									45
		5		8	2½	12						X			
3	5	1	10	D/P	1½	9				P1 - ¼" GAP	14	X			50
		3		3	1½	10½					15½	X			
4	5	2	10½	3	OK										52½
		3		5	1	5									
5	5	CAP	12	P1	3	5				Cap - X H2O					60
6	5		12		S: OK					H2O					60
7	5	2	11	5	3	5				.5 BB H2O					66
8	5	CAP	9	OVER 3	SPLIT - CORNERING - X - 13½"x14"x14'										45
1	5	4	1½	D/P	2	6									7½
		CAP		OVER 3	1½	5½				CAP X					40
					TIES - FAIR/POOR 18 X (D1)										
					APP - LOW (#2)										
					STRINGERS - FAIR - POOR - 8 PLY SPACED, BANDED										
					HEADWALLS N. POOR										
					DECK - OK										
					1 - 10' SEC OF G. TIMBER - X										

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

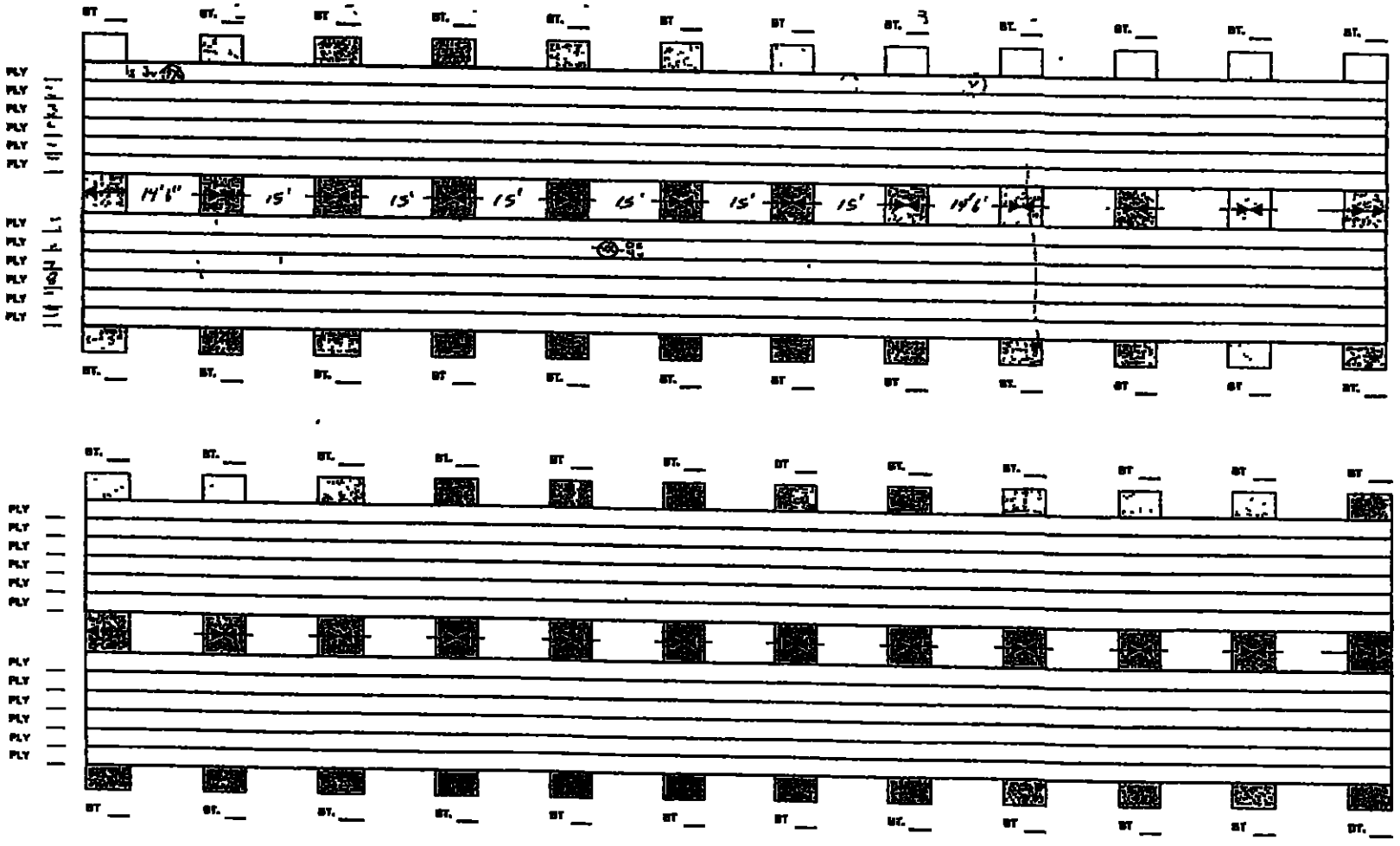
Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

SIGNED KT, PX

CORP002175

Brw 743.88 Lag Spaced Stringers

Stringer Schematic



CORP002176

Central Oregon & Pacific Railroad

Bridge 743.97

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002177

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 743.97

MILEPOST: 743.97	SECTION# 1
TYPE: ODPT	LOCATION: Reedsport, OR
INSPECTION DATE. 2/13/2007	INSPECTOR. K. Trickle & P Kaz

Findings:

Bent 1
- Cap - Possible Reject

Bent 2
- Pile 1 - Reject
- Pile 6 - Reject

Bent 3
- Pile 3 - Reject
- 1/4" Gap over Pile 3
- Cap - Possible Reject

Bent 6
- Cap - Reject (crushing)
- Various 1/4" to 1" (Stringer to Cap) gaps

Bent 8
- Pile 1 - Reject

Span 1
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 2
- Stringer 1 - Reject

Span 3
- Stringer 8 - Reject

Span 4
- Stringer 8 - Reject

Span 6
- Stringer 1 - Reject

Span 7
- Stringer 1 - Reject
- Stringer 3 - Visual Reject

Ties - Fair to Poor (plate cut, 20 reject)
Guard timber - Poor (West side)
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.14	2	OSMOSE	Replace. - West side Guard timber
2	1.13	3	OSMOSE	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 1 in Span 7 - Stringer 3 in Span 7

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 743.97

MILEPOST: 743.97 SECTION# 1

TYPE: ODPT LOCATION: Readsport, OR

INSPECTION DATE. 2/13/2007 INSPECTOR: K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
3	1.10	3	OSMOSE	Replace all 109 bridge ties.
4	1.8	3	OSMOSE	Cut Pile tops down and. - Replace Cap on Bent 6 with an oversize (crushing)
5	1.2	3	OSMOSE	Post - Pile 1 of Bent 2 - Pile 5 of Bent 2
6	1.12	4	RAILROAD	Add ballast and tamp up both approaches
7	1.7	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
8	1.6	4	OSMOSE	Replace: - Stringer 1 in Span 2 - Stringer 8 in Span 3 - Stringer 8 in Span 4 - Stringer 1 in Span 6
9	1.5	4	OSMOSE	Post. - Pile 3 of Bent 3 - Pile 1 of Bent 6
10	1.3	4	OSMOSE	Replace: - Cap on Bent 1 - Cap on Bent 3

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.1		OSMOSE	6/21/2005	Framed out: - Bent 7

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-2007

Owner CORP Reg/Div _____ Bridge No. 743.97

Dist./Sub/Branch Coos Bay

Location Reedsport, OR (MP 740.4)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 32

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
1	5	3	4	D/P	0	3									20
		CAP		P4	4½	3	Cap-PX			11½x13½x14					
2	5	1	9	D/P	1½	10½					13½	X			45
		5		D/P	1½	8					13½	X			
3	5	3	12	3	1½	9			¼"	Gap P3	13½	X			60
		cap		P3	1	2	Cap-PX								
4	5		12												60
5	5		12												60
6	5	5	7	D/P	6	4½				4BB's					85
		CAP		P4	OK -		CRUSHING			Cap-X #3	11½ x 13¾ x 10'				
							Stringers are Mechanical CR Cap Str. 5+8 have ¼" to 1" g								
7	5		7												
						FRAMED (OS 2005)									
8	5	1	3	D/P	2½	11½					14½	X			15
		4		D/P	OK										430
		CAP		P4	OK										
							H WALLS - OK Ties - Fair to Poor (plate cu) (20X) (109 total) (#3)								
		#2 G. timb - Poor (west side)								Apps - Low					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

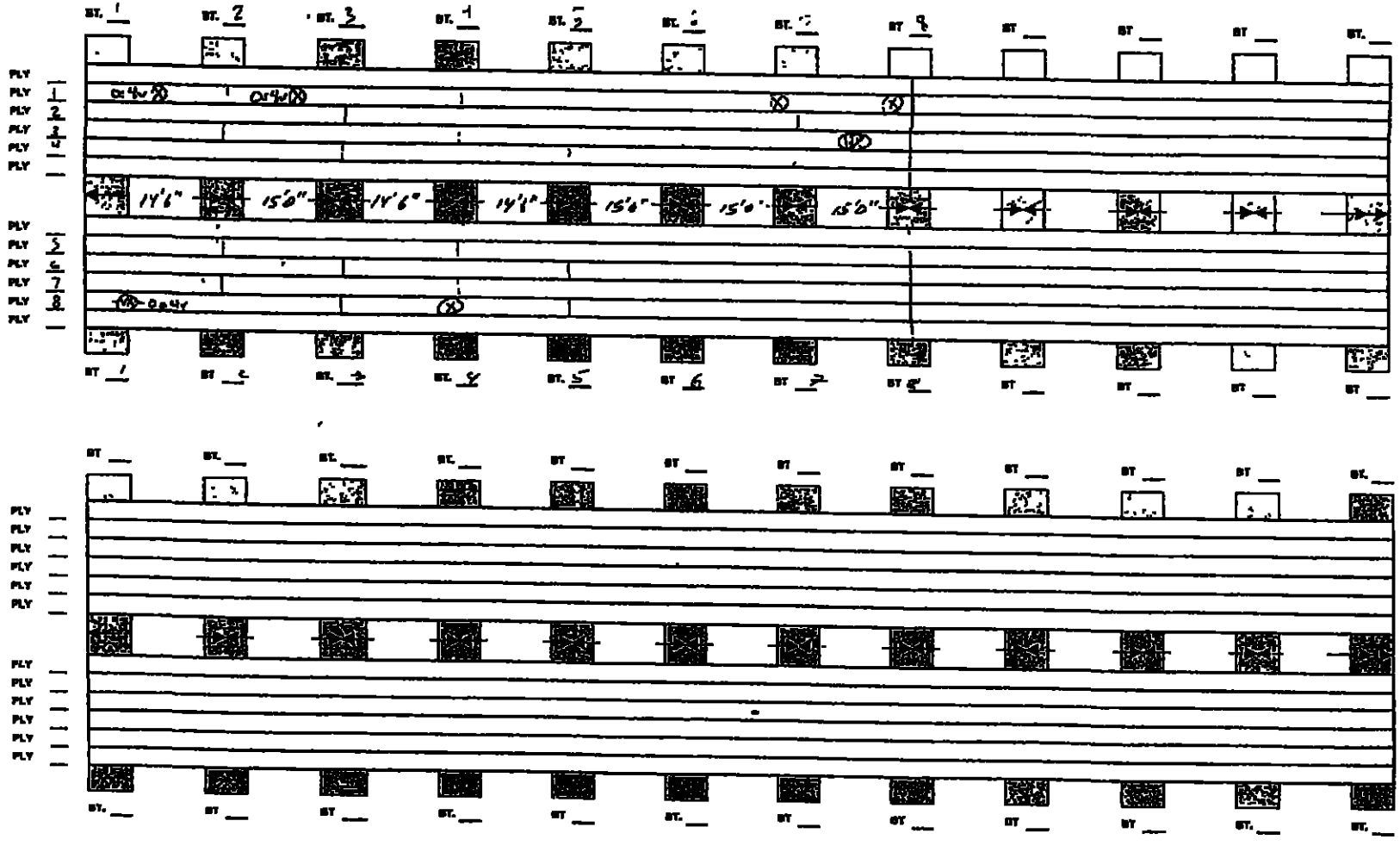
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002180

Br# 743.97

Stringer Schematic



CORP002181

Central Oregon & Pacific Railroad

Bridge 744.24

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002182

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 744.24

MILEPOST: 744.24 | SECTION# 1

TYPE: BDPT | LOCATION: Reedsport, OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 2
- Pile 4 - Visual Reject
- Cap - Reject
- Both Sway Braces - Reject

Bent 4
- Pile 1 - Reject

Bent 5
- Both Sway Braces - Reject

Bent 6
- Pile 2 - Reject

Deck - OK
Headwalls - OK
Handrails - 1 East handrail post, reject

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	2	OSMOSE	Replace: - 1 East handrail post
2	1.3	3	OSMOSE	Replace: - Both Sway Braces on Bent 2 - Both Sway Braces on Bent 5
3	1.2	3	OSMOSE	Replace: - Cap on Bent 2
4	1.5	4	OSMOSE	Post. - Pile 4 of Bent 2 (split) - Pile 1 of Bent 4 - Pile 2 of Bent 6
5	1.4	4	OSMOSE	In-place preservativaly treat piles, caps and stringers

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.1		OSMOSE	6/21/2005	Replaced: - Cap & both sway braces on Bent 4

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13 ~~19~~ 2007

Owner CORP ~~Reg./Div.~~ Bridge No 744.24

~~Dist./Sub/Branch~~ COOS BAY

Location REEDSPORT, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 29

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
1	5	4	1/2	D/P	0	3									2 1/2
2	5	4	8	D/P	1.	9 1/2	-SPL	IT-		PZ, 4-1/4 TAP GAP BOTH SWAYS - (X)	13	VX			40
		CAP		PZ	3	6			3	11 1/2 x 12 1/2 x 14'	Cap - (X)				
		2		D/P	3	6 1/2									
3	5	4	9	D/P	3	2 1/2				H2O					45
4	5	2	11	D/P	8	2				Sway braces - New	6/21/2005				55
		3		7	2	3				Cap - New					
		1		G/L	2	8						X			
5	5	4	8	6	2 1/2	5 1/2				both sways - (X)					40
6	5	2	3	D/P	2	10						X			15
															187 1/2
							H. RAILS - OK			1 east handrail post (X) (#2)					
							DECK - OK								
							H. WALLS - OK								

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shelf Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002184

Central Oregon & Pacific Railroad

Bridge 744.44

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002185

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 744.44

MILEPOST: 744 44 | SECTION# 1

TYPE: BDPT | LOCATION: Reedsport, OR

INSPECTION DATE. 2/13/2007 | INSPECTOR: K. Trickle & P Kaz

Findings:

Bent 1
Post 1 - Visual Reject
2" Gap over Post 1

Bent 2
Pile 4 - Possible Reject

Bent 6
Pile 1 - Possible Reject

Ballast Retainers - OK
Deck Boards - OK
North Headwall - Fair
South Headwall - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	3	OSMOSE	Post: - Post 1 of Bent 1
2	1 3	4	OSMOSE	In-place preservatively treat piles, caps and stringers
3	1.2	5	RAILROAD	Monitor: - Pile 4 of Bent 2 - Pile 1 of Bent 6

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-2007

Owner CORP Reg/Div Bridge No. 744.44

Dist/Sub/Branch Coos Bay

Location REEDS PORT, OR (MP 740.4)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 29

BENT	PILES PER BENT	PILE	PILE NT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN FT PILING
1	5	3	2	P/P	3½	2									10
		P/		J"	Gap over	Part 1				-		VX			
2	5	1	6	P/P	OK					288					30
		4		P/P	1	7						PX			
3	5		9½							H2O 288					47½
4	5		10							H2O					50
5	5		8												40
6	5	1	3	P/P	2	10	2	4½				PX			15
															192½
					N. H.WALL - FAIR										
					S. H.Wall - OK										
					DECK - OK.										
					Ball. ret. - OK										

SYMBOLS All Borings to Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
O/P — Outlt Pile
G/L — Groundline Area

Bents Numbered From (E) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PX

CORP002187

Central Oregon & Pacific Railroad

Bridge 744.70

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 744.70

MILEPOST: 744.70	SECTION# 1
TYPE: BDPT	LOCATION: Reedsport, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Bent 1
Pile 5 - Reject

Bent 4
Both Sash Braces - Reject
Both Sway Braces - Reject

Bent 6
Pile 5 - Reject

Span 4
Stringer 12 - Visual Reject

Ballast Retainers - OK
Deck Boards - OK
Headwalls - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.3	3	OSMOSE	Replace: - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4
2	1 4	4	OSMOSE	Replace: - Stringer 12 in Span 4
3	1 2	4	OSMOSE	Post: - Pile 5 of Bent 1 - Pile 5 of Bent 6
4	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers

Osmose Railroad Services, Inc.

140.249

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-~~19~~ 2007

Owner CORP Reg/Div _____ Bridge No 744.70

Dist/Sub/Branch Coos Bay

Location REEDSPORT, OR (MP 752.10)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	DIL TR.	PP	LIN. FT PILING
1	5	5	3½	4/c	2	10					13½	X			17½
		4		6/c	3	4									
2	5		7							7685					35
3	5		8½							H₂O 4885 RIP RAP					42½
4	5	5	11	5	5	5½				H₂O					55
										BOTH SACKS R SWAY ARE REJECT (X)					
5	5		11							H₂O					55
6	5	5	3½	3	1	8¾	1	8			14	X			17½
															222½
							H. WALLS OK								
							Deck Boards - OK								
							Ball. rt. - OK								
							curve								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Ozonewield
D/P — Drift Pin
G/L — Groundline Area

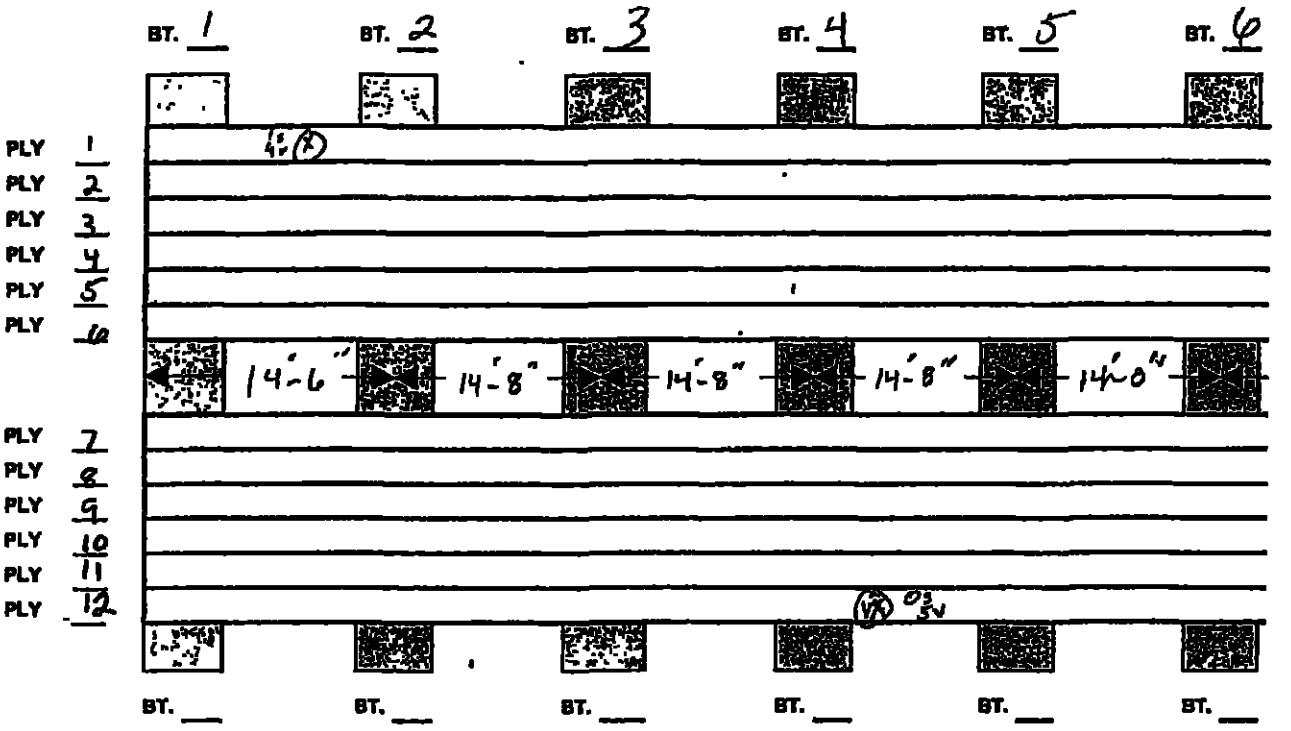
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

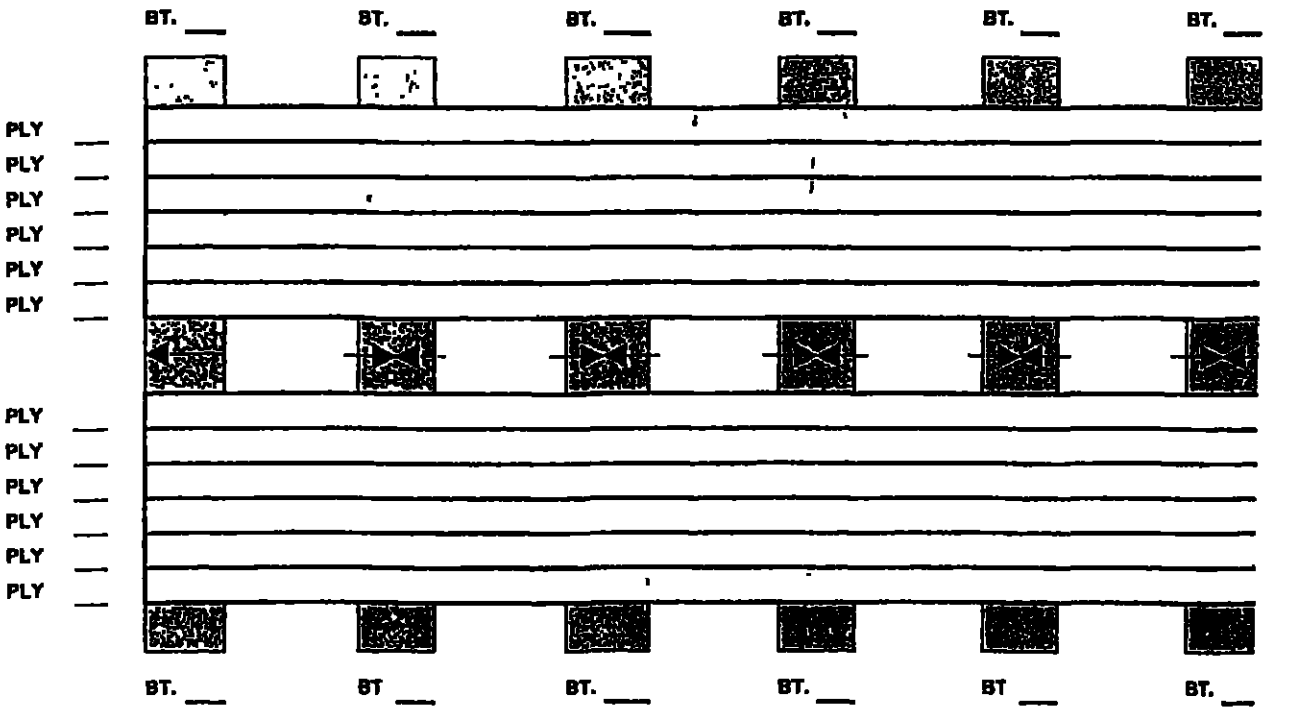
SIGNED KT, PK

CORP002190

744.70

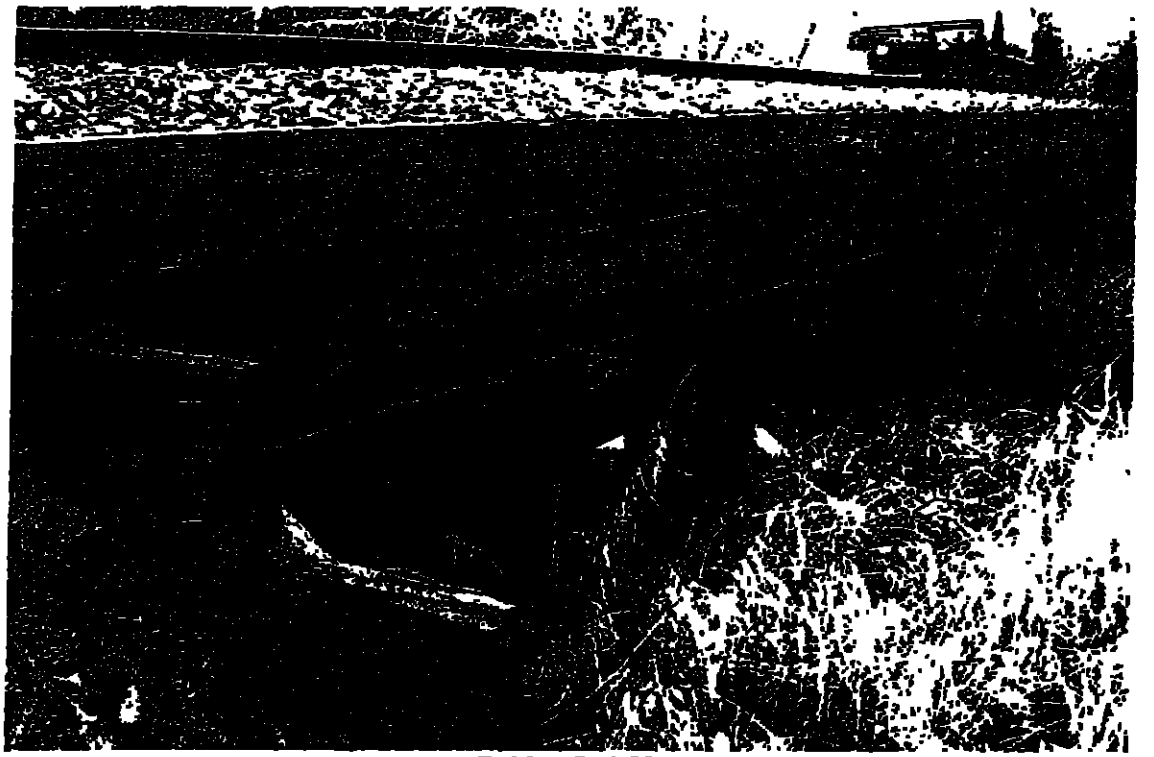
Strings





CORP002191

Central Oregon & Pacific Railroad



Bridge 744.83

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002192

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 744.83

MILEPOST: 744.83 | SECTION# 1

TYPE: BDPT | LOCATION: Reedsport, OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K. Trickle & P Kaz

Findings:

Bent 3

Both Sway Braces - Reject

Span 3

Stringer 2 - Reject

Ballast Retainers - Fair (1 West section reject in span 2)
Deck Boards - OK
Headwalls - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	4	OSMOSE	Replace: - 1 section of West ballast retainer in Span 2
2	1.3	4	OSMOSE	Replace: - Stringer 2 in Span 3
3	1.2	4	OSMOSE	Replace: - Sway Braces on Bent 3
4	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-10 2007

Owner CORP Reg./Div. _____ Bridge No. 744.83

~~Dist./Sub~~/Branch COOS BAY

Location REEDSPORT, OR (740.4)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 29

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN FT. PILING
1	5	5	5	P/P	2½	3½									25
2	5	2	5	P/P	OK					4 BMS					25
3	5		9							H2O SWAY BRACING ⊗					45
4	5	3	9	1	OK					H2O					45
5	5		6												30
6	5		1½												7½
															177½

H.WALLS - OK
DECK BOARDS - OK
Ball. rail - Fair (Span 2 West Side ⊗)
CURVE

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmofield
D/P — Drift Pin
G/L — Groundline Area

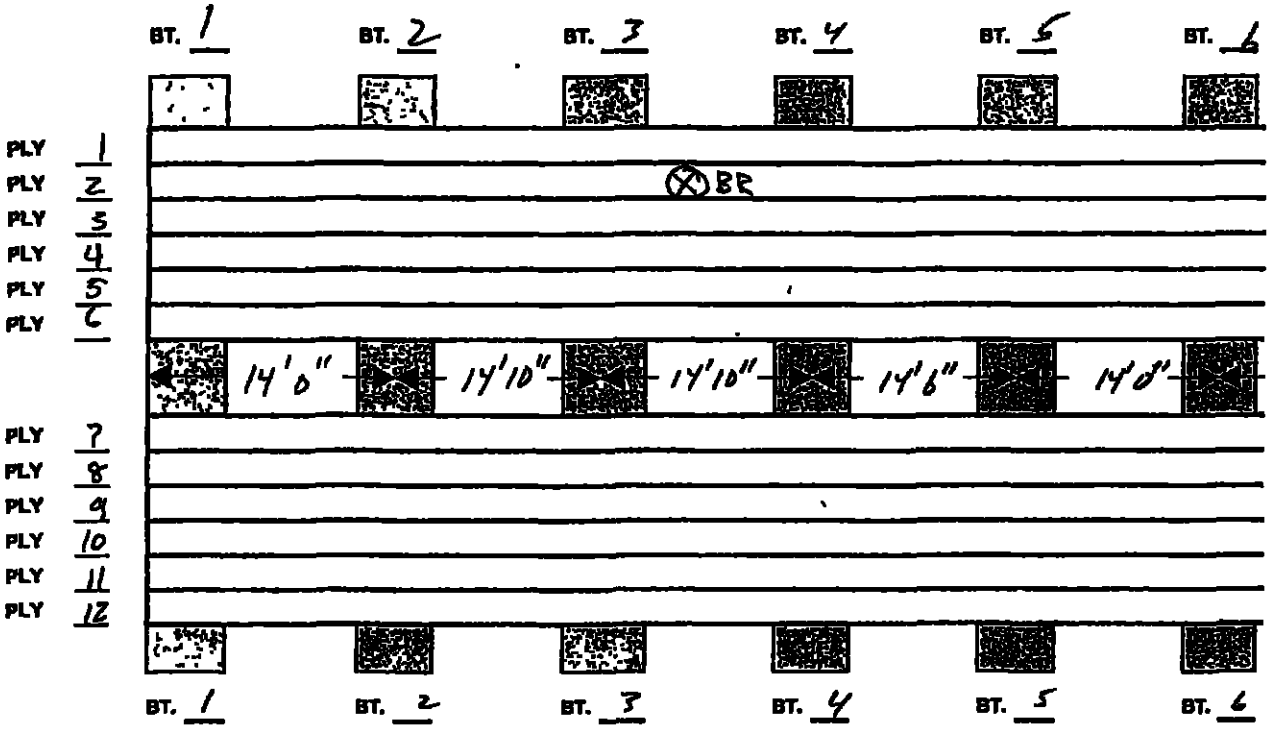
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

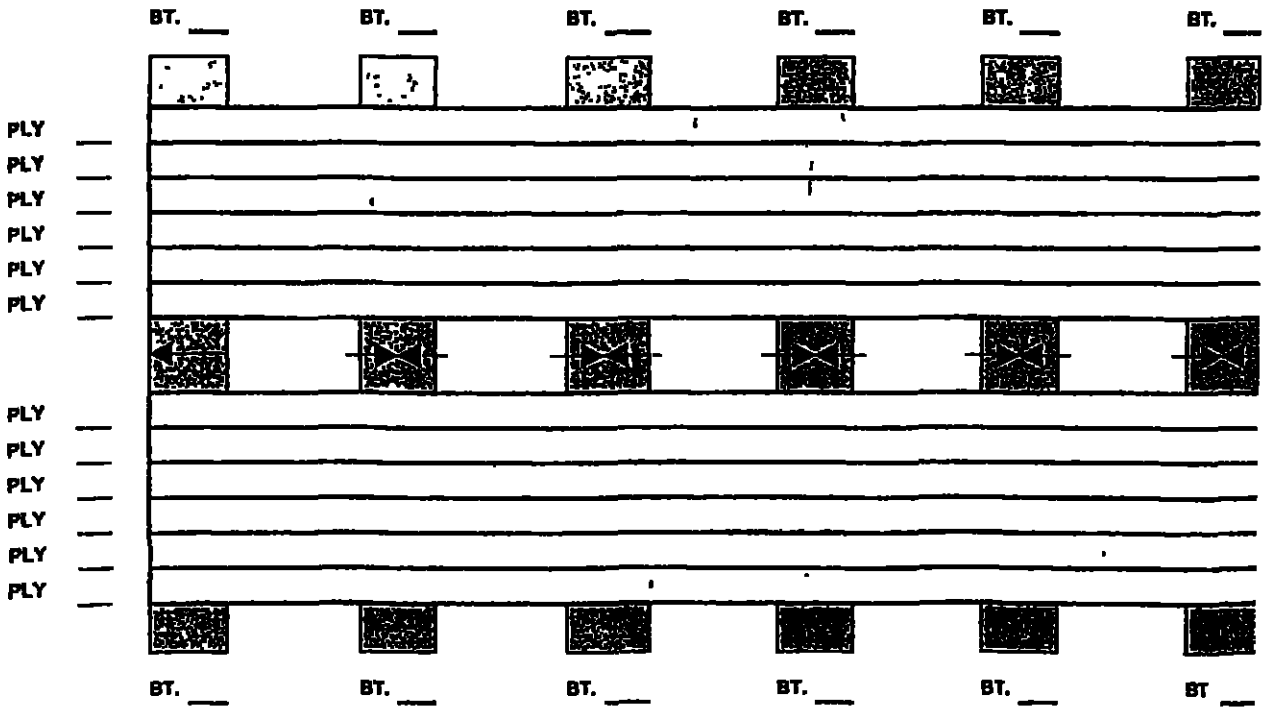
SIGNED KT, PK

CORP002194

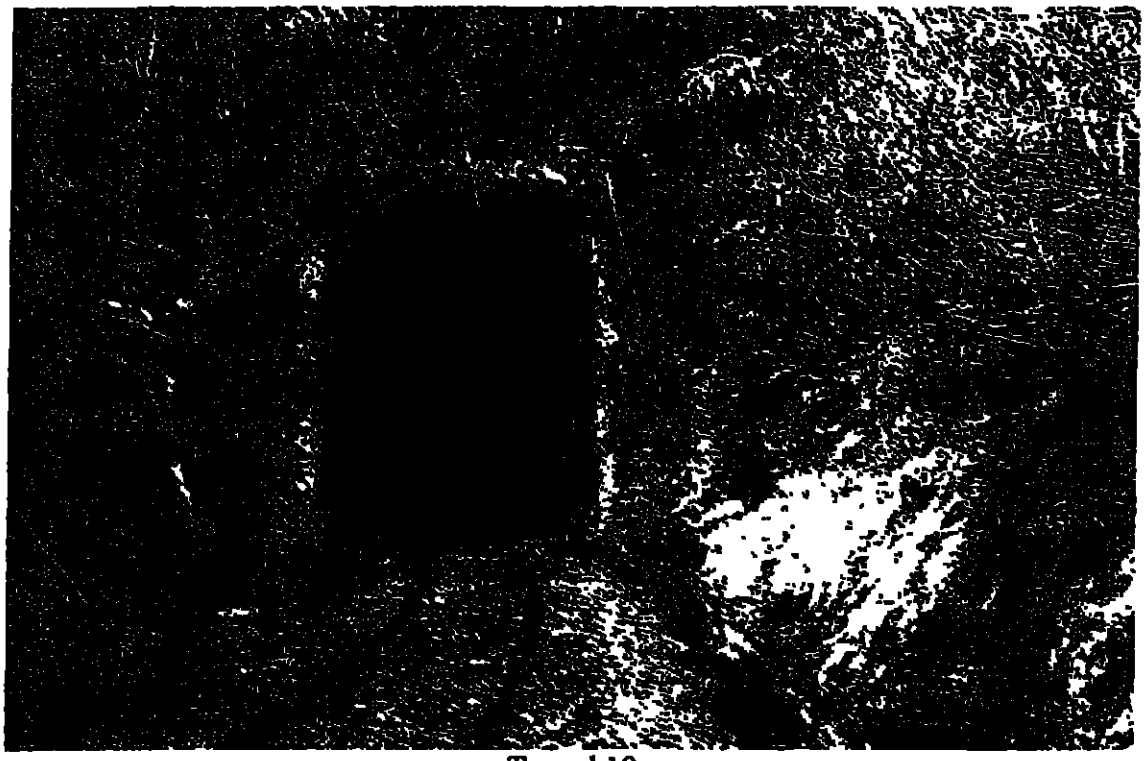
744.83

Stringe





Central Oregon & Pacific Railroad



Tunnel 19

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 19

MILEPOST: 745 62 | SECTION# 1

TYPE: Tunnel | LOCATION: Reedsport, OR

INSPECTION DATE. 2/13/2007 | INSPECTOR. K. Trickle & P. Kaz

Findings:

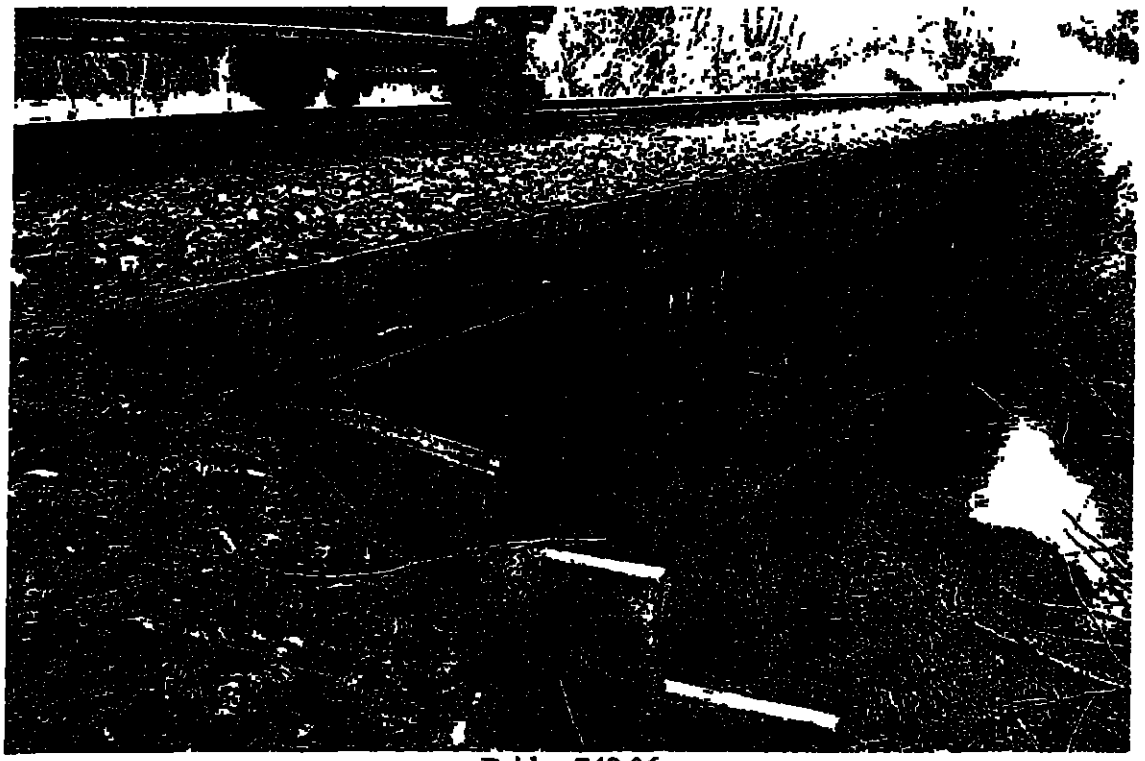
Tunnel not inspected in 2007

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Tunnel not inspected at this time: - Perform inspection on tunnel when required

Central Oregon & Pacific Railroad



Bridge 748.06

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 748.06

MILEPOST: 748.06 SECTION# 1

TYPE: BDPT LOCATION: Lakeside, OR

INSPECTION DATE: 2/13/2007 INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 3

Cap - Reject (slight crushing)

Bent 7

Cap - Reject (crushing)

Ballast Retainers - OK
Deck Boards - OK
Headwalls - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	2	OSMOSE	Replace: - Cap on Bent 3 (slight crushing) - Cap on Bent 7 (crushing)

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-2007

Owner CORP Reg./Div. Bridge No. 748.06

Dist./Grid/Branch Coos Bay

Location LAKESIDE, OR (752.10)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 18

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GA. TR	PP	LIN. FT. PILING
1	5		2		S-OK										10
2	5		6		S-OK										30
3	5	CAP	7½	P2	4	2	Slightly CR.			⊗ (Tbd)					37½
4	5		7½		S-OK					(Tbd)					37½
5	5		7							(Tbd)					35
6	5	5	3½	P1	2	1									17½
7	5	CAP	1	P3	¼	6	CRUSHING			13½ x 13½ x 16 Cap-⊗					5 / 172½
							DECK BOARDS - OK								
							H. WALLS - OK								
							Bull. rail. - OK								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

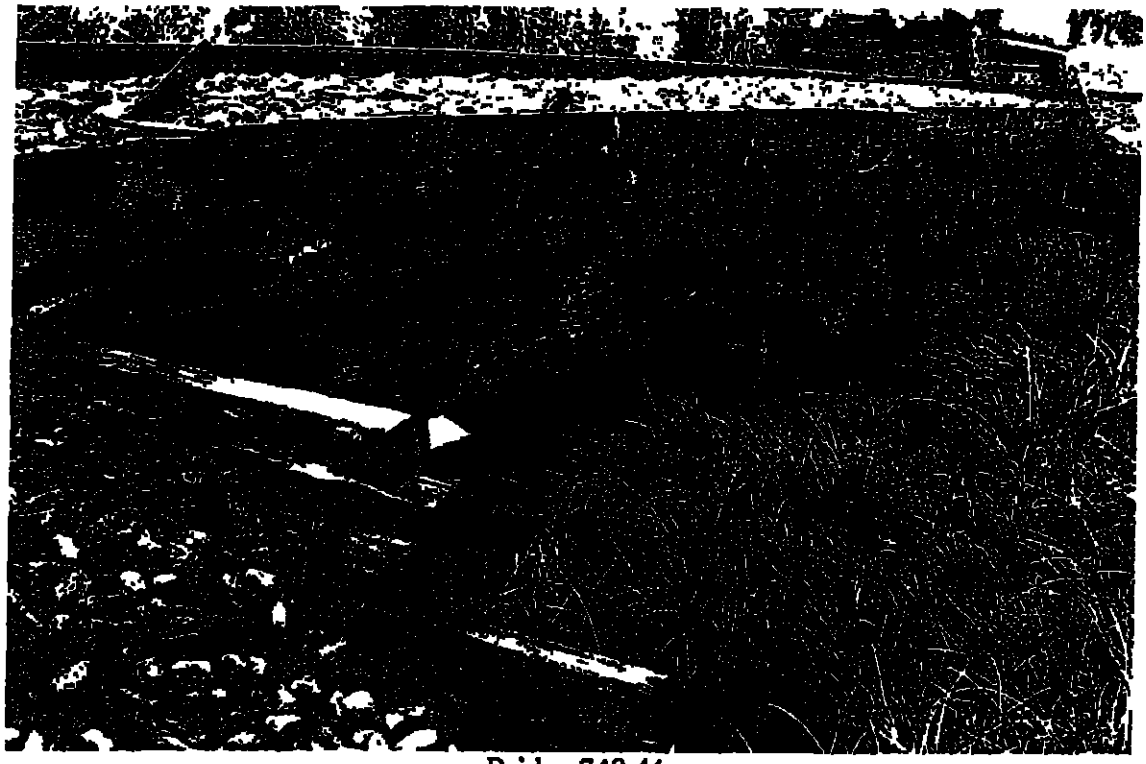
N — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Pasted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002200

Central Oregon & Pacific Railroad



Bridge 748.44

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002201

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 748.44

MILEPOST: 748.44 | SECTION# 1

TYPE: BDPT | LOCATION: Lakeside, OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 2

Pile 5 - Reject

Both Sway Braces - Reject

Ballast retainers - Fair
Headwalls - Fair
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.5	4	RAILROAD	Add ballast and tamp up both approaches
2	1.4	4	OSMOSE	Replace: - Both Sway braces on Bent 2
3	1.3	4	OSMOSE	In-place preservatively treat piles, caps and stringers
4	1.2	4	OSMOSE	Post: - Pile 5 of Bent 2

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.1		OSMOSE	7/21/1999	Replaced - Cap on Bent 1 with an oversized Cap

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 12-13-~~10~~-2007

Owner CORP Rwy/Div. Bridge No 748.44

~~Dist/Sub~~/Branch Coos Bay

Location LAKESIDE, OR CMP 752.10

Type (Pile), (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 30

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN FT. PILING
1	5	CAP	3			New	Oversize		H2O Cap	7/21/1999 Osmose					15
2	5	5	3½	D/P	2½	9½			H2O	SWAY BRACES ⊗ only 3' tall	13½	X			17½
3	5		3						H2O						15
															47½
										DECK - BALLAST RET FAIR					
										H. WALLS - FAIR.					
										Apps - (new) (#4)					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Rejects
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N)S E W
Piling Numbered From N S E W
Bent # 1 is (N)S E W
(Timetable)

SIGNED KT, PK

CORP002203

Central Oregon & Pacific Railroad

Bridge 748.68

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002204

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 748.68

MILEPOST: 748 69 | SECTION# 1

TYPE: ODFT | LOCATION: Lakeside, OR

INSPECTION DATE- 2/13/2007 | INSPECTOR: K. Trickle & P. Kez

Findings:

Bent 1

Cap - Minor crushing under Chord 1

Bent 4

Cap - Slight cornering under Chord 1

Bent 5

Cap - Slight cornering
3/4" Gap under Stringer 5
3/4" Gap under Chord 1
1 1/2" Shim under Chord 2 - Reject (slight crushing)

Bent 6

Cap - Possible Reject (mechanical crushing under stringers)
Mud Block 1, under Sill - Reject
Mud Block 2, under Sill - Reject
Mud Block 6, under Sill - Reject

Span 1

Stringer 6 - Reject

Span 2

Stringer 1 - Visual Reject
Stringer 4 - Visual Reject
Stringer 5 - Reject

Span 3

Stringer 1 - Visual Reject
Stringer 4 - Visual Reject
Stringer 5 - Visual Reject
Stringer 6 - Possible Reject

Span 4

Stringer 1 - Visual Reject
Stringer 2 - Visual Reject
Stringer 6 - Reject
Stringer 8 - Reject

Span 5

Stringer 2 - Possible Reject
Stringer 3 - Possible Reject
Stringer 4 - Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 748.68

MILEPOST: 748.68	SECTION# 1
TYPE: ODFT	LOCATION: Lakeside, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 15	2	OSMOSE	Replace: - Stringer 1 in Span 2 - Stringer 4 in Span 2 - Stringer 5 in Span 2 - Stringer 1 in Span 3 - Stringer 4 in Span 3 - Stringer 5 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 4 - Stringer 2 in Span 4 - Stringer 6 in Span 4 - Stringer 8 in Span 4
2	1.17	3	OSMOSE	Replace: - 1 1/2" Shim under Chord 2 on Bent 5 (slight crushing)
3	1.5	3	OSMOSE	Shim: - Under Stringer chord 1 of Bent 5 - Under Stringer 4 of Bent 5
4	1.1	3	OSMOSE	Replace: - Mud Blocks 1, 2 & 6 of Bent 6
5	1 16	4	OSMOSE	Replace - Cap on Bent 6 (mechanical crushing under stringers)
6	1.13	4	RAILROAD	Add ballast and tamp up both approaches
7	1 3	4	OSMOSE	Replace: - Stringer 8 in Span 1 - Stringer 4 in Span 5
8	1.2	4	OSMOSE	In-place preservatively treat piles and caps
9	1.19	5	RAILROAD	Monitor: - Stringer 2 in Span 5 - Stringer 3 in Span 5
10	1.14	5	RAILROAD	Monitor - Cap on Bent 1 (minor crushing under chord 1) - Cap on Bent 4 (slight cornering under chord 1) - Cap on Bent 5 (slight cornering)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.12		OSMOSE	8/19/2003	Performed a detailed stringer inspection Replaced. - Cap on Bent 2 - Cap on Bent 3

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-2007

Owner CORP Reg /Div. _____ Bridge No. 748.68

Dist./Sub/Branch Coos Bay

Location Lakeside, OR (MP 752.1)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
1	5	CAP	4½	P4	5	1				Buried Sill					
										Cap Minor CR@Ch1 (#5)					
2	5		7				Cap	New		8/19/2003					
										2BB					
										H2O					
3	5	2	7½	2½	2½				4½	H2O					
							Cap	New		8/19/2003					
										sill under H2O					
4	5	5	7½	1	0	1									
		PS		G/L	0	2				Cap-sl. cornering Ch. 1		#5			
5	5		7½				1½" Shim Chord 2 - X sl. CR				#3				
							3/4" gap under Chord 1 #3			H2O					
										Cap-sl. cornering #5					
6	5	2	4	D/P	OK					Cap-PX (Mech CR@ Stns)					
		mud block	6		Visual Reject VX					+ mud blks. 1 & 2 X					
										Mud Block 8"X16"X4'					
										9 stringers in Spans 4+5 (1 stringer)					
					6 timb-OK		Ties-OK			Headwalls-OK		Apps-Low			

