

Metro Real Estate Scanning Summary Sheet

TITLE	SAUGUS I P&SA BETWN. LACTC AND SPTC W/ RESPECT TO ALLA BRANCH, TAYLOR YARD, CORNFIELD, UNION STATION, AND LA RIVER BRIDGE MAJOR DOCS CONT.
CUSTOMER NAME	
THOMAS GUIDE COORDINATES	
ASSESSOR PARCEL NUMBER	
CONTRACT	
CATEGORY	RAILROAD ACQUISITION DOCS
EXECUTION DATE	December 21, 1990
NOTES	NON-BILLING - ACTIVE. FIRST AND SECOND AMENDMENTS, AGRMT REGARDING INTERIM USE OF TRACKS + AMENDMENT, SHARED USE AGRMT (SAUGUS AND VENTURA LINES) BTWN. SPTC AND LACTC, TERM SHEET, SHARED USE AGRMT FOR THE AZUSA BRANCH, CORRESPONDENCE, SETTLEMENT STATEMENTS, LEASES

FIRST AMENDMENT TO  
PURCHASE AND SALE AGREEMENT  
BETWEEN  
SOUTHERN PACIFIC TRANSPORTATION COMPANY  
AND  
LOS ANGELES COUNTY TRANSPORTATION COMMISSION

This First Amendment to Purchase and Sale Agreement is dated December 20, 1990 and amends the Purchase and Sale Agreement dated October 11, 1990, between Southern Pacific Transportation Company ("Seller") and Los Angeles County Transportation Commission ("Purchaser").

Recitals

A. On October 11, 1990, Seller and Purchaser entered into a Purchase and Sale Agreement (the "Agreement") under which Purchaser agreed to purchase from Seller and Seller agreed to sell to Purchaser certain land in Los Angeles County as more further described in said Agreement. One of the parcels of land covered by the Agreement is an abandoned branch line known as the "Alla Branch" consisting of approximately 11.5 gross acres of land. The city of Culver City, California, has recently exercised its right of eminent domain with respect to 1.61 gross acres of the Alla Branch as more particularly described in Exhibit A attached hereto. Culver City has received a Notice of Order for Prejudgment Possession with respect to that land.

Seller and Purchaser desire to delete from the Agreement the portion of the Alla Branch described on Exhibit A and to reduce the purchase price of the remaining portion of the Alla Branch (which will remain subject to the Agreement). Under the Agreement, LACTC is to pay \$8.01 per square foot for the Alla Branch. Consequently, the purchase price for the remaining portion of the Alla Branch will be reduced from \$4,000,000 to \$3,436,819.

B. Furthermore, the parties now desire to amend Section 4.2(e) of the Agreement, which refers to the exemption from the provisions of the Subdivision Map Act division of the California Government Code.

Agreement

NOW, THEREFORE, in consideration of the foregoing and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree to amend the Agreement as follows:

1. Amendment To Exhibit A. Paragraph (d) of Exhibit A to the Agreement is hereby amended by deleting from the description of the Alla Branch the land described on Exhibit A to this First Amendment.

2. Amendment To Purchase Price. The purchase price allocation set forth in subparagraph (d) of Exhibit A to the Agreement is hereby reduced from \$4,000,000 to \$3,436,819, and the purchase price for all of the properties covered by the Agreement as set forth in paragraph 1.4 of the Agreement is hereby reduced from \$450,000,000 to \$449,436,819.

3. Amendment to Section 4.2(e). The language of Section 4.2(e) is hereby deleted and in lieu thereof shall read as follows:

(e) This transaction is exempt from the provisions of the Subdivision Map Act division of the California Government Code because it constitutes a conveyance to a governmental agency or public entity (unless a showing is made under Section 66428 of such Act that public policy necessitates that a parcel map be filed in connection with this transaction). To Seller's knowledge, as of the Closing Date, no such showing has been made.

In addition, the parties agree that as an additional condition precedent to any Closing, no showing shall have been made under Section 66428 of the Subdivision Map Act that public policy necessitates that a parcel map be filed in connection with any transfer of any property subject to the Agreement.

4. No Other Effect. Except as set forth in this First Amendment to Purchase and Sale Agreement, all of the provisions of the Agreement shall remain in full force and effect.

SELLER:

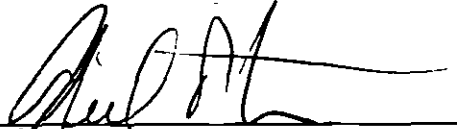
SOUTHERN PACIFIC TRANSPORTATION  
COMPANY, A DELAWARE CORPORATION

By: \_\_\_\_\_

S. David Steel  
Vice President

**PURCHASER:**

**LOS ANGELES COUNTY TRANSPORTATION  
COMMISSION**

By:   
Neil Peterson,  
Executive Director

A strip of land 60 feet in width, in the County of Los Angeles, State of California, the center line of which is described as follows:

Commencing at a point in the line between the Pedro Talamantes 120.71 Acre Allotment of the Rancho La Ballona (District Court Case No. 965), and the Manuel Valenzuela 28.15 Acre Allotment of the Rancho La Ballona (District Court Case No. 965) said point being Northwesterly along said line 918.30 feet distant from the Southerly line of said Allotment; thence South 34° 07' West 1160.41 feet, more or less, to a point in the line between the Jesus Talamantes 16.66 Acre Allotment of Rancho La Ballona (District Court Case No. 965) and the John D. Young 184.00 Acre Allotment of Rancho La Ballona (District Court Case No. 965) said latter point being Southeasterly along the Westerly line of the Jesus Talamantes 16.66 Acre Allotment and the Westerly line of the said Jesus Talamantes 104.08 Acre Allotment of the Rancho La Ballona (District Court Case No. 965) 1065.60 feet distant from the Southerly line of Ballona Road #2.

Said 60 foot strip of land as herein described being a portion of the Manuel Valenzuela 28.15 Acre Allotment and a portion of the Jesus Talamantes 16.66 Acre Allotment of Rancho La Ballona.

**SECOND AMENDMENT TO  
PURCHASE AND SALE AGREEMENT  
BETWEEN  
SOUTHERN PACIFIC TRANSPORTATION COMPANY  
AND  
LOS ANGELES COUNTY TRANSPORTATION COMMISSION**

This Second Amendment to Purchase and Sale Agreement is dated December 20, 1990 and amends the Purchase and Sale Agreement dated October 11, 1990, between Southern Pacific Transportation Company ("Seller") and Los Angeles County Transportation Commission ("Purchaser"), as amended to date.

1. Recitals. On October 11, 1990, Seller and Purchaser entered into a Purchase and Sale Agreement (the "Agreement") under which Purchaser agreed to purchase from Seller and Seller agreed to sell to Purchaser certain land in Los Angeles County as more further described in said Agreement. The parties have agreed upon certain modifications to the Agreement which pertain principally to the properties known as the Taylor Yard, the Midway Yard and the Cornfield Yard. Such modifications are further described below.

2. Relocation of Seller's Main Line. On a date selected by Purchaser by giving at least six months prior written notice to Seller (the "Relocation Notice"), which date shall be no earlier than September 1, 1991, Seller shall, at its sole cost and expense, cause its main line on the portion of Taylor Yard being purchased by Purchaser to be relocated from its present location onto Parcel G as shown on Exhibit A attached hereto. The timing of such relocation shall be coordinated with the anticipated commencement of Purchaser's commuter service utilizing Parcels A and B so that Seller may continue using its existing main line for as long as such use does not interfere with Purchaser's use of its property. Until the date specified in the Relocation Notice, Seller shall have a temporary exclusive easement to use its existing main line for rail operation substantially as presently used. Seller shall bear all costs and expenses in connection with such use of its existing main line and shall indemnify Purchaser and hold it harmless from any loss, damage, claim or expense arising on account of such use. The temporary easement set forth above shall terminate automatically on the date specified in the Relocation Notice, and after such date, Seller shall have no further right to use any portion of Parcels A, B or C for rail or any other purpose except as otherwise set forth herein.

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All references to Parcels are to the Parcels shown on Exhibit A attached hereto.

### 3. Relocation of C Yard.

(a) Seller presently uses a portion of Parcels B and C for support of its rail operations at the Los Angeles Transportation Center ("LATC") Such portion of the Taylor Yard is known as "C Yard." Seller understands that Purchaser plans to commence construction of a maintenance building on the area in Parcel B designated "Maintenance Facility" on Exhibit A. On the later of (i) April 1, 1991, or (ii) 60 days after Purchaser gives Seller written notice (a "Termination Notice") that it will begin work on a designated portion of the C Yard for construction of the Maintenance Facility (or for some other purpose), Seller shall cease utilizing that portion of the C Yard identified in the Termination Notice and shall have removed all tracks, ties and other railroad structures therefrom (other than Dayton Tower). Such track removal program shall be conducted at Seller's sole expense; however, Seller shall be entitled to all salvage resulting therefrom.

(b) Seller may continue to use portions of the C Yard for support of its LATC operation until the date designated in any Termination Notice from Purchaser requesting Seller to vacate such portion of the C Yard due to Purchaser's need to utilize such property. Seller shall bear all costs and expenses in connection with such use of the C Yard and shall indemnify Purchaser and hold it harmless from and against any loss, damage, claim or expense arising on account of such use.

### 4. Interlockers.

(a) Prior to the initiation of its commuter service on the Shared Use Facilities (as defined in the Shared Use Agreement for Saugus and Ventura Lines; to be entered into substantially in accordance with the term sheet negotiated by Purchaser and Seller [the "Shared Use Agreement"]), Seller shall, at Purchaser's sole cost and expense, install connections and a universal crossover at approximately the location designated "Commuter Rail Interlocker" on Exhibit A allowing Purchaser's commuter lines to cross Seller's No. 2 track at such location and to connect to Seller's No. 1 track, approximately as shown on the schematic drawing attached as Exhibit B. The design and construction of such connections and crossover shall be prepared by Purchaser but shall be subject to Seller's reasonable approval, which shall not be unreasonably withheld or delayed. Purchaser shall promptly reimburse Seller for all reasonable costs incurred in connection with installing such connections and crossover. Such crossover shall be controlled and dispatched by Seller pursuant to the Shared Use Agreement.

(b) Prior to the initiation of its commuter service on the Shared Use Facilities, Purchaser may, at its sole cost and expense, cause Seller to build a connection near Dayton Tower which will allow Purchaser to cross Seller's southbound

main line and connect to its northbound main line in an emergency. The approximate location of such connection is identified as "Possible Connection" on Exhibit A. Purchaser shall promptly reimburse Seller for all reasonable costs incurred in connection with installing such connection. Such connection, if constructed, will be controlled and dispatched as provided in the Shared Use Agreement. The design and construction of such connection shall be subject to Seller's prior written approval, which shall not be unreasonably withheld or delayed, and shall not interfere in any material manner with Seller's freight operations.

(c) If Purchaser constructs a connection near Dayton Tower as permitted in paragraph 4(b) above, Purchaser shall, prior to completing such junction and at its sole cost and expense, complete (i) bi-directional signalization and adjustment of any then existing automatic warning devices to such connection, and (ii) CTC to such connection.

5. Midway Yard.

(a) Pursuant to the Agreement, Purchaser intends to purchase the Midway Yard from Seller, and the parties have agreed that the Purchase Price Allocation for the Midway Yard is \$2,000,000.00.

(b) As of the date that Seller conveys Midway Yard to Purchaser, Purchaser agrees that until Purchaser commences commuter service on the Shared Use Facilities, Seller may from time to time "tail into" the property known as the Midway Yard, provided such rail operations do not interfere in any material way with Purchaser's operations in the Midway Yard. Seller shall obtain Purchaser's prior approval of any such operations. Seller shall indemnify Purchaser and hold it harmless from any loss, damage, claim or expense arising on account of such use.

6. Access Road.

(a) Each party hereby grants the other, their respective successors and assigns, a perpetual, non-exclusive easement 32 feet on either side of the property line separating Parcel C from Parcel D. In addition, (i) Purchaser hereby grants to Seller a perpetual, non-exclusive easement 32 feet on either side of an extension of the line separating Parcel C and Parcel D through Parcel A; and (ii) Seller hereby grants Purchaser a perpetual, non-exclusive easement 32 feet on either side of an extension of the property line separating Parcel C and Parcel D as it crosses Parcel G and curves southerly to intersect with the northerly property line of Parcel B approximately as shown on Exhibit A. All of such easements shall be for the purpose of constructing, maintaining and utilizing a private roadway from San Fernando Road to Parcels B and G.



(b) The access road constructed on the easements described above shall be constructed as a grade-separated crossing passing under Purchaser's commuter operations on Parcel A and Seller's main line on Parcel G. The road shall be constructed by Seller in connection with the relocation of its main line as contemplated by paragraph 2 hereof. The out-of-pocket cost of designing, constructing and maintaining said access road shall be shared 41.67% by Seller and 58.33% by Purchaser. Purchaser shall promptly reimburse Seller for its share of such costs. Any amount payable to either party under any provision of this Second Amendment which is not reimbursed within 60 days after billing shall bear interest at 12 percent per year until paid.

(c) The access easement granted by this paragraph 6 shall be substantially as set forth on Exhibit C attached hereto.

#### 7. Environmental Matters.

(a) The Taylor Yard has been designated as a California State Superfund Site pursuant to the California Health and Safety Code. The portion of the Taylor Yard being purchased by Purchaser (together with other property in the Taylor Yard retained by Seller) is subject to an Enforceable Agreement between Seller and the State of California, Health and Welfare Agency, Department of Health Services, dated April 9, 1990 (the "Enforceable Agreement"). Purchaser has been provided with a copy of the Enforceable Agreement.

(b) Seller hereby agrees that it will, at its sole cost and expense, take all action necessary or appropriate to comply with the Enforceable Agreement. Moreover, upon and subject to the terms and conditions of this paragraph 7, Seller agrees to indemnify, defend and hold harmless Purchaser, its officers, agents and employees, from and against all costs, fees, and expenses reasonably incurred by Purchaser on account of any legally required remediation of any Hazardous Materials (as defined below) present on the portion of the Taylor Yard being purchased by Purchaser on the date of such purchase due to any act of Seller or any party acting by, through or under Seller (including but not limited to any party leasing any portion of such property from Seller), the existence of which has been identified to Seller by written notice given by Purchaser within six years after the date of this Agreement.

(c) Within 60 days after receiving a Termination Notice pursuant to subparagraph 3(a) hereof, Seller agrees that it will have removed or otherwise remediated any Hazardous Materials located on the area designated in such Termination Notice to the extent required by the Department of Health Service ("DHS"). Moreover, on or before June 30, 1992, Seller shall have completed the remediation of all Hazardous Materials from

Parcels A, B and C to the extent required by DHS. All of such remediation shall be undertaken by Seller at its sole cost and expense.

(d) For purposes of this paragraph 8, "Hazardous Materials" shall mean those substances defined, on the date of this Agreement, as "hazardous substances," "hazardous materials" or "toxic substances" in the Comprehensive Environmental Responses, Compensation and Liability Act of 1980, as amended, 42 U.S.C. Sec. 9601 et seq.; the Hazardous Materials Transportation Act, 49 U.S.C. Sec. 1801 et seq.; the Resource Conservation and Recovery Act, 42 U.S.C. Sec. 6901 et seq.; and those substances defined on the date of this Agreement as "hazardous wastes" in Section 25117 of the California Health & Safety Code, or as "hazardous substances" in Section 25316 of the California Health & Safety Code, and in the regulations effective on the date of this Agreement adopted, published and/or promulgated pursuant to said laws.

(e) If, within six years after the date of this Agreement, Purchaser gives Seller written notice of the existence of any Hazardous Materials on the portion of the Taylor Yard being purchased by Purchaser which have not been previously remediated by Seller and which Purchaser is legally required to remediate, Seller, at its sole cost and expense, shall diligently proceed to remediate such Hazardous Materials to the extent required by any of the statutes identified in paragraph 7(d) as of the date of this Agreement. Promptly after receiving such notice, Seller shall prepare and submit to Purchaser for its approval (which shall not be unreasonably withheld), a proposed remedial action work plan (the "Work Plan") for remediating such Hazardous Materials. Purchaser shall promptly review such Work Plan and shall either approve or disapprove such Work Plan within 30 days after receipt thereof. If the Work Plan is not approved or disapproved within such 30-day period, the Work Plan shall be deemed to have been approved by Purchaser. The Work Plan shall include (i) an identification of the specific cleanup standards proposed by Seller for each contamination problem identified, (ii) a detailed cost estimate of the proposed remedial action, and (iii) the proposed timetable for remediating such contamination. If Purchaser does not approve the Work Plan, the parties shall cooperate in revising the Work Plan. If the parties cannot agree upon appropriate revisions within 60 days after disapproval, either party may submit such matter to arbitration as set forth below. This subparagraph 7(e) shall not, however, require Seller to remediate any Hazardous Material deposited by Purchaser after the Closing.

(f) Both parties agree to cooperate fully with DHS in connection with the environmental cleanup required by the Enforceable Agreement. Seller shall be the lead party in all contacts with DHS and shall consult with Purchaser with respect

to all material recommendations and proposals presented to DHS relating to any property owned by Purchaser.

(g) Purchaser hereby grants to Seller, its officers, directors, employees, contractors and agents an irrevocable license to enter onto the Property, upon reasonable notice to Purchaser and at reasonable times, from time to time as Seller shall deem necessary or appropriate to perform environmental testing and analysis and to take such actions as Seller may deem necessary or appropriate to remediate any Hazardous Materials. This license shall continue in full force and effect until Purchaser has unconditionally released Seller from all further liability or obligations whatsoever relating to Hazardous Materials. Seller shall cause any activities on the Property pursuant to this paragraph 7 to be conducted in such manner as not to unreasonably interfere with any activities of Purchaser on the Property, and shall indemnify Purchaser and hold it harmless from and against all costs, fees and expenses arising on account of Seller's activities pursuant to this subparagraph 7(g).

(h) Any dispute with respect to the Work Plan proposed pursuant to paragraph 7(e) shall be submitted to arbitration pursuant to the rules of the American Arbitration Association as then in effect. Each party shall request that one arbitrator be an independent California-licensed civil engineer who is experienced in California real estate and environmental cleanup matters. Each party shall pay one-half of the fees and expenses of the arbitrator.

8. Adjustment to Purchase Price. Due to revisions in the lot lines of Parcels A, B and C, Purchaser will be acquiring an additional 4.25 acres of land in Taylor Yard. Seller and Purchaser have agreed that the additional acreage has a value of \$3,702,600.00. Consequently, the purchase price for the land in Taylor Yard is hereby increased by that amount.

9. Cornfield Parcels. Purchaser shall have until January 30, 1991 to notify Seller of any Hazardous Materials discovered by Purchaser on the Cornfield Fee Parcel or the Cornfield Easement Parcel after December 16, 1990 for which remediation by Purchaser is legally required. Seller shall promptly cause up to six borings to be made no later than January 10, 1991 at locations selected by Purchaser, three on the Cornfield Fee Parcel and three (which may include one deep boring) on the Cornfield Easement Parcel. Seller shall also cause one groundwater sample each to be taken from the monitoring well that is currently located on the Cornfield Fee Parcel and the monitoring well nearest the Cornfield Easement Property. Seller shall notify Purchaser of the date(s) the borings and the groundwater sample will be taken and will afford Purchaser the opportunity to observe the borings and the sampling. The borings and the sampling shall be tested promptly at a laboratory selected by Purchaser, at Purchaser's expense, and the results of

the tests will be sent to Purchaser and Seller on or before the date ten days after the date that the last of the borings and sampling is taken. If the laboratory results indicate the presence of Hazardous Materials on the Cornfield Fee Parcel or the Cornfield Easement Parcel in amounts for which the aggregate remediation costs are reasonably estimated to exceed \$500,000.00, Seller shall have ten days after receipt of the laboratory results to elect either (x) to remediate such Hazardous Materials at Seller's sole cost and expense, or (y) to rescind the sale of the Cornfield Fee Parcel or the Cornfield Easement Parcel to Purchaser; if such remediation costs are estimated to be less than or equal to \$500,000.00, Seller shall promptly proceed to remediate such Hazardous Materials at Seller's sole cost and expense. Seller's election shall be made by written Notice to Purchaser. If Seller does not elect to rescind the sale, Seller's remediation shall be promptly commenced and shall be completed by June 30, 1992. If Seller elects to rescind the sale, Seller shall tender to Purchaser on or before January 31, 1991 (i) \$12,305,700 if the rescission relates to the Cornfield Fee Parcel or \$4,848,228 if the rescission relates to the Cornfield Easement Parcel, plus (ii) an indemnity agreement satisfactory to Purchaser indemnifying Purchaser and holding it harmless from and against any and all liability, cost or expense relating to any Hazardous Materials on the property to which the rescission applies, and shall receive from Purchaser in exchange therefor, a grant deed reconveying the Cornfield Fee Parcel to Seller subject to only matters affecting title on the date such Property was conveyed to Purchaser. If Seller elects to rescind the sale as to either parcel, Purchaser may elect, by written notice to Seller delivered within three business days after receipt of Seller's rescission notice, to reconvey to Seller both the Cornfield Fee Parcel and the Cornfield Easement Parcel, for the amounts and in the manner stated above.

10. Cooperation. Purchaser agrees to cooperate with Seller in all reasonable respects in order to minimize the costs of remediating Hazardous Materials located on the Property. In particular, Purchaser agrees to locate improvements to be constructed on the Property in areas which will minimize remediation of Hazardous Materials if such locations are reasonably available and suitable for such improvements.

11. Liquidated Damages.

(a) IN ADDITION TO THE REMEDIES SPECIFIED IN ARTICLE 9 OF THE AGREEMENT, IF (i) SELLER DOES NOT COMPLETE REMEDIATION OF ANY HAZARDOUS MATERIALS WITHIN THE TIME PERIOD SPECIFIED IN SUBPARAGRAPH 7(C) OR PARAGRAPH 9 OF THIS SECOND AMENDMENT, AND (ii) AS A DIRECT RESULT THEREOF PURCHASER IS ACTUALLY DELAYED IN COMMENCING CONSTRUCTION OF ANY IMPROVEMENT ON TAYLOR OR CORNFIELD YARD WHICH IS REASONABLY NECESSARY TO PROVIDE COMMUTER SERVICE TO THE PUBLIC, SELLER SHALL PAY PURCHASER \$2,500.00 FOR EACH DAY, NOT TO EXCEED \$500,000.00 IN THE

AGGREGATE, THAT CONSTRUCTION IS DELAYED DUE TO SELLER'S FAILURE TO COMPLETE SUCH REMEDIATION. HOWEVER, IN ORDER TO RECOVER UNDER THIS PARAGRAPH 11, PURCHASER MUST HAVE (x) COMPLETED THE DESIGN OF SUCH IMPROVEMENT IN ACCORDANCE WITH ALL APPLICABLE LAWS AND REGULATIONS, (y) RECEIVED THE BIDS FOR A CONTRACT FOR THE CONSTRUCTION OF SUCH IMPROVEMENT, AND (z) OBTAINED ALL NECESSARY PERMITS THAT ARE CUSTOMARILY OBTAINED BY A PROPERTY OWNER FOR SUCH CONSTRUCTION, UNLESS SUCH PERMITS CANNOT BE OBTAINED DUE TO THE FACT THAT SELLER HAS NOT YET COMPLETED THE REMEDIATION.

(b) THE PARTIES ACKNOWLEDGE THAT PURCHASER'S ACTUAL DAMAGES IN THE EVENT OF A DEFAULT BY SELLER WOULD BE EXTREMELY DIFFICULT OR IMPRACTICABLE TO DETERMINE. THEREFORE, BY PLACING THEIR RESPECTIVE SIGNATURES BELOW, THE PARTIES ACKNOWLEDGE THAT (i) THE ABOVE LIQUIDATED DAMAGES PROVISION HAS BEEN AGREED UPON, AFTER NEGOTIATION, AS THE PARTIES' REASONABLE ESTIMATE OF PURCHASER'S DAMAGES AGAINST SELLER IN THE EVENT OF SUCH A DEFAULT BY SELLER AS DESCRIBED IN THE ABOVE LIQUIDATED DAMAGES PROVISION, (ii) THEY HAVE READ AND UNDERSTOOD THE ABOVE PROVISION COVERING LIQUIDATED DAMAGES, AND (iii) EACH PARTY WAS REPRESENTED BY COUNSEL WHO EXPLAINED THE CONSEQUENCES OF THIS LIQUIDATED DAMAGES PROVISION AT THE TIME THIS AGREEMENT WAS EXECUTED.

PURCHASER:



SELLER:




12. No Other Effect. Except as set forth in this Second Amendment to Purchase and Sale Agreement, all of the provisions of the Agreement shall remain in full force and effect.

SELLER:

SOUTHERN PACIFIC TRANSPORTATION  
COMPANY, A DELAWARE CORPORATION


By:

  
\_\_\_\_\_  
S. David Steel,  
Vice President

PURCHASER:

LOS ANGELES COUNTY TRANSPORTATION  
COMMISSION

By:

  
\_\_\_\_\_  
Neil Peterson,  
Executive Director

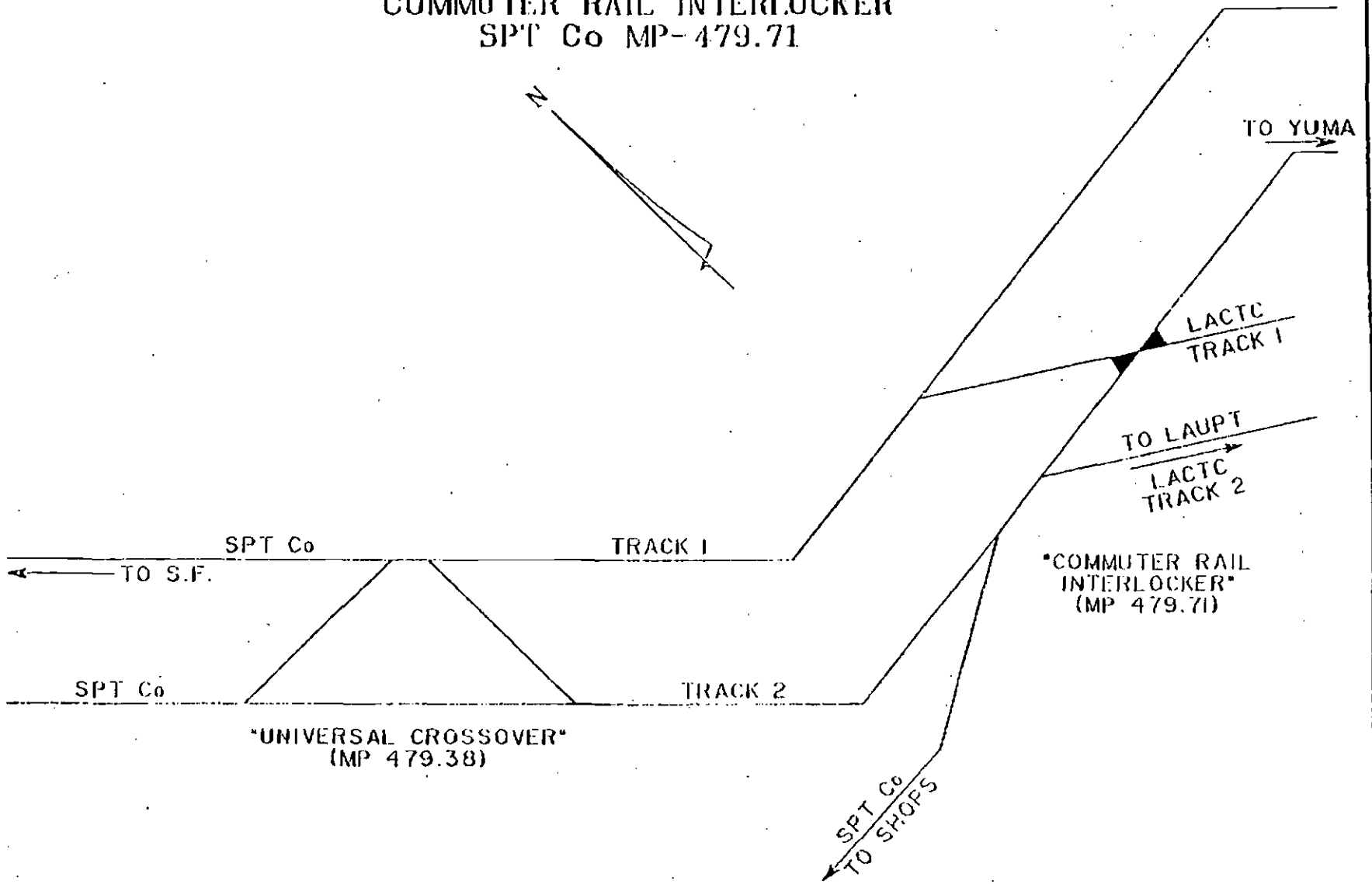
**EXHIBIT A TO SECOND AMENDMENT**

**MAP OF TAYLOR YARD**

**EXHIBIT B TO SECOND AMENDMENT**

**COMMUTER RAIL INTERLOCKER**

EXHIBIT "B"  
COMMUTER RAIL INTERLOCKER  
SPT Co MP-479.71



NOT TO SCALE



## EXHIBIT C TO SECOND AMENDMENT

### ROADWAY EASEMENT

THIS ROADWAY EASEMENT is dated December \_\_\_\_, 1990 and is between Southern Pacific Transportation Corporation, a Delaware corporation ("SPT"), and Los Angeles County Transportation Commission ("LACTC").

1. Recitals. The parties each own property in the City of Los Angeles adjacent to San Fernando Road which is known as the "Taylor Yard." The parties desire to grant each other mutual easements over a portion of their respective property for the construction of a private road from San Fernando Road westerly under SPT's main line through Taylor Yard and under LACTC's proposed commuter line through Taylor Yard. The road will provide access to parcels of land owned each of the parties adjacent to the Los Angeles River. Accordingly, the parties agree as set forth below.

2. Grant By SPT. SPT hereby grants to LACTC and its successors-in-ownership of the land described in Exhibit C, a perpetual, non-exclusive easement (a) 32 feet wide along the northerly side of the centerline described in Part 1 of Exhibit A attached hereto, and (b) 32 feet on either side of the centerline described in Part 2 of Exhibit A attached hereto.

3. Grant By LACTC. LACTC hereby grants to SPT and its successors-in-ownership of the land described in Exhibit B, a perpetual non-exclusive easement (a) 32 feet wide along the southerly side of the centerline described in Part 1 of Exhibit A attached hereto, and (b) 32 feet on either side of the centerline described in Part 3 of Exhibit A attached hereto.

4. Purpose. The easements granted by each party as set forth above are for the use as a private roadway to allow pedestrian and vehicular ingress to and egress from the property described in Exhibits B and C attached hereto (the "Benefitted Property"). The easements shall be for use by the owners of the Benefitted Property from time to time, and their respective employees, contractors, lessees, licensees, invitees and guests. The easement granted by SPT shall run with and benefit the property described in Exhibit C. The easement granted by LACTC shall run with and benefit the property described in Exhibit B.

5. Construction and Maintenance of Roadway. The roadway shall be designed and constructed by SPT. Prior to construction of the roadway, SPT shall submit plans and specifications for the roadway to LACTC for its approval, which shall not be unnecessarily withheld or delayed. SPT shall pay 41.67% of the costs of designing and constructing the roadway and LACTC shall pay 58.33% of such costs and expenses. After construction, the owner of the property described in Exhibit C attached hereto shall be responsible for maintaining the roadway in a good and safe condition in accordance with standards reasonably acceptable to the owner of the land described in Exhibit B. The costs of maintaining such roadway shall be shared in the same proportions as the cost of road design and construction. In case either party does not perform its obligations as set forth in this paragraph within sixty days after notice thereof (unless such performance cannot be completed within such 60 day period and such performance is commenced within such 60 day period and diligently prosecuted to completion), the other party may perform the obligations of the defaulting party and be entitled to reimbursement from the defaulting party of the defaulting party's share of such costs and expenses. Any amount payable hereunder which is not paid within 30 days after billing shall bear interest at 3 percent over the prime rate charged from time to time by Bank of America N.A.

6. Indemnification. Each party shall indemnify the other and save the other harmless from and against any and all demands, claims, causes of action or judgments, and all reasonable expenses (including without limitation, reasonable attorney's fees) incurred in connection with any injury to person, loss of life or damage to property occurring in connection with the easements granted under this Roadway Easement and arising out of the use of the easements by any person permitted by such party to use the easement if caused by the act, omission or neglect of the indemnifying party, its employees, contractors, lessees, licensees, invitees or guests.

7. Inconsistent Uses. Neither party shall use the property covered by easements granted hereunder for any purpose which interferes with the use of the easements for roadway purposes as set forth herein. Notwithstanding the foregoing (a) SPT may operate trains on its main line passing over the roadway, and (b) LACTC may operate trains on its commuter lines passing over the roadway.

8. General Provisions. (a) The parties agree that monetary damage for breach of the terms and conditions contained in this Roadway Easement would be extremely

difficult to determine and may be inadequate. Therefore, the terms and conditions of this Roadway Easement shall be specifically enforceable; (b) this Roadway Easement shall be governed by and construed in accordance with the laws of the State of California; (c) the article and section headings in this Roadway Easement are for convenience only and shall not be used in its interpretation or considered part of this Roadway Easement; (d) no provision of this Roadway Easement shall be altered, amended, revoked or waived except by an instrument in writing signed by the party to be charged with such amendment, revocation or waiver. This Roadway Easement shall be binding upon and shall inure to the benefit of the parties hereto and their respective successors and assigns; (e) if any clause or provision of this Roadway Easement is illegal, invalid or unenforceable under applicable present or future laws, then it is the intention of the parties that the remainder of this Roadway Easement shall not be affected but shall remain in full force and effect.

IN WITNESS WHEREOF, the parties to this Roadway Easement have duly executed it as of this day and year first above written.

**SELLER:**

SOUTHERN PACIFIC TRANSPORTATION  
COMPANY, a Delaware corporation

By: \_\_\_\_\_  
Title: \_\_\_\_\_

**PURCHASER:**

LOS ANGELES COUNTY  
TRANSPORTATION COMMISSION

By: \_\_\_\_\_  
Title: \_\_\_\_\_

AGREEMENT REGARDING INTERIM USE OF TRACKS

THIS AGREEMENT dated as of October 26, 1990, is entered into between Southern Pacific Transportation Company, a Delaware corporation ("Seller"), and the Los Angeles County Transportation Commission ("Purchaser") with reference to the following facts:

A. Seller and Purchaser have entered into a Purchase and Sale Agreement dated October 11, 1990 (the "Purchase Agreement"), pursuant to which Seller has agreed to sell to Purchaser certain railroad rights-of-way, together with certain adjoining land and improvements, located in the State of California, all of which are included in the definition of "Property" in the Purchase Agreement.

B. The Purchase Agreement provides for several closings in phases of the rights-of-way and other properties. Although certain operating railroad rights-of-way are being sold in their entirety, Seller desires to provide continuing freight service on those rights-of-way following each Closing with respect to a right-of-way.

