

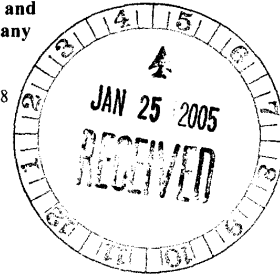
BNSF



SARAH WHITLEY BAILIFF
Senior General Attorney

**The Burlington Northern and
Santa Fe Railway Company**

2500 Lou Menk Drive
Fort Worth, Texas 76131-2828
(817) 352-2354 - Telephone
(817) 352-2397 - Fax
Sarah.Bailiff@BNSF.com



**ENTERED
Office of Proceedings**

JAN 25 2005

**Part of
Public Record**

January 25, 2005

Honorable Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

**Re: Surface Transportation Board Finance Docket No. 34657; BNSF Railway Company
-- Trackage Rights Exemption -- Union Pacific Railroad Company**

Dear Secretary Williams:

Enclosed for filing in the referenced docket are the original and ten copies of a Verified Notice of Exemption, and a check for \$1,000.00 covering the filing fee. The original Verification will be filed with the Board on Wednesday, January 26, 2005. Twenty unbound copies of the Exhibit 1 map are also enclosed. An electronic copy of the filing is also enclosed on a 3.5 inch disc for the Board's use.

Please acknowledge receipt of this material by date stamping the enclosed copy of this letter and returning it to me in the enclosed self-addressed stamped envelope.

Sincerely,

Sarah Whitley Bailiff
Sarah Whitley Bailiff

**ENTERED
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JAN 25 2005

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Public Record**

SWB/js
Encs.

cc: Mr. Bob Opal
Mr. Larry Wzorek
Mr. Bill Barr
Martin W. Bercovici, Esq.
Mr. James T. Edmonds
General Manager, Port Terminal
Railroad Association

FILED

JAN 25 2005

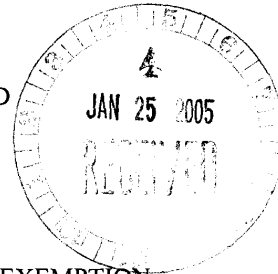
**SURFACE
TRANSPORTATION BOARD**

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BEFORE THE
SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 34657



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Office of Proceedings

JAN 25 2005

Part of
Public Record

BNSF RAILWAY COMPANY--TRACKAGE RIGHTS EXEMPTION--
UNION PACIFIC RAILROAD COMPANY

VERIFIED NOTICE OF EXEMPTION

FILED

JAN 25 2005

SURFACE
TRANSPORTATION BOARD

Sarah W. Bailiff
BNSF RAILWAY COMPANY
2500 Lou Menk Drive
P. O. Box 961039
Fort Worth, TX 76161-0039
(817) 352-2354

Dated: January 25, 2005

BEFORE THE
SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 34657

BNSF RAILWAY COMPANY --
TRACKAGE RIGHTS EXEMPTION--
UNION PACIFIC RAILROAD COMPANY

VERIFIED NOTICE OF EXEMPTION

1. BNSF Railway Company, formerly known as The Burlington Northern and Santa Fe Railway Company ("BNSF"),¹ files this verified notice of exemption pursuant to 49 C.F.R. §1180.2. Under this notice, BNSF will acquire overhead trackage rights from Union Pacific Railroad Company ("UP") (i) from between UP's Milepost 1.7 on UP's Glidden Subdivision and Strang yard, Texas at a station known as Tower 30 and UP's Milepost 21.5 on UP's Strang Subdivision ("UP Sections"), as identified on Exhibit 1 and as described under the terms of the Bayport Memorandum of Agreement, dated November 15, 2004 ("Bayport MOA"), a redacted version of which is attached hereto as Exhibit 2; and (ii) over those portions of a line of railroad owned by the Port of Houston ("PHA") and operated and maintained by the Port Terminal Railroad Association ("PTRA") between Tower 30 and Strang yard that UP jointly operates with PTRA pursuant to contractual arrangements with PHA and PTRA in order to access the Bayport

¹ Effective January 20, 2005, The Burlington Northern and Santa Fe Railway Company changed its name to BNSF Railway Company. The name change was not the result of a corporate restructuring or change in control of the company.

Loop as identified on Exhibit 1, collectively referred to as the "Joint Trackage." The trackage rights grant covers a total distance of approximately 15.6 miles. The trackage rights are restricted to the use of the Joint Trackage to serve a limited subset of traffic to/from certain Bayport Loop facilities expressly identified under the terms of the Bayport MOA, including: (i) delivering cars to UP or receiving cars from UP in connection with UP's performance of car handling and switching ("Alternative Industry Transfer") as provided in the Bayport MOA, and (ii) direct access to the Bayport Loop facilities to accommodate said traffic under limited conditions specified in the Bayport MOA. These trackage rights are needed in order to access BNSF's system trackage in the Houston terminal, including, without limitation, access to BNSF's existing rights between Tower 30 and the East and West Belts.

The acquisition of these trackage rights is based on a written agreement and is not filed or sought in responsive applications in a rail consolidation proceeding.

2. The following information is provided as required by 49 C.F.R. §1180.4(g)(1)(i):

Section 1180.6(a)(1)(i-iii).

UP has granted overhead trackage rights to BNSF in the Bayport, Texas area, as described above. Subject to approval of the Board, the trackage rights will become effective on February 1, 2005, and, except to the extent expressly provided otherwise in the MOA, will continue for a term of ninety-nine (99) years, or so long as operations continue under the trackage rights to Strang yard pursuant to the MOA, whichever is later. BNSF will operate its own trains with its own crews over the UP owned or operated lines under the trackage rights.

The carriers involved in this transaction and their business addresses are as follows:

BNSF Railway Company
2600 Lou Menk Drive
P. O. Box 961034
Fort Worth, TX 76161

Union Pacific Railroad Company
MS 1180
1400 Douglas Street
Omaha, NE 68179

Questions regarding this exemption should be sent to Sarah W. Bailiff, Senior General Attorney, BNSF Railway Company, P.O. Box 961039, Fort Worth, TX 76161-0039. The phone number is (817) 352-2354.

Consummation of the transaction will occur on February 1, 2005, and operations under this exemption are planned to begin on that date. The purpose of the trackage rights is to allow BNSF limited use of the Joint Trackage to serve a limited subset of traffic to/from the Bayport Loop facilities as described in Paragraph 1 above.

Section 1180.6(a)(5).

BNSF operates in the states of Alabama, Arizona, Arkansas, California, Colorado, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Minnesota, Missouri, Mississippi, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Tennessee, Texas, Utah, Washington, Wisconsin and Wyoming, and Canadian provinces of British Columbia and Manitoba. The trackage involved in the trackage rights agreement is located in the state of Texas.

Section 1180.6(a)(6).

The required map is attached hereto as Exhibit 1.

Section 1180.6(a)(7)(ii).

A copy of a redacted version of the Bayport MOA² covering this transaction is attached hereto as Exhibit 2. A copy of a draft implementing agreement is attached as Exhibit 3. Upon the execution of a final version of an implementing agreement by the parties, BNSF will supplement the record with a copy of the final implementing agreement.

Applicants are agreeable to the imposition of the standard labor protective conditions imposed by the Board pursuant to Norfolk and Western Ry. Co.--Trackage Rights--BN, 354 I.C.C. 605 (1978), as modified in Mendocino Coast Ry., Inc.--Lease and Operate, 360 I.C.C. 653 (1980).

² Although the basic trackage rights terms are not deemed confidential, other financial terms of the Bayport MOA are confidential by agreement of the parties and accordingly have been redacted. Should the Board require an unredacted version, BNSF will supplement with a filing under seal.

This transaction does not require the filing of an environmental report or an historic report under 49 C.F.R. §1105.6(c)(4) and §1105.8(b)(3) respectively.

Respectfully submitted,

Sarah W. Bailiff/als

Sarah W. Bailiff
BNSF RAILWAY COMPANY
2500 Lou Menk Drive
P. O. Box 961039
Fort Worth, TX 76161-0039
(817) 352-2354

SURFACE TRANSPORTATION BOARD

Notice of Exemption

STB Finance Docket No. 34657

BNSF RAILWAY COMPANY --
TRACKAGE RIGHTS EXEMPTION--
UNION PACIFIC RAILROAD COMPANY

BNSF Railway Company, formerly known as The Burlington Northern and Santa Fe Railway Company ("BNSF"), files this verified notice of exemption pursuant to 49 C.F.R. §1180.2. Under this notice, BNSF will acquire overhead trackage rights from Union Pacific Railroad Company ("UP") (i) from between UP's Milepost 1.7 on UP's Glidden Subdivision and Strang yard, Texas at a station known as Tower 30 and UP's Milepost 21.5 on UP's Strang Subdivision ("UP Sections"); and (ii) over those portions of a line of railroad owned by the Port of Houston ("PHA") and operated and maintained by the Port Terminal Railroad Association ("PTRA") between Tower 30 and Strang yard that UP jointly operates with PTRA pursuant to contractual arrangements with PHA and PTRA. The trackage rights are granted to allow BNSF to access a limited subset of facilities on the Bayport Loop, southeast of Houston, Texas. These trackage rights are needed in order to access BNSF's system trackage in the Houston terminal, including, without limitation, access to BNSF's existing rights between Tower 30 and the East and West Belts.

The trackage rights will be effective on February 1, 2005, and operations under this exemption are planned to begin on that date.

This notice is filed under §1180.2(d)(7). Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not stay the transaction.

Dated:
By the Board,
Vernon A. Williams,
Secretary.

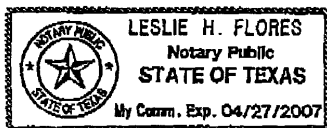
VERIFICATION

THE STATE OF TEXAS §
 §
COUNTY OF TARRANT §

Debbie Valentine, being duly sworn, deposes and says that she has read the foregoing notice of exemption and that the contents thereof are true and correct to the best of her knowledge and belief.

Debbie Valentine
Debbie Valentine

Subscribed and sworn to before me this 25th day of January, 2005.