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

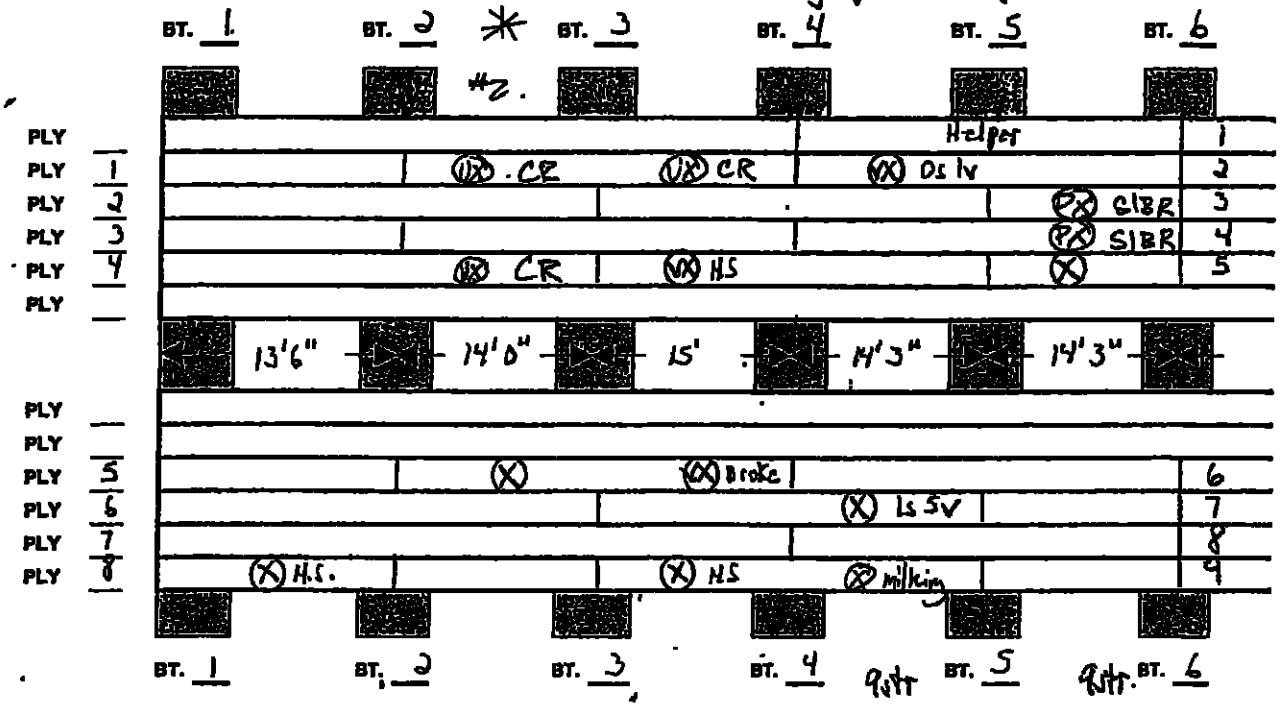
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drill Pin
G/L — Groundline Area

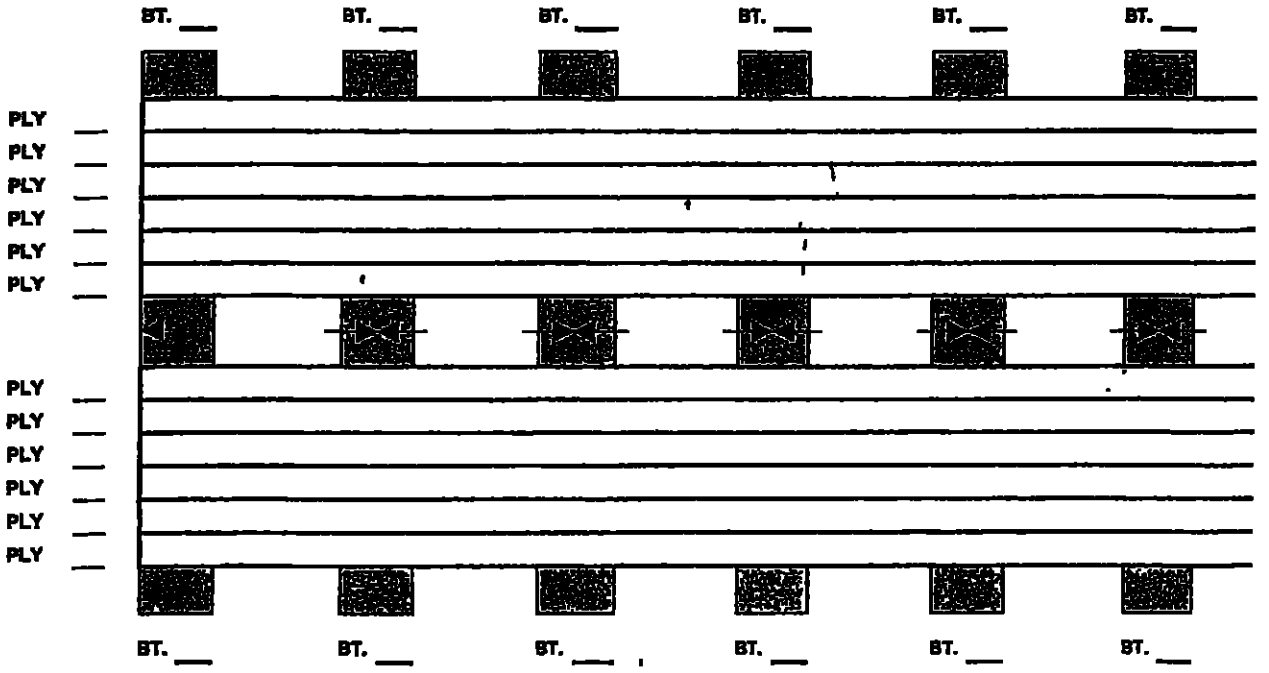
Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

SIGNED KT, PK

CORP002207

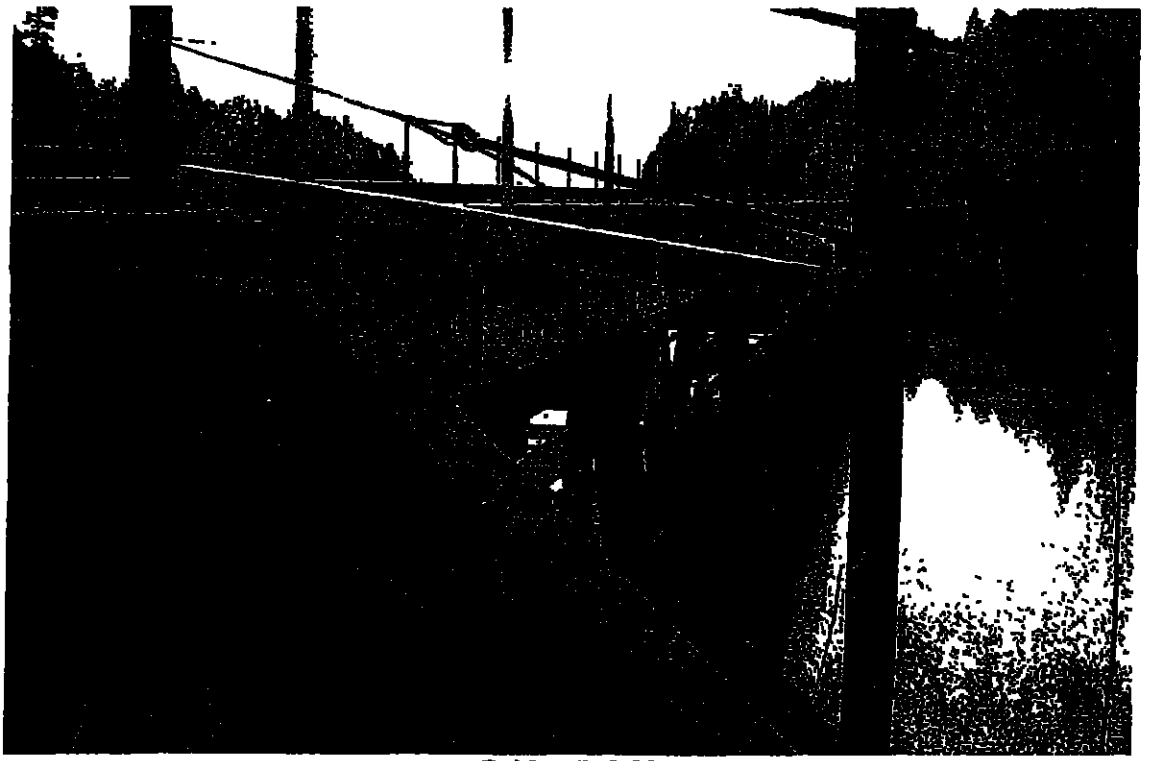
Bridge # 748.68 Lag Spaced stringers





CORP002208

Central Oregon & Pacific Railroad



Bridge 749.89

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 749.89

MILEPOST: 749.89 | SECTION# 1

TYPE: CONC | LOCATION Lakeside, OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K. Trickle & P. Kaz

Findings:

Line & Surface - OK
Approaches - Low
Walkways - OK
Handrails - OK

South Handrail inspection cable for lower Walkway - Reject (broken)

West side Abutment 1 - Ballast leak

Ballast leak at Bents 10, 22, 23, 24 and 28
Bent 5 Cap - Minor spider cracking
Bents 18, 19 & 20 - Cap at East side (nose cracking and spalled)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	2	RAILROAD	Patch - Ballast leak at Abutment 1
2	1.3	2	OSMOSE	Replace - South Handrail inspection cable for lower Walkway
3	1.1	2	RAILROAD	Patch ballast leaks at: - Bent 10 - Bent 22 - Bent 23 - Bent 24 - Bent 28
4	1.5	3	RAILROAD	Add ballast and tamp up both approaches.
5	1.4	5	RAILROAD	Monitor: - Cap on Bent 5 for additional spider cracking
6	1.2	5	RAILROAD	Monitor: - Bents 18, 19 & 20 for additional cracking and spalling at nose of concrete caps

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

Bridge 749.89 North Abutment - Ballast leak West side

Osmose

BID SHOWING/ INSPECTION REPORT

DATE: 2-13-07 BY: KT, PK

Bridge No: 749.89

CUSTOMER INFORMATION:

CUSTOMER NAME: COAP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 31 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • OOPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Conc. Tab

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Lakeside, OR

Overall Sketch: (include span lengths)

Ballast deck
curve
3 abuts
30 Bts

Typical Bent or Pier Sketch:

4 pipes

GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: 1 Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 43° 36.001 W 124° 08.905 Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is In _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION: both

SKEWED: YES • NO • Type of Walk: Conc. Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER | Maximum Bridge Height:

Bents or Piers in Water: | Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 749.89

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD • (OK)		
APPROACHES:	POOR •	FAIR •	GOOD • (OK)	EROSION PROBLEMS: (#3)	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • (OK)	HANDRAILS – OK	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects): (#2)

Bents 1DNJ, 23, 25, 28 ballast leak

SUBSTRUCTURE (Note any defects):

N Headwall. (Abut 1) (#2)
Ballast Leak, West Side

BT 5 CAP – MINOR SPIDER CRACKING
Bt 18 cap @ east side (more cracking / spalling)
Bt 19 " same "
Bt JD " same "

HAND RAIL INSPECTION CABLE FOR LOWER WALKWAY (X) SOUTH END OF BRIDGE

RECOMMENDED WORK AND PRIORITY RATINGS

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	
#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad

Tunnel 20

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 20

MILEPOST: 750 12	SECTION# 1
TYPE: Tunnel	LOCATION: Lakeside, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Tunnel not inspected in 2007

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	5	RAILROAD	Tunnel not inspected at this time - Perform inspection on tunnel when required

Central Oregon & Pacific Railroad

Bridge 750.46 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 750.46
MILEPOST: 750 46	SECTION# 1
TYPE: ODFT	LOCATION: Lakeside, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Span 23
Stringer 4 - Visual Reject

Ties - OK
Guard timber - OK
Headwall - OK
North Approach - Very Low
Walkways - OK (span 63 walkway welds broken)
Handrails - OK
Stringers - OK

Numerous bents have missing brace bolts and nuts.

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	2	RAILROAD	Add ballast and tamp up approach
2	1.4	3	RAILROAD	Reweld: - Walkway welds in Span 63
3	1 1	3	OSMOSE	Replace: - Missing brace bolts and nuts
4	1.3	4	OSMOSE	Replace - Stringer 4 in Span 23

Osmose Railroad Services, Inc.

CORP002217

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-2007

Owner CORP Reg./Dist. Bridge No 750.46 NA (Sec 1)

Dist-/Sub-Branch Coos Bay

Location LAKESIDE, OR (MP 752.1)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	POST PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PK OR X	GL TR	PP	LIN FT. PILING
1	3		5		NEW STEEL BENT										—
2	5		8		S-OK					H_2O					40
3	5		8½		S-OK					H_2O					42½
4	5		8½		S-OK					H_2O MISSING BB NUT					42½
5	5		8½		S-OK					H_2O					42½
6	5		8½		S-OK					H_2O					42½
7	5		8½		S-OK					H_2O					42½
8	5		8½		S-OK					H_2O					42½
9	5	SUB PILE	8½	SILL	1	.2				H_2O MISSING BB NUT 2					42½
10	5		8½		S-OK					H_2O MISSING 4 BB NUTS					42½
11	5		8½		S-OK					H_2O					42½
12	5		8½		S-OK					H_2O MISSING BB NUTS					42½
13	5		8½		S-OK					H_2O					42½
14	5		8½		S-OK					H_2O					42½
15	5		8½		S-OK					H_2O MISSING BB NUTS					42½
16	5		8½		S-OK					H_2O MISSING BB NUT					42½
17	5		8½		S-OK					H_2O MISSING BB NUT					42½
18	5		8½		S-OK					H_2O MISSING BB NUT					42½
19	5		8½		S-OK					H_2O					42½
20	5		8½		S-OK					H_2O					42½
21	5		8½		S-OK					H_2O MISSING BB NUT					42½

6 SUB PILES

9471½

SYMBOLS All Borings in Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmoshield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KJ, PK

CORP002218

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OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

140.24b.1

SHEET 2 of 3 SHEETS

Bridge No. 750.46 (Sec 1)

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13, ~~19~~ 2007

ALL SILLS SUBMERGED

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GIL TR.	PP	LIN FT PILING
22	5		8½			S-OK				H2O 2 MISSING BB NUTS					42½
23	5		8½			S-OK				H2O 1 MISSING BB NUTS					
24	5		8½			S-OK				H2O 1 MISSING BB NUTS					
25	5		8½			S-OK				H2O					
26	5		8½			S-OK				H2O 1 MISSING BB NUTS					
27	5		8½			S-OK				H2O					
28	5		8½			S-OK				H2O SUB PILE SHIMS 1 MISSING BB NUTS					
29	5		8½			S-OK				H2O					
30	5		8½			S-OK				H2O					
31	5		8½			S-OK				H2O					
32	5		8½			S-OK				H2O 1 MISSING BB NUTS					
33	5		8½			S-OK				H2O 1 MISSING BB NUTS					
34	5		8½			S-OK				H2O 1 MISSING B BOLT					
35	5		8½			S-OK				H2O 1 MISSING BB NUT					
36	5		8½			S-OK				H2O 2 MISSING BB NUTS					
37	5		8½			S-OK				H2O 1 MISSING BB NUT					
38	5		8½			S-OK				H2O					
39	5		8½			S-OK				H2O					
40	5		8½			S-OK				H2O					
41	5		8½			S-OK				H2O 1 MISSING BB NUT					
42	5		8½			S-OK				H2O					
43	5		8½			S-OK				H2O					
44	5		8½			S-OK				H2O 1 MISSING BB NUT					
45	5		8½			S-OK				H2O 1 MISSING BB NUTS					
46	5		8½			S-OK				H2O					
47	5		8½			S-OK				H2O 1 MISSING BB NUT					
48	5		8½			S-OK				H2O					147.5

CORP002219

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140.24b.1

OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

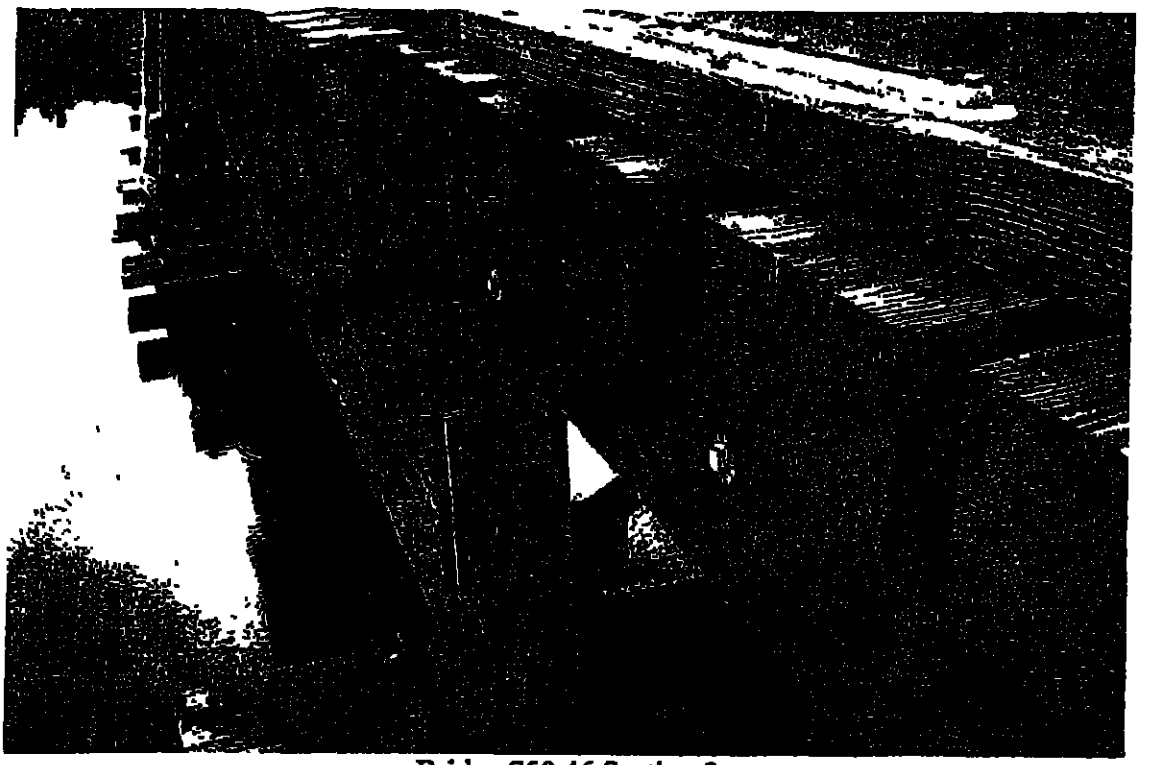
SHEET 3 of 3 SHEETS

Bridge No. 750.96 (Sec 1)

Date 2-13, 19 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
49	5		8½			S-OK				H_2O					42½
50	5		8½			S-OK				H_2O					
51	5		8½			S-OK				H_2O					
52	5		8½			S-OK				H_2O					
53	5		8½			S-OK				H_2O 1 MISSING BB NUT					
54	5		8½			S-OK				H_2O					
55	5		8½			S-OK				H_2O					
56	5		8½			S-OK				H_2O 1 MISSING BB NUT					
57	5		8½			S-OK				H_2O					
58	5		8½			S-OK				H_2O 1 MISSING BB NUT					
59	5		8½			S-OK				H_2O					
60	5		8½			S-OK				H_2O					
61	5		8½			S-OK				H_2O					
62	5		8½			S-OK				H_2O					
63	5		8½			S-OK				H_2O					
64	5		8½			S-OK				H_2O 1 MISSING BB NUT					
65	5		8½			S-OK				H_2O					722½
							Ties-OK								
	Span 23	Ply 4	(UP)	BR			Hdwd-OK								2717½
							G. tiwb-OK								
							N App-Very Low								
							Stringers-OK								
							Walkways-OK-Span 63 grate-weld BR #3 Hand								
							Handrail-OK								

Central Oregon & Pacific Railroad



Bridge 750.46 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 750.46**
MILEPOST: 750.46	SECTION# 2
TYPE: DPG	LOCATION: Lakeside, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

SPAN #	FINDING #	NOTES
1	1	Southwest & Northwest flange angles 90-100% section loss at beamngs Southeast & Northeast flange angles 10-20% section loss at beamngs Struts 90-100% section loss, 2 completely gone Severe section loss to laterals and gusset plates Severe section loss to cross bracing

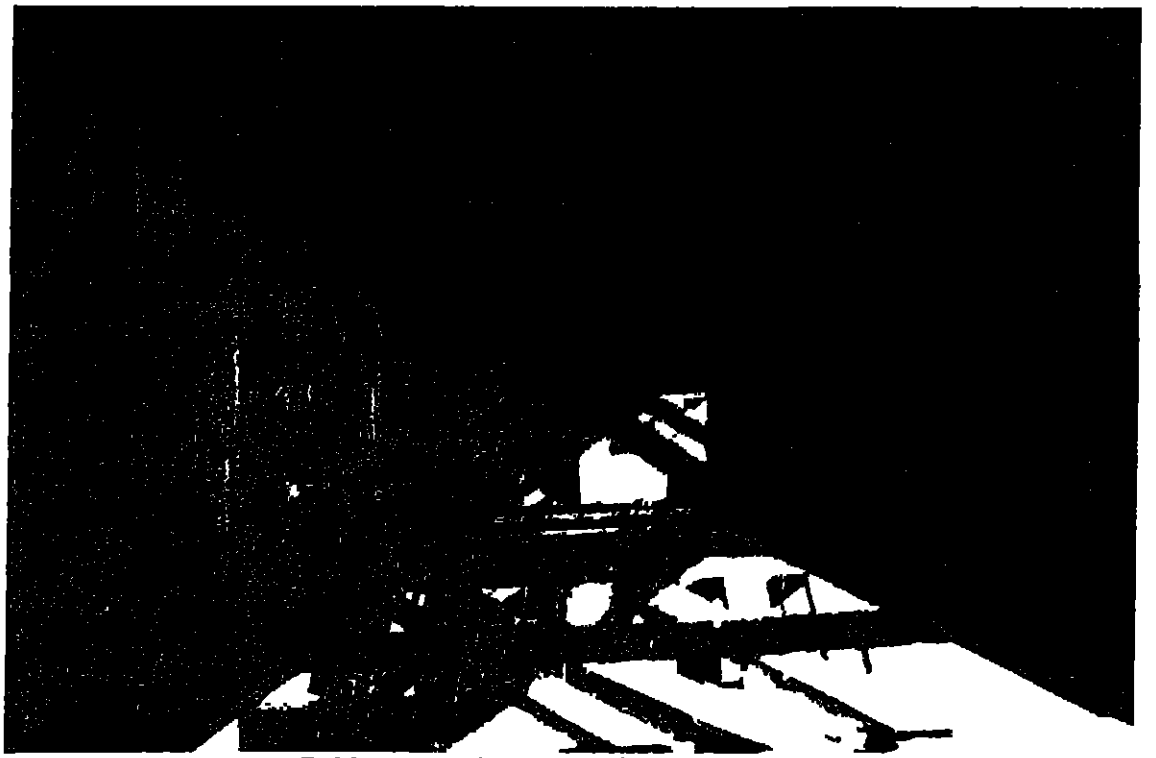
Ties - Fair
Walkway - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.2	2	OSMOSE	Replace. - Southwest & Northwest flange angles over bearings - All Struts
2	2.3	3	OSMOSE	Replace: - All Laterals & gusset plates - All Cross bracing
3	2.4	5	RAILROAD	Monitor - Southeast & Northeast flange angles for additional section loss at bearings

Central Oregon & Pacific Railroad



Bridge 750.46 - View of bracing and struts

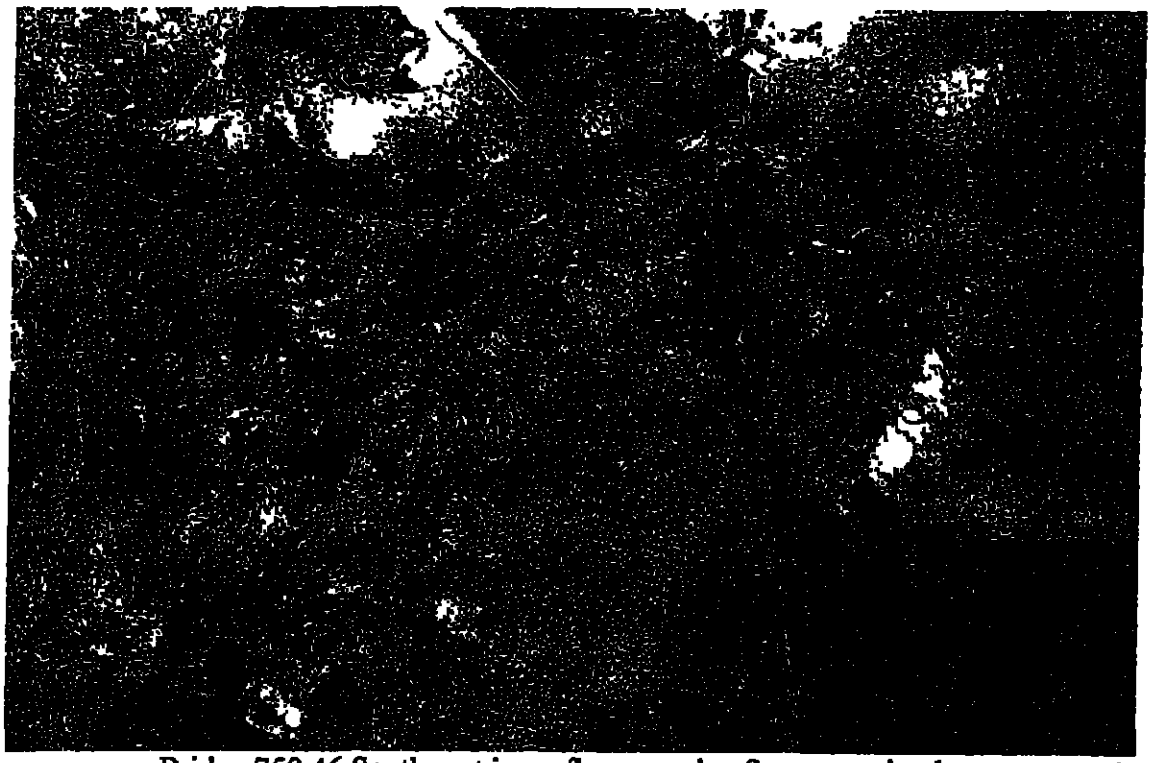
Central Oregon & Pacific Railroad

Bridge 750.46 South lower strut - Typical condition is poor

Central Oregon & Pacific Railroad

Bridge 750.46 Southwest inner flange angle - 90% section loss

Central Oregon & Pacific Railroad



Bridge 750.46 Southwest inner flange angle - Severe section loss

Central Oregon & Pacific Railroad

Bridge 750.46 Southwest outer flange angle - 90% section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-13-07 BY: KJ, PK

Bridge No: 750 46 sec 2

CUSTOMER INFORMATION

CUSTOMER NAME: CoRP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: / | # OF TRACKS: / | YEAR BUILT:

TYPE: (DPG) TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S)

(Railroad Direction) | (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: LAKESIDE, OR

Overall Sketch: (Include span lengths)

OPEN DECK
2 TIMBER PIERS

Typical Bent or Pier Sketch:

ACCESS

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: • Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: | Nearest Crossing:

BRIDGE: (TANGENT) CURVE • | Superelevation is in _____

GUARD RAIL: YES • NO • | WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • | Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • | CULVERT: YES • NO •

BRIDGE IS OVER | Maximum Bridge Height:

Bents or Piers in Water: | Maximum Water Depth:

Requires de-watering Yes No

CORP002228

		Bridge No: 750 46 SEC 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • (OK)		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

- STRUTS - POOR 70-100% SECTION LOSS & COMPLETELY GONE (#2)
- EAST SIDE OF FLANGE ANGLES 10-20% SECTION LOSS (#5) AT BEARINGS
- NW & SW FLANGE ANGLES 90-100% SECTION LOSS (#2) AT BEARINGS
- SEVERE SECTION LOSS TO CROSS BRACES, LATERALS & GUSSET PLATES (#3)

SUBSTRUCTURE (Note any defects):

NO DEFECTS LOCATED

SEE TIMBER SHEET

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-~~19~~2007

Owner CORP Reg./Div. Bridge No. 750.46 MS (Sec 2)

Dist/Sub/Branch Coos Bay

Location Lakeside, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR. TR.	PP	LIN FT. PILING
Pier 1	- NO BLOCKING.														
Row 1	Post 6		2½		S-OK					SILL PARTIALLY SUB MERGED					15
Row 2	Post 6		2½		S-OK					SILL PARTIALLY SUB MERGED					15
			50' DPG												
Pier 2	- NO BLOCKING														
Row 1	Post 6	Sub Pile: 3	2½	Sill	1	3				SILL PARTIALLY SUB MERGED					15
Row 2	Post 6		2½												15
															60

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

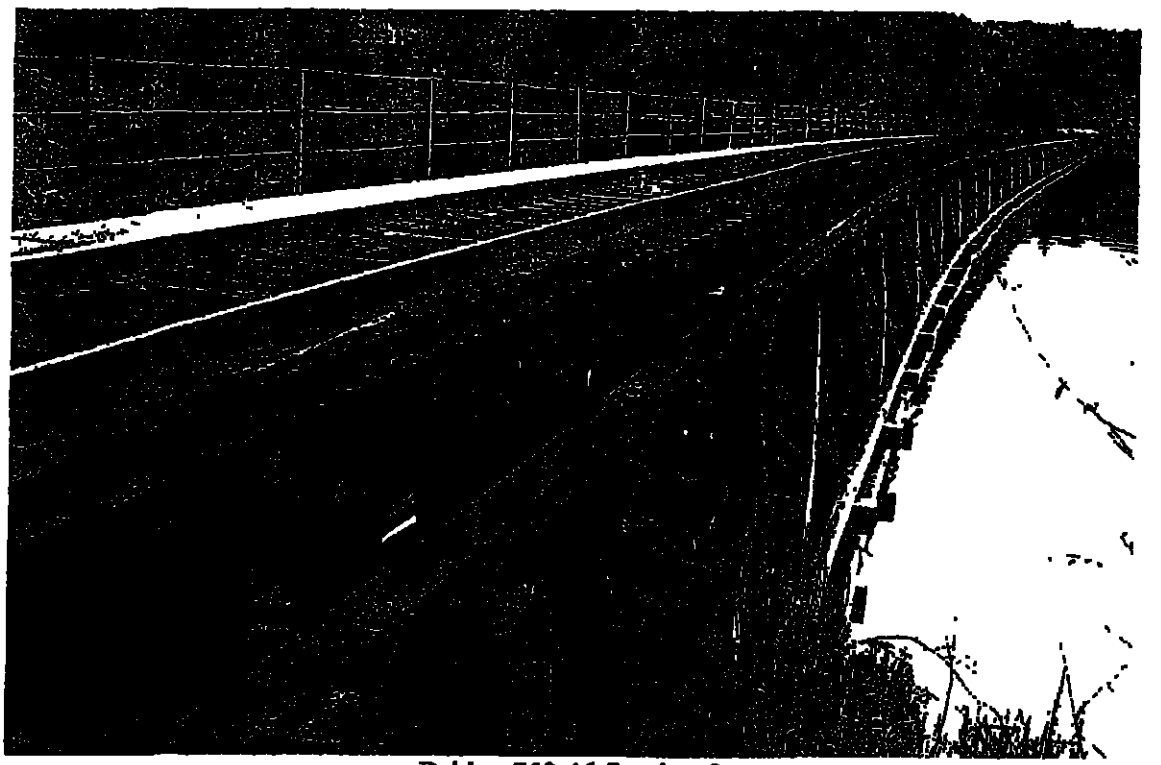
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002230

Central Oregon & Pacific Railroad



Bridge 750.46 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 750.46
MILEPOST: 750 46	SECTION# 3
TYPE: ODFT	LOCATION: Lakeside, OR
INSPECTION DATE: 2/13/2007	INSPECTOR. K. Trickle & P Kaz

Findings:

Ties - OK
Guard timber - OK
Headwall - OK
South Approach - Low
Walkway - Poor (1 walkway missing at South approach, span 25 walkway welds broken)
Stringers - OK

Numerous bents have missing brace bolts and nuts.

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 4	2	RAILROAD	Replace - 1 Section of Walkway at South approach
2	3.2	2	RAILROAD	Add ballast and tamp up approach.
3	3 5	3	RAILROAD	Reweld - Walkway in Span 25
4	3.1	3	OSMOSE	Replace. - Missing brace bolts and nuts

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3.3		RAILROAD	2/16/2006	Replaced - Missing walkway grating

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-2007

Owner CORP Reg/Div

Bridge No. 780.46 SA. (Sec 3)

Dist./Sub/Branch COOS BAY

Location LAKESIDE, OR (752.1)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other)

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	X	G/L TR	PP	LIN FT PILING
1	5		8½			S-OK				H_2O					
2	5		8½			S-OK				H_2O					
3	5		8½			S-OK				H_2O					
4	5		8½			S-OK				H_2O 1 MISSING BB NUT					
5	5		8½			S-OK				H_2O 1 MISSING BB NUT					
6	5		8½			S-OK				H_2O					
7	5		8½			S-OK				H_2O 2 MISSING BB NUTS					
8	5		8½			S-OK				H_2O					
9	5		8½			S-OK				H_2O					
10	5		8½			S-OK				H_2O					
11	5		8½			S-OK				H_2O					
12	5		8½			S-OK				H_2O					
13	5		8½			S-OK				H_2O					
14	5		8½			S-OK				H_2O					
15	5		8½			S-OK				H_2O					
16	5		8½			S-OK				H_2O					
17	5		8½			S-OK				H_2O					
18	5		8½			S-OK				H_2O					
19	5		8½			S-OK				H_2O					
20	5		8½			S-OK				H_2O					892.12
21	5		8½			S-OK				H_2O					

SYMBOLS All Borings to Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmosheild
D/P — Drift Pin
G/L — Groundline Area

SUBMERGED SILL & SUB PILES

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No. 750.46 (Sec 3)

Date 4-13, 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN. FT PILING
22	5		8½			S-OK				H_2O 2 MISSING BB NUTS					
23	5		8½			S-OK				H_2O					
24	5		8½			S-OK				H_2O					
25	5		8½			S-OK				H_2O					
26	5		8½			S-OK				H_2O 2 MISSING BB NUTS					
27	5		8½			S-OK				H_2O 1 MISSING BB BOLT.					
28	5		8½			S-OK				H_2O					
29	5		8½			S-OK				H_2O					
30	5		8½			S-OK				H_2O					
31	5		8½			S-OK				H_2O					
32	5		8½			S-OK				H_2O					
33	5		8½			S-OK				H_2O 1 MISSING BB NUT					
34	5		8½			S-OK				H_2O 2 MISSING BB NUT					
35	5		8½			S-OK				H_2O					
36	5		8½			S-OK				H_2O 1 MISSING BB NUT					
37	5		8½			S-OK				H_2O					
38	5		8½			S-OK				H_2O					
39	5		8½			S-OK				H_2O 1 MISSING BB NUT					
40	5		8½			S-OK				H_2O 3 MISSING BB NUT					
41	5		8½			S-OK				H_2O					
42	5		8½			S-OK				H_2O					
43	5		8½			S-OK				H_2O					
44	5		8½			S-OK				H_2O 1 MISSING BB NUT					
45	5		8½			S-OK				H_2O					
46	5		8½			S-OK				H_2O 1 MISSING B BOLT					
47	5		8½			S-OK				H_2O 1 MISSING BB NUT					
48	5		8½			S-OK				H_2O 2 MISSING BB NUTS					1147½

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RAILROAD BRIDGE DIVISION BORING RECORD

SHEET 3 of 3 SHEETS

Bridge No. 750.46 SA (Sec 3)

Date 2-13, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN FT. PILING
49	5		8½		S-OK					H₂0 2 MISSING BOLTS					42½
50	5		8½		S-OK					H₂0 2 MISSING BOLTS					42½
51	5		8½		S-OK					H₂0 2 MISSING BOLTS					42½
52	5		8½		S-OK					H₂0 2 MISSING BOLTS					42½
53	5		8½		S-OK					H₂0 2 MISSING BOLTS					42½
54	5		8½		S-OK					H₂0 2 MISSING BOLTS					42½
55	3		3		STEEL	BENT									—
															2295
						STRS-OK									
						TIES-OK									
						WALKWAY - MISSING 1 SEC @ S APP #2									
						APPROACH - LOW (#2) | SPAN 25 GIRDER WELD - BR #3									
						HAND L - OK									
						G. SLAB - OK									

CORP002235

Central Oregon & Pacific Railroad

Bridge 751.02

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002236

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 751.02

MILEPOST: 751 02	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Lakeside, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 2A
Post 3 - Reject

Bent 3A
Post 2 - Reject
Pile 7 - Possible Reject

Bent 3B
1/2" Gap over Chord 1

Bent 4A
Pile 6 - Reject

Bent 5A
Post 4 - Reject
Post 5 - Reject
Cap - Reject

Bent 5B
Pile 1 - Reject
3/4" Shims - Reject (working out)

Bent 6A
Cap - Reject (crushing)

Bent 7A
Cap - Reject (slight crushing)

Bent 7B
Post 2 - Reject
1" Gap under Stringer Chords

Bent 8A
Post 3 - Reject
Cap - Reject

Bent 8B
1" Gap under Stringer Chords

Bent 9A
Pile 3 - Reject
Cap - Reject (crushing)

Bent10B
1" Gap under Stringer Chords.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 751.02

MILEPOST: 751 02 | SECTION# 1

TYPE: ODPT/ODFT | LOCATION: Lakeside, OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K Trckle & P Kaz

Findings:

Bent11B
1/2" Gap over Pile 4
1/2" Gap under Stringer Chords

Bent12A
Cap - Possible Reject (slight crushing)

Bent12B
1/4" Gap over Pile 3
1/4" Gap over Pile 4
1/4" Gap over Pile 5
1" Gap over Pile 6
1/2" Gap under Stringer Chords

Bent13A
Post 2 - Reject

Bent15A
Cap - Reject (crushing)

Bent15B
1/2" Gap under Stringer Chords

Bent16A
Post 3 - Reject
Post 4 - Reject
Post 5 - Reject

Bent16B
3/4" Gap under Stringer Chords

Bent17B
1" Gap under Stringer Chords
Shims - Reject (working out)

Bent18A
Post 3 - Reject

Bent19A
Post 2 - Reject
Post 4 - Reject
Cap - Reject (crushing)

Bent19B
1/2" Gap under Stringer Chords

Bent20A
Cap - Reject (crushing)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 751.02

MILEPOST: 751.02 | SECTION# 1

TYPE: ODPT/ODFT | LOCATION: Lakeside, OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent20B
- 1/2" Gap over Pile 3
- 1/2" Gap over Pile 4
- 1/2" Gap over Pile 5
- 1/2" Gap under Stringer Chords
- Cap - Reject

Bent21A
- Pile 1 - Reject
- Pile 2 - Reject
- Cap - Reject

Span 1
- Stringer 4 - Visual Reject
- Stringer 5 - Reject
- Stringer 7 - Reject
- Stringer 8 - Visual Reject

Span 2
- Stringer 3 - Visual Reject
- Stringer 6 - Reject

Span 3
- Stringer 1 - Reject

Span 5
- Stringer 1 - Reject

Span 6
- Stringer 1 - Reject
- Stringer 4 - Reject

Span 7
- Stringer 4 - Reject
- Stringer 7 - Reject
- Stringer 8 - Reject

Span 8
- Stringer 4 - Visual Reject

Span 10
- Stringer 4 - Visual Reject

Span 11
- Stringer 5 - Visual Reject

Span 12
- Stringer 1 - Reject
- Stringer 4 - Visual Reject
- Stringer 5 - Visual Reject

Span 17
- Stringer 5 - Possible Reject

Span 19
- Stringer 1 - Reject
- Stringer 3 - Reject
- Stringer 5 - Visual Reject

Span 20
- Stringer 1 - Reject
- Stringer 5 - Visual Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 751.02

MILEPOST: 751.02	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Lakeside, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Double Bents (older "A" & newer (1965) "B" driven 1' apart)
"A" bents 2 - 21 are frame bents w/ 5 posts + piles 1 & 7 on outside
Stringer parting lines over "A" bents
Some stringer packing straps - Broken

Ties - OK (1 reject)
Guard timber - OK
Headwall - OK
Wingwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.22	2	OSMOSE	Replace: - All Stringers with parting lines centered over all 'B' Bents - Surface bridge and Shim accordingly Remove: - All 'A' Bents at waterline
2	1.9	3	OSMOSE	Cut Pile tops down and: - Install an 8" Subcap on existing cap of Bent 12B - Replace Cap & Install an 8" Subcap on Bent 20B
3	1.21	4	OSMOSE	Spot replace 1 bridge tie.
4	1.15	4	RAILROAD	Add ballast and tamp up both approaches
5	1.10	4	OSMOSE	Shim or Epoxy: - Over Pile 4 of Bent 11B
6	1.2	4	OSMOSE	Post: - Pile 1 of Bent 5B - Post 2 of Bent 7B

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13, 2007

Owner CORP Reg/Div — Bridge No 751.02

~~Dist/Sub~~ Branch COOS BAY

Location LAKESIDE, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN FT PILING
1	6	Post 6	6	D/P		10				POOR PILE SPACING 1½" CRIBBED SHIM					36
2A	7	Post 3	8½	2	3	8				H₂O FRAME BENT SOME MERCED SILL	12×13½	X			59½
-		Post 5		D/P	OK										
2B	6	Post	8½							H₂O NEWER BENT					51
3A	7	Post 2	8½	5	1	9				H₂O FRAME BENT	12×12½	X			59½
		7		8	2	7					15	PX			
3B	6		8½							H₂O NEWER BENT ½" GAP CH.					51
4A	7	6	8½	2	1	12				H₂O FRAME BENT	12×12½	X			59½
4B	6		8½							H₂O NEWER BENT.					51
5A	7	Post 1	8½	3	OK					H₂O FRAME BENT					59½
		Post 4		3½	1½	10½					9×13½	X			
		Post 5		3½	1	11½					12×13½	X			
		CAP		PS	1	8				CAP (5) 13½×13½×14					
5B	6	1	8½	7	2	9				H₂O NEWER BENT ¾" SHIMS WORKING OUT	13½	X			51
6A	7	CAP	8½	P3	½	4	CRUSHING			H₂O CAP (6) FRAME 13½×13½×14					59½
6B	6	4	8½	1	OK					H₂O NEWER BENT					51
7A	7	7	8½	4	OK					H₂O FRAME BENT					59½
		CAP		P3	4½	3½	SLIGHT CRUSHING		2	CAP (8) 13½×13½×14					
7B	6		8½							H₂O NEWER BENT 1" GAP OVER BENT FRAME BENT					51
8A	7	Post 3	8½	3	2	11½					2×13½	X			59½
		7		6	2	3									

FRAME BENT HAVE 5 POST S AND 2 PILES

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002241

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No. 751.02

Date 2-13-~~48~~ 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
8A	–	CAP	–	P2	1	4½				CAP Ⓧ 13½x13½x14					
8B	6		8½							H₂O NEWER BENT 1" GAP OVER CAP					51
9A	7	3	8½	3	½	8½				H₂O FRAME BENT		X			59½
		1		D/P	OK										
		CAP		P6	2	6	CRUSHING.			CAP Ⓧ 13½x13½x14					
9B	6		8½							H₂O NEWER BENT					51
10A	7	7	8½	4	4	3				H₂O FRAME BENT					59½
		CAP		P2	PUNKY										
10B	6		8½							H₂O NEWER BENT 1" GAP OVER CAP					51
11A	7	3	8½	3	2	5.				H₂O FRAME BENT					59½
11B	6		8½		P4 - ½" GAP					H₂O NEWER BENT ½" GAP OVER CAP					51
12A	7	CAP	8½	P6	SLIGHT CRUSHING					H₂O FRAME BENT CAP Ⓟ2					59½
12B	6		8½		½" GAP - P3-5, P6-1" GAP					H₂O NEWER BENT ½" GAP OVER CAP					51
13A	7	1 Post	8½	2	6	1				H₂O FRAME BENT					59½
		2		3	2	10					12 x 18½	Ⓧ			
13B	6		8½	3		S-OK				H₂O NEWER BENT ¾" OF SHIMS					51
14A	7		8½			S-OK				H₂O FRAME BENT					59½
14B	6		8½			S-OK				H₂O NEWER BENT 3/4" OF SHIMS					51
15A	7	1	8½	3	OK					H₂O FRAME BENT					59½
		CAP		P2	4	1	1	1½		CAP Ⓧ CRUSHING 13½x13½x14					
15B	6		8½							H₂O NEWER BENT ½" GAP OVER CAP					51
16A	7	P3	8½	3	1	10				H₂O FRAME BENT	12x18½	X			59½
		P4		5	1	12					12x18½	X			
		P5		3	1	12					12x18½	X			
16B	6		8½							H₂O NEWER BENT 3/4" GAPS OVER CAP.					51
17A	7		8½							H₂O FRAME BENT					59½
17B	6		8½							H₂O NEWER BENT 1" GAP OVER CAP SHIMS WORKING OUT			Ⓧ		51

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OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

140.24b.1

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 3 SHEETS

Bridge No. 751.02

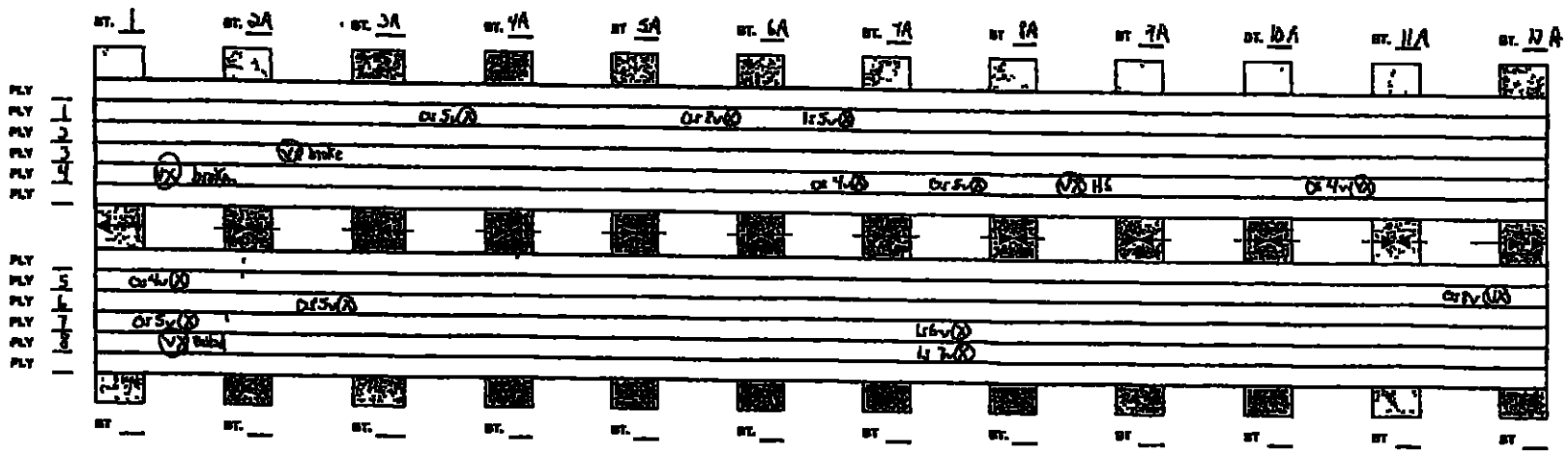
Date 2-13, 19 2007

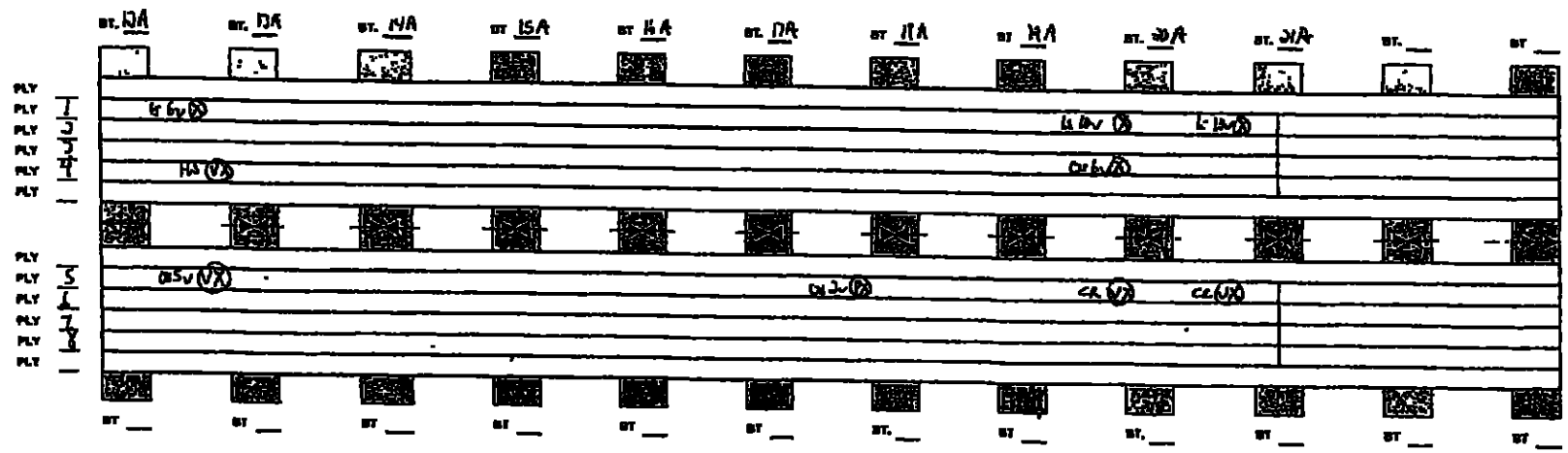
BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT. PILING
18A	7	3 Post	8½	4	1	9½				H₂0 FRAME BENT	12x15½	X			59½
18B	6		8½							H₂0 NEWER BENT 1½" SHIMS					51
19A	7	P2	8½	7	1	11				H₂0 FRAME BENT	12x12	XP			59½
		P4		6	1	10					12x13½	XP			
		CAP		P2	½	5	CRUSHING			CAP ⊗ 13½x13½x14					51
19B	6		8½							H₂0 NEWER BENT ½" GAP OVER CAP					
20A	7	CAP	8½	12	0	4	-⊗-	CRUSHED		H₂0 FRAME BENT					59½
20B	6		8½							H₂0 NEWER BENT ½" GAP - P3-5 1½" GAP UNDERS					51
21A	7	1	7	9/P	1	13				H₂0 FRAME BENT	14½	X			49
		2		5	1½	9½					12x13½	X			
		CAP		P2 P3	2 2±	4 1±				CAP ⊗					
21B	6		7							NEWER BENT					42
															222½
							STRS - FAIR TO POOR								
							TIES - OK 10⊗								
							H. WALL - OK								
							New pilon/bents 1965								
							packing lines on old frame bents								
							some timber packing strips -⊗								
							Apps - LOW								
							G. tracks - OK								
							W. Wells - OK								