C. Purchaser is willing to permit Seller to continue such freight service on the terms set forth herein.

NOW, THEREFORE, the parties hereto agree as follows:

1. Scope. This Agreement shall apply only to those portions of the Operating Land identified in Exhibit A of the Purchase Agreement as follows: the Burbank Branch, the West Santa Ana Branch, the State Street Branch, the Azusa Branch, the

Baldwin Park Branch and that portion of the Santa Monica Branch between milepost 485.69 and milepost 494.65. References in this Agreement to "rail lines," "rail lines located on the Property" and similar references shall mean and include only rail lines on the portions of the Operating Land included within the scope of this Agreement by this Section 1. The provisions of this Agreement shall become operative as to a rail line only upon the Closing of the purchase of that rail line by Purchaser.

2. Pre-Commute Period.

(a) Seller currently provides and will provide, as a common carrier, rail service to Served Shippers using rail lines located on the Property. Seller shall retain the sole right and obligation to use the existing rail lines (subject to Permitted Exceptions) to provide freight rail service for the Pre-Commute Period; provided, however, the service by Seller shall be limited to Local Freight Rail Service. With respect to the State Street Branch, Seller shall also retain the right to move "bridge" or "overhead" traffic during the Pre-Commute Period. During such period, Seller shall have the exclusive right to provide freight rail service, and neither Purchaser nor any person or entity other than Seller shall be permitted to provide Local Freight Rail Service or "bridge," "overhead" or any other freight rail service using the rail lines on the Property. Unless otherwise required by law, Seller shall not make any physical modifications to the track structures for the purpose of providing Local Freight Rail Service to any shipper other than a

currently served shipper, unless Seller shall have given at least 90 days' prior written notice thereof to Purchaser. Furthermore, Seller shall notify Purchaser in writing as soon as is reasonably practicable that Seller intends to provide or is providing freight rail service to any shipper on any rail line other than a currently-served shipper. Unless otherwise required by law, Seller shall not materially extend or increase its freight rail service obligations to any Served Shipper except on the Azusa Branch without providing notice thereof to Purchaser as soon as is reasonably practicable. Seller expressly retains and Purchaser expressly declines to assume any obligation to provide such freight rail service or to assume any common carrier obligation or any other obligation with respect thereto, except to the extent that Purchaser, subject to the terms of this Agreement, is permitted to do so and specifically elects in writing to do so. Such freight rail service shall be provided by Seller until the ICC Date as defined herein.

(b) During the Pre-Commute Period as defined in subsection 2(d) below, Seller shall (i) at its sole cost and expense, and subject to its sole management and control, maintain the track structures, bridges, signal systems and appurtenant railroad facilities located on the Property to a level reasonably determined by Seller to be consistent with the use being made thereof by Seller (but at least to the standard required by the F.R.A. for Seller's operations, so long as Seller is conducting freight rail operations on the rail line), (ii) have full

responsibility for and control over operations and dispatching, and (iii) indemnify and hold Purchaser harmless from and against any and all cost, expense or liability associated with Seller's operations on such rail line and its maintenance of such rail line as required herein, including but not limited to reasonable attorneys' fees. Notwithstanding the foregoing, Purchaser shall have control over, and shall be responsible for, any material improvements to be made to the Property during the Pre-Commute Period, including without limitation any track crossings, grade separations or improvements requested by any governmental or quasi-governmental agency or any third party, and the financing thereof, unless such improvements are required by Seller or such agency (other than Purchaser) solely for or solely as a result of Seller's own use.

(c) During the Pre-Commute Period, Purchaser shall have reasonable access to the Land for the purpose of surveying, inspecting or testing the Land or for any other similar limited purpose, upon giving reasonable notice to Seller; provided, however, prior to the Changeover Date for a rail line or portion thereof, Purchaser shall not undertake any significant activities on the rail line or portion thereof, including without limitation any rehabilitation, construction or relocation activities or any passenger service and prior to the commencement of any activities, shall provide the notice referred to in subsection (d). During any period of continued access, when reasonably required, Seller shall control and dispatch Seller's

trains to minimize conflict with Purchaser's activities. If Purchaser reasonably requests (except on the Azusa Branch), Seller shall issue notices of interrupted service, including embargo notices (with duration thereof to be specified by Purchaser) to affected Served Shippers. Any access or activity by Purchaser pursuant to this Section 2 shall be coordinated with Seller to minimize interference with freight service, but Seller shall bear the financial cost of any such interruption relating to freight operations, including the cost of flagmen or safety signals. Purchaser shall hold harmless, indemnify and defend Seller from and against any cost, expense, claim or liability (other than labor disputes or claims) resulting from any such access or activities.

(d) For purposes of this Agreement, the "Changeover Date" for a rail line or any portion thereof is the date on which Purchaser shall be deemed to have assumed sole responsibility for the rail line or portion thereof, which shall be the earlier of (i) the ICC Date or (ii) the date on which Purchaser elects to assume sole responsibility for the rail line or portion thereof, as specified in a written notice of such election delivered to Seller at least 30 days (with respect to the State Street Branch, that portion of the Azusa Branch between Bassett and Orange Avenue Junction and that portion of the Baldwin Park Branch between Orange Avenue Junction and Claremont) or 90 days (with respect to the other rail lines and portions thereof) prior to the date specified in the notice as the



Changeover Date. The period from the Closing Date to the Changeover Date is herein referred to as the "Pre-Commute Period." The date that is the effective date of an order by which the ICC grants authority to abandon or transfer freight rail service on a rail line or portion thereof is hereinafter referred to as the "ICC Date" for such rail line or portion thereof.

3. Shared Use Period.

(a) As of and after the Changeover Date, on any rail line, Purchaser or its independent contractor shall assume sole responsibility for the operations, maintenance and dispatching of such rail line and its appurtenant facilities, subject, however, to joint use of such rail line by Seller in accordance with the terms of an agreement (a "Shared Use Agreement") to be entered into by Seller and Purchaser prior to the Closing of the specific rail line involved or, with respect to the Azusa Branch, prior to the first Closing to be held in accordance with Section 5.2(d) of the Purchase Agreement. With respect to rail lines other than the Azusa Branch, Seller shall continue to operate and shall retain all of the rights and obligations with respect to freight service which are set forth in Section 2(a) hereof, and provide such freight service until a Seller Determination or a Purchaser Determination and the applicable ICC Date, all in accordance with the terms of the Shared Use Agreement for such rail line.

(b) As of and after the Changeover Date with respect to the Azusa Branch and until a Seller Determination and the applicable ICC Date, Seller shall continue its freight operations thereon in accordance with the Shared Use Agreement for such branch and shall retain the exclusive right to provide freight rail service thereon (except as specified in section (c)); provided, however, the service by Seller shall be limited to Local Freight Rail Service.

(c) As of and after the Changeover Date, neither Purchaser nor any person or entity other than Seller shall be permitted to provide Local Freight Rail Service or "bridge," "overhead," or any other freight rail service using the rail lines on the Azusa Branch, except as provided in the following sentence. After the Changeover Date with respect to the Azusa Branch, and after the ICC Date with respect to those lines that connect to the Azusa Branch, a carrier that is not a Class I carrier, and is not operating either directly or indirectly on behalf of a Class I carrier, may provide only "bridge" or "overhead" freight rail service on such lines only on the following conditions: (i) such service shall not delay or otherwise interfere with Seller's Local Freight Rail Service; (ii) any car transported by such "bridge" or "overhead" carrier shall be in its own account; and (iii) such carrier shall have first executed an agreement with Purchaser and Seller providing that such carrier shall not at any time serve or seek the right to serve any shippers or potential shippers on such rail lines.

(d) Each Shared Use Agreement shall include provisions which establish: (i) a reasonable, all-inclusive fee per car to be paid to Purchaser for the use of such rail lines, (ii) that any such freight service shall not interfere with Purchaser's scheduled passenger service, and (iii) that, if the parties so agree, Seller may provide dispatching services for the rail line as an independent contractor so long as the only trains operating on the rail line are Seller's trains and freight trains of the "bridge" or "overhead" carrier referred to in subsection (c) above. Immediately after Seller has terminated service to the last Served Shipper on any line or Seller wishes otherwise to terminate freight service on a line which is covered by a Shared Use Agreement, Seller promptly, and at its own expense, shall take all action necessary or appropriate to seek authority to abandon or discontinue all freight operations and to terminate its common carrier obligation on such line pursuant to all applicable government regulations. The affected Shared Use Agreement will terminate on the ICC Date for such line or portion thereof.

4. Determinations.

(a) Seller may not terminate its Local Freight Rail Service except in accordance with this Section 4. At any time during the Pre-Commute Period or after the Changeover Date, Seller may elect to seek to terminate such freight rail service (a "Seller Determination") in the manner provided below. At any time after the Changeover Date, Purchaser may elect to request

Seller to terminate such service on any rail line or portion thereof to which Purchaser has acquired title (except the Azusa Branch) if either (i) Purchaser intends to commence construction of facilities for passenger service on the applicable portion of the Property and there exists a basis for terminating or providing alternative freight service, or (ii) Purchaser has other grounds for reasonably permitting or causing termination of Seller's freight rail service (a "Purchaser Determination"). In the case of either a Seller Determination or a Purchaser Determination, the applicable party shall follow the procedures set forth herein. Upon making such election, Seller or Purchaser, as the case may be, shall notify the other party in writing and seek authority from the Interstate Commerce Commission ("ICC") to either abandon or transfer Seller's freight rail service. In the case of a Purchaser Determination, Seller shall not contest such request and shall provide all necessary information for Purchaser to complete the ICC application subject to an agreement for appropriate protection of confidential business information. Seller shall continue to provide such service and to retain all of the rights and obligations described in Sections 2(a), 3(b) and 3(d) above until the ICC Date. No Purchaser Determination may be made with respect to the Azusa Branch.

5. Property Taxes. Notwithstanding any provision of this Agreement or the Purchase Agreement to the contrary, to the extent any real property taxes continue to be payable which are

not otherwise enjoined by court order with respect to any portion of the Property during the Pre-Commute Period or thereafter by reason of Seller's continued use of such portion of the Property in accordance with this Agreement, Seller will pay, to the extent required to do so, such real property taxes prior to delinquency and shall protect, defend, indemnify and hold Purchaser harmless from and against any and all liability, loss, cost, damage or expense (including, without limitation, reasonable attorneys' fees) Purchaser may sustain or incur on account of any such real property taxes by reason of this provision.

6. Indemnification. Seller shall protect, defend, indemnify and hold Purchaser harmless from and against any and all liability, loss, cost, damage or expense (including, without limitation, reasonable attorneys' fees) Purchaser may sustain or incur by reason of any discontinuance by Seller of freight rail service on any portion of the Property after the conveyance thereof to Purchaser by reason of a Seller Determination or otherwise (except by reason of a Purchaser Determination, or any other action taken or caused by Purchaser or its agents, which is in whole or in part the basis of such loss, claim or damage to the extent that such action is the basis of such loss, claim or damage) or any alleged obligation of Purchaser to provide any such freight rail service, including, without limitation, by reason of the provisions of 49 U.S.C. § 11101(a). Purchaser shall hold harmless, protect, indemnify and defend Seller from and against any and all liability, loss, cost, damage or expense

(including without limitation, reasonable attorneys' fees) Seller may sustain or incur by reason of the termination or denial of rail service to any shipper or potential shipper as a result of a Purchaser Determination or of Purchaser's withholding its consent, and from any expense related to such claim, including without limitation, reasonable attorneys' fees.

7. Assignment. Seller may assign or otherwise delegate any of its rights and duties hereunder or under the Shared Use Agreement to any financially and operationally responsible party without the consent of Purchaser; provided, that, at Purchaser's request, Seller shall provide reasonable evidence that such party is financially and operationally responsible. Any other assignment or delegation shall require the prior written consent of Purchaser. No such assignment or delegation shall relieve Seller of any of its duties or obligations hereunder or under the Shared Use Agreement unless otherwise expressly agreed to in writing by Purchaser.

8. No Third Party Beneficiaries. This Agreement is for the benefit of the parties hereto and their successors and assigns only, and shall not be deemed to inure to the benefit of any third parties.

9. Definitions. For the purposes of this Agreement, all capitalized terms not otherwise defined herein shall have the meaning given them in the Purchase Agreement, and the following terms have the meaning set forth below:

(a) "Azusa Branch" shall mean the Railway Facility described as the Azusa Branch in Exhibit A of the Purchase Agreement.

(b) "Changeover Date" shall have the meaning set forth in Section 2(d) of this Agreement.

(c) "ICC" shall have the meaning set forth in Section 2(d) of this Agreement.

(d) "ICC Date" shall have the meaning set forth in Section 2(d) of this Agreement.

(e) "Local Freight Rail Service" shall mean traffic that originates or terminates on the applicable rail line, and shall not include "bridge," "overhead" or any other traffic that neither originates nor terminates on the rail line.

(f) "Pre-Commute Period" shall have the meaning set forth in Section 2(d) of this Agreement.

(g) "Purchaser Determination" shall have the meaning set forth in Section 4 of this Agreement.

(h) "Seller Determination" shall have the meaning set forth in Section 4 of this Agreement.

(i) "Served Shippers" shall mean the shippers currently served on the rail lines listed in Exhibit A hereto, any other or future shippers with respect to which Seller has complied with the terms of this Agreement and any other or future shippers on the Azusa Branch.

(j) "Shared Use Agreement" shall have the meaning set forth in Section 3 of this Agreement.

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

SOUTHERN PACIFIC TRANSPORTATION  
COMPANY, a Delaware corporation

By:

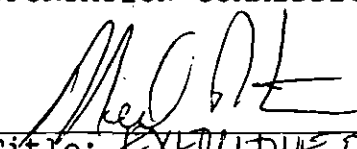
Title:

  
Vice-President

LOS ANGELES COUNTY  
TRANSPORTATION COMMISSION

By:

Title:

  
EXECUTIVE DIRECTOR



## LA BASIN

## BRANCH NAME

-----

AZUSA

## CUSTOMER LISTING

-----

SCOTT CAUDILL LUMBER CO  
 DECORATIVE SPECIALTIES INC  
 UNITED CONCRETE PIPE  
 AL'S WHOLESALE LUMBER  
 CHARLEYS FENCE  
 FERNAL TEC  
 HEET BROTHERS FENCE  
 QUALITY FOAM  
 DAVIS WALKER CORP  
 ORBAN LUMBER CO  
 J H BIGGAR FURNITURE  
 NORAC COMPANY  
 REICHHOLD CHEMICAL INC  
 OIL SOLVENT PROCESS CO  
 MILLER BREWING CO  
 CRITERION CATALYST COMPANY  
 ARCADIA LUMBER COMPANY  
 CALMAT CO  
 BOLCOF PLASTICS MATERIALS  
 HEPPNER HARDWOODS INC  
 CALIFORNIA AMFORGE CORP  
 BEATRICE HUNT WESSON (reichhold chem)  
 BUSCH AGRICULTURAL RESOURCE (miller  
 brewing)  
 HARDWOODS (scott caudill lbr co)  
 LANES TAVANLU (scott caudill lbr co)  
 NESTLE FOODS  
 BURNS LUMBER (arcadia lbr co)  
 FREMONT FOREST PRODUCT (arcadia lbr co)  
 GEORGIA PACIFIC (arcadia lbr co)  
 MARQUA WOL LUM (calmat co)  
 SUNCRE FOR IND (arcadia lbr co)  
 ED FOULUMBER  
 VELSIC CHEMICAL (norac)

## BRANCH NAME

-----

BALDWIN PARK

## CUSTOMER LISTING

-----

SAN GABRIEL VALLEY TRIBUNE  
 AMERICAN PHARMASSEAL  
 PICKS BUILDING MATERIAL SUPPLY  
 VITA-PAK CITRUS PRODUCTS  
 SILVERLINE INDUSTRIES (roberts)  
 AERO PRESS CORPORATION  
 MOHAWK WESTERN PLASTIC  
 PAPER-PAK PRODUCTS

**BALDWIN PARK**

STATE OF CALIFORNIA  
ETHYL PRODUCTS  
NAJESCO LUMBER & TRUSS CO INC  
PORT COSTA MATERIAL  
BOYD LUMBER  
AMERICAN NATIONAL CAN  
H & M WHOLESALE LUMBER  
EL DORADO WOOD PRODUCTS  
WESTERN AMERICAN FOREST PRODUCT  
BEAR FOREST PRODUCTS  
RIALTO LUMBER CO.  
STAR LUMBER CO.  
MERCHANT METALS INC.  
ROBERTS  
BAXTER INTERNATIONAL  
ACME GENERAL CORP  
HALBERT LUMBER INC  
SAN DIMAS LUMBER CO  
ALLAN  
CARGILL  
CROWN ZELLERBACH  
DOW CHEMICAL  
FLINT INK  
ADMIRA TRANSP  
BROWN LINE  
BUILDEMARAME  
GUARAN PRODUC  
HIBERN PETRPL  
HOUSE PACKAGING  
JAMES RIVER  
KERN FOODS  
LAWRENR MCCOY  
LIGHT MET INDU  
MONSANTO  
SANWA FOODS  
SONOCO PRODUC  
TAYLOR TRUCKING  
TCR INDUSTRIES  
TEL AUTOGRAPH  
WILLIAM SALES  
BAXTER HEACAR (baxter int'l)  
GEORGIA PACIFIC  
SAN GABRIEL VALLEY TRIBUNE  
KAISER TECH LTD  
HMUEHLSTEIN (mohawk west plastics)  
DEPARTCHISUR (state of calif.)  
US DEP AGRICUL (state of calif.)  
CAL PUMICE SALES  
PERRY HKOPSON  
KEEPOSTRUCKING (boyd lbr)  
ENSWOR FOR PRO  
TAMCO  
CHEM WEINDUST  
FERRELGAS

**BALDWIN PARK**

TEXAS PIPE LINE  
 UNIONCARBIDE  
 AMERICA INTERN  
 CHANDLER LUMBER  
 FONTAN WHO LUM  
 GW MANUFACTURE  
 SANBER STEEL  
 SELECTPALLET  
 SG HERRICK  
 SIERRA MAD LUM  
 SOUTHERN PAC PIP  
 TRANS WES CHEM  
 ALLCOA FOR PRO (bear forest)  
 EL DORADO WOOD  
 GEORGIA PACIFIC (picks build mat sup)  
 HM WHOLES LUMB (bear forest)  
 SOKAMI LUMBER (bear forest)  
 UNITED PAC MIL  
 WEYERHAEUSER (bear forest)

**BRANCH NAME**

**CUSTOMER LISTING**

-----

-----

**BURBANK**

GEORGIA PACIFIC  
 HULL LUMBER CO  
 BLANCHARD WHOLESALE TIMBER  
 VAN NUYS PLYWOOD & LUMBER  
 AETNA LUMBER PRODUCTS  
 MCKAY LUMBER  
 NEIMAN REED LUMBER  
 TERRY BUILDING CENTER  
 OLD COUNTRY BAKERY  
 BURNS LUMBER (terry building center)  
 FREMONT FOR PRO (aetna lbr co)  
 HAMPTOLUMSAL  
 NEWQUIBERGST (terry building center)  
 ORO WEA FOODS (old country bakery)  
 UNIVERSAL FOR PRO (terry build ctr) CPC  
 GROUP  
 STROH BREWERY  
 GLOBE MET SERV ALLIED PAPER (georgia  
 pacific)  
 LOS ANGELES TIMES (hull brthrs lbr)  
 PARR LUMBER (mckay lbr)  
 MARQUAWOLLUM (terry building center)  
 AQUATIC INDUSTRIES  
 CENTRAL VALLEY BUILDERS SUPPLY  
 CHANDLER LUMBER (cal-wal gypsum supply)  
 PERRY H KOPSON (aetna lbr)  
 CANOGA BUILDING SUPPLY  
 BUCKEY PACIFIC (aetna lbr)

## BRANCH NAME

## CUSTOMER LISTING

-----  
SANTA MONICA

-----  
GIRARD'S FINE FOODS CO.  
J. E. HIGGINS LUMBER  
S. E. RYCOFF CO.  
GOLDENBURG PLYWOOD CO.  
WEYERHAEUSER CO.  
SAROYAN LUMBER CO. (TCC INFO)  
THRIFTY DRUGS (TCC INFO)

## WEST SANTA ANA

LINDSAY LUMBER COMPANY  
CHALLENGE PETROLEUM (FORMERLY PARAMOUNT  
PETROLEUM CO.)  
HAMMOND LUMBER COMPANY  
VERHOEVEN FEED COMPANY  
SUPRENE - NUTRIUS CO.  
THOMPSON FURNITURE  
CHEMTAINER INDUSTRIES  
KLOCKNER INC.  
HARVEST STATES COOP (verhoeven)  
T TRANSPORTATION (thompson furniture)  
UNIVERSAL FOREST PRODUCT (lindsey lbr)  
HUNTWAREFIN (challenge petroleum)  
PACIFIC HEDIS  
PARAMOUNT CITY ASSOCIATION  
THREE CITY TRUCKING

AMENDMENT NO. 1 TO THE AGREEMENT REGARDING  
INTERIM USE OF TRACKS

This AGREEMENT No. 1 to the Agreement Regarding Interim Use of Tracks dated as of December 20, 1990 (I.U. Agreement) is entered into between Southern Pacific Transportation Company, a Delaware corporation ("Seller"), and the Los Angeles County Transportation Commission ("Purchaser").

1. Recitals. (a) Seller presently provides freight service to Capitol Milling Company ("CMC") using rail lines located on certain properties conveyed by Seller to Purchaser. CMC is legally entitled to receive freight service from Seller or some other party for an indefinite period. (b) Purchaser intends to construct and operate a commuter line on the properties conveyed by Seller to Purchaser.

2. Amendment to Section 1. Section 1 of the I.U. Agreement is amended by deleting the first sentence and replacing it with:

This Amendment shall apply only to those portions of the Operating Land identified in Exhibit A of the Purchase Agreement as follows: the Burbank Branch, the West Santa Ana Branch, the State Street Branch, the Azusa Branch, the Baldwin Park Branch, that portion of the Santa Monica Branch between milepost 485.69 and milepost 494.65 and the single rail route needed to serve CMC on the Union Pacific Bridge, the Los Angeles Union Passenger Terminal Parcel, the Cornfield Fee parcel and the Cornfield Easement shown on Exhibits B-1 and B-2 (the "Cornfield Properties").

3. Amendment to Section 9. A new subsection (k) is added to read:

(k) "Cornfield Properties" shall mean the rail route shown in Exhibits B-1 and B-2 hereto.

4. Miscellaneous. (a) The provisions of the I.U. Agreement, and all of the terms, covenants, and conditions set forth in the I.U. Agreement shall continue and remain in full force and effect as provided in the I.U. Agreement, except as specifically modified, amended or supplemented by this Amendment.

(b) This Amendment shall be effective from the date first above written.

(c) This First Amendment of the I.U. Agreement may be executed in any number of counterparts, each of which, when so executed and delivered, shall be originals; but all such counterparts shall together constitute but one and the same First Amendment of the I.U. Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment to be executed by duly authorized officers or other persons, as of the date first above written.

SOUTHERN PACIFIC  
TRANSPORTATION COMPANY

By: [Signature]  
Title: Vice-President

LOS ANGELES COUNTY  
TRANSPORTATION COMMISSION

By: [Signature]  
Title: EXEC. DIRECTOR

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~~TAB 32~~  
TAB 43  
per PG'S  
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from  
DEWEY-BALLANTINE  
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SHARED USE AGREEMENT  
(SAUGUS AND VENTURA LINES)

between

Southern Pacific Transportation  
Company

and

Los Angeles County Transportation  
Commission

April 18, 1991

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SHARED USE AGREEMENT  
(SAUGUS AND VENTURA LINES)

THIS SHARED USE AGREEMENT (this "Agreement") dated April 18, 1991 is entered into by SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation (the "Railroad"), and LOS ANGELES COUNTY TRANSPORTATION COMMISSION (the "Commission").

ARTICLE ONE - Definitions

The following capitalized terms are used in this Agreement with the following meanings:

AAR - Association of American Railroads.

ABS - Automatic Block Signal System, a series of consecutive blocks governed by block signals actuated by a train, engine or by certain conditions affecting the use of the block. The physical signal system includes the wayside block signals, electronic coded track circuits, vital relays, underground cable, poleline, cases, houses, and other necessary signal apparatus.

Amtrak - The National Railroad Passenger Corporation.

Burbank Jct. - The junction located at MP 471.6, including all Crossovers at present and future locations in the vicinity thereof (the present location of such Crossovers being as indicated on Schedule 1A attached hereto).

Commission - The Commission and any permitted successor or assign of the Commission.

Commuter Rail Interlocker - The junction, including power operated double Crossovers, to be constructed by the Commission at approximately MP 479.4, at which point Commuter Trains will diverge from the Shared Use Tracks to Tracks owned by the Commission between such point and the Los Angeles Union Passenger Terminal (MP 482.8) and converge on the Shared Use Tracks from such Commission-owned Tracks.

Commuter Service - The operation of Trains on the Shared Use Facilities that provide service between points on the Saugus and Ventura Lines and other points on the commuter system operated by the Commission (either directly or through its Operator) in the Los Angeles metropolitan area and

characterized by reduced fare, multiple-ride and monthly commutation tickets (and by morning and evening peak period operations). Commuter Service as so defined shall not include intercity passenger service.

Commuter Train - A locomotive or passenger-carrying Cab car, or more than one such unit or car coupled, with or without passenger-carrying cars, whether or not carrying passengers, capable of maintaining maximum Track speed as shown in the Western Region Timetable and applicable General Orders in effect from time to time, displaying markers or carrying an end of train device, capable of adhering to its designated schedule and engaged in Commuter Service.

Corridor - The 40' strips of land identified in the drawings described in Exhibit A to the Saugus and Ventura Line Agreement Regarding Location of Land dated December 20, 1990, between the Commission and the Railroad attached hereto as Schedule 1B as such may be amended and in effect at the time of purchase of said lands by the Commission pursuant to the Purchase Agreement. In addition, the Corridor shall include any lands purchased by the Commission upon exercise of the option granted to it in that certain letter of the Railroad dated December 20, 1990, attached hereto as Schedule 1C.

Crossing Warning System - A system which provides a visual and audible warning to vehicular traffic when a train or engine approaches the highway crossing from either direction. The system includes all flashing light signals, gate mechanisms, bells, and all of the control equipment including track circuits, constant warning devices, relays, cases, houses, underground cable, poleline, and other necessary signal apparatus.

Crossover - Any track connection between two adjacent main Tracks or Track that crosses or provides access across a main Track or Tracks or provides a connection or access between two or more main Tracks, including without limitation Interlockers.

CTC - Centralized Traffic Control, a bi-directional block signal system under which train movements are authorized by block signal indications with the absolute signals and power switches controlled by the dispatcher from a remote console. The physical signal system includes the wayside block signals, power operated switch machines, electronic coded track circuits, vital relays, and underground cable which provide vital control of the signals and power switch machines, non-vital supervisory field code units, cases, houses, and other necessary signal apparatus, the dispatcher

control console with its computers, and all of the communication modems and microwave equipment that is used to link the dispatcher console to the wayside signal system.

Customary Additives - Elements of cost customarily charged by railroads to one another and added to billings that generally are calculated as a percentage of direct labor costs, are intended to compensate for paid holidays, vacation and personal leave days, health and welfare benefits, payroll taxes, personal liability and property damage, compensation insurance, and administrative and supervisory expenses that include direct and general overhead and are subject to periodic changes depending upon industry practices. As an example, 1989 amounts are shown on Exhibit A attached hereto.

FRA - Federal Railroad Administration.

General Orders - A document or documents issued from time to time to notify employees of the Railroad as to additions to and modifications of the Operating Rule Book and Western Region Timetable.

Inconsistent Improvements - Defined in Section 2.3(c) of this Agreement.

Interlockers - A Signal System at a Crossover that includes an arrangement of signal appliances so interconnected that their movements must automatically succeed each other in proper sequence.

Line or Lines - Either or both of the Saugus Line and the Ventura Line.

Materials Additives - Elements of cost customarily charged by railroads to one another and added to any and all materials costs that generally are calculated as a percentage of direct costs, are intended to compensate for store, purchasing and handling expenses, sales or use taxes, foreign-line freight, and on-line freight and are subject to periodic changes depending upon industry practices. As an example, 1989 amounts are shown on Exhibit B attached hereto.

Non-Revenue Equipment - Freight locomotives, maintenance of way equipment and freight cars that are either empty or loaded only with maintenance of way equipment or material and equipment transported over the Shared Use Facilities for the internal use of either party, including, without limitation, rails, ties, ballast and other track materials and signal and bridge materials and supplies.

NRPC Agreement - The National Railroad Passenger Corporation Agreement dated April 16, 1971, as amended from time to time.

Operating Rule Book - The rule book of the Railroad that governs operations on all of its lines.

Operator - Any person, firm, corporation or other legal entity utilized by the Commission or the Railroad to operate on its behalf and for its account in conducting operations on the Shared Use Facilities.

Option - The option referenced in the definition of Corridor set forth above.

Party - The Commission or the Railroad, but excluding any trackage tenant or Operator of either.

Peak Commuter Period or Peak Commuter Periods - The period from 5:00 a.m. to 9:00 a.m. and the period from 4:00 p.m. to 9:00 p.m., in each case Pacific Daylight Time or Pacific Standard Time, as applicable.

Purchase Agreement - The Purchase and Sale Agreement dated October 11, 1990 between the Commission and the Railroad, as amended from time to time.

Railroad - The Railroad and any permitted successor or assign of the Railroad.

Railroad's Agreed Annual Share - Defined in Section 5.3 of this Agreement.

Safety Rule Books - Rules published by the Railroad regarding the personal safety of its employees.

Saugus Line - The Shared Use Tracks between the Commuter Rail Interlocker and Saugus near west switch shown in Western Region Timetable No. 4 ((MP 449.4) or at MP 448.0 if the Commission exercises the Option).

Shared Use Facilities - The Shared Use Tracks, all improvements relating thereto, all improvements used in rail service located within the Corridor as of the date of execution of this Agreement, all bridges and Signal Systems for any of the foregoing and all other Tracks and other facilities constructed pursuant to any provisions of this Agreement except, unless otherwise agreed to in the future by the Commission and the Railroad, all passenger stations, passenger loading platforms and layover facilities hereafter

constructed by the Commission. The Shared Use Facilities shall not include the yard, industrial, switching and storage tracks identified in Schedule 1D attached hereto.

Shared Use Tracks - All existing main Tracks and passing sidings between the Commuter Rail Interlocker and Moorpark (MP 426.4) near west switch shown in Western Region Timetable No. 4; all existing main Tracks and passing sidings between the Commuter Rail Interlocker and Saugus near west switch shown in Western Region Timetable No. 4 (MP 449.4) or at MP 448.0 if the Commission exercises the Option; and future main Tracks and passing sidings constructed over the term of this Agreement pursuant to Section 2.3(f) and Sections 2.4, 2.5, 2.6, 2.8(a) and 2.10(a).

Signal System - A system that includes all of the wayside block signals and other signal equipment required for either CTC or ABS and all of the Crossing Warning Systems installed at road related grade crossings.

Test Trains - Trains operated at the Commission's request for the purpose of equipment review, schedule checks, personnel training and other activities.

Tracks - Track structure and all appurtenances thereto, including without limitation, rail and fastenings, switches and frogs complete, bumpers, ties, ballast, roadbed, embankment, signals, bridges, trestles, culverts or any other structures or things necessary for support of and entering into construction thereof, and, if any portion thereof is located in a thoroughfare, pavement, crossing planks and other similar materials or facilities used in lieu of pavement or other street surfacing material at vehicular crossings of tracks, culverts, drainage facilities, crossing warning devices, and any and all work required by lawful authority in connection with construction, renewal, maintenance and operation of said track structures and all appurtenances thereof.

Trains - A locomotive unit or car, or more than one such unit or car coupled, with or without cars, which are at any time used on the Shared Use Facilities. Any reference herein to any Trains or equipment of or used by a party shall include Trains or equipment of or used by such party's Operator.

Tunnel(s) - The Saugus Tunnel (at the west end being located at MP 454.82 and at the east end being located at MP 456.57), including all Tracks lying within the Saugus Tunnel, and the Santa Susana Tunnels (at the west end being

located at MP 441.13 and at the east end being located at MP 444.12), including all Tracks lying within and between each of the Santa Susana Tunnels.

Ventura Line - The Shared Use Tracks between the Commuter Rail Interlocker and Moorpark.

Western Region Timetable - The numbered and dated publication of the Railroad however then designated and then currently in effect at any point in time on or after the date of execution of this Agreement that contains instructions relating to the movement of Trains, engines or equipment and other essential information related thereto. The current version of such publication as of the date of execution of this Agreement is Western Region Timetable No. 4, dated November 24, 1990.

## ARTICLE TWO - Shared Use Facilities

Section 2.1. Statement of Purpose. The intent of the Commission and the Railroad in entering into this Agreement for the Saugus and Ventura Lines is to permit the Commission to provide Commuter Service on those Lines, while at the same time preserving the Railroad's ability to provide service-competitive freight service on those Lines, both now and in the future, and to continue to provide intercity passenger service on the Lines. Growth in the amount, frequency or time-sensitivity of freight, commuter and intercity passenger traffic will be accommodated by the progressive addition by the Commission of a second Track and related facilities. The process of double tracking the Saugus Line shall be completed within not more than 20 years.

The Commission shall have exclusive use of any portion of a Line where there is only a single main Track during the Peak Commuter Periods, subject to limited exceptions, and the Commission and the Railroad shall share such single main Track during other times on a basis which gives the Railroad predominate rights for freight and intercity passenger service. Any portion of a Line which now or in the future has a double main Track shall be operated as a shared system, with the Commission's and the Railroad's freight and intercity passenger Trains at all times using both Tracks, as well as contiguous Tunnels and Crossovers; provided, that the Commission and the Railroad each shall have the exclusive use of one Track during the Peak Commuter Periods (with shared use of contiguous Tunnels and

Crossovers), unless the Commission elects to have the double tracked portion operated as a shared system during those hours.

Section 2.2. Access. (a) Other than as provided in Section 2.2(c), during the Peak Commuter Periods the Commission shall have the exclusive right to use the Shared Use Facilities, subject to the following exceptions which shall be scheduled and dispatched as provided in Article Four of this Agreement:

- (i) The Railroad shall have the right to use the Shared Use Facilities to service the General Motors auto plant located at Gemco Yard or any successor plant at the same location, it being agreed by the parties hereto that timely service to this facility is of critical importance to the Railroad.
- (ii) Intercity passenger trains shall have the right to use the Shared Use Facilities.
- (iii) The Railroad's freight Trains shall have the right to follow the last scheduled peak direction Commuter Train during each Peak Commuter Period.
- (iv) The Railroad's through freight Trains moving in the predominant direction of Commuter Service that enter the Shared Use Facilities before the start of a Peak Commuter Period shall have the right to complete their moves through the Shared Use Facilities so long as they maintain normal operating speed sufficient to prevent delay of the Commuter Trains following such freight Trains.
- (v) The Railroad shall have the right to use the Crossovers at Burbank Jct. and the Commuter Rail Interlocker.
- (vi) In addition to those Trains permitted by clauses (iii) and (iv) above, the following through freight Trains moving in the predominant direction of



Commuter Service during a Peak Commuter Period shall have the right to use the Shared Use Facilities during such Peak Commuter Period, provided such Trains have sufficient power to permit them to maintain a normal operating speed sufficient to prevent delay of the Commuter Trains following such freight Trains, and provided further they will not unreasonably interfere with scheduled Commuter Service: (A) Trains scheduled for arrival at the Shared Use Facilities before the beginning of a Peak Commuter Period, but which arrive late, may use the Shared Use Facilities during that Peak Commuter Period, except that only one such late Train shall be permitted on each of the Saugus and Ventura Lines during each Peak Commuter Period; (B) during the years 1997 through 1999, in addition to the late Trains permitted by clause (A) above, the Railroad shall be permitted to schedule one Train (subject to the Commission's reasonable consent as to times) on each of the Saugus and Ventura Lines during each Peak Commuter Period; (C) during the year 2000 and thereafter, in addition to the late Trains permitted by clause (A) above, the Railroad shall be permitted to schedule two Trains on the Saugus Line and one Train on the Ventura Line (subject to the Commission's reasonable consent as to times) during each Peak Commuter Period; (D) after the year 2003 (and until the applicable Line is fully double tracked as contemplated by Section 2.5 or Section 2.6), in addition to the late Trains permitted by clause (A) above and the scheduled trains permitted by clause (C) above, the Commission shall negotiate with the Railroad to permit the scheduling of more freight Trains during the Peak Commuter Periods as a need therefor is demonstrated, and if the parties

cannot agree on such additional schedules, the matter shall be submitted to arbitration in accordance with Article Eight. The Railroad shall pay to the Commission a penalty, as set forth on Schedule 2.2(a)(vi) attached hereto, if the additional use of the Shared Use Facilities by the Railroad during the Peak Commuter Periods contemplated by this clause (vi) cause delays in scheduled Commuter Service.