Leslie H. Flores
Notary Public

My Commission expires:

04/27/07

CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing Verified Notice of Exemption was served on the following persons via UPS Overnight Mail on January 25, 2005:

Bob Opal
Union Pacific Railroad Company
1416 Dodge Street
Omaha, NE 68179

Larry Wzorek
Union Pacific Railroad Company
1416 Dodge Street
Omaha, NE 68179

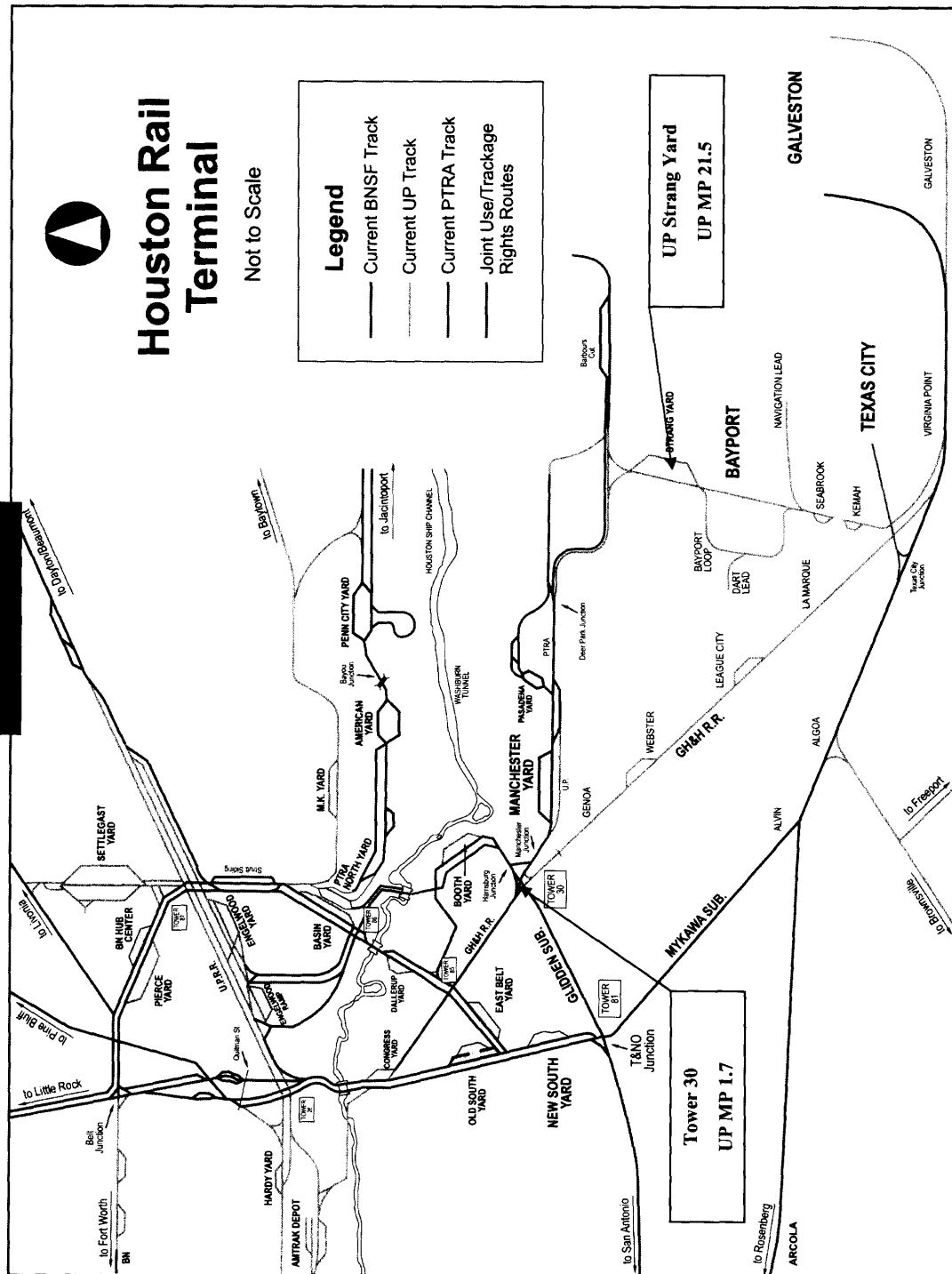
Bill Barr
Union Pacific Railroad Company
1416 Dodge Street
Omaha, NE 68179

Martin Bercovici
Keller and Heckman LLP
1001 G Street, NW
Washington, DC 20001

James T. Edmonds
Port of Houston Authority
111 East Loop North
Houston, TX 77029

General Manager
Port Terminal Railroad Association
8934 Manchester
Houston, Texas 77012-2149





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BEEN REDACTED

MEMORANDUM OF AGREEMENT
FOR
ACCESS TO CERTAIN BAYPORT, TEXAS FACILITIES

THIS AGREEMENT ("Agreement") is made as of this 15th day of November, 2004 ("Effective Date"), between UNION PACIFIC RAILROAD COMPANY, a Delaware corporation ("UP"), and THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY, a Delaware corporation ("BNSF").

RECITALS:

WHEREAS, BNSF and its producer partners in the San Jacinto Rail Limited Partnership ("SJRL") have jointly pursued authority to construct and operate a line of railroad to access the Bayport Loop area southeast of Houston; and

WHEREAS, UP and BNSF, conditioned upon review and approval of BNSF's SJRL partners, have reached agreement on terms for an alternative means of access to certain facilities in the Bayport Loop area; and

WHEREAS, UP and BNSF desire to set forth their agreement concerning BNSF's alternative access to serve certain Bayport, Texas facilities via a combination of trackage rights over certain UP lines and UP's performance of car handling and switching services for and on behalf of BNSF.

NOW THEREFORE, it is mutually agreed by and between the parties:

Section 1. UP agrees to grant BNSF access to TOTAL Petrochemicals (formerly ATOFINA Petrochemicals) (but excluding facilities of ARKEMA and American Acryl), Basell, Equistar and Lyondell facilities (collectively, "the customer partners") on the Bayport Loop as they existed on August 31, 2001, irrespective of current ownership (including any interest Sunoco has acquired from Lyondell/Equistar), as those facilities may exist or expand in the future at their geographic locations on the Bayport Loop, and to the Bayport tank farms (Odjfell and LBC Houston and their successors) (the "Tank Farms") to the extent permitted by Subsection 1(e) below (such facilities of the customer partners and the Tank Farms are referred to hereinafter collectively as the "customer partners' facilities").

- (a) Access via UP-performed car handling and switching ("Alternative Industry Transfer") from Strang yard.
- (b) UP builds a BNSF block at Strang yard. BNSF delivers blocks at Strang yard for each customer partners' facility accessed.
- (c)

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(d)

- (e) BNSF will have access to the Tank Farms only for business of the customer partners' facilities located on the Bayport Loop (including shipment of customer partners' facilities stored product and shipments of inbound/outbound product for vendors/suppliers and customers/receivers of customer partners' facilities). Such customers will certify compliance with this usage, with UP to have a right to audit.
- (f) No BNSF access to other customers or UP facilities on Bayport Loop through this Agreement.
- (g) No BNSF right to build in/build out, serve new industry, serve/locate transloads and team tracks on Bayport Loop through this Agreement.
- (h) Neither BNSF nor the customer partners will be allowed to store or hold cars on UP trackage either in Strang yard, on the Strang Subdivision, or on the Bayport Loop, except when directed to hold such cars by UP operating personnel.

Section 2. UP Grant of Trackage Rights to BNSF.

UP shall grant BNSF overhead trackage rights from Tower 30 to Strang yard to access Strang yard solely for the purpose of delivering and receiving cars at Strang yard for Alternative Industry Transfer by UP to customer partners' facilities on the Bayport Loop. UP and BNSF will jointly obtain Port of Houston and PTFA consent for overhead trackage rights over Port property. UP will support any and all actions to admit BNSF to this line segment for this traffic.

In the event Port of Houston and/or PTFA consent to use Port property to implement operations as UP currently performs operations into and out of the Bayport Loop cannot be obtained, BNSF may in its sole discretion terminate this Agreement on written notice to UP or

Section 3. Performance Standards.

Prior to commencement of operations under this Agreement, the parties agree to establish performance standards and control limits between (1) time cars received from BNSF at Strang yard and delivered to industry, and (2) time cars received from industry to delivery to BNSF at Strang yard, comparable to UP services for similar activities, with a mutually agreed dispute resolution process ("Bayport Operating Protocol"). Failure to comply with performance standards will trigger a cure period, after which BNSF can exercise trackage rights over the Strang Subdivision to directly serve the customer partners' facilities on the Bayport Loop if the measure of performance is not within control limits by the end of the cure period. If trackage rights are so exercised, BNSF will have the right to construct support facilities, including required property acquisition, at its sole expense. The Bayport Operating Protocol shall include the following key terms:

- (a) BNSF and UP will agree to delivery and pick-up time windows at Strang yard consistent with arrival and departure windows UP uses at Strang yard.
- (b) Following a cure period, BNSF will agree to pay a _____ charge for each car delivered at Strang yard which is misblocked, and a _____ charge for each car which is not picked up at Strang yard within the specified pick-up time window. That _____ charge will be waived if the cars are not available for pick-up in the time window for causes attributable to UP.

Issues or disputes arising under this Section will be submitted to the BNSF/UP Operations Review Group (which meets monthly) for resolution.

Section 4. Trackage Rights and Alternative Industry Transfer Services Compensation.

Trackage rights compensation, including annual adjustment, shall be based on the _____ Alternative Industry Transfer switching to/from Strang yard, at Strang yard and from/to the customer partners' facilities will be at a charge of _____ effective January 1, 2005, and shall be subject to adjustment pursuant to _____ of the _____

Additional intra-plant and intra-terminal switch moves by UP at Bayport on behalf of BNSF or the customer partners' facilities will be governed by applicable UP tariffs, provided such tariff provisions have general application to UP customers on the Loop and such charges are customary and consistent with industry custom and practice for similarly situated customers.

Section 5. BNSF retains the right to build into Bayport from Galveston Sub.

Section 6. BNSF agrees not to operate via TNO Jct. (other than straight through the junction without turning onto the Belt) unless a straight-away connection is built in the NE quadrant.

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Section 7. Effective January 1, 2005, BNSF will have access to any traffic to/from the customer partners' facilities that is not required to be moved under UP contracts entered into prior to the Effective Date of this Agreement.

Section 8. Consideration for Access Rights.

Section 9. Improvements Fund.

Section 10. Term. Subject to conditions precedent to acceptance of the terms of this Agreement, the parties intend to implement terms of this Agreement to become effective as of January 1, 2005, and, except to the extent expressly provided otherwise herein, said terms shall continue for a term of ninety-nine (99) years, or so long as operations continue under the trackage rights to Strang yard pursuant to this Agreement, whichever is later.

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Section 11. Grants of new trackage rights, unless otherwise noted, would be subject to terms of, including the dispatching protocol, except to the extent the parties have agreed otherwise in this agreement.

Section 12. Producer Partners' Approval. The effectiveness of BNSF's acceptance of any and all of the terms of this Agreement shall be conditioned upon the unconditional approval of the terms of this Agreement in writing by each of the producer partners in SJRL. BNSF's partners in SJRL may review and approve or reject the terms of this Agreement in their sole and absolute discretion. In the event BNSF is unable to obtain written approval of each SJRL partner on or before December 17, 2004, the terms of this Agreement shall be deemed null and void and of no effect.

Section 13. Notices. All notices, demands, requests, submissions and other communications which are required or permitted to be given pursuant to this Agreement shall be given by either party to the other in writing and shall be deemed properly served if delivered by hand, confirmed facsimile transmission, or mailed by overnight courier or by registered or certified mail, return receipt requested, with postage prepaid, to such other party at the address listed below:

If intended for UP:

Executive Vice President-Operation
Mail Stop 1180
1400 Douglas Street
Omaha, Nebraska 68179

With a copy to:

General Manager Joint Facilities
Mail Stop 1180
1400 Douglas Street
Omaha, Nebraska 68179

If intended for BNSF:

Sr. Vice President-Operations
2600 Lou Menk Drive
P.O. Box 961034
Fort Worth, Texas 76161-0034

With a copy to:

AVP Contracts and Joint Facilities
2600 Lou Menk Drive
P.O. Box 961034
Fort Worth, Texas 76161-0034

Notice of address change may be given any time pursuant to the provisions of this Section.

Section 14. Choice of Law

This Agreement shall be governed by the laws of the State of Texas without regard to any conflicts of law provisions of any jurisdiction.