CORP002243

751.02

Stringer Schematic





CORP002244

Central Oregon & Pacific Railroad

Tunnel 21

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002245

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 21

MILEPOST: 751.23 | SECTION# 1

TYPE: Tunnel | LOCATION. Lakeside. OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K. Trickle & P. Kaz

Findings:

Tunnel not inspected in 2007

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Tunnel not inspected at this time: - Perform inspection on tunnel when required

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13 19 2007

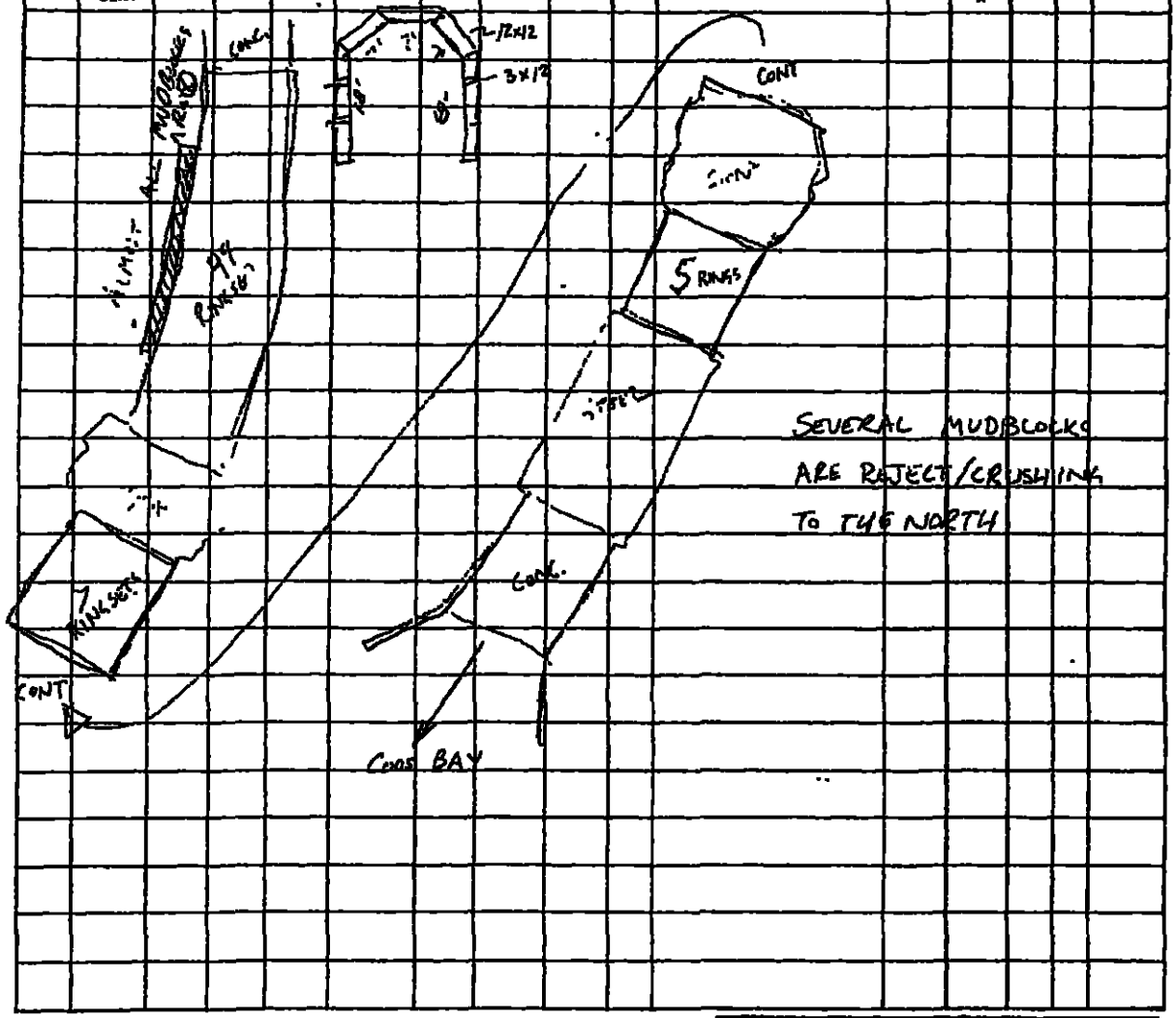
Owner CORP Reg /Div _____ Bridge No. TUNNEL 21

~~Dist./Sub~~/Branch Coos BAY MP 75.2

Location _____

Type: ~~(Pile)~~ ~~(Frame)~~ ~~(Open Deck)~~ ~~(Ballast Deck)~~ ~~(Other)~~ TUNNEL Age 19 _____

BENT	PILES PER BENT	PILE	FILE HT	BORED AT	SHELL	VOID	50° SHELL	50° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN FT PILING



SEVERAL MUDBLOCKS ARE REJECT/CRUSHING TO THE NORTH

SYMBOLS All Borings in Inches and Fractions to nearest ⅛"

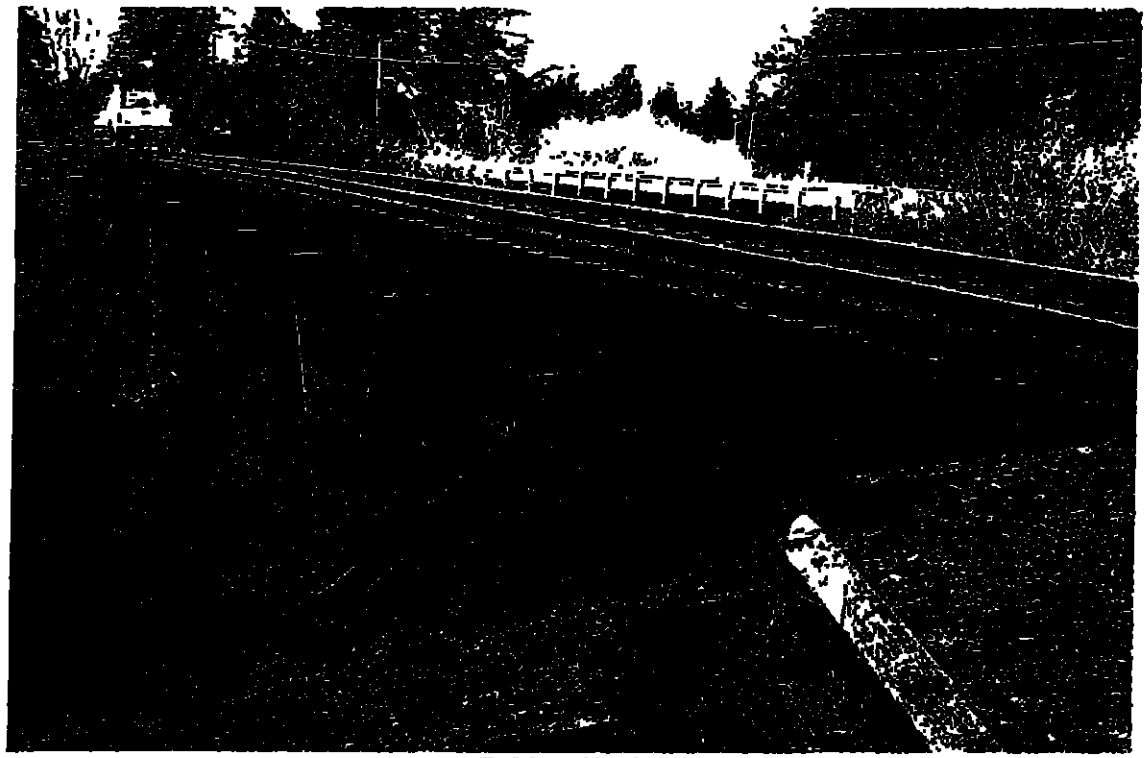
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWald
D/P — Drill Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # _____ Is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002247

Central Oregon & Pacific Railroad



Bridge 752.99

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002248

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 752.99

MILEPOST: 752.99 | SECTION# 1

TYPE: ODPT | LOCATION: Lakeside, OR

INSPECTION DATE: 2/13/2007 | INSPECTOR. K. Trickle & P. Kaz

Findings:

Bent 2
Pile 5 - Reject

Bent 3
2 Tower Braces in Span 3 - Reject

Bent 4
Elevation Shim - Reject

Bent 9
Pile 2 - Reject

Bent 11
Tower Braces 1 & 2 in Span 11 - Reject

Bent 12
Pile 2 - Reject

Bent 13
Pile 1 - Reject
Pile 5 - Possible Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low
Drift - Bent 9

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.8	3	RAILROAD	Remove drift from bridge as necessary.
2	1.7	3	RAILROAD	Add ballast and tamp up both approaches.
3	1.5	3	OSMOSE	Replace: - Elevation Shim on Bent 4
4	1.6	4	OSMOSE	Replace: - 2 Tower Braces in Span 3 - Tower Braces 1 & 2 in Span 11
5	1.2	4	OSMOSE	Post: - Pile 5 of Bent 2 - Pile 2 of Bent 9 - Pile 2 of Bent 12 - Pile 1 of Bent 13
6	1.1	4	OSMOSE	In-place preservatively treat piles and caps
7	1.3	5	RAILROAD	Monitor: - Pile 5 of Bent 13

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-~~19~~ 2007

Owner CORP Reg/Div: Bridge No 752.99

Dist/Sub/Branch Coos Bay

Location LAKESIDE, OR (MP 752.1)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
1	5		1½		BURIED	IN	BALLAST								2½
2	5	5	5½	4½	2	8½	2	12		TAP. SHIM	15½	X			27½
3	5	½	9	P/P	2 3	6 4½			3½	TAP SHIM SPAN 3 - Tower Br-@	(2 TOWER BRACES)				45
4	5	3	12	P/P	5	4				Elev. Shim - ⊗ Chord 2					60
5	5	4	13	P/P	8	2				H₂O TAP SHIM					65
6	5		14							H₂O TAP SHIM					70
7	5		15							H₂O 188					75
8	5	2	15	7	O	K				H₂O					75
9	5	2	15	7	2½	10				H₂O Drift (#3)	15½	X			75
		3		8	7	1									
10	5		15							H₂O					75
11	5		15							H₂O TOWER BRACES #1, 2	⊗				75
12	5	1	11		POSTED @	4'									55
		2		P/P	2	9						X			
13	5	1	3	P/P	2½	8	½	10½			16	X			15
		5		P/P	2	7					15½	X			715
							TTG-S-OK								
							H. WALLS - OK								
							APPS - LOW								
							G. Tank - OK								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmowald
D/P — Drift Pin
G/L — Groundline Area

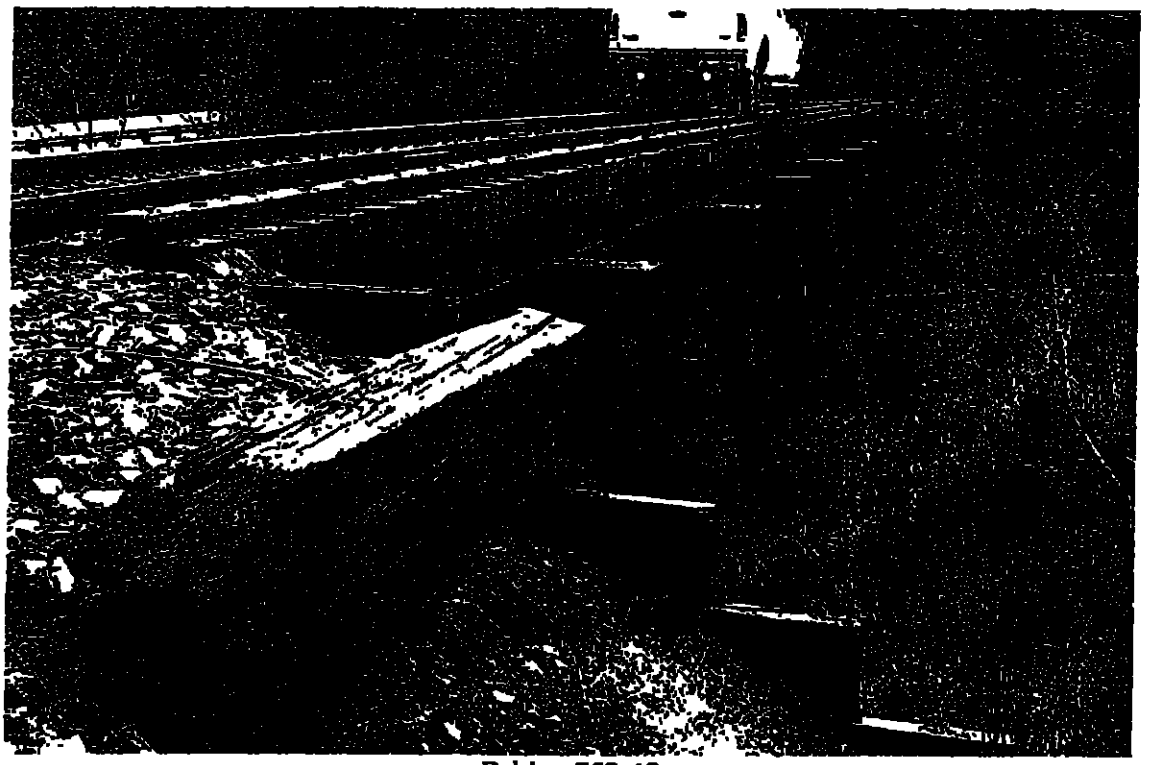
CURVE

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002250

Central Oregon & Pacific Railroad



Bridge 753.48

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002251

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 753.48

MILEPOST: 753.48	SECTION# 1
TYPE: ODPT	LOCATION: Lakeside, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K Trickle & P. Kaz

Findings:

Bent 3
1/4" Gap over Pile 2

Bent 4
Pile 1 - Reject

Bent 7
Pile 1 - Reject

Ties - Fair (minor plate cut, 17 reject at rail joints)
Guard timber - 1, 19' section reject
Headwalls - OK
Approaches - Low (ballast fouled, rail hanging 1 1/2")

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.5	2	RAILROAD	Remove: - Fouled ballast, replace and tamp up both approaches
2	1.6	3	OSMOSE	Spot replace 17 bridge ties at rail joints.
3	1.4	4	OSMOSE	Replace: - One section of Guard timber
4	1.3	4	OSMOSE	In-place preservatively treat piles and caps
5	1.2	4	OSMOSE	Shim or Epoxy: - Over Pile 2 of Bent 3
6	1.1	4	OSMOSE	Post. - Pile 1 of Bent 4 - Pile 1 of Bent 7

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13-2007

Owner Corp Reg./Div. Bridge No 75348

Dist./Sub/Branch Coos Bay

Location Lakeside, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80% SHELL	80% VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN. FT. PILING
1	5	5	6	2	5½	1									30
2	5	1	12	1	2	2			6						60
3	5		13		S-OK					K-6 Pile 2					65
4	5	1	16	7	2	10				H.O	13½	X			80
5	5		15		S-OK					H.O					75
6	5	"	12		"										60
7	5	1	9	1	2½	9					13	X			45
8	5		1		HALF BURIED IN BALLAST.										5
															420
										TIES - Fair - minor Plating @ Rail Joints (43)		176			
										H. WALLS - OK					
										1 - 14' SEL. OF G. TIMBER (X)					
										Apps - Low ballast fouled rail hanging 15"					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

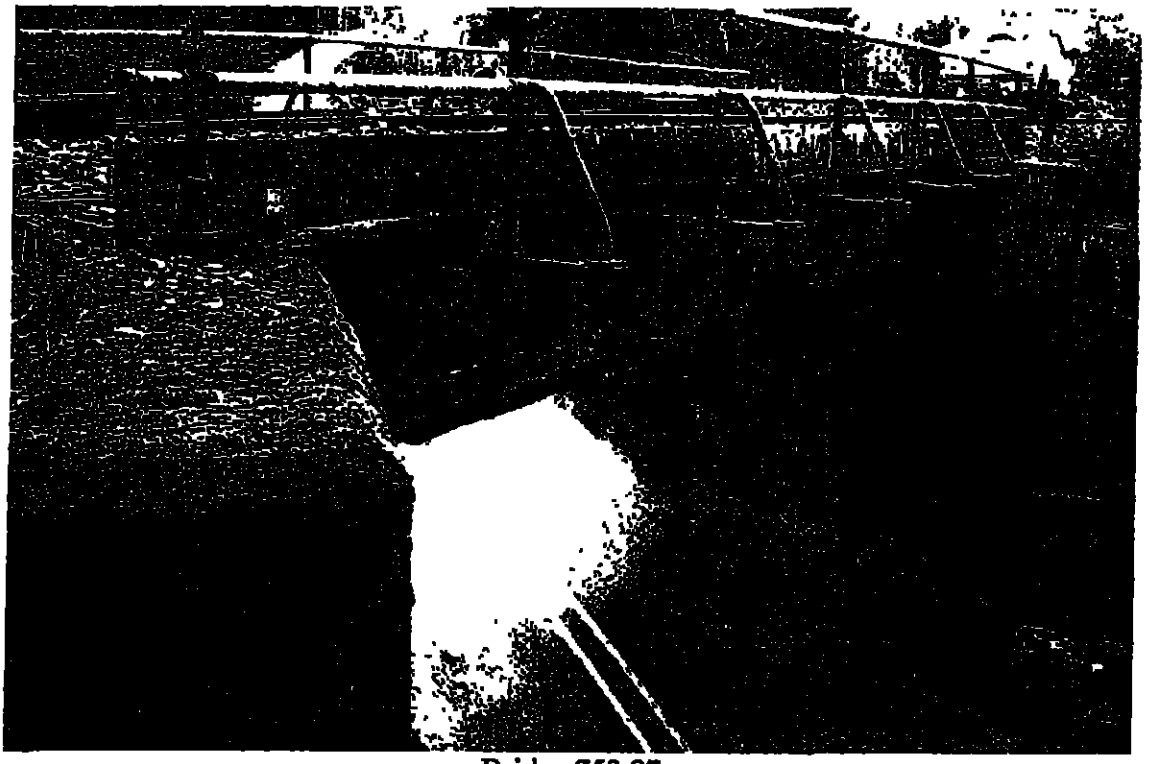
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo/Wrap
O/P — Drill Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002253

Central Oregon & Pacific Railroad



Bridge 753.97

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002254

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 753.97

MILEPOST- 753.97 SECTION# 1

TYPE: TPG LOCATION: Lakeside, OR

INSPECTION DATE: 2/13/2007 INSPECTOR: K. Trickle & P. Kaz

Findings:

Walkway supports - Severely corroded

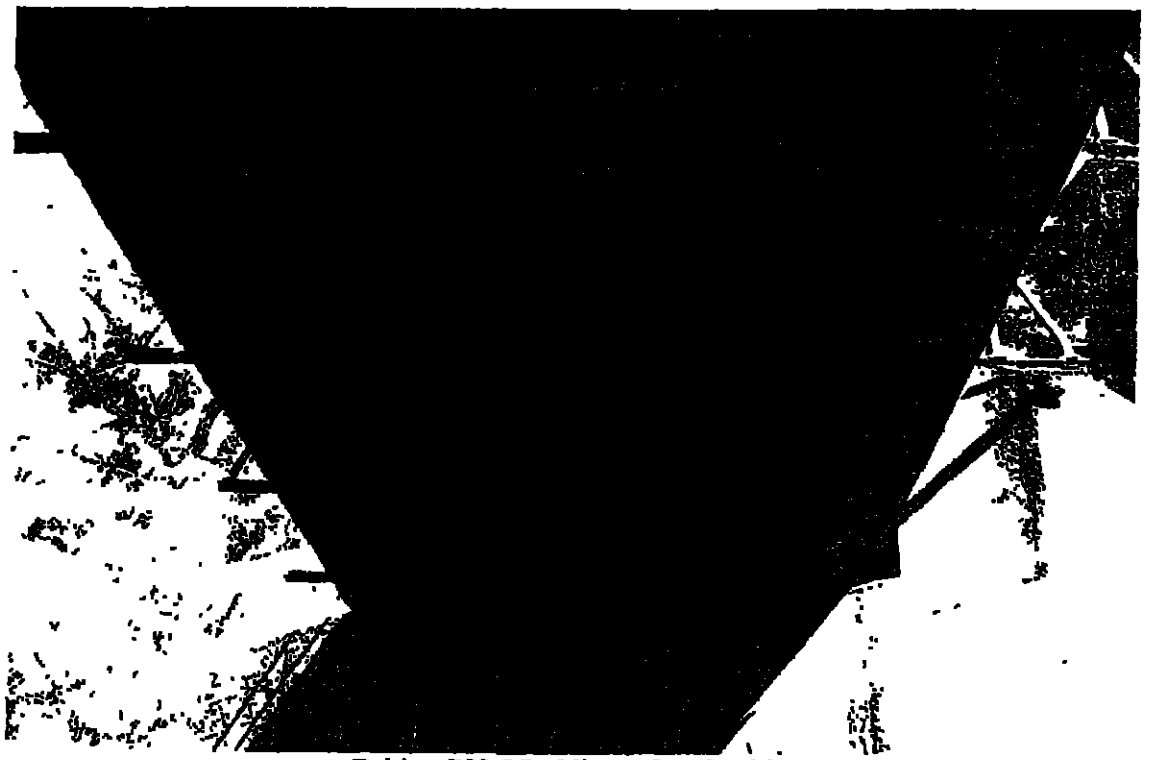
Debris on bottom flange angles
10-20% section loss on lower flange angles & bottom cover plates

Recommended Work and Work Accomplished

RECOMMENDED WORK

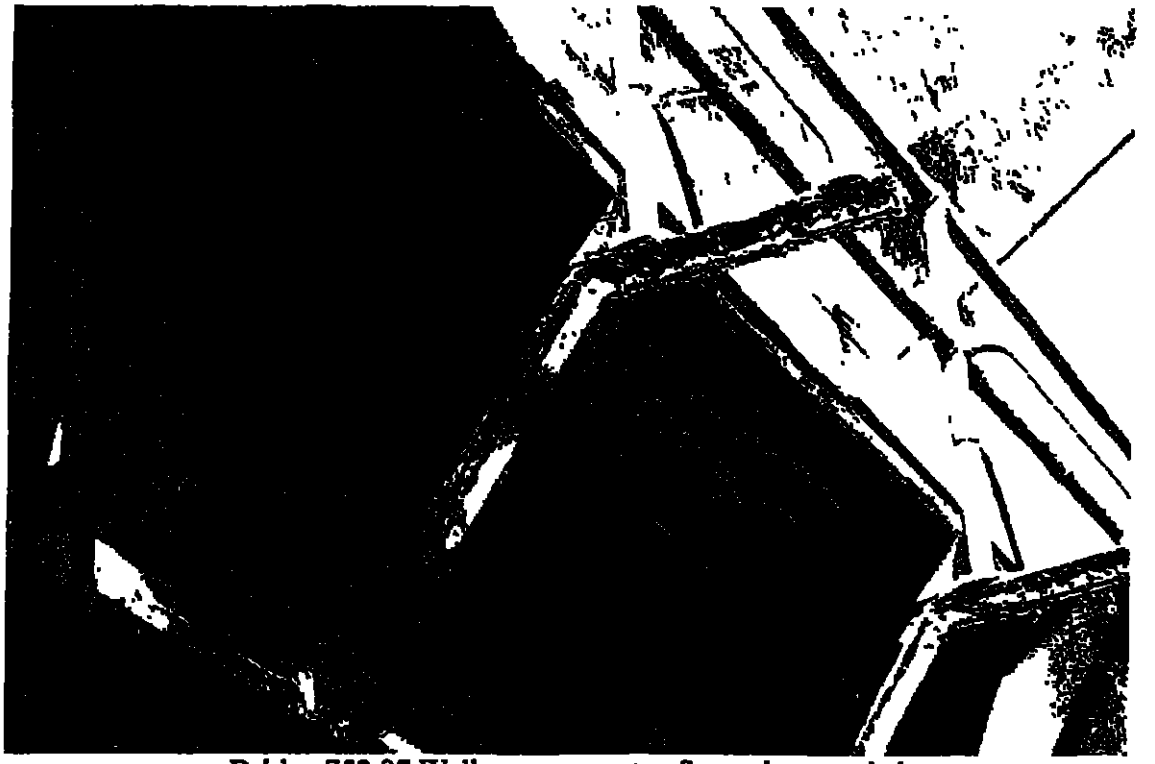
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	2	OSMOSE	Replace - Steel Walkway supports
2	1.3	4	OSMOSE	Replace - Lower Flange angles over bearing areas & bottom cover plates
3	1.2	4	RAILROAD	Remove - Debris from bottom flange angles

Central Oregon & Pacific Railroad



Bridge 753.97 - View of underside

Central Oregon & Pacific Railroad



Bridge 753.97 Walkway supports - Severely corroded

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-13-07 BY: KT, PK

Bridge No: 753 97

CUSTOMER INFORMATION:

CUSTOMER NAME:

REGION: | DIVISION: | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • (TPG •) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)* | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) *(Compass)* of the town of: Lakeside, OR

Overall Sketch: *(Include span lengths)*

2 Abuts

Ballast Deck

1 span

Typical Bent or Pier Sketch:

GENERAL

ACCESS (TRUCK) • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: N43° 33.996' W124. 13.289' Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in_____

GUARD RAIL: YES • NO • WALKWAY: (YES •) NO • LOCATION: Both

SKEWED: YES • NO • Type of Walk: Timber Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Road Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP002258

		Bridge No: 753.97

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	**EROSION PROBLEMS:**	
TIES:	POOR •	FAIR •	GOOD •	**SIZE:**	**QUANTITY:**
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •	WALKWAY SUPPORTS - SEVERELY CORRODED (#2)	
GUARDTIMBER	POOR •	FAIR •	GOOD •	**SIZE:**	

SUPERSTRUCTURE (Note any defects):

DEBRIS ON BOTTOM FLANGE ANGLES (#4)

10-20% SECTION LOSS ON LOWER FLANGE ANGLES & BOTTOM COVER PLATES OVER BEARING AREAS (#4)

SUBSTRUCTURE (Note any defects):

NO DEFECTS LOCATED

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad

Bridge 755.63

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 755.63

MILEPOST: 755.63 | SECTION# 1

TYPE: ODPT | LOCATION: Lakeside, OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K Trickle & P Kaz

Findings:

Bent 3
Subcap - Reject (cornering, spit)

Bent 5
Pile 5 - Reject

Bent 6
Pile 1 - Reject

Span 3
Stringer 3 - Visual Reject
Stringer 7 - Visual Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Wingwalls - Fair
Approaches - Low (ballast fouled)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	2	OSMOSE	Replace: - Subcap on Bent 3 (cornering, spit)
2	1.6	3	RAILROAD	Remove. - Fouled ballast, replace and tamp up both approaches
3	1.5	4	OSMOSE	Replace: - Stringer 3 in Span 3 - Stringer 7 in Span 3
4	1.3	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
5	1.1	4	OSMOSE	Post: - Pile 5 of Bent 5 - Pile 1 of Bent 6

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13, 19 2007

Owner CORP Reg./Div _____ Bridge No 755.63

Dist./Sub/Branch Coos Bay

Location Lakeside, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	5	~~CAP~~	2	P2	OK					RIP RAP					10
		P3		6/L	6	2									
2	5	5	7½	1	OK					HCO					37½
3	5	3	7½	P/P	OK		8" Subcap (3)			HCO (6"x14"x 9½") (cornering/split in 2)					37½
4	5		7½							HCO					37½
5	5	5	7½	P/P	2½	11				HCO	15	X			37½
		cap		P1	6½	1½									
6	5	1	1	P/P	1½	8¾					13½	X			5
		CAP		P4	OK										165
		cap		P3	OK										
		Apps - Low (ballast fouled)								str 1 i/2 'ai - Helpss					
		S. Hwlb - OK					H. WALLS - OK								
							W. WALLS - FAIR								
							TIES - OK								
							APPS - LOW								
										all bents subcaps					

SYMBOLS All borings in inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo/Weld
D/P — Drift Pin
G/L — Groundline Area

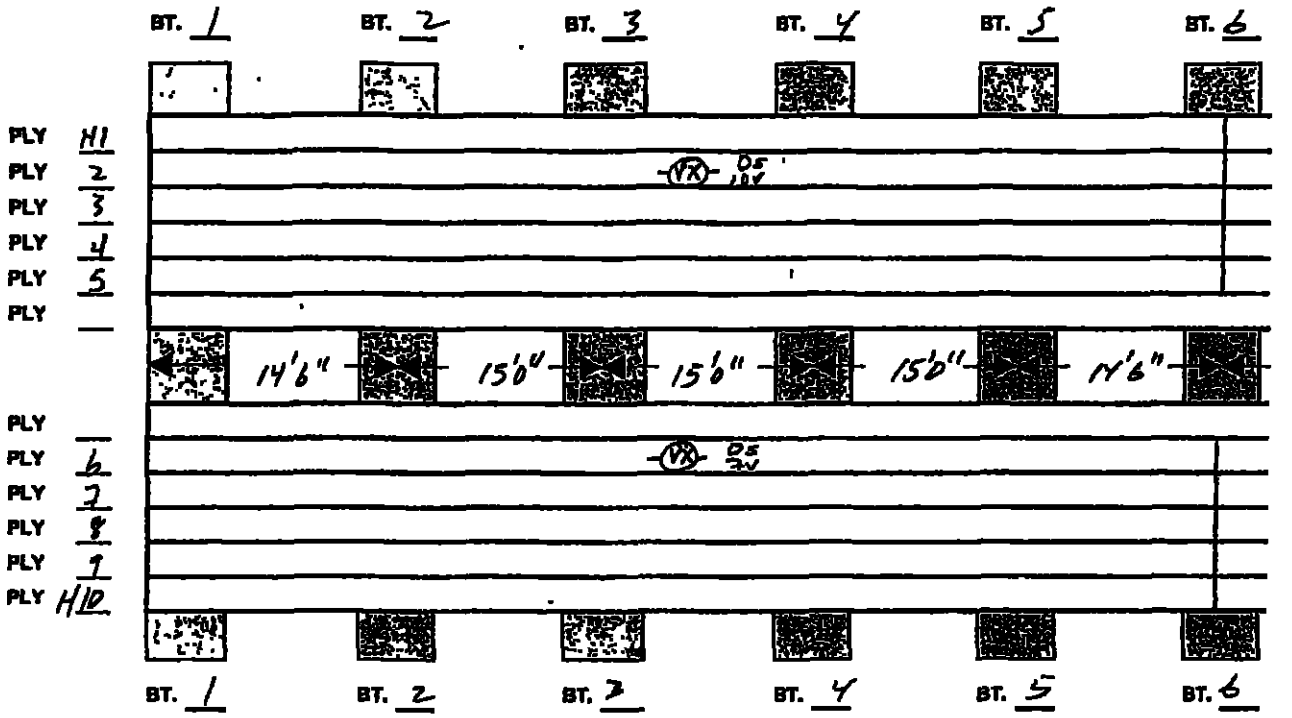
Bents Numbered From (N) S E W
Piling Numbered From N (S) W
Bent # 1 is (N) S E W
(Timetable)

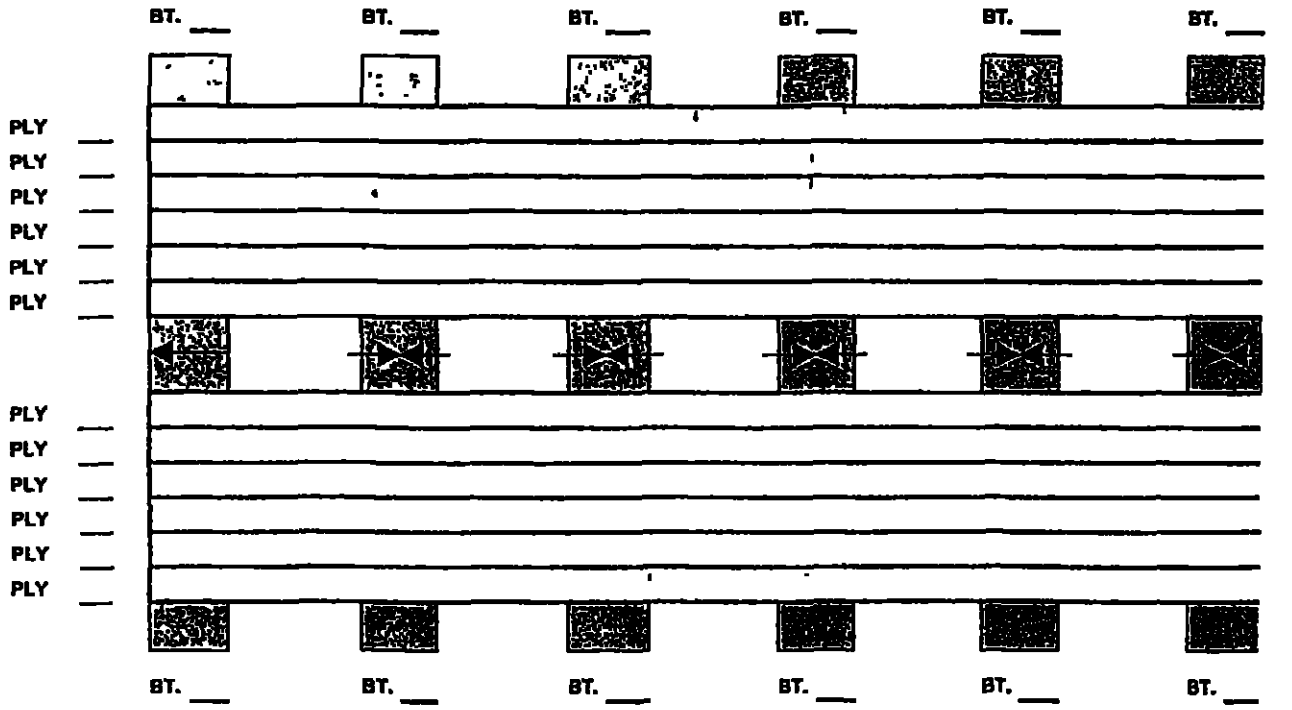
SIGNED KT, PK

CORP002262

Br# 755.63

Stringe





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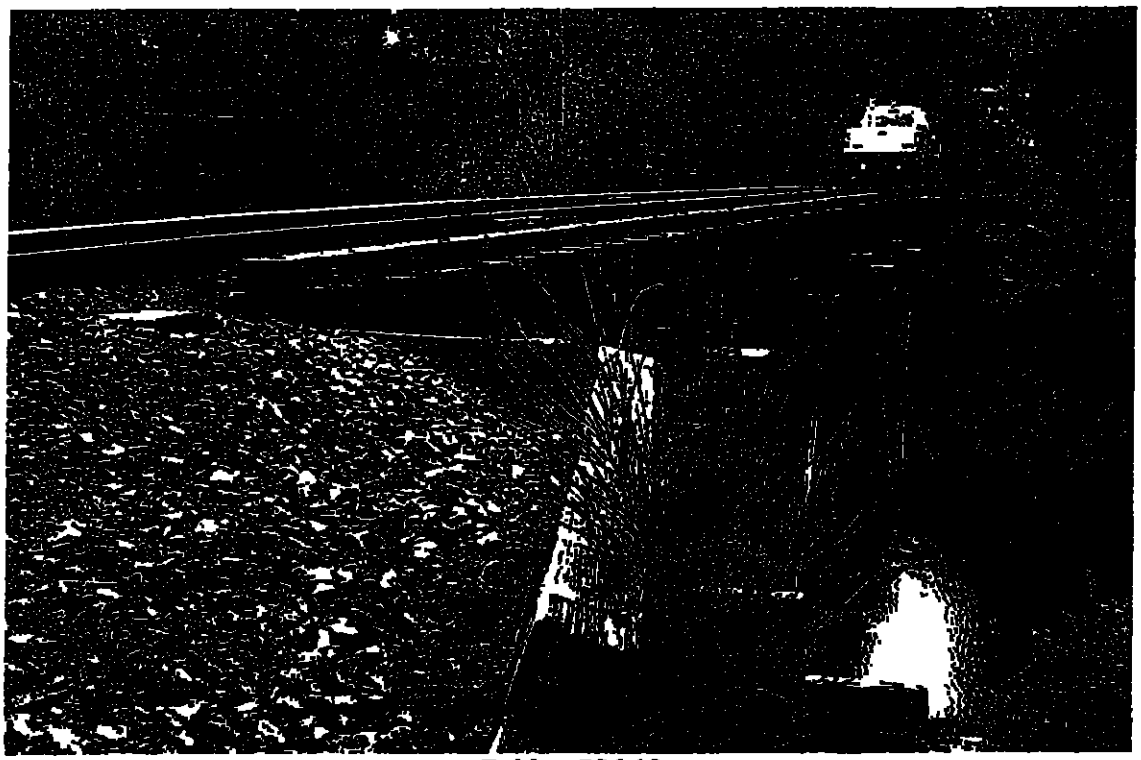


Bridge 756.13

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 756.13

MILEPOST: 756.13 | SECTION# 1

TYPE: ODFT | LOCATION: Hauser, OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K. Trickle & P. Kaz

Findings:

Span 3

Stringer 2 - Possible Reject

Ties - OK
Guard timber - OK
Surface - OK
North headwall - Poor (undermining at East and West ends)
South headwall - OK
South Wingwalls - OK
North Wingwalls - Fair to poor
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 9	2	RAILROAD	Add ballast and tamp up both approaches.
2	1 11	3	OSMOSE	Replace: - North headwall and install - Wingwalls
3	1 5	4	OSMOSE	In-place preservatively treat posts, sills and caps.
4	1.8	5	RAILROAD	Monitor: - Stringer 2 in Span 3

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 7		OSMOSE	8/19/2003	Shifted the deck & stringer chords to align the rail
2	1 2		OSMOSE	5/21/2005	Posted: - Post 1 of Bent 3 - Post 2 of Bent 3 - Post 3 of Bent 3 Surfaced bridge
3	1 1		OSMOSE	8/ 2/2000	Framed out. - Bent 6 Replaced: - South Headwall and Wingwalls

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13, ~~19~~ 2007

Owner CORP ~~Reg/Div~~ Bridge No 756 13

~~Dist/Sub/Branch~~ COOS BAY

Location HAUSER, OR

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	~~PILES~~ PER BENT	~~POST PILE~~	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	Post 5		4							1BB BURIED SILL					20
2	Post 5		9							SUBMERGED SILL H_2O 1BB 6" OF SHIM					45
3	5P		10							H_2O 6" SUBCAP SUBMERGED SILL					50
						Posts 1, 2 & 3 New 6/21/2005									
4	5P		10							H_2O 6" SUB CAP SUBMERG SILL					50
5	5P	4	10	6	3	2	3	TONKY		H_2O 6" SUBCAP SUBMERGED SILL					50
6	Post 5		3							2BB					15
						New Frame Bent, 8/2/2000 Osmose									230

TIES-OK GUARDTIMBER - OK
APPROACHES - LOW
N. Wingwalls - FAIR/POST #3
SURFACE - OK
N. Headwall - Undermined @ E & W (#3)
(Framebent)

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
O/P — Drift Pin
G/L — Groundline Area

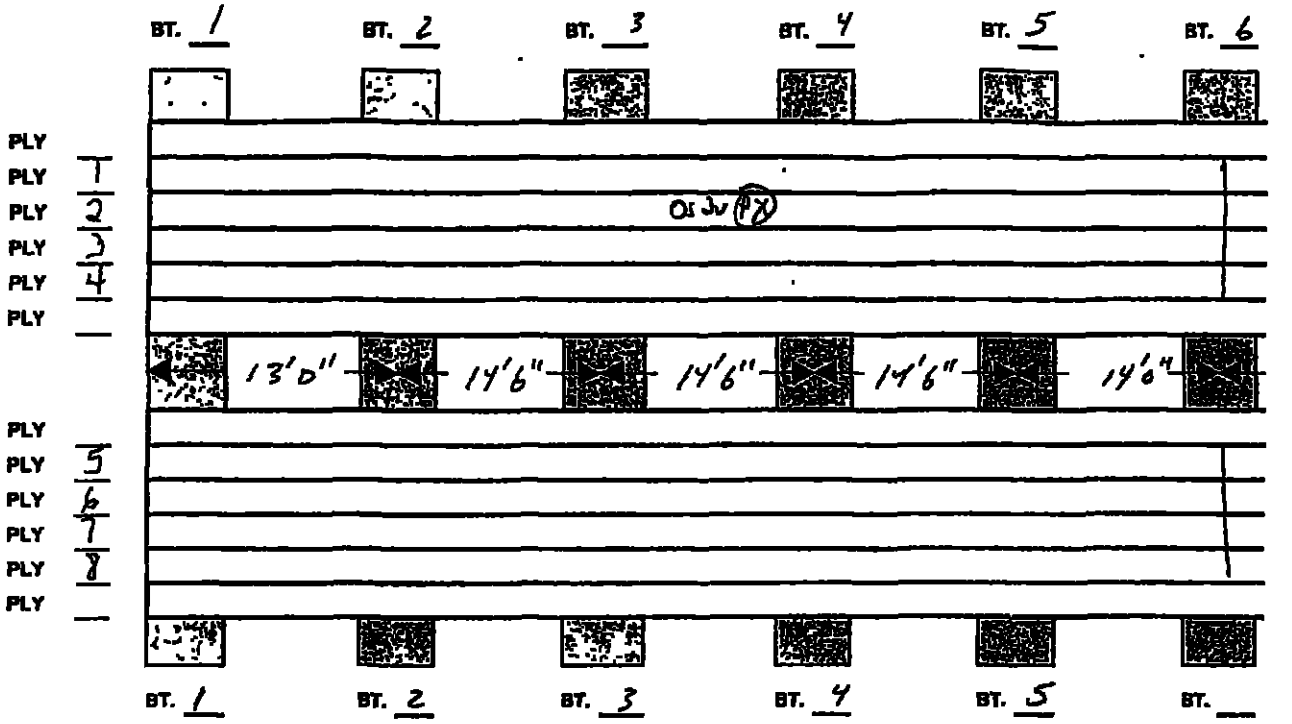
Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

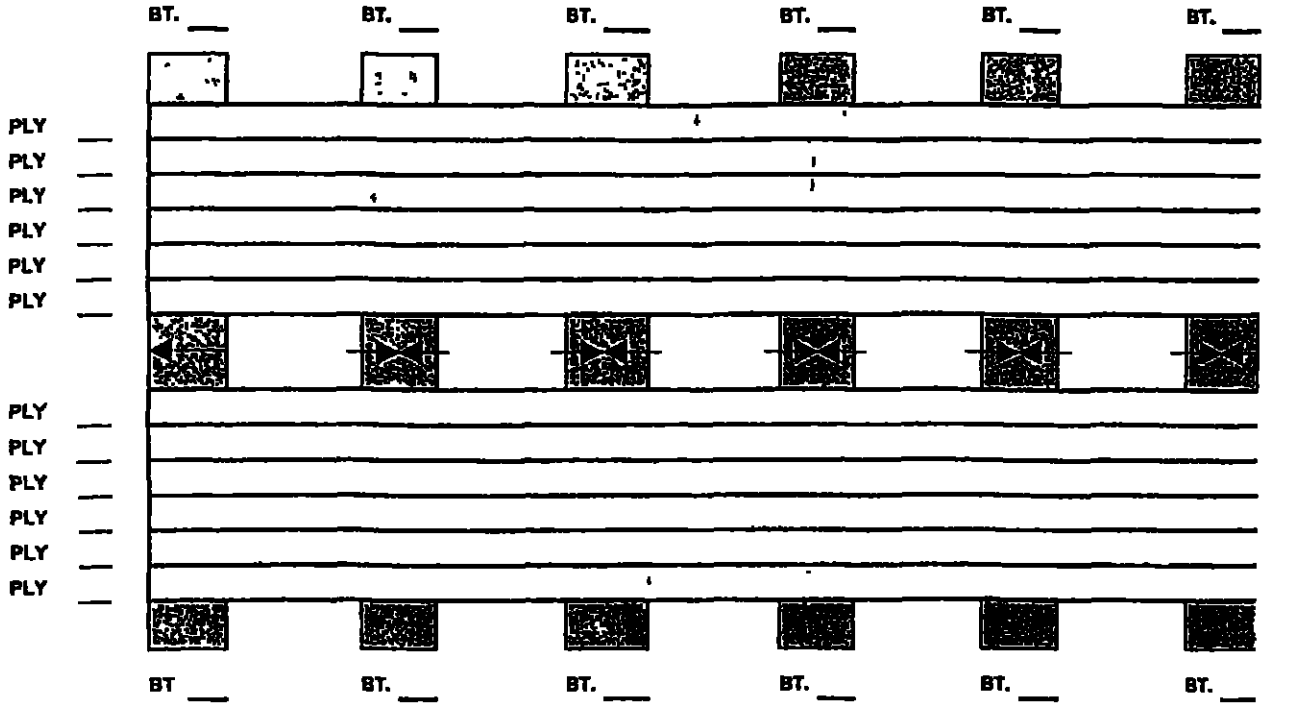
SIGNED KT, PK

CORP002266

756.17 Coos Bay

Stringe





Central Oregon & Pacific Railroad

Bridge 756.55

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002268

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 756.55

MILEPOST: 756.55 SECTION# 1

TYPE: ODPT/ODFT LOCATION: Hauser, OR

INSPECTION DATE: 2/13/2007 INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 1
Pile 2 - Reject

Bent 3
Subcap - Reject (slight crushing)

Bent 4
Subcap - Possible Reject (slight crushing)

Bent 5
Cap - Reject

Bent 6
Cap - Reject

Span 1
Stringer 1 - Reject

Span 2
Stringer 1 - Possible Reject
Stringer 8 - Reject

Span 3
Stringer 8 - Reject

Ties - Fair to poor (10 reject)
Guard timber - Fair (2 sections reject)
Headwalls - Fair
North Approach - Losing trackbed (very low)
Southeast shoulder - Losing trackbed
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 7	2	OSMOSE	Install: - Wingwalls to the North headwall - Wingwall to the Southeast headwall
2	1.12	3	OSMOSE	Replace: - Subcap on Bent 3 (slight crushing)
3	1.10	3	OSMOSE	Replace all 76 bridge ties.
4	1 9	3	RAILROAD	Add ballast and tamp up both approaches.
5	1 6	3	OSMOSE	Replace: - Cap on Bent 5 - Cap on Bent 6
6	1.11	4	OSMOSE	Replace: - Subcap on Bent 4 (slight crushing)
7	1 8	4	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 2 - Stringer 8 in Span 3

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 756.55

MILEPOST: 756.55 SECTION# 1

TYPE: ODPT/ODFT LOCATION: Hauser, OR

INSPECTION DATE: 2/13/2007 INSPECTOR. K. Trickle & P. Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
8	1.2	4	OSMOSE	Post: - Pile 2 of Bent 1
9	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
10	1.4	5	RAILROAD	Monitor - Stringer 1 in Span 2

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.5		OSMOSE	8/ 1/2000	Replaced. - Stringer 1 in Span 5 - Stringer 1 in Spans 3 and 4 - Stringer 3 in Spans 3 and 4 - Stringer 4 in Spans 2 and 3 - Stringer 4 in Spans 4 and 5 - Stringer 5 in Spans 3 and 4

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13, ~~19~~ 2007

Owner CORP Reg /Div _____ Bridge No. 756.55

~~Dist./Sub/~~Branch COOS BAY

Location HAUSER

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN. FT PILING
1	5	2	2	1	2	8				H_2O 5" SUB		X			10
2	5	3	2	D/P	OK					H_2O 5" SUB					10
		5		D/P	1½	.5									
		cap		P1-2		OK									
3	5		2		S-OK					H_2O					10
					P1,2,3,4 - POSTED					6" Subcap - X #3 (S1 CR)					
4	5		2							6" Subcap - X #4 (S1 CR)					10
5	5	cap	2	P3	3	6½	X			5¾" Shim 11½ x 14½ x 12'					10
6	5		2		FRAME		BENT			H_2O 5" SUB					10
		3		P/P	6	1									60
		cap		P4	1	4	12½ x 12 x 12' X								
										INSTALL WINGWALLS - N. APPROACH LOOSING TRACK BED					
		76 @ 7½ x 8 x 9' TIES - Fair/poor (10X)											very low		
						Udwls - Fair									
						G. timb - Fair 2 sect. X									
						Apps - Low									
						SE app. - Losing track bed (#2)									