(b) Other than as provided in Section 2.2(c), at times other than the Peak Commuter Periods, the Railroad shall have the predominate right to use the Shared Use Facilities for freight and intercity passenger Trains. During such times, the Commission also shall have the right to use the Shared Use Facilities for scheduled and non-scheduled revenue and non-revenue service, subject to the Railroad's predominate rights during such times and the scheduling and dispatching provisions set forth in Article Four.

(c) Any portion of the Shared Use Facilities which now or in the future has a double main Track shall not be governed by Sections 2.2(a) or 2.2(b), but shall be operated as follows: (i) the Commission and the Railroad both shall have the shared use of both main Tracks constituting that double tracked portion and the related Shared Use Facilities at times other than the Peak Commuter Periods; (ii) the Commission and the Railroad each shall have the exclusive use of one main Track in that double tracked portion during the Peak Commuter Periods unless the Commission elects to terminate the right to one exclusive main Track, in which case the Commission and the Railroad both shall have the shared use of both main Tracks constituting that portion and related Shared Use Facilities during the Peak Commuter Periods; (iii) the Commission and the Railroad both shall have the shared use at all times of any Crossovers and Tunnels within or contiguous to any double tracked portion of a Line, subject in the case of each of (i), (ii) and (iii) to the dispatching priorities contained in Article Four. Unless and until the Commission elects to have shared use of the applicable double tracked portion, the exclusive Commission Track between the Commuter Rail Interlocker and Burbank Jct. shall be Track No. 1 (north track) and the exclusive Railroad Track between such points shall be Track No. 2 (south track); and between Burbank Jct. and Raymer (MP 453.1) the exclusive Commission Track shall be Track No. 2 (south track) and the exclusive Railroad Track shall be Track No. 1 (north track).

The Commission may, at its sole cost and expense, construct tunnels or additional rail line grade separations to eliminate delays caused by the shared use by the Railroad of Crossovers and Tunnels.

(d) The Commission's and the Railroad's employees, agents and designees shall have access to the Shared Use Facilities at all times.

(e) The Commission or any Operator designated by the Commission shall have the right to use existing and future Shared Use Facilities solely for the movement of Commuter Trains and equipment and for the limited purpose of moving Non-Revenue Equipment between the Commission's non-contiguous line segments. The Commission agrees that the Railroad has and shall have the exclusive right to use the Shared Use Facilities for freight and intercity passenger service.

(f) The Peak Commuter Periods shall not apply to any Line until the Commission commences operations on such Line nor on days when the Commission does not have scheduled operations on that line; provided, that, except as specified in Section 2.2(a)(vi) above, the Railroad shall not publish schedules for freight during such periods unless the provisions of Section 2.2(c) or of the second sentence of Section 9.4 shall apply to such Line.

(g) The Railroad and any permitted trackage tenant or Operator designated by the Railroad shall have the right to use the existing and future Shared Use Facilities for all purposes for which the Railroad may now use the Saugus and Ventura Lines, including, without limitation, the provision of freight and passenger service, but the Railroad or any such trackage tenant or Operator shall not use the Shared Use Facilities for a competing Commuter Service that picks up and discharges passengers between the Commuter Rail Interlocker and either Saugus or Moorpark.

Section 2.3. Construction and Use in the Corridor.

(a) Upon written notice to and with the written approval of the Railroad, which approval shall not be unreasonably withheld, the Commission shall have the right to remove, relocate or modify any existing improvements lying within the Corridor. If any such improvements are then currently in use, the removal, relocation or modification thereof shall be at the sole cost and expense of the Commission. If any of such improvements are not then currently in use, the Railroad, at the request of the Commission, may elect either to have the

improvements relocated or modified at the sole cost and expense of the Railroad or removed at the sole cost and expense of the Commission.

(b) For rail facilities, the term "currently in use" shall mean used for revenue service or car storage during the prior 15 months, subject to a service agreement or necessary to serve customers that the Railroad is required by law to serve. The Commission and the Railroad shall make a good faith attempt to reach agreement as to whether improvements are currently in use at the time of their proposed removal, relocation or modification, and, if the parties are unable to so agree, the matter shall be determined by arbitration in accordance with Article Eight.

(c) The Commission's ownership of the Corridor and the construction by the Commission of any improvements on the Corridor shall not affect the Commission's rights to continue to use the Shared Use Facilities as contemplated hereby unless the Commission's improvements on the Corridor are of a substantial and permanent nature which could not practically be removed or altered by the Commission to allow it to comply with its obligations to complete double track construction as contemplated by Sections 2.5 and 2.6 ("Inconsistent Improvements"). The Commission agrees that the existence of any improvements to or any use of the Corridor shall not relieve it of its double tracking and related obligations under Sections 2.5 and 2.6. If the Commission constructs any Inconsistent Improvements, the Commission shall (unless the Commission has given assurances of the nature referred to in Section 9.3(e)) give to the Railroad two years' notice of termination of this Agreement as to the Line affected by such Inconsistent Improvements or as to the furthest extension of the affected Line from the Inconsistent Improvements. For the purposes of this Section 2.3(c), (i) the furthest extension of the Saugus Line shall be a contiguous portion of the Saugus Line starting at that end of the Inconsistent Improvement closest to the Commuter Rail Interlocker and ending in Saugus or, if this Section 2.3(c) or the provisions of Section 9.4 or Section 9.5 have already been applied to a contiguous portion of the Saugus Line ending in Saugus, a contiguous portion of the Line starting at that end of the Inconsistent Improvement closest to the Commuter Rail Interlocker and ending nearest to Saugus and (ii) the furthest extension of the Ventura Line shall be a contiguous portion of the Ventura Line starting at that end of the Inconsistent Improvement closest to the Commuter Rail Interlocker and ending in Moorpark, or if this Section 2.3(c) or the provisions of Section 9.4 or Section 9.5 have already been applied to a contiguous portion of the Ventura Line ending in

Moorpark, a contiguous portion of the Line starting at that end of the Inconsistent Improvement closest to the Commuter Rail Interlocker and ending nearest to Moorpark.

(d) The Commission or its designated Operator shall not at any time use the Corridor to move any freight or provide any freight services or for any other freight purposes except for the limited purpose of moving Non-Revenue Equipment between the Commission's non-contiguous line segments.

(e) The Railroad shall have the right to construct at grade Crossovers at its sole cost and expense and with the prior written approval of the Commission, which approval shall not be unreasonably withheld, to cross the Corridor to provide freight service to the Railroad's existing and future freight customers at existing and future sites and to use other rail facilities existing as of the date of execution of this Agreement. Approval by the Commission shall not be deemed to have been unreasonably withheld if the proposed improvements would conflict with the then existing or planned use of the Corridor by the Commission unless the Railroad is required by applicable law to construct the improvements. In that event, the Railroad shall construct the improvements in a manner that minimizes conflicts with the then existing or planned use of the Corridor by the Commission to the extent practicable.

(f) The Railroad shall have the right to construct trackage on the Corridor to connect sidings or main Tracks and thereby complete or lengthen double tracked segments of the Lines at its sole cost and expense and subject to approval by the Commission, which approval shall not be unreasonably held. Any such trackage shall be constructed to the same maximum grade and standards of utility as the double tracked segments to be completed or lengthened.

Section 2.4. Additions and Improvements Prior to Commuter Service. The Commission and the Railroad agree that the following additions and improvements (which have been determined to be important to existing intercity service by the LOSSAN 2 report) must be completed prior to the initiation of Commuter Service; provided, that to the extent a required addition or improvement (other than an addition or improvement required to provide access to the General Motors auto plant or a successor facility, which includes those in (i) through (v) below) does not relate to a Line or portion of a Line, completion thereof shall not be required prior to initiation of Commuter Service on that particular Line or portion of a Line. The parties both agree to use their best efforts to

implement these additions and improvements as soon as reasonably practicable after the Effective Date of this Agreement for each respective Line or portion thereof.

- (i) Bi-directional signalization and adjustment of existing automatic warning devices for the Main Tracks No. 1 and No. 2 between Burbank Jct. and the Commuter Rail Interlocker.
- (ii) CTC between Burbank Jct. and the Commuter Rail Interlocker.
- (iii) Universal (double reversing) Crossover at the Commuter Rail Interlocker and a single Crossover at Glendale (MP 476.4).
- (iv) 8,000 ft. siding or portion of a second main Track on the Saugus Line extending north from Burbank Jct., with a design that shall be mutually determined by the Commission and the Railroad.
- (v) Second main Track between Burbank Jct. and Raymer (MP 462.6 to MP 453.1) with signalling, CTC and universal (double reversing) Crossovers east of Gemco Yard at a location to be mutually determined by the Commission and the Railroad; provided, that completion of that portion of such Track to the west of the east side of Van Nuys Boulevard shall not be a pre-condition to the initiation of Commuter Service, but the Commission shall complete such portion as soon as reasonably possible. The existing Burbank Jct. siding shall be incorporated into the new second main Track and a replacement storage Track for the existing Burbank Jct. siding shall be constructed at a location to be mutually determined by the Commission and the Railroad.
- (vi) Trackage required for layover and/or overnight storage of Commission equipment on other than Railroad owned

facilities. Layover and/or storage for Commission equipment near Taylor Yard will be on trackage and land owned and at a location to be determined by the Commission.

- (vii) Any FRA required improvements or work due to safety needs necessitated solely by Commission operations.
- (viii) General tunnel work necessitated solely by Commission operations, as determined by a joint Commission/Railroad inspection.
- (ix) Any other improvements required solely to conduct the Commission's operations on the Shared Use Facilities, as determined by a joint Commission/Railroad inspection.

Section 2.5. Progressive Additions and Improvements.

As the reasonably projected frequency or amount of total rail traffic on the Shared Use Facilities increases or the time sensitivity of reasonably projected traffic on the Shared Use Facilities increases to the point that additional capacity will be needed on the Shared Use Facilities by the parties hereto, the Commission, at the written request of the Railroad, shall from time to time add such portions of a second main Track to the Shared Use Tracks on the Lines as shall be necessary to provide such additional capacity, together with a bi-directional signalling and CTC system. On the Ventura Line, an at grade Crossover from the new main Track to be built on the Corridor located south of the existing main Track to the new main Track to be built on the Corridor located north of the existing main Track shall be constructed using the trackage at the west end of the Santa Susana Tunnels. On the Saugus Line, an at grade Crossover from the new main Track to be built on the Corridor located south of the existing main Track to the new main Track to be built on the Corridor north of the existing main Track shall be constructed using the trackage at the west end of the Saugus Tunnel. New main Tracks required by this Section 2.5 shall be constructed at the same grade and to the same standards of utility as the parallel existing main Tracks. If the necessity for the additional main Track and related facilities can be obviated through the implementation of reasonable operational changes consistent with the needs of the parties contemplated hereby rather than through the construction of capital improvements, such operational changes

shall be implemented by the parties at the request of the Commission. If the Commission does not agree that the requested additions are needed, the matter shall be submitted to arbitration in accordance with Article Eight. The Commission shall have no obligation to construct any improvements pursuant to this Section 2.5 (i) prior to the earlier of (A) three years following the commencement of Commuter Service on the affected Line and (B) March 31, 1997; (ii) if such improvements would be required even if the Commission were not operating at all on the affected Line; or (iii) to the extent such improvements are required because of operations by a new trackage tenant admitted by the Railroad (other than a trackage tenant which is a successor to the operations of the Railroad or Amtrak) to the Shared Use Facilities. Except to the extent of work previously completed pursuant to Section 2.6, nothing in Section 2.6 shall in any way relieve the Commission of its obligation to comply with the provisions of this Section 2.5.

Section 2.6. Completion of Additions and Improvements. At any time after March 31, 2006, the Railroad may, at its option, give a notice to the Commission requiring that, to the extent not completed earlier pursuant to Section 2.5, within five years from the date of such notice the Commission shall complete the full double main tracking of all of the Saugus Line (with the exception of the included Tunnel) and install bi-directional signalling and CTC system on the entire Saugus Line. An at grade Crossover from the new main Track to be built on the Corridor located south of the existing main Track to the new main Track to be built on the Corridor north of the existing main Track shall be constructed using the trackage at the west end of the Saugus Tunnel. The new main Track required by this Section 2.6 shall be constructed at the same grade and to the same standards of utility as the parallel existing main Track. The Commission shall complete these additions and improvements on the Saugus Line within the five-year period specified in the first sentence of this Section 2.6.

Section 2.7. Cost and Expense. All of the additions and improvements provided for Sections 2.4, 2.5 and 2.6 shall be constructed by the Commission at no cost or expense to the Railroad. The availability of financing for such additions and improvements shall not be a condition to the Commission's obligation to construct them.

Section 2.8. Additional Improvements. (a) The Railroad shall permit additional improvements to the Shared Use Facilities reasonably requested by the Commission and approved by the Railroad, which approval shall not be



unreasonably withheld. All such additional improvements shall be constructed at the Commission's sole cost and expense.

(b) The Commission shall consider constructing its own double tracked Line grade-separated from the Railroad trackage between Fletcher Drive (MP 478.04) and Commuter Rail Interlocker within five years after the start of Commuter Service. If the project is not initiated at that time, it shall be reconsidered at the request of either party.

Section 2.9. Contractors and Personnel. (a) The Commission or its Operator shall use its own contractors to construct any of the additions and improvements provided for in Sections 2.4, 2.5, 2.6 and 2.8 to the extent not inconsistent with the Railroad's labor agreements. The Railroad agrees to expeditiously complete, at the Commission's sole cost and expense, the construction of any of such additions and improvements which the Railroad's labor agreements require to be constructed by the Railroad. The additions and improvements and their construction shall not unreasonably interfere with the Railroad's operations. Each contractor engaged for the construction of additions and improvements shall meet or exceed the standards set forth in Schedule 2.9 attached hereto, including insurance and bonding requirements therein set forth. The Commission shall require its contractors to provide and pay for necessary flagmen and other personnel to assure safe operation of rail facilities and compliance with the Railroad's customary requirements (other than as to number of personnel) during construction. The Railroad shall pay the full cost of any of its own personnel or additional personnel designated by the Railroad which it elects to have present during construction.

(b) The Railroad, at its sole cost and expense, shall expeditiously review project plans and designs and provide sufficient personnel for such review.

Section 2.10. Joint Projects. (a) The Commission and the Railroad shall cooperate in all future road grade separation projects for the Shared Use Facilities. The Commission shall contribute to the non-federal or state share of each such project in proportion to its percentage of total train movements on the subject crossing measured during the 90-day period ending on the date the grade separation is approved for construction, except that the Railroad shall not be required to contribute toward, and the Commission shall pay all of the cost imposed upon the Railroad for, any future road grade separation projects which (i) would not be required if the Commission were not conducting Commuter Service on the Shared Use Facilities or (ii) are initiated or proposed by the Commission.

(b) The Commission and the Railroad shall jointly consider construction of grade-separated vehicular access to the Railroad's Taylor Yard and to the Commission's facilities. The Railroad also shall allow a private crossing, to be built at the Commission's sole cost and expense, for access to the Commission's commuter yard.

Section 2.11. Location of Improvements. (a) All additions and improvements contemplated by Sections 2.4, 2.5, 2.6 and 2.8 shall be constructed within the Corridor to the maximum extent possible.

(b) It is the intent of the parties that the construction and operation of the Commission's passenger loading facilities shall not unreasonably interfere with the Railroad's freight Train operations. Therefore, the Commission shall locate its passenger stations within the Corridor and shall strive to locate its passenger loading platforms (i) between the two existing main Tracks where there are two existing main Tracks and (ii) between the existing main Track and the probable alignment of any future additional main Track that might be constructed by the Commission where there is only one existing main Track.

(c) The Commission shall be solely responsible for the design and construction of passenger stations, platforms and other passenger facilities, and the Railroad shall bear no responsibility, nor have rights of approval or oversight, for the design or construction of such facilities.

Section 2.12. Removal of Improvements. Any addition or improvement owned or funded by the Commission may not be removed by the Railroad without the Commission's approval and, upon removal, its re-use or salvage value shall remain solely with the Commission. Except as provided in Section 2.3(a), any addition or improvement owned or funded by the Railroad may not be removed by the Commission without the Railroad's approval and, upon removal, its re-use or salvage value shall remain solely with the Railroad. With respect to any additions or improvements jointly owned by the Railroad and the Commission, the re-use or salvage value shall be allocated between the Railroad and the Commission in accordance with their ownership interests. Removal costs shall be borne by the party owning the additions or improvements except as provided in Section 2.3(a).

Section 2.13. Ownership. (a) The Railroad shall own all Shared Use Facilities existing at the date of execution of this Agreement; provided, that all Shared Use Facilities and other improvements existing at the date of execution of this

Agreement and located within the Corridor shall be subject to the Commission's right to remove, relocate or modify in accordance with Section 2.3(a).

(b) The Railroad shall own all future improvements located on its right-of-way for the Saugus and Ventura Lines outside of the Corridor that are constructed at the sole cost and expense of the Railroad.

(c) The Commission shall own all future improvements located on the land covered by the Shared Use Tracks that are constructed or installed at the Commission's sole cost and expense.

(d) The Commission shall own the Corridor and all future improvements located therein unless otherwise agreed to by the Commission and the Railroad.

(e) The ownership of any future improvements funded jointly by the Commission and the Railroad shall be as mutually agreed to by them.

(f) At the termination of this Agreement as to a Line or any portion thereof, all of the then existing Signal Systems included in the terminated portion of the Shared Use Facilities, other than the Commission's signal transmission cables, that are owned, in whole or in part, by the Commission shall become the property of the Railroad. The Commission shall continue to provide the Railroad with the then existing level of use of the Commission's signal transmission cables for the purpose of communications for the then existing Signal Systems included in the Shared Use Facilities.

(g) Nothing in this Agreement shall be construed as granting to the Commission any interest or right in the Railroad's right-of-way outside of the Corridor other than the rights expressly provided herein, and the Railroad reserves its right to use such right-of-way outside of the Corridor for any purpose other than providing competing commuter services as specified in Section 2.2(g).

### ARTICLE THREE - Operations

Section 3.1. General. (a) Subject to the provisions of Article Four regarding scheduling and dispatching and Article Five regarding maintenance and repair, the Railroad shall have exclusive control over the operation of the Shared Use Facilities and shall operate the Shared Use Facilities in

a safe, reliable and on-time manner and in a manner that minimizes disruption of Commuter Service and intercity passenger service scheduled in accordance with Section 4.1.

(b) The Railroad shall provide to the Commission normal performance and incident reports and such other information and reports as the Commission may reasonably request.

(c) The Railroad and the Commission (directly or through its Operator) each shall be responsible for providing and operating its own Trains on the Shared Use Facilities.

(d) The Commission or its Operator may operate Test Trains and Trains required for employee training on the Shared Use Facilities prior to the commencement of Commuter Service with the prior written consent of the Railroad, which consent shall not be unreasonably withheld. The Commission shall pay the Railroad for the costs and expenses, including Customary Additives, incident to the operation of the Test Trains and other Trains referred to in the immediately preceding sentence.

Section 3.2. Personnel. (a) The Railroad shall maintain an adequate and experienced staff sufficient to operate, maintain and repair the Shared Use Facilities required to be operated or maintained by it and to operate the Railroad's Trains that use the Shared Use Facilities in accordance with the Railroad's obligations under this Agreement.

(b) The Commission shall maintain or cause its Operator to maintain an adequate and experienced staff to operate, maintain and repair the Shared Use Facilities required to be operated or maintained by it and to operate the Commission's Trains that use the Shared Use Facilities in accordance with the Commission's obligations under this Agreement. Such staff shall demonstrate to the Railroad that they have sufficient knowledge of the Railroad's rules and procedures for operations on the Shared Use Facilities and, to the extent legally required, shall meet FRA requirements.

(c) At the Commission's sole cost and expense, the Railroad shall provide to such staff of the Commission and the Commission's Operator such training as is necessary regarding Railroad's rules and procedures for operations on the Shared Use Facilities.

Section 3.3. Operator. The Commission's rights with respect to use of the Shared Use Facilities may be exercised through an Operator acting as a contractor pursuant to a written agreement between the Commission and the Operator. The Commission shall consult with the Railroad not less than 45 days in advance regarding the designation of an Operator. Any such Operator shall be a financially and operationally capable party, and, at the Railroad's request, the Commission shall provide reasonable evidence to the Railroad that the proposed Operator is financially and operationally capable. Any such Operator shall be obligated to comply with all the provisions of this Agreement, including without limitation Articles Three and Four regarding the exercise of such rights to use of the Shared Use Facilities, and the Commission shall remain responsible for such compliance. Any Operator of the Railroad also shall be obligated to comply with all of the provisions of this Agreement, including without limitation Articles Three and Four regarding the exercise of the Railroad's rights to use of the Shared Use Facilities, and the Railroad shall remain responsible for such compliance.

Section 3.4. Operating Equipment. (a) Neither the Commission nor the Railroad shall have any responsibility for inspecting, maintaining, servicing or repairing any locomotives, hi-rail vehicles, passenger cars, freight cars and other equipment used by the other party or its Operator on the Shared Use Facilities, but all such equipment shall at all times comply with applicable FRA, AAR, federal, state, and local requirements and with the Railroad's standards for locomotives and cars permitted to operate over the Railroad's Tracks, which standards shall be identified and specified in writing to the Commission.

(b) All Trains used by the Commission or the Railroad or their respective Operators on the Shared Use Facilities shall comply with the provisions of the Federal Locomotive Inspection Act and the Federal Safety Appliance Acts and with all regulations adopted pursuant to either. Each of the Commission and the Railroad and their respective Operators also shall comply with any other applicable laws, regulations or rules, state or federal, covering the operation, condition, inspection or safety of the Trains operated by it on the Shared Use Facilities.

Section 3.5. Operating Standards. (a) The Commission and the Railroad shall operate their respective Trains on the Shared Use Facilities in compliance at all times with the Operating Rule Book (or successor document) and the Railroad's Western Region Timetable (or successor document),

General Orders, Safety Rules, instructions and regulations. Each of the Commission and the Railroad and all personnel of either (including personnel of their respective Operators) who are present on their respective Trains using the Shared Use Facilities at any time shall comply fully with all applicable laws, regulations or rules, including licensing, whether federal, state or local, covering the operation, maintenance, condition, inspection, testing or safety of their respective Trains or of personnel employed in the maintenance and operation of any of their respective Trains, including without limitation the U.S. Department of Transportation regulations on the control of alcohol and drug use. The Commission may (i) adopt supplemental rules applicable to its operations on the Shared Use Facilities to the extent that such rules do not otherwise conflict with the provisions of this Section 3.5(a) and (ii) request modification of the applicable rules, regulations, instructions and orders of the Railroad, which modifications may be made from time to time by the mutual agreement of the parties hereto.

(b) The Commission shall make such arrangements with the Railroad as may be required to insure that all persons operating the Commission's Trains on the Shared Use Facilities are competent, trained, licensed and qualified for the task they are performing. During the initial start-up of the Commission or its initial Operator or the start-up by any new Operator of the Commission and thereafter only to the extent that the Commission or its Operator does not have previously qualified persons available, the Commission shall allow the Railroad's pilot, at the Commission's sole cost and expense, to accompany the employees of the Commission or its Operator over the Shared Use Tracks as the Railroad, in its reasonable judgment, may deem necessary to test such employees with respect to the applicable operating rules of the Railroad and to territorially qualify such employees. Other than during initial start-up of the Commission or the start-up by any new Operator of the Commission, the Commission shall be obligated to provide previously qualified employees of it or its Operator to act as pilots to conduct the testing and qualifying referenced in the preceding sentence with respect to new employees of the Commission or the Operator. The Railroad may make such additional requests on the Commission, which requests shall not be unreasonably denied, for the Railroad's pilot to so accompany employees of the Commission or its Operator as the Railroad may deem necessary to maintain the qualifications of such employees. The Commission shall pay to the Railroad, within thirty days after receipt of bills therefor, all expenses incurred by the Railroad, including the cost of pilots and Customary Additives, for territorially qualifying, testing and maintaining the qualifications of each

such employee. The Railroad shall furnish the Commission or its Operator with current Timetables, Operating Rule Books, Safety Rule Books and any related publications or material deemed necessary by the Railroad, and with necessary switch keys. The Commission shall pay the Railroad, within thirty days after receipt of bills therefor, the reasonable cost of such publications, material or keys, including Customary Additives.

(c) The printing and distributing of new Western Region Timetables, Western Region Timetable supplements or other related publications by the Railroad shall be at its sole cost and expense.

(d) Each of the Commission and the Railroad, at its sole cost and expense, shall obtain, install and maintain in all locomotives and hi-rail vehicles used by it or its Operator on the Shared Use Facilities such communication equipment as is necessary to allow its Trains to communicate with dispatching and signaling facilities for the Shared Use Facilities. The party in control of dispatching under the terms of this Agreement at any time may not adopt, except by mutual agreement with the other party, new communication systems or Signal Systems for use on the Shared Use Facilities which theretofore have not been adopted generally in the railroad industry.

(e) The Railroad shall, at least three days in advance or as soon as otherwise practicable, notify the Commission of any investigation or hearing concerning the violation of any operating rule, Safety Rule, regulation, order or instructions of the Railroad by any of the employees of the Commission or its Operator. Such investigation or hearing may be attended by any official of the Commission or of its Operator designated by the Commission, and any such investigation or hearing shall be conducted in accordance with any applicable collective bargaining agreement. The Commission shall pay the Railroad, within thirty days after receipt of bills therefor, the reasonable cost of such investigation or hearing, for which the Railroad may contract with a third party to perform any or all of the investigation or hearing transcription activities with the Commission to pay all costs and expense related thereto.

(f) The Railroad shall have the right to exclude from the Shared Use Facilities any employee of the Commission or its Operator determined to be in violation of the Railroad's rules, regulations, orders or instructions. The Commission shall indemnify, defend and hold harmless the Railroad, its corporate affiliates and its and their

respective officers, agents and employees from and against any and all claims, liabilities and expenses resulting from such exclusion. If such disciplinary action is appealed by an employee of the Commission or its Operator to any tribunal lawfully created to adjudicate such cases, and if the decision of such board or tribunal sustains the employee's position, then such employee shall not thereafter be barred from service on the Shared Use Facilities by reason of such occurrence.

Section 3.6. Emergency Operations. (a) If, by any reason of mechanical failure or for any other cause, the Trains or any locomotives, hi-rail vehicles, passenger cars or freight cars of the Commission or the Railroad or their respective Operators become stalled or disabled on the Shared Use Tracks and are unable to proceed, or fail to maintain the speed required of Trains to meet normal schedules, or if in emergencies crippled or otherwise defective equipment is set out from any such Trains onto the Shared Use Tracks, then the party whose Trains or items of equipment are involved in the incident shall be responsible for furnishing motive power or such other assistance as may be necessary to haul, help or push such equipment or Trains, or to properly move the disabled equipment. By mutual agreement of the parties or upon receipt of reasonable notice from the other party that the response of the party whose Trains or items of equipment are involved in the incident has not been adequate relative to the scheduled uses of the Shared Use Tracks, such other party may render such assistance as may reasonably be required in light of such scheduled uses, and the party whose Trains or items of equipment are involved in the incident shall reimburse the other party, within thirty days after receipt of the bill therefor, for the cost and expense of rendering any such assistance. The costs and expense of services referenced above in this paragraph (a), including without limitation loss of, damage to or destruction of any property whatsoever and injury to or death of any person or persons whomsoever resulting therefrom, shall be paid by the party whose Trains or items of equipment are involved in the incident.

(b) If it becomes necessary to make repairs to crippled or defective Trains or related equipment of the Commission or the Railroad or their respective Operators in order to move it from the Shared Use Tracks, such work shall be the responsibility of the party whose Trains or items of equipment are involved in the incident. By mutual agreement of the parties or upon receipt of reasonable notice from the other party that the efforts of the party whose Trains or items of equipment are involved in the incident to make the repairs are not adequate in light of the scheduled uses of the Shared Use Tracks, such other party may take control of the



repairs. If the repairs are performed by the other party, then the party whose Trains or items of equipment are involved in the incident shall reimburse the other party for the cost thereof, within thirty days after receipt of the bill therefor, at the then current AAR dollar rate for labor charges found in the Office Manual of the AAR Interchange Rules.

(c) Whenever the Commission's or the Railroad's Trains on the Shared Use Tracks require rerailing, wrecking service or wrecking train service, the party whose Train is involved shall be responsible for performing such service. Upon mutual agreement of the parties or upon receipt of reasonable notice from the other party that the response whose Train is involved in the incident is not adequate in light of the scheduled uses of the Shared Use Tracks, the other party may take control of such rerailing, wrecking service or wrecking train service as may be required. Whichever party has responsibility for maintenance and repair of the affected Shared Use Tracks under the terms of Article V shall make such repairs to and restoration of the Shared Use Tracks as may be required. The cost and expense of services referenced above in this paragraph (c), including without limitation loss of, damage to or destruction of any property whatsoever and injury to or death of any person or persons whomsoever resulting therefrom, shall be paid by the party whose Train is involved in the incident. All equipment and salvage from the same shall be promptly picked up by the party whose Train is involved in the incident or such party's Operator or delivered to the party whose Train is involved in the incident or such party's Operator by the other party, and all costs and expenses, including Customary Additives therefor, incurred by the other party shall likewise be paid to the other party by the party whose Train is involved in the incident. All costs and expenses to be borne under this Section 3.6(c) by the party whose Train is involved in the incident shall be paid within thirty days after receipt of the bills therefor.

Section 3.7. Regulatory Approvals. Each of the Commission and the Railroad shall obtain and maintain all such regulatory approvals as may be required for the conduct of their respective operations on the Shared Use Facilities.

Section 3.8. Claims Handling. Except as otherwise provided in Article Seven, the Commission and the Railroad shall have exclusive responsibility for the provision of claims handling service in connection with any aspect of their respective operations on the Shared Use Facilities, and in no event shall either or its Operator assert any right to require

the other or any of the other's affiliates to provide, or bear any of the costs and expenses arising from, such operations.

Section 3.9. Railroad Police. The Commission and the Railroad shall have exclusive responsibility for the provision of the services of railroad police or law enforcement personnel in connection with their respective operations on the Shared Use Facilities, and in no event shall either or its Operator assert any right to require the other or any of the other's affiliates to provide, or bear any of the costs and expenses arising from, such services.

Section 3.10. Governmental Grants. The Commission shall not apply for governmental grants pertaining, in whole or in part, to this Agreement which, under The Urban Mass Transportation Act, would result in the Railroad incurring labor protection obligations unless the Commission has obtained the Railroad's prior written consent to any such application, which consent shall not be unreasonably withheld.

#### ARTICLE FOUR - Scheduling and Dispatching

Section 4.1. Scheduling. (a) Except as otherwise provided in Section 4.1(c), the Commission shall determine the schedule for its Commuter Trains on the Shared Use Facilities during the Peak Commuter Periods; provided, that such schedules shall be established in a manner that minimizes conflicts with now existing intercity passenger Train schedules and other future intercity passenger Train schedules agreed to by the parties or which they are required to accept. Except as otherwise provided in Sections 2.2(a), 2.2(c) and 4.1(c), freight Trains may use the Shared Use Facilities during the Peak Commuter Periods only with the express consent of the Commission.

(b) Except as otherwise provided in Section 4.1(c), the Railroad shall determine the schedule of freight and intercity passenger Trains at all times other than the Peak Commuter Periods. Except as otherwise provided in Section 4.1(c), the Commission shall determine, subject to the Railroad's approval, the schedule of Commuter Trains during times other than the Peak Commuter Periods; provided, that, except as otherwise provided in Section 4.1(c), the Railroad may withhold its consent to a proposed Commission schedule if the proposed schedule would, in the Railroad's reasonable

judgment, interfere with the competitiveness of the Railroad's freight operations. As used in this Section 4.1(b), a proposed Commission schedule shall be deemed to interfere with the competitiveness of the Railroad's freight operations if such use by the Commission would interfere with the Railroad's ability to provide service-competitive freight service, including time sensitive service, to existing and future customers and to increase its freight service to the extent its market will permit.

(c) At such time as either the Saugus Line or the Ventura Line has been fully double main tracked (except for Tunnels), the Commission and the Railroad jointly shall determine the schedules for Trains on that Line at all times of the day to accommodate the reasonable needs of freight service, Commuter Service and intercity passenger service. If the Commission and the Railroad fail to reach agreement on such schedules, the schedules shall be determined by arbitration pursuant to Article Eight.

Section 4.2. Dispatching. (a) Except as otherwise provided in Section 4.2(e), the Railroad shall have exclusive control over dispatching unless and until determined otherwise by the mutual agreement of the Railroad and the Commission.

(b) Dispatching shall be consistent with the schedules determined in accordance with Section 4.1; provided, that the following priorities shall apply:

(i) As between Commuter Trains and intercity passenger Trains, Trains operating on schedule or within tolerance shall be accorded preference. Trains that have the potential to arrive at their final terminal on-time or within tolerance shall receive preference over Trains that are unlikely to arrive at their final terminal on-time or within tolerance. For purposes of dispatching, on-time shall mean within five minutes of the scheduled arrival time, and tolerance shall be as defined in the NRPC Agreement, as amended from time to time.

(ii) Commuter Trains scheduled in accordance with Section 4.1 and operating in revenue service shall be accorded preference over freight Trains.

(iii) Empty Commuter Trains shall receive appropriate priority in order to be in

position for their next scheduled revenue assignments to be protected by the crew or equipment.

(iv) Notwithstanding the priorities established by (ii) and (iii) above, freight Trains shall at no time be required to wait for Commuter Trains for more than 15 minutes (A) prior to crossing at Burbank Jct., at the Commuter Rail Interlocker or at other Crossovers within or contiguous to a double main tracked portion of the Shared Use Facilities, (B) prior to entering Tunnels within or contiguous to a double main tracked portion of the Shared Use Facilities, (C) when traveling to or from the existing General Motors auto plant or any successor facility at the same location, or (D) outside of the Peak Commuter Periods.