Section 15. Severability

If any covenant or provision of this Agreement not material to the performance of the terms of this Agreement shall be adjudged void, such adjudication shall not affect the validity, obligation or performance of any other covenant or provision which is in itself

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valid. No controversy concerning any covenant or provision shall delay the performance of any other covenant or provision. Should any covenant or provision of this Agreement be adjudged void, the parties shall make such other arrangements as will affect the purposes and intent of this Agreement.

Section 16. Amendment

This Agreement may not be modified or amended except by an instrument in writing signed by both BNSF and UP.

Section 17. Execution

This Agreement (or any amendments hereto) may be executed in any number of counterparts and by UP and BNSF in separate counterparts, each of which shall be deemed an original. The exchange of copies of this Agreement and of signatures pages by facsimile transmission shall constitute effective execution and delivery of this Agreement as to the parties and may be used in lieu of the original Agreement for all purposes. Signatures of the parties transmitted by facsimile shall be deemed to be their original signatures for all purposes.

Section 18. Non-waiver

No failure on the part of either party or any of its agents to exercise, and no course of dealing with respect to, and no delay in exercising, any right, power or remedy hereunder shall operate as a waiver thereof; nor shall any single or partial exercise by either party or any of their agents of any right, power or remedy hereunder preclude any other or further exercise thereof or the exercise of any other right, power or remedy.

Section 19. Integration

The terms of this Agreement contain the entire agreement of the parties concerning the subject matters hereof, excepting agreement on final terms and conditions of any implementing agreements to be mutually agreed upon in writing between the parties as contemplated by this Agreement, and the terms hereof merge and supersede all prior understandings of the parties, whether oral or written, concerning the subject matter hereof.

Section 20. Dispute Resolution

(1) If at any time a question or controversy shall arise between the parties hereto in connection with this Agreement or the completion of implementing customary agreements upon which the parties cannot agree, such question or controversy shall be submitted to and settled by arbitration. Unless other procedures are agreed to by the parties, arbitration between the parties pursuant to this Section shall be governed by the rules and procedures set forth herein.

(2) If the parties to the dispute are able to agree upon a single competent and disinterested arbitrator within twenty (20) days after written notice by one party of its desire for arbitration to the other party, then the question or controversy shall be submitted to and settled by that single arbitrator. Otherwise, any party (the notifying party) may notify the other party (the noticed party) in writing of its request for arbitration

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and nominating one arbitrator. Within twenty (20) days after receipt of said notice, the noticed party shall appoint an arbitrator and notify the notifying party in writing of such appointment. Should the noticed party fail within twenty (20) days after receipt of such notice to name its arbitrator, said arbitrator may be appointed by the Chief Judge (or acting Chief Judge) of the United States District Court for the District of Columbia upon application by either party after ten (10) days' written notice to the other party. The two arbitrators so chosen shall select one additional arbitrator to complete the board. If the arbitrators so chosen fail to agree upon an additional arbitrator, the same shall, upon application of a party, be appointed by said judge in the manner heretofore stated.

(3) Upon selection of the arbitrator(s), said arbitrator(s) shall, with reasonable diligence, determine the questions as disclosed in said notice of arbitration, shall give both parties reasonable notice of the time and place (of which the arbitrator(s) shall be the judge) of hearing evidence and argument, may take such evidence as the arbitrator(s) shall deem reasonable or as either party may submit with witnesses required to be sworn, and hear arguments of counsel or others. If an arbitrator declines or fails to act, the party (or parties in the case of a single arbitrator) by whom the arbitrator was chosen or said judge shall appoint another to act in the arbitrator's place.

(4) After considering all evidence, testimony and arguments, said single arbitrator or the majority of said board of arbitrators shall promptly state such decision or award and the reasoning for such decision or award in writing which shall be final, binding, and conclusive on all parties to the arbitration when delivered to them. The award rendered by the arbitrator(s) may be entered as a judgment in any court having jurisdiction thereof and enforced as between the parties without further evidentiary proceeding, the same as entered by the court at the conclusion of a judicial proceeding in which no appeal was taken. Until the arbitrator(s) shall issue the first decision or award upon any question submitted for arbitration, performance under the Agreement shall continue in the manner and form existing prior to the rise of such question. After delivery of said first decision or award, each party shall forthwith comply with said first decision or award immediately after receiving it.

(5) Each party to the arbitration shall pay all compensation, costs, and expenses of the arbitrator appointed in its behalf and all fees and expenses of its own witnesses, exhibits, and counsel. The compensation, cost, and expenses of the single arbitrator or the additional arbitrator in the board of arbitrators shall be paid in equal shares by all parties to the arbitration.

(6) The parties may obtain discovery and offer evidence in accordance with the Federal Rules of Civil Procedure Rules 26 - 37, and Federal Rules of Evidence, as each may be amended from time to time.

(7) Interest computed annually, at a rate equal to the Prime Rate plus two (2) percentage points shall be applied to any and all arbitrator's awards requiring the payment of money and shall be calculated from thirty (30) days following the date of the applicable arbitration decision. The term "Prime Rate" shall mean the minimum commercial lending rate charged by banks to their most credit-worthy customers for short-term loans, as published daily in the Wall Street Journal.

Section 21. Governmental Approvals

Where applicable, each party shall, at its respective sole cost and expense, initiate by appropriate application or petition and thereafter diligently prosecute proceedings for the procurement of all necessary consent, approval or authority from any governmental agency or third parties for the sanction and implementation of this Agreement and any implementing agreements required by this Agreement and the operations to be carried on or conducted by the parties hereunder. The parties agree to cooperate fully to procure all such necessary consent, approval or authority.

Section 22. Construction of Terms

(1) In the event there shall be any conflict between the provisions of this Agreement or the terms of any implementing agreement, the terms of this Agreement shall control, unless the parties have expressly agreed otherwise.

(2) All section headings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

(3) Reference to any agency or other organization shall include any successor agency or organization.

Section 23. Successors and Assigns

Except as provided for otherwise herein, this Agreement and any rights granted hereunder may not be assigned in whole or in part by any party without the prior written consent of the other party. This Agreement may be assigned by any party without the prior written consent of the other party only (1) as a result of a merger, corporate reorganization, consolidation, change of control or sale of substantially all of its assets, (2) to an affiliate of the assigning party where the term "affiliate" means a corporation, partnership or other entity controlled, controlling or under common control with the assigning party, or (3) as a result of a sale or transfer of all or substantially all of either party's assets in the Bayport, Texas area. In the event of an authorized assignment, this Agreement and the implementing agreements hereunder shall be binding upon the successors and assigns of the parties, but an assignor shall remain responsible for any of its obligations hereunder to the extent not performed or complied with by its assignee.

Section 24. Covenant of Further Assurances

The parties agree to execute such other and further documents and to undertake such acts as shall be reasonable and necessary to carry out the intent and purposes of this Agreement.

Section 25. Confidentiality. The parties agree that each may make the general terms of this Agreement known to the public, and may describe it in subsequent communications to government officials and others. The parties agree, however, that the financial terms of this Agreement are confidential and shall not be disclosed, without the consent of the other party, to individuals not employed by or acting as counsel for or as consultants to UP or BNSF, except as required by law (e.g., appropriate securities regulations disclosures); provided, however, that BNSF may disclose such terms to its

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producer partners in SJRL in connection with requesting their approval, and as may be required in connection with the process of seeking any governmental approvals for its implementation; and provided further, that any such disclosure to BNSF's producer partners in SJRL shall require that each SJRL producer partner maintain the confidentiality of such terms.

IN WITNESS WHEREOF, authorized representatives of the parties have executed this agreement as of the Effective Date.

ACCEPTED AND AGREED:

ACCEPTED AND AGREED
CONDITIONED UPON WRITTEN
APPROVAL OF ALL SJRL CUSTOMER
PARTNERS:

UNION PACIFIC RAILROAD
COMPANY

THE BURLINGTON NORTHERN
AND SANTA FE RAILWAY COMPANY

By: *Dennis J. Duffly*
Its: EVPO

By: _____
Its: _____

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producer partners in SJRL in connection with requesting their approval, and as may be required in connection with the process of seeking any governmental approvals for its implementation; and provided further, that any such disclosure to BNSF's producer partners in SJRL shall require that each SJRL producer partner maintain the confidentiality of such terms.

IN WITNESS WHEREOF, authorized representatives of the parties have executed this agreement as of the Effective Date.

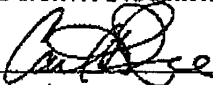
ACCEPTED AND AGREED:

ACCEPTED AND AGREED
CONDITIONED UPON WRITTEN
APPROVAL OF ALL SJRL CUSTOMER
PARTNERS:

UNION PACIFIC RAILROAD
COMPANY

THE BURLINGTON NORTHERN
AND SANTA FE RAILWAY COMPANY

By: _____

By:  _____

Its: _____

Its: EVP + COO

DRAFT Tower 30 to STRANG - 1-25-05

**DRAFT
TOWER 30 TO STRANG YARD, TEXAS
OVERHEAD TRACKAGE RIGHTS AGREEMENT**

THIS AGREEMENT made as of this ____ day of January, 2005, between **UNION PACIFIC RAILROAD COMPANY**, a Delaware corporation (hereinafter referred to as "Owner" or "UP"), and **BNSF RAILWAY COMPANY**, formerly known as The Burlington Northern and Santa Fe Railway Company, a Delaware corporation (hereinafter referred to as "User" or "BNSF").

WITNESSETH:

WHEREAS, UP and BNSF have entered into a Memorandum of Agreement dated November 15, 2004 ("Bayport MOA"), by which UP agreed to grant BNSF access (1) to certain facilities of the "customer partners" on the trackage known as the "Bayport Loop" as shown on Exhibit "C" attached hereto (the "Bayport Loop"), and (2) to the "Tank Farms", to the extent BNSF has access to the Tank Farms as specified in Section 1(e) of the Bayport MOA (such facilities of the customer partners and the Tank Farms are referred to collectively hereinafter as the "Bayport Loop Facilities") (any capitalized term used but not defined in this Agreement shall have the meaning given it in the Bayport MOA); and

WHEREAS, in order to facilitate BNSF's access to the Bayport Loop Facilities, the Bayport MOA requires UP to grant, conditioned upon receipt of necessary consents of Port of Houston Authority of Harris County, Texas ("PHA") and Port Terminal Railroad Association ("PTRA"), (1) overhead trackage rights on and along certain trackage and right of way which is owned by UP described in Section 1(a), below, and referred to hereinafter as the "UP Trackage," and (2) certain trackage which is owned by PHA and operated by UP jointly with PTRA described in Section 1(b), below, and referred to hereinafter as the "PHA Trackage;" and

WHEREAS, by Agreement dated January __, 2005, PHA and PTRA have granted UP the right to grant BNSF overhead trackage rights on and along the PHA Trackage.

WHEREAS, UP and BNSF wish to more specifically define the terms and conditions under which said trackage rights shall be exercised.

NOW, THEREFORE, it is mutually agreed by and between the parties:

Section 1. The UP Trackage; the PHA Trackage; the Joint Trackage.

(a) The UP Trackage consists of track structure in Houston, Texas, at a

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location known as Tower 30 (including connections from UP's Glidden Subdivision, UP's Galveston Subdivision and the PTR A Connection) in the vicinity of UP Milepost 1.7 on UP's Glidden Subdivision and Strang yard, Texas, in the vicinity of UP Milepost 21.5 on UP's Strang Subdivision as shown by bold and dashed lines on the attached print dated January __, 2005 (and identified as Exhibit "A") and further described in Section 1.8 of Exhibit "B."