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

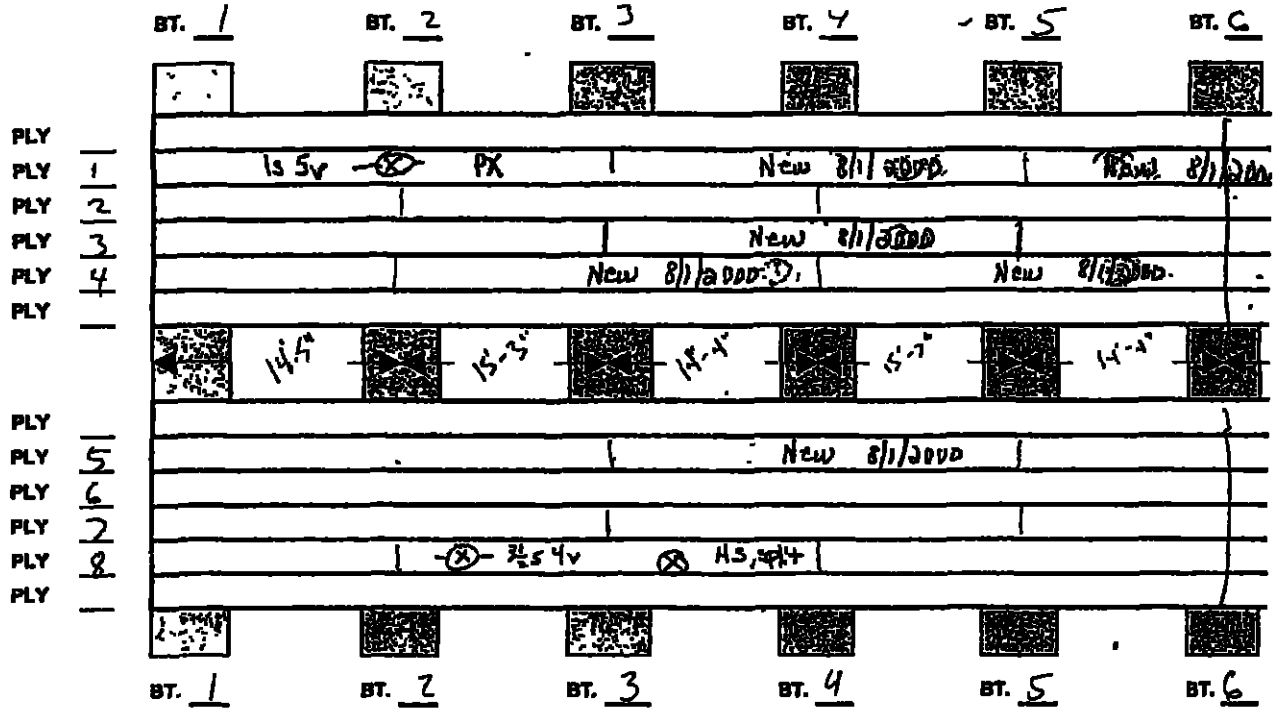
SIGNED KT, PK

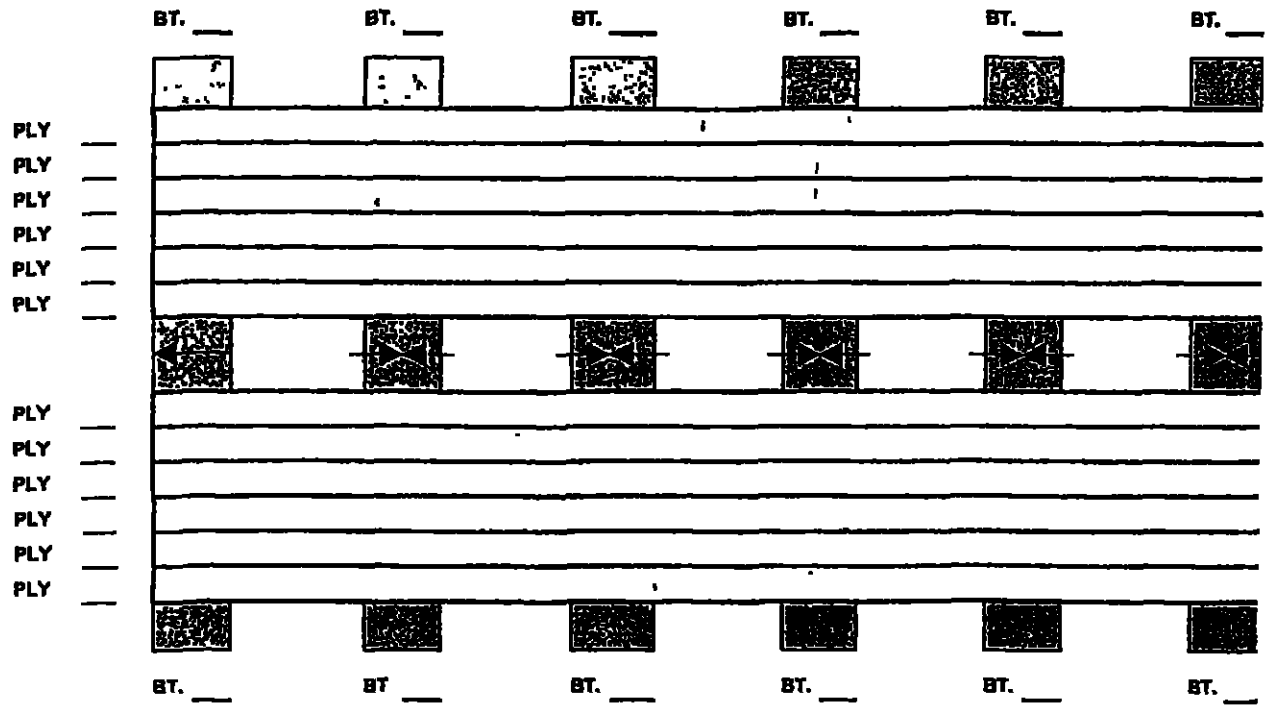
CORP002271

Br# 756.55

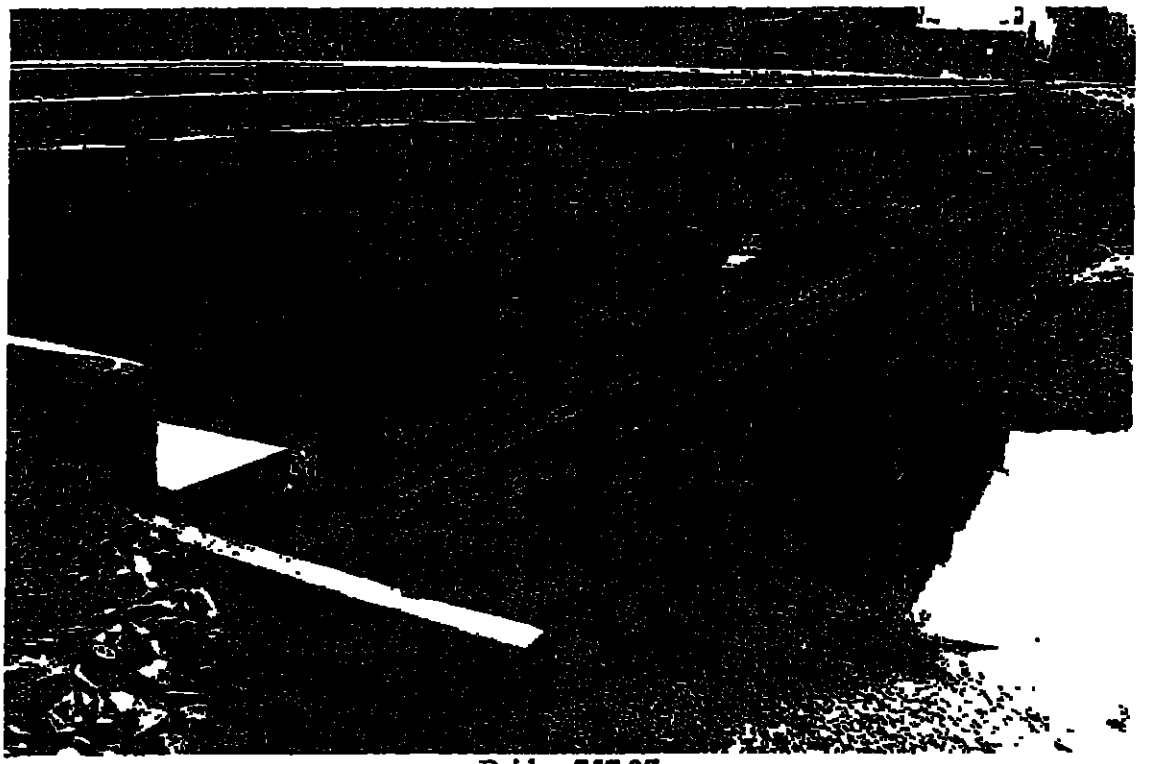
Chord #1 Packed str.
#2 Leg Spaced str.

Stringe





Central Oregon & Pacific Railroad



Bridge 757.37

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002273

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 757.37

MILEPOST: 757 37	SECTION# 1
TYPE: ODFT	LOCATION: Hauser, OR
INSPECTION DATE. 2/13/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Bent 3
1/4" Gap under Chord 1

Span 1
Stringer 1 - Possible Reject

Span 2
Stringer 1 - Reject
Stringer 2 - Visual Reject
Stringer 6 - Reject

Span 3
Stringer 6 - Reject

Span 4
Stringer 1 - Visual Reject
Stringer 2 - Visual Reject
Stringer 3 - Visual Reject
Stringer 8 - Visual Reject

Span 5
Stringer 8 - Reject

Ties - OK (2 reject at North approach)
Guard timber - OK
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.3	2	OSMOSE	Replace: - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 6 in Span 2 - Stringer 1 in Span 4 - Stringer 2 in Span 4 - Stringer 3 in Span 4 - Stringer 8 in Span 4
2	1.8	3	OSMOSE	Shim: - Under Chord 1 on Bent 3
3	1.5	3	RAILROAD	Add ballast and tamp up both approaches.
4	1.9	4	OSMOSE	Spot replace 2 bridge ties
5	1.6	4	OSMOSE	Replace: - Stringer 6 in Span 3 - Stringer 8 in Span 5
6	1.2	4	OSMOSE	In-place preservatively treat piles, caps and stringers
7	1.7	5	RAILROAD	Monitor. - Stringer 1 in Span 1

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 1		OSMOSE	7/23/1999	Replaced: - Subcap on Bent 4

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-13 ~~19~~ 2007

Owner CORP ~~Reg/Div~~ Bridge No. 757.37

~~Dist/Sub/Branch~~ COOS BAY,

Location HAUSER, OR

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 31

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN. FT. PILING
1	5	POST 5	2½	D/P	OK					3" SHIM BURIED SILL					12½
2	5		7							5" SHIM BURIED SILL 2BD3					35
3	5		8							4" 8" SHIM SUB MERGED SILL					40
										1/4" Gap @ Ch1 (#3)					
4	5	SUB CAP	8		Subcap New				7/23/1999	Osmose					40
										SUB MERGED SILL					
5	5		7							4" SHIM 2BD3 BURIED SILL					35
6	5		2		HALF	BURIED	PILE	BENT		6" SUBCAP					10
		3		D/P	2	3									172½
							H.W ALLS - OK								
							TIES - OK			2BD @ NApp					
							APPS - LOW								
							G timb - OK								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pile
G/L — Groundline Area

Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

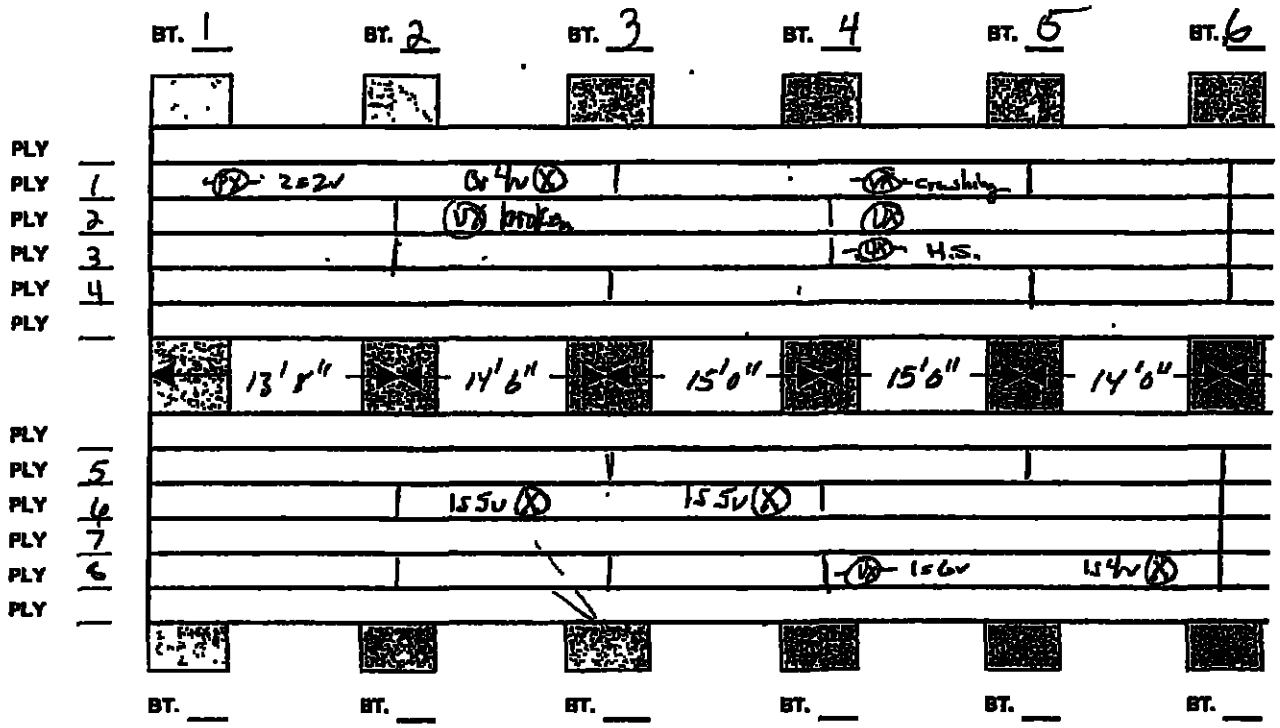
SIGNED KT, PK

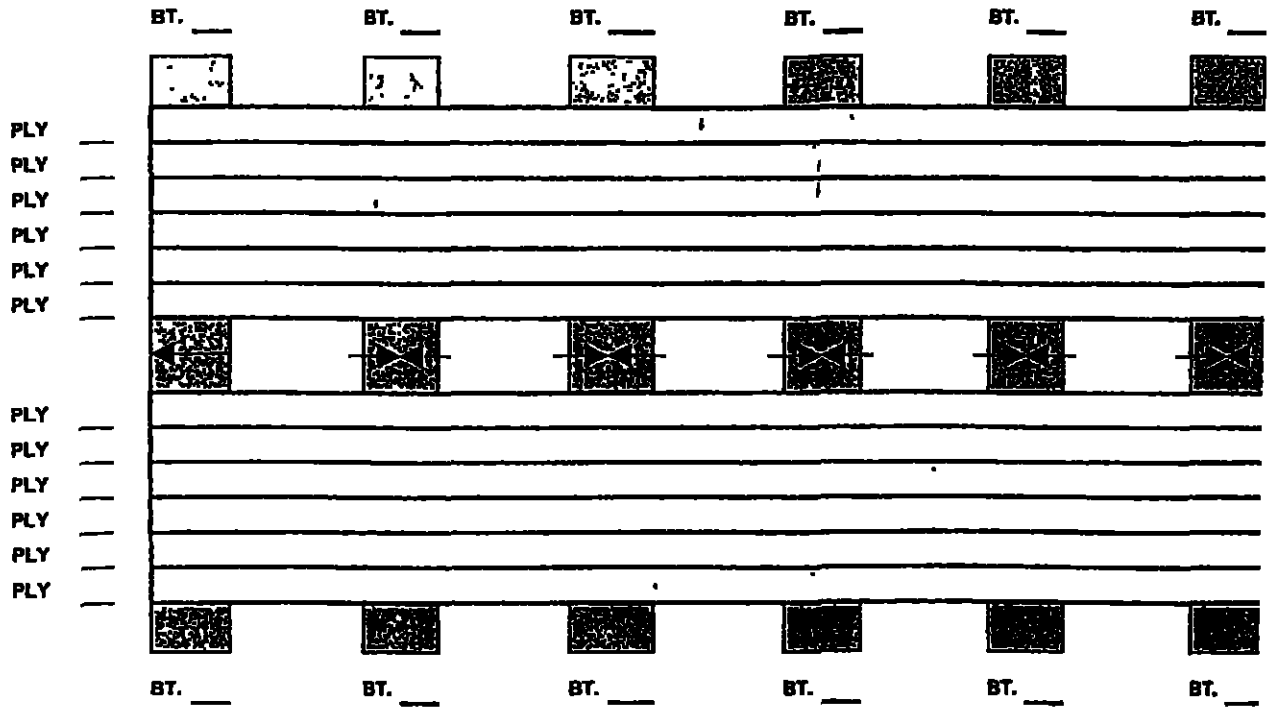
CORP002275

Br# 757.37

Lag Spaced Stringers

Stringe





Central Oregon & Pacific Railroad

Bridge 761.13

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 761.13

MILEPOST: 761 13 | SECTION# 1

TYPE: WSB | LOCATION: North Bend, OR

INSPECTION DATE: 2/13/2007 | INSPECTOR: K. Trickle & P. Kez

Findings:

Span 1
- Stringer 1 - Visual Reject

Span 2
- Stringer 1 - Visual Reject
- Stringer 5 - Reject
- Stringer 8 - Reject

Span 3
- Stringer 1 - Reject
- Stringer 5 - Reject
- Stringer 8 - Reject

Ties - Poor (plate cut, spike kill)
Guard timber - OK
Headwalls - OK
Approaches - Low

Steel piles on Bents 2 and 3 - 40% section loss and corrosion at 1'
Steel piles on Bent 4 - 10% section loss and corrosion

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 5	2	OSMOSE	Grind off corrosion and install: - Splice plates to the flanges and webs of H pile on Bents 2 & 3
2	1 1	2	OSMOSE	Replace all 44 bridge ties.
3	1 6	3	RAILROAD	Add ballast and tamp up both approaches.
4	1 2	3	OSMOSE	Replace. - Stringer 1 in Span 2 - Stringer 5 in Span 2 - Stringer 8 in Span 2 (crushing) - Stringer 1 in Span 3 - Stringer 5 in Span 3 - Stringer 8 in Span 3 (crushing)
5	1.4	4	OSMOSE	Replace. - Stringer 1 in Span 1 (crushing)
6	1.7	5	RAILROAD	Monitor: - H pile for additional section loss in Bent 4

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-13-07 BY: KT, PK

Bridge No: 761.13

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 3 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) WSB

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

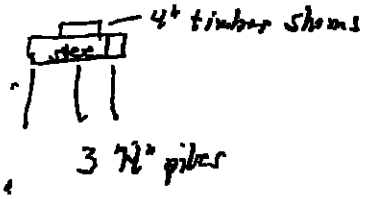
APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: North Bend, OR

Overall Sketch: (Include span lengths)

4 steel bents

open deck

Typical Bent or Pier Sketch:



GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailor: 1 Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N43° 27.967 W124 13.773 Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

Bridge No: 761.13

CONDITION

LINE & SURFACE: POOR • FAIR • GOOD •

APPROACHES: POOR • FAIR • GOOD (Lois) EROSION PROBLEMS. (#4)

TIES (POOR) • FAIR • GOOD • SIZE: 7½ x 8 x 9 (Plate cut, spikes kill) QUANTITY 44

HEADWALLS: POOR • FAIR • GOOD • (OK)

WALKWAY: POOR • FAIR • GOOD •

GUARDTIMBER POOR • FAIR • GOOD • SIZE (OK)

SUPERSTRUCTURE (Note any defects):

Span 1 - Str. 1 VX, CR

Span 2 - Str 1 VX, CR

Str 8 OS SV ⊗

Span 3 - Str 8 CR (VX)

8 strs. - 8"X17"

SUBSTRUCTURE (Note any defects):

Str 1 bk 4v ⊗

Bt 2+3 40% section loss @ 1'

RECOMMENDED WORK AND PRIORITY RATING

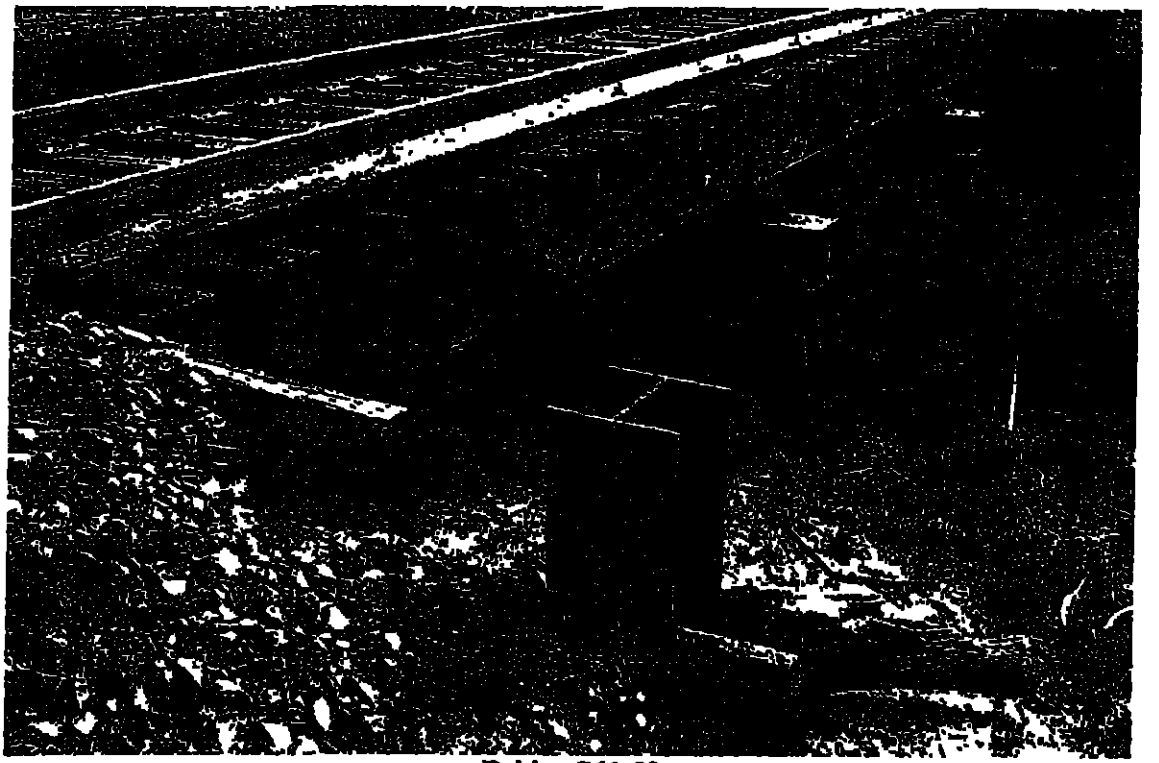
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP002280

Central Oregon & Pacific Railroad



Bridge 761.53

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002281

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 761.53

MILEPOST: 761.53 SECTION# 1

TYPE: WSB LOCATION: North Bend, OR

INSPECTION DATE: 2/13/2007 INSPECTOR: K. Trickle & P. Kaz

Findings:

Span 2
Stringer 5 - Reject

Span 3
Stringer 5 - Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low

Steel piles on Bents 2 and 3 - 40% section loss and corrosion at 1'
Steel piles on Bent 4 - 10% section loss and corrosion

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 3	3	OSMOSE	Grind off corrosion and Install: - Splice plates to the flanges and webs of H pile on Bents 2 & 3
2	1.1	3	RAILROAD	Add ballast and tamp up both approaches.
3	1 4	4	OSMOSE	Replace: - Stringer 5 in Span 2 & 3
4	1.2	5	RAILROAD	Monitor: - H pile for additional section loss in Bent 4

Osmose Railroad Services, Inc.

Osmose

BID SHOWING/ INSPECTION REPORT

DATE: 2-13-07 BY: KT, PK

Bridge No: 761.53

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) WSB

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: North Bend, OR

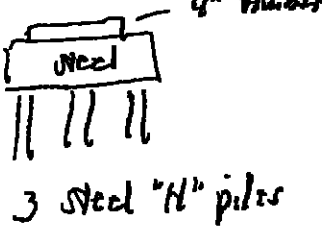
Overall Sketch: (include span lengths)

4 steel bents

8 stringers 8"X17½"

open deck

Typical Bent or Pier Sketch:



3 steel "H" piles

GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: N43° 27.631 W124 13.838' Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 761.53

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	Low (#3)
TIES:	POOR •	FAIR •	GOOD •	SIZE: ok	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •	OK	
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE: OK	

SUPERSTRUCTURE (Note any defects):

Spans 2 & 3 - Ply 5 ⊗ (CR)

SUBSTRUCTURE (Note any defects):

Bent 2,3 - HPiles 40% section Loss - (#3)
Bent 4 - H piles 10% section loss

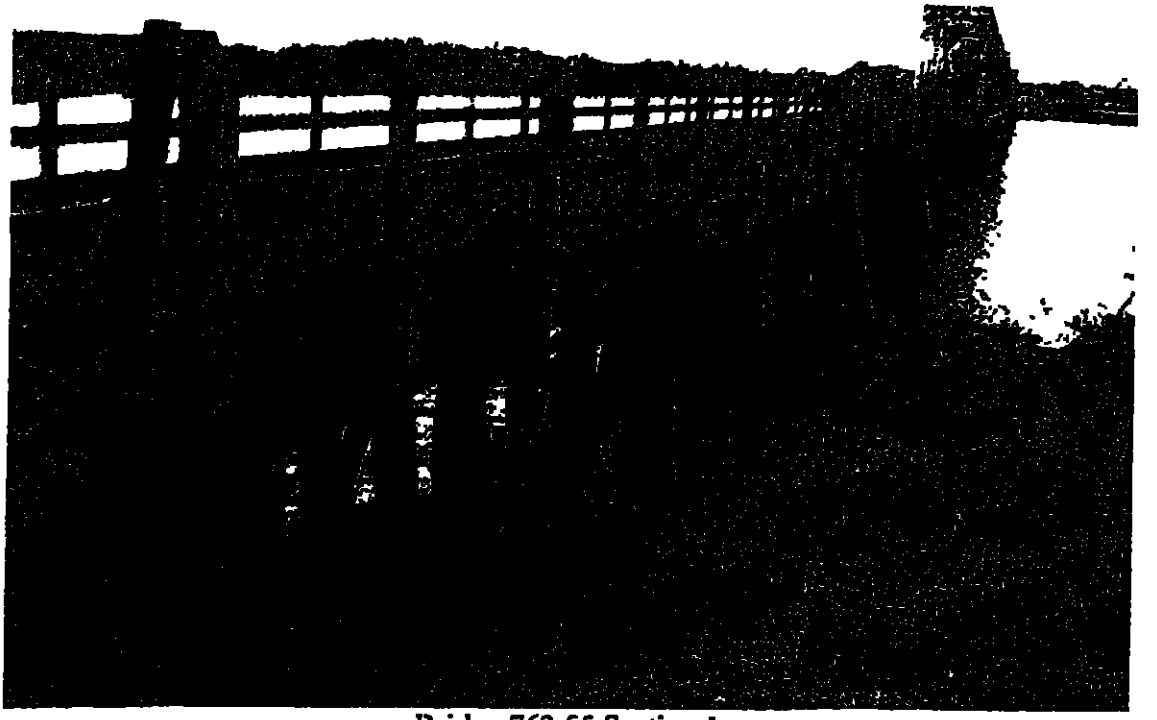
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 763.55 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 763.55
MILEPOST: 763.55	SECTION# 1
TYPE: BDPT	LOCATION: North Bend, OR
INSPECTION DATE: 2/14/2007	INSPECTOR. K Trickle & P Kaz

Findings:

Bent 1
Cap - Reject

Bent 2
No Bracing (12' tall)

Bent 3
No Bracing (14' tall)

Bent 11
Cap - Reject

Bent 14
Pile 2 - Reject
Pile 6 - Reject

Bent 16
Pile 3 - Visual Reject
Pile 4 - Possible Reject
Cap - Possible Reject

Bent 18
Pile 1 - Reject
Pile 2 - Reject
Pile 3 - Possible Reject
Cap - Possible Reject

Bent 19
Pile 3 - Reject

Bent 20
Pile 3 - Possible Reject

Headwall - OK
Approach - Low
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.11	3	OSMOSE	Post - Pile 2 of Bent 14 - Pile 6 of Bent 14 - Pile 1 of Bent 18 - Pile 2 of Bent 18

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 763.55
MILEPOST: 763.55	SECTION# 1
TYPE: BDPT	LOCATION North Bend, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
2	1.9	3	OSMOSE	Install - Bracing on Bent 2 (12' tall) - Bracing on Bent 3 (14' tall)
3	1 5	3	OSMOSE	Cut Pile tops down and: - Replace Cap on Bent 1 - Replace Cap on Bent 11
4	1.12	4	RAILROAD	Add ballast and tamp up approach.
5	1.6	4	OSMOSE	Replace - Cap on Bent 16 - Cap on Bent 18
6	1.2	4	OSMOSE	In-place preservatively treat piles, caps and stringers
7	1 1	4	OSMOSE	Post - Pile 3 of Bent 16 (visual reject) - Pile 3 of Bent 19
8	1.4	5	RAILROAD	Monitor - Pile 4 of Bent 16 - Pile 3 of Bent 18 - Pile 3 of Bent 20

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 10		OSMOSE	6/ 6/2004	Replaced - Bent 21 with driven H piles - Installed new handrailing and walkway
2	1 7		OSMOSE	4/16/1976	In-place preservatively treated

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14. 2007

Owner CORP Reg./Div _____ Bridge No 763.65 NA (Sec)

Dist/Sub/Branch Coos Bay

Location North Bend, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TR1976 Age 19

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN FT PILING
1	6	6	4	P/P	OK										24
		CAP		P2	6½	5½				13½ x 13½ x 16' Cap- ⊗					
2	6	5	12	6/L	9	2				NO BRACING					35
3	6		14							NO BRACING					66
4	6	1	15	3	5	5				H_2O					90
5	6		15							H_2O					90
6	6		15							H_2O					90
7	6	2	16	2	5	4	3	6		H_2O					96
		5		1	⊗										
8	6		16							H_2O					96
9	6		16							H_2O					96
10	6		16							H_2O					96
11	6	CAP	16	P4	2½	4	Cap- ⊗			H_2O 13½ x 13½ x 16'					96
12	6	6	16	10	3	8				H_2O	18				96
13	6		16							H_2O					96
14	6	2	16	8	2	8				H_2O	13½	X			
		6		7	2	4						X			

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DF — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002288

140 24b

OSMOSE WOOD PRESERVING, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 2 SHEETS

Date 2-14 : 2007

Owner CORP Reg /Div _____ Bridge No. 763.55 NA (sec1)

Dist./Sub/Branch Coos Bay

Location _____

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
15	6	4	16	6	2	4				H_2O					96
16	5	1	16	3		DP 35'X36"X8'				H_2O					80
		3		3	D	9					13	VX			
		4		D/P	6	2	1	1½			12½	PX			
		CAP		14	5½	2½				Cap-PX					
17	5		16												80
18	5	1	16	D/P	1½	9						X			80
		2		D/P	3	6	2	9				X			
		3		D/P	2	8						PX			
		CAP		P2	6	2				Cap-PX					
19	5	3	16	D/P	2	8				HD		X			80
20	5	1	16	D/P	5	4									80
		3			1	7				HD	14"	PX			
21	6		16				Steel	Bent		6/6/2004					96
22	6		16							H_2O					96
							App-Low #4								
							New Walkway-handrail				6/6/2004				

SYMBOLS All Borings In Inches and Fractions to nearest ¼"
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — DensoWald
D/P — Drill Pile
G/L — Groundline Area

Handrails OK

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002289

Central Oregon & Pacific Railroad

Bridge 763.55 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	BRIDGE # 763.55
MILEPOST: 763.55	SECTION# 2
TYPE: Thru Truss	LOCATION: North Bend, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K Trickle & P Kaz

Findings:

Oregon DOT owned

Section not inspected in 2007

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.3	5	RAILROAD	Continue to inspect bridge on a regular railroad inspection schedule.

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	2.4		OSMOSE	3/ 1/2005	Performed. - Major rehabilitation project through 2004 and 1st quarter of 2005 - Scope of work provided by Jacobs engineering - Steel fabrication was performed by American bridge company
2	2.2		OSMOSE	4/20/1995	Performed preliminary inspection of trusses & swing span

Central Oregon & Pacific Railroad

Bridge 763.55 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 763.55
MILEPOST: 763 55	SECTION# 3
TYPE: BDPT	LOCATION: North Bend, OR
INSPECTION DATE. 2/14/2007	INSPECTOR. K. Trickle & P Kaz

Findings:

Bent 3
- Pile 1 - Reject
- Pile 3 - Reject

Bent 6
- Post 3 - Reject
- Pile 5 - Reject
- Cutoff 3 - Reject

Bent 7
- Pile 2 - Reject
- Pile 4 - Reject
- Pile 5 - Reject

Bent 8
- Pile 4 - Reject
- Pile 5 - Reject

Bent 9
- Cap - Reject (split, cornering, pile 3 punching into cap)

Bent 10
- Pile 4 - Reject

Bent 12
- Pile 2 - Reject
- Pile 3 - Reject
- Pile 4 - Possible Reject
- Cap - Reject (piles punching)

Bent 14
- Pile 1 - Reject
- Pile 2 - Possible Reject

Bent 15
- Cap - Reject (piles 2, 3 & 4 punching into cap)

Bent 16
- Cap - Reject (piles 2, 3 & 4 punching into cap)

Bent 18
- Pile 3 - Possible Reject
- Pile 5 - Reject

Bent 19
- Pile 3 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 763.55
MILEPOST: 763.55	SECTION# 3
TYPE: BDPT	LOCATION: North Bend, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K Trickle & P. Kaz

Findings:

Bent 20
- Pile 2 - Reject
- Pile 3 - Possible Reject

Bent 21
- Pile 3 - Reject

Bent 22
- Pile 1 - Reject
- Pile 2 - Reject
- Cap - Reject (crushing, pile 2 punching into cap)
- Both Sway Braces - Reject

Bent 23
- Cap - Reject (crushing, pile 4 punching into cap)
- All Bracing - Reject

Bent 24
- Pile 1 - Reject
- Cap - Possible Reject
- All Bracing - Reject

Bent 25
- All Bracing - Reject

Bent 26
- All Bracing - Reject

Bent 27
- All Bracing - Reject

Bent 28
- Cap - Reject
- All Bracing - Reject

Bent 29
- Pile 2 - Reject
- Pile 3 - Reject
- Cap - Reject (crushing, piles punching into cap)
- All Bracing - Reject

Bent 30
- All Bracing - Reject

Bent 31
- Sash Brace - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 763.55
MILEPOST: 763.55	SECTION# 3
TYPE: BDPT	LOCATION: North Bend, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 33
Cap - Reject (piles punching into cap)

Bent 35
Cap - Reject (pile 4 slightly punching, crushing)

Bent 36
Cap - Reject

Bent 37
Pile 2 - Reject
Sway Brace - Reject

Span 37
Stringer 1 - Reject

Deck - Fair
Headwall - Buried
Approach - Low
Handrail - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.12	2	OSMOSE	Cut Pile tops down and: - Replace cap on Bent 9 (split, cornering, piles punching) - Replace cap on Bent 12 (piles punching) - Replace cap on Bent 15 (piles punching) - Replace cap on Bent 16 (piles punching) - Replace cap on Bent 22 (crushing, pile 2 punching) - Replace cap on Bent 23 (crushing, pile 4 punching) - Replace cap on Bent 28 (crushing, piles punching) - Replace cap on Bent 33 (piles punching) - Replace cap on Bent 35 (pile 4 slightly punching, crushing)
2	3.2	2	OSMOSE	Frame out - Bent 7
3	3 15	3	RAILROAD	Add ballast and tamp up approach.
4	3 10	3	OSMOSE	Cut Pile tops down and: - Replace cap on Bent 28 - Replace cap on Bent 36

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 763.55
MILEPOST: 763.55	SECTION# 3
TYPE: BDPT	LOCATION: North Bend, OR
INSPECTION DATE: 2/14/2007	INSPECTOR. K. Trickle & P Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

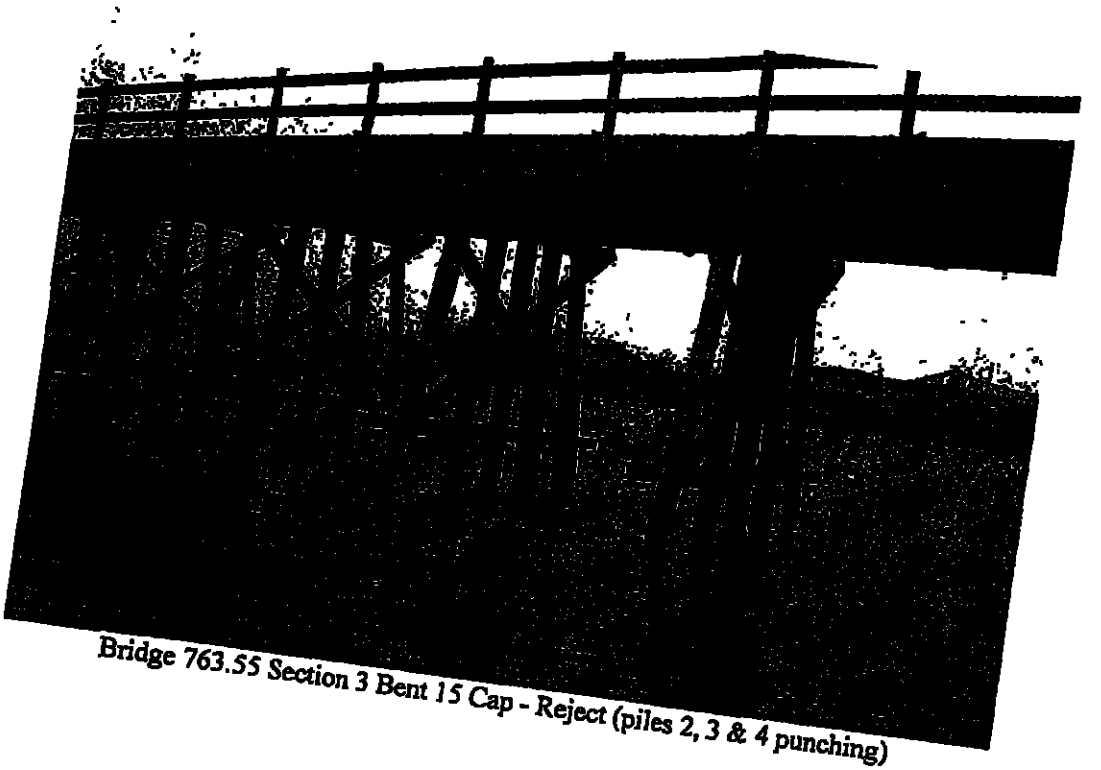
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	3 9	3	OSMOSE	Post: - Pile 1 of Bent 3 - Pile 3 of Bent 3 - Post 3 of Bent 6 - Cutoff 3 of Bent 6 - Pile 5 of Bent 6 - Pile 4 of Bent 8 - Pile 5 of Bent 8 - Pile 2 of Bent 12 - Pile 3 of Bent 12 - Pile 1 of Bent 22 - Pile 2 of Bent 22 - Pile 2 of Bent 29 - Pile 3 of Bent 29
6	3 7	3	OSMOSE	Replace - Both Sway Braces on Bent 22 - All Bracing on Bents 23 thru 30 - 1 Sash Brace on Bent 31 - 1 Sway Brace on Bent 37
7	3.14	4	OSMOSE	Replace. - Stringer 1 in Span 37
8	3.11	4	OSMOSE	In-place preservatively treat piles, caps and stringers
9	3.8	4	OSMOSE	Post: - Pile 4 of Bent 10 - Pile 1 of Bent 14 - Pile 5 of Bent 18 - Pile 3 of Bent 19 - Pile 2 of Bent 20 - Pile 3 of Bent 21 - Pile 1 of Bent 24 - Pile 4 of Bent 33 - Pile 2 of Bent 37
10	3.5	4	OSMOSE	Replace - Cap on Bent 24
11	3.4	5	RAILROAD	Monitor: - Pile 4 of Bent 12 - Pile 2 of Bent 14 - Pile 3 of Bent 18 - Pile 3 of Bent 20

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3 13		OSMOSE	8/ 7/2004	Replaced: - Bent 2 with driven H piles - Bent 4 with driven H piles - Bent 5 with driven H piles Replaced: - Handrailing
2	3 3		OSMOSE		In-place preservatively treated bridge.

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 763.55 Section 3 Bent 15 Cap - Reject (piles 2, 3 & 4 punching)

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002297

Central Oregon & Pacific Railroad

Bridge 763.55 Section 3 Bent 35 Cap - Reject (crushing)

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 5 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14. 2007

Owner CORP Reg./Div _____ Bridge No. 763.55 SA (Sec 3)

Dist./Sub/Branch Coos Bay

Location North Bend, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) tr. 1976 Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN. FT PILING
1	-		-					3"		Cap on Concrete Pier					
2	5		10				Steel boat			6/7/2004					
										H_2O					
3	5	1	16	H	1	9					11	X			80
		3		D/P	2	11				H_2O	14	X			
		CAP		P3	5	1									
4	5		16	.		.	Steel boat			6/7/2004					80 *2
						.				H_2O					
5	5		16				Steel boat			6/7/2004					80
										H_2O	1				
6	5	P3	16	6	1	12					15	X			80
		cutoff #3		1	0	9	cutoff		#	3 - ⊗ H_2O	14½	X			
		5		6½	1	8					11½	X			
7	5	2	16	6	2½	8				H_2O	13	X			80
		4		D/P	½	11					13½	X			
		5		8	2	8					13	X			
8	5	4	16	D/P	2	9				H_2O	13	X			80
		5		8	2	8					13½	X			
							All Caps 11½"X14¼"X18'								
							Avg Spans 14'-15'								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

- H — Heart
- X — Reject
- V — Void
- SR — Shell Rot
- RS — Ring Separation
- DP — Decay Ring
- DP — Decay Pocket
- PP — Previously Posted
- PX — Possible Reject
- ST — Shell Thickness
- P/W — Heavy Duty Pile Wrap
- O/W — Osmofield
- D/P — Drift Pin
- G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002299

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 5 SHEETS

Bridge No. 763.55 SA (Sec 3)

Date 2-14, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT PILING
9	5	1	16	D/P	4	3					11½				80
		CAP		P3	5	3	split/cornering punching - Reject ⊗								#2
										H_2O					
10	5	3	16	8	3	7					14½				80
		4		D/P	2	9					14	X			
		5		D/P	3	6½				H_2O	13½				
11	5	2	16	D/P	3	7					14¾				80
		4		D/P	3	6				H_2O	15				
12	5	2	16	9	2	8				Low #2	13	X			80
		3		3	0	8				H_2O	14½	X			
		4		D/P	2	7					13	PX			
		CAP		P3	1	5		Cap - Reject ⊗ piles punching							
13	5	2	16	D/P	2	5				H_2O	13½				80
14	5	1	16	D/P	1	10				H_2O	12	X			80
		2		D/P	1	8					14	PX			
		5		D/P	3	5					13				
15	5	P1	16	3	6	3	0	3		H_2O					80
		P1 & 2 Posted on 8"X16" X8' block (Block has DP at end - 0s 10v)													
		3		D/P	6	2									
		CAP		P2,3,4 punching into Cap - Reject ⊗ #2											#2
16	5	CAP	16	P4	1½	3½		Cap - Reject ⊗ piles, 2,3 & 4 punching							80
										Low #2					
17	5	3	16	D/P	3	5				H_2O	14½				80
		4		D/P	6	6					14				
		CAP		P4	ok										

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Bridge No. 763.55 SA (Sec 3) RAILROAD BRIDGE DIVISION BORING RECORD

SHEET 3 of 5 SHEETS

Date 2-14, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
18	5	3	16	D/P	4	9					16	PX			80
		5		2	1	9				HoD	12½	X			
		4		D/P	2	6					13½				
19	5	3	16	4	3	10				HoD	15	X			80
20	5	2	16	D/P	1	8					12	X			80
		3		D/P	1	9				HoD	15	PX			
		5		4	3	4									
21	5	3	16	7	2	9¼					14½	X			80
										HoD					
22	5	1	16	D/P	2	7					11½	X			80
		2		D/P	1	9				HoD	13	X			
		CAP		P4	3	2½	Pile 2 3/4 punching into Cap - Reject					(X)	(#2)		#2
							Both Sway Braces - Reject (X)								
23	5	CAP	16	P2	5	3	(Pile 4 punching) crushing (X)					(#2)			80 #2
							All bracing reject (X) HoD								
24	5	1	12	D/P	1½	8					12	X			60
		4		D/P	2	6					15				
		CAP		P4	4½	2½	Possible Reject (PX)								
							All bracing reject (X)								
25	5	2	12	D/P	2	5					13½				60
							All bracing reject (X)								
26	5	CAP	12	P4	6	1									60
							All bracing reject (X)								
27	5	3	12	D/P	4	7½					15				60
							All bracing reject (X)								

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 4 of 5 SHEETS

Bridge No. 763.55 SA (Sec 3)

Date 2-14, 19 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN FT PILING
28	5	CAP	12	P3	2	5	Slight crushing ⊗								60
							All bracing reject ⊗								
29	5	2	12	2	2	9					11½	X			60
		3		6	3	11					16	X			
		4		D/P	1½	7					14				
							All bracing reject ⊗								
		CAP		Visual Reject crushing/piles punching ⊗							(#2)				
30	5	2	12	D/P	2½	5					15				60
		3		3	2½	4		All bracing reject ⊗							
31	5	4,5	12		Piles Posted - treat									2B	60
							Sash brace reject ⊗								
32	5		12		Newer Frame Bent w/old cap (1976+)									5B	60
33	5	4,5	12		Piles Posted - treat									2B	60
		CAP			Piles Punching into Cap - Reject ⊗						(new #2)				
34	5	2,3	10		Piles Posted - treat									2B	50
35	5	CAP	10	P4	slight punching, ck Cap - ⊗						(#2)				50
36	5	5	8		Pile Posted - treat									1B	40
		CAP		P5	1	10	Cap - Reject ⊗								
37	5	2	4	D/P	1½	10					14	X			20
		3		6/L	1	6		Sway brace - reject ⊗			17				
		CAP		P2	ok			Stringer 1 - DsPv ⊗							
38	5		-							Buried - not inspected					

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RAILROAD BRIDGE DIVISION BORING RECORD

SHEET 5 of 5 SHEETS

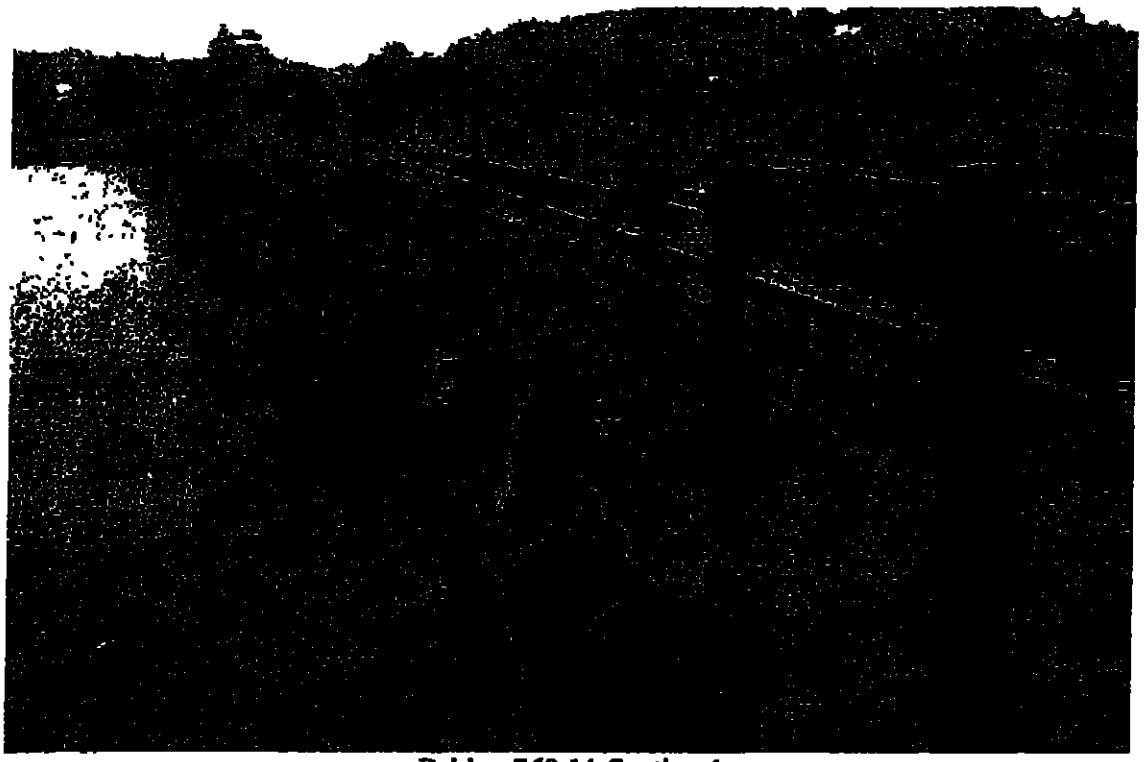
Bridge No. 763.55 SA (Sec3)

Date 12-14, 19 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT PILING
							H. Wall - Buried								
							App - Low (#3)								

CORP002303

Central Oregon & Pacific Railroad



Bridge 769.11 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 769.11
MILEPOST: 769.11	SECTION# 1
TYPE: ODPT	LOCATION. Coos Bay, OR
INSPECTION DATE: 2/15/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 5
Pile 2 - Reject
Sway Brace - Reject