(c) The Railroad shall provide employees of the Commission or its Operator with reasonable access to dispatching facilities to allow monitoring of the dispatching of Trains on the Shared Use Facilities. Upon any assumption of the dispatching on the Shared Use Facilities by the Commission, the Commission thereafter shall provide employees of the Railroad or its Operator with reasonable access to the dispatching facilities to allow monitoring of the dispatching of Trains on the Shared Use Facilities.

(d) The Railroad and the Commission shall investigate jointly the possibility of moving dispatching operations for the Shared Use Facilities to a Commission owned central dispatching center in Los Angeles County and transferring control of dispatching to the Commission.

(e) At any time after the third anniversary of commencement of regularly scheduled Commuter Service by the Commission on the Shared Use Facilities, (i) the Commission shall have the right to assume the dispatching of the Shared Use Facilities upon six months' prior notice to the Railroad if at such time the Commission or its Operator has adequate facilities and personnel to conduct such dispatching, and (ii) the Railroad shall have the right to require the Commission to assume the dispatching of the Shared Use Facilities upon six months' prior notice to the Commission. During the six months' notice period under either clause (i) or (ii), the Commission shall obtain, and shall be capable of providing by the end of the applicable six months' notice period, adequate facilities and personnel to conduct

dispatching of the Shared Use Facilities, and the Railroad, at no cost, expense or liability to the Commission, shall negotiate appropriate labor agreements with its employees relating to the termination of such activity by the Railroad. In addition, if the Railroad sells, assigns or delegates its dispatching duties to other than a Class 1 railroad, the Commission shall have the option of assuming the dispatching duties on the Shared Use Facilities.

#### ARTICLE FIVE - Maintenance and Repair

Section 5.1. Maintenance Standards. Unless otherwise agreed by the parties hereto, existing Shared Use Tracks shall be maintained at such level as to allow continued operation for existing types of service in existence on the date of execution of this Agreement at the train speeds shown in the Western Region Timetable No. 4 and applicable General Orders that are effective on the date of the execution of this Agreement and attached hereto as Schedule 5.1. Unless otherwise agreed by the parties hereto, future Shared Use Tracks shall be maintained at such level as to allow continued operation at the same train speeds as those of the adjacent Shared Use Tracks. At the request and sole cost and expense of the Commission, Shared Use Tracks shall be maintained to standards in excess of those required by the two preceding sentences. All other Shared Use Facilities shall be maintained and repaired to keep them in a safe and reliable condition and at least at the levels of utility, maintenance and repair existing on the date of execution of this Agreement. Repair and maintenance shall be done in a manner that minimizes disruptions to operations of both the Commission and the Railroad; provided, that night maintenance shall not normally be required.

Section 5.2. Maintenance Responsibilities. (a) The Railroad shall have exclusive control over the maintenance and repair of, and shall maintain and repair, the Shared Use Facilities, except as provided in paragraphs (b) and (c) of this Section 5.2. Notwithstanding the provisions of paragraphs (b) and (c) of this Section 5.2, the Railroad shall have exclusive control over the maintenance and repair of, and shall maintain and repair, all Signal Systems wherever located that are included in the Shared Use Facilities, except for any of the Commission's signal transmission cables.

(b) The Commission shall have exclusive control over the maintenance and repair of, and shall maintain and repair, the Shared Use Facilities owned by it and constructed

in the Corridor, including the Commission's signal transmission cables that are included in the Shared Use Facilities. The Commission shall not have control over the maintenance and repair of, nor shall it maintain and repair, any part of the Signal System other than the Commission's signal transmission cables.

(c) Subject to the Railroad's labor agreements, the Commission shall have exclusive control over the maintenance and repair of, and shall maintain and repair, any future improvements owned by the Commission to the Shared Use Facilities located on property owned by the Railroad and any Shared Use Facilities owned by the Railroad and located in the Corridor, in each case including the Commission's signal transmission cables. The Commission shall not have control over the maintenance and repair of, nor shall it maintain and repair, any part of the Signal System other than the Commission's signal transmission cables.

(d) At any time after the third anniversary of commencement of regularly scheduled Commuter Service by the Commission on the Shared Use Facilities, (i) the Commission shall have the right to assume all maintenance and repair of the Shared Use Facilities upon six months' prior notice to the Railroad if at such time the Commission or its Operator has adequate facilities and personnel to conduct such maintenance and repair, and (ii) the Railroad shall have the right to require the Commission to assume all maintenance and repair of the Shared Use Facilities upon six months' prior notice to the Commission. During the six months' notice periods under either clause (i) or (ii), the Commission shall obtain, and shall be capable of providing by the end of the applicable six months' notice period, adequate facilities and personnel to conduct maintenance and repair of the Shared Use Facilities, and the Railroad, at no cost, expense or liability to the Commission, shall negotiate appropriate labor agreements with its employees relating to the termination of such activity by the Railroad.

(e) All disputes as to the fulfillment of either party's maintenance and repair obligations as set forth in this Section 5.2 shall be submitted to arbitration pursuant to Article Eight, and the remedies of damages and specific performance shall be available therein.

Section 5.3. Cost and Expense. (a) The Railroad's Agreed Annual Share shall be \$1,252,500 (subject to adjustments specified in paragraphs (e), (f) and (g) of this Section 5.3), which is the sum of two components: (i) the "Car-Mile Component" in the amount of \$976,950, subject to

adjustments for inflation and car volume as such adjustments are specified in paragraphs (e) and (g) of this Section 5.3, and (ii) the "Route-Mile Component" in the amount of \$275,550, subject to adjustments for inflation, partial termination of this Agreement and commencement of regularly scheduled Commuter Service on less than all of both Lines as such adjustments are specified in paragraphs (e) and (f) of this Section 5.3. The Railroad's Agreed Annual Share shall constitute its total required contribution for the maintenance, repair and enhancement of the Shared Use Facilities, including without limitation capital projects thereon and additions and betterments thereto, except for the expenses described in the second sentence of paragraph (c) of this Section 5.3. The maintenance, repair and enhancement expenses referred to in this paragraph (a) of Section 5.3 shall include both expensed and capitalized items, and maintenance, repair and enhancement expenses and other items credited against the Railroad's Agreed Annual Share or billed to the Commission for work performed on the Shared Use Facilities by the Railroad also shall include Customary Additives and Materials Additives. The Commission shall pay directly to the Railroad all reasonable costs and expenses incurred by the Railroad for maintenance, repair and enhancement of the Shared Use Facilities in excess of the Railroad's Agreed Annual Share. For example, if the Railroad's Agreed Annual Share for a given year were \$1,252,500 and maintenance, repair and enhancement expenses, including capital projects and additions and betterments (excluding expenses described in the second sentence of paragraph (c) of this Section 5.3), incurred by the Railroad during that year, plus Customary Additives and Materials Additives, totalled \$1,500,000, the Commission's aggregated payments to the Railroad for that year would be \$247,500. The Commission also shall pay directly all costs and expenses for maintenance, repair and enhancement of the Shared Use Facilities performed by it or its contractors. The Railroad shall contribute the Railroad's Agreed Annual Share for the Shared Use Facilities on a monthly basis so long as this Agreement is in force. The Railroad shall send the Commission a monthly billing statement that sets forth the maintenance, repair and enhancement expenses incurred by the Railroad during the prior month and a cumulative total for such expenses incurred during the year up to the end of such month. The Commission's obligation to make payment to the Railroad pursuant to this Section 5.3(a) shall be with respect to the unpaid portion of the excess, if any, of such cumulative amount over the Railroad's Agreed Annual Share.

(b) The Commission also shall pay to the Railroad the amount of \$70,000 (adjusted for inflation as

specified in paragraph (e) of this Section 5.3) annually to reimburse the Railroad for the services and expenses of a Cost Manager who shall maintain accurate and complete records of the Railroad's maintenance and repair expenditures on the Shared Use Facilities. These payments shall be made in equal monthly installments. The Commission's obligations under this Section 5.3(b) shall terminate on that date that it assumes all maintenance and repair obligations for the Shared Use Facility in accordance with the terms of Section 5.2(d).

(c) Except as provided in the next sentence and in the last sentence of this paragraph (c), capital projects and production programs on the Shared Use Facilities, including without limitation additions and betterments to the Shared Use Facilities, shall be paid for by the Commission. The Commission shall not be required to pay, nor shall there be a credit against the Railroad's Agreed Annual Share, for (i) any capital projects on the Shared Use Facilities (including without limitation additions and betterments to the Shared Use Facilities) initiated solely by the Railroad which constitute improvements used solely for its freight service or which are required by law solely due to the Railroad's freight service and that would have been initiated by the Railroad or required by law even if the Commission were not operating at all on the Line (e.g. an increase in tunnel or bridge clearance to accommodate higher double-stacked freight cars), or (ii) any other item the cost of which this Agreement expressly provides for the Railroad to pay or share. The Commission shall additionally compensate the Railroad for any improvements requested and approved by the Commission. Until such time as the Commission shall assume all maintenance and repair obligations as provided in Section 5.2(d), the Railroad shall not later than November 15 of each year deliver to the Commission a proposed budget for capital projects and production programs, including operating and capital maintenance, on the Shared Use Facilities for the next succeeding calendar year, and during that calendar year the Railroad shall deliver to the Commission such proposed amendments and supplements to the budget as the Railroad may deem necessary from time to time. Such budget and amendments and supplements thereto shall be subject to the approval of the Commission, which approval shall not be unreasonably withheld. Any disputes as to whether amounts credited against the Railroad's Agreed Annual Share during a calendar year included costs and expenses attributable to capital projects or production programs not contained within the budget, including amendments and supplements, approved by the Commission for that calendar year shall be submitted to arbitration in accordance with Article Eight, and such credits shall be subject to disallowance if and to the extent that it



is determined through arbitration that the Commission reasonably withheld its approval from the capital projects or production program to which the credits are attributable.

(d) If the unreimbursed maintenance, repair and enhancement expenses and the unreimbursed cost of other work (for which the Railroad's Agreed Annual Share constitutes its total required contribution) performed by the Railroad during the year on the Shared Use Facilities are less than the Agreed Annual Share for that year, the Commission shall receive a credit in the amount of the shortfall to be credited against its required payments to the Railroad under any provisions of this Agreement either for the then current year or for future years, unless the Commission and the Railroad agree as to how the shortfall shall be spent. An amount equal to any credit which has not been applied against required payments or agreed spending prior to the end of the second year following the year in which such credit was created shall be paid by the Railroad to the Commission. The earliest created credits shall be deemed to be the first credits applied or spent.

(e) The Railroad's Agreed Annual Share and the Commission's reimbursement to the Railroad for the services and expenses of the Cost Manager shall be adjusted upward or downward annually in accordance with the final "Materials Prices, Wage Rates and Supplements Combined (excluding fuel) Index" (the "Index") included in the final Annual Indexes for Charge-Out Prices and Wage Rates (1977=100) issued by the AAR (the "AAR Railroad Cost Indexes"). Adjustment of each of the components of the Railroad's Agreed Annual Share and the Commission's reimbursement to the Railroad for the services and expenses of the Cost Manager shall be made by multiplying each by the ratio of the Index figure for a particular calendar year relative to the Index figure for calendar year 1990; provided, that such adjustments shall be made to the nearest cent. By way of example, if "A" is the Index figure for calendar year 1990 and "B" is the Index figure for calendar year 1993, then the adjustments required by this Section 5.3(e) would be determined as follows:

(1)  $\$976,950 \times B/A =$  The Car-Mile Component of the Railroad's Agreed Annual Share as adjusted per Section 5.3(e) for calendar year 1994.

(2)  $\$275,550 \times B/A =$  The Route-Mile Component of the Railroad's Agreed Annual Share as adjusted per Section 5.3(e) for calendar year 1994.

(3) \$70,000 x B/A =

The annual reimbursement for the Cost Manager in calendar year 1994.

If the base for the Index shall be changed from the year 1977, appropriate revision shall be made in the base (established as herein provided) for the calendar year 1990. If the AAR or any successor organization discontinues publication of the AAR Railroad Cost Indexes, an appropriate substitute for determining the percentage of increase or decrease shall be negotiated by the parties hereto. In the absence of agreement, the matter will be arbitrated in the manner prescribed in Article Eight of this Agreement.

(f) The Route-Mile Component shall be adjusted annually to reflect (i) any partial termination of this Agreement pursuant to Article Nine and (ii) any portion of the Lines upon which the Commission has not commenced regularly scheduled Commuter Service. Such adjusted Route-Mile Component shall be calculated by multiplying (i) \$275,550, as adjusted pursuant to paragraph (e) of this Section 5.3, by a fraction (A) the numerator of which is the Original Total Miles minus the aggregate number of route-miles on the Lines as to which this Agreement has been terminated and the aggregate number of route-miles on the Lines for which the Commission has not commenced regularly scheduled Commuter Service (without duplication for any terminated route-miles for which regularly scheduled commuter service was not commenced), and (B) the denominator of which is the Original Total Miles. For purposes of clause (A) of this Section 5.3(f), "route-miles" shall mean miles on main Tracks included in the Shared Use Tracks as of the date of this Agreement (including an equated track mile allowance of 6.56 miles for the 7.9 mile long second main Track between MP 471.5 and MP 479.4). The term "Original Total Miles" shall be 72.47 (or 73.87 if the Option is exercised), which is the aggregate number of miles of main Tracks included in the Shared Use Tracks as of the date of this Agreement (including an equated track mile allowance of 6.56 miles for the 7.9 mile long second main Track between MP 471.5 and MP 479.4). For example, if (i) the Index figure for 1990 was 100; (ii) the Index figure for 1993 was 110; (iii) this Agreement has been terminated as to an aggregate of 10 route-miles and (iv) the Commission has not commenced regularly scheduled Commuter Service on 5 route-miles, the Route-Mile Component would be:

$\$275,550 \times (110/100) \times ((72.47 - 10 - 5)/72.47)$ , or \$240,367.66.

(g) The Car-Mile Component shall be adjusted annually to reflect changes in the Railroad's traffic on the Shared Use Facilities (including the traffic of the Railroad and its tenants and Operator and intercity passenger traffic) measured by aggregate car-miles. The Railroad's aggregate car-miles for all of both Lines for the fourth quarter of 1990 shall be the "Base Car-Miles." The car-miles adjustment shall be applied to increase or decrease the original Car-Mile Component of \$976,950 (adjusted for inflation as specified in paragraph (e) of this Section 5.3) for the adjustment year based on the ratio of the Railroad's aggregate car-miles during the fourth quarter of the adjustment year to the Base Car-Miles. For purposes of computing car-miles for the fourth quarter of 1990, intercity passenger car-miles shall be assumed to be three times such intercity passenger car-miles for December 1990.

For purposes of this Section 5.3, a "car-mile" shall mean one railroad car or locomotive traveling one route-mile. Thus, a locomotive and nine railroad cars traveling over 5 route-miles would result in an aggregate of 50 car-miles. Aggregate car-miles for the fourth quarter of any year subsequent to 1990 shall be calculated based only upon car-miles traveled on those portions of the Lines (i) as to which a partial termination of the Agreement has not occurred, and (ii) where the Commission has commenced regularly scheduled Commuter service. Within 45 days after the end of each adjustment year, the Railroad shall deliver to the Commission a certified statement of aggregate car-miles for the fourth quarter of the adjustment year computed in accordance with the provisions of this Section 5.3(g).

By way of illustrating the adjustment required by this paragraph (g), if (i) the Index figure for 1990 was 100; (ii) the Index figure for 1994 was 110; (iii) the Base Car-Miles were 100,000 car-miles and (iv) the car-miles of the Railroad in the fourth quarter of 1993 aggregated to 110,000 car-miles, then the Car-Mile Component for 1994 would be:

$$\$976,950 \times (110/100) \times (110,000/100,000), \text{ or } \$1,182,109.50$$

(h) The Railroad's Agreed Annual Share for any year shall be the sum of the Car-Mile Component, as adjusted for that year pursuant to paragraphs (e) and (g) of this Section 5.3, and the Route-Mile Component, as adjusted for that year pursuant to paragraphs (e) and (f) of this Section 5.3. Using the examples set forth in paragraphs (f) and (g) of this Section 5.3, the Railroad's Agreed Annual Share for 1994 would be:

\$240,367.66 + \$1,182,109.50, or \$1,422,477.16.

(i) The Commission's obligation to make payments of the nature required by paragraphs (a) through (c) of this Section 5.3 shall not apply as to any Line or portion thereof until the Commission commences Commuter Service on such Line or portion thereof, except the Commission shall be required to pay for capital improvements required to be paid for by the Commission under Sections 2.4, 2.5 and 2.6 and any other improvements requested by the Commission.

(j) The Commission shall pay to the Railroad for additional costs and expenses related to dispatching that are incurred as a result of the Commission's operations on the Shared Use Facilities \$165,000 per year, in equal monthly installments, commencing in the year that the Commission initiates regularly scheduled Commuter Service along any portion of the Lines. If the Commission shall assume responsibility for dispatching on the Shared Use Facilities, the Railroad shall pay to the Commission any additional costs and expenses related to dispatching that are incurred as a result of the Commission's dispatching of Trains other than those of the Commission.

(k) If the Commission shall assume all maintenance and repair of the Shared Use Facilities as provided in Section 5.2(d), the Railroad shall pay its Agreed Annual Share directly to the Commission in equal monthly installments.

#### ARTICLE SIX - Assignments and Tenants

Section 6.1. Commission. (a) Except as provided in Section 3.3 and in paragraphs (c) and (d) of this Section 6.1, neither the rights nor the obligations of the Commission under this Agreement may be delegated or assigned to any other person or entity without the prior written consent of the Railroad.

(b) The Commission shall not permit any other person or entity to use the Shared Use Facilities (except the Commission's Operator designated in accordance with Section 3.3) and shall not admit any trackage tenants to the Shared Use Facilities.

(c) Upon the purchase by or on behalf of the Ventura County Transportation Commission (the "VCTC") pursuant

to the Purchase Agreement of so much of the Corridor as lies within Ventura County, the Commission and the VCTC shall execute an assignment and assumption which provides that (i) the Commission shall assign all of its rights hereunder to the VCTC with respect to the portions of the Shared Use Facilities and the Corridor lying within Ventura County, (ii) the VCTC shall assume all of the obligations of the Commission hereunder with respect to the portions of the Shared Use Facilities and the Corridor lying within Ventura County; and (iii) the VCTC shall appoint the Commission as its designee, with such powers and authority as are required to exercise the rights and satisfy the obligations and duties assigned to and assumed by the VCTC; provided, that the Commission shall remain primarily obligated to the Railroad for performance of and compliance with all of the obligation and duties of the Commission set forth in this Agreement, including without limitation the obligations of the Commission set forth in Article Seven as they apply to incidents occurring on or with respect to the Ventura Line; except that the VCTC may provide any or all of the insurance coverage required to be maintained by the Commission under Section 7.3. In no event shall more than one Operator be designated to act on behalf and for the account of both the Commission and the VCTC on both of the Lines. Any assignment and assumption effected by or on behalf of the VCTC pursuant to Section 6.1(d) shall be effected only in conjunction with an assignment and assumption effected thereunder by the Commission to a single successor governmental agency.

(d) The Commission may assign all of its rights hereunder (or at its option except from assignment of its rights under Section 2.13) to, and all of the Commission's obligations and duties hereunder may be assumed by, a financially and operationally capable joint powers governmental agency. The Commission shall give the Railroad at least 45 days' prior written notice of any such assignment and, at the Railroad's request, the Commission shall provide reasonable evidence that such proposed assignee is financially and operationally capable. The enabling legislation and other charter documents for the proposed joint powers governmental agency shall provide it with powers and authority that are no less extensive than those of the Commission with respect to the obligations and duties of the Commission set forth in this Agreement and are such powers and authority as are required to incur and satisfy the obligations and duties so assumed, including without limitation the indemnification obligations of the Commission set forth in Article Seven. Thereafter the successor governmental agency, and not the Commission, shall be primarily obligated to the Railroad hereunder for performance of and compliance with all of the obligations and duties of the Commission set forth in the Agreement.

Section 6.2. Railroad. (a) The Railroad may sell all or any portion of its interest in the Shared Use Facilities, and the Railroad may assign or otherwise delegate any of its rights and duties hereunder in connection with a sale of its interest in the applicable Line or otherwise, without securing the consent of the Commission if such sale, assignment or delegation is to a financially and operationally capable party. The Railroad shall give the Commission at least 45 days' prior written notice of any such sale, assignment or delegation and, at the Commission's request, the Railroad shall provide reasonable evidence that any purchaser, assignee or delegee is financially and operationally capable. Any sale, assignment or delegation other than to a financially and operationally capable purchaser, assignee or delegee shall require the written consent of the Commission. Any sale or assignment of the Railroad's rights in the Shared Use Facilities shall be subject to the rights of the Commission under this Agreement. In connection with any sale by the Railroad of its interest in all or any portion of the Shared Use Facilities, the Railroad may retain the right to continue to use the Shared Use Facilities.

(b) The Railroad may admit as additional trackage tenants or Operators to use the Shared Use Facilities any financially and operationally capable party without the consent of the Commission. The Railroad shall give the Commission at least 45 days' prior written notice of any such admission and, at the Commission's request, the Railroad shall provide reasonable evidence that such party is financially and operationally capable. Any admission other than to a financially and operationally capable trackage tenant or Operator shall require the written consent of the Commission. If the Railroad admits any trackage tenant in addition to the Railroad and Amtrak to use the Shared Use Facilities and if the Railroad's trackage and related facilities on the affected Line or portion thereof as they existed immediately prior to the Effective Date for that Line or portion thereof would not have had sufficient capacity to accommodate such new tenant (assuming the Commission were not operating at all on the affected Line), the Commission shall receive the same compensation from that tenant for the use of the Shared Use Facilities as the Railroad is to receive; provided, that the foregoing (i) shall apply only to compensation to be received from a tenant for operations following the completion of full double tracking (except Tunnels) and related facilities on the affected Line, and (ii) shall not apply in the case of a new tenant or Operator admitted in substitution for the operations of the Railroad or Amtrak.

## ARTICLE SEVEN - Liability Agreement

### Section 7.1. Assumption of Responsibility.

(a) Except as otherwise provided in Section 3.6(c), each of the parties hereto shall assume, bear and pay all the liabilities allocated to it as the responsible party under the terms of this Article Seven. For purposes of this Article Seven, the term "liability" shall include all loss, damage, cost, expense (including costs of investigation and attorney's fees and expenses at arbitration, trial or appeal and without institution of arbitration or suit), liability, claims and demands of whatever kind or nature arising out of an incident described in the applicable provision of this Article Seven. Except as otherwise expressly provided in Sections 7.2(b), 7.2(d), 7.2(e) and 7.4, the responsibility for liabilities undertaken by each party under this Article Seven is without respect to fault, failure, negligence, misconduct, malfeasance or misfeasance of any party or its employees, agents or servants.

(b) All costs and expenses incurred in connection with the investigation, adjustment and defense of any claim or suit shall be included as part of the liability for which responsibility is assumed under the terms of this Article Seven, including salaries or wages and associated benefits of, and out-of-pocket expenses incurred by or with respect to, employees of either party engaged directly in such work and a reasonable amount of allocated salaries and wages of employees providing support services to the employees so engaged directly in such work.

### Section 7.2. Allocation of Responsibilities.

(a) Liability for personal injury (including bodily injury and death) to, or property damage suffered by, an invitee of either party shall be the responsibility of and borne and paid solely by that party regardless of the cause of such loss or the fault of either party or whose Train was involved, except as specifically provided in paragraph (b) of this Section 7.2 and Section 7.4 below. For purposes of this paragraph, and without limitation, consultants and contractors of a party and any person who is on a Train operated by or for the account of a party (other than an employee of a party engaged in performing duties for that party) shall be deemed to be an invitee of that party. All persons at or adjacent to a passenger station or loading platform shall be deemed to be invitees of the Commission (other than employees, contractors and consultants, including employees of such contractor, of the Railroad or of any tenant or Operator of the Railroad engaged in performing duties for the Railroad or for any such

tenant or Operator of the Railroad). Other than Amtrak, any trackage tenant of either party shall be deemed to be bound by the provisions of this Article VII; provided, that if it is determined for any reason that such tenant is not so bound, such tenant shall be deemed to be an invitee of that party.

(b) After the Commission shall have incurred aggregate liability in an amount equal to \$25.0 million for injury to or damage suffered by its invitees for incidents occurring in any one calendar year, the Railroad shall bear a share of that portion of the aggregate liability to the Commission's invitees for that year that is in excess of \$25.0 million in proportion to the Railroad's relative degree of fault, if any; provided, that the Railroad shall not bear liability to the Commission's invitees in an amount in excess of \$125.0 million for incidents occurring in such calendar year. In computing the \$25.0 million base amount payable by the Commission prior to any participation by the Railroad, there shall be excluded any liabilities incurred due to the Excluded Conduct (defined below in Section 7.4(a)) of the Commission. After the Railroad shall have incurred aggregate liability in an amount equal to \$25.0 million for injury to or damage suffered by its invitees for incidents occurring in any one calendar year, the Commission shall bear a share of that portion of the aggregate liability to the Railroad's invitees for that year that is in excess of \$25.0 million in proportion to the Commission's relative degree of fault, if any; provided, that the Commission shall not bear liability to the Railroad's invitees in an amount in excess of \$125.0 million for incidents occurring in such calendar year. In computing the \$25.0 million base amount payable by the Railroad prior to any participation by the Commission, there shall be excluded any liabilities incurred due to the Excluded Conduct of the Railroad. Liability shall be deemed incurred on the date of the incident giving rise to such liability regardless of the date on which liability is paid or established. The determination of the relative fault of the parties in any proceeding establishing the liability shall be binding on the parties.

(c) Liability for personal injury (including bodily injury and death) to, or property damage suffered by, persons other than invitees of either the Commission or the Railroad and casualty losses to property owned by the Commission and/or the Railroad shall be the responsibility of and borne and paid by the parties as follows regardless of the cause of such loss or the fault of either party except as provided in paragraphs (d) and (e) of this Section 7.2 and Section 7.4 below:



- (i) Loss to equipment and other personal property owned by the Commission shall be the responsibility of the Commission and borne by it.
- (ii) Loss to equipment and other personal property owned by and freight transported by the Railroad shall be the responsibility of the Railroad and borne by it.
- (iii) Loss to the Shared Use Facilities and property jointly owned by the Commission and the Railroad shall be the responsibility of and borne (A) totally by the single party whose Train was involved in the incident giving rise to the loss, and (B) equally by the parties if no Train was involved in the incident or Trains of both parties were involved.
- (iv) Liability for personal injury (including bodily injury and death) to, or property damage suffered by, any employee of either party which occurs during the course of employment or while traveling to or from employment (an "employee") shall be the responsibility of and borne solely by the party employing such employee.
- (v) Liability for personal injury (including bodily injury and death) to, or property damage suffered by, any person who is not an employee or invitee of either party (including without limitation persons using vehicular and pedestrian crossings and trespassers) shall be the responsibility of and borne (A) totally by the party whose Train was involved in such loss if the Train of only one party was involved, and (B) equally by the parties if no Train was involved in the incident.
- (d) Liability for personal injury (including bodily injury and death) to, or property damage suffered by, a person who is not an employee or invitee of either party shall be the responsibility of and borne by both parties in proportion to their relative degrees of fault if Trains of both parties were involved in the incident giving rise to such injury or damage.

(e) Liability due to the release of hazardous materials shall be the responsibility of and borne by the party who transported the hazardous materials unless Trains of both parties were involved, in which case the parties shall bear the loss or liability in proportion to their relative degrees of fault.

Section 7.3. Insurance. (a) The commission and the Railroad shall each maintain general liability insurance in the amount of at least \$100,000,000 per occurrence and shall either include all of their respective Operators and tenants (other than Amtrak) as insureds under their respective policies or furnish evidence of separate insurance of the same amount and type for each Operator or tenant (other than Amtrak). Insurance shall be placed with a company or companies authorized to conduct business in California. The Commission and the Railroad (and an Operator or tenant if such Operator or tenant demonstrates to the reasonable satisfaction of the Commission and the Railroad sufficient financial capacity) may self insure to a level not to exceed \$10.0 million.

(b) The general liability insurance required by Section 7.3(a) shall provide coverage for personal injury, bodily injury, death and property damage with respect to all operations of the Railroad, the Commission, Operators and tenants, respectively. Such insurance shall include blanket contractual coverage, including coverage for written, oral and implied contracts and specific coverage for the indemnity provisions set forth in this Article Seven. Each policy of general liability insurance obtained by the Commission and the Railroad shall name the other as an additional insured with respect to any liability to be borne by the party obtaining such insurance pursuant to the provisions of this Article Seven.

(c) For any claims arising out of activities, products or operations resulting from or related to this Agreement, the insurance obtained pursuant to Section 7.3(a) shall be primary with respect to the obligation under this Agreement of the party obtaining the insurance and with respect to the interests of all parties added as additional insureds. Any other insurance maintained by an additional insured shall be excess of this coverage herein defined as primary and shall not contribute with it.

(d) Unless otherwise agreed by the Commission and the Railroad, the insurance required by Section 7.3(a) shall be maintained by each of the parties specified therein for the full term of this Agreement and shall not be permitted

to expire or be cancelled or materially changed except upon 60 days' notice to the other parties. Each insurance policy required by Section 7.3(a) shall be endorsed to state that coverage shall not be suspended, voided, cancelled by either party, or reduced in coverage or limits except after sixty (60) days' prior written notice has been given to all insureds.

(e) Each of the Commission and the Railroad shall cause its and/or its Operator's and tenant's (other than Amtrak's) insurers to provide the other with certificates of insurance and endorsements evidencing the provisions specified above in this Section 7.3 prior to commencement of operations on the Shared Use Facilities under this Agreement.

(f) A failure of any party to maintain the insurance required by this Section 7.3 shall not relieve such party of any of its liabilities or obligations under this Agreement.

Section 7.4. Limitations on Indemnification.

(a) The provisions of this paragraph (a) shall apply notwithstanding the provisions of Section 7.2 above. "Excluded Conduct" shall mean (i) an entire failure of care or the exercise of so slight a degree of care as to raise a presumption that there was a conscious indifference to the things and welfare of others, (ii) conduct constituting a reckless or wanton disregard of the probable results of such conduct, (iii) wilful misconduct, or (iv) conduct which would permit the award of exemplary or punitive damages. Neither party shall be indemnified for any loss or liability resulting from its own Excluded Conduct, and in any such case such party shall be responsible for and bear loss or liability in proportion to its relative degree of fault and such party shall be responsible for and bear all exemplary or punitive damages, if any, resulting from its Excluded Conduct. If any of the provisions of Section 7.2 would otherwise indemnify a party against liability, loss or damage that would be prohibited by or unenforceable under the laws of the State of California (including a determination that indemnification under the circumstances involved is against the public policy of the state), the indemnity provided by such provision shall be deemed to be limited to and operative only to the maximum extent permitted by law. Without limitation, if it is determined that any law or public policy of the State of California prohibits the indemnification of a party for its own sole negligence in any instance covered by the provisions of Section 7.2, those provisions shall be deemed to exclude indemnification for such party's sole negligence but to permit full indemnification, as specified in Section 7.2, if both

parties were negligent. In the case of any liability, loss or damage for which the provisions of this paragraph (a) would prevent the indemnification of a party, such party shall be responsible for and bear such liability, loss or damage.

(b) Notwithstanding Section 7.2 above, the Railroad and the Commission shall bear liability in proportion to their relative degrees of fault in connection with an accident involving one of the Railroad's Trains while using (i) the Shared Use Tracks to follow the last scheduled peak direction commuter train during a Peak Commuter Period as provided in Section 2.2(a)(iii) or (ii) the Shared Use Tracks during a Peak Commuter Period as provided in Section 2.2(a)(vi), but in the case of either clause (i) or clause (ii) above only if the Railroad's use of the Shared Use Tracks involved in the incident at those times would not have been permitted but for the provisions of Section 2.2(a)(iii) or (vi).

Section 7.5. Scope of Indemnification. In any case where a party is required under the provisions of this Article Seven to bear a loss or liability, it shall pay, satisfy and discharge such liability and all judgments that may be rendered by reason thereof and all costs, charges and expenses incident thereto, and such party shall forever indemnify, defend and hold harmless the other party and its commissioners, directors, officers, agents, employees, shareholders, parent corporation and affiliated companies or governmental entities from, against and with respect to any and all liabilities which arise out of or result from the incident giving rise thereto. If a party asserts that the other was guilty of Excluded Conduct and denies liability for indemnification of the other party based thereon, the party asserting such Excluded Conduct shall have the burden of proof in establishing such conduct. It is the intent of the parties that the indemnification provisions of this Article Seven shall apply to both the passive negligence and the active negligence of an indemnified party.

Section 7.6. Procedure. (a) If any claim or demand shall be asserted by any person against an indemnified party under this Article Seven, the indemnified party shall, within 30 days after notice of such claim or demand, cause written notice thereof to be given to the indemnifying party, provided that failure to notify the indemnifying party shall not relieve the indemnifying party from any liability which it may have to the indemnified party under this Article Seven, except to the extent that the rights of the indemnifying party are in fact prejudiced by such failure. If any such claim or demand shall be brought against the indemnified party and it shall

have given notice thereof to the indemnifying party, the indemnifying party shall have the right, at its own expense, to control (including the selection of counsel reasonably satisfactory to the indemnified party) or to participate in the defense of, negotiate or settle, any such claim or demand, and the parties hereto agree to cooperate fully with each other in connection with any such defense, negotiation or settlement. In any event, the indemnified party shall not make any settlement of any claims which might give rise to liability on the part of the indemnifying party under this Article Seven without the prior written consent of the indemnifying party, which consent shall not be unreasonably withheld. If any claim or demand relates to a matter for which the parties, under the terms of Section 7.2, are to share liability equally or in proportion to their relative degrees of fault, each party shall be entitled to select its own counsel and defend itself against the claim at its own expense, and neither party shall make any settlement of any such claims without the prior written consent of the other party, which consent shall not be unreasonably withheld.

(b) Subject to the provisions of Section 7.6(a), on each occasion that the indemnified party shall be entitled to indemnification or reimbursement under this Article Seven, the indemnifying party shall, at each such time, promptly pay the amount of such indemnification or reimbursement. If the indemnified party shall be entitled to indemnification under this Article Seven and the indemnifying party shall not elect to control any legal proceeding in connection therewith, the indemnifying party shall pay to the indemnified party an amount equal to the indemnified party's reasonable legal fees and other costs and expenses arising as a result of such proceeding.

(c) Any dispute between the parties as to the right to indemnification or the amount to which it is entitled pursuant to such right with respect to any matter shall be submitted to arbitration pursuant to Article Eight.

Section 7.7. Tenants and Operators. Any new tenant or Operator on the Shared Use Facilities shall agree to be bound by the provisions of this Article Seven unless otherwise agreed by the Railroad and the Commission. The parties will use reasonable efforts to extend the benefits of existing Amtrak indemnities to the Commission.

Section 7.8. Dollar Amount Adjustments. Each of the dollar amounts set forth in Section 7.2(b) and Section 7.3(a) above shall be adjusted annually and every three years, respectively, for changes in the Consumer Price Index, but

shall not be reduced below their initial levels. As used in this Section 7.8, the term "Consumer Price Index" shall mean the United States Department of Labor's Bureau of Labor Statistics' Consumer Price Index, All Urban Wage Earners and Clerical Workers, All Items, for the Los Angeles area (1967=100). If the base year for the Consumer Price Index is changed from 1967, the Consumer Price Index shall be converted in accordance with the conversion factor published by the United States Department of Labor's Bureau of Labor Statistics. If the Consumer Price Index is discontinued or revised, such other governmental index or computation with which it is replaced shall be used in order to obtain substantially the same result as would be obtained if the Consumer Price Index had not been discontinued or revised.