(b) The PHA Trackage consists of trackage, owned by PHA but jointly operated by PTR A and UP, between Tower 30 and Strang yard shown by bold and cross-hatched lines on the attached print dated January __, 2005 (and identified as Exhibit "A") and further described in Section 1.8 of Exhibit "B."

(c) The UP Trackage and the PHA Trackage are referred to collectively hereinafter as the "Joint Trackage".

Section 2. General Conditions.

The General Conditions set forth in Exhibit "B" attached hereto are hereby made a part of this Agreement. Each capitalized term used and not otherwise defined in this Agreement shall have the meaning ascribed to it in the General Conditions. If any conflict between the General Conditions and this Agreement shall arise, the provisions of this Agreement shall prevail.

This Agreement is entered into to implement certain provisions of the Bayport MOA, set forth in redacted form as Exhibit "D" attached hereto and made a part of this Agreement. If any conflict between this Agreement (including its General Conditions) and the Bayport MOA shall arise, the provisions of the Bayport MOA shall prevail.

All amendments, supplements, modifications to and waivers of the terms of this Agreement shall be in writing and signed by the parties hereto.

Section 3. BNSF's Rights.

(a) Subject to the terms and conditions contained herein, UP grants to BNSF the nonexclusive right to use the Joint Trackage for the limited operation of Equipment in BNSF's account over the Joint Trackage in common with UP and such other railroad company or companies as UP has heretofore admitted or may hereafter at any time in the future admit to the joint use of all or part of the Joint Trackage (provided that such future admittance shall not materially hinder or obstruct the fair and reasonable exercise of the rights granted in this Agreement), such other railroad company or companies to hereinafter be considered UP for the purposes of this Agreement, it being understood and agreed that BNSF shall not have the right to:

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- (i) Switch industries or transload upon the Joint Trackage; or
- (ii) Set out, pick up or store Equipment upon the Joint Trackage, or any part thereof, except as otherwise provided in Sections 2.12, 2.13 and 2.14 of Exhibit B; or
- (iii) Serve any industry, team or house track, intermodal or auto facility now existing or hereafter located along the Joint Trackage; or
- (iv) Permit or admit any third party to the use of all or any portion of the Joint Trackage, nor, under the guise of doing its own business, contract or make any agreement to handle as its own Equipment over or upon the Joint Trackage, or any portion thereof, the Equipment of any such third party which in the normal course of business would not be considered the Equipment of BNSF; provided, however, that the foregoing shall not prevent BNSF, pursuant to a run-through agreement with any railroad, from using the locomotives and cabooses of another railroad as its own under this Agreement; or
- (v) Connect with itself or any other railroad along the Joint Trackage, except with its own lines or trackage or haulage rights lines at Tower 30; or
- (vi) Build-in to or build-out from any point on or along the Joint Trackage; or
- (vii) Interchange with any other railroad or perform haulage services for any other railroad on or along the Joint Trackage; or
- (viii) Operate Equipment to or from Strang yard via TNO Junction (other than straight through the junction without turning on to the Belt) unless a straightaway connection is built in the northeast quadrant; or
- (ix) Store or hold its own or the customer partners' cars on the Joint Trackage, except when directed to do so by UP operating personnel; or
- (x) Use this Agreement to access any facilities on the Bayport Loop except those and to the extent specifically provided for in the Bayport MOA.

(b) BNSF shall have the right to use the Joint Trackage for the sole purpose of accessing the Bayport Loop Facilities as permitted in the Bayport MOA ("Permitted Traffic") including: (1) delivering cars to UP, or receiving cars from UP, at Strang yard in connection with UP's performance of car handling and switching ("Alternative Industry Transfer") as provided in the Bayport MOA; or (2) direct access to the Bayport Loop Facilities in the event that UP does not comply with Performance Standards pursuant to the Bayport MOA and the Bayport Operating Protocol referenced in the Bayport MOA.

(c) The rights granted in Section 2 (a), above shall be for rail traffic of all kinds and commodities, both carload and intermodal (loaded or empty).

Section 4. GTM Rates.

(a) In addition to other payments to be made under this Agreement, BNSF shall remit to UP for the use of the Joint Trackage in the operation of its Equipment therealong and thereover, the total amount of the following sums monthly, computed pursuant to Section 9(a) of the Settlement Agreement, adjusted as provided in the joint filing submitted by UP and BNSF to the United States Surface Transportation Board on December 11, 2002, which sums per GTM ("GTM Rates") shall be deemed to include ordinary and programmed maintenance of the Joint Trackage, Changes in and/or Additions to the Joint Trackage (to the extent required by the first sentence of Section 2.2 of the General Conditions), operating expenses, interest rental, depreciation and taxes:

- (i) 2.9 mills per GTM for all Equipment, except as provided in Subsection (a)(ii) of this Section 4.
- (ii) 2.8 mills per GTM for unit trains (trains consisting entirely of sixty-seven (67) or more rail cars of bulk freight of a single commodity (except for intermodal shipments, unless of a single commodity), loaded or empty.

(b) For the purpose of computing the GTMs under this Section 4, it is mutually agreed that the distance between the designated points of the Joint Trackage is _____ miles. In the event that for whatever reason there is a change in the Joint Trackage that results in a change in the mileage provided herein, then the mileage distance would be adjusted up or down to reflect the new mileage and the new mileage would be used to calculate GTMs effective with commencement of train operations over the new track.

(c) The GTM Rates set forth in Section 4 (a) of this Agreement shall be subject to adjustment annually, commencing as of July 1, 2004, as follows:

The GTM Rates shall be adjusted upward or downward effective July 1 of each year during the term of this Agreement by the difference in the two (2) preceding years in UP's system average URCS costs for the categories of maintenance and operating costs covered by the GTM Rates. "URCS costs" shall mean costs developed using the Uniform Rail Costing System.

Upon every fifth anniversary of the effective date of this Agreement ("Anniversary Date"), either party may request, on ninety (90) days' written notice, that the parties jointly review the operations of the adjustment mechanism and renegotiate its application. If the parties do not agree on the need for or extent of adjustment to be made upon such re-negotiation, either party may request binding arbitration under Section 6 of the General Conditions. It is the intention of the parties that rates and charges for trackage rights and services granted under this Agreement reflect the same basic relationship to operating costs as upon execution of this Agreement.

Section 5. Additions.

(a) Except as provided in Section 5(b), below, or as may be expressly agreed otherwise in writing by both parties, expenditures for any future Changes in and/or Additions to the Joint Trackage, such as, but not limited to, sidings, Centralized Traffic Control, grade separations, and future connections, shall be handled as follows:

- (i) UP will consult with BNSF in advance on whether incremental capital expenditures are required to handle BNSF's traffic.
- (ii) Though the parties anticipate that no incremental capital expenditures to handle BNSF's business will be required to commence operations under this Agreement, BNSF will be solely responsible for any such capital expenditures incurred through December 31, 2009 that are required for currently unforeseen operating reasons to the extent attributable to operations to handle BNSF's traffic.
- (iii) Incremental capital expenditures necessary to handle BNSF's traffic incurred after December 31, 2009 will be apportioned between BNSF and UP on a usage basis considering car counts during the twelve month period immediately preceding the month in which construction on the project commenced. The use of the Joint Trackage by any third party shall be attributed to UP for the purposes of computing respective car counts for purposes of this Section.

(b) BNSF agrees that when entering or exiting the Joint Trackage, from its existing lines of railroad or trackage or haulage rights lines ("BNSF's Operations"), it shall do so without unreasonable interference or impairment of the Joint Trackage. However, BNSF agrees that if sufficient trackage is not available at such location(s) to facilitate BNSF's Operations, UP may require BNSF to construct additional trackage ("Improvements") in the vicinity of such location(s) as may be required in the reasonable judgment of UP, the cost and expense of which shall be borne solely by BNSF. In the event such Improvements are constructed at the cost and expense of BNSF, and UP chooses to use such Improvements, UP shall pay BNSF fifty percent (50%) of the cost of constructing such Improvements, plus per annum interest thereon at a rate equal to the average paid on 90-day Treasury Bills of the United States Government as of the date of completion until the date of use by UP commences. Per annum interest shall be adjusted annually on the first day of the twelfth (12th) month following the date of completion and every year thereafter on such date, based on the percentage increase or decrease in the average yield of 30-year U.S. Treasury Notes for the prior year compared to their average yield in first year of completion of the Improvements. Each annual adjustment shall be subject, however, to a "cap" (up or down) of two percentage points of the prior year's interest rate (i.e., the adjustment may not exceed an amount equal to two percentage points of the immediately preceding year's interest rate).

Section 6. Miscellaneous Provisions.

In order to ensure BNSF retains effective access to the Joint Trackage from the BNSF system, the parties agree that the terms of that certain Haulage Agreement at Houston, Texas dated October 8, 1997, as amended, granting BNSF haulage rights on UP's Galveston Subdivision between Congress Yard (West Belt Connection) in the vicinity of UP's Milepost 185.2 and the PTRC Connection in the vicinity of UP's Milepost 189.8, shall remain in effect for a term coterminous with this Agreement notwithstanding any provision to the contrary in said Haulage Agreement.

Section 7. Notices.

All notices, demands, requests, submissions and other communications which are required or permitted to be given pursuant to this Agreement shall be given by either party to the other in writing and shall be deemed properly served if delivered by hand, or mailed by overnight courier or by registered or certified mail, return receipt requested, with postage prepaid, to such other party at the address listed below:

If intended for UP:

Executive Vice President-Operation
MS 1180
1400 Douglas Street

With a copy to:

General Manager Joint Facilities
MS 1180
1400 Douglas Street

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Omaha, Nebraska 68179

Omaha, Nebraska 68179

If intended for BNSF:

With a copy to:

Sr. Vice President-Operations
2600 Lou Menk Drive
P.O. Box 961034
Fort Worth, Texas 76161-0034

AVP Contracts and Joint Facilities
2600 Lou Menk Drive
P.O. Box 961034
Fort Worth, Texas 76161-0034

Notice of address change may be given any time pursuant to the provisions of this Section 7.

Section 8. Effective Date, Term and Termination.

Subject to and conditioned upon approval of the U.S. Department of Transportation Surface Transportation Board, if required ("Condition Precedent"), this Agreement shall be effective as of the later of February 1, 2005 ("Effective Date") or the date upon which the Condition Precedent is satisfied, and shall remain in effect for the Term stated in the General Conditions.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first above written.