Bent 8
Cap - Reject (crushed, vertical split)

Bent 10
1/2" Gap over Pile 2
Cap - Reject (crushed)

Bent 12
Both Sway Braces - Reject

Bent 14
1" Gap over Pile 1

Span 3
Stringer 4 - Reject

Ties - OK
Guard Timber - OK
Walkways - OK
Handrails - OK

Bridge is humped

Severe marine borer damage to piles

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.11	2	OSMOSE	Cut Pile tops down and: - Replace Cap & Install an 8" Subcap on Bent 8 (crushed, vertical split) - Replace Cap & Install an 8" Subcap on Bent 10 (crushed)
2	1.19	3	OSMOSE	Post. - Pile 2 of Bent 5 (4 pile bent)
3	1.16	3	OSMOSE	Install marine wrap on: - Bent 2 - Bent 3 (piles 2 & 3) - Bent 4 - Bent 5 (piles 1 & 3) - Bent 6 - Bent 8 - Bent 10 - Bent 12 - Bent 14
4	1.15	3	OSMOSE	Replace. - 1 Sway Brace on Bent 5 - Both Sway Braces on Bent 12

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 769.11
MILEPOST: 769 11	SECTION# 1
TYPE: ODPT	LOCATION: Coos Bay, OR
INSPECTION DATE. 2/15/2007	INSPECTOR: K Trickle & P Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	1.20	4	OSMOSE	Replace: - Stringer 4 in Span 3

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 21		OSMOSE	8/23/2006	Replaced all bridge ties & guard timber. Replaced - Walkway supports & handrail on both sides of bridge (existing grating was used)
2	1 13		OSMOSE	1/14/2005	Posted with steel piles: - Piles 1 & 4 of Bent 1 - Piles 1 & 4 of Bent 3 - Pile 4 of Bent 5 Installed: - Oversized Cap on Bent 4 Shimmed: - Top of Pile 2 of Bent 8 Replaced - Stringer chord shims on Bent 6 - 1" Chord 2 Shim on Bent 14 Framed out: - Bent 7 (all steel frame and cap) - Bent 9 - Bent 11 - Bent 13
3	1 12		OSMOSE	8/19/2003	Replaced. - Cap on Bent 2 Installed: - Helper stringers from Bents 6 thru 14

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-15-2007

Owner Corp Rag /Div _____ Bridge No. 769.11 NA (Sec 1)

Dist./Sub/Branch Coos Bay

Location Coos Bay, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GIL TR	PP	LIN FT PILING
1	4	P3	1½	D/P	2	1									
						Piles 1 & 4- Posted new w/ steel posts						1/14/05 (DS)			
2	3		4				New Cap 8/19/2003								
3	4	2	4	D/P	4	2		Piles	1 & 4 - Posted new w/ steel			1/14/05 (DS)			
									3" shim under Chord 2						
										tide: H2O					
4	3		5							tide H2O					
					New oversize Cap				1/14/05 (DS)						
5	4	1	5½	S/L	0	5		Sway	brace - rejected ⊗						
		2		D/P	1	4		(2" shim	under Chord 2)		14½	X			
		1/14/05			Pile 4- New Part w/ steel				tide H2O						
6	3	cap	7	P1	OK										

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Hoard
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002307

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No. 769.11 NA (Sec 1)

Date 2-15, 19 2007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GR. TR.	PP	LIN FT. PILING
7	4		7			.				tide (H20)					
						New Frame Bent 1/14/05 (STEEL)									
						.									
8	3	1	7		10" Block over Pile 1					tide (H20)					
		cap			(X)	Crushed # 2 Vert-Split.									
9	4		8							tide (H20)					
						New Frame Bent 1/14/05 (STEEL)									
10	3	2	8		35" gap					tide (H20)					
		cap		P2	2	2	Cap · (X)	Crushed #2							
11	4		8												
		.				New Frame Bent 1/14/05 (STEEL)									
						.									
12	3		9			both sway braces · (X)				tide (H20)					
13	5		9				NEW FRAME BENT 1/14/05 (STEEL)								
14	3	1	10		1" gap										
					Replaced w/ Hinge/cap shim 1/14/05										

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RAILROAD BRIDGE DIVISION BORING RECORD

SHEET 3 of 3 SHEETS

Bridge No. 769.11 NA (Sec 1)

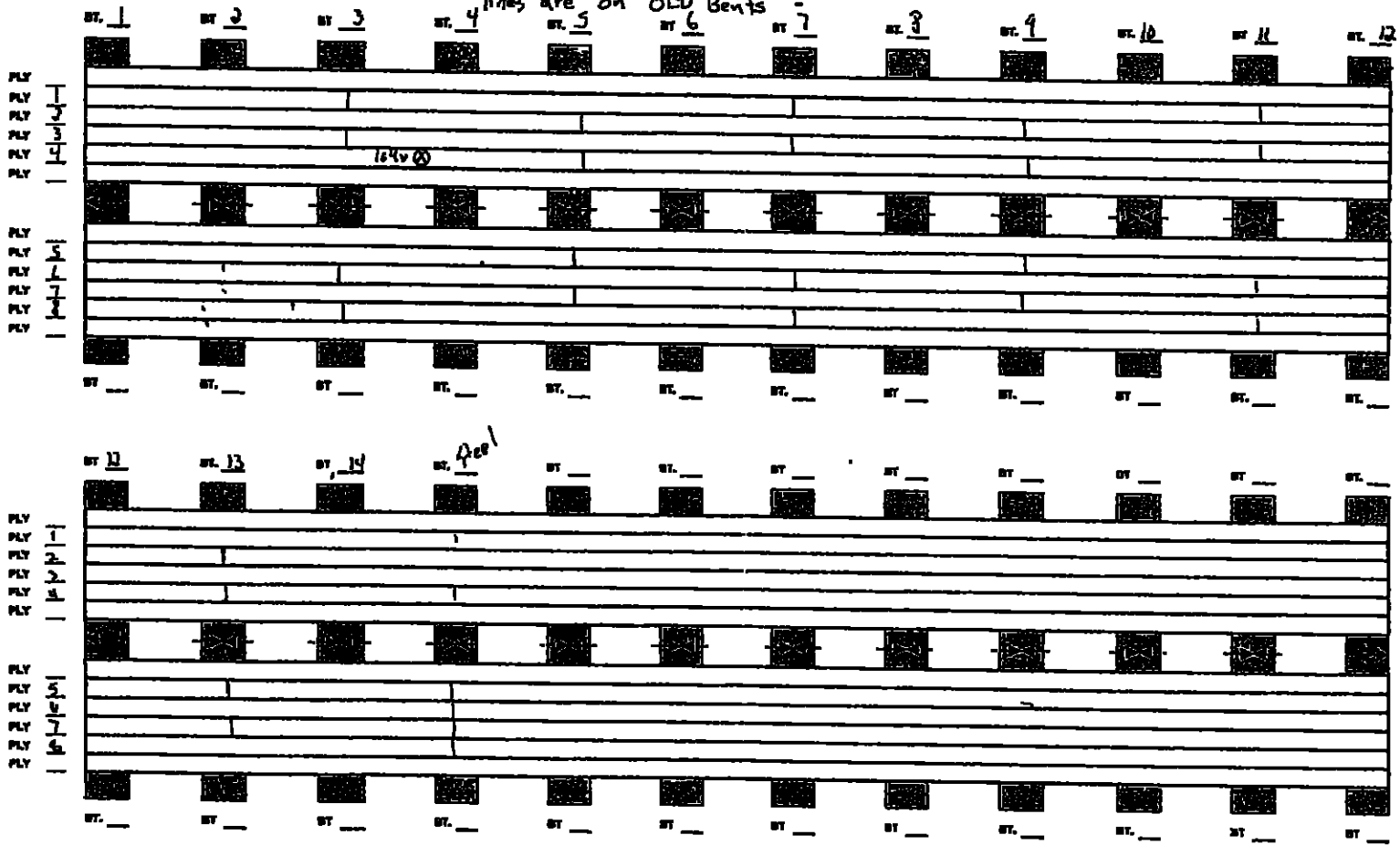
Date 2-15, 19 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN. FT. PILING
										3 pile Bents are mid 1980's → Fr. Piers					
										Parting lines are over older 4 pile bents - (Ced. Piers)					
										Main span is former turn-span					
										(4 new steel bents support Main span as timber piles under drum pier and s. pier have failed					
										stringers are not hooked to beam					
										Ties - New (05/2006)					
										Walkways ok					
										Handrails - ok					
										From Bent 6 - Steel 2 inside helper stringers added and packing bolts reinstalled					

CORP002309

Bridge # 769.11 NA (Sec 1) Stringer Parting lines are on OLD Bents

Stringer Schematic



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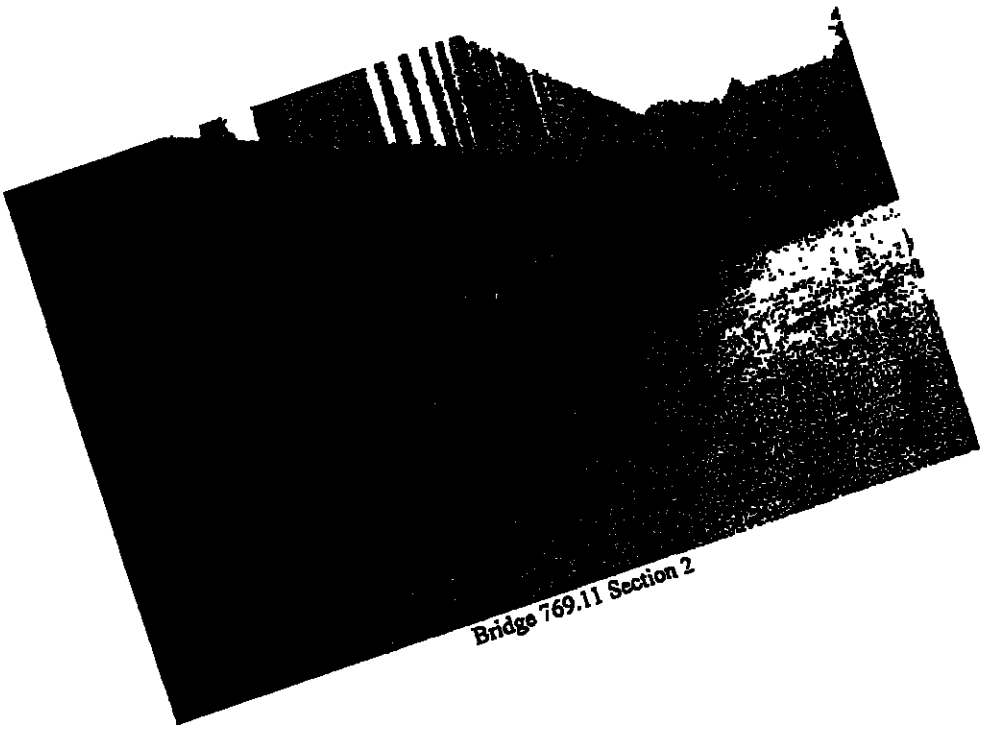


Bridge 769.11 Section 2

Coos Bay Subdivision

Osmose Railroad Services, Inc

CORP002311

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	BRIDGE # 769.11
MILEPOST: 769.11	SECTION# 2
TYPE: DPG	LOCATION: Coos Bay, OR
INSPECTION DATE: 2/15/2007	INSPECTOR, K. Trickle & P Kaz

Findings:

Ties - OK
Guard timber - OK
Walkways - OK
Handrails - OK

Lower Laterals and cover plates - Severe Section Loss
Floor Beams - Severe Section Loss
Bearing shoes - De laminating and corrosion
Major debris on top cover plates
Horizontal bearing beams - Tilted from poor corroded steel shims stacked on steel pipe bents
Entire Substructure - Severe corrosion

Main Section - Former turn span

Recommended Work and Work Accomplished

RECOMMENDED WORK

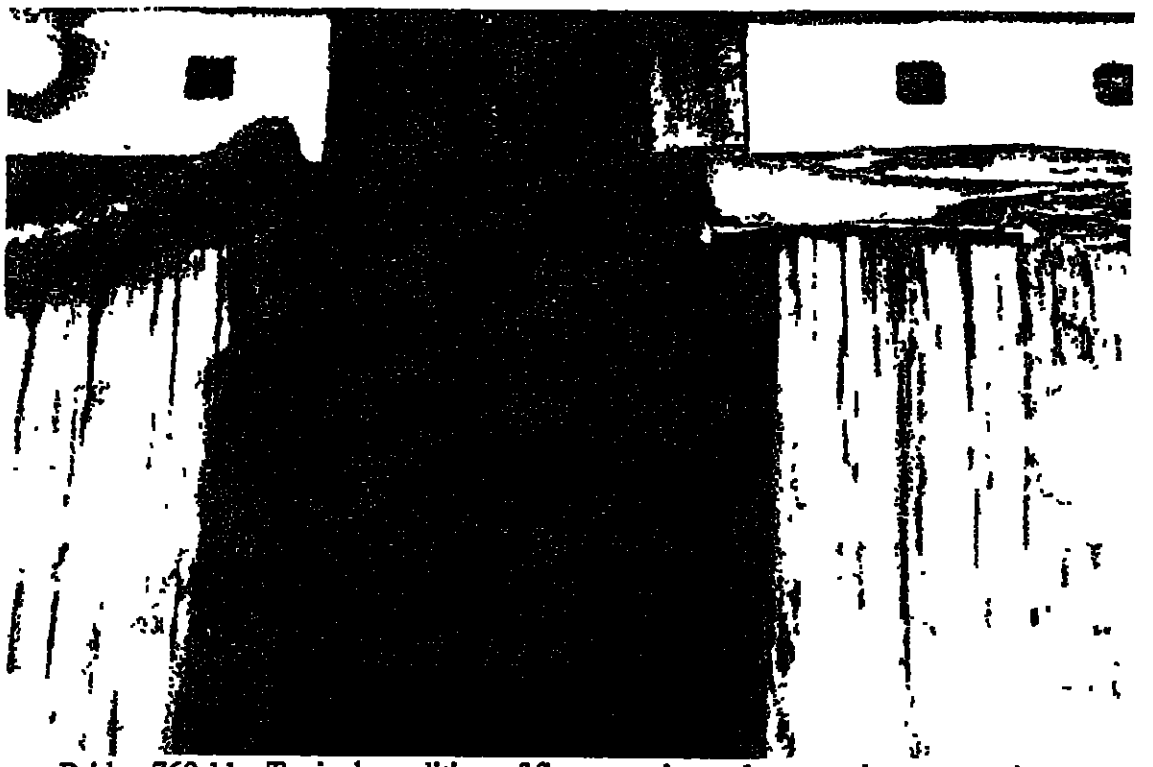
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.1	2	OSMOSE	Replace: - Section 2 (steel)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	2.2		OSMOSE	8/23/2006	Replaced all bridge ties & guard timber. Replaced: - Walkway supports & handrail on both sides of bridge (existing grating was used)

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 769.11 - Typical condition of flange angles and gusset plate connections

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-15-07 BY: KT, PK

Bridge No: 769 U SEC 2

CUSTOMER INFORMATION

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 6 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: (DPG) • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) (Railroad Direction) to (E) (W) (N) (S)

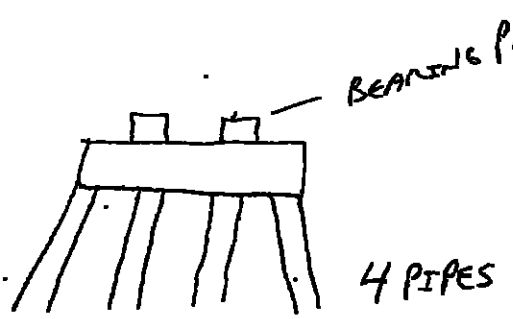
APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Coos BAY, OR

Overall Sketch: (include span lengths)

OPEN DECK

4 BENTS

Typical Bent or Pier Sketch:



GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

Bridge No: 769 II SEC 2

CONDITION

LINE & SURFACE: POOR • FAIR • GOOD •

APPROACHES: POOR • FAIR • GOOD • EROSION PROBLEMS:

TIES: POOR • FAIR • (GOOD) • NEW SIZE: 12X10X10 QUANTITY: 85

HEADWALLS: POOR • FAIR • GOOD •

WALKWAY: POOR • FAIR • GOOD • (OK) HANDRAILS - OK - NEW

GUARDTIMBER POOR • FAIR • GOOD • (OK) SIZE:

SUPERSTRUCTURE (Note any defects):

COVER LATERALS, COVER PLATES & FLOOR BEAMS - SEVERE SECTION LOSS

MAJOR DEBRIS ON TOP COVER PLATES

SUBSTRUCTURE (Note any defects):

BEARING SHOES - DELAMINATION & CORROSION

HORIZONTAL BEARING BEAMS - TILTED FROM POOR CORRODED STEEL SHIMS ON STEEL PIPE PIERS

SEVERE CORROSION

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall View of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP002315

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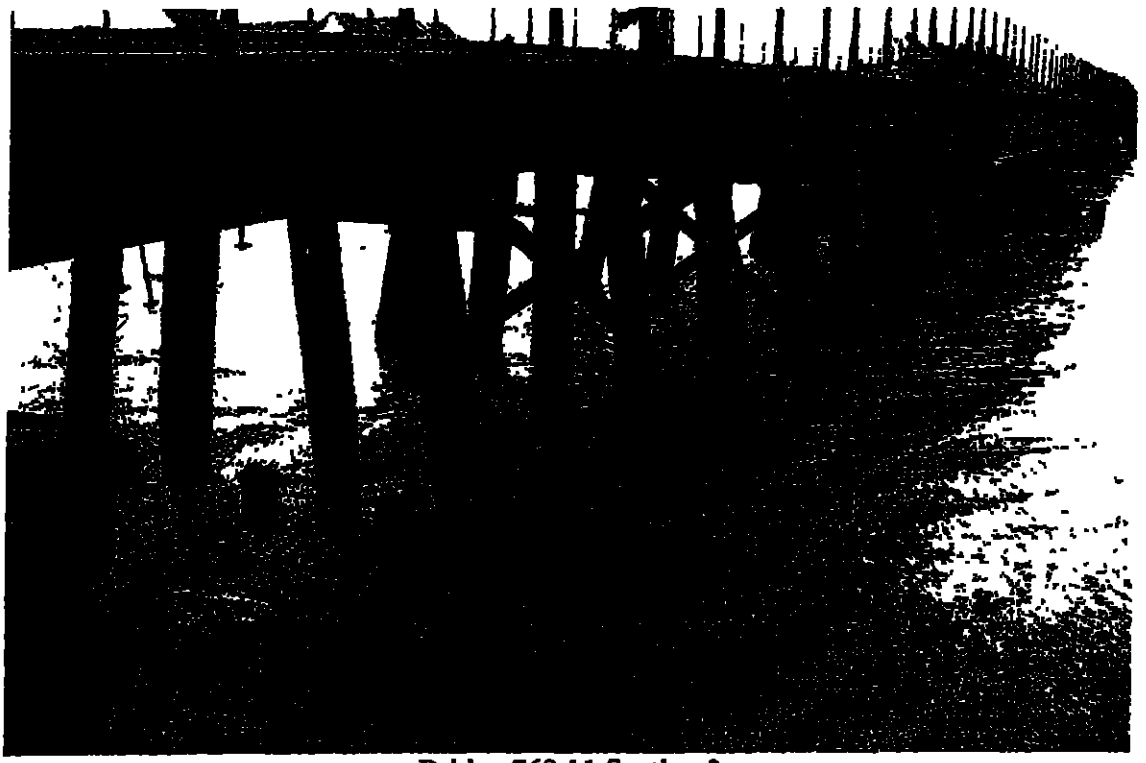

Bridge 769.11 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 769.11**
MILEPOST: 769 11	SECTION# 3
TYPE: ODPT	LOCATION: Coos Bay, OR
INSPECTION DATE: 2/15/2007	INSPECTOR. K. Trickle & P. Kaz

Findings:

Bent 1

Both Sway Braces - Reject

Bent 2

Pile 5 - Reject
1" Gap over Pile 5
Both Sway Braces - Reject

Bent 3

Pile 5 - Reject
Cap - Very slight cornering
3/4" Shims under both Chords - Reject (crushed)
North Sway Brace - Reject

Bent 4

1" Gap under Stringer 1 & 4
Cap - Minor mechanical crushing

Bent 7A

1/2" Gap under both Chords
Cap - Reject

Bent 7B

Post 1 - Reject
Post 2 - Reject
Post 3 - Reject
Pile Cutoffs are all reject

Span 1

Stringer 5 - Possible Reject

Span 2

Stringer 6 - Reject

Span 3

Stringer 2 - Visual Reject
Stringer 3 - Reject
Stringer 10 - Reject

Span 4

Stringer 5 - Reject
Stringer 7 - Possible Reject
Stringer 8 - Reject
Stringer 9 - Visual Reject

Span 5

Stringer 5 - Reject

Span 6

Stringer 3 - Reject
Stringer 9 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 769.11
MILEPOST: 769.11	SECTION# 3
TYPE: ODPT	LOCATION: Coos Bay, OR
INSPECTION DATE: 2/15/2007	INSPECTOR: K. Trickle & P. Kez

Findings:

Ties - OK
Guard Timber - OK
Headwall - Poor (undermining)
Southeast headwall - Poor (eroded)
Approach - Low
Walkways - OK
Handrails - OK

Severe marine borer damage to piles

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 30	2	OSMOSE	Replace - Stringer 5 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4 - Stringer 9 in Span 4
2	3.29	2	RAILROAD	Place - Large Rip/Rap and fill at Southeast Headwall
3	3.27	2	RAILROAD	Add ballast and tamp up approach.
4	3.19	2	OSMOSE	Replace: - Headwall
5	3 14	2	OSMOSE	Frame out - Bent 7B
6	3 28	3	OSMOSE	Shim - Under Stringers 1 & 4 of Bent 4
7	3.23	3	OSMOSE	Replace - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 10 in Span 3 - Stringer 5 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4 - Stringer 9 in Span 4
8	3.22	3	OSMOSE	Replace: - 3/4" Shims under both Chords on Bent 3 (crushed)
9	3 21	3	OSMOSE	Replace: - Both sway braces on Bent 1 - Both sway braces on Bent 2 - North sway Brace on Bent 3
10	3 20	3	OSMOSE	Install marine wrap on - Bent 1 - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6 - Bent 7A
11	3 18	3	OSMOSE	Cut Pile tops down and: - Replace Cap & Install an 8" Subcap on Bent 7A

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 769.11
MILEPOST: 769 11	SECTION# 3
TYPE. ODPT	LOCATION: Coos Bay, OR
INSPECTION DATE 2/15/2007	INSPECTOR: K Trickle & P Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
12	3.24	4	OSMOSE	Replace - Stringer 6 in Span 2 - Stringer 5 in Span 5 - Stringer 3 in Span 6 - Stringer 9 in Span 6
13	3 2	4	OSMOSE	Post. - Pile 5 of Bent 2 - Pile 5 of Bent 3
14	3 25	5	RAILROAD	Monitor - Stringer 5 in Span 1
15	3.17	5	RAILROAD	Monitor - Cap on Bent 3 (slight cornering) - Cap on Bent 4 (minor mechanical crushing)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3.28		OSMOSE	8/23/2006	Replaced all bridge ties & guard timber Replaced - Walkway supports & handrail on both sides of bridge (existing grating was used)
2	3.15		OSMOSE	8/19/2003	Replaced cap on Bent 1 w/an oversized cap Posted all (4) piles of Bent 6

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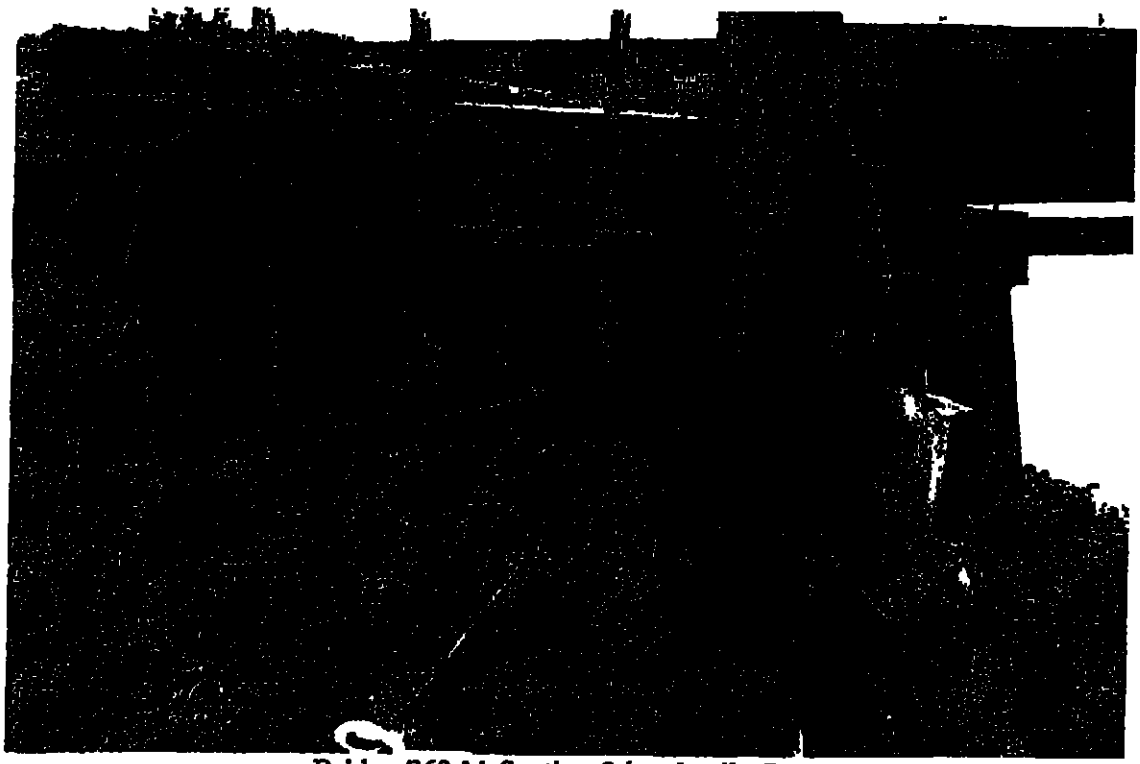

Bridge 769.11 Section 3 headwall - Poor

Central Oregon & Pacific Railroad

Bridge 769.11 Section 3 Southeast headwall - Ballast leak

140 245

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-15-2007

Owner CORP Reg./Div. _____ Bridge No 769.11 SA (Sec 3)

Dist./Sub/Branch Coos Bay

Location Coos Bay

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) tr 1976 Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	SAL TR	PP	LIN FT. PILING
1	3		11				Sway braces - ⊗			(H20)					
										Marine borer					
						New Cap				9/14/2003					
											2				
2	5	5	11		1" gap at drift pin					(H30)					
		5		D/P	1	13				Marine borer		X			
					Sway braces - reject ⊗										
		5		4	0	6									
3	5		11			3/4" shims under chocks - crushed (H3) reject ⊗									
		CAP			Very slight scoring					(H30)					
				N. Sway brace - reject ⊗											
		5		4	0	11					13.5	X			
4	5	CAP	11		Minor mechanical crushing										
					1" gap under stringers 1 & 4										

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002322

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 2 SHEETS

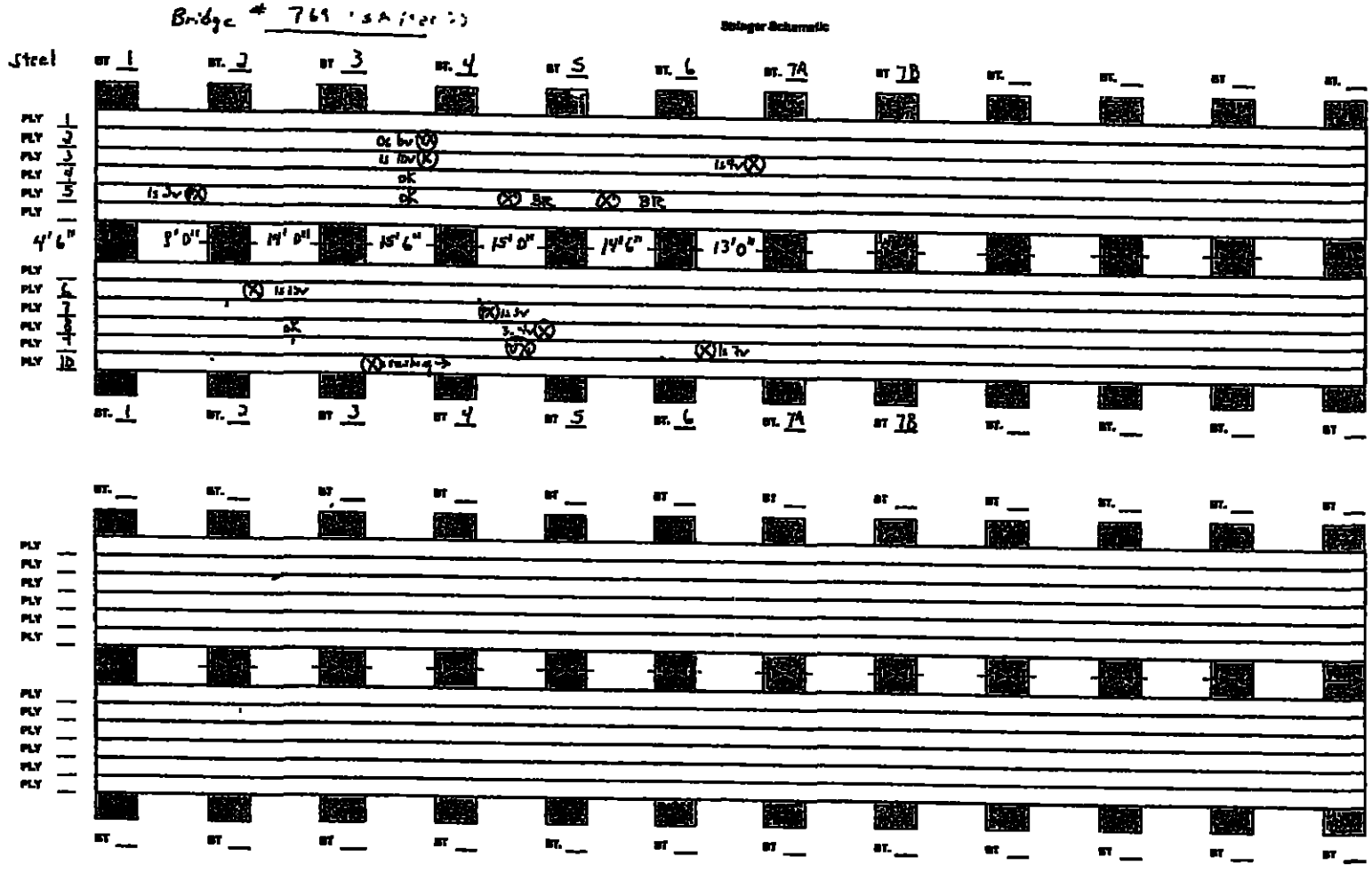
Bridge No. 769.11SA

Date 2-15, ~~19~~ 2007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT PILING
5	5		9							(Hq)					
										Marine borers					
6	4		8												
						Piles 1, 2, 3 + 4 - Posted New					8/19/2007 (OS)				
7A	3	CAP	5	P2	1½	5	CAP - ⊗			Helper Bent					
					½" gap under both chords										
7B	4	Post 1	2		5	4						X			
		Post 2			2	9						X			
		Post 3		G/L	1	8						X			
				All	cutoffs are reject ⊗										
					Ties - OK					(90) - 7¾" X 8" X 10' /.					
					Approach - Low					(#2)					
					WALKWAYS - OK HANDRAILS - OK										
					South Headwall Undermining (Poor). SE. Headwall - eroded										
					Guard timber - OK.										

Bridge # 769 [illegible]

Stringer Schematic



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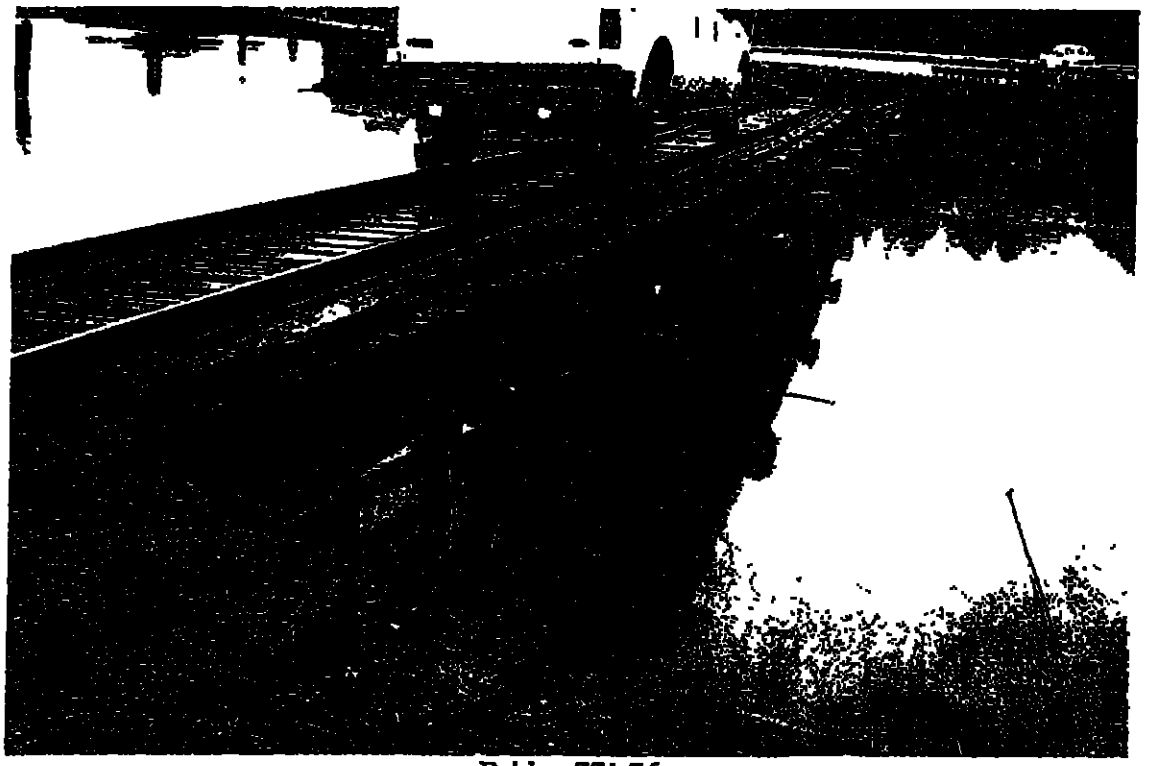


Bridge 771.76

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 771.76

MILEPOST: 771.76	SECTION# 1
TYPE: ODPT	LOCATION: Coos Bay, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 1

Cap - Possible Reject (split)

Bent 2

Sway Braces - Reject

Bent 3

3/4" Gap over Pile 4
Sway Braces - Reject

Bent 4

Pile 5 - Reject
Cap - Reject (crushing, failing under both chords)
Sway Braces - Reject

Bent 5

Cap - Reject (crushing)
Sway Braces - Reject

Bent 6

Pile 4 - Reject
Pile 5 - Reject
Sway Braces - Reject

Bent 7

1/2" Gap over Pile 3
1/2" Gap over Pile 4
3/4" Shim under Chord 1 - Reject

Ties - Fair to Poor (12 reject, spike kill)
Guard timber - OK (1 section reject)
North headwall - Poor (top 2 timbers reject)
South Headwall - OK
North approach - Very low
South approach - Low

Marine borer damage to piles

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.9	2	OSMOSE	Replace: - North headwall
2	1.1	2	OSMOSE	Cut Pile tops down and. - Replace Cap on Bent 4 (crushing, failing) - Replace Cap on Bent 5 (crushing)
3	1.14	3	OSMOSE	Replace all bridge ties.
4	1.13	3	OSMOSE	Replace: - 3/4" Shim under Chord 1

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 771.76

MILEPOST: 771 76	SECTION# 1
TYPE: ODPT	LOCATION: Coos Bay, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P Kaz

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	1 12	3	RAILROAD	Add ballast and tamp up both approaches.
6	1 8	3	OSMOSE	Install marine wrap on - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6
7	1 6	3	OSMOSE	Post. - Pile 4 of Bent 6 - Pile 5 of Bent 6
8	1 10	4	OSMOSE	Spot replace 6 bridge ties.
9	1 7	4	OSMOSE	Replace. - Sway Braces on Bent 2 - Sway Braces on Bent 3 - Sway Braces on Bent 4 - Sway Braces on Bent 5 - Sway Braces on Bent 6
10	1 5	4	OSMOSE	Cut Pile tops down and - Replace Cap on Bent 1 (split)
11	1.4	4	OSMOSE	Shim or Epoxy - Over Pile 4 of Bent 3 - Over Pile 3 of Bent 7 - Over Pile 4 of Bent 7
12	1.3	4	OSMOSE	Post: - Pile 5 of Bent 4
13	1 2	4	OSMOSE	In-place preservatively treat piles, caps and stringers.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14-19 2007

Owner CORP Reg./Div. Bridge No. 771.76

~~Dist./Sup./Branch~~ COOS BAY

Location HAYDEN, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN. FT. PILING
1	5	5	2½	1	1	4				3" SHIM			2		7½
		CAP		P5	7	2	split			11½x13½x14 Cap-⊗					
2	5	2	8	4	5	2				3" Shim					40
		3		D/P	8	1				Sway braces-⊗					
		5		7	5½	6½									
		CAP		P2	6	1									
3	5	1	10	D/P	6	3				H&O SWAY BRACES⊗ P4-3/4" GAP.					50
		2		9	3	5½	6	3½		3" SHIM					
4	5	5	10	D/P	3	8				H&O 3½" SHIM SWAY BRACES⊗	12	X			50
		CAP		P3	2	6	CRUSHING			Failing under both chords		X	11½"X14½"X12'		
5	5	1	10	8	4	1				H&O Sway braces⊗					50
		CAP		P3	4	3	(CRUSHING OVER P4)		3	CAP-⊗ 11½"X14"X13'					
6	5	1	8	D/P	2½	2½									40
		2		D/P	1½	5			3	Sway braces⊗					
		4		D/P	2	10					13½	X			
		5		D/P	2	9					13½	X			
		CAP		P2	OK										75
7	5	CAP	1½	P4	OK				3¼"	P3,4-½" GAPS Ch.1 Shim-⊗ #3					345
		APPS-Low		N. App-Very Low			STRS-FAIR			H. WALLS-NORTH-⊗-top & plank					
		⊗ timb-1 sec.⊗					Ties-Fair-#3 Piece (spiral) (12⊗)			APPS-Low (#7) ↑ pads					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

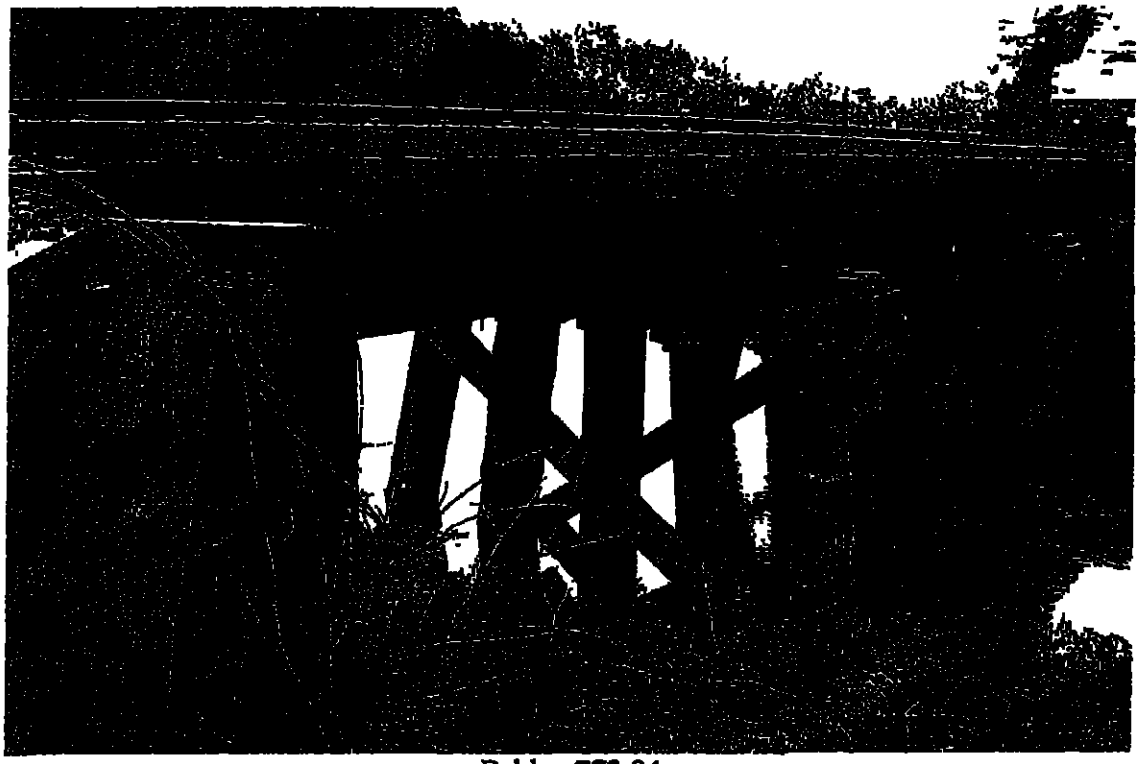
H — Heart	PP — Previously Posted	S, Heart-⊗	
X — Reject	PX — Possible Reject		
V — Void	ST — Shell Thickness		
SR — Shell Rot	P/W — Heavy Duty Pile Wrap		
RS — Ring Separation	O/W — OsmoWeld		
DR — Decay Ring	D/P — Drill Pin		
DP — Decay Pocket	G/L — Groundline Area		

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002328

Central Oregon & Pacific Railroad



Bridge 773.94

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 773.94

MILEPOST: 773.94 | SECTION# 1

TYPE: ODPT | LOCATION: Hayden, OR

INSPECTION DATE: 2/14/2007 | INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 2

1 1/2" - 3 1/2" Elevation Shim - Reject (split, working out)

Bent 3

Pile 5 - Reject

Ties - OK (3 reject, minor plate cut)
Headwalls - OK
Wingwalls - OK
Approaches - Low
Stringers - OK

Tidal zone (marine borer activity)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	2	OSMOSE	Replace. - Elevation Shim on Bent 2 (split, working out)
2	1.3	3	OSMOSE	Install marine wrap on - Bent 2 - Bent 3
3	1.6	4	OSMOSE	Spot replace 3 bridge ties
4	1.5	4	RAILROAD	Add ballast and tamp up both approaches
5	1.2	4	OSMOSE	Post: - Pile 5 of Bent 3
6	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers.