#### ARTICLE EIGHT - Arbitration

Section 8.1. Arbitrable Matters. (a) If any dispute arises between the Commission and the Railroad as to their respective rights and obligations under this Agreement, including failure to reach mutual agreement as to any matters set forth in this Agreement as being subject to the mutual agreement of the parties, and they cannot resolve the dispute within thirty days after it arises, then either may submit the dispute to arbitration under the Commercial Arbitration Rules of the American Arbitration Association as provided in this Article Eight. In the case of monetary disputes relating to amounts billed for the payment of operating, maintenance or capital costs and expenses under the terms of this Agreement, the party from whom a payment is allegedly owing shall make such payment notwithstanding such dispute and may submit the dispute to arbitration under this Article Eight only by seeking a refund through such arbitration.

(b) If either of the Commission or the Railroad (the "non-defaulting party") considers the other (the "defaulting party") to be in default with respect to any of its obligations under this Agreement, the non-defaulting party shall give the defaulting party written notice of the alleged default and thirty days from the date of the notice to cure such default. If the alleged default has not been cured to the satisfaction of the non-defaulting party by the end of such thirty-day period, then the non-defaulting party may submit the matter to arbitration pursuant to the procedures set forth in this Article Eight.

(c) Arbitration in accordance with the procedures set forth in this Article Eight shall be the only available recourse for any disputes or defaults arising with respect to the respective rights and obligations of the Commission and the Railroad under this Agreement.

Section 8.2. Submission to Arbitration. The party entitled to submit any arbitrable matter to arbitration under the terms Section 8.1 (the "demanding party") shall do so by delivering written notice of its desire to submit a matter to arbitration to the other party (the "noticed party"). Such written notice shall state the question or questions to be submitted for decision or award by arbitration.

Section 8.3. Appointment of Arbitration Board. The written notice provided pursuant to Section 8.2 also shall name the arbitrator selected by the demanding party. The noticed party shall have twenty days after receipt of said notice to select its arbitrator and provide written notice thereof to the demanding party. If the noticed party fails to select an arbitrator, such arbitrator may be appointed by the Chief Judge (or acting Chief Judge) of the United States District Court for the District of Columbia (the "Chief Judge") upon application of either party after ten days' written notice to the other party. The two arbitrators so chosen shall select a third arbitrator or, if they fail to agree on a third arbitrator, the third arbitrator may be appointed by the Chief Judge in the manner set forth above. The three arbitrators so chosen shall comprise the arbitration board.

Section 8.4. Arbitration Procedures. The arbitration board constituted pursuant to Section 8.3 shall set the date, time and place for each hearing, shall give to each of the parties at least ten (10) days' advance written notice of the date, time and place of the initial hearing and shall proceed without delay to hear and determine the matters in dispute. The parties may offer such evidence as is relevant and material to the dispute and shall produce such evidence as the arbitration board may deem necessary to an understanding and determination of the dispute. The books and papers of the parties hereto, so far as they relate to matters submitted to arbitration, shall be open to the investigation of the arbitration board. The arbitration board or other person authorized by law to subpoena witnesses or documents may do so upon the request of any party. The award shall be made promptly by the arbitration board and, unless otherwise agreed by the parties or specified by law, no later than thirty (30) days from the date of closing the hearing. Each of the parties hereto may be represented by counsel or other

authorized representative at any hearing. The party intending to be so represented shall notify the arbitration board and the other party of the name and address of the representative at least three (3) days prior to the date set for the hearing.

Section 8.5. Compliance with Decisions. (a) Any award of an arbitration board made in accordance with Section 8.4 shall be final and binding upon the parties to such arbitration, and each party shall immediately make such changes in the conduct of such party's business or such payment as restitution, as the case may be, as in and by such award may be required.

(b) The parties agree that the arbitration board's award may be entered with any court having jurisdiction and the award may then be enforced as between the parties, without further evidentiary proceedings, the same as if entered by the court at the conclusion of a judicial proceeding in which no appeal was taken.

Section 8.6. Available Remedies. With respect to any decision rendered pursuant to Section 8.4 that determines that the noticed party is in default with respect to any of its obligations under this Agreement, actual damages and specific performance shall be the only remedies that the arbitration board has authority to grant. In no event shall the arbitration board have the authority to award exemplary or punitive damages.

Section 8.7. Costs and Expenses. Each party shall pay the compensation required and costs and expenses incurred by the member of the arbitration board selected by it or on its behalf and the fees, costs and expenses for its counsel, witnesses and exhibits. The compensation required and the costs and expenses incurred by the third member of the arbitration board shall be shared equally by the parties.

#### ARTICLE NINE - Term

Section 9.1. Effective Date for Los Angeles County Portion. The Effective Date of this Agreement as to the portions of the Lines in Los Angeles County shall be the date on which all of the following shall have occurred: (i) the Commission shall have completed the purchase of all of that portion of the Corridor located in Los Angeles County pursuant to the Purchase Agreement and (ii) the Commission shall have completed the purchase of all other properties which it is obligated to purchase in accordance with the terms of the Purchase Agreement. It shall be a further condition to the



Section 2.6 by the date five years after receipt of the notice from the Railroad requiring such facilities to be completed.

(e) Two years shall have elapsed since the construction by the Commission of Inconsistent Improvements, unless the Commission shall give the Railroad adequate assurances that such Inconsistent Improvements shall be removed or altered so as to allow completion by the Commission of additional capital improvements required by Sections 2.5 and 2.6 within the time periods required by Sections 2.5 and 2.6.

Section 9.4. Non-Use. If the Commission shall not have used the Shared Use Facilities associated with either the Ventura Line or the Saugus Line or the Shared Use Facilities associated with the furthest extension of either the Ventura or the Saugus Line (after the initial use of such line or furthest extension by the Commission hereunder in Commuter Service) for a period of five years, then, at the Railroad's request, the Commission shall consent to the termination of this Agreement as to the Shared Use Facilities associated with such Line or furthest extension; provided, that the Railroad shall not be permitted to deny the Commission rail access to the Corridor for purposes not otherwise prohibited by Section 2.3(d). If the Commission shall not have used the Shared Use Facilities associated with either the Ventura Line or the Saugus Line or the Shared Use Facilities associated with the furthest extension of either the Ventura or the Saugus Line (after the initial use of such Line or furthest extension by the Commission hereunder in Commuter Service) for a period of six months other than due to force majeure, the Peak Commuter Periods with respect to such Shared Use Facilities shall terminate; provided, that the Peak Commuter Periods with respect to such Shared Use Facilities may be reestablished by the Commission upon 90 days' written notice to the Railroad that such Shared Use Facilities will again be used by the Commission. For the purposes of this Section 9.4, the term "used" shall mean used in revenue Commuter Service on a scheduled basis having a frequency of not less than 45 Trains per month. For the purposes of this Section 9.4, (i) the furthest extension of the Saugus Line shall be a contiguous portion of the Saugus Line beginning at the point of non-use closest to the Commuter Rail Interlocker and ending in Saugus or, if this Section 9.4 or the provisions of Section 2.3(c) or Section 9.5 have already been applied to a contiguous portion of the Saugus Line ending in Saugus, a contiguous portion of the Line beginning at the point of non-use closest to the Commuter Rail Interlocker and ending nearest to Saugus and (ii) the furthest extension of the Ventura Line shall be a contiguous portion of the Ventura Line

beginning at the point of non-use closest to the Commuter Rail Interlocker and ending in Moorpark or, if this Section 9.4 or the provisions of Section 2.3(c) or Section 9.5 have already been applied to the contiguous portion of the Ventura Line ending in Moorpark, a contiguous portion of the Line beginning at the point of non-use closest to the Commuter Rail Interlocker and ending nearest to Moorpark.

Section 9.5. Scope of Termination. Any termination occasioned by Section 9.3(a) shall be effective as to the Line or furthest extension or nearest extension of the Line specified in the notice referred to therein. Any termination occasioned by Section 9.3(c), (d) or (e) (or by Section 9.3(b) to the extent that an arbitration order relates to an obligation of the nature referred to in Section 9.3(c), (d) or (e)) shall be effective as to the Line or furthest extension of a Line with respect to which the default referred to therein relates. For the purposes of this Section 9.5, (i) the furthest extension of the Saugus Line shall be a contiguous portion of the Saugus Line starting at the point on the Line closest to the Commuter Rail Interlocker giving rise to such termination and ending in Saugus or, if this Section 9.5 or the provisions of Section 2.3(c) or Section 9.4 have already been applied to a contiguous portion of the Saugus Line ending in Saugus, a contiguous portion of the Line starting at the point on the Line closest to the Commuter Rail Interlocker giving rise to such termination and ending nearest to Saugus and (ii) the furthest extension of the Ventura Line shall be a contiguous portion of the Ventura Line starting at the point on the Line closest to the Commuter Rail Interlocker giving rise to such termination and ending in Moorpark, or, if this Section 9.5 or the provisions of Section 2.3(c) or Section 9.4 have already been applied to a contiguous portion of the Ventura Line ending in Moorpark, a contiguous portion of the Line starting at the point on the Line closest to the Commuter Rail Interlocker giving rise to such termination and ending nearest to Moorpark. For the purposes of this Section 9.5, (x) the nearest extension of the Saugus Line shall be a contiguous portion of the Saugus Line ending at the Commuter Rail Interlocker or, if the provisions of this Section 9.5 have already been applied to a contiguous portion of the Saugus Line ending at the Commuter Rail Interlocker, a contiguous portion of the line nearest to the Commuter Rail Interlocker, and (y) the nearest extension of the Ventura Line shall be a contiguous portion of the Ventura Line ending at the Commuter Rail Interlocker or, if the provisions of this Section 9.5 have already been applied to a contiguous portion of the Ventura Line ending at the Commuter Rail Interlocker, a contiguous portion of the Line nearest to the Commuter Rail Interlocker.

Section 9.6. Removal of Improvements. Except as contemplated by Section 2.13(f), upon any termination of the Shared Use Agreement as to any Line or contiguous portion thereof, the Commission shall, at its sole cost and expense, remove any improvements to such line or contiguous portion owned by the Commission from the property of the Railroad.

#### ARTICLE TEN - Miscellaneous

Section 10.1. Force Majeure. Neither party shall be liable to the other in damages nor shall a default be deemed to have occurred, and each party shall be excused from performance of any of its obligations hereunder, except obligations involving the payment hereunder of money to the other party or to a third party, during the time when such non-performance is occasioned by fire, earthquake, flood, explosion, wreck, casualty, strike, unavoidable accident, riot, insurrection, civil disturbance, act of public enemy, embargo, war, act of God, inability to obtain labor, materials or supplies, or any other similar cause beyond the party's reasonable control; provided, that if either party suffers a work stoppage due to a labor dispute, such party shall make such reasonable efforts, if practicable, to staff its operations so as to minimize disruptions to the Train service on the Shared Use Facilities provided by the other party.

Section 10.2. Property Taxes. (a) To the extent any real property taxes are payable with respect to any portion of the Corridor or any Shared Use Facility owned by the Commission by reason of the Railroad's use thereof, the Railroad shall pay such real property taxes prior to delinquency and shall protect, defend, indemnify and hold the Commission harmless from and against any and all liability, loss, cost, damage or expense (including, without limitation, reasonable attorneys' fees) the Commission may sustain or incur on account of any such real property taxes.

(b) To the extent that any real property taxes are payable with respect to any portion of the Corridor or any Shared Use Facility owned or used by the Commission by reason of its use by the Commission or its Operator or the Commission becoming a taxable entity, the Commission shall pay such real property taxes prior to delinquency and shall protect, defend, indemnify and hold the Railroad harmless from and against any and all liability, loss, cost, damage or expense (including, without limitation, reasonable attorneys' fees) the Railroad may sustain or incur on account of any in such real property taxes.

Section 10.3. Billing. (a) Billing shall be accomplished on the basis of data contained in a billing form mutually agreed to by the parties. Such billing forms shall contain sufficient detail to permit computation of payments to be made under this Agreement. Unless otherwise specifically provided herein, billing shall be prepared in accordance with the schedules of Customary Additives, Materials Additives, material prices and equipment rental rates as agreed upon by the Chief Accounting Officers of the parties hereto from time to time. The Commission shall pay to the Railroad at the Office of the Treasurer of the Railroad or at such other location as the Railroad may from time to time designate, all the compensation and charges of every name and nature which in and by this Agreement the Commission is required to pay in lawful money of the United States within thirty (30) days after the rendition of bills therefor. Bills shall contain a statement of the amount due on account of the expenses incurred and services rendered during the billing period.

(b) Errors or disputed items in any bill shall not be deemed a valid excuse for delaying payment in full subject to the right to seek a refund through arbitration pursuant to Article Eight; provided, no exception to any bill shall be honored, recognized or considered if filed after the expiration of three years from the last day of the calendar month during which the bill is rendered and no bill shall be rendered later than three years (i) after the last day of the calendar month in which the expense covered thereby is incurred, or (ii) after the amount is settled and/or the liability is established if in connection with a project for which a roadway completion report is required or in the case of claims disputed as to amounts of liability. This provision shall not limit the retroactive adjustment of billing made pursuant to exception taken to original accounting by or under authority of the Interstate Commerce Commission or retroactive adjustment of wage rates and settlement of wage claims.

(c) So much of the books, accounts and records of each party hereto as are related to the subject matter of this Agreement shall at all reasonable times be open to inspection by the authorized representatives and agents of the parties hereto.

(d) Should any payment become payable by the Railroad to the Commission under this Agreement, the provisions of paragraphs (a) through (c) of this Section 10.3 shall apply with the Commission as the billing party and the Railroad as the paying party, and payments by the Railroad to the Commission shall be made at such location as the Commission may from time to time designate.

Section 10.4. Considered Actions. All references in this Agreement to actions that may or shall be "considered" or "investigated" by both or either of the parties hereto shall not be interpreted as creating a binding obligation of either party to take such action.

Section 10.5. Preferences. Except as hereafter determined by the mutual agreement of the Commission and the Railroad, neither of them nor their respective Operators shall seek in any administrative, legislative or judicial proceeding or otherwise to obtain preferences in the use of the Shared Use Facilities in excess of those provided to it, or seek to diminish such preferences provided to the other, under Articles Two and Four. Notwithstanding the provisions of Article Eight, the Commission and the Railroad shall have recourse to the courts or any governmental agency having jurisdiction in the event of a violation of this Section 3.3(b), and, in addition to any available remedies for damages, the remedy of specific enforcement shall be available with respect thereto.

Section 10.6. Amendment or Waiver. Modifications or amendments to the scope, terms and conditions of this Agreement may be considered annually at the request of either party. No provision of this Agreement shall be altered, amended, modified, revoked or waived except by an instrument in writing signed by the party to be charged with such alteration, amendment, modification, revocation or waiver.

Section 10.7. Headings. The article and section headings in this Agreement are for convenience only and shall not be used in its interpretation or considered part of this Agreement.

Section 10.8. Notices. All notices and other communications under this Agreement shall be in writing and shall be deemed to have been duly given (i) on the date of delivery, if delivered personally on the party to whom notice is given, or if made by telecopy directed to the party to whom notice is to be given at the telecopy number listed below, or (ii) on receipt, if mailed to the party to whom notice is to be given by registered or certified mail, return receipt requested, postage prepaid and properly addressed as follows:

To the Railroad:

Southern Pacific Transportation Company  
One Market Plaza  
San Francisco, California 94105  
Attention: Mr. K.A. Moore  
Vice President-Operations  
Telecopy No.: 415-541-1970

and

Southern Pacific Transportation Company  
One Market Plaza  
San Francisco, California 94105  
Attention: Cannon Y. Harvey, Esq.  
Vice President and General Counsel  
Telecopy No.: 415-495-5436

with a copy to:

Holme Roberts & Owen  
1700 Lincoln, Suite 4100  
Denver, CO 80203  
Attention: Kenneth E. Witt  
Telecopy No.: 303-866-0200

To the Commission:

Los Angeles County Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, California 90017  
Attention: Mr. Neil Peterson,  
Mr. Richard Stanger and  
Mr. James Wiley  
Telecopy No.: 213-236-9504

with a copy to:

Dewey Ballantine  
333 South Hope Street  
Los Angeles, California 90071  
Attn: Alan Wayte  
Telecopy No.: 213-625-0562

Section 10.9. Memorandum of Agreement. The parties shall cause a memorandum of this Agreement in the form attached hereto as Exhibit C to be recorded in the real property records of Los Angeles and Ventura Counties, California.

Section 10.10. Survivability. Section 2.13 and 9.6 and the first sentence of Section 9.4 shall survive the termination of this Agreement. Section 2.3(d) shall survive the termination of this Agreement unless and until the Lines have been abandoned by the Railroad. Articles VII and VIII shall survive termination of this Agreement as to matters arising from events occurring prior to termination, and any and all obligations to make payments in respect of costs incurred at or prior to the date of termination shall survive termination of this Agreement.

IN WITNESS WHEREOF, the parties to this Agreement have duly executed it on this 18<sup>th</sup> day of April 1991.

THE RAILROAD:

SOUTHERN PACIFIC  
TRANSPORTATION COMPANY,  
a Delaware corporation

By: 

Title: Vice-President

THE COMMISSION:

LOS ANGELES COUNTY  
TRANSPORTATION COMMISSION

By: 

Title: Executive Director

EXHIBIT A

RAILROAD CUSTOMARY ADDITIVES FOR THE YEAR 1989

<u>MAINT. OF WAY - AGREEMENT</u>	<u>PERCENT</u>	<u>BASE</u>	<u>AMOUNT</u>
ACTUAL LABOR (straight and overtime)		\$100.00	
VACATIONS	7.36%	\$100.00	7.36
PAID HOLIDAYS	4.30%	\$100.00	4.30
PERSONAL LEAVE DAYS	0.69%	\$100.00	0.69
PAYROLL TAXES	29.12%	\$112.35	32.72
HEALTH AND WELFARE	18.12%	\$100.00	18.12
SUPV. ADMIN. & USE OF TOOLS*	38.07%	\$100.00	<u>38.07</u>
			101.26
COMPENSATION INSURANCE	3.00%	\$100.00	3.00
PERSONAL LIABILITY AND PROPERTY DAMAGE (PL&PD)	1.00%	\$100.00	<u>1.00</u>
			105.26

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\* Supervision Administration and Use of Tools shall include the following:

Supervision shall mean the officers who do not charge their time to individual projects but who are directly supervising the labor being performed (i.e. Roadmasters and various supervisors).

Administration shall mean the salaries of District Engineers, Construction Engineers, etc. associated with the Engineering Department.

Use of tools shall mean the use of Railroad owned small tools (including, but not limited to, wrenches, mauls, claw bars) used but not charged for individually.



EXHIBIT B

RAILROAD MATERIALS ADDITIVES FOR THE YEAR 1989

	<u>PERCENT</u>
STORE EXPENSE*	13%
FOREIGN LINE FREIGHT	6%
ON-LINE FREIGHT	\$.0375 per net ton miles
PURCHASING EXPENSE	1%
HANDLING EXPENSE**	5% FHWA
SALES AND USE TAX	(as governed by specific city and state)

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\* Store Expense shall be added to other track material and non-track material handled by Railroad that is not a direct vouchered item.

\*\* Handling Expense shall be a charge for Federal Highway Administration ("FHWA") projects covering all material used on the project.

RECORDING REQUESTED BY AND  
AFTER RECORDING RETURN TO:

Dewey Ballantine  
333 South Hope Street,  
Suite 3000  
Los Angeles, California 90071  
Attention: Alan Albright, Esq.

MEMORANDUM OF SHARED USE AGREEMENT  
(LOS ANGELES COUNTY)

THIS MEMORANDUM OF SHARED USE AGREEMENT (this "Memorandum"), dated as of \_\_\_\_\_, 1991, is entered into by SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation (the "Railroad"), and LOS ANGELES COUNTY TRANSPORTATION COMMISSION (the "Commission"), with reference to the following facts:

A. Pursuant to a Purchase and Sale Agreement dated October 11, 1990 between the Railroad, as seller, and the Commission, as purchaser, as amended (as so amended, the "Purchase Agreement"), the Railroad has sold to the Commission, and the Commission has purchased from the Railroad, among other things, two 40-foot wide strips of land (collectively, the "Corridor"), located in Los Angeles County, California and more particularly described in Exhibit A attached hereto. The Railroad continues to own two other strips of land paralleling the Corridor (the "Railroad Retained Land"), one of which strips (the "Saugus Line") extends generally from the Commuter Rail Interlocker (as defined below) to Saugus near the west switch as shown in the Railroad's Western Region Timetable No. 4 (milepost 449.4) (or, if the Commission exercises its option to extend the Corridor paralleling the Saugus Line as set forth in that certain letter from the Railroad to the Commission dated December 20, 1990, such strip shall extend from the Commuter Rail Interlocker to milepost 448.0), and the other of which strips (the "Ventura Line") extends generally from the Commuter Rail Interlocker to the boundary line between Los Angeles and Ventura Counties. As used herein, the term "Commuter Rail Interlocker" means the junction at approximately milepost 479.4 at which commuter trains will diverge from the Shared Use Facilities (as defined below) to railroad tracks owned by the Commission extending from such point to the Los Angeles Union Passenger Terminal (milepost 482.8) and converge from such Commission-owned railroad tracks to the Shared Use Facilities. The Saugus Line and the Ventura Line are referred to herein collectively as the "Lines."

B. Pursuant to a Shared Use Agreement dated April 18, 1991 between the Railroad and the Commission (the "Agreement"), the Railroad and the Commission agreed, subject to the terms and conditions of the Agreement, to share the use and certain maintenance and repair obligations of all existing and all future Saugus Line and Ventura Line railroad tracks and related facilities (except passenger stations, passenger loading platforms and layover facilities to be constructed by the Commission and except the yards and the industrial, switching and storage tracks identified in the Agreement) (collectively, the "Shared Use Facilities") located upon the Corridor or the Railroad Retained Land.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Railroad and the Commission hereby agree as follows:

1. The Agreement is hereby incorporated herein by reference with the same force and effect as if fully set forth herein. In the event of any conflict between the terms of this Memorandum and the terms of the Agreement, the terms of the Agreement shall prevail. The term of the Agreement is perpetual unless sooner terminated in accordance with its terms.

2. Pursuant to and as more fully set forth in the Agreement, the Railroad and the Commission shall each have the right to use all the Shared Use Facilities, subject to the terms and conditions contained in the Agreement. Without limiting the foregoing, the Railroad shall have the right, subject to the terms and conditions contained in the Agreement, to use the Shared Use Facilities located within the Corridor, and the Commission shall have the right, subject to the terms and conditions set forth in the Agreement, to use the Shared Use Facilities located upon the Railroad Retained Land. The Railroad and the Commission shall share the costs of maintenance and repair of the Shared Use Facilities, and any liability that may be incurred in connection with the Shared Use Facilities, in accordance with the provisions of the Agreement.

3. The Shared Use Facilities shall be owned as follows:

(a) The Railroad shall own all Shared Use Facilities existing at the date of execution of the Agreement; provided, that all Shared Use Facilities and other improvements existing at the date of execution of the Agreement and located within the Corridor shall be subject to the Commission's right to remove, relocate or modify in accordance with the Agreement.

(b) The Railroad shall own all future improvements located on the Railroad Retained Land that are constructed at the sole cost and expense of the Railroad.

(c) The Commission shall own all future improvements located on the Railroad Retained Land that are constructed or installed at the Commission's sole cost and expense.

(d) The Commission shall own the Corridor and all future improvements located therein unless otherwise agreed to by the Commission and the Railroad.

(e) The ownership of any future improvements funded jointly by the Commission and the Railroad and located outside of the Corridor shall be as mutually agreed to by them.

(f) At the termination of the Agreement as to either Line or any portion thereof, all of the then existing signal systems (including automatic block signal systems, centralized traffic control signal systems and crossing warning systems installed at highway related grade crossings) (collectively, "Signal Systems") included in the terminated portion of the Shared Use Facilities, other than the Commission's signal transmission cables, that are owned, in whole or in part, by the Commission, shall become the property of the Railroad. The Commission shall continue to provide the Railroad with the then existing level of use of the Commission's signal transmission cables for the purpose of communications for the then existing Signal Systems included in the Shared Use Facilities.

(g) Nothing in the Agreement shall be construed as granting to the Commission any interest or right in the Railroad Retained Land other than the rights expressly provided in the Agreement, and the Railroad reserves the right to use such Railroad Retained Land for any purpose other than providing competing commuter services as specified in the Agreement.

(h) Nothing in the Agreement shall be construed as granting to the Railroad any interest or right in the Corridor other than the rights expressly provided in the Agreement, and the Commission reserves the right to use such Corridor for any purpose other than providing competing freight services as specified in the Agreement, so long as the Railroad or its successors or assigns have not abandoned the Lines.

IN WITNESS WHEREOF, this Memorandum has been executed and delivered by the Railroad and the Commission as of the date first written above.

THE RAILROAD:

SOUTHERN PACIFIC  
TRANSPORTATION COMPANY,  
a Delaware corporation

By: \_\_\_\_\_  
Title: \_\_\_\_\_

THE COMMISSION:

LOS ANGELES COUNTY  
TRANSPORTATION COMMISSION

By: \_\_\_\_\_  
Title: \_\_\_\_\_



STATE OF \_\_\_\_\_ )  
 )  
COUNTY OF \_\_\_\_\_ ) ss.

On \_\_\_\_\_, 1991, before me, the undersigned, a Notary Public in and for said County and State, duly commissioned and sworn, personally appeared \_\_\_\_\_, proved to me on the basis of satisfactory evidence to be the person who executed this instrument, acknowledged to me to be the \_\_\_\_\_ of LOS ANGELES COUNTY TRANSPORTATION COMMISSION, a county transportation commission existing under the authority of §130500 et seq. of the California Public Utilities Code, the county transportation commission that executed the foregoing instrument, further acknowledged to me to be the person who executed said instrument on behalf of said county transportation commission, and acknowledged to me that such county transportation commission executed the same.

WITNESS my hand and official seal.

\_\_\_\_\_  
Notary Public

of duties, and (iii) the Railroad consented to such assignment of rights and delegation of duties.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Railroad and the Commission hereby agree as follows:

1. The Agreement is hereby incorporated herein by reference with the same force and effect as if fully set forth herein. In the event of any conflict between the terms of this Memorandum and the terms of the Agreement, the terms of the Agreement shall prevail. The term of the Agreement is perpetual unless sooner terminated in accordance with its terms.

2. Pursuant to and as more fully set forth in the Agreement, the Railroad and the Commission shall each have the right to use all the Shared Use Facilities, subject to the terms and conditions contained in the Agreement. Without limiting the foregoing, the Railroad shall have the right, subject to the terms and conditions contained in the Agreement, to use the Shared Use Facilities located within the Corridor, and the Commission shall have the right, subject to the terms and conditions set forth in the Agreement, to use the Shared Use Facilities located upon the Railroad Retained Land. The Railroad and the Commission shall share the costs of maintenance and repair of the Shared Use Facilities, and any liability that may be incurred in connection with the Shared Use Facilities, in accordance with the provisions of the Agreement.

3. The Shared Use Facilities shall be owned as follows:

(a) The Railroad shall own all Shared Use Facilities existing at the date of execution of the Agreement; provided, that all Shared Use Facilities and other improvements existing at the date of execution of the Agreement and located within the Corridor shall be subject to the Commission's right to remove, relocate or modify in accordance with the Agreement.

(b) The Railroad shall own all future improvements located on the Railroad Retained Land that are constructed at the sole cost and expense of the Railroad.

(c) The Commission shall own all future improvements located on the Railroad Retained Land that are constructed or installed at the Commission's sole cost and expense.

(d) The Commission shall own the Corridor and all future improvements located therein unless otherwise agreed to by the Commission and the Railroad.



(e) The ownership of any future improvements funded jointly by the Commission and the Railroad and located outside of the Corridor shall be as mutually agreed to by them.

(f) At the termination of the Agreement as to the Ventura Line or any portion thereof, all of the then existing signal systems (including automatic block signal systems, centralized traffic control signal systems and crossing warning systems installed at highway related grade crossings) (collectively, "Signal Systems") included in the terminated portion of the Shared Use Facilities, other than the Commission's signal transmission cables, that are owned, in whole or in part, by the Commission, shall become the property of the Railroad. The Commission shall continue to provide the Railroad with the then existing level of use of the Commission's signal transmission cables for the purpose of communications for the then existing Signal Systems included in the Shared Use Facilities.

(g) Nothing in the Agreement shall be construed as granting to the Commission any interest or right in the Railroad Retained Land other than the rights expressly provided in the Agreement, and the Railroad reserves the right to use such Railroad Retained Land for any purpose other than providing competing commuter services as specified in the Agreement.

(h) Nothing in the Agreement shall be construed as granting to the Railroad any interest or right in the Corridor other than the rights expressly provided in the Agreement, and the Commission reserves the right to use such Corridor for any purpose other than providing competing freight services as specified in the Agreement, so long as the Railroad or its successors or assigns have not abandoned the Ventura Line.

IN WITNESS WHEREOF, this Memorandum has been executed and delivered by the Railroad and the Commission as of the date first written above.

THE RAILROAD:

SOUTHERN PACIFIC  
TRANSPORTATION COMPANY,  
a Delaware corporation

By: \_\_\_\_\_  
Title: \_\_\_\_\_

THE COMMISSION:

VENTURA COUNTY  
TRANSPORTATION COMMISSION

By: \_\_\_\_\_  
Title: \_\_\_\_\_

STATE OF \_\_\_\_\_ )  
  )     ss.  
COUNTY OF \_\_\_\_\_ )

On \_\_\_\_\_, 1991, before me, the undersigned, a Notary Public in and for said County and State, duly commissioned and sworn, personally appeared \_\_\_\_\_, proved to me on the basis of satisfactory evidence to be the person who executed this instrument, acknowledged to me to be the \_\_\_\_\_ of SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation, the corporation that executed the foregoing instrument, further acknowledged to me to be the person who executed said instrument on behalf of said corporation, and acknowledged to me that such corporation executed the same pursuant to its By-laws or a resolution of its Board of Directors.

WITNESS my hand and official seal.

\_\_\_\_\_  
Notary Public

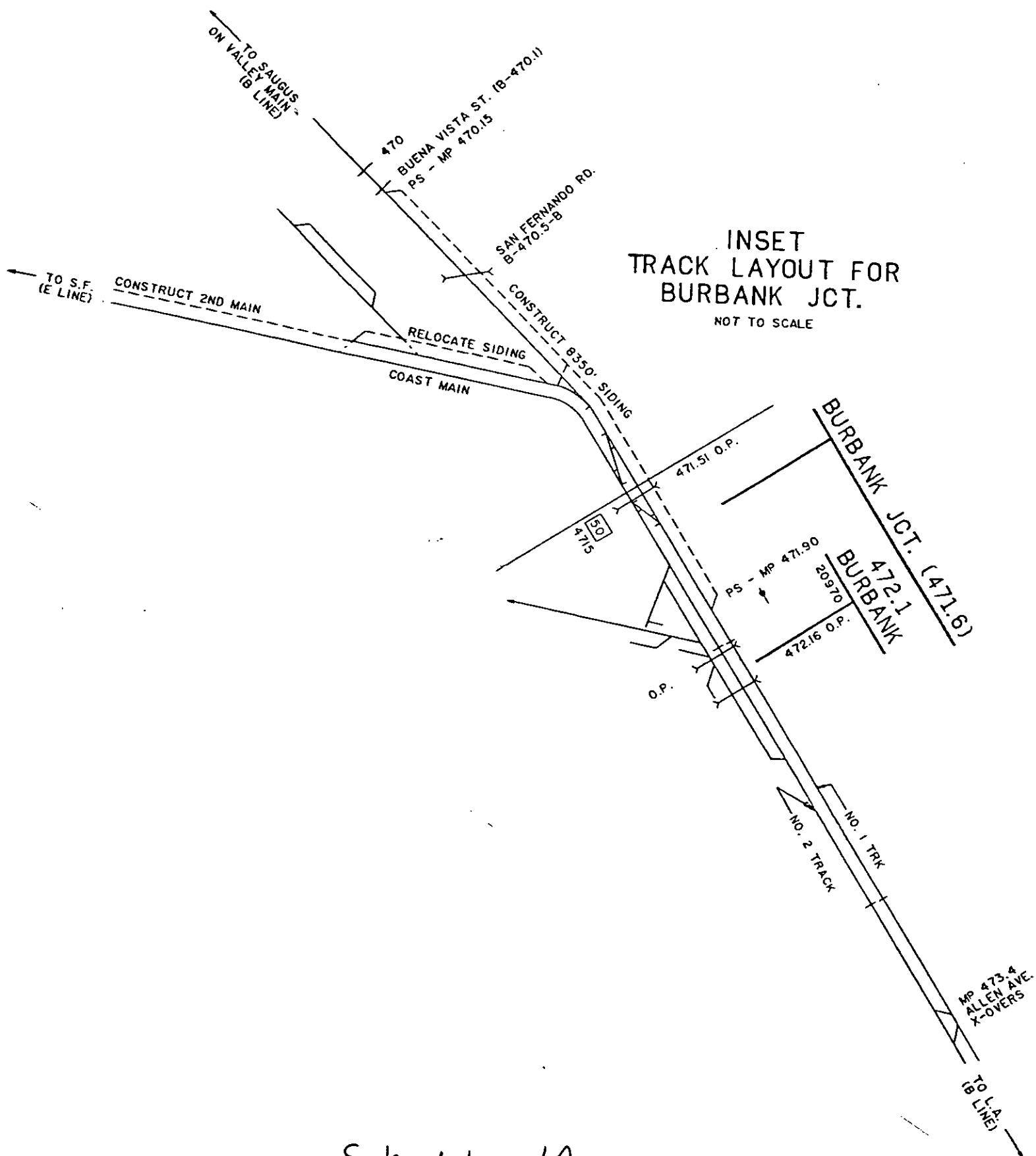
STATE OF \_\_\_\_\_ )  
 COUNTY OF \_\_\_\_\_ )      ss.

On \_\_\_\_\_, 1991, before me, the undersigned, a Notary Public in and for said County and State, duly commissioned and sworn, personally appeared \_\_\_\_\_, proved to me on the basis of satisfactory evidence to be the person who executed this instrument, acknowledged to me to be the \_\_\_\_\_ of VENTURA COUNTY TRANSPORTATION COMMISSION, a county transportation commission existing under the authority of §130500 et seq. of the California Public Utilities Code, the county transportation commission that executed the foregoing instrument, further acknowledged to me to be the person who executed said instrument on behalf of said county transportation commission, and acknowledged to me that such county transportation commission executed the same.

WITNESS my hand and official seal.

\_\_\_\_\_

Notary Public



INSET  
 TRACK LAYOUT FOR  
 BURBANK JCT.  
 NOT TO SCALE

Schedule 1A

SAUGUS AND VENTURA LINE  
AGREEMENT REGARDING LOCATION OF LAND

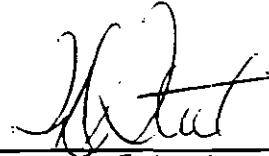
Reference is made to the Purchase and Sale Agreement dated October 11, 1990, between the undersigned (the "Purchase Agreement"). The undersigned agree that the drawings described in Exhibit A hereto set forth the location of the 40-foot wide strips of land referred to in Exhibit A, paragraph (f) of the Purchase Agreement.