UNION PACIFIC RAILROAD COMPANY

BNSF RAILWAY COMPANY

By: _____
Its: General Manager Joint Facilities

By: _____
Its: _____



Houston Rail Terminal

Not to Scale

Legend

- Current BNSF Track
- Current UP Track
- Current PTR A Track
- Joint Use/Trackage Rights Routes

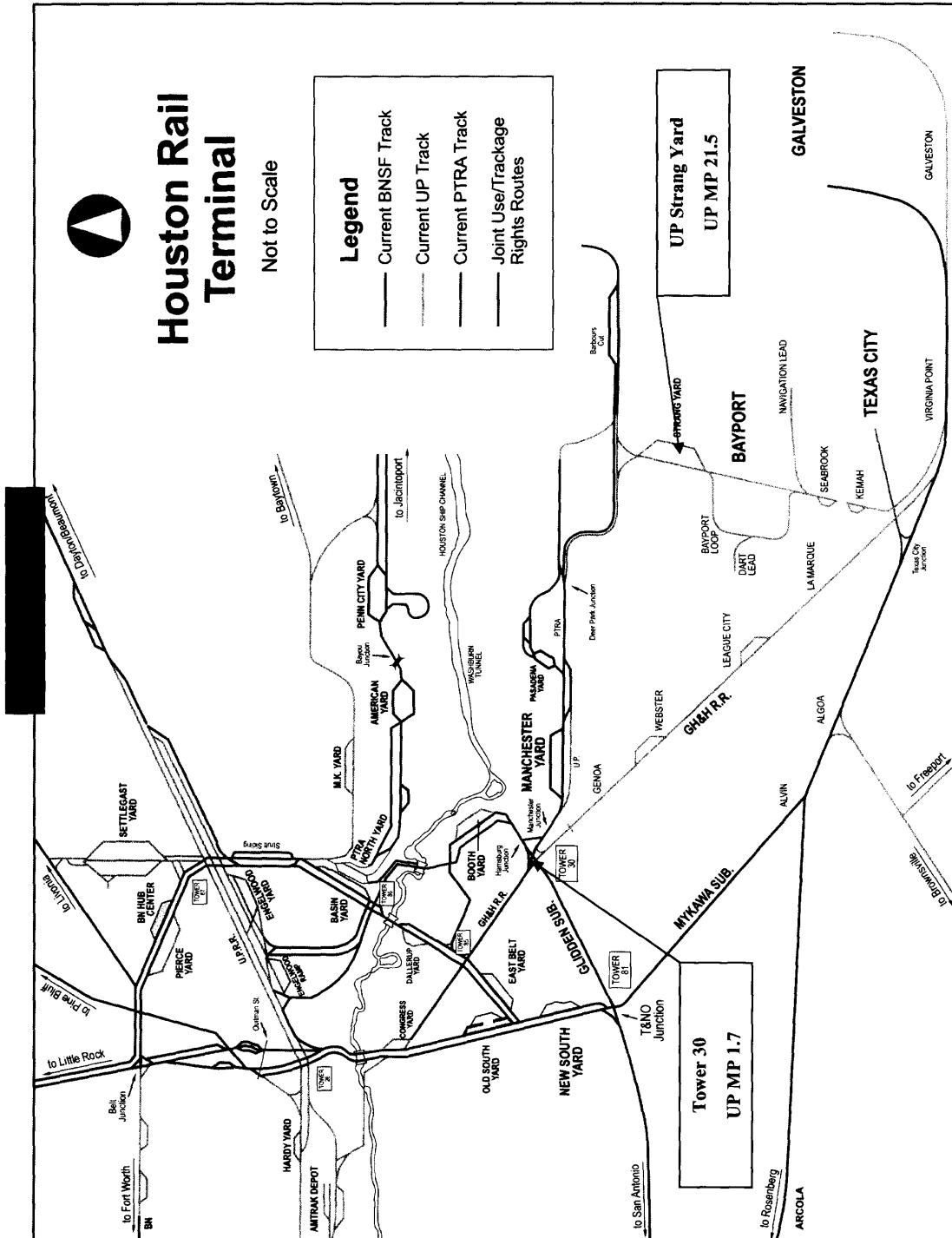


EXHIBIT "B"

GENERAL CONDITIONS

Section 1. DEFINITIONS

1.1 "Agreement" shall mean that certain agreement dated December __, 2004, to which this Exhibit "B" is appended.

1.2 "Annual" shall mean a calendar year.

1.3 "Car" shall mean one (1) rail car; provided, however, that each platform in an articulated rail car of two (2) or more platforms shall be counted as one (1) rail car, subject to modification by mutual agreement of the parties based upon changes in railroad technology.

1.4 "Changes in and/or Additions to" shall mean work projects and retirements, the cost of which is chargeable in whole or in part to Property Accounts during the term of this Agreement.

1.5 "Equipment" shall mean trains, locomotives, rail cars (loaded or empty), intermodal units (loaded or empty), cabooses, vehicles, and machinery which are capable of being operated on railroad tracks or on right-of-way for purpose of the maintenance or repair of such railroad tracks.

1.6 "GTM" shall mean gross ton mile which is the weight in tons for Equipment and lading transported over one (1) mile of track included in the Joint Trackage.

1.7 "GTM Handled Proportion" shall mean the GTMs handled over the Joint Trackage by or for a party divided by the total number of GTMs handled by or for all parties using the Joint Trackage, during the same period. For the purpose of computing such GTM's Handled Proportion, Equipment engaged in work service pertaining to construction, maintenance or operation of the Joint Trackage or Changes in and/or Additions to the Joint Trackage shall not be counted and GTMs of third parties shall be attributed to the Owner.

1.8 "Joint Trackage" shall mean the track structure of Owner as described in the Agreement including necessary right-of-way and all appurtenances, signals, communications, and facilities of Owner and all Changes in and/or Additions to said track structure now or in the future located as are required or desirable for the operation of the Equipment of the parties hereto.

1.9 "Mill" shall mean one-tenth of a cent (\$0.001 US).

1.10 "Owner" shall have the meaning given to it in the Agreement.

1.11 "Property Accounts" shall mean accounts so designated under the Uniform System of Accounts for Railroad Companies prescribed by the Interstate Commerce Commission, or any replacement of such system prescribed by the applicable federal regulatory agency, if any, and used by the parties hereto.

1.12 "STB" shall mean the Surface Transportation Board of the United States Department of Transportation or any successor agency.

1.13 "User" shall have the meaning given to it in the Agreement.

Section 2. MAINTENANCE, ADDITIONS, OPERATION, AND CONTROL

2.1 Owner shall have sole charge of the maintenance and repair of the Joint Trackage with its own supervisors, labor, materials and equipment. Owner, from time to time, may make such Changes in and/or Additions to the Joint Trackage as shall be required by any law, rule, regulation or ordinance promulgated by any government body having jurisdiction, or as Owner, in its sole discretion, shall deem necessary, subject to Section 2.2. Such Changes in and/or Additions to the Joint Trackage shall become a part of the Joint Trackage or in the case of retirements shall be excluded from the Joint Trackage.

2.2 Unless otherwise mutually agreed to by the parties in writing, Owner shall, (i) keep and maintain the Joint Trackage on a consistent basis at no less than the track standard designated in the timetable in effect on the date of the Agreement, including special instructions for the Joint Trackage as of the date of the Agreement, (ii) maintain at least the physical capacity of the Joint Trackage as of the date of the Agreement (i.e., number of main tracks, support tracks, signal systems, rail weight, line clearances, etc.), and (iii) be responsible for any Changes in and/or Additions to the Joint Trackage as shall be necessary to accommodate the traffic of Owner and User while maintaining existing service standards (including transit times) in effect on the date of the Agreement. In the event that User desires that the Joint Trackage be improved to a condition in excess of the standard set forth in this Section 2.2, or desires that other Changes in and/or Additions to be made to the Joint Trackage, Owner agrees to make such Changes in and/or Additions to the Joint Trackage if funded in advance by User. Thereafter, such Changes in and/or Additions to the Joint Trackage shall become part of the Joint Trackage and shall be maintained by Owner in such improved condition.

2.3 Owner shall employ all persons necessary to construct, operate, maintain, repair and renew the Joint Trackage. Owner shall be bound to use reasonable and customary care, skill and diligence in the construction, operation, maintenance, repair and renewal of the Joint Trackage and in managing of the same. Owner shall make its best effort to ensure that User is given the same advance notice of maintenance plans and schedules as is provided to Owner's personnel.

2.4 The trackage rights granted hereunder shall give User access to and joint use of the Joint Trackage equal to that of Owner. The management, operation (including dispatching) and maintenance of the Joint Trackage shall, at all times, be under the exclusive direction and control of Owner, the movement of Equipment over and along the Joint Trackage shall at all times be subject to the exclusive direction and control of Owner's authorized representatives and in accordance with such reasonable operating rules as Owner shall from time to time institute, but in the management, operation (including dispatching) and maintenance of the Joint Trackage, Owner and User shall be treated equally. All operating, dispatching and maintenance decisions by Owner affecting the movement of Equipment on the Joint Trackage shall be made pursuant to the BNSF-UP/SP Dispatching Protocols attached hereto as Attachment 1. User shall, at User's sole cost and expense, obtain, install and maintain necessary communication equipment to allow User's Equipment to communicate with Owner's dispatching and signaling facilities the same as Owner's trains so utilize. Owner shall consult with User prior to the adoption of new communication or signaling systems to be employed on the Joint Trackage, which have not theretofore been generally adopted in the railroad industry.

2.5 A Joint Service Committee ("Committee"), comprised of the chief transportation officers of Owner and User (or their designees) has been established, and is responsible for establishing rules or standards as appropriate to ensure equitable and non-discriminatory treatment, appropriate maintenance and efficient joint use of the Joint Trackage. The Committee shall meet when any party serves upon the other party thirty (30) days' written notice of its desire to meet to review the overall performance of Equipment on the Joint Trackage, conflicts, if any, experienced between Equipment of Owner and Equipment of User, grievances over the handling of particular Equipment or operational events, maintenance of the Joint Trackage, ways in which future conflicts may be minimized, ways of improving operations and maintenance of the Joint Trackage and such other relevant matters as the Committee may decide to consider. The Committee may issue standards or rules to prevent unnecessary interference or impairment of use of the Joint Trackage by either party or otherwise ensure fair and equal treatment as between Owner and User. Either party may request a special meeting of the Committee on reasonable notice to the other. Informal telephonic conferences shall be held by the Committee where appropriate to address immediate concerns of either party. It is expected that the work on the Committee shall be undertaken in a spirit of mutual cooperation consistent with the principles expressed in the Agreement.

2.6 If the use of the Joint Trackage shall at any time be interrupted or traffic thereon or thereover be delayed for any cause, neither party shall have or make any claim against the other for loss, damage or expense caused by or resulting solely from such interruption or delay.

2.7 Owner may from time to time provide any track or tracks on the Joint Trackage other than those delineated in Exhibit A to the Agreement for use by User provided there shall at all times be afforded User a continuous route of equal utility for the operations of its Equipment between the termini of the Joint Trackage. When such tracks

which are not part of the Joint Trackage are used as provided herein, the Agreement shall govern for purposes of direction and control and liability as if all movement had been made over the Joint Trackage.

2.8 Each party shall be responsible for furnishing, at its sole cost and expense, all labor, fuel, train supplies and other supplies necessary for the operation of its own Equipment over the Joint Trackage. In the event a party does furnish such labor, fuel or train and other supplies to another party, the party receiving the same shall promptly, upon receipt of billing therefor, reimburse the party furnishing the same for its reasonable costs thereof, including customary additives.

2.9 User shall be responsible for the reporting and payment of any mileage, per diem, use or rental charges accruing on Equipment in User's account on the Joint Trackage. Except as may be specifically provided for in this Agreement, nothing herein contained is intended to change practices with respect to interchange of traffic between the parties or with other carriers on or along the Joint Trackage.