140 240

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14-2007

Owner CORP Reg/Div _____ Bridge No. 773.94

Dist/Sub/Branch Coos Bay

Location HAYDEN, OR

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR.	PP	LIN. FT PILING
1	5		2½		5	OK				2" Shim					7½
2	5	1	7	D/P	7	3				440 2BB.		13½	3½	½	35
			Eastshim - split working out (X)												
3	5	5	12	11	1½	11				440 3" Shim	13½	(X)			60
4	5		4½							3" Shim					22½
															125
										STRS - OK 3 ply chords					
										TIES - OK minor plate cut		3X			
										APPS - LD12					
										Hatch - OK					
										W. Walls - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ½"

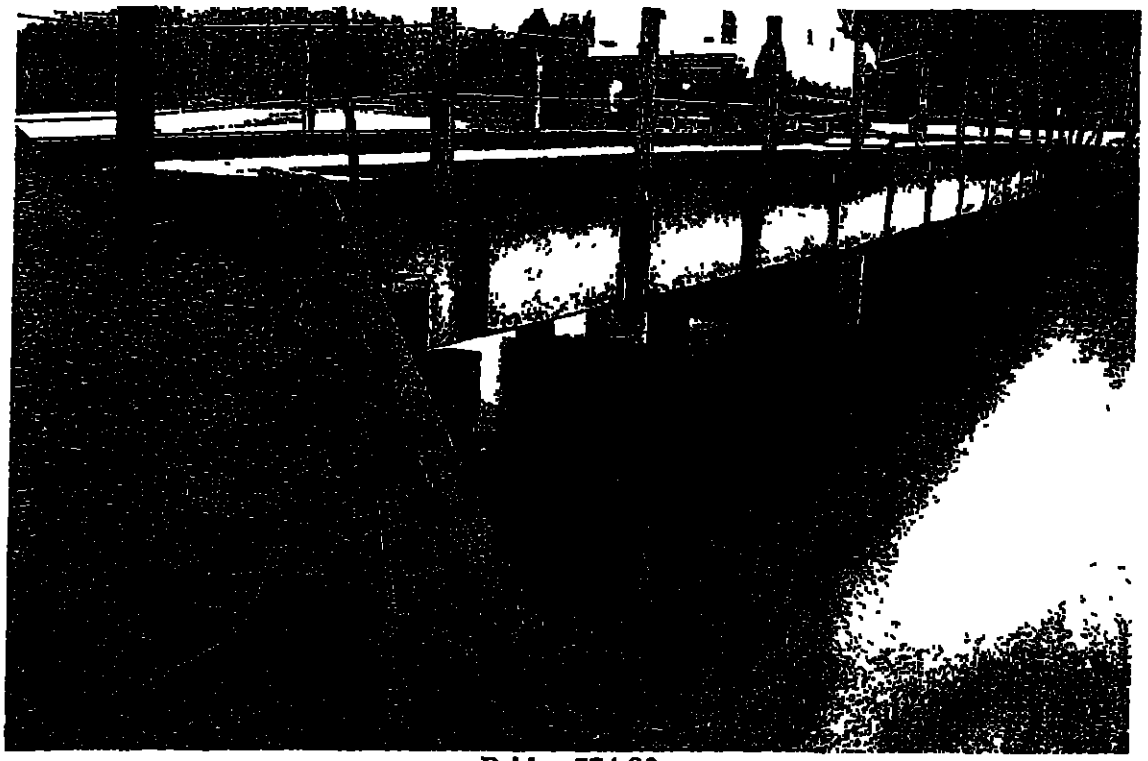
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo/Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 Is (1) S E W
(Timetable)

SIGNED KT, PK

CORP002331

Central Oregon & Pacific Railroad



Bridge 774.80

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002332

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 774.8

MILEPOST: 774.80	SECTION# 1
TYPE: CONC	LOCATION: Hayden, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Walkway - OK
Ballast leak at both approaches
Southeast shoulder - Losing trackbed
West Handrail Cable - Loose
Steel Pipes - Corrosion

Bents 1 and 2 - Cap cracking and spalling at ends
Bent 2 - Rebar visible at East end of Cap

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	2	RAILROAD	Patch: - Ballast leaks at both approaches and add ballast
2	1.4	3	RAILROAD	Tighten - West handrail cable
3	1.5	5	RAILROAD	Monitor - Steel pipes for additional corrosion
4	1.2	5	RAILROAD	Monitor: - Caps on Bents 1 & 2 for additional cracking and spalling

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-14-07 BY: KJ, PK

Bridge No: 77480

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 3 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) conc Slab

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of:

Overall Sketch: (include span lengths)

Ballast Deck
2 Bents
2 Abuts

Typical Bent or Pier Sketch:

conc

3 pipes

ACCESS (TRUCK) • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 43° 17. 328 W 124 13. 550 Nearest Crossing:

BRIDGE: TANGENT • (CURVE) • Superelevation is in West

GUARD RAIL: YES • (NO) • WALKWAY: (YES) • NO • LOCATION: Both

KEWED: YES • (NO) • Type of Walk: Dim: x x conc long

FIBRE OPTICS: YES • (NO) • CULVERT: YES • (NO)

BRIDGE IS OVER Creek Maximum Bridge Height: 10

Bents or Piers in Water: All Maximum Water Depth:

Requires de-watering Yes No

CORP002334

		Bridge No: TH.80

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • OK		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

WEST HAND RAIL CABLES - LOOSE (#3)
BALLAST LEAKS AT BOTH APPROACHES. (#2)

SUBSTRUCTURE (Note any defects):

BENT 1 & 2 – CAP - cracking/spalling @ Ends
rebar visible @ East end of Bent 2

CORROSION OF STEEL PIPES (#5)

RECOMMENDED WORK AND PRIORITY RATING

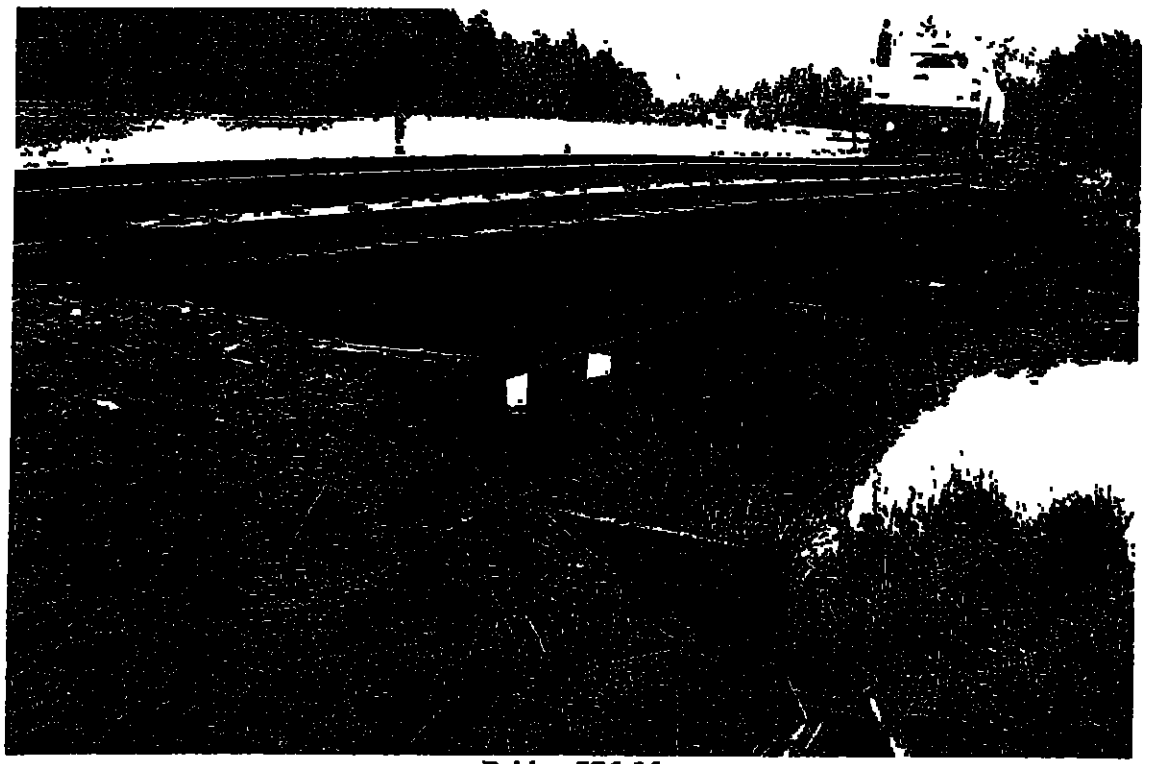
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____			
#		#	(Overall Picture of Bridge)
#		#	(Picture of Deck)
#		#	(Jacking setup)
#		#	(Close-up of Repair)
#		#	(Overall view of Repair)
#		#	(Access and Parking Trailer)
#		#	
#		#	
#		#	

CORP002335

Central Oregon & Pacific Railroad



Bridge 776.56

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002336

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 776.56

MILEPOST: 776.56 | SECTION# 1

TYPE: ODPT | LOCATION: Hayden, OR

INSPECTION DATE: 2/14/2007 | INSPECTOR. K. Trickle & P. Kaz

Findings:

Bent 1
- Pile 1 - Visual Reject
- Pile 4 - Visual Reject

Bent 2
- Pile 4 - Possible Reject

Bent 3
- Both Elevation Shims - Reject (failing)
- Both Sway Braces - Reject

Span 1
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 2
- Stringer 1 - Reject
- Stringer 7 - Reject
- Stringer 8 - Visual Reject

Span 3
- Stringer 6 - Possible Reject
- Stringer 8 - Visual Reject

Ties - Fair to poor (16 reject)
Guard timber - OK
Headwalls - Fair
Approaches - Low

Marine borer damage

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.7	2	OSMOSE	Cut Pile tops down and, - Install a 2nd Concrete Cap on Bent 1 - Install e third cap on Bent 3
2	1 11	3	OSMOSE	Replace all 48 bridge ties.
3	1 10	3	RAILROAD	Add ballast and tamp up both approaches.
4	1 8	3	OSMOSE	Replace: - All stringers
5	1.6	3	OSMOSE	Install marine wrap on: - Bent 2 - Bent 3
6	1 3	4	OSMOSE	Replace: - Both Sway braces on Bent 3
7	1 1	4	OSMOSE	In-place preservatively treat piles and caps.
8	1 2	5	RAILROAD	Monitor: - Pile 4 of Bent 2

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14, ~~19~~ 2007

Owner CORP Reg./Div. _____ Bridge No 776.56

~~Dist./Sub/Branch~~ COOS BAY

Location HAYDEN, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
1	4	1	1	D/P	7	2	0	5		3" SHIM		VX	4		4
		4		D/P	0	7						VX			
2	5	3	8	D/P	2	2	0	3		H2O BORER DAMAGE					40
		4		7	0	5½				ALL PILE - 0,2 1½-2½ SHIMS		PX			
		1		D/P	0	4									
3	6	1	2	D/P	1	3				Double Cap					12
		3		1	OK					Marine borer damage					
		WEST ELEV SHIM		P4	3	6				Both E shims - X #2		Failing	6'-8" x 12" x 4'3"		
										both sway braces X					
4	5	BOT CAP	-	P1	8	1½				DBL CAP.					5
															58
						46)	TIES - Fair/poor 16 X								
							H.WALLS - FAIR								
							APPS - low								
							G.timb - OK								
										CEDAR PILING - FAIR					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

- H — Heart
- X — Reject
- V — Void
- SR — Shell Rot
- RS — Ring Separation
- DP — Decay Ring
- DP — Decay Pocket
- PP — Previously Posted
- PX — Possible Reject
- ST — Shell Thickness
- P/W — Heavy Duty Pile Wrap
- O/W — OsmoWald
- D/P — Drift Pin
- G/L — Groundline Area

Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

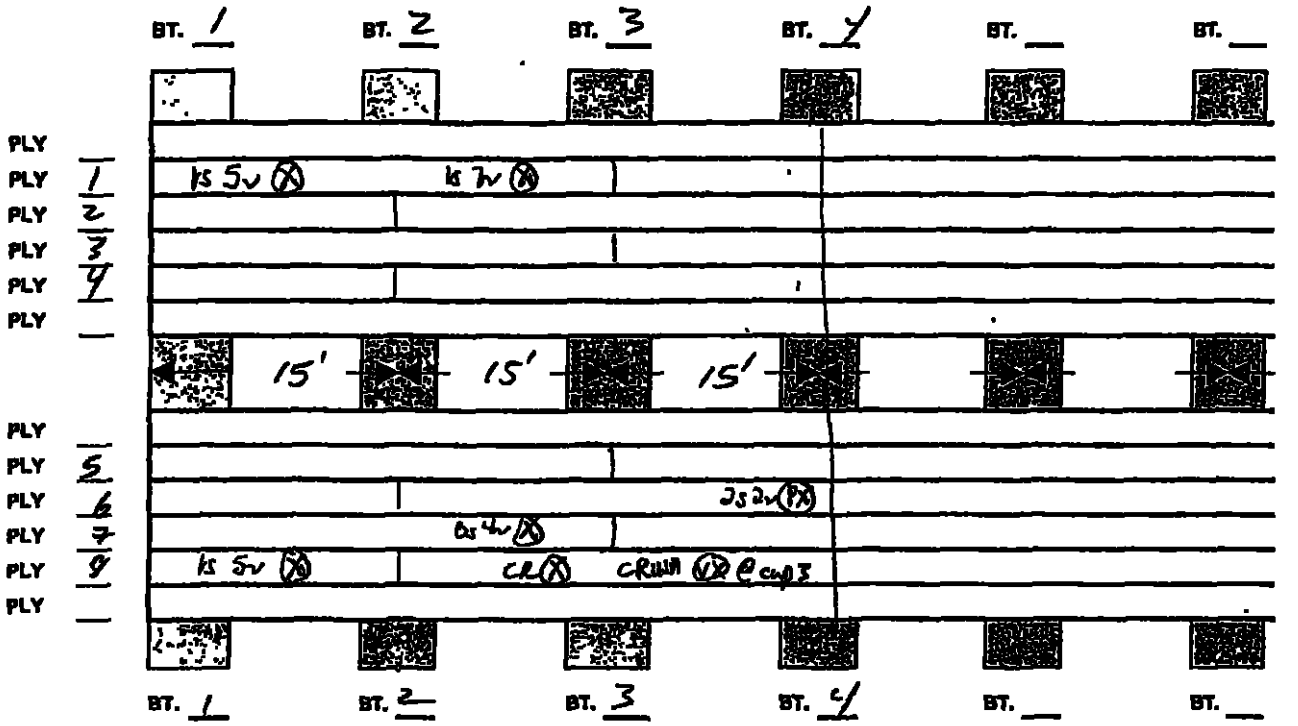
SIGNED KT, PX

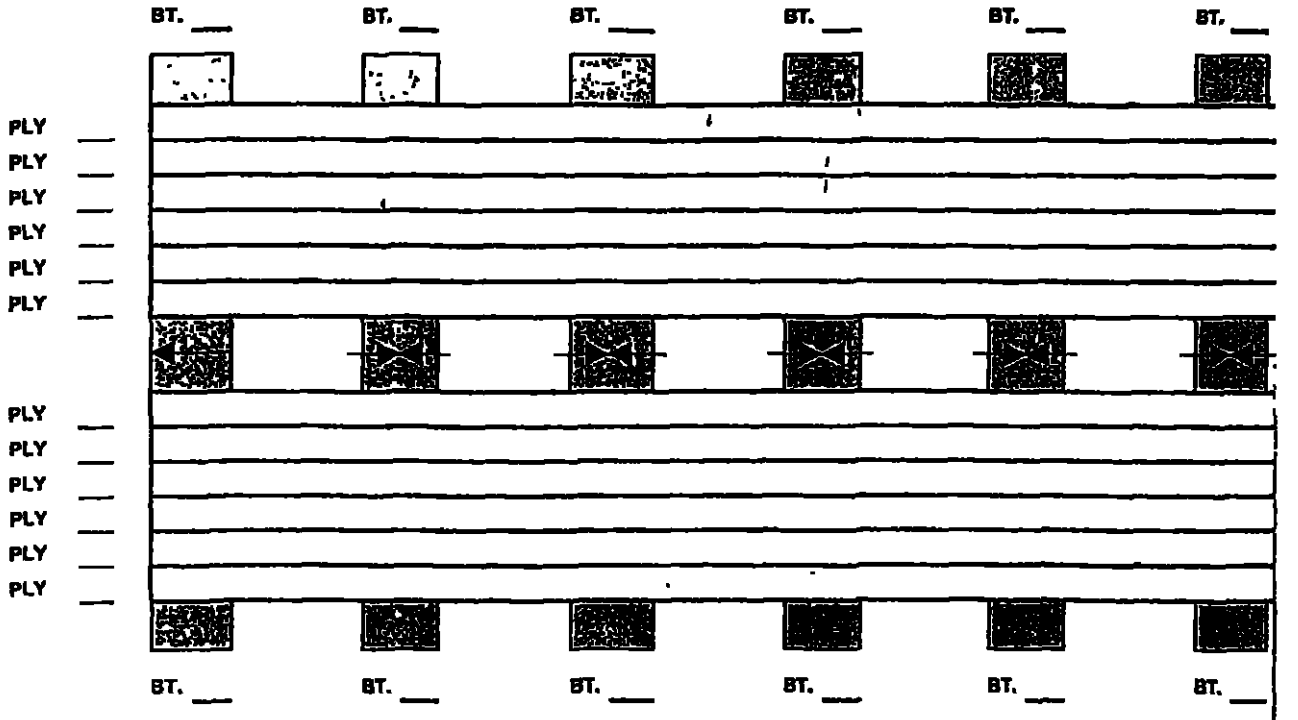
CORP002338

Br # 776.56

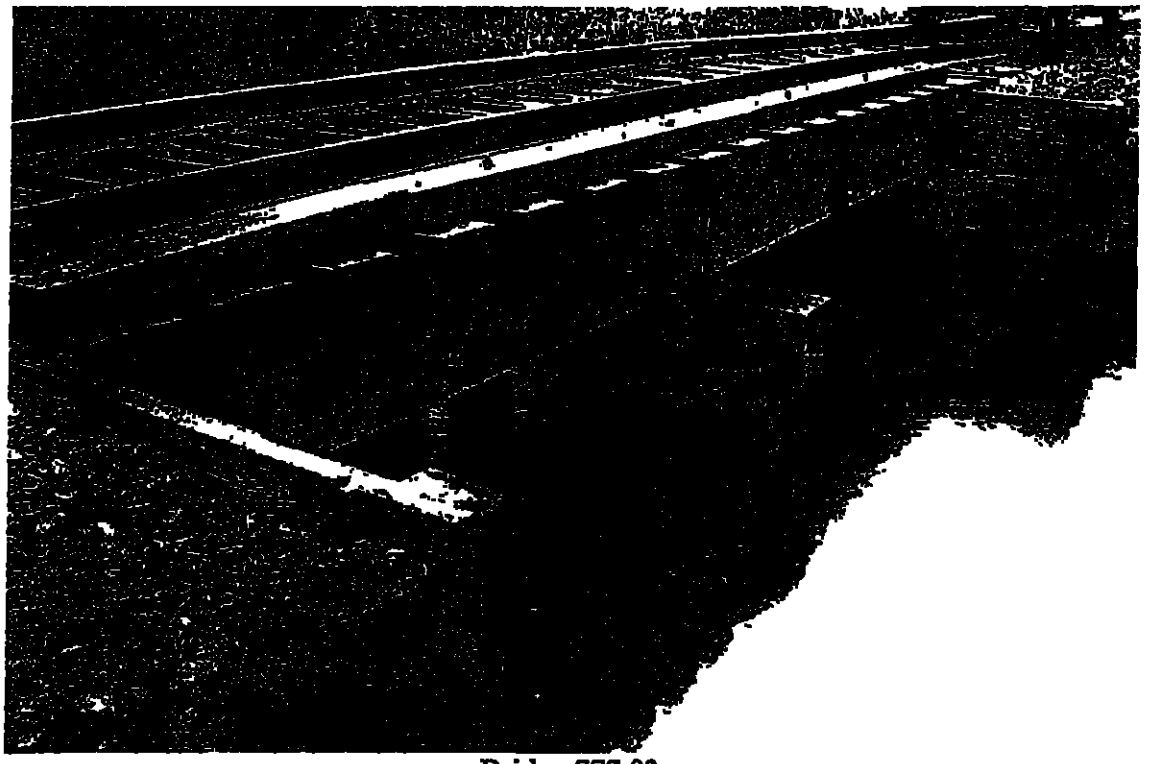
Stringers Lag Spaced, Bridge on Curve

String





Central Oregon & Pacific Railroad



Bridge 777.03

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002340

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 777.03

MILEPOST: 777 03	SECTION# 1
TYPE: ODPT	LOCATION: Hayden, OR
INSPECTION DATE: 2/14/2007	INSPECTOR. K. Trickle & P. Kaz

Findings:

Ties - OK
Guard timber - OK
Headwalls - OK
Wingwalls - OK
Approaches- Low

Tidal zone (marine borer activity)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	2	RAILROAD	Add ballast and tamp up both approaches
2	1.1	3	OSMOSE	Install marine wrap on: - Bent 1 - Bent 2 - Bent 3

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14, 19 2007

Owner Corp Reg./Div. Bridge No 777.03

~~Dist./Sub/Branch~~ Coos Bay

Location Hayden, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN FT PILING
1	5		7							H@ tidal					35
2	5	2	8	D/P	OK					H@ tidal					40
3	5		7							H@ tidal					35
															110
										TIES - OK					
										GUARD TIMBER - OK					
										HEADWALLS - OK WING WALLS - OK					
										APPROACHES - Low (#2)					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

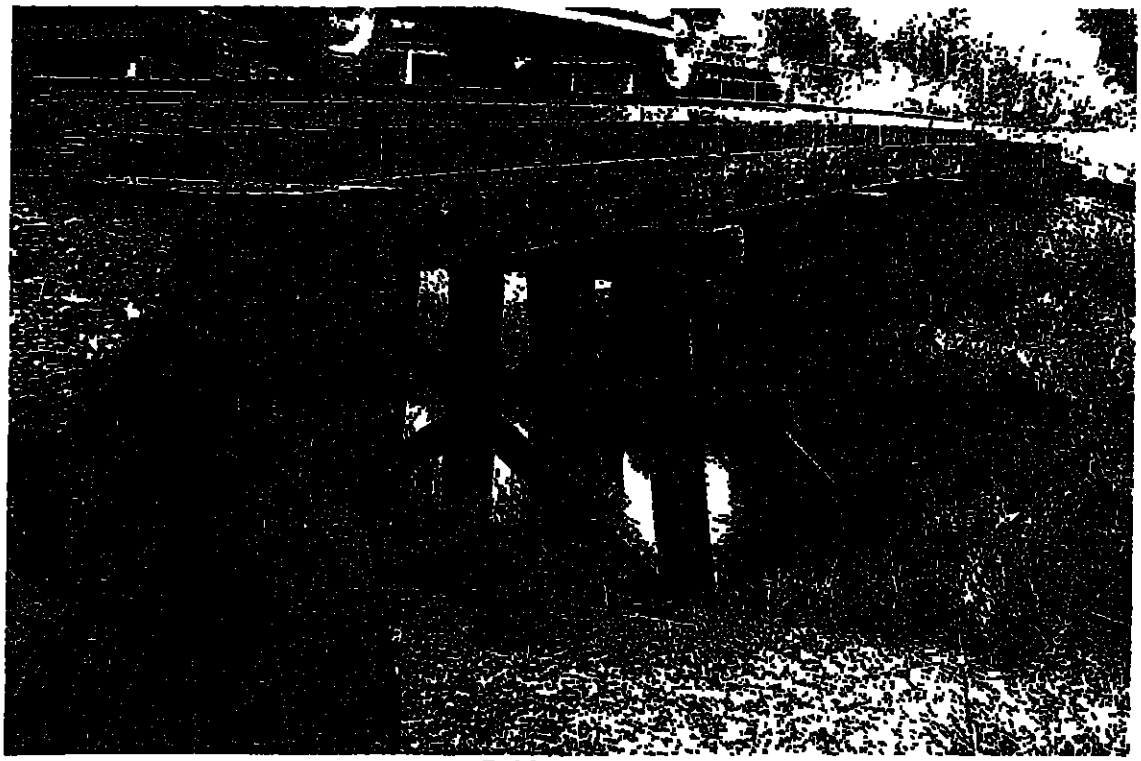
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmofield
O/P — Orth Pile
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002342

Central Oregon & Pacific Railroad



Bridge 779.80

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002343

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 779.80

MILEPOST: 779 80	SECTION# 1
TYPE: ODPT	LOCATION: Coquille, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Span 1
- Stringer 2 - Reject
- Stringer 3 - Visual Reject
- Stringer 9 - Reject

Span 2
- Stringer 9 - Visual Reject

Span 3
- Stringer 3 - Reject
- Stringer 9 - Visual Reject

Span 4
- Stringer 1 - Reject
- Stringer 8 - Possible Reject

Ties - Fair (10 reject, derailment damage)
Guard timber - OK
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 5	3	RAILROAD	Add ballast and tamp up both approaches.
2	1 2	3	OSMOSE	Replace. - Stringer 2 in Span 1 - Stringer 3 in Span 1 - Stringer 9 in Span 1 - Stringer 3 in Span 3 - Stringer 9 in Span 3
3	1.7	4	OSMOSE	Replace: - Stringer 9 in Span 2 - Stringer 1 in Span 4
4	1 6	4	OSMOSE	Spot replace 10 bridge ties
5	1.4	5	RAILROAD	Monitor: - Stringer 8 in Span 4

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14-2007

Owner CORP Reg/Div. Bridge No. 779.80

Dist./Sub/Branch Coos Bay

Location Coquille, Or

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN FT. PILING
1	5		2		S	OK									10
2	5		7		S	OK				H20					35
3	5		8		S	OK				H20					40
4	5		8		S	OK				H20					40
5	5		1		S	OK									5
															130
							TIES - Fair (DETERIORATION - 10%)								
							Apps - LDW (#3)								
							H.WALLS - OK								
							6. timb - OK								

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
B/L — Groundline Area

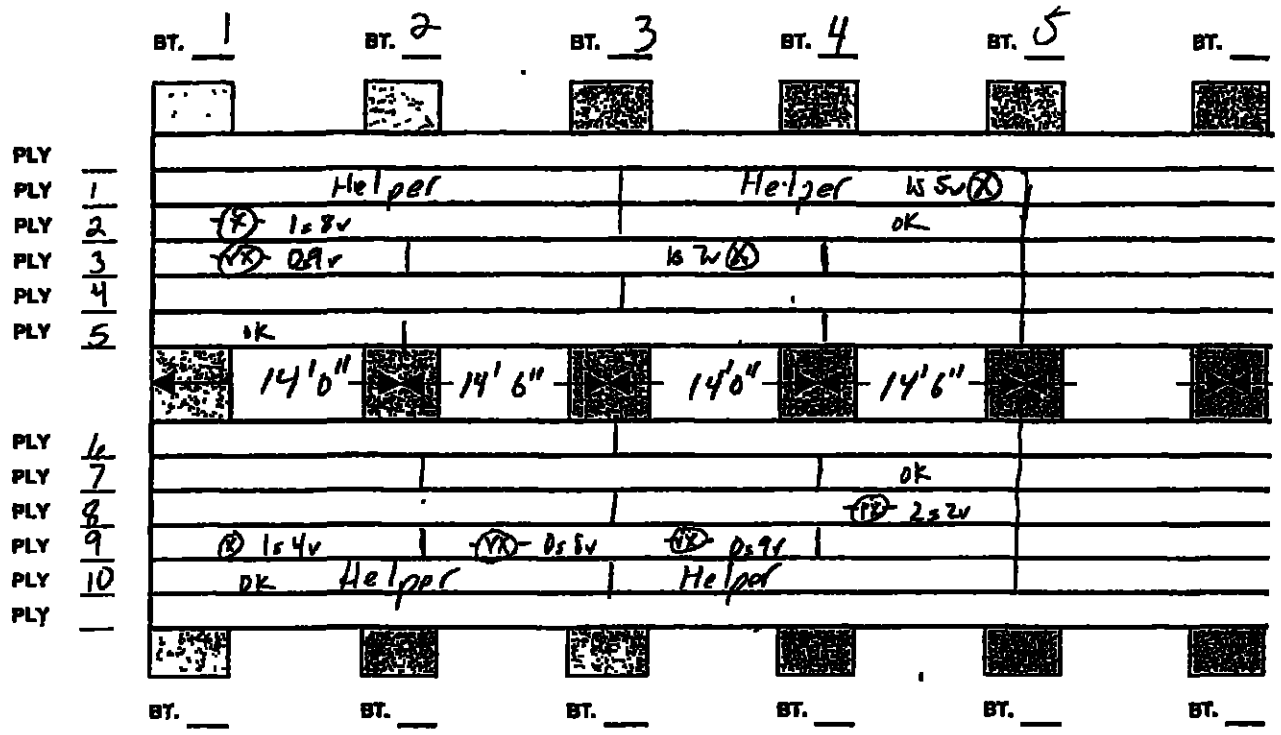
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

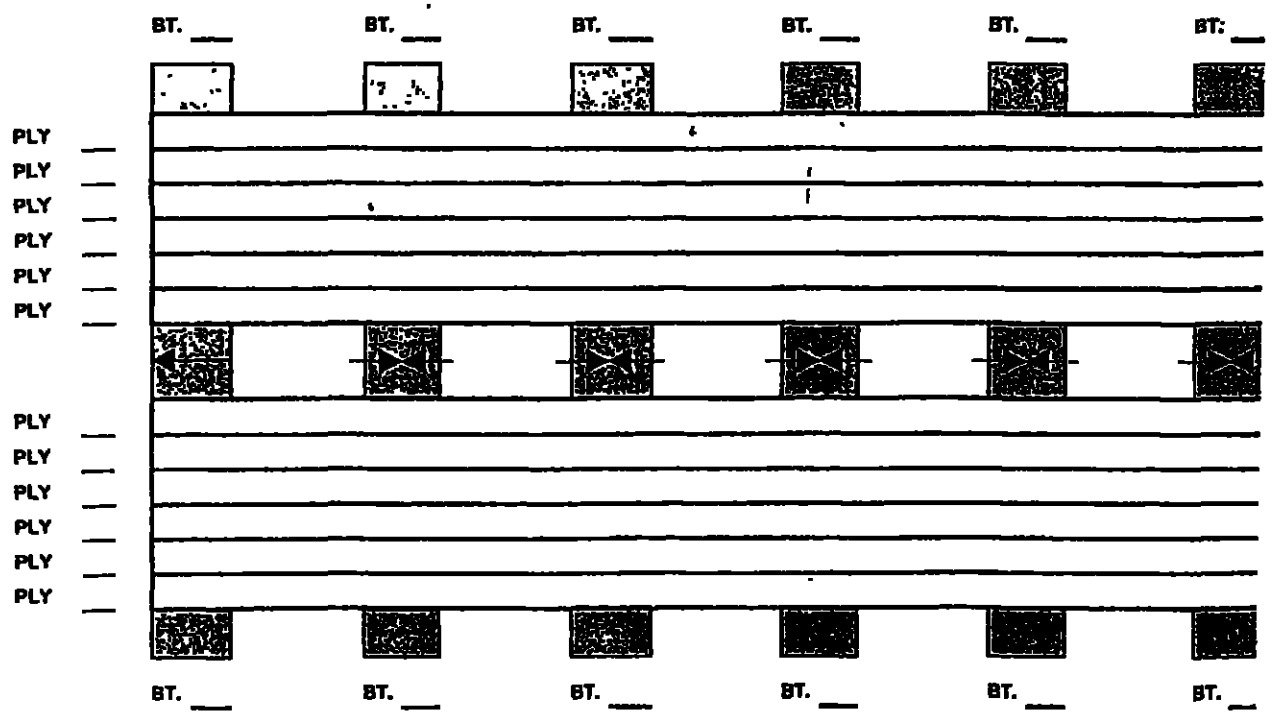
SIGNED KT, PK

CORP002345

Br # 771.80 10 stringers Packed

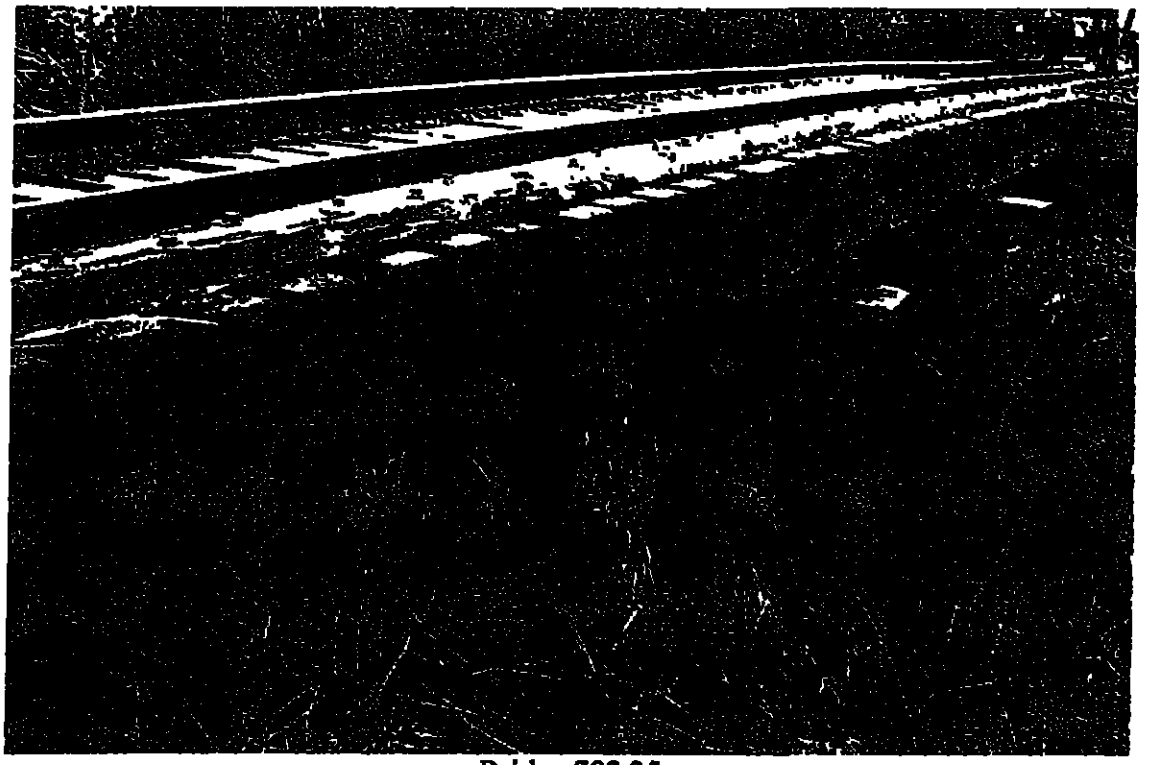
String





CORP002346

Central Oregon & Pacific Railroad



Bridge 782.35

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002347

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 782.35

MILEPOST: 782.35	SECTION# 1
TYPE: ODPT	LOCATION: Coquille, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 2
- Poor parting lines of stringers 5 & 7 (only on cap 1 1/2")
- Cap - Reject (bulging under chord 2)
- North Sway Brace - Reject

Span 1
- Stringer 4 - Reject

Span 2
- Stringer 4 - Possible Reject
- Stringer 6 - Reject

Span 3
- Stringer 3 - Reject

Ties - OK (6 reject)
Guard timber - OK (2 sections, reject)
Headwalls - Fair
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.8	2	RAILROAD	Add ballast and tamp up both approaches.
2	1.7	3	OSMOSE	For better bearing of Stringers: - Scab Cap or Pull Bent 2
3	1.5	3	OSMOSE	Replace: - Cap on Bent 2 (bulging under chord 2)
4	1.11	4	OSMOSE	Spot replace 6 bridge ties
5	1.10	4	OSMOSE	Replace: - 2 sections of guard timber
6	1.9	4	OSMOSE	Spot replace 4 bridge ties.
7	1.3	4	OSMOSE	Replace. - Stringer 4 in Span 1 - Stringer 6 in Span 2 - Stringer 3 in Span 3
8	1.2	4	OSMOSE	Replace: - North Sway Brace on Bent 2
9	1.4	5	RAILROAD	Monitor - Stringer 4 in Span 2

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14-19 2007

Owner CORP Reg./Div _____ Bridge No 782.35

~~Dist./Sub~~/Branch Coos Bay

Location COQUILLE, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 38

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GIRTR	PP	LIN FT. PILING
1	5		1		S-OK										5
2	5		8		S-OK					H₂O 2265 POOR PARTING LINES STRS ST-7 Polyon 1½ Ca					
				⊗	CAP-Bulging #3					N. SWAY - Reject ⊗					40
3	5		7		S-OK					H₂O 2265					35
4	5	2	1	P/O	2	2									S
															85
					H. WALLS - FAIR										
					STRS - FAIR										
					TIES - OK 6X										
					APPS - LOW (#2)										
					S-Timb - OK					Insect. ⊗					

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

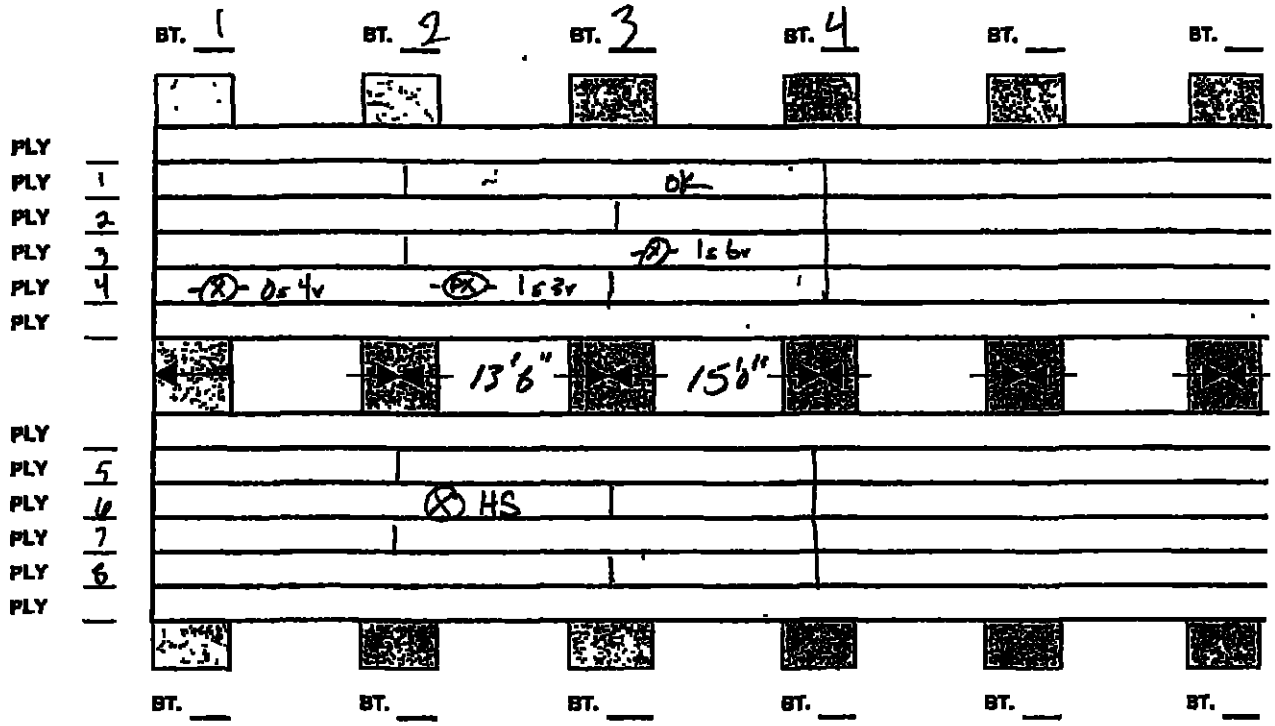
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

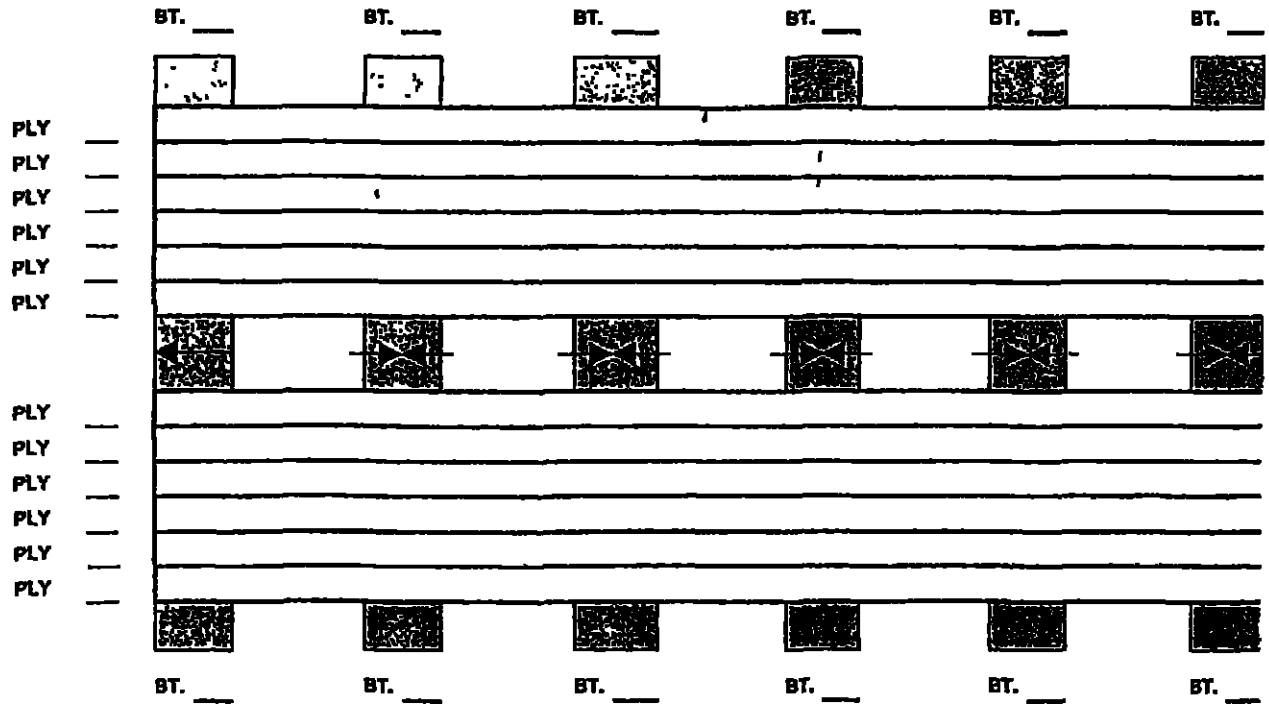
SIGNED KT, PK

CORP002349

Br# 782.35 Stringers Lay Spacad

Stringe





Central Oregon & Pacific Railroad

Bridge 782.53

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 782.53

MILEPOST: 782.53	SECTION# 1
TYPE: ODPT	LOCATION: Coquille, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Span 1
- Stringer 1 - Reject
- Stringer 8 - Visual Reject

Span 2
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 4
- Stringer 1 - Reject

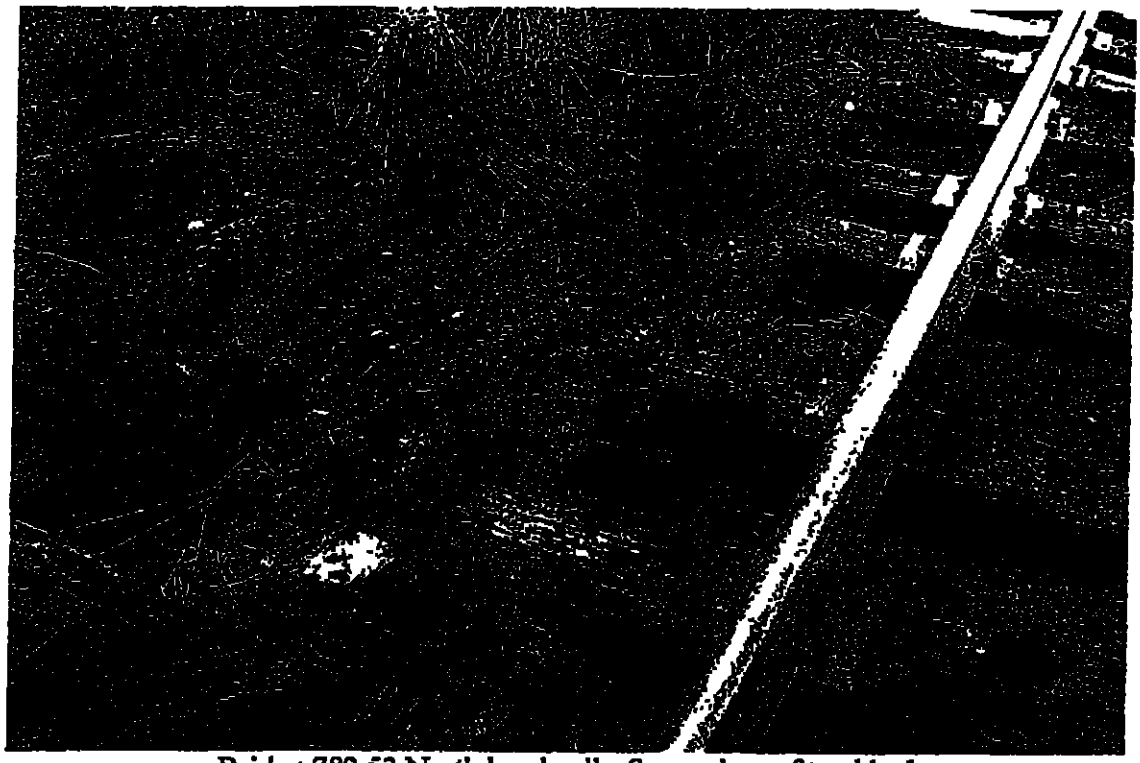
Ties - Fair (6 reject, plate cut)
Guard timber - OK
North headwall - Poor (top 5 planks, reject)
South Headwall - Fair to poor (pushed South)
Approaches - Low
Northwest and Southwest shoulders losing trackbed

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.10	2	OSMOSE	Install: - Wingwall to the Northwest headwall - Wingwall to the Southwest headwall
2	1 9	2	OSMOSE	Replace: - North headwall
3	1 6	2	RAILROAD	Add ballast and tamp up both approaches
4	1 5	3	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 1 in Span 2 - Stringer 8 in Span 2
5	1 3	3	OSMOSE	Replace - South headwall
6	1.8	4	OSMOSE	Spot replace 6 bridge ties.
7	1 7	4	OSMOSE	Replace: - Stringer 1 in Span 4
8	1.1	4	OSMOSE	In-place preservatively treat piles and caps

Central Oregon & Pacific Railroad



Bridge 782.53 North headwall - Severe loss of trackbed

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14-~~19~~2007
53

Owner CORP Reg./Div. Bridge No. 782

~~Dist./Sub/Branch~~ Coos Bay

Location

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 38

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5	5	4½	P/P	3	3	2	5		RIP RAP					22½
		1		D/P	3	6	3	6			14½				
2	5		10							H₂O 2005					50
3	5	2	10	5	1½	4½				H₂O	14½				50
4	5	4	9	2	8	2									45
		5		5	2	6	-0K-				14½				
5	5	2	3	1	5½	2½									15
		5		1	OK										182½
										West Shoulders losing trackbed (#2)					
										TIES - FAIR (PLATE CUT) (X)					
										GUARD TIMBER - OK APPROACHES - Low (#2)					
										NORTH HEADWALL - POOR (TOP 5 PLANKS (X)) #2					
										SOUTH HEADWALL - FAIR TO POOR (PUSHED SOUTH) #3					

SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWrap
D/P — Drift Pin
G/L — Groundline Area

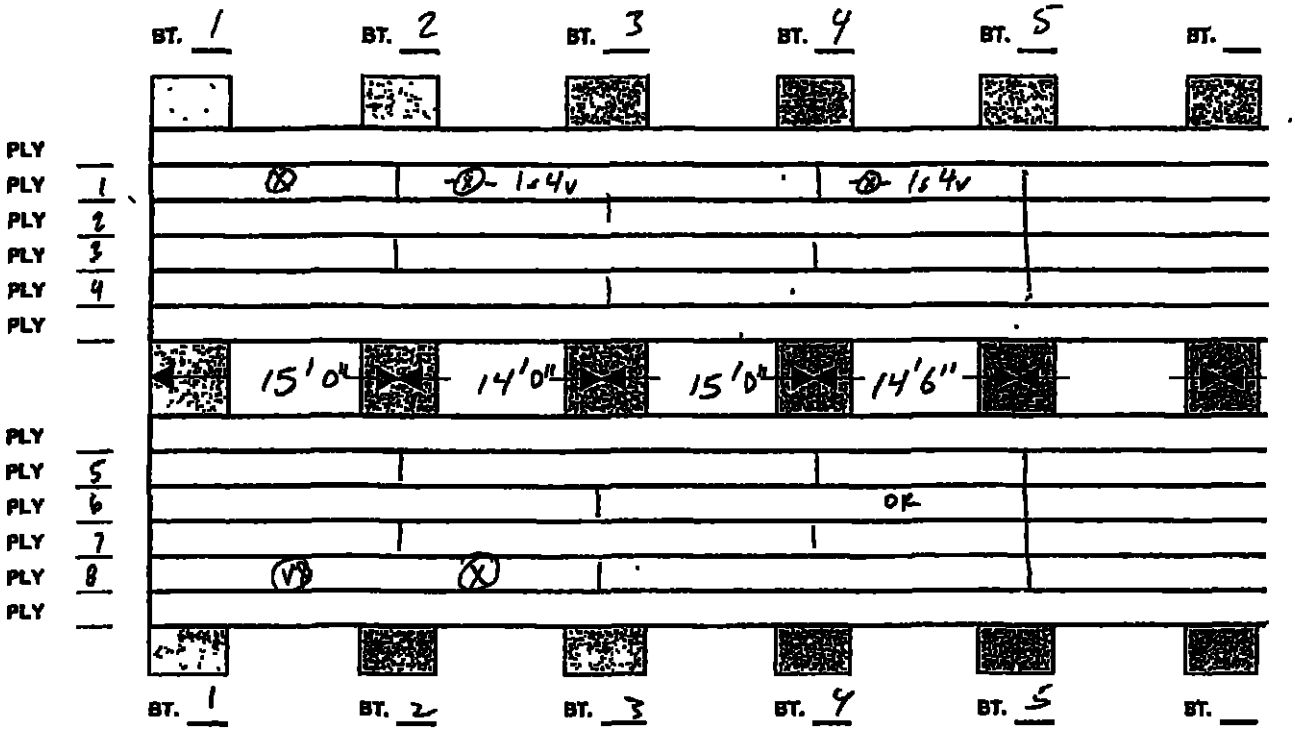
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

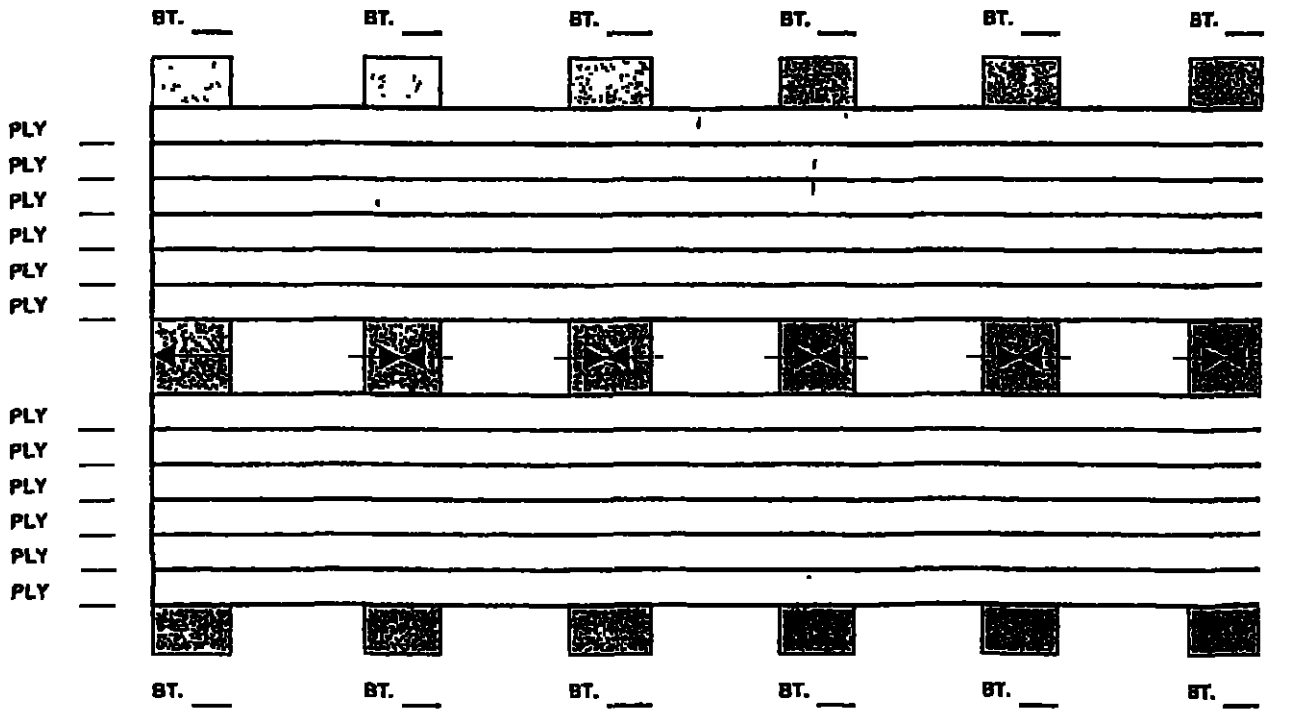
SIGNED KT, PK

CORP002354

B-# 782.53

Stringe





Central Oregon & Pacific Railroad

Bridge 785.26

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002356

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 785.26

MILEPOST: 785.26	SECTION# 1
TYPE: ODPT	LOCATION: Coquille, OR
INSPECTION DATE: 2/14/2007	INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 2
- Pile 1 - Reject
- Cap - Reject (crushing)

Span 1
- Stringer 2 - Reject
- Stringer 3 - Visual Reject
- Stringer 5 - Visual Reject
- Stringer 6 - Visual Reject
- Stringer 7 - Reject
- Stringer 9 - Reject

Span 2
- Stringer 2 - Reject
- Stringer 5 - Reject
- Stringer 6 - Reject
- Stringer 7 - Reject
- Stringer 8 - Reject
- Stringer 9 - Visual Reject

Span 3
- Stringer 3 - Reject
- Stringer 6 - Reject
- Stringer 8 - Reject

Span 4
- Stringer 3 - Visual Reject
- Stringer 5 - Reject
- Stringer 6 - Visual Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Wingwalls - OK
Approaches - Low
Walkways - OK
Stringers - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	15	2	OSMOSE	Replace: - All Stringers
2	13	2	OSMOSE	Replace: - Cap on Bent 2 (crushing)
3	1.6	3	RAILROAD	Add ballast and tamp up both approaches.
4	12	4	OSMOSE	Post: - Pile 1 of Bent 2
5	11	4	OSMOSE	In-place preservatively treat piles and caps.

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 785.26

MILEPOST: 785.26 SECTION# 1

TYPE: ODPT LOCATION: Coquille, OR

INSPECTION DATE: 2/14/2007 INSPECTOR: K. Trickle & P. Kez

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	17		RAILROAD	5/30/2005	Repaired. - Handrails

Osmose Railroad Services, Inc.