SOUTHERN PACIFIC TRANSPORTATION  
COMPANY

By:

Name:

Title:



S. B. STUEL

VICE-PRESIDENT

LOS ANGELES COUNTY TRANSPORTATION  
COMMISSION

By:

Name:

Title:



NEIL PETERSON

EXEC. DIRECTOR

Dated: December 20, 1990

1099BH04

Schedule 1B

EXHIBIT A

I. Saugus Main Line

MP 449.4 to MP 478.21

- (a) Drawing N<sup>o</sup> CE 44574, sheets 1 thru 5  
Revised 12/6/90
- (b) Drawing N<sup>o</sup> CE 44571, sheets 1 thru 32  
Revised 12/6/90
- (c) Drawing N<sup>o</sup> CE 44575, sheets 1 thru 6  
Revised 12/6/90

II. Ventura Main Line

MP 426.4 to MP 462.45

Drawing N<sup>o</sup> CE 44572, sheets 1 thru 33  
Revised 12/6/90

1099BH04

SOUTHERN PACIFIC TRANSPORTATION COMPANY  
One Market Plaza  
San Francisco, California 94105

December 20, 1990

Los Angeles County  
Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, California 90017

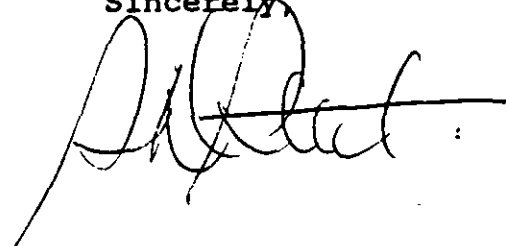
Re: Saugus Line

Gentlemen:

Reference is made to the Purchase and Sale Agreement between us dated October 11, 1990 (the "Purchase Agreement"), and the Term Sheet to which we have agreed setting forth the terms of a Shared Use Agreement for Saugus and Ventura Lines to be entered into between us (the "Shared Use Agreement"). In connection with the negotiation of the Term Sheet, you have indicated that you may desire to extend the Saugus Line to milepost 448.0.

We hereby grant to you an option to purchase a 1.4 mile extension of the 40' purchased strip from milepost 449.4 to milepost 448.0 as shown on the attached map. The purchase price for such additional property shall be equal to 1.4 times the average per mile purchase price of the 40' purchased strip as set forth in the Purchase Agreement. The other terms of the purchase shall be as set forth in the Purchase Agreement. This option shall expire unless exercised in writing to the address set forth above, attention: Robert F. Starzel, Vice Chairman, not later than 6 months after the Effective Date of the Shared Use Agreement as to Los Angeles County. If the 1.4 mile extension is purchased, it and SP's adjoining existing track may be added to the Shared Use Facilities at your option, to be exercised by written notice to us at the closing. The closing shall occur on the first business day which is 30 days after notice of exercise.

Sincerely,



AMA:rb  
1099bh04:1

Schedule IC

SCHEDULE 2.2(a)(vi)  
PENALTIES FOR DELAYS

The Railroad shall pay to the Commission penalties, as specified below, for each time that a freight train moving in the predominant direction of Commuter Service during a Peak Commuter Period that would not have been permitted to do so at that time but for the provisions of Section 2.2(a)(vi) is the sole and proximate cause of a delay, as indicated below, in arriving at the final destination of a scheduled Commuter Train moving in the predominant direction of Commuter Service during a Peak Commuter Period.

<u>Number of Minutes of Delay Caused Solely by Railroad's Train</u>		<u>Penalty per Late Commuter Train</u>
<u>equal to or more than</u>	<u>but less than</u>	
0	10	\$ -0-
10	15	200
15	20	400
20	25	600
25	30	800
30	any delay over 30	1,000



SCHEDULE 2.9

The contractor insurance requirements of the attached Contractor's Right of Entry shall not apply for so long as work performed by contractors by or on behalf of the Commission is insured under the Commission's owner controlled insurance program including Railroad Protective Liability Insurance with a minimum limit of \$50,000,000 CSL. The policies evidencing such insurance shall (i) be in a form reasonably acceptable to the Railroad, (ii) be endorsed to indicate that notification shall be extended to the Railroad at least sixty (60) days in advance of any cancellation or modification of the specified coverage, and (iii) name the Railroad as an additional insured for all purposes related to work performed by contractors by or on behalf of the Commission and not solely as to liabilities to be borne by the Commission pursuant to Article Seven of this Agreement. The Commission shall submit original policies to the Railroad evidencing such coverage to the extent that it is provided under primary policies of Railroad Protective Liability Insurance naming the Railroad as insured and shall submit to the Railroad original certificates evidencing such coverage to the extent that it is provided under excess coverage provided under the Commission's master policies.

# CONTRACTOR'S RIGHT OF ENTRY

**This Agreement**, dated \_\_\_\_\_, 19\_\_\_\_, by and between \_\_\_\_\_  
\_\_\_\_\_, a corporation, herein called "Railroad", and \_\_\_\_\_  
\_\_\_\_\_, herein called "Contractor";

**Witnesseth:**

1. For the period not to extend beyond \_\_\_\_\_, 19\_\_\_\_,  
Railroad hereby permits Contractor to enter upon the property of Railroad in the vicinity of mile post \_\_\_\_\_,  
at or near \_\_\_\_\_, in (city / town) \_\_\_\_\_, County \_\_\_\_\_, State \_\_\_\_\_,  
as may be necessary in connection with work to be performed on Railroad premises by Contractor for \_\_\_\_\_  
\_\_\_\_\_, and for no other purpose.

2. Contractor agrees to:

(a) ~~Perform that portion of the work on Railroad premises in accordance with plans and specifications approved by Railroad in such manner and at such times as shall not endanger or interfere with Railroad's operations and in accordance with the regulations of Railroad and instructions of Railroad's representative.~~ Contractor shall submit to Railroad for approval all construction details, falsework and other incidentals not detailed in plans, insofar as they affect Railroad.

(b) ~~Maintain, at Contractor's expense, competent flagmen to protect and control movement of vehicles and equipment of Contractor while upon Railroad premises.~~

(c) Notify Railroad at least five (5) working days before commencing work on Railroad premises and within five (5) working days after such work is completed.

(d) Keep all equipment, tools and materials stored at least fifteen (15) feet from the center line of any operable track. Explosives or other highly inflammable substances will not be stored on Railroad premises without the prior approval of Railroad's representative.

(e) Remove all of Contractor's tools, equipment and materials from Railroad premises promptly upon completion of work, restoring Railroad premises to the same state and condition as when Contractor entered thereon.

(f) Reimburse Railroad for all cost and expense incurred by Railroad in connection with said work, including without limitation ~~the expense of furnishing such inspectors, watchmen and flagmen as Railroad deems necessary,~~ the installation and removal of falsework beneath tracks, and restoration of Railroad's property to the same condition as when Contractor entered thereon, or to a condition satisfactory to Railroad's representative.

(g) Remove any lien against Railroad's property arising from performance of work hereunder by Contractor or any subcontractor.

3. Contractor agrees to and shall indemnify and hold harmless Railroad, its officers, agents, and employees from and against any and all claims, demands, losses, damages, causes of action, suits, and liabilities of every kind (including reasonable attorney's fees, court costs, and other expenses related thereto) for injury to or death of a person or for loss of or damage to any property, arising out of or in connection with any work done, action taken or permitted by Contractor, its subcontractors, agents or employees under this contract. **IT IS THE EXPRESS INTENTION OF THE PARTIES HERE TO, BOTH CONTRACTOR AND RAILROAD, THAT THE INDEMNITY PROVIDED FOR IN THIS PARAGRAPH INDEMNIFIES RAILROAD FOR ITS OWN NEGLIGENCE, WHETHER THAT NEGLIGENCE IS ACTIVE OR PASSIVE, OR IS THE SOLE OR A CONCURRING CAUSE OF THE INJURY, DEATH OR DAMAGE; PROVIDED THAT SAID INDEMNITY SHALL NOT PROTECT RAILROAD FROM LIABILITY FOR DEATH, INJURY OR DAMAGE ARISING SOLELY OUT OF THE CRIMINAL ACTIONS OF RAILROAD, ITS OFFICERS, AGENTS AND EMPLOYEES.**

4. Prior to the start of work or occupancy of premises under this agreement, Contractor agrees to procure and maintain, at its sole cost and expense, the following kinds of insurance with an insurer or insurers and form satisfactory to Railroad:

Comprehensive general and automobile liability insurance with contractual liability endorsement and products and completed operations hazards included, which shall provide coverage for limits of not less than \$2,000,000 bodily injury liability and property damage liability, combined single limits.

Contractor agrees to furnish Railroad with a certificate of insurance to which will be attached an endorsement, the form of which is included as a separate part of this agreement, marked Exhibit "A". Liability of Contractor under Section 3 hereof shall not be limited to coverage provided under said insurance policies.

5. Contractor shall deposit with Railroad the sum of \_\_\_\_\_

Dollars (\$\_\_\_\_\_) representing the estimated expense to be incurred by Railroad in connection with said work.

If there is no amount indicated in the blank space provided above for the deposit to be made by Contractor, in lieu of such deposit Contractor shall cause the attached surety bond to be executed by a reliable surety acceptable to Railroad, condition upon the faithful performance of the provisions of this agreement.

6. The permission herein given shall not be assigned by Contractor without the prior written consent of Railroad, except in the case of subcontractors who shall be deemed agents of Contractor subject to the terms of this agreement.

7. No vehicular crossing over Railroad's track shall be installed or used by Contractor without prior written permission of Railroad.

8. No work shall be done between the hours of 6:00 p.m. and 6:00 a.m., nor on Saturdays, Sundays or legal holidays without prior written permission of Railroad.

9. At request of Railroad, Contractor shall remove from Railroad premises any employee of Contractor or any subcontractor who fails to conform to the instructions of Railroad's representative in connection with work on Railroad premises, and any right of Contractor to enter upon Railroad premises shall be suspended until such request of Railroad is met. Contractor shall indemnify Railroad against any claim arising from the removal of any such employee from Railroad premises.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate the day and year first above written.

\_\_\_\_\_  
RAILROAD

By \_\_\_\_\_  
(TITLE)

\_\_\_\_\_  
CONTRACTOR

By \_\_\_\_\_  
(TITLE)

**COMPREHENSIVE GENERAL AND AUTOMOBILE LIABILITY ENDORSEMENT**

Attached to certificate of insurance for and hereby certified to be part of the following policy or policies having the following expiration dates:

Policy No.	Company Providing Policy	Expiration Date
------------	--------------------------	-----------------

The scope of the insurance afforded by the policy(ies) designated in the attached certificate is not less than that which is afforded by the Insurance Service Organizations or other "Standard Provisions" forms in use by the insurance company in the territory in which coverage is afforded.

Such Policy(ies) provide for or are hereby amended to provide for the following:

1. The named insured is \_\_\_\_\_

2. \_\_\_\_\_ ("Railroad")\* is included as an additional insured with respect to liability arising out of the hazards or operations under ALL AGREEMENTS entered into between the named insured and Railroad, whether or not liability is attributable to negligence of the named insured or Railroad. In the event it is intended that this endorsement is applicable to only one agreement, the agreement is described as follows:

The insurance provided hereunder applies as though separate policies are in effect for both the named insured and Railroad.

- 3. The limits of liability under the policy(ies) are not less than those shown on the certificate to which this endorsement is attached.
- 4. Cancellation or material reduction of this coverage will not be effective until thirty (30) days following written notice to:

**Address**

By registered or certified mail

- 5. Contractual liability coverage for liability assumed by this insured under said agreement or agreements with Railroad.
- 6. This insurance is primary and insurer is not entitled to any contribution from insurance in effect for Railroad.
- 7. All policy or endorsement limitations relating specifically to operations on or near railroad property are eliminated.
- 8. Broad Form Property Damage endorsement.
- 9. So-called X, C and U (or similar) limitations are not effective as respects operations by or for the named insured on or adjacent to Railroad's property.
- 10. In the event of reduction or exhaustion of the applicable aggregate limit or limits of liability under the primary policy or policies referred to in the attached certificate of insurance solely by reason of losses paid thereunder on account of occurrences during the policy period, the excess policy, if any, referred to herein shall (i) in the event of reduction, apply as excess of the reduced limit of liability thereunder; and (ii) in the event of exhaustion, continue in force as though it were primary insurance.

The term "Railroad" includes successors, assigns and affiliated companies of Railroad and affiliates thereof, and other railroad company operating upon or over Railroad's tracks with Railroad's permission, and the officers, employees and agents of any of the foregoing.

\_\_\_\_\_  
Insurance Company

Date: \_\_\_\_\_, 19\_\_\_\_

By \_\_\_\_\_  
Signature of Authorized Representative

**USE OF THE COMMISSION'S NAME IN CONTRACTOR ADVERTISING OR PUBLIC RELATIONS**

The COMMISSION reserves the right to review and approve all COMMISSION-related copy prior to publication. The Contractor shall not allow COMMISSION-related copy to be published in Contractor's advertisement or public relations programs until submitting the COMMISSION-related copy and receiving prior approval from the Contracting Officer. The Contractor shall agree that all published information shall be factual and in no way imply that the COMMISSION endorses the Contractor's firm, service, or product.

**TIME FOR SUBMITTAL OF BONDS**

The successful Contractor shall furnish to the COMMISSION a Performance Bond and a Payment Bond, in such form as may be provided by the COMMISSION or as is otherwise approved by it guaranteeing the performance of the Work and the payment of all legal debts that may be incurred by reason of the Contractor's performance of the Work upon award of Contract, but prior to the execution of the Contract.

**CONTRACT BONDS**

The "Performance Bond" shall be for 100 percent of the Contract Price to guarantee faithful performance of all Work (including any warranty or guaranty of the Work), within the time prescribed and in accordance with the Contract, in a manner satisfactory to the COMMISSION, and that all materials and workmanship will be free from original or developed defects. The amount of the Performance Bond, at the COMMISSION'S sole discretion, may be reduced to ten percent of the total Contract Price after Final Acceptance.

The "Payment (Materials and Labor) Bond" shall be for 50 percent of the Contract Price.

Should any bond become, in the COMMISSION'S sole opinion, insufficient, the Contractor shall renew the bond within 10 days after receiving notice from the COMMISSION.

Should any Surety at any time be unsatisfactory to the COMMISSION, notice will be given the Contractor to that effect. No further payments shall be deemed due or will be made under the Contract until a new Surety shall qualify and be accepted by the COMMISSION.

Changes in the Work, or extensions of time, made pursuant to the Contract, shall in no way release the Contractor or Surety from its obligations. Notice of such changes or extensions shall be waived by the Surety.

No payment will be made to the Contractor until the Contractor's Payment Bond and Performance Bond have been approved by the COMMISSION.

PART C

PART D

PART E

PART F

PART G

BIDDER \_\_\_\_\_

**BID FORMS**

**SECTION 3 BID DATA FORMS**

**3.A. BID BOND**

**KNOW ALL MEN BY THESE PRESENTS:**

**THAT \_\_\_\_\_, as**

**Principal, and \_\_\_\_\_, as  
Surety, are held firmly bound unto the LOS ANGELES COUNTY  
TRANSPORTATION COMMISSION, hereinafter called the  
COMMISSION, in the sum of \_\_\_\_\_  
(use words)**

**DOLLARS**

**(\$ \_\_\_\_\_), being not less than ten percent (10%) of the  
(figures)  
total bid price; for the payment of which sum will and truly to be  
made, we bind ourselves, our heirs, executors, administrators,  
successors, and assigns, jointly and severally, firmly by these  
presents.**

**WHEREAS, said Principal has submitted a bid to the COMMISSION to  
perform all Work required under COMMISSION's IFB No.**

**NOW, THEREFORE, if said Principal is awarded a Contract for the Work  
by the COMMISSION and, within the time and in the manner required by  
the Invitation For Bid (IFB), enters into the written form of  
Contract bound with said Invitation For Bid, and furnishes the  
required bonds, one to guarantee faithful performance and the other  
to guarantee payment for labor and materials, and furnishes the  
required certificate of insurance, then this obligation shall be null  
and void; otherwise it shall remain in full force and effect. In the  
event suit is brought upon this bond by the COMMISSION and judgment  
is recovered, said Surety shall pay all costs incurred by the  
COMMISSION in such suit, including reasonable attorneys' fees to be  
fixed by the court.**

**SIGNED AND SEALED, this \_\_\_\_\_ day of \_\_\_\_\_, 1991.**

\_\_\_\_\_  
Principal (SEAL)

\_\_\_\_\_  
Surety (SEAL)

BY: \_\_\_\_\_  
Signature

BY: \_\_\_\_\_  
Signature

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

CONTRACT NO. R23-T01-C0100

PERFORMANCE BOND

WHEREAS the Los Angeles County Transportation Commission ("COMMISSION") has awarded to \_\_\_\_\_ ("Principal"), Contract No.

WHEREAS, Principal is required under the terms of the Contract and to furnish a bond for the faithful performance of the Contract;

NOW, THEREFORE, we \_\_\_\_\_ as Principal and \_\_\_\_\_ ("Surety"), as Surety, are held and firmly bound unto the COMMISSION in the sum of \_\_\_\_\_ Dollars (\$\_\_\_\_\_), this amount being not less than the Total Contract Price, in lawful money of the United States of America, for payment of which sum well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly and severally, firmly by these presents. In case suit is brought upon this bond, Surety will pay reasonable attorneys' fees to the COMMISSION in an amount to be fixed by the court.

THE CONDITION OF THIS OBLIGATION IS SUCH THAT, if the hereby bounded Principal, his or its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by and well and truly keep and perform all the undertakings, terms, covenants, conditions and agreements in the Contract and any alteration thereof, made as therein provided, all within the time and in the manner therein designated and in all respects according to their true intent and meaning, then this obligation shall become null and void; otherwise, it shall be and remain in full force and effect.

FURTHER, Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration or modification of the Contract, or of the work to be performed thereunder, shall in any way affect its obligations under this bond, and it does hereby waive notice of any such change, extension of time, alteration or modification of the Contract or of the work to be performed thereunder.

IN WITNESS WHEREOF, three (3) identical counterparts of this instrument, each of which shall for all purposes be deemed an original hereof, have been duly executed by Principal and Surety named herein, on the \_\_\_\_ day of \_\_\_\_\_, 199\_\_, the name and corporate seal of each corporate party being hereto affixed

and these presents duly signed by its undersigned representative pursuant to authority of its governing body.

\_\_\_\_\_

By \_\_\_\_\_  
("Principal")

\_\_\_\_\_

By \_\_\_\_\_  
("Surety")

\_\_\_\_\_

By \_\_\_\_\_

\_\_\_\_\_



**LOS ANGELES COUNTY TRANSPORTATION COMMISSION**  
**PAYMENT (MATERIAL AND LABOR) BOND**  
**CONTRACT NO.**

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

CONTRACT NO. R23-T01-C0100

PAYMENT (MATERIAL AND LABOR) BOND

WHEREAS the Los Angeles County Transportation Commission ("Commission") has awarded to \_\_\_\_\_ ("Principal"), Contract No. \_\_\_\_\_

WHEREAS, Principal is required to furnish a bond in connection with the Contract to secure the payment of claims of laborers, mechanics, materialmen, and other persons as provided by law;

NOW, THEREFORE, we \_\_\_\_\_ as Principal and \_\_\_\_\_ ("Surety"), as Surety, are held and firmly bound unto the Commission in the sum of \_\_\_\_\_ Dollars (\$ \_\_\_\_\_), this amount being not less than fifty percent (50%) of the Total Contract Price, in lawful money of the United States of America, for payment of which sum well and truly to be made, we bind ourselves, our heirs, executors and administrators, successors and assigns firmly by these presents. In case suit is brought upon this bond, Surety will pay reasonable attorneys' fees to the Commission and the plaintiff(s) in an amount to be fixed by the court.

THE CONDITION OF THIS OBLIGATION IS SUCH THAT, if the hereby bounded Principal, his or its heirs, executors, administrators, successors or assigns, or subcontractors, shall fail to pay any of the persons named in Civil Code Section 3181 or amounts due under the Unemployment Insurance Code with respect to work or labor performed under the contract, or amounts due under the Contract, or any amounts required to be deducted, withheld, and paid over to the Employment Development Department from the wages of employees of Principal, his or its subcontractors pursuant to Section 13020 of the Unemployment Insurance Code with respect to work or labor performed under the Contract, then the Surety herein named will pay for the same in an amount not exceeding the sum specified in this bond; otherwise the above obligation shall be void.

This bond shall inure to the benefit of any of the persons named in Civil Code Section 3181 as to give a right of action to such persons or their assigns in any suit brought upon this bond.

FURTHER, Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration or modification of the Contract

Documents, or of the work to be performed thereunder, shall in any way affect its obligations on this bond, and it does hereby waive notice of such change, extension of time, alteration or modification of the Contract Documents or of the work to be performed thereunder.

IN WITNESS WHEREOF, three (3) identical counterparts of this instrument, each of which shall for all purposes be deemed an original hereof, have been duly executed by Principal and Surety named herein, on the \_\_\_\_ day of \_\_\_\_\_, 199\_\_, the name and corporate seal of each corporate party being hereto affixed and these presents duly signed by its undersigned representative pursuant to authority of its governing body.

\_\_\_\_\_

By \_\_\_\_\_  
("Principal")

\_\_\_\_\_

By \_\_\_\_\_  
("Surety")

\_\_\_\_\_

By \_\_\_\_\_

**MOJAVE DISTRICT**

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

<b>BETWEEN</b>	<b>BAKERSFIELD LINE</b>	<b>PSGR</b>	<b>FRT</b>
<b>BAKERSFIELD and EAST MOJAVE</b>		<b>70</b>	<b>65</b>

EASTWARD				WESTWARD			
SDS#	Exceptions:	PSGR	FRT	SDS#	Exceptions:	PSGR	FRT
70	310.8 and 312.8	50	50	50	@381.4 and 376.4	45	45
	312.8 and 313.6	25	25		@376.4 and 373.4	35	35
60	313.6 and 325.6	70	60	65	@373.4 and 370.4	50	50
70	325.6 and 328.2	50	50		370.4 thru X-Over	25	25
65	328.2 and 330.6	55	55	70	370.4 and 368.7	50	50
	330.6 and 335.4	25	25		368.7 and 360.6	70	65
	(Via No. 1 Track)				360.6 and 359.5		
70	330.6 and 332.1	55	55		(Via No. 1 Track)	25	25
	(Via No. 2 Track)				359.5 and 336.0	25	25
	332.1 and 335.4	30	30		336.0 and 335.4	25	15
	(Via No. 2 Track)				335.4 and 332.1		
	335.4 and 336.0	30	30	70	(Via No. 2 Track)	25	25
	336.0 and 359.5	25	25		332.1 and 330.6	55	55
	359.5 and 360.6	25	25		(Via No. 2 Track)		
	(Via No. 1 Track)				335.4 and 330.6	25	25
	368.7 and 370.4	40	40		(Via No. 1 Track)	25	25
	370.4 and 371.4	35	35	65	330.6 and 328.2	55	55
	371.4 and 374.0	35	30	65	328.2 and 325.6	50	50
	374.0 and 381.2	35	25	70	325.6 and 315.4	60	60
	381.2 and 381.4	25	25		315.4 and 313.6	25	25
					313.6 and 312.8	20	20
				70	312.8 and 310.8	50	50

**MOVEMENTS AGAINST THE CURRENT OF TRAFFIC**

<b>BAKERSFIELD and EAST MOJAVE</b>	<b>30</b>	<b>30</b>
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EASTWARD			WESTWARD		
Exceptions:	PSGR	FRT	Exceptions:	PSGR	FRT
310.8 and 313.6	20	20	381.4 and 380.4	20	20
313.6 and 321.1	20	20	365.4 and 364.4	10	10
321.1 and 324.9	25	25	324.9 and 321.1	25	25
364.3 and 365.2	15	15	321.1 and 313.6	20	20
370.3 Rule 312(1)	Stop	Stop	313.6 and 310.8	15	15
374.0 and 378.9	30	25			
380.1 and 381.4	10	10			

Exceptions:  
 @ Speeds Indicated Apply on Both No. 2 Track between MP 380.2 and 370.4 and No. 1 Track between MP 381.4 and 370.4.

<b>BETWEEN EAST MOJAVE and WEST COLTON</b>	<b>70</b>	<b>65</b>
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EASTWARD			WESTWARD				
SDS#	Exceptions:	PSGR	FRT	SDS#	Exceptions:	PSGR	FRT
70	381.4 and 414.4	60	60	463.8 and 487.4	30	30	30
	414.4 and 414.6	35	35	487.4 and 491.0	40	40	40
70	414.6 and 460.8	70	65	491.0 and 491.9	30	30	30
70	460.8 and 462.8	50	50	491.9 and 492.7			
	462.8 and 463.8	40	40	(Both Legs of Wye)	15	15	15

# Stopping distance speed determined does NOT permit trains to exceed speed sign speed.

**Grade Restrictions:**

On descending grades between:

Tehachapi and Ilmon MP 332.1, Ilmon MP 371.5 and Mojave, Harold MP 417.3 and Lang MP 438.2 Newhall MP 452.8 and Sylmar MP 457.2, Hiland and MP 486.0

the following table must be used to determine the maximum allowable speed taking into account authorized speed for track, freight train's TPOB and tons per axle of operative dynamic brake.

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake			
	250 + Less	250 + to 300	300 + to 425	425 + to 500
Below 80	No Restrictions	30	25	20
80 to 100	25	25	20	20
100.1 to 130	25	20	20	20
130.1 to 140	20	20	20	20

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and a 16 pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars placed in operative position. The train must not pro-

**MOJAVE DISTRICT**

ceed except as instructed by a Road Foreman of Engines or other proper authority. When retainers are used the following will govern:

- Retaining valve must be set in low pressure or slow direct position on all cars weighing 50 tons or less, and in high pressure position on all cars over 50 tons.
- Maximum speed of 15 MPH.
- The "Short Cycle Method" of braking must be used. This method consists of making frequent automatic brake applications and short holds. If the brake pipe pressure is gradually reducing and cannot be regained by slower train speed and brake pipe reductions reach 16 pounds, the train must be stopped and the air brake system recharged.

WESTWARD ↓		STATIONS		↑ EASTWARD
Station Numbers	Siding Feet	Saugus Line		Mile Post
20965		BURBANK JCT	MOT	471.3
		4.3		
18280		SUN VALLEY	D	467.9
		4.5		
18275	3070	PACOIMA	C	463.4
		1.6		
18270		SAN FERNANDO	C	461.8
		2.6		
18265	6050	SYLMAR		459.2
		8.6		
18250	5040	SAUGUS	A	450.6
		7.5		
18240		HUMPHREYS	B	443.1
		4.2		443.0
18235	4990	LANG	S	438.8
		9.6		438.6
18225	6090	RAVENNA		429.0
		4.0		
18215		PARIS	DT	425.0
		4.5		
18210		VINCENT	DTC	420.5
		6.1	ABS	
18155		PALMDALE JCT	CTC	414.4
		(56.9)		

**Arvin Branch**

17745	ARVIN	Y	333.1
	4.3		
17740	DI GIORGIO	TY	328.8
	2.0		
17735	RIBIER	Y	326.8
	2.2		
17725	LAMONT	Y	324.6
	8.0		
17705	MAGUNDEN	Y	316.6
	(16.5)		

**Lone Pine Branch**

...	END OF BRANCH	Y	431.7
	3.3		
17955	BEARLES	TY	428.4
	25.9		
17935	CANTIL	D	402.5
	21.7		
17930	CHAFFEE	T	380.8
	1.3		
17900	MOJAVE	QT	379.5
	(52.2)		380.7

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

<b>BETWEEN</b>	<b>SAUGUS LINE</b>	<b>ALL TRAINS</b>
<b>PALMDALE JCT and BURBANK JCT</b>		<b>50</b>

Exceptions:		Exceptions:	
417.3 and 427.0	30	454.8 and 457.2	30
427.0 and 450.0	25	457.2 and 459.0	40
450.0 and 454.8	40	471.5 (thru x-over)	35

<b>BETWEEN</b>	<b>ARVIN BRANCH</b>	<b>ALL TRAINS</b>
<b>MAGUNDEN and ARVIN</b>		<b>10</b>

**LONE PINE BRANCH**

<b>MOJAVE and END OF BRANCH</b>	<b>40</b>
<b>Exceptions:</b>	<b>Exceptions: Westward</b>
422.0 and 426.0	30
	422.0 and 412.9
	30

**SANTA BARBARA DISTRICT**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Coast Line			Mile Post
20965	5300	BURBANK JCT	MT		471.3 462.4
14210		HEWITT		D	458.4
14200		GEMCO	Q	T	455.5
14142	4056	CHATSWORTH		C	445.5
14134	8130	SANTA SUSANA			437.5
		SIMI VALLEY			436.8
14122	4912	MOORPARK			427.1
14114	5544	CAMARILLO		A	416.6
14100	5701	OXNARD	Q	B	407.8
13960		MONTALVO	T	S	403.2
13955	5600	VENTURA			398.2
13925		VENTURA JCT			397.3
13910	5045	SEACLIFF			388.6
13890		EAST SANTA BARBARA		DT	371.9
13885		SANTA BARBARA	Q	DTC	370.7
13880		WEST SANTA BARBARA		ABS	368.5
13875	5728	GOLETA			362.8
13860	4964	CAPITAN		D	349.9
13855	3957	GAVIOTA		T	339.4
13845	6128	CONCEPCION		C	325.3
13840	5818	SUDDEN			317.3
13830	6725	HONDA			307.9
13800	5550	SURF	T	A	302.7
13795	5511	TANGAIR	T	B	297.2
13730	6218	NARLON		S	293.2
13720	4267	DEVON			286.5
13710	4035	WALDORF			280.7
13700	4532	GUADALUPE	Q		276.5
13690	5850	CALLENDER			269.9
13653	6308	GROVER			264.2
13605		EAST SAN LUIS OBISPO		DT	254.8
13600		SAN LUIS OBISPO		DTC	252.1
(210.3)					

**SANTA BARBARA DISTRICT**

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

BETWEEN SAN LUIS OBISPO and DAYTON AVE TOWER					
		PSGR	FRT		
		PSGR	FRT	PSGR	FRT
249.4 and 251.5	40	40	336.2 and 344.7	60	60
251.5 and 253.3	25	25	344.7 and 346.0	50	50
253.3 and 254.9	35	35	346.0 and 347.4	45	45
254.9 and 258.5	60	60	347.4 and 348.8	40	40
258.5 and 261.2	35	35	348.8 and 356.8	70	60
261.2 and 262.3	30	30	356.8 and 357.8	60	45
262.3 and 263.9	60	60	357.8 and 368.3	70	50
263.9 and 267.9	70	60	368.3 (turnout)	35	35
267.9 and 269.0	40	40	368.3 and 370.6	40	40
269.0 and 275.6	70	60	370.6 and 372.3	20	20
275.6 and 277.0	50	50	372.3 and 375.2	40	40
277.0 and 279.6	60	60	375.2 and 382.0	50	50
279.6 and 280.0	45	45	382.0 and 386.6	55	55
280.0 and 283.2	70	60	386.6 and 387.7	40	40
283.2 and 288.5	40	40	387.7 and 390.8	65	60
288.5 and 291.0	55	55	390.8 and 391.2	45	45
291.0 and 291.3	40	40	391.2 and 392.2	60	60
291.3 and 294.4	70	60	392.2 and 396.7	70	60
294.4 and 295.8	60	60	396.7 and 396.9	45	45
295.8 and 296.1	45	45	396.9 and 398.2	55	55
296.1 and 299.6	55	55	398.2 and 402.1	70	60
299.6 and 300.2	40	40	402.1 and 402.4	60	60
300.2 and 304.4	60	60	402.4 and 405.3	70	60
304.4 and 304.8	55	55	405.3 and 407.2	60	50
304.8 and 306.1	60	60	407.2 and 408.1	40	40
306.1 and 309.1	65	60	408.1 and 414.8	70	60
309.1 and 310.2	45	45	414.8 and 415.4	60	60
310.2 and 311.8	50	50	415.4 and 429.4	70	60
311.8 and 318.2	70	60	429.4 and 429.9	50	50
318.2 and 323.1	45	45	429.9 and 432.2	65	60
323.1 and 325.3	70	50	432.2 and 437.8	70	60
325.3 and 325.7	50	50	437.8 and 440.8	60	60
325.7 and 328.2	70	60	440.8 and 444.4	40	40
328.2 and 335.3	60	60	444.4 and 462.4	60	60
335.3 and 336.2	40	40			

**Exceptions:**

EASTWARD Via No. 1 Track	
251.8 and 253.3	15
253.3 and 254.1	20
368.4 and 370.5	20
370.5 and 371.9	5

**Exceptions:**

WESTWARD Via No. 2 Track	
371.9 and 371.0	
371.0 Crossing stop and apply Rule 103(A)	
371.0 and 370.5	
368.4 and 370.5	
254.1 and 251.8	

**MAXIMUM AUTHORIZED SPEED EXCEPTIONS**

Light engines with less than 12 axles must not exceed 45 MPH between East Santa Barbara and Burbank Jct.

"Key" trains must not exceed 30 MPH between:

Santa Barbara	MP 366.0 and MP 370.6
Drtega—Carpinteria	MP 372.3 and MP 382.0
Ventura—Oxnard	MP 397.0 and MP 409.0
Chatsworth—Burbank Jct.	MP 445.0 and MP 462.4

**SPEEDS ON OTHER THAN MAIN TRACK**

Yard Tracks San Luis Obispo, Guadalupe and Oxnard	5
On Vandenberg AFB Track, Tangair (MP 297.4) to Hellium Spur	20
Wye Track Chatsworth	5
All Other Tracks Santa Barbara District	10

**SANTA BARBARA DISTRICT**

**RULE 314(A). Block signals with "F" plates:**

Eastward	Protection	Westward
2598	Collision detector, underpass, MP 259.8	2597
2608	Flood detector, bridge, MP 261.4	2615
2838	Mud slide detector fence	2851
2940	Fire detector, bridge, Narion	2955
3056	Slide detector fence, MP 306.1	3067
3192	Fire detector, bridge, MP 320.3	3207
3214	Slide detector posts, MP 321.5	3227
3344**	Slide detector posts, MP 335.4	** 3355
3356**	Slide detector posts, MP 335.8	** 3373
3424	Slide detector posts, MP 344.2	3443
3444	Slide detector posts, MP 344.5	3459
3848	Slide detector fence, MP 385.1	3871
3872	Slide detector fence, MP 387.2 to MP 387.7	3885
4032	Barricade detector, MP 403.2	4043
4216	Barricade detector, MP 422.6	4227
4428	Falling rock detector, Tunnel 27, MP 443.0	4431
4470	Barricade detectors, MP 447.2	4481
4504	Barricade detector, MP 451.4	4517
4554	Barricade detector, MP 456.3	4567
4592	Barricade detector, MP 460.2	4613

\*\*Sacate: Rotating red beacons at MP 335.4 and MP 335.8 will operate when slide detector is activated.

When Signals 3344, 3355, 3356 or 3373 display Red aspect, track must be inspected to determine that it is safe for the passage of trains. A report of track conditions must be made to train dispatcher by first available means of communication.