2.10 Except as otherwise may be provided in the Agreement, User shall operate its Equipment over the Joint Trackage with its own employees, but before said employees are assigned or permitted to operate Equipment over the Joint Trackage as herein provided, and from time to time thereafter as and when reasonably requested by Owner, they shall be required to pass the applicable rules examinations required by Owner of its own employees. Owner shall delegate to specified User's officers the conduct of such examinations in the event User chooses to conduct such examinations. If an Owner officer conducts such examinations of employees of User, User shall pay Owner a reasonable fee for each employee so examined, such fee to be mutually agreed upon by the parties from time to time in a separate agreement. Notwithstanding any such examination, User shall be responsible for ensuring that its employees are qualified and have taken all such rules examinations. Upon request of User, Owner shall qualify one or more of User's supervisory officers as pilots and such supervisory officer or officers so qualified shall qualify employees of User engaged in or connected with User's operations on or along the Joint Trackage. At User's request, Owner shall furnish a pilot or pilots, at the expense of User, to assist in operating trains of User over the Joint Trackage. Should Owner ever require a pilot on User's Equipment after the initial start-up period on a frequent basis, that matter shall be referred to the Committee for resolution.

2.11 If any employee of User shall neglect, refuse or fail to abide by Owner's rules, instructions and restrictions governing the operation on or along the Joint Trackage, such employee shall, upon written request of Owner, be prohibited by User from working on the Joint Trackage. If either party shall deem it necessary to hold a formal investigation to establish such neglect, refusal or failure on the part of any employee of User, then upon such notice presented in writing, Owner and User shall promptly hold a joint investigation in which the parties concerned shall participate and bear the expense for their respective officers, counsel, witnesses and employees. Notice of such investigations to User's employees shall be given by User's officers, and such investigation shall be conducted in

accordance with the terms and conditions of schedule agreements between User and its employees. If, in the judgment of Owner, the result of such investigation warrants, such employee shall, upon written request by Owner, be withdrawn by User from service on the Joint Trackage, and User shall release and indemnify Owner from and against any and all claims and expenses arising from such withdrawal.

If the disciplinary action is appealed by an employee of User to the National Railroad Adjustment Board or other tribunal lawfully created to adjudicate such cases, and if the decision of such board or tribunal sustains the employee's position, such employee shall not thereafter be barred from service on the Joint Trackage by reason of such disciplinary action.

2.12 If any Equipment of User is bad ordered enroute on the Joint Trackage and (i) it is necessary that it be set out, and (ii) only light repairs to the Equipment are required, such bad ordered Equipment shall be promptly repaired, and, thereafter, be promptly removed from the Joint Trackage by User. Owner may, upon request of User and at User's sole cost and expense, furnish the required labor and material and perform light repairs to make such bad ordered Equipment safe for movement. The employees and Equipment of Owner while in any manner so engaged or while enroute to or returning to Owner's terminal from such an assignment shall be considered Sole Employees (as hereinafter defined) of User and Sole Property (as hereinafter defined) of User. However, should Owner's employees after repairing such bad ordered Equipment for User move directly to perform service for Owner's benefit rather than return to Owner's terminal, then User's exclusive time and liability will end when Owner's employees depart for work to be performed for Owner's benefit. In the case of such repairs by Owner to freight cars in User's account, billing therefor shall be in accordance with the Field and Office Manuals of the Interchange Rules, adopted by the Association of American Railroads ("AAR"), hereinafter called "Interchange Rules", in effect on the date of performance of the repairs. Owner shall then prepare and submit billing directly to and collect from the car owner for car owner responsibility items as determined under said Interchange Rules, and Owner shall prepare and submit billing directly to and collect from User for handling line responsibility items as determined under said Interchange Rules. Owner also shall submit billing to and collect from User any charges for repair to freight cars that are User's car owner responsibility items as determined under said Interchange Rules, should said car owner refuse or otherwise fail to make payment therefor. Repairs to locomotives shall be billed as provided for in Section 3 of these General Conditions.

2.13 If Equipment of User shall become derailed, wrecked, or otherwise disabled while upon the Joint Trackage, it shall be re-railed or cleared by Owner, except that employees of User may re-rail User's derailed Equipment on the Joint Trackage whenever use of motorized on or off track equipment is not required; however, in any such case, employees of User shall consult with and be governed by the directions of Owner. Owner reserves the right to re-rail Equipment of User when, in the judgment of Owner, Owner deems it advisable to do so to minimize delays and interruptions to train movement. The reasonable costs and expenses of rerailing or clearing derailed, wrecked or disabled

Equipment shall be borne by the parties in accordance with Section 5 of these General Conditions. Services provided under this section shall be billed in accordance with Section 3 of these General Conditions.

2.14 In the event Equipment of User shall be forced to stop on the Joint Trackage, and such stoppage is due to insufficient hours of service remaining among User's employees, or due to mechanical failure of User's Equipment (other than bad ordered Equipment subject to light repairs pursuant to Section 2.12), or to any other cause not resulting from an accident or derailment (including the failure of User to promptly repair and clear bad ordered Equipment pursuant to Section 2.12), and such Equipment is unable to proceed, or if a train of User fails to maintain the speed required by Owner on the Joint Trackage, or if, in emergencies, disabled Equipment is set out of User's trains on the Joint Trackage, Owner shall have the option to furnish motive power or such other assistance (including but not limited to the right to re-crew User's train) as may be necessary to haul, help or push such Equipment, or to properly move the disabled Equipment off the Joint Trackage. The reasonable costs and expenses of rendering such assistance shall be borne by User. Services provided under this section shall be billed in accordance with Section 3 of these General Conditions.

2.15 User shall pay to Owner reasonable expenses incurred by Owner in the issuance of timetables made necessary solely by changes in the running time of the trains of User over the Joint Trackage. If changes in running time of trains of Owner or third parties, as well as those of User, require the issuance of timetables, then User shall pay to Owner that proportion of the expenses incurred that one bears to the total number of parties changing the running time of their trains. If changes in running time of trains of Owner or third parties, but not those of User, require the issuance of timetables, then User shall not be required to pay a proportion of the expenses incurred in connection therewith.

2.16 User, at Owner's request, shall be responsible for reporting to Owner the statistical data called for in the Agreement, which may include, but is not limited to, the number and type of Equipment and GTMs operated on the Joint Trackage.

Section 3. BILLING

3.1 Billing shall be accomplished on the basis of data contained in a billing form mutually agreed to between the parties. Such billing forms shall contain sufficient detail to permit computation of payments to be made hereunder. Billing shall be prepared according to the rules, additives, and equipment rental rates as published by the Owner. User shall pay to Owner at the Office of the Treasurer of Owner, or at such other location as Owner may from time to time designate in writing, all the compensation and charges of every name and nature which in and by the Agreement User is required to pay in lawful money of the United States within sixty (60) days after the rendition of bills therefor. Bills shall contain a statement of the amount due on account of the expenses incurred, properties and facilities provided and services rendered during the billing period.

involving Equipment of or a train operated by User carrying Hazardous Materials shall occur on any segment of the Joint Trackage, any report required by federal, state or local authorities shall be the responsibility of User. User shall also advise the owner/shipper of the Hazardous Materials involved in the Derailment, and Owner, immediately.

In the event of a Derailment, Owner shall assume responsibility for cleaning up any release of Hazardous Materials from User's Equipment in accordance with all federal, state, or local regulatory requirements. User may have representatives at the scene of the Derailment to observe and provide information and recommendations concerning the characteristics of Hazardous Materials release and the cleanup effort. Such costs shall be borne in accordance with Section 5 of these General Conditions.

If a Hazardous Materials release caused by a derailment involving Equipment of User, or on a train operated by User, results in contamination of real property or water on the Joint Trackage or on real property or water adjacent to the Joint Trackage (whether such real property or water is owned by Owner or a third party), Owner shall assume responsibility for emergency cleanup conducted to prevent further damage. User shall be responsible for performing cleanup efforts thereafter. Any costs associated with cleaning up real property or water on or adjacent to the Joint Trackage contaminated by Hazardous Materials shall be borne in accordance with Section 5 of these General Conditions.

If Hazardous Materials must be transferred to undamaged Equipment or trucks as a result of a release caused by a derailment involving Equipment of User, or on a train operated by User, User shall perform the transfer; PROVIDED, HOWEVER, that if the Hazardous Materials are in damaged Equipment that is blocking the Joint Trackage, Owner, at its option, may transfer the Hazardous Materials with any costs associated with such transfer borne in accordance with Section 5 of these General Conditions. Transfers of Hazardous Materials by User shall only be conducted after being authorized by Owner.

4.3 The total cost of clearing a Derailment, cleaning up any Hazardous Materials released during such Derailment, and/or repairing the Joint Trackage or any other property damaged thereby shall be borne by the party or parties liable therefor in accordance with Section 5 of these General Conditions.

4.4 In the event of release of Hazardous Materials caused by faulty Equipment or third parties, cleanup will be conducted as stated in Sections 4.2 and 4.3 of these General Conditions.

Section 5. LIABILITY

5.1 General. The provisions of this Section 5 shall apply only as between the parties hereto and are solely for their benefit. Nothing herein is intended to be for the benefit of any person or entity other than the parties hereto. It is the explicit intention of the parties hereto that no person or entity other than the parties hereto is or shall be entitled to bring any action to enforce any provision hereof against any of the parties hereto, and the

assumptions, indemnities, covenants, undertakings and agreements set forth herein shall be solely for the benefit of, and shall be enforceable only by, the parties hereto. Notwithstanding anything contained in this Section 5, no provisions hereof shall be deemed to deprive Owner or User of the right to enforce or shall otherwise restrict any remedies to which they would otherwise be entitled under other provisions of this Agreement as a result of the other party's failure to perform or observe any other obligation or duty created by this Agreement. The provisions of this Section 5 shall apply as between the parties hereto irrespective of the terms of any other agreements between the parties hereto and other railroads using the Joint Trackage, and the allocation of liabilities provided for herein shall control as between the parties hereto.

5.2 Definitions and Covenants. The parties agree that for the purposes of this Section 5:

- (a) The term "Employee(s)" of a party shall mean all officers, agents, employees and contractors of that party. Such Employees shall be treated either as "Sole Employees" or "Joint Employees", as hereinafter specified;
- (b) "Sole Employees" and "Sole Property" shall mean one or more Employees, Equipment, tools and other equipment and machinery while engaged in, en route to or from, or otherwise on duty incident to performing service for the exclusive benefit of one party. Pilots furnished by Owner to assist in operating Equipment of User shall be considered the Sole Employees of User while engaged in such operations. Equipment shall be deemed to be the Sole Property of the party receiving the same at such time as deemed interchanged under AAR rules or applicable interchange agreements, or when such party is responsible for the car hire or per diem for the Equipment under agreement between the parties;
- (c) "Joint Employee" shall mean one or more Employees while engaged in maintaining, repairing, constructing, renewing, removing, inspecting or managing the Joint Trackage or making Changes in and/or Additions to the Joint Trackage for the benefit of both of the parties hereto, or while preparing to engage in, en route to or from, or otherwise on duty incident to performing such service for the benefit of both parties;
- (d) "Joint Property" shall mean the Joint Trackage and all appurtenances thereto, and all Equipment, tools and other equipment and machinery while engaged in maintaining, repairing, constructing, renewing, removing, inspecting, managing or making Changes in and/or Additions to the Joint Trackage for the benefit of both of the parties hereto, or while being prepared to engage in, en route to or from, or otherwise incident to performing such service;