CORP002358

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14, ~~19~~ 2007

Owner CORP Reg./Div _____ Bridge No 785.26

~~Dist./Sub/Branch~~ COOS BAY

Location COUQUILLE, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
1	5		1½		S-OK										7½
2	5	1	10		1½	10½				H_2O	3	X			50
		CAP		P2	4	5		CRUSH		NG (14"x13½"x12)	Cap-X				
3	5		12	H_2O	OK					H_2O					60
4	5		12		S-OK					2 BB H_2O					60
5	5	CAP	3	P3	OK										15
															198
										TIES - OK					
										GUARD TIMBER - OK					
										HEADWALLS - OK	APPROACHES - LOW #3				
										WINGWALLS - OK					
										WALKWAYS - OK					
										HAND RAILS - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

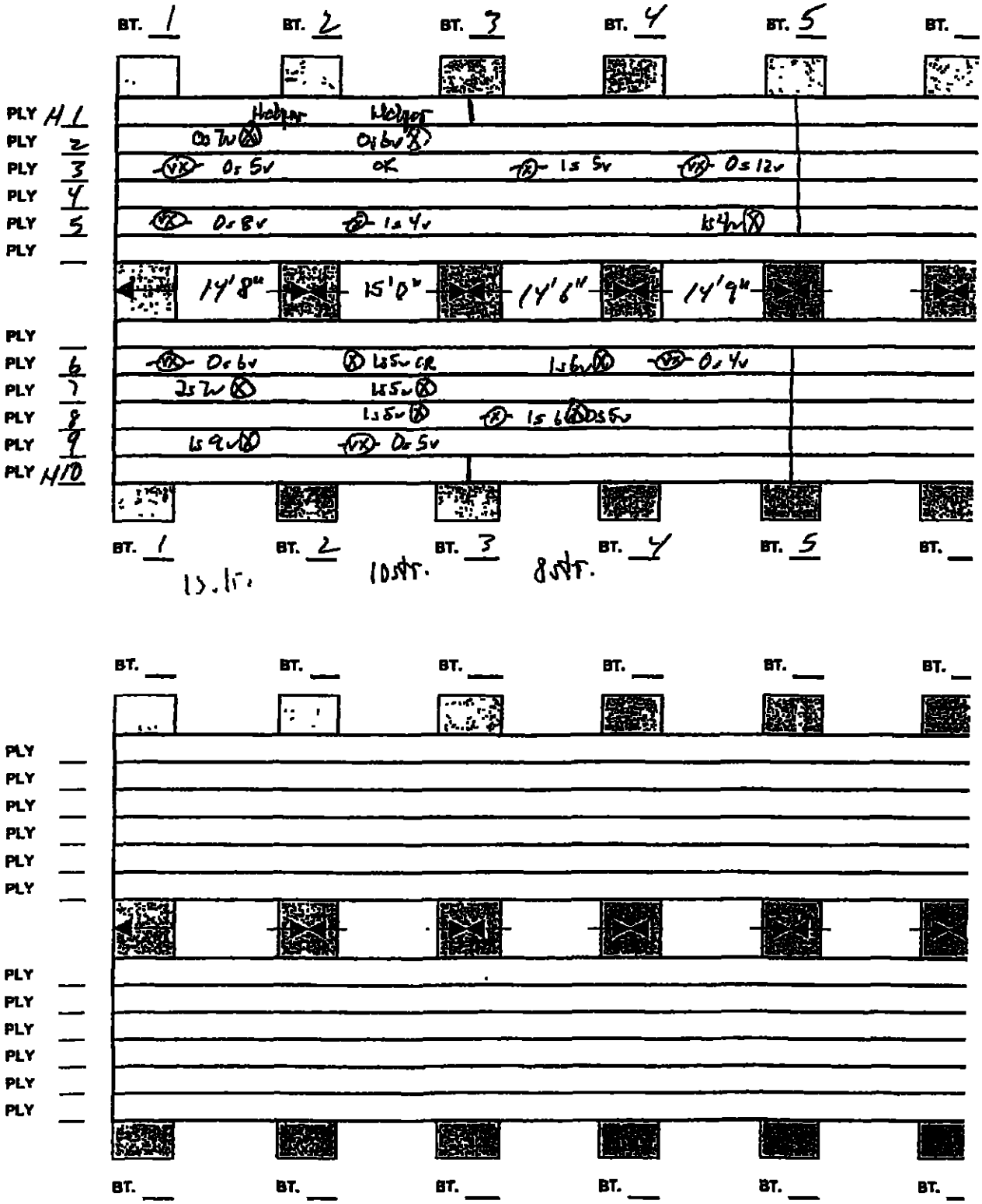
SIGNED KT, PK

CORP002359

2

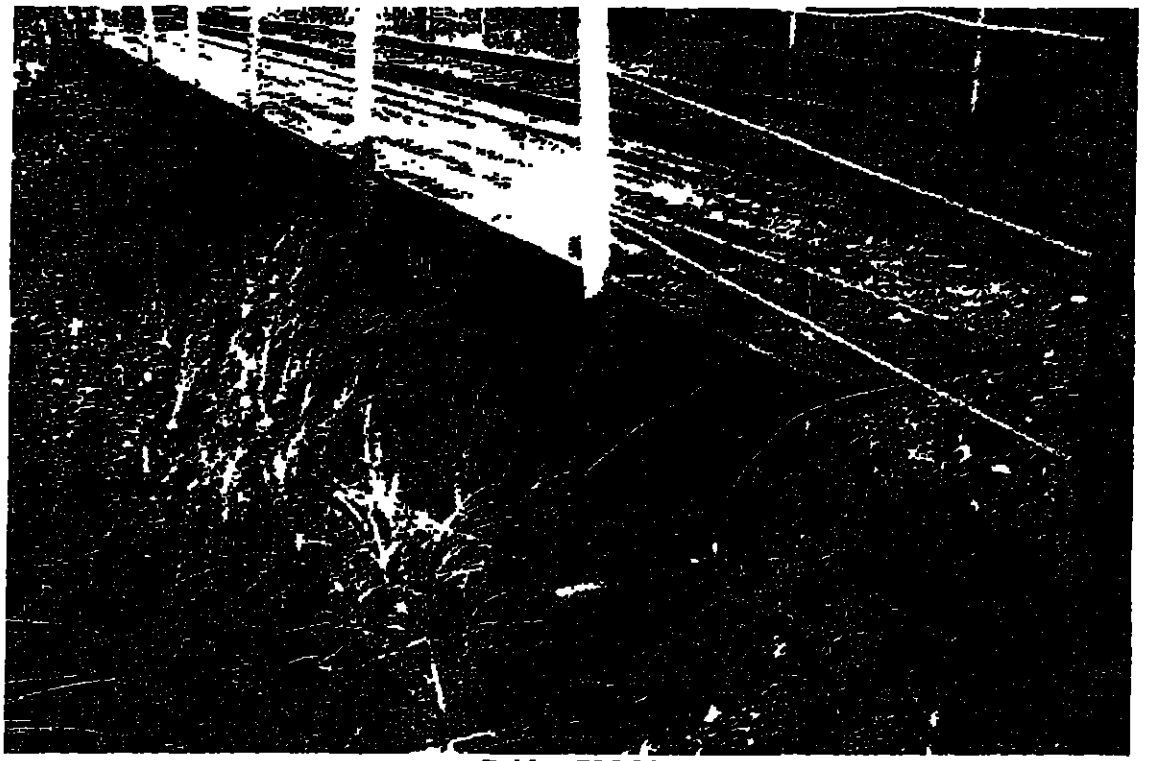
Br# 785.26 Stringer Lay Spaced (On Curve) Strin 1

8½"X17½"



CORP002360

Central Oregon & Pacific Railroad



Bridge 785.33

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002361

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 785.33

MILEPOST: 785.33 | SECTION# 1

TYPE: ODPT | LOCATION: Coquille, OR

INSPECTION DATE: 2/14/2007 | INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 2

Pile 4 - Possible Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	3	RAILROAD	Add ballast and tamp up both approaches.
2	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers - Pile 4 of Bent 2
3	1.2	5	RAILROAD	Monitor: - Pile 4 of Bent 2

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.5		RAILROAD	5/30/2005	Repaired: - Handrails

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 2-14-2007

Owner CORP Reg/Div: Bridge No 785.33

~~Dist/Sub/~~Branch Coos Bay

Location COQUILLE, OR

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age in 38

BENT	PILES PER BENT	PILE	PILE NT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GIL TR	PP	LIN FT PILING
1	5		1		5-OK										5
2	5	4	10	6	3½	6	2	8		H₂O 16B	14	PX			50
3	5	2	10	7	4	1½				H₂O 16B					50
4	5		1½		5-OK										7½
5	5	CN	½	P4	OK										2½
															115
							TK's-OK								
							HWALLS-OK								
							APPS-Low (#3)								
							6 Timb-OK								
							WALKWAYS-OK								

SYMBOLS All Borings to Inches and Fractions to nearest ¼"
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo/Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, PK

CORP002363

TERMINOLOGY

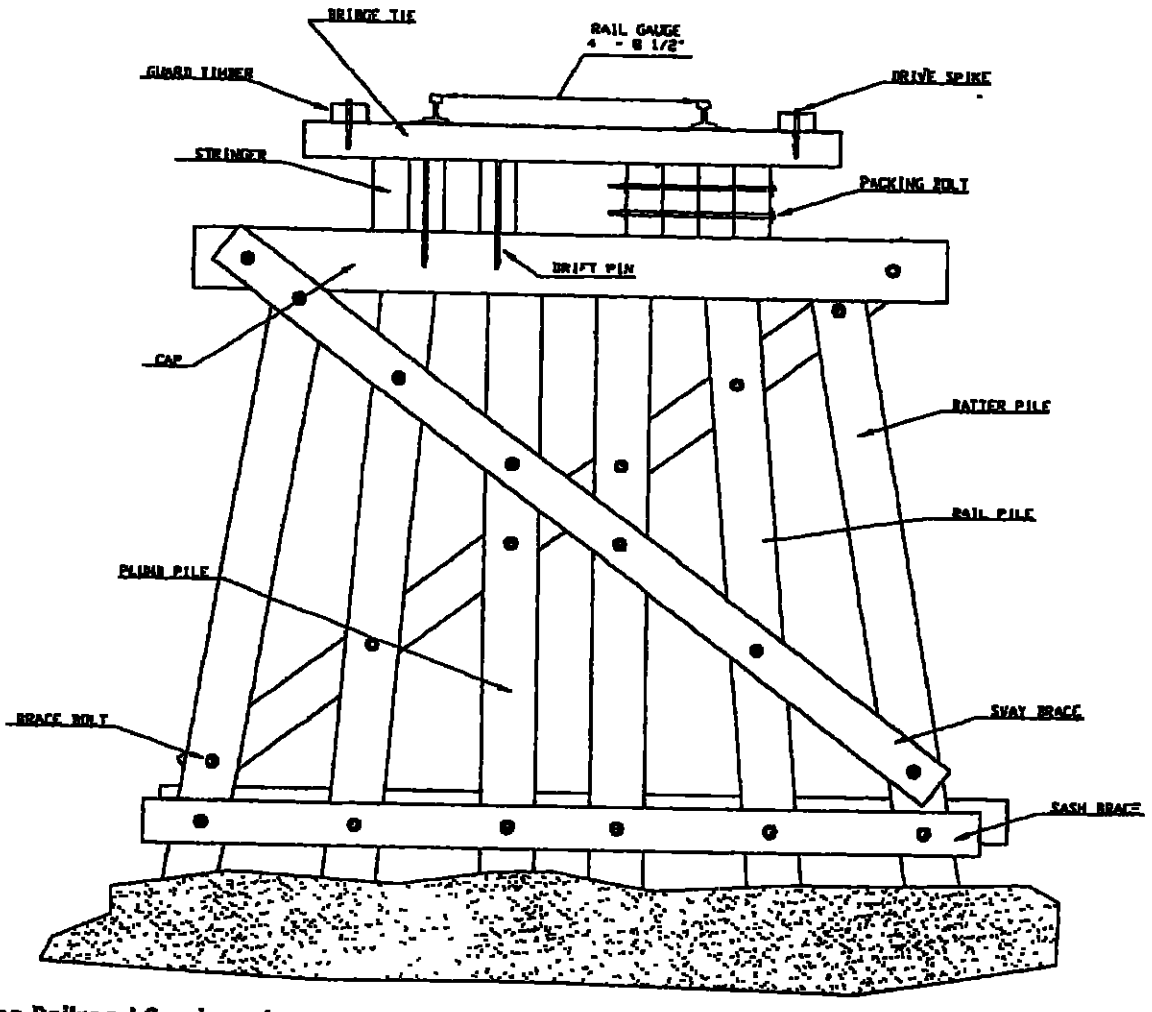
Bent	A supporting unit of a trestle made up of vertical members connected at the top by a cap.
Dump Bent	The end bent of a bridge. There is usually a retaining wall or backwall next to the dump bent
Cap	The top, horizontal member of a bent. It holds the vertical members in their proper place and distributes the superstructure load to them.
Defer Treatment	Bridge timbers that do not contain enough decay at this time to warrant treatment, but should be considered for re-cruising in 5-10 years.
Drift	Brush, logs and other debris carried by high water If it accumulates against a bridge, it should be removed to reduce fire hazards and pressure against the bridge.
Groundline (G/L)	In bridge piling, the portion from 2-3 feet below the ground level to 1-2 feet above. An area where rapid decay growth can take place.
Longitudinal Bracing (Santa Fe)	Horizontal structural members which span from bent to bent and are usually fastened to a sash brace near the top of the piles or posts.
Girt Bracing	A horizontal member which spans from bent to bent and is usually fastened above the sash brace, normally 11 to 15 feet down from the cap.
Pile (P)	A vertical structure member that has been driven into the ground.
Possible Reject (PX)	Refers to members not decayed or damaged sufficiently to be classified as rejects, but are deteriorated enough to be considered for replacement.
Post (Posting)	Replace a defective portion of a pile with a new section.
Reject (X)	A member that is severely decayed or damaged.
Riprap	Large stones, boulders, blocks of concrete, etc placed around piles or piers to prevent scour
Sash Brace	Horizontal member fastened to piles or posts of a bent to provide rigidity.
Sway Brace	Diagonal member fastened to piles or posts of a bent to provide rigidity.
Sill	Horizontal member supporting the posts of the bent.

EXPLANATION OF COLUMN HEADINGS

COLUMN HEADINGS	EXPLANATION
BRIDGE	Bridge Number.
LOCATION	Nearest town.
MILE POST	Mile Post number (or same as bridge number if not stated)
BENTS	Number of bents in structure
PIERS	Number of timber piers in structure.
SUBJ	Y - Candidate for inspection & in-place treatment or retreatment. R - Recommended for replacement. D - In-place treatment can be delayed. N/C - Not Cruised
MAX HGT	Maximum height of bridge piling
TYPE	BDPT - Ballast Deck Pile Trestle BDFT - Ballast Deck Frame Trestle ODPT - Open Deck Pile Trestle ODFT - Open Deck Frame Trestle OHH - Overhead Highway
CRSD	Letter designation of inspector followed by year of cruising
PLNG YR	Year that bridge was constructed
DATE COMP	Completed date of inspection & in-place treatment, if applicable.
PLNG A DK	Derived from inspection & in-place treatment.
PLNG E DK	Estimated percent of piling with internal decay Derived at time of cruising
PLNG A X	The actual percent of piling classified as "Reject". Derived from inspection & in-place treatment.
PLNG E X	Estimated percent of piling classified as "Reject" Derived at time of cruising.
PLNG A GL	Actual number of piling with external groundline decay. Derived from inspection & in-place treatment.
PLNG E GL	Estimated number of piling with external decay at groundline Derived at time of cruising.
STR SPANS	Number of timber stringer spans in structure.
STR DATA	Stringer data: Y: Recommend stringers to be inspected and in-place treated Omit. Omit stringers. TR 1990: The year stringers were inspected and in-place treated
ACC	Osmose vehicle needed to access bridge.
REMARKS	Additional information noted.

Osmose Railroad Services, Inc.

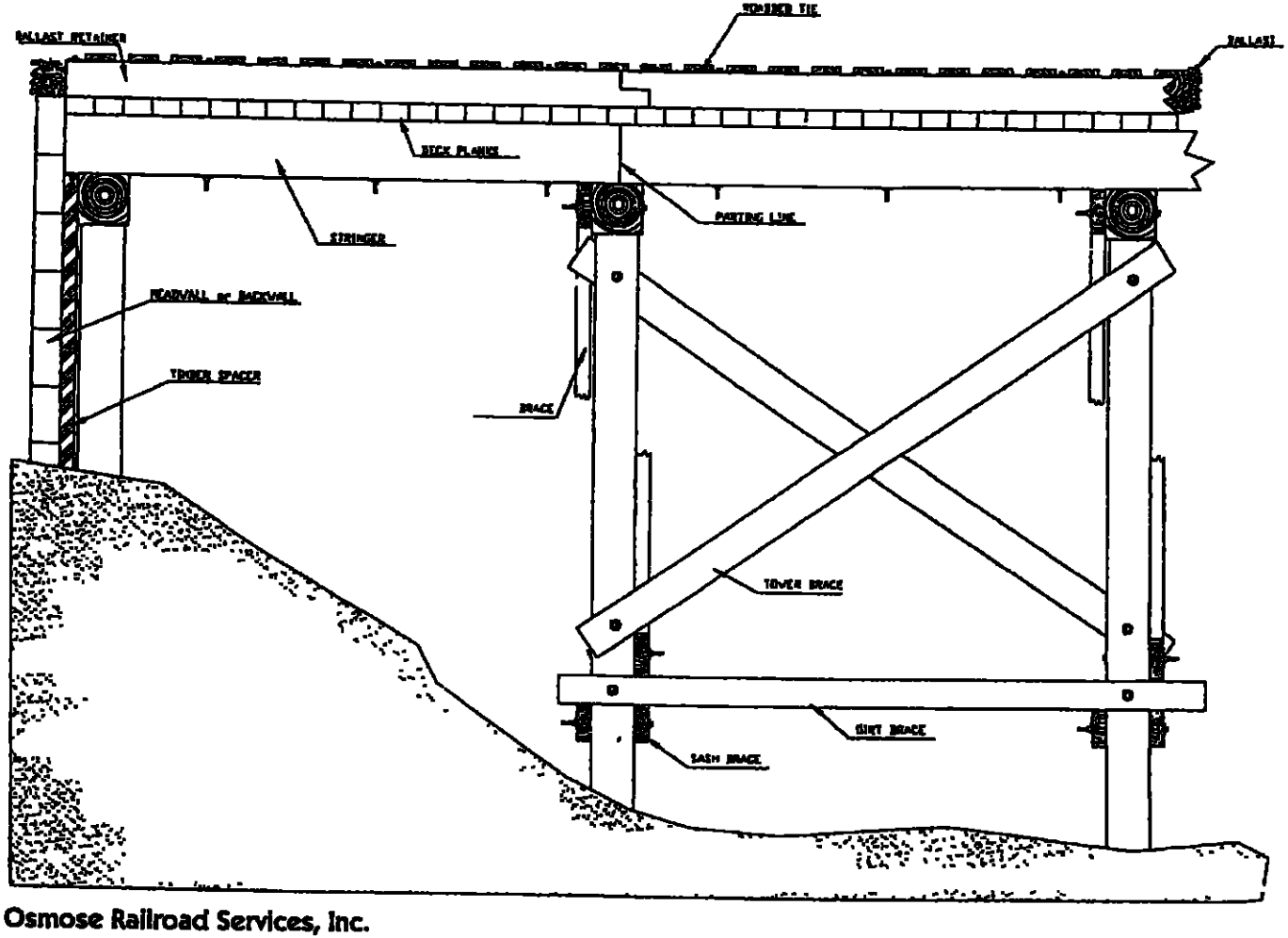
Timber Pile Bent Schematic



Osmose Railroad Services, Inc.

CORP002366

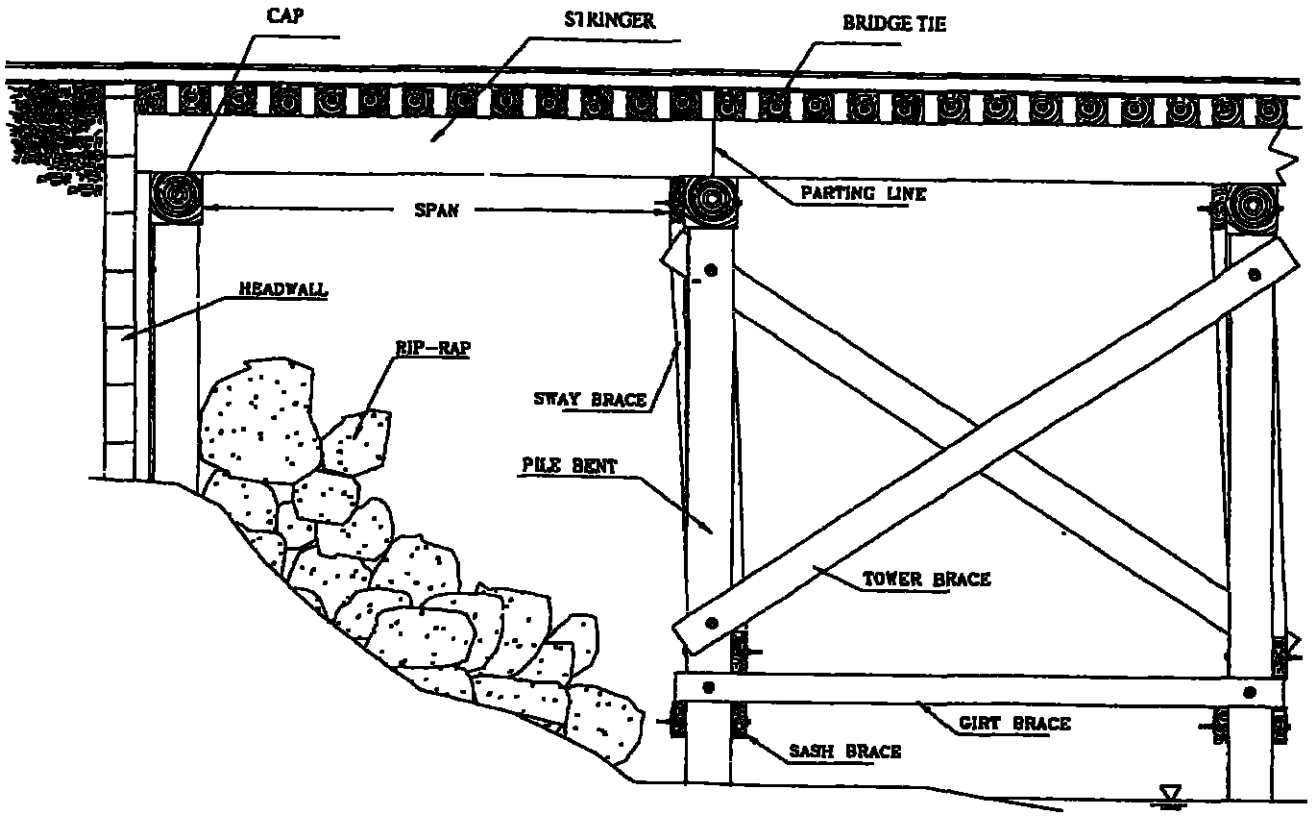
Ballast Deck Bridge Profile



Osmose Railroad Services, Inc.

BRIDGE DIAGRAM

OPEN DECK PILE TRESTLE



Osmose Railroad Services, Inc.

CORP002368

Bridge Terminology - Steel and Concrete Structures

Structural Crack
A crack that has progressed in magnitude, either in width, depth, or both, to the point that the structural integrity of the member is in jeopardy.

Surface Crack
A crack that extends only a few inches into the member, but not of sufficient magnitude to be of immediate concern. Without repair, though, a surface crack could progress into a structural crack

Settlement Crack
A crack in a structure caused by differential settlement, or movement of various portions of the substructure. Repairs to these cracks should not be performed until the settlement problem has been corrected.

Working Crack
A structural crack that has divided the member into two or more components in which movement can be detected when load is applied, and could possibly permit differential settlement.

Efflorescence
Lime deposits on the surface of concrete caused by water leaching through cracks and porous concrete.

Spalling
General deterioration and breaking up of the surface of the concrete due to age,reactive aggregates, water damage, freeze-thaw action, abrasion, or impact damage.

Telescoping Bearing
Bearing plate has beaten down into the concrete or stone bridge seat causing damage to the concrete or stone.

Pumping Bearing
Bearing is moving up and down under load.

Drift
Brush, logs, and other debris carried by high water The accumulation of drift against a bridge may increase the danger of fire and does increase the lateral load against the bridge substructure.

Rip Rap
Large Stones, boulders, blocks of concrete that are properly graded and placed to prevent scour.

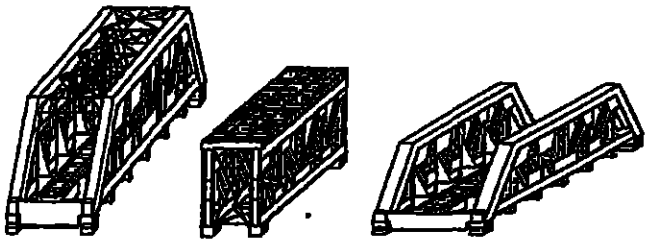
Pack Rust
Corrosion that has occurred between two joined pieces of steel. This corrosion expands and deforms the two adjoining pieces of steel apart.

Delamination
Delamination is the separation and flaking off of the grain on a heavy corroded piece of steel. Delamination can lead to very heavy section loss to the member because as one section of corroded steel flakes off, it exposes the underlying steel to further corrosion.

Surface Corrosion
Surface corrosion is corrosion to just the upper surface of the steel It is usually minor and in most cases does not result in very heavy section loss

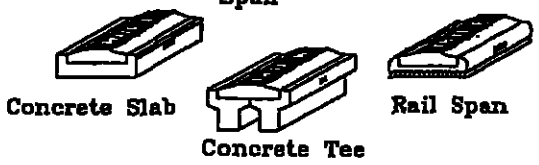
Common Types of Railroad Bridges

TRUSS BRIDGES



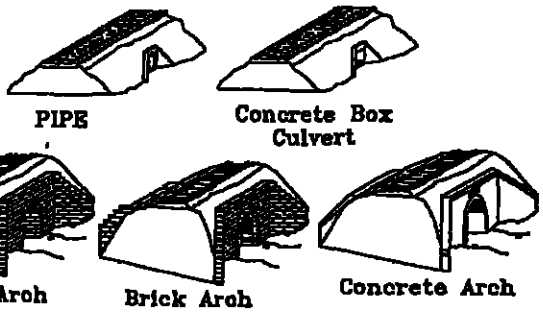
Through Truss | Deck Truss | Pony Truss

STEEL & CONCRETE BRIDGES

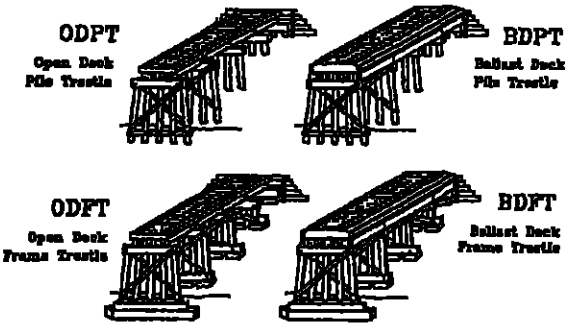


Concrete Slab | Concrete Tee | Rail Span

EARTH FILL BRIDGES

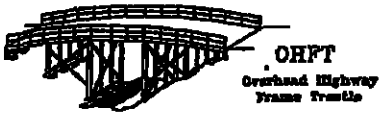


PIPE | Concrete Box Culvert | Stone Arch | Brick Arch | Concrete Arch



TIMBER RAILROAD BRIDGES

TIMBER OVERHEAD BRIDGES



Osmose Railroad Services, Inc.

CORP002370

Coosbay side 652 - 669.7

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No 2130-0509

Inspector's Name	Inspector's Signature	Inspector's ID No.	Report No	Date yy	mm	dd
JASSO, STEVE E	JEJasso	43190	192	2007	11	05

Railroad/Company Name & Address	R/C	Division	RR/Co. Representative (Receipt Acknowledged)
CENTRAL OREGON AND PACIFIC RAILROAD, INC 333 SE MOSHER ROSEBURG OR 97470-	R	SYSTEM	Name SLIM MATTOX Title ROADMASTER
	RR/Co. Code CORP	Subdivision COOS BAY	Signature

From City SPRINGFIELD	Codes 1960	Destination City & County		Codes	From Latitude
State OR	41	City NOTI		1525	From Longitude
County LANE	C039	County LANE		C039	To Latitude
Mile Post: From 0652 00 To 0669 70		Inspection Point MAIN TRACK, SWITCHES AND DERAILS			To Longitude

Activity Code	MTH	MTW	TOM	RWP	YTW	DER	RMM	MSB	2170	CWRP	
Units	15	3	5	1	1	3	1	2	3	1	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1	652-653	SMT	M	213	0119	02	25	2	TANGENT	N	N	10	CWRP

Description
FAILURE TO COMPLY WITH WRITTEN CWR PROCEDURES - Failure to maintain CWR anchor pattern per CORP CWR written procedures at 10 different locations between MP 652.0 and MP 653.0

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	653 0	SMT	M	213	0037	02	25	2	MP 653 0	N	N	1	MTH

Description
VEGETATION OBSTRUCTS VISIBILITY OF RAILROAD SIGNS AND FIXED SIGNALS. - Vegetation covering MP 653 0 sign on the north side of right-a way

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	653 9	SMT	M	213	0109	04	25	2	TANGENT	N	N	1	MTW

Description
FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR TANGENT AND CURVED TRACK LESS THAN 2 DEGREES - Noted only six nondefective ties within a 39 foot track segment.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

FORM FRA F 6180 96 (Revised 10/02) *SNFR-Special Notice for Repairs — RAILROAD/COMPANY COPY — **RCL-Remote Control Locomotive ***# of Occ.-Number of Occurrences

CORP002371

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No.	Report Date
43190	192	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
4	654 6	SMT	M	213	0119	02	25	2	TANGENT	N	N	1	CWRP

Description
FAILURE TO COMPLY WITH WRITTEN CWR PROCEDURES - Failure to maintain CWR anchor pattern per CORP CWR written procedures at MP 654 6

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
5	657 01	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Two defective joint ties.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6	651 55	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Three defective joint ties

Violation Recommended ☐ Yes ☑ No | Latitude. | Longitude.

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
7	658.25	BRG	M	213	0033	02	10	1	BRIDGE 658 25	N	N	1	MTW

Description
DRAINAGE OR WATER-CARRYING FACILITY OBSTRUCTED BY DEBRIS. - Logs, brush, and debri build up on upper river side of Bridge 658 25 Defect was within a 10 mph speed restriction. Normal timetable speed is 25 mph

Violation Recommended ☐ Yes ☑ No | Latitude. | Longitude.

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
8	659 05	SMT	M	213	0109	03	25	2	TANGENT	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK - Cluster of five defective ties

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector ID No	Report No	Report Date
43190	192	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
9	659 06	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Five defective joint ties

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
10	659 60	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Six defective joint ties.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
11	660 40	SW	T	213	0133	14	10	1	VENETA	N	N	1	TOM

Description
LOOSE, WORN OR MISSING GUARD RAIL CLAMPS, WEDGE, SEPARATOR BLOCK, END BLOCK, OR OTHER COMPONENTS - Loose guard rail C clamp on the main track at Veneta switch Defect was within a 10 mph speed restriction. Normal timetable speed is 25 mph.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
12	660.50	SMT	M	213	0109	03	10	1	VENETA	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK - Ten defective tie cluster with loose and missing spikes Defect was within a 10 mph speed restriction Normal timetable speed is 25 mph

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
13	660 51	SMT	M	213	0109	02	10	1	VENETA	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Seven defective joint ties Defect was within a 10 mph speed restriction. Normal timetable speed is 25 mph

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No	Report No	Report Date
43190	192	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
14	661 40	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Six defective joint ties. Gage measured 57 1/4 inch.

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
15	663 05	SMT	M	213	0127	01	25	2	TANGENT	N	N	1	MTW

Description
INSUFFICIENT FASTENERS IN A 39-FOOT TRACK SEGMENT Eight ties in a row with no spikes on the field side of the north rail

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
16	664 05	SMT	M	213	0109	03	25	2	TANGENT	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. - Twelve defective tie cluster

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
17	665 30	DER	Y	213	0205	01	10	1	NOTI	N	N	1	DER

Description
DERAIL NOT CLEARLY VISIBLE. - Derail needs to be more visible (painted) at Swanson Bros spur track at Noti. Derail also needs ties

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
18	665 31	SPR	Y	213	0127	01	10	1	NOTI	N	N	2	YTW

Description
INSUFFICIENT FASTENERS IN A 39-FOOT TRACK SEGMENT - Loose compromise joints and rail with excessive lateral movement need to be secured on the north and south rail between frog and derail at Swanson Bros spur track, Noti

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
43190	192	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
19	665 35	SW	T	213	0135	01	25	2	NOTI	N	N	1	TOM

Description
STOCK RAIL NOT SECURELY SEATED IN SWITCH PLATES - Switch 3609 at Noti

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
20				ROR		H004			NOTI	N	N	1	

Description
ONE OR MORE EMPLOYEES FAILED TO APPLY OR TO APPLY ENOUGH, HAND BRAKES ON CAR(S)
CORP General Order No 13 states - Unattended cars of three or less must be 100% secured Unattended cars over three refer to grade chart
At Swanson Group spur track three unattended loaded cars had no cars secured

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
21				ROR		H303			NOTI	N	N	1	

Description
ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH INSTRUCTIONS REGARDING DERAIL OPERATIONS (ON-OFF) At MP 665 40, Swanson Group spur track with three lumber loaded center beam rail cars, derail was in the deraining position but was not equiped with lock (unlocked)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
22	668 30	DER	Y	213	0205	01	10	1	VAUGHN	N	N	1	DER

Description
DERAIL NOT CLEARLY VISIBLE Derail needs to be more visible (painted) at Vaughn spur track

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
23										N	N	0	

Description - [** Comment to Railroad/Company **]
Prior to track inspection conducted a job briefing. An RMM inspection was conducted on CORP Hi-Rail vehicle No 8 Annual hi-rail gear inspection was last conducted on February 8, 2007. During inspection observations audits were conducted on Roadway Worker On-Track Safety procedures (OTS) and Railroad Safety Rules (RSR), including job briefing, high visibility wear, personal protective equipment, work limits, joint working limits Observation audits were also conducted on Railroad Operating Rules (ROR), including on track authority, secured derails, secured unattended rail equipment, and radio procedures
Conducted a hi-rail and walking inspection of main track and switches between Springfield, MP 652 0, and Tunnel 13, MP 669 70 on the Coos Bay subdivision
Accompanied by CORP Foreman Troy Milbret

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

669.9 - 681.1

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No · 2130-0509

Inspector's Name	Inspector's Signature	Inspector's ID No	Report No.	Date yy	Date mm	Date dd
JASSO, STEVE E	S E Jasso	43190	193	2007	11	06

Railroad/Company Name & Address	R/C	Division	RR/Co Representative (Receipt Acknowledged)
CENTRAL OREGON AND PACIFIC RAILROAD, INC 333 SE MOSHER ROSEBURG OR 97470-	R	SYSTEM	Name SLIM MATTOX Title ROADMASTER Signature
	RR/Co Code: CORP	Subdivision: COOS BAY	

From: City NOTI	Codes 1525	Destination City & County	Codes	From Latitude	
State OR	41	City		From Longitude	
County LANE	C039	County LANE	C039	To Latitude	
Mile Post. From 0669 90 To 0681 10		Inspection Point MAIN TRACK		To Longitude	

Activity Code:	MTH	MTW	RMM	RWP	MSB	2170					
Units	6	5	1	1	2	2					

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1	670 40	SMT	M	213	0109	04	25	2	CURVE	N	N	1	MTW

Description
FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR TANGENT AND CURVED TRACK LESS THAN 2 DEGREES - Noted only seven nondefective ties. Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
2	670 40	SMT	M	213	0109	04	25	2	CURVE	N	N	1	MTW

Description
FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR TANGENT AND CURVED TRACK LESS THAN 2 DEGREES. - Noted only five nondefective ties Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
3	670.43	SMT	M	213	0109	04	25	2	CURVE	N	N	1	MTW

Description
FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR TANGENT AND CURVED TRACK LESS THAN 2 DEGREES. Noted only six nondefective ties. Normal track speed is 25 mph TRACK OUT OF SERVICE

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

CORP002376

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No: 2130-0509

Inspector's ID No.	Report No.	Report Date
43190	193	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
4	670 48	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Noted four defective joint ties Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
5	670 53	SMT	M	213	0109	02	25	2	CURVE	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Noted four defective joint ties Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
6	670 60	SMT	M	213	0109	02	25	2	CURVE	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Noted six defective joint ties Normal track speed is 25 mph. TRACK OUT OF SERVICE

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
7	670 61	SMT	M	213	0109	03	25	2	CURVE	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. - Defective tie cluster not holding gage. Gage measured 57 3/4 inches. Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
8	670.65	SMT	M	213	0109	04	25	2	CURVE	N	N	2	MTW

Description
FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR TANGENT AND CURVED TRACK LESS THAN 2 DEGREES - Noted only seven nondefective ties at two 39 foot locations on the curve Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

FORM FRA F 6180.96 (Revised 10/02) *SNFR-Second Notice for Repairs RAILROAD/COMPANY COPY **RCL-Remote Control Locomotive ***# of Occ -Number of Occurrences

CORP002377

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.. 2130-0509

Inspector's ID No	Report No	Report Date
43190	193	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
9	670 82	SMT	M	213	0109	03	25	2	TANGENT	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. - Defective tie cluster of eight ties not supporting track. Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
10	671 10	SMT	M	213	0109	03	25	2	CURVE	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. - Defective tie cluster of eight ties not supporting track. Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
11	671 11	SMT	M	213	0109	02	25	2	CURVE	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Noted seven defective joint ties Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
12	671 15	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Noted six defective joint ties Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
13	671.35	SMT	M	213	0109	03	25	2	TANGENT	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. - Defective tie cluster of nine ties not supporting the track Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

CORP002378

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.. 2130-0509

Inspector's ID No	Report No.	Report Date
43190	193	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subsnle	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
14	671 40	SMT	M	213	0109	04	25	2	TANGENT	N	N	1	MTW

Description
FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR TANGENT AND CURVED TRACK LESS THAN 2 DEGREES - Noted only five nondefective ties Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude. | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subsnle	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
15	671.50	SMT	M	213	0109	02	25	2	TANGENT	N	N	3	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT Three defective joint ties at three joint locations adjacent to each other Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is, ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subsnle	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
16	671.72	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT. - Noted five defective joint ties. Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude.

Written Notification to FRA of Remedial Action is' ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy). | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subsnle	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
17	672 10	SMT	M	213	0109	02	25	2	SPIRAL	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Four defective joint ties not holding gage Gage measured 57 3/4 inches Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude. | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy). | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subsnle	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
18	672 20	SMT	M	213	0109	04	25	2	TANGENT	N	N	1	MTW

Description
FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR TANGENT AND CURVED TRACK LESS THAN 2 DEGREES. - Noted only four nondefective ties. Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude. | Longitude

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No.	Report Date
43190	193	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
19	672.22	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT. - Noted five defective joint ties Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
20	672 30	SMT	M						MAIN TRACK	N	N	0	

Description - [** Comment to Railroad/Company **]
[redacted]

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy). | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
21	673.60	SMT	M	213	0109	03	25	2	CURVE	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. - Defective tie cluster of twelve ties not supporting the track. Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
22	673 60	SMT	M	213	0109	02	25	2	CURVE	N	N	2	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT Noted six defective joint ties at two locations adjacent to each other Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude.

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
23	673.63	SMT	M	213	0109	03	25	2	CURVE	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. - Defective tie cluster of twelve ties not supporting the track. Gage measured 56 inches Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.. 2130-0509

Inspector's ID No.	Report No	Report Date
43190	193	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
24	673 64	SMT	M	213	0109	02	25	2	SPIRAL	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT. - Noted eight defective joint ties. Normal track speed is 25 mph. TRACK OUT OF SERVICE

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
25	673 80	SMT	M	213	0109	02	25	2	CURVE	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Noted three defective joint ties. Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
26	674.30	SMT	M	213	0109	04	25	2	TANGENT	N	N	1	MTW

Description
FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR TANGENT AND CURVED TRACK LESS THAN 2 DEGREES. - Noted only four nondefective ties. Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
27	674 35	SMT	M	213	0109	04	25	2	TANGENT	N	N	1	MTW

Description
FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR TANGENT AND CURVED TRACK LESS THAN 2 DEGREES - Noted only three nondefective ties. Normal track speed is 25 mph. TRACK OUT OF SERVICE

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
28	674 62	SMT	M	213	0109	03	25	2	CURVE	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. - Defective tie cluster of ten ties not supporting the track Gage measured 56 inches Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude. | Longitude.

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

CORP002381

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No. 2130-0509

Inspector's ID No.	Report No.	Report Date
43190	193	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ***	Activity Code
29										N	N	0	

Description - [** Comment to Railroad/Company **]

COMMENT: [redacted]

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ***	Activity Code
30	675 20	SMT	M	213	0109	03	25	2	TANGENT	N	N	1	MTW

Description

CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. - Defective tie cluster of seventeen ties not supporting the track. Gage measured 56 inches - Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ***	Activity Code
31	675 0	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description

NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Noted eight defective joint ties. Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
32	677 34	SMT	M	213	0109	02	25	2	CURVE	N	N	1	MTW

Description

NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT. - Noted five defective joint ties Normal track speed is 25 mph. TRACK OUT OF SERVICE

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy). | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
33		SMT	M				25	2	MAIN TRACK	N	N	0	

Description - [** Comment to Railroad/Company **]

[redacted]

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No. 2130-0509

Inspector's ID No.	Report No	Report Date
43190	193	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
34	578 99	SMT	M	213	0109	03	25	2	CURVE	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK - Defective tie cluster of nine ties not supporting the track. Gage measured 57 1/2 inches Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
35	579.01	SMT	M	213	0109	04	25	2	CURVE	N	N	1	MTW

Description
FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR TANGENT AND CURVED TRACK LESS THAN 2 DEGREES - Noted only four nondefective ties Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
36	680 02	SMT	M	213	0109	03	25	2	TANGENT	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. - Defective tie cluster of nine ties not supporting the track Gage measured 56 inches Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
37	680.10	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT Noted seven defective joint ties. Normal track speed is 25 mph. TRACK OUT OF SERVICE

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
38	680 15	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Noted four defective joint ties. Normal track speed is 25 mph TRACK OUT OF SERVICE

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No. 2130-0509

Inspector's ID No	Report No	Report Date
43190	193	11/06/2007

Item	Station/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
39										N	N	0	

Description - [** Comment to Railroad/Company **]

Prior to track inspection conducted a job briefing. An RMM daily inspection was conducted on CORP Hi-Rail vehicle No 8 During inspection observations audits were conducted on Roadway Worker On-Track Safety procedures (OTS) and Railroad Safety Rules (RSR), including job briefing, high visibility wear, personal protective equipment, work limits, watchman lookout, and lone worker Observation audits were also conducted on Railroad Operating Rules (ROR), including on track authority and radio procedures. Overall crossing condition is poor
Conducted a hi-rail and walking inspection of main track between Tunnel 13, MP 669 90, and Tunnel 14, MP 681 10 on the Coos Bay subdivision Accompanied by CORP Foreman Troy Millbrett.

Violation Recommended	☐ Yes	☑ No	Latitude	Longitude
Written Notification to FRA of Remedial Action is:	☐ Required	☑ Optional	Railroad Action Code	Date(mm/dd/yyyy) / Comments on back?

FORM FRA F 6180 96 (Revised 10/02) *SNFR-Special Notice for Repairs RAILROAD COPY **RCL-Remote Control Locomotive ***# of Occ -Number of Occurrences

681.2 – 709

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No · 2130-0509

Inspector's Name	Inspector's Signature	Inspector's ID No	Report No.	Date yy	mm	dd
JASSO, STEVE E.	S E Jasso	43190	194	2007	11	07

Railroad/Company Name & Address	RR Division	RR/Co Representative (Receipt Acknowledged)
CENTRAL OREGON AND PACIFIC RAILROAD, INC 333 SE MOSHER ROSEBURG OR 97470-	R SYSTEM RR/Co Code CORP Subdivision COOS BAY	Name SLIM MATTOX Title ROADMASTER Signature

From City	Codes	Destination City & County	Codes	From Latitude
State OR	41	City MAPLETON	1292	From Longitude
County LANE	C039	County LANE	C039	To Latitude
Mile Post: From 0681 20 To 0709 00		Inspection Point MAIN TRACK		To Longitude

Activity Code	MTH	MTW	TOM	RWP	MSB	217O	CWRP				
Units	25	3	1	1	3	2	1				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subsub	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1	681 40	SMT	M	213	0053	03	25	2	CURVE	N	N	1	MTW

Description
GAGE DIMENSION EXCEEDS ALLOWABLE ON CURVED TRACK. Gage measured 58 1/16 inches underload Normal track speed is 25 mph TRACK OUT OF SERVICE

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subsub	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
2	683 20	SMT	M	213	0109	03	25	2	CURVE	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. Defective crosstie cluster of fifteen ties are not securing loose rail or spikes. Normal track speed is 25 mph TRACK OUT OF SERVICE

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subsub	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
3	683.83	SMT	M	213	0109	03	25	2	CURVE	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK Defective crosstie cluster of nine ties are not securing loose rail or spikes Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

FORM FRA F 6180.96 (Revised 10/02) *SNFR-Special Notice for Repair — RAILROAD COPY — **RCL-Remote Control Locomotive ***# of Occ -Number of Occurrences

CORP002385

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
43190	194	11/07/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
4	685 25	SMT	M	213	0109	02	25	2	CURVE	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT. - Noted four defective joint ties Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
5	685 40	SMT	M	213	0109	02	25	2	TANGENT	N	N	2	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Noted six defective joint ties at two locations Normal track speed is 25 mph. TRACK OUT OF SERVICE

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
6	685.50	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT. Noted seven defective joint ties Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
7	685 60	SMT	M	213	0109	04	25	2	TANGENT	N	N	1	MTW

Description
FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR TANGENT AND CURVED TRACK LESS THAN 2 DEGREES. - Noted only three nondefective ties in 39 feet. Normal track speed is 25 mph TRACK OUT OF SERVICE

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
8	685 90	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Noted four defective joint ties Normal track speed is 25 mph TRACK OUT OF SERVICE

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

FORM FRA F 6180.96 (Revised 10/02) *SNFR-Special Notice for Repair RAILROAD COPY **RCL-Remote Control Locomotive ***# of Occ Number of Occurrences

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No. 2130-0509

Inspector's ID No	Report No	Report Date
43190	194	11/07/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
9	685 91	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Noted five defective joint ties. Normal track speed is 25 mph TRACK OUT OF SERVICE

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
10	686 50	SMT	M	213	0119	02	25	2	TANGENT	N	N	1	CWRP

Description
FAILURE TO COMPLY WITH WRITTEN CWR PROCEDURES - CWR joint not anchored per CORP written procedures

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
11	687.57	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Noted five defective joint ties. Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
12	694 40	SMT	M	213	0109	03	25	2	TANGENT	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. - Defective crosstie cluster of eight ties are not securing loose rail or spikes. Gage measured 56 inches Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
13	694.50	SMT	M	213	0109	02	25	2	TANGENT	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Noted three defective joint ties Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
43190	194	11/07/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
14	694 58	SMT	M	213	0121	05	25	2	CURVE	N	N	1	MTW

Description
LESS THAN 2 BOLTS PER RAIL AT EACH JOINT FOR CONVENTIONAL JOINTED RAIL IN CLASSES 2 THROUGH 5 TRACK Missing bolt on south rail.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
15	694 65	SMT	M	213	0109	02	25	2	CURVE	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT - Note five defective joint ties Normal track speed is 25 mph TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
16	697 30	SMT	M	213	0109	03	25	2	TANGENT	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. Defective crosstie cluster of nine ties are not securing loose rail or spikes. Normal track speed is 25 mph. TRACK OUT OF SERVICE.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
17										N	N	0	

Description - [** Comment to Railroad/Company **]
COMMENT: Deteriorating crosstie condition at curve 701 and between MP 702 50 and MP 708 0

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
18										N	N	0	

Description - [** Comment to Railroad/Company **]
Prior to track inspection conducted a job briefing. An RMM daily inspection was conducted on CORP Hi-Rail vehicle No 8 During inspection observations audits were conducted on Roadway Worker On-Track Safety procedures (OTS) and Railroad Safety Rules (RSR), including job briefing, high visibility wear, personal protective equipment, work limits, and joint work limits Observation audits were also conducted on Railroad Operating Rules (ROR), including on track authority and radio procedures.
Conducted a hi-rail and walking inspection of main track and switches between MP 681 20, and Beck, MP 709 0 on the Coos Bay subdivision Accompanied by CORP Foreman Troy Milbrett and FRA Track Specialist James Adams.