**RULE 480. Direct Traffic Control Designated Limits:**

East MP	Block Name	West MP	East MP	Block Name	West MP
<b>Coastline Line</b>					
462.4	Hewitt	454.3	317.5	Sudden	308.0
454.3	Northridge	446.1	308.0	Honda	303.2
446.1	Chatsworth	437.6	303.2	Surf	298.1
437.6	Santa Susana	427.4	298.1	Tangair	293.9
427.4	Moorpark	417.2	293.9	Narion	286.9
417.2	Camanillo	408.8	286.9	Devon	280.9
408.8	Oxnard	399.2	280.9	Waldorf	276.9
399.2	Ventura	389.6	276.9	Guadalupe	270.7
389.6	Seacliff	371.9	270.7	Callender	264.9
<b>No. 1 Track</b>					
371.9	Mission	368.4	264.9	Grover	254.8
<b>No. 2 Track</b>					
371.9	Pacific	368.4	254.8	San Simeon	251.8
368.4	Santa Barbara	362.9	<b>No. 2 Track</b>		
362.9	Goleta	349.9	254.8	El Camino	251.8
349.9	Capitan	339.7	466.0	Burbank Branch	445.5
339.7	Gaviota	325.3	<b>White Hills Branch</b>		
325.3	Concepcion	317.5	316.7	Lompoc	304.0

**RULE 482. East Santa Barbara and West Santa Barbara, East San Luis Obispo and San Luis Obispo:** Rule 482 authority may only be granted for movements with the current of traffic. Movements against the current of traffic may only be made under the provisions of RULE 486, work and time authority.

**MISCELLANEOUS**

**1. Restricted Tracks**

A. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Track
All	Ventura County RR: Track 3 and 250 feet beyond the east switch Track 9. South Vandenberg AFB MP 309.2: government spur east of Interchange Track.
All, except 4-axle locomotives	Santa Paula Branch: between MP 404.0 and MP 431.0

**2. White Hills Branch:** Employees are not to detrain or walk on embankment on South Side of track between derail switch at John Manville Plant entrance and private road crossing MP 316.0 and 450 feet east of Johns Manville derail switch, account drainage ditch adjacent to track.

**BASIN DISTRICT**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	West Line			Mile Post
...		<b>SANTA FE INTERLOCKING</b>	M		538.7
		3.0			
25000		<b>WEST COLTON</b>	QT		535.0
		6.0			
24920	6259	<b>SOUTH FONTANA</b>	T		529.7
		1.8			
24795		<b>KAISER</b>			527.5
		3.7			
24520	5914	<b>QUASTI</b>		C	523.8
		3.6			
24515	5621	<b>ONTARIO</b>		T	520.2
		2.4			
24510	6173	<b>MONCLAIR</b>			517.8
		3.5			
24245	14135	<b>POMONA</b>		C	514.3
		7.5			
24215	6231	<b>WALNUT</b>			506.8
		3.3			
24205	5691	<b>MARNE</b>			503.5
		0.9			
...		<b>MARNE X-OVERS</b>			502.6
		0.3			
24000	14909	<b>CITY OF INDUSTRY</b>	QT		501.5
		1.6			
...		<b>TWENTY-SEVEN X-OVER</b>			501.0
		3.4			
23995	7029	<b>BASSETT</b>			497.3
		2.7			
23677	7238	<b>EL MONTE</b>			494.6
		6.9			
23624		<b>ALHAMBRA</b>		2 MT	487.7
		0.8		CTC	
...		<b>AURANT X-OVER</b>			486.9
		1.3			
...		<b>VALLEY BLVD X-OVERS</b>		2	485.6
		3.5		MT	
23500		<b>LATC</b>	QT	No. 1	482.9
		0.1		CTC	
23610		<b>TAYLOR JCT</b>	MT		482.8
		0.6			
21089		<b>MISSION TOWER</b>	MQT	2	482.2
		0.3		M	
21087		<b>EAST BANK JCT</b>	M	M	481.9
		1.2			
21085		<b>DAYTON AVE TOWER</b>	MQ	T	480.7
		1.3			
...		<b>MAIN LINE TOWER X-OVERS</b>	M		479.4
		0.9			
21000		<b>LOS ANGELES YD</b>	QT	DT	478.5
		1.4			
20985		<b>GLENDALE</b>		ABS	477.1
		3.7			
...		<b>ALLEN AVE X-OVERS</b>	M		473.4
		2.1		2MT	
20965	5300	<b>BURBANK JCT</b>	MT		471.3
					462.4

(67.4)

**POMONA:** West portion of siding 5773 feet. East portion of siding 8362 feet.

**CITY OF INDUSTRY:** New siding 5240 feet. Extension 7862 feet.

**BASIN DISTRICT**

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

WEST LINE					
Between SANTA FE INTERLOCKING and BURBANK JCT. via WEST LINE					
SDS	PSGR	FRT	PSGR	FRT	
70	539.0 and 538.5	30	30		Between Taylor Jct. and Pasadena Jct: 482.8 and 482.4
	(No. 1 Track)	50	50	10	10
70	538.5 and 537.6	25	25		Between Taylor Jct and Mission Tower: 482.8 and 482.2
	(No. 2 Track)	50	50	15	15
70	537.6 and 536.5	70	50		Between Mission Tower and LAUPT: 482.2 and 482.0
70	536.5 and 532.4	70	65	10	10
	532.4 and 523.4	65	60		Between Mission Tower and East Bank Jct: 482.2 and 481.9
	523.4 and 491.3	30	30	10	10
	*491.3 and *489.9	50	50		Between Pasadena Jct. and East Bank Jct: 482.4 and 481.9
	489.9 and 485.8	30	30	15	15
	485.8 and 484.0	20	20	20	20
	via No. 1 Track	20	20	40	40
	484.0 and 482.8	25	25	25	25
	Taylor Jct. via No. 2	35	35	35	35
	Track	35	35	50	50
	485.8 and 482.8	50	50	40	40
	Taylor Jct. via No. 1				
	and No. 2				
	Tracks				
	482.8 and 481.7				

**WEST COLTON:**  
Balloon Track and both legs of wye ..... 15

**Exceptions:**

Light engines with less than 12 axles must not exceed 45 MPH between: Burbank Jct and MP 525.0 on West Line  
"Key" trains must not exceed 30 MPH between:  
West Line ..... Dayton Ave Tower, MP 489.7 and Walnut, MP 505.0  
Pomona, MP 512.0 and MP 516.0  
South Fontana, MP 530.0 and West Colton, MP 535.7

Loaded unit steel slab train must not exceed 30 MPH  
No. 2 Track (Rule 94 Territory —  
MP 482.8 and MP 485.5) ..... Restricted Speed  
Eastward (via No. 1 Track) MP 473.4 and MP 479.4  
(Against Current of Traffic) ..... 20  
Westward (via No. 2 Track) MP 479.4 and MP 473.4  
(Against Current of Traffic) ..... 20

\*Rule 10(E) At these locations, speed may be increased as soon as lead engine has passed increase speed sign.

**BASIN DISTRICT**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Vernon Line			Mile Post
21089		MISSION TOWER	MQT	2 MT	482.2
		UP PASADENA JCT			UP 0.9
Movements between Pasadena Jct. and Ninth St. Jct. are over the Trackage of the U.P.R.R.					
		UP NINTH ST JCT			UP 1.72
		ATSF REDONDO JCT	MT		ATSF 0.0
21200		LOS ANGELES (J YARD)	Q	D	485.0
.....		ATSF CROSSING	A	T	487.3
.....		SP CROSSING	S	C	487.5
21225		FIRESTONE PARK			489.1
21814		DOMINGUEZ	Y		496.2
21555		DOLORES - ICTF	OY		498.7
22200					
(17.5)					

**Patata Line**

24000		CITY OF INDUSTRY	QTY		501.5 513.1
24190		PUENTE JCT	Y		511.5 UP17.8
	5937	UP CITY OF INDUSTRY			UP16.9
Movements between Puente Jct. and UP Crossing (via UP Bartolo) are over trackage of the U.P.R.R.					
23320		UP BARTOLO		C	UP11.3 504.9
.....		UP CROSSING		T	504.5
.....		ATSF CROSSING (OT JCT)		CTC	501.7
23300		LOS NIETOS		DTC	500.7
21250		STUDBAKER	T	2MT CTC	497.6 497.5
21245		DOWNEY		D	495.0
21235		PATATA (UP CROSSING)	A	T	492.1
21225		FIRESTONE PARK	T	C	489.0 489.1
21814		DOMINGUEZ	Y		496.2
21555		DOLORES - ICTF	OY		498.7
22200					
(33.5)					

**STUDBAKER:** Length between clearance points on either main track (2MT) is 4550 feet.

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

BETWEEN	VERNON LINE	ALL TRAINS
MISSION TOWER and DOLORES		25

**Exceptions:**  
UP Ninth St Jct and 487.6 ..... 10  
498.0 and 498.7 ..... 10

**PATATA LINE**

C. of I. and DOLORES	20
----------------------	----

**Exceptions:**  
511.5 and 513.1 (Puente Jct.) ..... 10  
500.0 and 501.7 (Los Nietos) ..... 15  
498.8 .. (Studebaker-Eastward Movement Through Turnout) ..... 15  
497.6 and 497.7 .. (Studebaker Wye) ..... 10  
489.0 and 489.6 .. (Firestone Wye) ..... 10  
489.6 and 495.5 (Firestone to Dominguez) ..... 25  
495.5 and 498.7 .. (Dominguez to Dolores) ..... 10

# SOUTHERN PACIFIC COMPANY

January 31, 1991

## BASIN DISTRICT General Order No. 2

General Orders in effect:  
1 - 2

**ITEM 1. REVISION.** January 31, 1991

Timetable, page 101.

**REVISE MAXIMUM AUTHORIZED SPEED FOR TRAINS,** West Line, that portion reading:

	PSGR	FRT
485.8 and 484.0		
Via No. 1 Track .....	30	30
484.0 and 482.8		
Taylor Jct via No. 2		
Track .....	20	20
485.8 and 482.8		
Taylor Jct via No. 1		
and No. 2		
Tracks .....	20	20

to read:

	PSGR	FRT
No. 1 Track		
485.8 and 484.0 .....	30	30
484.0 and 482.8 .....	20	20
No. 2 Track		
485.8 and 482.8 .....	20	20

**ITEM 2. REVISION.** January 31, 1991

Timetable, page 109.

**REVISE ADDITIONAL STATIONS,** Station Number of South Gate to read 21415.

**ITEM 3. ADDITION.** January 31, 1991

Timetable, page 121.

**ADD** the following to RULE 104(L):

City of Industry: Derail on siding MP 501.1 must be left in the NON-DERAILING position except when equipment is left unattended between Twenty-Seven X-Over and derail.

L. L. PHIPPS  
General Manager

Posted by:

Date:

Time:



# SOUTHERN PACIFIC COMPANY

November 24, 1990

## SANTA BARBARA DISTRICT General Order No. 1

Santa Barbara District  
General Orders in effect:

1

**Item 1. Cancellation:** All Santa Barbara District General Orders dated prior to November 24, 1990 are cancelled.

**Item 2. REVISION.** November 24, 1990.  
Timetable, page 96.

**REVISE MAXIMUM AUTHORIZED SPEED FOR TRAINS BETWEEN SAN LUIS OBISPO AND DAYTON AVE. TOWER, that part reading:**

~~440.8 and 440.4 ..... 40 40~~

To read:

440.8	and	441.2	.....	40	40
441.2	and	442.6	.....	25	25
442.6	and	444.4	.....	40	40

**Item 3.** November 24, 1990.

Track Material in toe path at the following location:

Surf East leg of wye Oceanside.  
Oxnard Track 5040.  
Ventura Main Track and Siding.  
MP 436.0 to MP 455.0.  
MP 455.1 to MP 455.7.  
MP 455.9 to MP 462.7 including all yard tracks.  
Oxnard Track 5040 Sturgis Rd. - Proctors & Gamble.

MP 450.2 Track 6185 impaired clearance and uneven footing.

Ventura Branch: Branch out of service.

L. L. PHIPPS  
General Manager

Posted by:

Date:

Time:

# SOUTHERN PACIFIC COMPANY

December 27, 1990

## SANTA BARBARA DISTRICT General Order No. 2

General Orders in effect:  
1 - 2

**Item 1. DELETION.** December 27, 1990.  
Timetable, page 95.

**DELETE** in Station Column Coast Line the "Q" following  
Santa Barbara.

**Item 2. REVISION.** December 27, 1990.  
Timetable, page 96.

**REVISE** Maximum Authorized Speed for Trains, that  
portion reading:

Between SAN LUIS OBISPO AND DAYTON AVE.  
TOWER

to read:

Between SAN LUIS OBISPO and BURBANK JCT.

L. L. PHIPPS  
General Manager

Posted by:

Date:

Time:

# SOUTHERN PACIFIC COMPANY

November 24, 1990

## MOJAVE DISTRICT General Order No. 1

Mojave District  
General Orders in effect:  
1

**Item 1. Cancellation:** All Mojave District General Orders dated prior to November 24, 1990 are cancelled.

**Item 2. ADDITION.** November 24, 1990.  
Timetable, page 88.

**ADD to MAXIMUM AUTHORIZED SPEED FOR TRAINS, SAUGUS LINE, the following new exception speed:**

454.9 and 456.3 .....	25
467.0 and 471.0 .....	40

**Item 3.** November 24, 1990.

Track Material in foot path at the following location:

Bakersfield Line  
MP 314.5 to MP 325.1 along No. 1 Track.  
MP 327.0 to MP 360.5.  
MP 360.5 to MP 364.0 along No. 2 Track.  
MP 380.0 to MP 380.2 along No. 1 and No. 2 Track.  
Saugus Line  
MP 428.3 to MP 429.7.  
MP 439.0 to MP 439.5.  
MP 451.0 to MP 459.0.

Mojave: East end Track 103 out of service and switch lined and locked for lead.

L. L. PHIPPS  
General Manager

Posted by:

Date:

Time:

# SOUTHERN PACIFIC COMPANY

January 29, 1991

## MOJAVE DISTRICT General Order No. 2

General Orders in effect:  
1 - 2

**ITEM 1. REVISION.** January 29, 1991  
Timetable, page 87.  
**REVISE MAXIMUM AUTHORIZED SPEED FOR TRAINS, BAKERRFIELD LINE, EASTWARD, that portion reading:**

60    313.6 and 325.6 . . . . 70    60

to read:

65    313.6 and 325.6 . . . . 70    60

**ITEM 2. REVISION.** January 29, 1991  
Timetable, page 88.  
**REVISE MAXIMUM AUTHORIZED SPEED FOR TRAINS, SAUGUS LINE, to read:**

SDS	All Trains	SDS	All Trains
65	414.4 and 417.3 . . . . .	50	457.2 and 459.0 . . . . .
	417.3 and 427.0 . . . . .	30	459.0 and 467.0 . . . . .
	427.0 and 450.0 . . . . .	25	467.0 and 471.0 . . . . .
	450.0 and 454.8 . . . . .	40	471.0 and 471.5 . . . . .
	454.8 and 456.3 . . . . .	25	471.5 (thru x over) . . . . .
	456.3 and 457.2 . . . . .	30	

**ITEM 3. CANCELLATION.** January 29, 1991  
Timetable, page 88.  
**CANCEL** Item 2 of Mojave General Order No. 1

**ITEM 4. REVISION.** January 29, 1991  
Timetable, page 90.  
**REVISE SPEED ON OTHER THAN MAIN TRACK to read:**

Remotely controlled turnouts, crossovers and sidings . . .	25
<b>EXCEPTIONS:</b>	
Crossovers Sandcut . . . . .	20
Short ATSF connection East Mojave and siding Cliff	10
Sidings Summit Switch, Lang, Ravenna and Sylmar . . .	20
Bakersfield, Mojave and Searles: Yard tracks . . . . .	5
Diesel Facilities . . . . .	5
All other track Mojave District . . . . .	10
<i>(Revision makes all yard tracks Bakersfield 5 MPH.)</i>	

**ITEM 5. REVISION.** January 29, 1991  
Timetable, page 91.  
**REVISE RULE 104 (M) that portion reading:**

Saugus . . . East and eastward siding . . Main Track  
to read:

Saugus . . . East end of siding . . . . . Main Track

**ITEM 6. ADDITION.** January 29, 1991  
Timetable, page 91.  
**ADD** the following:

**RULE 109 (A).** Walking inspections of stopped trains will not be made at the following locations:

MP 326.0 - MP 327.0	South side Track No. 2
MP 329.0	Both sides of Main Track
MP 330.0 - MP 331.6	Both sides of Main Track and Tracks Nos. 1 and 2 in the limon area
MP 333.8 - MP 333.9	North side Track No. 1 vicinity old Tunnel 12
MP 337.8 - MP 338.4	Area of east switch and spur switch at Callente
MP 341.5 - MP 345.1	North side of Beaville siding around curve No. 28
MP 347.2	Through Tunnel 5, Main Track in Cliff area and Cliff siding, through Tunnels 7 and 8 and Main Track to west switch Rowen
MP 348.3	South side Main Track in rock cut Area under bridge on both Main Track and Woodford siding
MP 349.6 - MP 351.5	Both sides Main Track through cuts. Tehachapi Creek Bridge area and Tunnel 9 to west switch Walogg
MP 352.3 - MP 353.0	From Tunnel 10 to west switch Marcel
MP 354.3 - MP 355.3	Both sides Main Track from east switch Marcel to Tunnel 14
MP 355.4 - MP 356.0	South side Main Track area from Tunnel 14 to Tunnel 17
MP 358.0 - MP 359.5	North side of Track No. 1 from ABS signal 3595 to MP 358.0
MP 399.2 - MP 399.9	Both sides Main Track
MP 459.2	Sylmar siding

Areas between sidings and main tracks, and areas between adjacent tracks.

In addition, between Sandcut MP 325.0 and Cable MP 358.0, inspections will not be made during periods of darkness or during inclement weather which materially impairs visibility.

The above will not apply when train is stopped by an emergency application of the brakes or has had severe slack action incidental to stopping. (Refer to Rule 102).

**ITEM 7. REVISION.** January 29, 1991  
Timetable, page 93.  
**REVISE RULE 480 Oak Creek Branch reading:**

382.5 . . . . . Creal . . . . . 290.0

to read:

382.5 . . . . . Creal . . . . . 389.9

**ITEM 8. REVISION.** January 29, 1991  
Timetable, page 93.  
**REVISE RULE 480 Direct Traffic Control Designated Limits, Lone Pine Branch, to read:**

**Lone Pine Branch**

380.1 . . . . .	Chaffee . . . . .	386.9
386.9 . . . . .	Cantil . . . . .	402.8
402.8 . . . . .	Sahdale . . . . .	414.1
414.1 . . . . .	Searles . . . . .	426.0

**ITEM 9. REVISION.** January 29, 1991.  
**REVISE MISCELLANEOUS,** Item 3, first sentence  
to read:

3. Sunset Railway, Arvin and Buttonwillow  
branches and designated "Excepted Track" in  
compliance with FRA Track Standards.

**ITEM 10. CANCELLATION:** January 29, 1991.  
**CANCEL** that portion of General Order No. 1 Item  
3 reading:

Mojave: East end Track 103 out of service and  
switch lined and locked for lead.

L. L. PHIPPS  
General Manager

Posted by:

Date:

Time:

Effective Date as to the portions of the Lines in Los Angeles County that the Commission not be in breach of its obligations under the last sentence of Section 5.2(e) of the Purchase Agreement, and the Commission shall have in good faith and with due diligence attempted to cause the relevant agencies to complete the purchases contemplated by such section.

Section 9.2. Effective Date for Ventura County Portion. The Effective Date of this Agreement as to the portions of the Lines in Ventura County shall be the date on which all of the following shall have occurred: (i) the conditions set forth in Section 9.1 shall have been satisfied and this Agreement shall have become effective as to the portions of the Lines in Los Angeles County, (ii) the additional condition set forth in the last sentence of Section 9.1 shall have been, and shall continue to be, satisfied, and (iii) the Ventura County Transportation Commission shall have completed the purchase of all of that portion of the Corridor located in Ventura County pursuant to the Purchase Agreement.

Section 9.3. Evidence of Effective Date; Termination. Upon occurrence of an Effective Date for a portion of the Lines, the Railroad shall execute and deliver to the Commission a certificate setting forth the Effective Date. Thereafter, this Agreement, subject to the provisions of Section 9.4, shall continue in effect for the applicable portions of the Lines in perpetuity unless and until one of the following shall have occurred:

(a) The Commission terminates this Agreement upon one year's written notice to the Railroad.

(b) The Commission or the Railroad fails to comply with, or to be diligently proceeding to comply with, an arbitration order rendered pursuant to Article Eight regarding resolution of a dispute between the Commission and the Railroad under this Agreement by the date 30 days after the date on which such order was rendered, and the party which is not in non-compliance with such order gives written notice of termination to the party which has failed to so comply.

(c) Following a determination that the Commission is required to undertake the construction of enhancements of the Shared Use Facilities pursuant to Section 2.5, the Commission fails to commence such construction within a reasonable time and thereafter diligently complete such construction.


(d) The Commission fails to complete the enhancements to the Shared Use Facilities set forth in

SAUGUS AND VENTURA LINE  
AGREEMENT REGARDING TERM SHEET

The undersigned agree to enter into a definitive Shared Use Agreement for the Saugus and Ventura Lines containing provisions implementing the terms set forth in the attached Term Sheet and such additional terms as may be mutually agreed upon by the undersigned.


SOUTHERN PACIFIC TRANSPORTATION COMPANY

By

  
Name: S.D. STEEL  
Title: VICE-PRESIDENT

LOS ANGELES COUNTY TRANSPORTATION  
COMMISSION

By

  
Name: NEIL PETERSON  
Title: EXEC. DIRECTOR

Dated: December 20, 1990

1099bh04:2

Shared Use Agreement  
for Saugus and Ventura Lines

Term Sheet

Statement of Purpose

The intent of SP and LACTC in entering into a Shared Use Agreement for the Saugus and Ventura Lines is to permit LACTC to provide commuter service on those lines, while at the same time preserving SP's ability to provide service-competitive freight service on those lines, both now and in the future, and to continue to provide intercity passenger service on the lines. Growth in the amount or frequency of freight, commuter and intercity passenger traffic will be accommodated by the progressive addition by LACTC of a second track and related facilities. The process of double tracking the Saugus Line shall be completed within 20 years.

LACTC shall have exclusive use of any portion of a line where there is only a single main track during the peak commuter hours designated below (subject to limited exceptions), and LACTC and SP shall share such single main track during other times on a basis which gives SP predominate rights for freight and intercity passenger service. Any portion of a line which now or in the future has a double main track shall be operated as a shared system, with LACTC, SP freight and intercity passenger trains at all times using both tracks, as well as contiguous tunnels, interlockers and crossovers; provided that LACTC and SP each shall have the exclusive use of one track during the designated peak commuter hours (with shared use of contiguous tunnels, interlockers and crossovers), unless LACTC elects to have the double tracked portion operated as a shared system during those hours.

I. Description of Trackage Included

A. Definition of "Shared Use Tracks"

1. All existing main tracks and passing sidings between Commuter Rail Interlocker (at approximately MP 479.4) and Moorpark (MP 426.4) near west switch shown in Western Region Timetable No. 4.
2. All existing main tracks and passing sidings between Commuter Rail Interlocker and Saugus (MP 449.4) near west switch shown in Western Region Timetable No. 4.



3. Any future main tracks and passing sidings constructed over the term of the Shared Use Agreement pursuant to Section III.E or VII.A through I.

## II. Rights to Shared Trackage

### A. Definition of Shared Use Facilities

1. Includes the Shared Use Tracks, all improvements relating thereto, all improvements currently located on the 40' purchased strip, all bridges and signals for any of the foregoing, all other facilities constructed pursuant to the Shared Use Agreement except, unless otherwise agreed, passenger stations, passenger loading platforms and layover facilities constructed by LACTC. Shared Use Facilities shall specifically exclude yard, industrial, switching and storage tracks to be identified by SP and described in the Shared Use Agreement. As used herein, the term "crossover" shall also include "interlocker."

### B. Hours of Operation

1. LACTC shall have the exclusive right to use the Shared Use Facilities (other than as provided in 3 below) during the hours from 5:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 9:00 p.m. (the "Hours of Exclusive Use"), subject only to the following which shall be scheduled and dispatched as provided in VI.A.4 below:
  - a. Use by SP or its successor to service the existing General Motors auto plant or any successor facility at the same location (it being agreed that timely service to this facility is of critical importance to SP)
  - b. Intercity passenger trains
  - c. SP freight trains may follow the last scheduled peak direction commuter train during the Hours of Exclusive Use and SP freight through trains moving in the predominant direction of commuter service that enter the Shared Use Facility before the start of the Hours of Exclusive Use may complete their move through the entire Shared Use Facility so long as they maintain normal operating speed sufficient to prevent delay of the following LACTC passenger trains.

- d. SP or its successor shall have the right to use the crossovers at Burbank Junction and the Commuter Rail Interlocker.
- e. In addition to those trains permitted by c. above, the following through freight trains moving in the predominant direction of commuter service during the period involved may use the Shared Use Facilities during the Hours of Exclusive Use, provided such trains have sufficient power to permit them to maintain a normal operating speed sufficient to prevent delay of the following LACTC passenger trains, and provided further they will not unreasonably interfere with LACTC's scheduled commuter service: (i) trains scheduled for arrival at the Shared Use Facilities before the beginning of any Hours of Exclusive Use period, but which arrive late, may use the Shared Use Facility during those Hours of Exclusive Use, except that only one such late train shall be permitted on each of the Saugus and Ventura Lines during each such period; (ii) during the years 1997 through 1999, in addition to the late trains permitted by clause (i) above, SP or its successor shall be permitted to schedule one train (subject to LACTC's reasonable consent as to times) on each of the Saugus and Ventura Lines during each period of Hours of Exclusive Use; (iii) during the year 2000 and thereafter, in addition to the late trains permitted by clause (i) above, SP or its successor shall be permitted to schedule two trains on the Saugus Line and one train on the Ventura Line (subject to LACTC's reasonable consent as to times) during each period of Hours of Exclusive Use; (iv) after the year 2003 (and until the applicable line is fully double-tracked as contemplated by VII.B or C), in addition to the late trains permitted by clause (i) above and the scheduled trains permitted by clause (iii) above, LACTC shall negotiate with SP or its successor to permit the scheduling of more trains during the Hours of Exclusive Use as a need therefor is demonstrated, and if the parties cannot agree on such additional schedules, the matter shall be submitted to arbitration. It shall be a further condition to the additional use of the Shared Use Facilities by SP during the Hours of Exclusive Use contemplated by this

subparagraph e. that SP shall agree (i) to pay LACTC an appropriate penalty if these additional operations cause any material delays in LACTC scheduled commuter service and (ii) notwithstanding IX below, to indemnify LACTC against any loss or damage proximately caused by the negligence of SP in connection with an accident involving one of SP's trains using the Shared Use Tracks pursuant to this subparagraph e.

2. At times other than the Hours of Exclusive Use, SP shall have the predominate right to use the Shared Use Facilities for its freight and intercity passenger trains. During such times, LACTC shall also have the right to use the Shared Use Facilities for scheduled and non-scheduled revenue and non-revenue service subject to SP's predominate rights and the scheduling and dispatching provisions below.
3. Any portion of the Shared Use Facilities which now or in the future has a double main track shall be operated as follows: (i) LACTC and SP both shall have the shared use of both main tracks constituting that double-tracked portion and related Shared Use Facilities at times other than the Hours of Exclusive Use; (ii) LACTC and SP each shall have the exclusive use of one main track in that double-tracked portion during the Hours of Exclusive Use unless LACTC elects to terminate the right to one exclusive main track, in which case LACTC and SP both shall have the shared use of both main tracks constituting that portion and related Shared Use Facilities during those hours; and (iii) LACTC and SP both shall have the shared use at all times of any crossovers and tunnels within or contiguous to any double-tracked portion of a line, subject in the case of each of (i), (ii) and (iii) to the dispatching priorities contained in VI.A.4. Unless and until LACTC elects to have shared use of the applicable double-tracked portion, the exclusive LACTC track between Commuter Rail Interlocker and Burbank Jct. (MP 462.45) shall be Track No. 1 (north track) and the exclusive SP track between such points shall be Track No. 2 (south track); and between Burbank Jct. and Raymer (MP 453.1) the exclusive LACTC track shall be Track No. 2 (south track) and the exclusive SP track shall be Track No. 1 (north track). LACTC may, at its sole cost and expense, construct tunnels or additional rail line grade

separations to eliminate delays caused by the shared use by SP of crossovers and tunnels.

- C. LACTC and SP employees, agents and designees shall have access to the Shared Use Facilities at all times.
- D. LACTC or any operator designated by LACTC shall have the right to use existing and future Shared Use Facilities for the movement of passenger trains and equipment. LACTC or any operator designated by LACTC shall also have the right to use existing and future Shared Use Facilities for the limited purpose of moving freight locomotives and other non-revenue equipment between its non-contiguous line segments, with all other freight rights to be exclusively retained by SP. Non-revenue equipment shall include maintenance of way equipment and freight cars which are either empty or loaded only with maintenance of way equipment and/or company material and equipment.
- E. The Hours of Exclusive Use shall not apply to any line until LACTC commences operations on such line or on days when LACTC does not have scheduled operations on that line, provided that, except as specified in B.1.e. above, SP shall not publish schedules for freight during such periods unless the provisions of the second sentence of IV.B shall apply to such line.
- F. SP and, subject to the provisions of VIII, any successor, assignee, trackage tenant or operator designated by SP shall have the right to use existing and future Shared Use Facilities for all purposes for which SP may now use the Saugus and Ventura lines, including without limitation the provision of freight and passenger service; but SP or any such successor, assignee, trackage tenant or operator shall not use the Shared Use Facilities for a competing commuter service which picks up and discharges passengers between the Commuter Rail Interlocker and either Saugus or Moorpark.

### III. Rights to 40' Purchased Strip

- A. Upon notice to SP and its concurrence, which shall not be unreasonably withheld, LACTC shall have the right to remove, relocate or modify any existing improvements on the 40' purchased strip.
  - 1. If any such improvements are then Currently In Use, LACTC shall pay the cost of such removal, relocation or modification. For rail facilities, Currently In Use shall mean used for revenue service or car storage in the prior 15 months, subject to a service agreement or which are

necessary to serve customers which SP is required by law to serve.

2. If any such improvements are not Currently In Use, upon the request of LACTC, SP shall determine whether SP desires that such improvements be relocated or modified at SP's cost or whether such improvements be merely removed at LACTC's cost.
  3. LACTC and SP agree to act in good faith to attempt to agree as to which improvements are Currently In Use at the time of any required determination. If the parties are unable to agree, the matter shall be determined by arbitration.
- B. LACTC's ownership of the 40' purchased strip and the construction by LACTC of any improvements on the 40' purchased strip shall not affect LACTC's rights to continue to use the Shared Use Facilities as contemplated hereby unless LACTC's improvements on the 40' purchased strip are of a substantial and permanent nature which could not practically be removed or altered by LACTC to allow it to comply with its obligations to complete double track construction as contemplated by VII.B and C ("Inconsistent Improvements"). LACTC agrees that the existence of any improvements to or any use of the 40' purchased strip shall not relieve it of its double tracking and related obligations under VII.B or C, except that if LACTC constructs any Inconsistent Improvements LACTC shall (unless LACTC has given assurances of the nature referred to in IV.A.5) give to SP two years' notice of termination of the Shared Use Agreement as to the line affected by such Inconsistent Improvements or as to the farthest extension of the affected line from the Inconsistent Improvements. For the purposes of this paragraph, (i) the farthest extension of the Saugus Line shall be a contiguous portion of the Saugus Line starting at that end of the Inconsistent Improvement closest to the Commuter Rail Interlocker and ending in Saugus or, if this paragraph or the provisions of IV.B or C has already been applied to a contiguous portion of the Saugus Line ending in Saugus, a contiguous portion of the line starting at that end of the Inconsistent Improvement closest to the Commuter Rail Interlocker and ending nearest to Saugus and (ii) the farthest extension of the Ventura Line shall be a contiguous portion of the Ventura Line starting at that end of the Inconsistent Improvement closest to the Commuter Rail Interlocker and ending in Moorpark or, if this paragraph or the provisions of IV.B or C has already been applied to a contiguous portion of the Ventura Line ending in Moorpark, a contiguous portion

of the line starting at that end of the Inconsistent Improvement closest to the Commuter Rail Interlocker and ending nearest to Moorpark.

- C. SP shall have the right to construct crossovers at its cost and subject to approval by LACTC, which approval shall not be unreasonably withheld, to cross the 40' purchased strip to service its existing and future freight customers (at existing and future sites) and to use other now existing rail facilities. Approval by LACTC shall not be deemed to have been unreasonably withheld if the proposed SP improvements would conflict with then existing or planned use of the 40' purchased strip by LACTC unless such improvements are required to be constructed by applicable law, in which event such improvements shall be constructed in a manner to minimize such conflict to the extent reasonably practical.
- D. LACTC or any operator designated by LACTC shall have the right to use the 40' purchased strip for the purposes set forth in II.D., but LACTC or any operator designated by LACTC shall not use the 40' purchased strip for any freight service (except for movement of non-revenue equipment as specified in II.D.).
- E. SP shall have the option to construct trackage on the 40' purchased strip to connect sidings or main tracks and thereby complete or lengthen double track segments at its sole cost and subject to reasonable approval by LACTC. Any such trackage shall be constructed to the same maximum grade and standards of utility as the double-tracked segments to be completed or lengthened.