- (e) "Loss and/or Damage" shall mean injury to or death of any person, including Employees of the parties hereto, and loss or damage to any property, including property of the parties hereto and property being transported by the parties, which arises out of an incident occurring on, the Joint Trackage and shall include liability for any and all claims, suits, demands, judgments and damages resulting from or arising out of such injury, death, loss or damage, except liability for punitive and exemplary damages. Loss and/or Damage shall include all costs and expenses incidental to any claims, suits, demands and judgments, including attorneys' fees, court costs and other costs of investigation and litigation. Loss and/or Damage shall further include the expense of clearing wrecked or derailed Equipment and the costs of environmental protection, mitigation or clean up necessitated by such wreck or derailment and shall include any liabilities for any third-party claims for personal injury or death, property damage, natural resource damage, or any penalties, judgments or fines associated with a release of any contaminants resulting from such wreck or derailment. Loss and/or Damage shall be reduced by any amount recovered from third parties;
- (f) Operating Employees of Owner whose service may be jointly used by the parties hereto for the movement of trains over the Joint Trackage, including, but not limited to, train dispatchers, train order operators, operator clerks and watchmen shall at the time of performing their services be deemed to be Sole Employees of the party hereto for whose benefit said services may be separately rendered (during the time they are so separately rendered) and be deemed to be Joint Employees of the parties hereto at such time as their services may be rendered for the parties' joint benefit;
- (g) All Employees, Equipment, tools and other equipment and machinery other than as described in (b), (c), (d) or (f) above or in Section 5.4 shall be deemed the Sole Employees of the employing party and the Sole Property of the using party;
- (h) Any railroad not a party to this Agreement heretofore or hereafter admitted to the use of any portion of the Joint Trackage, shall, as between the parties hereto, be regarded in the same light as a third party. Without limiting the generality of the foregoing, neither of the parties hereto assumes any responsibility to the other under the provisions of this Agreement for any Loss and/or Damage occasioned by the acts or omissions of any employees of any such other railroad, or for any Loss and/or Damage which such other railroad shall be obligated to assume in whole or in part pursuant to law or any agreement relating to such other railroad's use of any portion of the Joint Trackage;
- (i) For the purpose of this Section 5, Equipment of foreign lines being detoured over the Joint Trackage, and all persons other than Joint Employees

engaged in moving such Equipment, shall be considered the Equipment and Employees of the party hereto under whose detour agreement or other auspices such movement is being made.

5.3 Reimbursement and Defense. The parties agree that:

- (a) Each party hereto shall pay promptly Loss and/or Damage for which such party shall be liable under the provisions of this Section 5, and shall indemnify the other party against such Loss and/or Damage, including reasonable attorneys' fees and costs. If any suit or suits shall be brought against either of the parties hereto and any judgment or judgment shall be recovered which said party is compelled to pay, and the other party shall under the provisions of the Agreement be solely liable therefor, then the party which is so liable shall promptly repay on demand to the other party paying the same any monies which it may have been required to pay, whether in the way of Loss and/or Damage, costs, fees or other expenses; and if the Loss and/or Damage in such case or cases is joint or allocated between the parties to the Agreement, the party defendant paying the same or any costs, fees or other expenses shall be reimbursed by the other party as allocated pursuant to this Agreement;
- (b) Each party covenants and agrees with the other party that it will pay for all Loss and/or Damage, both as to persons and property, and related costs which it has herein assumed, or agreed to pay, the judgment of any court in a suit by third party or parties to the contrary notwithstanding, and will forever indemnify and save harmless the other party, its successors and assigns, from and against all liability and claims therefor, or by reason thereof, and will pay, satisfy and discharge all judgments that may be rendered by reason thereof, and all costs, charges and expenses incident thereto;
- (c) Each party hereto shall have the sole right to settle, or cause to be settled for it, all claims for Loss and/or Damage for which such party shall be solely liable under the provisions of this Section 5, and the sole right to defend or cause to be defended all suits for the recovery of any such Loss and/or Damage for which such party shall be solely liable under the provisions of this Section 5;
- (d) User shall provide written notice to Owner of any accidents or events resulting in Loss and/or Damage within seven (7) days of its discovery or receipt of notification of such occurrence;
- (e) In the event both parties hereto may be liable for any Loss and/or Damage under the provisions of this Section 5 ("Co-Liable"), and the same shall be settled by a voluntary payment of money or other valuable consideration by one of the parties Co-Liable therefor, release from liability shall be taken to

and in the name of all the parties so liable; however, no such settlement in excess of the sum of One Hundred Thousand Dollars (\$100,000) shall be made by or for any party Co-Liable therefor without the written consent of the other parties so liable, but any settlement made by any party in consideration of One Hundred Thousand Dollars (\$100,000) or a lesser sum shall be binding upon the other parties and allocated in accordance with Section 5.5; and no party shall unreasonably withhold its consent to a settlement proposed by the other party; provided, however, that failure by a party to secure consent from the other shall not release such other party to the extent the party who failed to obtain such consent demonstrates that the other party was not prejudiced by such failure.

- (f) In case a claim or suit shall be commenced against any party hereto for or on account of Loss and/or Damage for which another party hereto is or may be solely liable or Co-Liable under the provisions of this Section 5, the party against whom such claim or suit is commenced shall give to such other party prompt notice in writing of the pendency of such claim or suit, and thereupon such other party shall assume or join in the defense of such claim or suit as follows: If the claim or suit involves Loss and/or Damage to the Sole Employees or Sole Property of a party or its invitee or property in its care, custody or control, that party shall assume and control the investigation and defense of such claim or suit; if the claim or suit involves Loss and/or Damage to third parties, Joint Employees or the Joint Trackage, the party whose Sole Employees or Equipment were involved in the incident shall investigate and defend such claim or suit; and if such claim or suit involves Loss and/or Damage to third parties, Joint Employees or the Joint Trackage and neither or both party's Equipment and Sole Employees were involved in the incident, Owner shall investigate and defend such claim or suit; provided that the other party also may participate in the defense of any of the foregoing if it may have liability as a result of such incident;
- (g) No party hereto shall be conclusively bound by any judgments against the other party, unless the former party shall have had reasonable notice requiring or permitting it to investigate and defend and reasonable opportunity to make such defense. When such notice and opportunity shall have been given, the party so notified and the other party shall be conclusively bound by the judgment as to all matters which could have been litigated in such suit, including without limitation a determination of the relative or comparative fault of each.

5.4 Wrecks and Derailment. The cost and expense of repairing bad ordered Equipment, clearing wrecks or otherwise disabled Equipment or rerailing Equipment (and the costs of repair or renewal of damaged Joint Trackage or adjacent properties) shall be borne by the party whose Equipment was wrecked, disabled, or derailed or caused such damage. All Employees or Equipment, while engaged in, en route to or from, or otherwise

incident to operating wrecker or work trains clearing wrecks, disabled Equipment or Derailments or engaged in repair or renewal of the Joint Trackage subsequent to any such wreck, disability or Derailment, shall be deemed to be Sole Employees and/or Sole Property of the party whose Equipment was wrecked, disabled or derailed. However, such Employees or Equipment, while en route from performing such clearing of wrecks, disabled Equipment or Derailments or repairing or renewing the Joint Trackage to perform another type of service, shall not be deemed to be performing service incident to the instant wreck, disability or Derailment.

5.5 Allocation.

- (a) Each party shall bear all costs of Loss and/or Damage to its Sole Employees or its Sole Property, or property in its care, custody or control or its invitees without regard to which party was at fault.
- (b) Loss and/or Damage to third parties (i.e., any person or entity other than a party hereto, a Sole Employee of either party, a Joint Employee or an invitee of either party) or their property, to Joint Employees or their property or to Joint Property shall be borne by the parties hereto as follows:
 - (i) If the Loss and/or Damage is attributable to the acts or omissions of only one party hereto, that party shall bear and pay all of such Loss and/or Damage.
 - (ii) If such Loss and/or Damage is attributable to the acts or omissions of more than one party hereto, such Loss and/or Damage shall be borne and paid by those parties in accordance with a comparative negligence standard, whereby each such party shall bear and pay a portion of the Loss and/or Damage equal to the degree of causative fault or percentage of responsibility for the Loss and/or Damage attributable to that party without regard to laws limiting recovery if one party is more than fifty percent (50%) at fault.
 - (iii) Loss and/or Damage to third parties or Joint Employees occurring in such a way that it cannot be determined how such Loss and/or Damage came about shall be apportioned equally between the parties, provided that, without limitation, User shall not bear or incur any liability for claims, suits, demands, judgments, losses or damages resulting from environmental contamination of or hazardous material on or released from the Joint Trackage, except contamination or a release of hazardous materials from User's own Equipment or caused by or arising from the actions or omissions of User or User's Employees, and then only in accordance with the other provisions hereof.
- (c) The parties agree that the characterization herein of certain Employees as "Sole Employees" or "Joint Employees" is only for the purpose of allocating

Loss and/or Damage suffered by those Employees. Except as specified in subsection (a) of this Section 5.5 (which provides for the allocation of certain Loss and/or Damage between the parties without regard to fault), no party shall be liable for the acts or omissions (negligent or otherwise) of any other party's Employee.

5.6 OWNER AND USER EXPRESSLY INTEND THAT WHERE ONE PARTY IS TO INDEMNIFY THE OTHER PURSUANT TO THE TERMS OF THIS AGREEMENT, SUCH INDEMNITY SHALL INCLUDE (1) INDEMNITY FOR THE NEGLIGENCE OR ALLEGED NEGLIGENCE, WHETHER ACTIVE OR PASSIVE, OF THE INDEMNIFIED PARTY WHERE THAT NEGLIGENCE IS A CAUSE OF THE LOSS OR DAMAGE; (2) INDEMNITY FOR STRICT LIABILITY OF THE INDEMNIFIED PARTY RESULTING FROM A VIOLATION OR ALLEGED VIOLATION OF ANY FEDERAL, STATE OR LOCAL LAW OR REGULATION BY THE INDEMNIFIED PARTY, INCLUDING BUT NOT LIMITED TO THE FEDERAL EMPLOYERS LIABILITY ACT ("FELA"), THE SAFETY APPLIANCE ACT, THE BOILER INSPECTION ACT, THE OCCUPATIONAL SAFETY AND HEALTH ACT ("OSHA"), THE RESOURCE CONSERVATION AND RECOVERY ACT ("RCRA"), THE COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY ACT ("CERCLA"), THE CLEAN WATER ACT ("CWA"), THE OIL POLLUTION ACT ("OPA"), AND ANY SIMILAR STATE STATUTE IMPOSING OR IMPLEMENTING SIMILAR STANDARDS; AND (3) INDEMNITY FOR ACTS OR ALLEGED ACTS OF GROSS NEGLIGENCE OF THE INDEMNIFIED PARTY, OR OTHER CONDUCT ON THE PART OF THE INDEMNIFIED PARTY FOR WHICH PUNITIVE DAMAGES MIGHT BE SOUGHT.

5.7 Notwithstanding any provision to the contrary in this Agreement, liability and indemnity for Loss and/or Damage to Joint Employees shall be governed by the terms of Section 1 of that certain letter agreement between Owner and User, dated January 24, 2003 (the "Letter Agreement") for so long as the Letter Agreement remains in effect. Accordingly, for purposes of the application of Section 1 of the Letter Agreement, this Agreement shall be deemed to be an agreement identified in Exhibit A of the Letter Agreement.