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

FORM FRA F 6180.96 (Revised 10/03) *SNFR-Special Notice for Repairs — RAILROAD/COMPANY COPY — **RCL-Remote Control Locomotive ***# of Occ -Number of Occurrences

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No.: 2130-0509

Inspector's Name	Inspector's Signature	Inspector's ID No	Report No	Date yy	mm	dd
PAGE, ED		67085	160	2007	11	07

Railroad/Company Name & Address	RAC	Division	RR/Co. Representative (Receipt Acknowledged)
CENTRAL OREGON & PACIFIC RR, INC P O BOX 1083 ROSEBURG OR 97470	R	SYSTEM	Name SHAWN SHANKLE Title FOREMAN Signature
	RR/Co Code: CORP	Subdivision: COOS BAY	

From City	Codes	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County DOUGLAS	C019	County LANE	C039	To Latitude
Mile Post: From 727 30 To 0709 00		Inspection Point MAIN TRACK ADA-BECK		To Longitude

Activity Code:	MTH	MTW	TOM	MSB	CWRP	RWP	RMM	YTW			
Units:	15	4	5	2	1	1	1	1			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1	727 29	SMT	M	213	0109	02	20	2	MAIN ADA	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (Measured 41" south / 64" north to effective crossties, east rail joint. First joint north of road crossing, missing plates & fasteners)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
2	727 25	SMT	M	213	0037	09	20	2	MAIN ADA	N	N	1	MTW

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK. (bushes / trees for apprx 200 feet right side of track. Across from Ada store)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
3	727 15	SMT	M	213	0119	02	20	2	MAIN ADA	N	N	1	CWRP

Description
FAILURE TO COMPLY WITH WRITTEN CWR PROCEDURES (Transition joint CWR to JOINTED rail south end of curve, not anchored to railroad standards.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

CORP002389

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
67085	160	11/07/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	726 30	SMT	M	213	0121	08	20	2	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (west rail joint High side curve.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is* ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5	725 70	SMT	M	213	0037	09	20	2	MAIN	N	N	1	MTH

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK (vegetation both sides of track for apprx. 300 feet, brush/ fir & Alder trees)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6	725 50	SMT	M	213	0121	08	10	1	MAIN	N	N	3	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (3 locations, East & West rails, high & low side of curve, north of private road crossing.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7	725.50	SMT	M	213	0109	02	10	1	MAIN	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (east joint, high side of curve, 1-1/2" dynamic vertical deflection. Measured 32" north / 48" south to non-defective crossties)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
8	724 90	SMT	M	213	0037	09	20	2	MAIN	N	N	1	MTH

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK. (vegetation on east side bank)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is* ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

CORP002390

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
67085	160	11/07/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
9	723 80	SMT	M	213	0121	05	20	2	MAIN	N	N	1	MTH

Description
LESS THAN 2 BOLTS PER RAIL AT EACH JOINT FOR CONVENTIONAL JOINTED RAIL IN CLASS 2 THROUGH 5 TRACK (east rail joint, broken bolt.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
10	722 70	SMT	M	213	0037	09	20	2	MAIN	N	N	1	MTH

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK (west side of track, tree on bank.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
11	721 15	SMT	M	213	0121	08	10	1	MAIN	N	N	1	MTH

Description
LOOSE JOINT BARS (JOINTED TRACK) (west rail joint, 7 joints south of Canary Switch.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
12	720 73	SMT	M	213	0033	01	10	1	MAIN	N	N	1	MTW

Description
DRAINAGE OR WATER-CARRYING FACILITY NOT MAINTAINED. (drainage ditch at north end of tunnel 15 portal. Mud & water fouling track.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
13	720 01	SMT	M	213	0037	09	20	2	MAIN	N	N	1	MTH

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK (down tree across track.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

CORP002391

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No.	Report No	Report Date
67085	160	11/07/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
14	719 20	SMT	M	213	0121	05	20	2	MAIN	N	N	1	MTW

Description
LESS THAN 2 BOLTS PER RAIL AT EACH JOINT FOR CONVENTIONAL JOINTED RAIL IN CLASS 2 THROUGH 5 TRACK (east rail joint.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude 0

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
15	718 70	SMT	M	213	0109	03	20	2	MAIN	N	N	5	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (5 defective crosstie locations in tangent track area. Crossties extend through rail joint areas, track geometry conditions exist - crosslevel 1-3/4" - 2" in some locations of crossties.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude. 0

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
16	718 70	SMT	M	213	0121	08	20	2	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (west rail joint.)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude: 0

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy). | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
17	718 70	SMT	M	213	0063	05	20	2	MAIN	N	N	1	MTW

Description
DEVIATION FROM ZERO CROSSLEVEL AT ANY POINT ON TANGENT EXCEEDS ALLOWABLE (measured 2-3/8" on west rail joint.) Value = 2.375

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude 0

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
18	718 69	SMT	M	213	0063	05	20	2	MAIN	N	N	1	MTW

Description
DEVIATION FROM ZERO CROSSLEVEL AT ANY POINT ON TANGENT EXCEEDS ALLOWABLE (measured 2-1/4" on west rail joint.) Value = 2.25

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude 0

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

CORP002392

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No. 2130-0509

Inspector's ID No	Report No	Report Date
67085	160	11/07/2007

Item	Inside/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
19	717 89	SMT	M	213	0109	03	20	2	MAIN	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (5 ties in a row, out, fasteners loose, gage rods installed holding gage.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

Item	Inside/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
20	717 87	SMT	M	213	0109	03	20	2	MAIN	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (6 ties in a row, out, fasteners loose, gage measures 57-5/8". Tie area previously marked by carrier.)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

Item	Inside/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
21	717 86	SMT	M	213	0109	03	20	2	MAIN	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (6 ties in a row, out, fasteners loose, 3/8"-7/16" lateral deflection, gage measures 57-5/8" Tie area previously marked by carrier.)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy) | Comments on back?

Item	Inside/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
22	717 85	SMT	M	213	0109	03	20	2	MAIN	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (8 ties in a row, out, fasteners loose, 3/8"-7/16" lateral deflection, gage measures 57-5/8")

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy). | Comments on back?

Item	Inside/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
23	717 40	SMT	M	213	0037	09	10	1	MAIN	N	N	1	MTH

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK (tree across track)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

CORP002393

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
67085	160	11/07/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
24	715 60	SMT	T	213	0135	06	10	1	S 3634 SW	N	N	1	TOM

Description
HEEL OF SWITCH INSECURE. (east rail heel block. South Wendson.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
25	715.60	SMT	T	213	0135	01	10	1	S 3634 SW	N	N	1	TOM

Description
STOCK RAIL NOT SECURELY SEATED IN SWITCH PLATES (bent stock side. South Wendson.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
26	715 60	SMT	T	213	0133	08	10	1	S 3634 SW	N	N	1	TOM

Description
LOOSE OR MISSING RIGID RAIL BRACES (bent stockside South Wendson.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
27	715 35	SMT	M	213	0037	09	10	1	MAIN	N	N	1	MTH

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK (2 Spots, bushes / tree top, west side of track.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
28	715 30	SID	S	213	0109	03	10	1	WENDSON	N	N	1	YTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (6 defective crossties in a row on Wendson Siding. Poor crosstie condition exists in areas of Wendson Siding.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy) | Comments on back?

CORP002394

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No.	Report No.	Report Date
67085	160	11/07/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
29	714 25	SMT	M	213	0033	01	10	1	MAIN	N	N	1	MTH

Description
DRAINAGE OR WATER-CARRYING FACILITY NOT MAINTAINED (Ditch full of fallen boulders fouling track.)

Violation Recommended	☐ Yes	☑ No	Latitude: 0	Longitude: 0
Written Notification to FRA of Remedial Action is	☐ Required	☑ Optional	Railroad Action Code:	Date(mm/dd/yyyy)?	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
30	713 80	SMT	M	213	0033	01	10	1	MAIN	N	N	1	MTH

Description
DRAINAGE OR WATER-CARRYING FACILITY NOT MAINTAINED (Ditch full of fallen boulders fouling track.)

Violation Recommended	☐ Yes	☑ No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is	☐ Required	☑ Optional	Railroad Action Code:	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
31										N	N	0	

Description - [** Comment to Railroad/Company **]
NOTE PERFORMED HI-RAIL & WALKING TRACK INSPECTION FROM ADA NORTH TO MP BECK. TUNNEL 16 IN EXCELLENT SHAPE. AREA'S OF MARGINAL CROSSTIE & TRACK GEOMETRY-SURFACE & GAGE EXISTS THROUGHOUT THIS AREA VEGETATION HEAVY IN AREA'S MARGINAL COMPLIANCE. DRAINAGE DITCHES ARE NOT BEING MAINTAINED CURVE @ MP 717 00 (SOUTH END OF CUSHMAN BRIDGE) TO MP 718 00 POOR CROSSTIE CONDITIONS EXIST BRIDGE END APPROACHES NEED SURFACING ACCOMPANIED BY (CORP) TRACK FOREMAN SHAWN SHANKLE POOR CROSSTIE & TRACK GEOMETRY-SURFACE CONDITIONS EXIST BETWEEN MP 716 4 CUSHMAN TO BECK MP 709 00

**NOTE TRACK AREA INSPECTED IS CURRENTLY OUT OF SERVICE (CORP) REMOVED TRACK FROM SERVICE PRIOR TO THIS INSPECTION

Violation Recommended	☐ Yes	☑ No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is	☐ Required	☑ Optional	Railroad Action Code:	Date(mm/dd/yyyy)?	Comments on back?

CORP002395

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No 2130-0509

Inspector's Name	Inspector's Signature	Inspector's ID No.	Report No	Date yy	mm	dd
PAGE, ED	E S Page	67085	159	2007	11	06

Railroad/Company Name & Address	RR/Co Code	Division	RR/Co Representative (Receipt Acknowledged)
CENTRAL OREGON & PACIFIC RR, INC. P O BOX 1083 ROSEBURG OR 97470	R CORP	SYSTEM COOS BAY	Name SHAWN SHANKLE Title FOREMAN Signature Shawn Shankle

From City	Codes	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County DOUGLAS	C019	County DOUGLAS	C019	To Latitude
Mile Post From 0745 62 To 0727 30		Inspection Point MAIN TRK TUNNEL 19-ADA		To Longitude

Activity Code	MTH	MTW	TOM	TOY	DER	RWP	RMM	YTW	MSB	CWRP	
Units:	17	2	9	1	3	1	1	1	2	1	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1	745 32	SMT	M	213	0037	09	10	1	MAIN	N	N	1	MTH

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK. (Alder trees west side of curve)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
2	744 95	SMT	T	213	0133	12	10	1	TUNNEL 19 SW	N	N	1	TOM

Description
LOOSE, WORN, OR MISSING FROG BOLTS (loose frog bolts on spring rail frog.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
3	744 95	SMT	T	213	0139	01	10	1	TUNNEL 19 SW	N	N	1	TOM

Description
OUTER EDGE OF WHEEL CONTACTING SIDE OF SPRUNG WING RAIL.

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

CORP002396

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No. 2130-0509

Inspector's ID No.	Report No	Report Date
67085	159	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	744 95	SMT	T	213	0135	05	10	1	TUNNEL 19 SW	N	N	1	TOM

Description
EXCESSIVE LATERAL OR VERTICAL MOVEMENT OF SWITCH POINT (3/4" dynamic deflection under west rail heel block joint.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5	744.95	SMT	T	213	0135	06	10	1	TUNNEL 19 SW	N	N	1	TOM

Description
HEEL OF SWITCH INSECURE. (west rail heel block joint, bolt loose.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is* ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6	744 95	SMT	T	213	0135	01	10	1	TUNNEL 19 SW	N	N	1	TOM

Description
STOCK RAIL NOT SECURELY SEATED IN SWITCH PLATES. (bent stock rails not supported, deflecting laterally & vertically underload.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7	744 85	SMT	M	213	0037	01	10	1	BRIDGE	N	N	1	MTH

Description
COMBUSTIBLE VEGETATION AROUND TRACK-CARRYING STRUCTURES

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
8	744 65	SMT	M	213	0037	09	10	1	MAIN	N	N	1	MTH

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK. (Cedar tree on bank of west side of track.)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

CORP002397

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No. 2130-0509

Inspector's ID No	Report No.	Report Date
67085	159	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
9	744.60	SMT	M	213	0119	02	10	1	MAIN	N	N	1	CWRP

Description
FAILURE TO COMPLY WITH WRITTEN CWR PROCEDURES (transition joints from CWR to JOINTED STEEL. Tangent Track area)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
10	744 44	SMT	M	213	0037	01	10	1	BRIDGE	N	N	1	MTH

Description
COMBUSTIBLE VEGETATION AROUND TRACK-CARRYING STRUCTURES

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
11	744 40	SMT	M	213	0121	08	10	1	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (east rail joint.)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
12	744 39	SMT	M	213	0121	08	10	1	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (west rail joint.)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
13	744 24	SMT	M	213	0037	01	10	1	BRIDGE	N	N	1	MTW

Description
COMBUSTIBLE VEGETATION AROUND TRACK-CARRYING STRUCTURES.

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

CORP002398

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No. 2130-0509

Inspector's ID No.	Report No	Report Date
67085	159	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
14	743 73	SMT	M	213	0037	01	10	1	BRIDGE	N	N	1	MTW

Description
COMBUSTIBLE VEGETATION AROUND TRACK-CARRYING STRUCTURES

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
15	743 60	SMT	M	213	0037	09	10	1	MAIN	N	N	1	MTH

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK. (Both sides of track for couple hundred feet Grey house area)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
16	742.72	SMT	M	213	0037	01	10	1	BRIDGE	N	N	1	MTH

Description
COMBUSTIBLE VEGETATION AROUND TRACK-CARRYING STRUCTURES.

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy). | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
17	742.05	SMT	M	213	0127	01	10	1	MAIN	N	N	1	MTW

Description
INSUFFICIENT FASTENERS IN A 39-FOOT TRACK SEGMENT (North end bridge approach ties, poor condition, fasteners loose, gage 57-1/2+ underload.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is* ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
18	742 05	SMT	M	213	0119	02	10	1	MAIN	N	N	1	CWKP

Description
FAILURE TO COMPLY WITH WRITTEN CWR PROCEDURES (off open deck bridge, both directions)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy) | Comments on back?

CORP002399

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No.	Report No.	Report Date
67085	159	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
19	739 43	SMT	M	213	0121	08	20	2	MAIN	N	N	4	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (4 locations, off south end of bridge, west rail)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy). | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
20	738 94	SMT	T	213	0133	14	20	2	S SW 3684	N	N	1	TOM

Description
LOOSE, WORN OR MISSING GUARD RAIL CLAMPS, WEDGE, SEPARATOR BLOCK, OR END BLOCK. (Mainline side separator block loose.)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
21	738.90	AUX	Y	213	0121	08	10	1	GARDNER AUX	N	N	1	YTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (West rail behind derail on Gardner Aux. Track.)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy). | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
22	738 85	AUX	Y	213	0121	08	10	1	GARDNR AUX	N	N	1	YTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (East rail joint, by road xing. Gardiner Aux. Track.)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
23	738 77	AUX	Y	213	0127	01	10	1	GARDNR AUX	N	N	1	YTW

Description
INSUFFICIENT FASTENERS IN A 39-FOOT TRACK SEGMENT. (poor crosstie area between switch points & bridge end off 3649 switch Ties need tamped & respiked)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

CORP002400

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No.	Report Date
67085	159	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
24	738 58	AUX	Y	213	0121	08	10	1	GARD AUX	N	N	1	YTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (west rail joint, just north of overhead on Gardiner Aux Track)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
25	737 80	SMT	M	213	0037	09	20	2	MAIN	N	N	1	MTH

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK. (Brush on west side of track.)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
26	736 99	SMT	M	213	0037	09	10	1	MAIN	N	N	1	MTH

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK. (Scotch broom/brush growing on bank, high side of track.)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
27	736 90	SMT	M	213	0119	02	10	1	MAIN	N	N	1	CWRP

Description
FAILURE TO COMPLY WITH WRITTEN CWR PROCEDURES (Southend of curve, CWR to JOINTED rail transition joint. Not anchored to railroad standards)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
28	735 99	SMT	M	213	0113	08	10	1	MAIN	N	N	1	MTW

Description
HEAD WEB SEPARATION (east rail joint.) Value = 3 125

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

CORP002401

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No.	Report No	Report Date
67085	159	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
29	734 90	SMT	M	213	0037	09	10	1	MAIN	N	N	1	MTJJ

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK. (tree down over track.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
30	734 48	SMT	M	213	0037	09	10	1	MAIN	N	N	1	MTW

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK. (tree down over track, north portal tunnel 17)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
31	731 60	SMT	M	213	0063	02	20	2	MAIN	N	N	1	MTW

Description
DEVIATION FROM UNIFORM PROFILE ON EITHER RAIL EXCEEDS ALLOWABLE. (old slide area, joint on east rail measures a total of 3-1/4" Same top of rail measures 2-3/4"+ 1/2" dynamic.) Value = 3.25

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
32	731 60	SMT	M	213	0103	02	20	2	MAIN	N	N	1	MTW

Description
FOULED BALLAST (old slide area Approx. area 300 feet in length. Track subgrade fouled with mud/dirt. Poor crossties, with Track Geometry- surface conditions existing.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
33	731.59	SMT	M	213	0109	03	20	2	MAIN	N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (old slide area, 10 out of 13 ties defective. Fouled ballast & Track geometry surface conditions exist in area.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

CORP002402

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No - 2130-0509

Inspector's ID No.	Report No	Report Date
67085	159	11/06/2007

Item	Instrule/Milepost	Equipment/Track #	Type/Grad	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Sim	SNFR*	RCL**	# of Occ.***	Activity Code
34										N	N	0	

Description - [** Comment to Railroad/Company **]

NOTE PERFORMED HI-RAIL & WALKING TRACK INSPECTION FROM NORTH END PORTAL OF TUNNEL 19 TO ADA. GUNNITE FALLING OFF CEILING OF TUNNEL 19 EXTREMELY FOULED BALLAST & TRACK SUBGRADE CONDITIONS IN TUNNEL 17 AREA'S OF MARGINAL CROSSTIE & TRACK GEOMETRY-SURFACE & GAGE EXISTS THROUGHOUT THIS AREA VEGETATION HEAVY IN AREA'S MARGINAL COMPLIANCE DRAINAGE DITCHES NOT MAINTAINED CURVE @ MP 736 52 (NEW RAIL RELAY) HIGH SIDE, MAY 2006, NEEDS SURFACED - MEASURED 4-3/4" OF ELEVATION IN CURVE AREA. ACCOMPANIED BY (CORP) TRACK FOREMAN SHAWN SHANKLE.

**NOTE TRACK AREA INSPECTED IS CURRENTLY OUT OF SERVICE. (CORP) REMOVED TRACK FROM SERVICE PRIOR TO THIS INSPECTION

Violation Recommended	☐ Yes	☑ No	Latitude.	Longitude.
Written Notification to FRA of Remedial Action is	☐ Required	☑ Optional	Railroad Action Code	Date(mm/dd/yyyy)	Comments on back?

FORM FRA F 6180.96 (Revised 10/02) *SNFR-Special Notice for Repairs

RAILROAD/COMPANY COPY

RCL-Remote Control Locomotive *# of Occ -Number of Occurrences

CORP002403

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No.. 2130-0509

Inspector's Name	Inspector's Signature	Inspector's ID No.	Report No.	Date yy	mm	dd
PAGE, ED	E Page	67085	158	2007	11	05

Railroad/Company Name & Address	RR/Co. Code	Division	RR/Co. Representative (Receipt Acknowledged)
CENTRAL OREGON & PACIFIC RR, INC P O BOX 1083 ROSEBURG OR 97470	R CORP	SYSTEM Subdivision COOS BAY	Name SHAUN SHANKLE Title FOREMAN Signature Shaun Shankle

From City	Codes	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County COOS	C011	County DOUGLAS	C019	To Latitude
Mile Post From 763 90 To 746.60		Inspection Point MAIN TRK N BEND BRIDGE TO S PORTAL TUNNEL 19		To Longitude

Activity Code:	MTH	MTW	TCM	TOY	DER	RWP	RMM	YTW	CWRP	2170	MSB
Units	13	5	5	3	1	1	1	1	1	1	2

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1	763 30	SMT	M	213	0121	08	10	1	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (east rail joint, 1 broken bolt 3 loose bolts)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy). | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	763 19	SMT	T	213	0133	14	10	1	SW 3672	N	N	1	TOM

Description
LOOSE, WORN OR MISSING GUARD RAIL CLAMPS, WEDGE, SEPARATOR BLOCK, OR END BLOCK. (turnout side blocks loose.)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy). | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	763 17	SMT	M	213	0121	08	10	1	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (east rail joint,)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy). | Comments on back?

CORP002404

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
67085	158	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	762 25	SMT	M	213	0121	08	10	1	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (east rail joint.)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5	761 90	SMT	M	213	0121	08	10	1	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (west rail joint, broken washers)

Violation Recommended ☐ Yes ☑ No | Latitude. 0 | Longitude 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6	761 75	SMT	M	213	0121	08	10	1	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (east rail joint, broken washers, loose bolts, high side of curve)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7	761.60	SMT	M	213	0121	08	10	1	MAIN	N	N	2	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (west rail joint, broken washers, loose bolts, low side of curve.)

Violation Recommended ☐ Yes ☑ No | Latitude. 0 | Longitude. 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
8	761 60	SMT	M	213	0109	02	10	1	MAIN	N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (same location as line item #7 Rail loose in plates, fasteners missing, measured 56 / 52 inches north to effective crossties west rail joint, low side of curve)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude. 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

CORP002405

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No.	Report Date
67085	158	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
9	761 22	SMT	M	213	0121	08	10	1	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (east rail joint, broken washers, low side of curve)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
10	761 12	SMT	M	213	0121	08	10	1	MAIN	N	N	2	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (east rail joints, broken washers, tangent track, 2nd & 3rd joint north of bridge.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
11	759 20	YD	Y	213	0121	03	10	1	HAUSER TRK	N	N	2	YTW

Description
CENTER CRACKED OR BROKEN JOINT BAR (JOINTED TRACK) (west rail joint, both sides of joint bars, Hauser Aux. track)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
12	759 18	YD	Y	213	0121	03	10	1	HAUSER TRK	N	N	2	YTW

Description
CENTER CRACKED OR BROKEN JOINT BAR (JOINTED TRACK) (west rail joint, both sides of joint bars, Hauser Aux track)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
13	758 70	SMT	T	213	0133	14	10	1	SW 3668	N	N	1	TOM

Description
LOOSE, WORN OR MISSING GUARD RAIL CLAMPS, WEDGE, SEPARATOR BLOCK, OR END BLOCK. (North Hauser, mainline side. Measured 57-3/4" gage in turnout rail)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

CORP002406

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No. 2130-0509

Inspector's ID No	Report No	Report Date
67085	158	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
14	757 95	SMT	M	213	0037	09	10	1	MAIN	N	N	1	MTH

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK (Tree down across track)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
15	757 90	SMT	M	213	0121	08	10	1	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (east rail joint)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
16	757.80	SMT	M	213	0121	08	10	1	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (east rail joint)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
17	755 20	SMT	M	213	0121	08	10	1	MAIN	N	N	1	MTH

Description
LOOSE JOINT BARS (JOINTED TRACK) (east rail joint.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
18	754 50	SMT	M	213	0121	08	10	1	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (east rail joint) (west rail joint, low side of curve)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy | Comments on back?

CORP002407

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
67085	158	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
19	754 30	SMT	M	213	0121	08	10	1	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (east rail joint, high side of curve.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
20	753 65	SMT	M	213	0121	08	25	2	MAIN	N	N	2	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (2locations, east & west rail joints, high & low sides of curve)

Violation Recommended ☐ Yes ☑ No | Latitude 0 | Longitude 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
21	751 20	SMT	M	213	0063	02	10	1	MAIN	N	N	1	MTW

Description
DEVIATION FROM UNIFORM PROFILE ON EITHER RAIL EXCEEDS ALLOWABLE (3-1/8" on low rail in tunnel 21 Rail joint towards north end portal)
Value = 3 125

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
22	751 18	SMT	M	213	0103	02	10	1	MAIN	N	N	1	MTW

Description
FOULED BALLAST (same joint/track area as uniform profile defect location documented on line item #21 of this report. Inside tunnel 21)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
23	751 15	SMT	M	213	0121	08	20	2	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (east rail joint, located 5 joints north of north portal tunnel 21)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

CORP002408

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
67085	158	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
24	751 10	SMT	M	213	0121	08	20	2	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (west rail joint)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
25	749 90	SMT	M	213	0121	08	10	1	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (east rail joint, located 6 joints off north end of bridge.)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
26	749 87	SMT	M	213	0121	08	10	1	MAIN	N	N	1	MTW

Description
LOOSE JOINT BARS (JOINTED TRACK) (west rail joint.)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
27	749 81	SMT	M	213	0037	09	10	1	MAIN	N	N	1	MTW

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK. (down tree across track.)

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
28	748.10	SMT	M	213	0037	01	10	1	BRIDGE	N	N	1	MTH

Description
COMBUSTIBLE VEGETATION AROUND TRACK-CARRYING STRUCTURES

Violation Recommended ☐ Yes ☑ No | Latitude: 0 | Longitude: 0

Written Notification to FRA of Remedial Action isn ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

CORP002409

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No.	Report Date
57085	158	11/05/2007

Item	Latitude/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ. ***	Activity Code
29	746.60	SMT	M	213	0037	09	10	1	MAIN	N	N	1	MTH

Description
VEGETATION BRUSHING SIDES OF ROLLING STOCK. (Tree across track.)

Violation Recommended	☐ Yes	☑ No	Latitude. 0	Longitude 0

Written Notification to FRA of Remedial Action is	☐ Required	☑ Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Latitude/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
30										N	N	0	

Description - [** Comment to Railroad/Company **]
NOTE: Prior to track inspection conducted job briefing A RMM inspection was conducted. During inspection observations audits were conducted on Roadway Worker On-Track Safety procedures and Railroad Safety Rules (RSR), including job briefing, high visibility wear, personal protective equipment, work limits, joint working limits. Observation audits were also conducted
Conducted hi-rail & walking track inspection of CORP Coos Bay Subdivision Main Track between Coos Bay-North Bend North end of swing bridge to south portal of Tunnel 19 Accompanied by Track Foreman Shaun Shankle NOTE TRACK AREA NOTED ON THIS REPORT IS CURRENTLY OUT OF SERVICE PRIOR TO THIS INSPECTION REPORT

Violation Recommended	☐ Yes	☑ No	Latitude	Longitude.

Written Notification to FRA of Remedial Action is	☐ Required	☑ Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No 2130-0509

Inspector's Name	Inspector's Signature	Inspector's ID No	Report No	Date yy	mm	dd
Holm,Steven L		00417	53	2007	11	06

Railroad/Company Name & Address	R/C	Division	RR/Co. Representative (Receipt Acknowledged)
CENTRAL OREGON & PACIFIC RR, INC 333 SE MOSHER ROSEBURG OR 97470	R	SYSTEM	Name SCOTT BOYTER Title LEAD SIGNAL MAINTAINER Signature
	RR/Co Code CORP	Subdivision COOS BAY	

From City	Code	Destination City & County	Code	From Latitude
COOS BAY	0390			
State OR	41	City COOS BAY	0390	From Longitude
County COOS	C011	County COOS	C011	To Latitude
Mile Post From 0769 20 To 0777 60		Inspection Point TRACK INSPECTION		To Longitude

Activity Code	MTH	MTW	TOM	DER	RWP	RMM					
Units	5	3	2	1	1	1					

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFE*	RCL**	# of Occ.***	Activity Code
1	769 8	3853	T	213	0133	12	10	X		N	N	1	TOM

Description
LOOSE, WORN, OR MISSING FROG BOLTS (TOE AND HEEL OF FROG)

Violation Recommended	Latitude	Longitude
☐ Yes ☑ No		

Written Notification to FRA of Remedial Action is	Railroad Action Code	Date(mm/dd/yyyy)	Comments on back?
☐ Required ☑ Optional			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFE*	RCL**	# of Occ.***	Activity Code
2	770.0	3853	T	213	0133	09	10	X		N	N	1	TOM

Description
LOOSE OR MISSING ADJUSTABLE RAIL BRACES (LEFT AND RIGHT HAND SIDES)

Violation Recommended	Latitude	Longitude
☐ Yes ☑ No		

Written Notification to FRA of Remedial Action is	Railroad Action Code	Date(mm/dd/yyyy)	Comments on back?
☐ Required ☑ Optional			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFE*	RCL**	# of Occ.***	Activity Code
3	770 3		M	213	0109	02	10	X		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (85"-NORTH, 90"-SOUTH TO EFFECTIVE TIE)

Violation Recommended	Latitude	Longitude
☐ Yes ☑ No		

Written Notification to FRA of Remedial Action is	Railroad Action Code	Date(mm/dd/yyyy)	Comments on back?
☐ Required ☑ Optional			

CORP002411

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No. 2130-0509

Inspector's ID No	Report No	Report Date
00417	53	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
4	770.33		M	213	0109	02	10	X		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (86"-NORTH, 60"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
5	770 40		M	213	0109	02	10	X		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (50"-NORTH, 40"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
6	770 42		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (234" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
7	770 55		M	213	0109	02	10	X		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (50"-NORTH, 62"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
8	770 70		M	213	0109	02	10	X		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (35-NORTH, 40-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

CORP002412

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
00417	53	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
9	770 80		M	213	0109	02	10	X		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (72"-NORTH, 50"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
10	770 82		M	213	0109	02	10	X		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (28"-NORTH, 30"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
11	770 90		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (218" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
12	770.95		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (300" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
13	771 05		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (192" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy) | Comments on back?

CORP002413

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No. 2130-0509

Inspector's ID No.	Report No	Report Date
00417	53	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
14	771 08		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (177" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
15	771 10		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (140" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
16	771 12		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (220" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
17	771 30		M	213	0109	02	10	X		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT. (36"-NORTH, 72"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
18	771 35		M	213	0109	02	10	X		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (57"-NORTH, 81"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

CORP002414

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.- 2130-0509

Inspector's ID No.	Report No	Report Date
00417	53	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
19	771.37		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSS TIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (332" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
20	771 38		M	213	0109	02	10	X		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (70"-NORTH, 61"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
21	771 40		M	213	0063	02	10	X		N	N	1	MTW

Description
DEVIATION FROM UNIFORM PROFILE ON EITHER RAIL EXCEEDS ALLOWABLE. (3 1/2" PROFILE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
22	771 45		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (190" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
23	771 50		M	213	0109	02	10	X		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (64"-NORTH, 70"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

CORP002415

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No.	Report Date
00417	53	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
24	771 52		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSS TIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (167" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
25	771 54		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (163" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
26	771 55		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (186" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
27	771 57		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (300" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
28	771 70		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (170" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

CORP002416

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No. 2130-0509

Inspector's ID No	Report No	Report Date
00417	53	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
29	771 75		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (150" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is* ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
30	771 8		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (1 TIE EFFECTIVE IN 600" (50') SEGMENT)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
31	771 84		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (600" (50') BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
32	772.0		M	213	0109	02	10	X		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (50"-NORTH, 87"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
33	772.20		M	213	0109	02	10	X		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (36"-NORTH, 70"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy) | Comments on back?

CORP002417

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
00417	53	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
34	772 25		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (224" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
35	772.30		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (241" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
36	772 32		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (190" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
37	772 35		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (220" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
38	772 40		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (250" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

CORP002418

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No.	Report No	Report Date
00417	53	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Knd	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
39	772 45		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (360" (30') BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action ** ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Knd	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
40	772 50		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (152" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action ** ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Knd	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
41	772 55		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (180" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action ** ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Knd	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
42	772 57		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (350" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action ** ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Knd	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
43	772 60		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (240" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action ** ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

CORP002419

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Commuter)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
00417	53	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
44	772 65		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (370" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude. | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
45	772 68		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (360" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy). | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
46	772 70		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39 FOOT SEGMENT OF TRACK. (300" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude. | Longitude.

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
47	772 72		M	213	0109	02	10	X		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (46"-NORTH, 74"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy). | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
48	772 74		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (240" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude. | Longitude.

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

CORP002420

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No.	Report No	Report Date
00417	51	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
49	772 76		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (300" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
50	772 85		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (1 TIE EFFECTIVE IN 300")

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
51	772 86		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (240" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
52	772 87		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (240" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
53	772.88		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (10 EFFECTIVE TIES IN 150')

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

CORP002421

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No.	Report Date
00417	53	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
54	772.94		M	213	0109	02	10	X		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (56"-NORTH, 48"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back*

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
55	772 97		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (190" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
56	772 99		M	213	0109	03	10	X		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (360" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
57	774 6		M	213	0063	02	10	X		N	N	1	MTW

Description
DEVIATION FROM UNIFORM PROFILE ON EITHER RAIL EXCEEDS ALLOWABLE (5" PROFILE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy). | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
58	774.65		M	213	0063	02	10	X		N	N	1	MTW

Description
DEVIATION FROM UNIFORM PROFILE ON EITHER RAIL EXCEEDS ALLOWABLE (3 1/2" PROFILE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

CORP002422

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
00417	53	11/06/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ GSC	Defect	Subrule	Speed	Class	Train #/Site	SNFR**	RCL**	# of Occ.***	Activity Code
59										N	N	0	

Description - [** Comment to Railroad/Company **]

FROM MP 773 0-777 60 THE TIE CONDITION, IN GENERAL, REMAINS CONSISTENT WITH THE TIE CONDITIONS RELECTED ON THIS REPORT FROM MP 770 0-773 0
THE TRACK INSPECTED AND REPORTED HERE IS IN EXCEPTED STATUS AND IS ALSO OUT OF SERVICE, THOUGH IT WAS INSPECTED AS IF IT WERE CLASS 1 TRACK
I WAS ACCOMPANIED DURING THIS INSPECTION BY CENTRAL OREGON & PACIFIC RAILROAD LEAD SIGNAL MAINTAINER, SCOTT BOYTER.

Violation Recommended	☐ Yes	☑ No	Latitude:	Longitude:

Written Notification to FRA of Remedial Action is:	☐ Required	☑ Optional	Railroad Action Code:		Date(mm/dd/yyyy):		Comments on back?

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No 2130-0509

Inspector's Name	Inspector's Signature	Inspector's ID No.	Report No	Date yy	mm	dd
Holm,Steven L		00417	54	2007	11	07

Railroad/Company Name & Address	RR	Division	RR/Co Representative (Receipt Acknowledged)
CENTRAL OREGON & PACIFIC RR, INC 333 SE MOSHER ROSEBURG OR 97470	R	SYSTEM	Name SCOTT BOYTER Title LEAD SIGNAL MAINTAINER Signature
	RR/Co. Code CORP	Subdivision COOS BAY	

From City	Codes	Destination City & County	Codes	From Latitude
COOS BAY	0390			
State OR	41	City COQUILLE	0400	From Longitude
County COOS	C011	County COOS	C011	To Latitude
Mile Post From 0777.60 To 0786.50		Inspection Point TRACK INSPECTION		To Longitude

Activity Code	MTH	MTW	TOM	DER	YTW	TOY	RWP	RMM			
Units	8	1	1	1	1	5	1	1			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ***	Activity Code
1	783 9		M	213	0063	05	10	X		N	N	1	MTW

Description
DEVIATION FROM ZERO CROSSLEVEL AT ANY POINT ON TANGENT EXCEEDS ALLOWABLE (CROSS LEVEL 4")

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ***	Activity Code
2	769 0	3845	T	213	0133	06	10	X		N	N	1	TOY

Description
LOOSE, WORN, OR MISSING SWITCH ROD BOLTS (#2 THROW ROD BOLTS LOOSE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ***	Activity Code
3	769 0	SW. 1	T	213	0133	12	10	X		N	N	1	TOY

Description
LOOSE, WORN, OR MISSING FROG BOLTS (TOF OF FROG)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
00417	54	11/07/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	769 0	SW. 3	T	213	0133	10	10	X		N	N	1	TOY

Description
MISSING SWITCH, FROG, OR GUARD RAIL PLATES (MISSING UNDER LEFT HAND HEEL BLOCK)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5	769 0	SW 3	T	213	0135	06	10	X		N	N	1	TOY

Description
HEEL OF SWITCH INSECURE (RIGHT HAND SIDE)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6	769 0	SW 3	T	213	0133	12	10	X		N	N	1	TOY

Description
LOOSE, WORN, OR MISSING FROG BOLTS (TOE OF FROG)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7	769.0	SW 5	T	213	0135	06	10	X		N	N	1	TOY

Description
HEEL OF SWITCH INSECURE (LEFT HAND SIDE)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
8	769 0	SW 5	T	213	0133	12	10	X		N	N	1	TOY

Description
LOOSE, WORN, OR MISSING FROG BOLTS (TOE AND HEEL OF FROG)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

CORP002425

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No. 2130-0509

Inspector's ID No	Report No	Report Date
00417	54	11/07/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subsole	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
9										N	N	0	

Description - [** Comment to Railroad/Company **]

TRACKS INSPECTED ARE EXCEPTED AND STATUS IS OUT OF SERVICE.
MAIN LINE INSPECTED HAS MIX OF 136 AND 130 POUND RAIL. POOR TIE CONDITION EXISTS ON SEGMENT INSPECTED WITH MANY AREAS OF PROFILE AND WARP THAT WOULD NEED TO BE ADDRESSED TO BRING TRACK TO CLASS 1 STANDARDS
I WAS ACCOMPANIED DURING THIS INSPECTION BY CENTRAL OREGON & PACIFIC LEAD SIGNAL MAINTAINER SCOTT BOYTER.

Violation Recommended	☐ Yes	☑ No	Latitude:	Longitude

Written Notification to FRA of Remedial Action is	☐ Required	☑ Optional	Railroad Action Code		Date(mm/dd/yyyy):	Comments on back?

CORP002426

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No 2130-0509

Inspector's Name	Inspector's Signature	Inspector's ID No	Report No	Date: yy	mm	dd
PAGE, ED	E J Page	67085	157	2007	11	04

Railroad/Company Name & Address	R/C	Division	RR/Co. Representative (Receipt Acknowledged)
CENTRAL OREGON & PACIFIC RR, INC P O BOX 1083 ROSEBURG OR 97470	R	SYSTEM	Name SHAUN SHANKLE Title FOREMAN Signature Shaun Shankle
	RR/Co Code: CORP	Subdivision: COOS BAY	

From City REEDSPORT	Codes 1730	Destination City & County	Codes	From Latitude	
State OR	41	City REEDSPORT	1730	From Longitude	
County DOUGLAS	C019	County DOUGLAS	C019	To Latitude	
Mile Post From 0740 60 To 0740 30		Inspection Point REEDSPORT AREA		To Longitude	

Activity Code	YTW	MTW									
Units:	1	1									

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Sta	SNFR*	RCL**	# of Occ ***	Activity Code
1	740 40	SMT	M	213	0121	08	20	2	MAIN	N	N	1	MTW

Description:
LOOSE JOINT BARS (west rail joint on curve, broken washers 3 loose bolts, high side of curve.)

Violation Recommended	☐ Yes	☑ No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is	☐ Required	☑ Optional	Railroad Action Code:	Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Sta	SNFR*	RCL**	# of Occ ***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
NOTE.Performed unaccompanied walking track inspection of mainline curve & yard track at Reedsport. Track areas are currently out of service at this time

Violation Recommended	☐ Yes	☑ No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is	☐ Required	☑ Optional	Railroad Action Code:	Date(mm/dd/yyyy): Comments on back?

CORP002427

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No 2130-0509

Inspector's Name	Inspector's Signature	Inspector's ID No	Report No	Date yy	mm	dd
Holm,Steven L		00417	52	2007	11	05

Railroad/Company Name & Address	RAC	Division	RR/Co Representative (Receipt Acknowledged)
CENTRAL OREGON & PACIFIC RR, INC 333 SE MOSHER ROSEBURG OR 97470	R	SYSTEM	Name SCOTT BOYTER Title LEAD SIGNAL MAINTAINER Signature
	RR/Co Code CORP	Subdivision COOS BAY	

From: City	Codes	Destination City & County	Codes	From Latitude
NORTH BEND	1510			
State OR	41	City COOS BAY	0390	From Longitude
County COOS	C011	County COOS	C011	To Latitude
Mile Post. From 0763 60 To 0769 20		Inspection Point TRACK INSPECTION		To Longitude

Activity Code	MTH	MTW	YTW	TOM	TOY	DER	RWP	RMM			
Units	5	1	1	16	7	2	1	1			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1	764.0	3760	T	213	0133	09	10	1		N	N	1	TOM

Description
LOOSE OR MISSING ADJUSTABLE RAIL BRACES (RIGHT HAND SIDE)

Violation Recommended	☐ Yes	☑ No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	☐ Required	☑ Optional	Railroad Action Code:	Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	765 1	3715	T	213	0133	09	10	1		N	N	1	TOM

Description
LOOSE OR MISSING ADJUSTABLE RAIL BRACES (RIGHT HAND SIDE)

Violation Recommended	☐ Yes	☑ No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is	☐ Required	☑ Optional	Railroad Action Code:	Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	765 1	3715	T	213	0133	13	10	1		N	N	1	TOM

Description
LOOSE, WORN, OR MISSING GUARD RAIL BOLTS (RIGHT HAND SIDE)

Violation Recommended	☐ Yes	☑ No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is	☐ Required	☑ Optional	Railroad Action Code:	Date(mm/dd/yyyy): Comments on back?

CORP002428

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
00417	52	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	765.1	3715	T	213	0133	14	10	1		N	N	1	TOM

Description
LOOSE, WORN OR MISSING GUARD RAIL CLAMPS, WEDGE, SEPARATOR BLOCK, END BLOCK, OR OTHER COMPONENTS ("C" CLAMP LOOSE ON LEFT HAND SIDE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5	765 15	3713	T	213	0133	09	10	X		N	N	1	TOY

Description
LOOSE OR MISSING ADJUSTABLE RAIL BRACES (LEFT HAND SIDE)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6	765 15	3713	T	213	0109	03	10	X		N	N	1	TOY

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (260" BETWEEN EFFECTIVE TIES THROUGH FROG AND AHEAD OF FROG)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7	765 15	3713	T	213	0133	12	10	X		N	N	1	TOY

Description
LOOSE, WORN, OR MISSING FROG BOLTS (TOE OF FROG)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
8	765 18	3715 N	T	213	0133	12	10	1		N	N	1	TOM

Description
LOOSE, WORN, OR MISSING FROG BOLTS (TOE OF FROG)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

CORP002429

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
00417	52	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
9	765 15	3740 N	T	213	0133	09	10	1		N	N	1	TOM

Description
LOOSE OR MISSING ADJUSTABLE RAIL BRACES (LEFT HAND SIDE)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
10	765 6	3740 S	T	213	0133	12	10	1		N	N	1	TOM

Description
LOOSE, WORN, OR MISSING FROG BOLTS (HOLD DOWN BOLTS)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
11	765 6	3740 S	T	213	0135	06	10	1		N	N	1	TOM

Description
HEEL OF SWITCH INSECURE (LEFT AND RIGHT HAND SIDES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
12	765.6	3740 S	T	213	0133	09	10	1		N	N	1	TOM

Description
LOOSE OR MISSING ADJUSTABLE RAIL BRACES (LEFT HAND SIDE)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
13	765.7		T	213	0133	12	10	X		N	N	1	TOY

Description
LOOSE, WORN, OR MISSING FROG BOLTS (LUMBER YARD SW, TOE OF FROG)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy) | Comments on back?

CORP002430

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No.	Report No	Report Date
00417	52	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
14	766 1	3715 S	T	213	0133	12	10	1		N	N	1	TOM

Description
LOOSE, WORN, OR MISSING FROG BOLTS (HEEL OF FROG)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
15	766 1	3715 S	T	213	0109	03	10	1		N	N	1	TOM

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (144" BETWEEN EFFECTIVE TIES, BETWEEN HEEL OF SWITCH AND FROG)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
16	766 15	3713	T	213	0133	14	10	1		N	N	1	TOM

Description
LOOSE, WORN OR MISSING GUARD RAIL CLAMPS, WEDGE, SEPARATOR BLOCK, END BLOCK, OR OTHER COMPONENTS (LEFT HAND SIDE CLAMP)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
17	766 15	3713	T	213	0135	06	10	1		N	N	1	TOM

Description
HEEL OF SWITCH INSECURE (RIGHT HAND SIDE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
18	766 15	3713	T	213	0133	09	10	1		N	N	1	TOM

Description
LOOSE OR MISSING ADJUSTABLE RAIL BRACES (RIGHT HAND SIDE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy) | Comments on back?

CORP002431

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
00417	52	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
19	766 3	3735	T	213	0133	12	10	1		N	N	1	TOM

Description
LOOSE, WORN, OR MISSING FROG BOLTS. (HEEL OF FROG)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
20	767 6	3807	T	213	0135	06	10	1		N	N	1	TOM

Description
HEEL OF SWITCH INSECURE (LEFT HAND SIDE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
21	767.6	3807	T	213	0133	14	10	1		N	N	1	TOM

Description
LOOSE, WORN OR MISSING GUARD RAIL CLAMPS, WEDGE, SEPARATOR BLOCK, END BLOCK, OR OTHER COMPONENTS (RIGHT HAND "C" CLAMP)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
22	768 2	SW 2	T	213	0133	09	10	1		N	N	1	TOM

Description
LOOSE OR MISSING ADJUSTABLE RAIL BRACES (RIGHT HAND SIDE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
23	768 2	SW 2	T	213	0133	12	10	1		N	N	1	TOM

Description
LOOSE, WORN, OR MISSING FROG BOLTS (TOE OF FROG)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

CORP002432

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
00417	52	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
24	768 5	SW 2	T	213	0135	06	10	X		N	N	1	TOY

Description
HEEL OF SWITCH INSECURE (LEFT AND RIGHT HAND SIDES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
25	768.5	SW. 2	T	213	0133	14	10	X		N	N	1	TOY

Description
LOOSE, WORN OR MISSING GUARD RAIL CLAMPS, WEDGE, SEPARATOR BLOCK, END BLOCK, OR OTHER COMPONENTS (LEFT HAND GUARD RAIL, WEDGE MISSING)

Violation Recommended ☐ Yes ☑ No | Latitude. | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
26	768 52	SW 3	T	213	0135	06	10	X		N	N	1	TOY

Description
HEEL OF SWITCH INSECURE (LEFT HAND SIDE)

Violation Recommended ☐ Yes ☑ No | Latitude. | Longitude

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
27	768 52	SW 3	T	213	0133	12	10	X		N	N	1	TOY

Description
LOOSE, WORN, OR MISSING FROG BOLTS (TOE OF FROG)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude.

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy). | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
28	768 55	N X-O	T	213	0135	08	10	X		N	N	1	TOY

Description
INSECURE CONNECTING ROD (BOLT LOOSE)

Violation Recommended ☐ Yes ☑ No | Latitude. | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy). | Comments on back?

CORP002433

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No.	Report No	Report Date
00417	52	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
29	768 55	N X-O	T	213	0135	06	10	X		N	N	1	TOY

Description
HEEL OF SWITCH INSECURE (LEFT AND RIGHT HAND SIDES)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is. ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
30	768 55	N. X-O	T	213	0133	12	10	X		N	N	1	TOY

Description
LOOSE, WORN, OR MISSING FROG BOLTS (TOE OF FROG)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
31	768 55	N X-O	T	213	0109	02	10	X		N	N	1	TOY

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (60"-NORTH, 37"-SOUTH TO EFFECTIVE TIE HEEL OF FROG)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
32	768 5	1 SW	T	213	0135	06	10	1		N	N	1	TOM

Description
HEEL OF SWITCH INSECURE. (LEFT HAND SIDE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
33	768 7	3830	T	213	0135	06	10	1		N	N	1	TOM

Description
HEEL OF SWITCH INSECURE. (RIGHT HAND SIDE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

CORP002434

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No.	Report No	Report Date
00417	52	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
34	768.7	3830	T	213	0133	12	10	1		N	N	1	TOM

Description
LOOSE, WORN, OR MISSING FROG BOLTS. (TOE OF FROG)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
35	768.7	3830	T	213	0109	03	10	1		N	N	1	TOM

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (144" BETWEEN EFFECTIVE TIES, BETWEEN FROG AND HEEL OF SWITCH)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
36	768 8		M	213	0109	03	10	1		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (264" (22') BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
37	768 85	SW 6	T	213	0133	12	10	X		N	N	1	TOY

Description
LOOSE, WORN, OR MISSING FROG BOLTS (TOE OF FROG)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
38	768.85		M	213	0109	02	10	1		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (38"-NORTH, 67"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

CORP002435

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No.	Report No.	Report Date
00417	52	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
39	768 87		M	213	0109	03	10	1		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (144" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
40	768 9		M	213	0109	02	10	1		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (30"-NORTH, 28"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
41	768 94		M	213	0109	03	10	1		N	N	1	MTW

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK (148" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
42	768 95		M	213	0109	02	10	1		N	N	1	MTW

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (51"-NORTH, 57"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
43	768.97		M	213	0109	02	10	1		N	N	1	TOM

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (40"-NORTH, 35"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code: | Date(mm/dd/yyyy): | Comments on back?

CORP002436

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No: 2130-0509

Inspector's ID No	Report No	Report Date
00417	52	11/05/2007

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
44	768 98		M	213	0109	02	10	1		N	N	1	TOM

Description
NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT (34"-NORTH, 82"-SOUTH TO EFFECTIVE TIE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
45	768 99		M	213	0109	03	10	1		N	N	1	TOM

Description
CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK. (146" BETWEEN EFFECTIVE TIES)

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
46	769 1	3840	T	213	0135	06	10	X		N	N	1	TOM

Description
HEEL OF SWITCH INSECURE. (LEFT HAND SIDE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude:

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
47	769 1	3840	T	213	0133	09	10	X		N	N	1	TOM

Description
LOOSE OR MISSING ADJUSTABLE RAIL BRACES (LEFT HAND SIDE)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy) | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
48	769 12	SW 4	T	213	0133	12	10	X		N	N	1	TOM

Description
LOOSE, WORN, OR MISSING FROG BOLTS (TOE OF FROG)

Violation Recommended ☐ Yes ☑ No | Latitude | Longitude

Written Notification to FRA of Remedial Action is* ☐ Required ☑ Optional | Railroad Action Code | Date(mm/dd/yyyy): | Comments on back?

CORP002437

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No 2130-0509

Inspector's ID No	Report No	Report Date
00417	52	11/05/2007

Item	Subsafe/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	*NFR*	RCL**	# of Occ ***	Activity Code
49										N	N	0	

Description - [** Comment to Railroad/Company **]

ALL OF THE TRACK INSPECTED AND RECORDED ON THIS REPORT IS PRESENTLY IN OUT OF SERVICE STATUS

I WAS ACCOMPANIED DURING THIS INSPECTION BY CENTRAL OREGON & PACIFIC LEAD SIGNAL MAINTAINER, SCOTT BOYTER

Violations Recommended	☐ Yes	☑ No	Latitude.	Longitude.
Written Notification to FRA of Remedial Action is	☐ Required	☑ Optional	Railroad Action Code	Date(mm/dd/yyyy)	Comments on back?

CORP002438