Section 6. ARBITRATION

6.1 If at any time a question or controversy shall arise between the parties hereto in connection with the Agreement upon which the parties cannot agree, such question or controversy shall be submitted to and settled by arbitration. Unless other procedures are agreed to by the parties, arbitration between the parties pursuant to this Section 6 shall be governed by the rules and procedures set forth in this Section 6. The parties acknowledge that other procedures have been agreed to for resolution of disputes concerning compliance with the BNSF-UP/SP Dispatching Protocols (attached hereto as Attachment 1) which procedures are set forth in Paragraph 13 thereof.

6.2 If the parties to the dispute are able to agree upon a single competent and disinterested arbitrator within twenty (20) days after written notice by one party of its desire

for arbitration to the other party, then the question or controversy shall be submitted to and settled by that single arbitrator. Otherwise, any party (the notifying party) may notify the other party (the noticed party) in writing of its request for arbitration and nominating one arbitrator. Within twenty (20) days after receipt of said notice, the noticed party shall appoint an arbitrator and notify the notifying party in writing of such appointment. Should the noticed party fail within twenty (20) days after receipt of such notice to name its arbitrator, said arbitrator may be appointed by the Chief Judge (or acting Chief Judge) of the United States District Court for the District of Columbia upon application by either party after ten (10) days' written notice to the other party. The two arbitrators so chosen shall select one additional arbitrator to complete the board. If the arbitrators so chosen fail to agree upon an additional arbitrator, the same shall, upon application of a party, be appointed by said judge in the manner heretofore stated.

6.3 Upon selection of the arbitrator(s), said arbitrator(s) shall, with reasonable diligence, determine the questions as disclosed in said notice of arbitration, shall give both parties reasonable notice of the time and place (of which the arbitrator(s) shall be the judge) of hearing evidence and argument, may take such evidence as the arbitrator(s) shall deem reasonable or as either party may submit with witnesses required to be sworn, and hear arguments of counsel or others. If an arbitrator declines or fails to act, the party (or parties in the case of a single arbitrator) by whom the arbitrator was chosen or said judge shall appoint another to act in the arbitrator's place.

6.4 After considering all evidence, testimony and arguments, said single arbitrator or the majority of said board of arbitrators shall promptly state such decision or award and the reasoning for such decision or award in writing which shall be final, binding, and conclusive on all parties to the arbitration when delivered to them. The award rendered by the arbitrator(s) may be entered as a judgment in any court having jurisdiction thereof and enforced as between the parties without further evidentiary proceeding, the same as entered by the court at the conclusion of a judicial proceeding in which no appeal was taken. Until the arbitrator(s) shall issue the first decision or award upon any question submitted for arbitration, performance under the Agreement shall continue in the manner and form existing prior to the rise of such question. After delivery of said first decision or award, each party shall forthwith comply with said first decision or award immediately after receiving it.

6.5 Each party to the arbitration shall pay all compensation, costs, and expenses of the arbitrator appointed in its behalf and all fees and expenses of its own witnesses, exhibits, and counsel. The compensation, cost, and expenses of the single arbitrator or the additional arbitrator in the board of arbitrators shall be paid in equal shares by all parties to the arbitration.

6.6 The parties may obtain discovery and offer evidence in accordance with the Federal Rules of Civil Procedure Rules 26 - 37, and Federal Rules of Evidence, as each may be amended from time to time.

6.7 Interest computed annually, at a rate equal to the Prime Rate plus two (2) percentage points, shall be applied to any and all arbitrator's awards requiring the payment of money and shall be calculated from thirty (30) days following the date of the applicable arbitration decision. The term "Prime Rate" shall mean the minimum commercial lending rate charged by banks to their most credit-worthy customers for short-term loans, as published daily in the Wall Street Journal.

Section 7. GOVERNMENTAL APPROVAL and ABANDONMENT

7.1 Owner and User shall, at their respective cost and expense, initiate by appropriate application or petition and thereafter diligently prosecute proceedings for the procurement of all necessary consent, approval or authority from any governmental agency for the sanction of the Agreement and the operations to be carried on or conducted by User thereunder. User and Owner agree to cooperate fully to procure all such necessary consent, approval or authority.

7.2 In the event Owner shall be involuntarily dispossessed, including by threat of condemnation by competent public authority, of the right to operate upon and maintain any portion of its Joint Trackage and Owner fails or declines to replace said Joint Trackage, Owner shall have no obligation hereunder to provide tracks in replacement of such Joint Trackage for User's use, and User shall have and shall make no claim of any kind, legal or otherwise, against Owner for failure to provide such Joint Trackage for User's use.

7.3 To the extent that Owner may lawfully do so, Owner reserves to itself the exclusive right, exercisable at any time during the life of the Agreement without concurrence of User, to elect to abandon all or any part of the Joint Trackage by giving six (6) months' prior written notice to User of its intention so to do ("Notice of Abandonment").

Owner shall, concurrent with its Notice of Abandonment, if legally able to do so, give to User the option to purchase the part or parts of the Joint Trackage thereof to be abandoned, at the Net Liquidation Value thereof, on the date of said notice. "Net Liquidation Value" shall mean fair market value of land and salvage value of track components less the estimated cost of removal. User shall have three (3) months from the date of receipt of Owners notice to exercise its option and shall evidence the exercise of its option by giving owner written notice thereof. Thereafter User shall immediately make appropriate application to secure all necessary governmental authority for such transaction. Within thirty (30) days following the effective date of all requisite governmental approval of the transaction, User shall pay to owner the amount of money required to purchase said Joint Trackage to be abandoned at the aforesaid Net Liquidation Value. Upon the receipt of payment of such sum the Agreement shall terminate as to the part of the Joint Trackage so purchased by User. Contemporaneously with such payment, by instrument or instrument, Owner shall convey and assign by good and sufficient quit claim deed or deeds, bills of sale or other instruments, all of Owner's right, title, interest, and equity, in and to the Joint Trackage so purchased. Owner agrees that it shall promptly take all necessary action to

obtain from the trustees of its mortgages all releases or satisfactions covering the same and shall deliver to User such instruments.

If User fails to exercise the option herein granted within the time and in the manner above specified, Owner may forthwith proceed free of all obligation to User to, make appropriate application to secure all necessary governmental authority for such abandonment. User agrees that at such time it will concurrently make application for all necessary governmental authority for abandonment of its right to operate over the Joint Trackage. The Agreement shall terminate as to the section of Joint Trackage so abandoned upon the effective date of such approval by governmental authority.

7.4 Owner and User each shall be responsible for and shall bear labor claims, and employee protection payable to, its own respective employees (and employees of its respective affiliated companies) including any amounts that either Owner or User may be required to pay to its own respective employees pursuant to labor protective conditions imposed by the STB.

Section 8. CATASTROPHIC EXPENSE

Catastrophic expense to the Joint Trackage, such as, but not limited to, that arising from flood, earthquake or acts of God, etc., in excess of One Hundred Thousand Dollars (\$100,000) for each occurrence shall be billed in addition to the GTM Rates and apportioned on the basis of the parties' GTMs operated over the Joint Trackage for the twelve (12) month period ending immediately prior to the first day of the month of occurrence.

Section 9. TERM

9.1 The Agreement shall be effective upon execution and shall run for a term of ninety-nine (99) years (Term). User shall have the right to terminate the Agreement upon twelve (12) months' prior notice to Owner. Liabilities created under this Agreement shall survive any such termination.

9.2 Upon termination of the Agreement, or any partial termination, as the applicable case may be, however the same may occur, User shall be released from any and all manner of obligations and shall be deemed to have forever relinquished, abandoned, surrendered and renounced any and all right possessed by User to operate over that part of the Joint Trackage to which such termination applied, and as to such part, User shall forever release and discharge Owner of and from any and all manner of obligations, claims, demands, causes of action, or suits which User might have, or which might subsequently accrue to User growing out of or in any manner connected with, directly or indirectly, the contractual obligations of Owner under the Agreement, in all events provided, however, the aforesaid relinquishment, abandonment, surrender, renunciation, release and discharge by User shall not in any case affect any of the rights and obligations of either Owner or User which may have accrued, or liabilities accrued or otherwise, which

may have arisen prior to such termination or partial termination. Upon any termination, Owner shall remove from Owner's right of way any connecting track, and any exclusive facility of User, at User's expense with salvage to be delivered to and retained by User. Upon any partial termination of the Agreement, however the same may occur, the terms and conditions hereof shall continue and remain in full force and effect for the balance of the Joint Trackage.

Section 10. ASSIGNMENT

Except as provided in Section 3.5 and in the sentence immediately following, the Agreement and any rights granted hereunder may not be assigned in whole or in part by Owner or User without the prior written consent of the other. The Agreement may be assigned by Owner or User without the prior written consent of the other only (i) as a result of a merger, corporate reorganization, consolidation, change of control or sale of substantially all of its assets, or (ii) to an affiliate of the assigning party where the term "affiliate" means a corporation, partnership or other entity controlled, controlling or under common control with the assigning party. In the event of an authorized assignment, the Agreement and the operating rights hereunder shall be binding upon the successors and assigns of the parties.

Section 11. DEFAULT

11.1 Notwithstanding the provisions of Section 3 of these General Conditions, either party hereto claiming default of any of the provisions of the Agreement (including these General Conditions) shall furnish notice and written demand to the other party for performance or compliance with the covenant or condition of the Agreement claimed to be in default, which notice shall specify wherein and in what respect such default is claimed to exist and shall specify the particular Section or Sections of the Agreement under which such claim of default is made.

11.2 If the default shall continue for an additional period of thirty (30) days after receipt of such written notice and demand, and such default has not been remedied within said thirty (30) day period, or reasonable steps have not been nor continue to be taken to remedy a failure or default which cannot reasonably be remedied within said thirty (30) day period, and such default relates to the provisions and terms of the Agreement, either party shall resort to binding arbitration provided that the arbitrator shall not have the authority to amend, modify or terminate the Agreement.

11.3 Failure of a party to claim a default shall not constitute a waiver of such default. Either party hereto entitled to claim default may waive any such default, but no action by such party in waiving such default shall extend to or be taken to effect any subsequent defaults or impair the rights of either party hereto resulting therefrom.

Section 12. OTHER CONSIDERATIONS

12.1 The Agreement and each and every provision hereof is for the exclusive benefit of the parties hereto and not for the benefit of any third party. Nothing herein contained shall be taken as creating or increasing any right in any third person to recover by way of damages or otherwise against any of the parties hereto.

12.2 If any covenant or provision of the Agreement not material to the right of User to use the Joint Trackage shall be adjudged void, such adjudication shall not affect the validity, obligation or performance of any other covenant or provision which is in itself valid. No controversy concerning any covenant or provision shall delay the performance of any other covenant or provision. Should any covenant or provision of the Agreement be adjudged void, the parties shall make such other arrangements as will effect the purposes and intent of the Agreement.

12.3 In the event there shall be any conflict between the provisions of these General Conditions and the Agreement, the provisions of the Agreement shall prevail, except that the definition of Joint Trackage set forth in Section 1.7 of these General Conditions shall prevail.

12.4 All section headings are inserted for convenience only and shall not affect any construction or interpretation of the Agreement.

12.5 Reference to any agency or other organization shall include any successor agency or organization, and reference to any index or methodology (e.g., RCAF-U, URCS, etc.), if such index or methodology ceases to exist or is no longer available, shall include any substantially similar index or methodology selected by the parties or, if the parties fail to agree on such, one determined by binding arbitration under Section 6 of these General Conditions.

END OF EXHIBIT "B"