#### IV. Term

- A. The Effective Date of the Shared Use Agreement as to the portions of the lines in Los Angeles County shall be the date on which all of the following shall have occurred: (i) LACTC shall have completed the purchase of all of that portion of the 40' purchased strip located in Los Angeles County pursuant to the Purchase and Sale Agreement dated October 11, 1990 (the "Purchase Agreement"), and (ii) LACTC shall have completed the purchase of all other properties which it is obligated to purchase in accordance with the terms of the Purchase Agreement. It shall be a further condition to the Effective Date as to the portions of the lines in Los Angeles County that LACTC not be in breach of its obligations under the last sentence of Section 5.2(e) of the Purchase Agreement and LACTC shall have in good faith and with due diligence attempted to cause the relevant agencies to complete the purchases

contemplated by such Section. The Effective Date of the Shared Use Agreement as to the portions of the lines in Ventura County shall be the date on which all of the following shall have occurred: (i) the Shared Use Agreement shall have become effective as to the portions of the lines in Los Angeles County, and (ii) the Ventura County Transportation Commission shall have completed the purchase of all of that portion of the 40' purchased strip located in Ventura County pursuant to the Purchase Agreement. Upon occurrence of an Effective Date for a portion of the lines, SP shall execute and deliver to LACTC a certificate setting forth the Effective Date. Thereafter, the Shared Use Agreement shall continue in effect for the applicable portions of the lines in perpetuity unless and until one of the following shall have occurred:

1. LACTC terminates the Shared Use Agreement upon one year's written notice to SP.
  2. LACTC or SP fails to comply with an arbitration order regarding resolution of a dispute between LACTC and SP under the Shared Use Agreement and the party which is not in non-compliance with such order gives written notice of termination to the party which has failed to so comply.
  3. Following a determination that LACTC is required to undertake the construction of enhancements of the Shared Use Facilities pursuant to VII.B, LACTC fails to commence such construction within a reasonable time and thereafter diligently complete such construction.
  4. LACTC fails to complete the enhancements to the Shared Use Facilities set forth in VII.C. by the date five years after receipt of the notice from SP requiring such facilities to be completed.
  5. Two years following the construction by LACTC of Inconsistent Improvements unless LACTC shall give SP adequate assurances that such Inconsistent Improvements shall be removed or altered so as to allow completion by LACTC of additional capital improvements required by VII.B and C within the time periods required by VII.B and C.
- B. If LACTC shall not have used the Shared Use Facilities associated with either the Ventura Line or the Saugus Line or the Shared Use Facilities associated with the furthest extension of either the Ventura or the Saugus Line (after the initial use of such line or farthest extension by LACTC hereunder in commuter passenger

service) for a period of five years, then, at SP's request, LACTC shall consent to the termination of the Shared Use Agreement as to the Shared Use Facilities associated with such line or farthest extension; provided that SP shall not be permitted to deny LACTC rail access to the 40' purchased strip for the purposes contemplated by III.D. If LACTC shall not have used the Shared Use Facilities associated with either the Ventura Line or the Saugus Line or the Shared Use Facilities associated with the farthest extension of either the Ventura or the Saugus Line (after the initial use of such line or furthest extension by LACTC hereunder in commuter passenger service) for a period of six months other than due to force majeure, the Hours of Exclusive Use with respect to such Shared Use Facilities shall terminate; provided that the Hours of Exclusive Use with respect to such Shared Use Facilities may be reestablished by LACTC upon 90 days' written notice to SP that such Shared Use Facilities will again be used by LACTC. For the purposes of this paragraph, the term "used" shall mean used in revenue commuter service on a scheduled basis having a frequency not less than 45 trains per month. For the purposes of this paragraph, (i) the farthest extension of the Saugus Line shall be a contiguous portion of the Saugus Line beginning at the point of non-use closest to the Commuter Rail Interlocker and ending in Saugus or, if this paragraph or the provisions of III.B or IV.C has already been applied to a contiguous portion of the Saugus Line ending in Saugus, a contiguous portion of the line beginning at the point of non-use closest to the Commuter Rail Interlocker and ending nearest to Saugus and (ii) the farthest extension of the Ventura Line shall be a contiguous portion of the Ventura Line beginning at the point of non-use closest to the Commuter Rail Interlocker and ending in Moorpark or, if this paragraph or the provisions of III.B or IV.C has already been applied to a contiguous portion of the Ventura Line ending in Moorpark, a contiguous portion of the line beginning at the point of non-use closest to the Commuter Rail Interlocker and ending nearest to Moorpark.

- C. Any termination occasioned by IV.A.1 shall be effective as to the line or farthest extension or nearest extension of a line specified in the notice referred to therein. Any termination occasioned by IV.A.3, 4 or 5 (or by IV.A.2 to the extent that an arbitration order relates to an obligation of the nature referred to in IV.A.3, 4 or 5) shall be effective as to the line or farthest extension of a line with respect to which the default referred to therein relates. For the purposes of this paragraph, (i) the farthest extension of the



Saugus Line shall be a contiguous portion of the Saugus Line starting at the point on the line closest to the Commuter Rail Interlocker giving rise to such termination and ending in Saugus or, if this paragraph or the provisions of III.B or IV.B has already been applied to a contiguous portion of the Saugus Line ending in Saugus, a contiguous portion of the line starting at the point on the line closest to the Commuter Rail Interlocker giving rise to such termination and ending nearest to Saugus and (ii) the farthest extension of the Ventura Line shall be a contiguous portion of the Ventura Line starting at the point on the line closest to the Commuter Rail Interlocker giving rise to such termination and ending in Moorpark or, if this paragraph or the provisions of III.B or IV.B has already been applied to a contiguous portion of the Ventura Line ending in Moorpark, a contiguous portion of the line starting at the point on the line closest to the Commuter Rail Interlocker giving rise to such termination and ending nearest to Moorpark. For the purposes of this paragraph, (i) the nearest extension of the Saugus Line shall be a contiguous portion of the Saugus Line ending at the Commuter Rail Interlocker or, if the provisions of this paragraph have already been applied to a contiguous portion of the Saugus Line ending at the Commuter Rail Interlocker, a contiguous portion of the line nearest to the Commuter Rail Interlocker, and (ii) the nearest extension of the Ventura Line shall be a contiguous portion of the Ventura Line ending at the Commuter Rail Interlocker or, if the provisions of this paragraph have already been applied to a contiguous portion of the Ventura Line ending at the Commuter Rail Interlocker, a contiguous portion of the line nearest to the Commuter Rail Interlocker.

- D. Except as contemplated by V.F, upon any termination of the Shared Use Agreement as to any line or contiguous portion thereof, LACTC shall, at its expense, remove any LACTC owned improvements to such line or contiguous portion from the property of SP.

#### V. Ownership

- A. SP shall own all existing Shared Use Facilities. SP shall own all existing track and other existing improvements located on the 40' purchased strip, subject to LACTC's right to remove, relocate or modify such improvements as provided in III.A.
- B. SP shall own all future improvements located on its land which it chooses to construct so long as SP pays the entire cost of such future improvements.

- C. LACTC shall own all future improvements located on the land covered by the Shared Use Tracks so long as LACTC pays the entire cost of such future improvements.
- D. The ownership of any improvements partially paid for by LACTC shall be as mutually determined by LACTC and SP.
- E. LACTC shall own the 40' purchased strip and all future improvements constructed thereon unless otherwise agreed.
- F. At the termination of the Shared Use Agreement as to a line or any portion thereof, ownership of all of the then existing signal system included in the terminated portion of the Shared Use Facilities (other than LACTC signal transmission cables) that are owned, in whole or in part, by LACTC shall become the property of SP. LACTC shall continue to provide SP with the then existing level of use of the LACTC signal transmission cables for the purpose of communications for the then existing signal system included in the Shared Use Facilities.

## VI. Operations and Maintenance

### A. Operations

- 1. SP shall have exclusive control over the operation of the Shared Use Facilities, subject to the limitations provided with respect to scheduling and dispatching as set forth in VI.A.4, and shall operate the Shared Use Facilities in a safe, reliable and on-time manner and in a manner which minimizes disruption to commuter and intercity passenger operations scheduled in accordance with the provisions of VI.A.4.
- 2. LACTC or its operator shall provide and operate its own trains.
- 3. SP shall provide and operate its own trains.
- 4. Scheduling and dispatching:
  - a. LACTC shall determine the schedule of its passenger trains during the Hours of Exclusive Use except as provided in c. below. Commuter train schedules shall be determined in a manner to minimize conflict with now existing intercity train schedules and other future intercity train schedules agreed to by the parties or which the parties are required

are unlikely to be able to arrive on-time or within tolerance. On-time shall mean within five minutes of scheduled arrival for purposes of this provision only. "Tolerance" shall mean tolerance as defined in the existing agreement between SP and Amtrak.

- (ii) Scheduled commuter trains operating in revenue service will have priority over freight trains.
- (iii) Empty commuter trains will receive appropriate priority in order to be in position for the next scheduled revenue assignment to be protected by the crew or equipment.
- (iv) Notwithstanding the priorities established by (ii) and (iii) above, freight trains and locomotives shall at no time be required to wait for LACTC commuter trains for more than 15 minutes (1) prior to crossing at Burbank Junction, at the Commuter Rail Interlocker or at crossovers within or contiguous to a double main-tracked portion of the Shared Use Facilities, (2) prior to entering tunnels within or contiguous to a double main tracked portion of the Shared Use Facilities, (3) when traveling to or from the existing General Motors auto plant or any successor facility at the same location, or (4) outside of the Hours of Exclusive Use.

e. SP and LACTC shall jointly investigate the possibility of moving the dispatching

operations for the Shared Use Facilities to an LACTC central dispatching center in Los Angeles County and the possibility of LACTC's assuming dispatching responsibilities. At any time after the date three years following the commencement by LACTC of regular scheduled commuter service on the Shared Use Facilities, (i) LACTC shall have the right to assume the dispatching of the Shared Use Facilities upon six months prior notice to SP if at such time LACTC or its operator has adequate facilities and personnel to conduct such dispatching, and (ii) SP shall have the right to require LACTC to assume the dispatching of the Shared Use Facilities upon six months prior notice to LACTC.

- f. LACTC or LACTC's operator shall have reasonable access by its employees to monitor dispatching of the Shared Use Facilities by SP.

#### B. Maintenance and Repair Obligations

1. Unless otherwise agreed, existing Shared Use Facilities shall be maintained at such level as to allow continued operation for existing types of service at the train speeds shown in the Western Region Timetable No. 4 and applicable General Orders that are effective on the date of signing of the Shared Use Agreement. Unless otherwise agreed, future Shared Use Facilities shall be maintained at such level as to allow continued operation at the same train speeds as that of the adjacent Shared Use Facilities. At the request of LACTC, Shared Use Facilities shall be maintained to standards in excess of those required by the two preceding sentences. All other Shared Use Facilities shall be maintained and repaired to keep them in a safe and reliable condition and at least at the now-existing levels of utility, maintenance and repair. Repair and maintenance shall be done in a manner which minimizes disruptions to the operations of both parties; provided that night maintenance shall not normally be required.
2. SP shall have exclusive control over the maintenance and repair of the Shared Use Facilities and shall maintain and repair the Shared Use Facilities except as provided in 3 and 4 below. Notwithstanding the provisions in paragraphs 3 and 4 below, SP shall have exclusive

control over the maintenance and repair of, and shall maintain and repair, the signal system (including highway grade crossings) except for LACTC signal transmission cables. If SP defaults on its maintenance and repair responsibilities, the default shall be submitted to arbitration with the remedies of damages and specific performance available.

3. LACTC shall have exclusive control over the maintenance and repair of any Shared Use Facilities owned by LACTC and constructed on the 40' purchased strip (except for signal systems other than LACTC signal transmission cables as provided in paragraph 2 above), and shall maintain and repair or cause to be maintained and repaired such Shared Use Facilities. If LACTC defaults on its maintenance and repair responsibilities, the default shall be submitted to arbitration with the remedies of damages and specific performance available.
4. Subject to SP's labor agreements, LACTC shall have exclusive control over the maintenance and repair of any future improvements owned by LACTC to the Shared Use Facilities which are located on property owned by SP and of Shared Use Facilities owned by SP and located on the 40' purchased strip (except in each case for signal systems other than LACTC signal transmission cables as provided in paragraph 2 above), and shall maintain and repair or cause to be maintained and repaired such Shared Use Facilities. If LACTC defaults on its maintenance and repair responsibilities, the default shall be submitted to arbitration with the remedies of damages and specific performance available.
5. At any time after the date three years following the commencement by LACTC of regular scheduled commuter service on the Shared Use Facilities, (i) LACTC shall have the right to assume all maintenance of the Shared Use Facilities upon six months prior notice to SP if at such time LACTC or its contractor has adequate facilities and personnel to conduct such maintenance, and (ii) SP shall have the right to require LACTC to assume all maintenance of the Shared Use Facilities upon six months prior notice to LACTC.

C. Personnel

1. SP shall maintain an adequate and experienced staff sufficient to operate, maintain and repair the Shared Use Facilities required to be operated or maintained by it and to operate SP's trains that use the Shared Use Facilities in accordance with SP's obligations under the Shared Use Agreement.
2. LACTC shall maintain or cause its operator to maintain an adequate and experienced staff to operate, maintain and repair the Shared Use Facilities required to be operated or maintained by it and to operate LACTC's trains that use the Shared Use Facilities in accordance with LACTC's obligations under the Shared Use Agreement. Such staff shall demonstrate to SP that they have sufficient knowledge of SP's rules and procedures for operations on the Shared Use Facilities and, to the extent legally required, shall meet FRA requirements.
3. At LACTC's cost, SP shall provide to such staff of LACTC and LACTC's operator such training, as necessary, regarding SP's rules and procedures for operations on the Shared Use Facilities.

D. Reporting Obligations

SP shall provide to LACTC normal performance and incident reports and such other information and reports as LACTC shall reasonably request.

E. Maintenance and Repair Expenses

1. SP shall contribute its Agreed Annual Share of expenditures for the Shared Use Facilities on a monthly basis so long as this Agreement is in force. SP's Agreed Annual Share is \$1,252,500, subject to adjustments for inflation and changes in car volume (as specified in paragraph 6 below). SP's Agreed Annual Share shall constitute its total required contribution for repair, maintenance and enhancement of the Shared Use Facilities, including without limitation capital projects and additions and betterments, except for the expenses described in the second sentence of 3 below. LACTC shall pay for all repair and maintenance performed by it or its contractors on the Shared Use Facilities. LACTC shall pay directly to SP (where SP initially incurs the expense) all reasonable costs and expenses for maintenance and repair of the Shared Use Facilities in excess of SP's Agreed Annual Share.

LACTC's payments shall be on a monthly basis. The maintenance and repair expenses referred to in this section include both expensed and capitalized items. Maintenance and repair expenses and other amounts credited against SP's Agreed Annual Share or billed to LACTC for work performed on the Shared Use Facilities also shall include customary billing additives if the work is performed by SP. LACTC shall have the right to audit all records. For example, if maintenance, repair and enhancement expenses, including capital projects and additions and betterments, except expenses described in the second sentence of 3 below, incurred by SP during a year plus customary additives totalled \$1,500,000, LACTC would pay SP \$247,500.

2. LACTC shall pay to SP the amount of \$70,000 annually to reimburse SP for the services and expenses of a Cost Manager who shall maintain accurate and complete records of SP's maintenance and repair expenditures on the Shared Use Facilities. These payments shall be made in equal monthly payments.

3. Except as provided in the next sentence of this paragraph, capital projects and production programs on the Shared Use Facilities, including without limitation additions and betterments to the Shared Use Facilities, shall be paid for by LACTC. LACTC shall not be required to pay for (i) any capital projects on the Shared Use Facilities (including without limitation additions and betterments to the Shared Use Facilities) initiated solely by SP which constitute improvements used solely for its freight service or which are required by law solely due to SP's freight service and that would have been initiated by SP or required by law even if LACTC were not operating at all on the line (for example, an increase in tunnel or bridge clearance to accommodate higher double-stacked freight cars), or (ii) any other item the cost of which this Term Sheet expressly provides SP is to pay or share. LACTC shall have the right to review and approve capital projects and production programs. LACTC shall additionally compensate SP for any improvements requested and approved by LACTC.

4. If the unreimbursed maintenance and repair expenses and the unreimbursed cost of other work (for which SP's Agreed Annual Share constitutes SP's total required contribution) performed by SP on the Shared Use Facilities during any year are less than the Agreed Annual Share for that year, LACTC shall receive a credit in the amount of the shortfall to be credited against its required payments to SP under any provisions of the Shared Use Agreement either for the

current year or for future years, unless LACTC and SP agree as to how the shortfall shall be spent. An amount equal to any credit which has not been applied against required payments or agreed spending prior to the end of the second year following the year in which such credit was created shall be paid by SP to LACTC. The earliest created credits shall be deemed to be the first credits applied or spent.

5. SP's Agreed Annual Share and LACTC's reimbursement to SP for the services and expenses of the Cost Manager shall be adjusted (upward or downward) annually in accordance with AAR Composite Index for the Western District, excluding fuel, including labor, materials, and other components.

6. 78% of SP's Agreed Annual Share shall be adjusted annually for changes in SP's traffic (which shall include the traffic of SP and its tenants, operators, and assigns, including Amtrak) measured by car volume and weighted by line segment. SP's weighted car volume for the fourth quarter of 1990 shall be the base. The car volume adjustment shall be applied to increase or decrease 78% of the SP's original Agreed Annual Share (indexed as directed in paragraph 5) for the adjustment year based on the ratio of SP's weighted car volume during the fourth quarter of the adjustment year divided by SP's weighted car volume during the fourth quarter of 1990. For example, if SP's weighted car volume in the fourth quarter of 1990 was 100,000, and in the fourth quarter of 1993 was 110,000, and SP's original Agreed Annual Share of \$1,252,500 was adjusted in accordance with paragraph 5 by a factor of 1.15 (combined 15% inflation for the years 1990 through 1993), the Agreed Annual Share for 1994, as adjusted pursuant to this paragraph, would be \$1,552,724, calculated as follows:

$$\begin{aligned} & ((\$1,252,500 \times 1.15 \times .78) \times (110,000 \div 100,000)) \\ & \quad + \\ & \quad (\$1,252,500 \times 1.15 \times .22) \end{aligned}$$

For the purposes of this paragraph, "weighted car volume" for any quarter shall be determined as follows: a weighted average shall be derived by computing, for each line segment covered by the Shared Use Agreement, the product of SP's car volume on the line segment by the number of route miles of main line track on that line segment ("car-miles"), and then dividing the sum of the car-miles for all line segments by the total number of route miles of main line track for all line segments. For the purposes of computing weighted car volume for the fourth quarter of 1990, Amtrak car



volume shall be assumed to be three times the Amtrak car volume for December.

7. LACTC's obligation to make payments of the nature required by 1 through 3 above shall not apply as to any line until LACTC commences commuter service on such line except LACTC shall be required to pay for capital improvements required to be paid for by LACTC as provided in VII above and any other improvements requested by LACTC.

8. LACTC and SP shall agree in the Shared Use Agreement as to the amount by which SP's Agreed Annual Share will be reduced in the event of a partial termination of the Shared Use Agreement and as to the allocation of SP's Agreed Annual Share between the lines prior to the commencement of LACTC's commuter service on both lines.

9. LACTC agrees to pay to SP any additional costs and expenses related to dispatching that are incurred as a result of LACTC's operations on the Shared Use Facilities. If LACTC shall assume responsibility for dispatching the Shared Use Facilities, SP shall pay to LACTC any additional costs and expenses related to dispatching that are incurred as a result of LACTC's dispatching of trains other than those of LACTC.

10. If LACTC shall assume all maintenance of the Shared Use Facilities as provided in VI.B.5, SP shall pay SP's Agreed Annual Share directly to LACTC on a monthly basis.

#### VII.. Capital Improvements

A. LACTC and SP agree the following additions and improvements are important to existing intercity service as defined in the LOSSAN 2 report and must be completed prior to initiation of commuter service; provided, that to the extent a required addition or improvement (other than an addition or improvement required to provide access to the General Motors Plant or a successor facility, including those in 1 through 5 below) does not relate to a line or portion of a line, completion thereof shall not be required prior to initiation of commuter service on that line or portion of a line. The parties both agree to use their best efforts to implement these improvements as soon as reasonably practicable after the effective date of the Shared Use Agreement.

1. Bi-directional signalization and adjustment of existing automatic warning devices for Main Tracks

- #1 and #2 between Burbank Jct. and Commuter Rail Interlocker.
2. CTC between Burbank Jct. and Commuter Rail Interlocker.
  3. Universal (double reversing) crossover at Commuter Rail Interlock and a single crossover at Glendale (M.P. 476.4).
  4. 8000 ft. siding or portion of second main track on the Saugus Line extending north from Burbank Jct. The design thereof shall be mutually determined by SP and LACTC.
  5. Second track between Burbank Jct. and Raymer (M.P. 462.4 to 453.1) with signalling, CTC and universal (double reversing) crossovers east of Gemco Yard at a location to be mutually determined; provided that completion of that portion of such track to the west of the east side of Van Nuys Boulevard shall not be a pre-condition to the initiation of commuter service but LACTC shall complete such portion as soon as reasonably possible. The existing Burbank Junction siding will be incorporated into the new second main track and a replacement storage track for the existing Burbank Junction siding will be constructed at a location to be mutually agreed between LACTC and SP.
  6. Trackage required for layover and/or overnight storage of LACTC equipment on other than SP owned facilities. Layover and/or storage for LACTC equipment near Taylor Yard will be on trackage and land owned by LACTC at a location to be determined by LACTC.
  7. Any FRA required improvements or work due to safety needs necessitated solely by LACTC operations.
  8. General tunnel work necessitated solely by LACTC operations, as determined by a joint LACTC/SP inspection.
  9. Any other improvements required solely to conduct LACTC's operations on the Shared Use Facilities as determined by a joint LACTC/SP inspection.
- B. As the reasonably projected frequency or amount of total rail traffic increases or the time sensitivity of reasonably projected traffic increases to the point

that additional capacity will be needed by the parties, LACTC, at the written request of SP, shall from time to time add such portions of a second main track to the Shared Use Track on the Saugus Line and the Ventura Line as shall be necessary to provide such additional capacity, together with a bi-directional signalling and CTC system. On the Ventura Line, an at grade crossing from the new main line to be built on the 40' purchased strip located south of the existing main line to the new main line to be built on the 40' purchased strip located north of the existing main line shall be constructed using the trackage at the west end of the Santa Susana Tunnels (MP 441.13). On the Saugus Line, an at grade crossing from the new main line to be built on the 40' purchased strip located south of the existing main line to the new main line to be built on the 40' purchased strip north of the existing main line shall be constructed using the trackage at the west end of the Saugus Tunnel (MP 454.82). New main tracks required by this paragraph will be constructed at the same grade as the parallel existing main tracks. If the necessity for the additional main track and related facilities can be obviated through the implementation of reasonable operational changes consistent with the needs of the parties contemplated hereby rather than through the construction of capital improvements, such operational changes shall be implemented by the parties at the request of LACTC. If LACTC does not agree that the requested additions are needed, the matter shall be submitted to arbitration. LACTC shall have no obligation to construct any improvements pursuant to this paragraph (A) prior to the earlier of (i) three years following the commencement of commuter rail operations on the affected line, and (ii) March 31, 1997, (B) if such improvements would be required even if LACTC were not operating at all on the affected line, or (C) to the extent such improvements are required because of operations by a new trackage tenant admitted by SP or any successor (other than a trackage tenant which is a successor to the operations of SP or Amtrak) to the Shared Use Facilities.

- C. At any time after March 31, 2006, SP may, at its option, give a notice to LACTC requiring that within 5 years from the date of such notice LACTC shall complete the full double-main-tracking of all of the Saugus Line (with the exception of the included tunnel segment) and install bi-directional signalling and CTC system on the entire Saugus Line. An at grade crossing from the new main line to be built on the 40' purchased strip located south of the existing main line to the new main line to be built on the 40' purchased strip north of the existing main line shall be constructed using the

trackage at the west end of the Saugus Tunnel (MP 454.82). The new main line required by this paragraph will be constructed at the same grade as the parallel existing main line. LACTC shall complete the required improvements on the Saugus Line within such 5-year period.

- D. Any improvements listed in A, B and C above shall be constructed by LACTC at no expense to SP.
- E. LACTC or its operator shall use its own contractors to construct any of the above improvements to the extent not inconsistent with SP's labor agreements. SP agrees to expeditiously complete, at LACTC's expense, the construction of any of the above improvements which SP's labor agreements require to be constructed by SP. The improvements and their construction shall not unreasonably interfere with SP operations. The Shared Use Agreement shall contain objective standards regarding qualifications of contractors performing the work, including insurance and bonding requirements. LACTC shall require its contractors to provide and pay for necessary flagmen and other personnel to assure safe operation of rail facilities and compliance with SP's customary requirements (other than as to number of personnel) during construction. SP shall pay the full cost of any of its own personnel or additional personnel designated by SP which it elects to have present during construction.
- F. SP shall permit additional improvements reasonably requested by LACTC and approved by SP (such approval not to be unreasonably withheld) at LACTC's expense.
- G. SP, at its cost and expense, agrees to expeditiously review project plans and designs and to provide sufficient personnel therefor.
- H. Any improvement owned or funded by LACTC may not be removed by SP without LACTC approval and, upon removal, its re-use or salvage value remains solely with LACTC. Except as provided in III.A, any improvement owned or funded by SP may not be removed by LACTC without SP approval and, upon removal, its re-use or salvage value remains solely with SP. With respect to any improvements jointly owned by SP and LACTC, the re-use or salvage value shall be allocated between SP and LACTC in accordance with their ownership interests. Removal costs shall be borne by the party owning the improvements except as provided in III.A.
- I. LACTC and SP shall cooperate in all future highway grade separation projects. LACTC shall contribute to

the non-federal or state share of each such project in proportion to its percentage of total train movements on the subject crossing (measured during the 90-day period ending on the date the grade separation is approved for construction), except that SP shall not be required to contribute toward any future highway grade separation projects which would not be required if LACTC were not conducting commuter rail operations.

- J. LACTC shall consider constructing its own double track line grade-separated from SP trackage between Fletcher Drive (MP 478.04) and Commuter Rail Interlocker within five years after the start of commuter service. If the project is not initiated at that time, it will be reconsidered at the request of either party.
- K. LACTC shall locate its passenger stations on its property and shall strive to locate its passenger loading platforms as follows:
  - 1. where there are two existing main tracks, platforms shall be located between those main tracks.
  - 2. where there is one existing main track, platforms shall be located between that track and the probable alignment of any future additional main line that might be constructed by LACTC.

It is the intention of the parties that the construction and operation of passenger loading facilities shall not unreasonably interfere with SP freight train operations. LACTC shall be solely responsible for the design and construction of passenger stations, platforms and other passenger facilities and SP shall bear no responsibility for the design or construction of such facilities.

- L. SP and LACTC will jointly consider construction of grade separated vehicular access to SP's Taylor Yard locomotive facility and LACTC's facilities. SP will allow a private crossing for LACTC commuter yard access.
- M. All improvements shall be constructed on LACTC's 40' purchased strip to the maximum extent possible.

#### VIII. Operators and Transfer

- A. LACTC shall consult with SP not less than 45 days in advance regarding the selection of its operator. Any operator shall be a financially and operationally capable party and, at SP's request, LACTC shall provide

reasonable evidence that such party is financially and operationally capable.

- B. Any of LACTC's rights and duties may be exercised by its operator.
- C. SP may admit as new trackage tenants or operators to the Shared Use Facilities any financially and operationally capable party without the consent of LACTC; provided that SP shall give LACTC at least 45 days' prior written notice of any such admission and, at LACTC's request, SP shall provide reasonable evidence that such party is financially and operationally capable. Any other admission shall require the written consent of LACTC. If SP or its successor admits any trackage tenant in addition to SP and Amtrak to the Shared Use Facilities and if SP's trackage and related facilities on the affected line as they existed immediately prior to the effective date of the Shared Use Agreement would not have had sufficient capacity to accommodate such new tenant (assuming LACTC were not operating at all on the affected line), LACTC shall receive the same compensation from the tenant for the use of the Shared Use Facilities as SP is to receive; provided that the foregoing (i) shall apply only to compensation to be received from a tenant relating to operations following the completion of full double tracking (except tunnels) and related facilities on the affected line, and (ii) shall not apply in the case of a new tenant or operator admitted in substitution for the operations of SP or Amtrak.
- D. SP may sell all or any portion of its interest in the Shared Use Facilities, and SP may assign or otherwise delegate any of its rights and duties hereunder (in connection with a sale of its interest in the applicable line or otherwise), without securing the consent of LACTC if such sale, assignment or delegation is to a financially and operationally capable party. SP shall give LACTC at least 45 days' prior written notice of any such sale, assignment or delegation and, at LACTC's request, SP shall provide reasonable evidence that any purchaser, assignee or delegee is financially and operationally capable. Any other sale, assignment or delegation shall require the written consent of LACTC. Any sale or assignment of SP's rights in the Shared Use Facilities shall be subject to the rights of LACTC under the Shared Use Agreement. In connection with any sale by SP of its interest in all or any portion of the Shared Use Facilities, SP may retain the right to continue to use the Shared Use Facilities. If SP sells, assigns or delegates its dispatching duties to other than a Class 1 railroad,

LACTC shall have the option of assuming the dispatching duties on the Shared Use Facilities.

IX. Liability

- A. Liability for personal injury (including bodily injury and death) to, or property damage suffered by, an invitee of either party shall be borne solely by such party regardless of the cause of such loss or the fault of either party or whose train was involved except as provided in B, F and G below. For purposes of this paragraph, an invitee shall include, without limitation, consultants, contractors and passengers of a party. All persons at or adjacent to a passenger station or loading platform other than employees, consultants and contractors (including employees of such contractor) of SP or of any tenant or operator of SP engaged in performing duties for SP or any tenant or operator of SP shall be deemed to be invitees of LACTC.
- B. After LACTC shall have borne aggregate liability in an amount equal to \$25 million for injury to or damage suffered by its invitees for incidents occurring in any one calendar year, SP shall bear a share of that portion of the aggregate liability for that year that is in excess of \$25 million in proportion to SP's relative degree of fault; provided that SP shall not bear liability to LACTC's invitees in an amount in excess of \$125 million for incidents incurring in such calendar year. The \$25 million base amount shall not include any liability incurred due to the Excluded Conduct of LACTC. After SP shall have borne aggregate liability in an amount equal to \$25 million for injury to or damage suffered by its invitees for incidents occurring in any one calendar year, LACTC shall bear a share of that portion of the aggregate liability for that year that is in excess of \$25 million in proportion to LACTC's relative degree of fault; provided that LACTC shall not bear liability to SP's invitees in an amount in excess of \$125 million for incidents incurring in such calendar year. The \$25 million base amount shall not include any liability incurred due to the Excluded Conduct of SP. Liability shall be deemed incurred on the date of the incident giving rise to such liability regardless of the date on which liability is paid or established. The determination of the relative fault of the parties in any proceeding establishing the liability shall be binding on the parties.
- C. Liability for personal injury (including bodily injury and death) to, or property damage suffered by, persons other than invitees of either LACTC or SP and casualty

losses to property owned by LACTC and/or SP shall be borne by the parties as follows regardless of the cause of such loss or the fault of either party except as provided in D, E and F below:

1. Loss to equipment and other personal property owned by LACTC shall be borne by LACTC.
  2. Loss to equipment and other personal property owned by SP shall be borne by SP.
  3. Loss to the Shared Use Facilities and property jointly owned by LACTC and SP shall be borne (i) totally by the single party whose train was involved in the incident giving rise to the loss, and (ii) equally by the parties if no train was involved in the incident or trains of both parties were involved.
  4. Liability for injury to or damage suffered by any employee of either party which occurs during the course of employment or while traveling to or from employment (an "employee") shall be borne solely by the party employing such employee.
  5. Liability to a person who is not an employee or invitee of either party (including without limitation persons using crossings and trespassers) shall be borne (i) totally by the party whose train was involved in such loss if the train of only one party was involved, and (ii) equally by the parties if no train was involved in the incident.
- D. Liability for personal injury (including bodily injury and death) to, or property damage suffered by, a person who is not an employee or invitee of either party shall be borne in proportion to their relative degrees of fault if trains of both parties were involved in the incident.
- E. Loss or liability due to the release of hazardous materials shall be borne by the party who transported the hazardous materials unless trains of both parties are involved, in which case the parties shall bear the loss or liability in proportion to their relative degrees of fault.
- F. The provisions of this paragraph shall apply notwithstanding the provisions of A through E above. "Excluded Conduct" shall mean (i) an entire failure of care or the exercise of so slight a degree of care as to raise a presumption that there was a conscious



indifference to the things and welfare of others, (ii) conduct constituting a reckless or wanton disregard of the probable results of such conduct, (iii) wilful misconduct, or (iv) conduct which would permit the award of exemplary or punitive damages. Neither party shall be indemnified for any loss or liability resulting from its own Excluded Conduct, and in any such case such party shall bear loss or liability in proportion to its relative degree of fault and such party shall bear all exemplary or punitive damages, if any, resulting from its Excluded Conduct. If any of the foregoing provisions of A through E would otherwise indemnify a party against liability, loss or damage that would be prohibited by or unenforceable under the laws of the State of California (including a determination that indemnification under the circumstances involved is against the public policy of the state) the indemnity provided by such provision shall be deemed to be limited to and operative only to the maximum extent permitted by law. Without limitation, if it is determined that any law or public policy of the State of California prohibits the indemnification of a party for its sole negligence in any instance covered by the foregoing provisions, those provisions shall be deemed to exclude indemnification for such party's sole negligence but to permit full indemnification, as specified above, if both parties were negligent. In the case of any liability, loss or damage for which the provisions of this paragraph would prevent the indemnification of a party, such party shall bear such liability, loss or damage.

- G. Notwithstanding A through E above, SP and LACTC shall bear liability in proportion to their relative degrees of fault in connection with an accident involving one of SP's trains (i) using the Shared Use Tracks to follow the last scheduled peak direction commuter train during the Hours of Exclusive Use as provided in II.B.1.c. or (ii) using the Shared Use Tracks during the Hours of Exclusive Use as provided in II.B.1.e., but only if SP's use of the Shared Use Tracks at those times would not have been permitted but for the provisions of II.B.1.c. or e.
- H. In any case where a party is required under the provisions of this paragraph to bear a loss or liability, it shall indemnify and hold the other party harmless from and against any and all claims, liabilities, damages, losses and expenses (including costs of investigation and attorneys fees and expenses at arbitration, trial or appeal and without institution of arbitration or suit) which arise out of or result from such loss or liability. The Shared Use Agreement

shall set forth customary provisions concerning the conduct of indemnification proceedings. If a party asserts that the other party was guilty of Excluded Conduct and denies liability for indemnification of the other party based thereon, the party asserting such Excluded Conduct shall have the burden of proof in establishing such conduct. It is the intent of the parties that the indemnification provisions of the Shared Use Agreement apply to both the passive and active negligence of an indemnified party.

- I. Each party and its operator or tenant shall maintain liability insurance in the amount of at least \$100 million with a company reasonably acceptable to the other party and shall name the other party as an additional insured. Either party may self-insure to a level not to exceed \$10 million.
- J. Any new tenant or operator on the Shared Use Facilities shall agree to be bound by the provisions of this Section IX unless otherwise agreed by SP and LACTC. The parties will use reasonable efforts to extend the benefits of existing Amtrak indemnities to LACTC.
- K. Each of the dollar amounts set forth in B and I above shall be adjusted for changes in the Consumer Price Index but shall not be reduced below their initial levels.

X. Force Majeure

- A. If either party suffers a work stoppage due to a labor dispute, such party shall take reasonable efforts, if practicable, to staff operations so as to minimize disruptions to train service provided by the other party. LACTC's construction obligations under VII.B and C shall be subject to a customary force majeure exception.

XI. Dispute Resolution

- A. If a dispute exists between the parties as to their rights or duties under the Shared Use Agreement and such dispute is not resolved within 30 days, or if a Default has occurred and is continuing under the Shared Use Agreement, either party may submit the dispute or Default to arbitration.
- B. Arbitration shall be the only remedy for Defaults or disputes under the Shared Use Agreement. In an arbitration based on a Default, the non-defaulting party may seek specific performance or actual damages resulting from the Default. Such specific performance

or damages shall be the sole remedies for a Default. A "Default" shall exist if a party shall fail to cure a breach of its obligations under the Shared Use Agreement within a period of 30 days after notice from the non-defaulting party.

- C. Each party shall pick one arbitrator, and the two arbitrators shall pick a third.
- D. In the case of a monetary dispute relating to operating, maintenance or capital costs and expenses to be paid by a party under the Shared Use Agreement, the party from whom a payment is allegedly owing shall make such payment notwithstanding such dispute and shall then seek a refund through the arbitration process.

#### XII. Modification of Agreement

- A. Modifications to the scope, terms and conditions of this agreement may be considered annually at the request of either party. All references herein to modifications, changes or amendments that may or shall be "considered" shall not indicate any obligation of either party to make any such modification, change or amendment.

#### XIII. Recorded Memo of Agreement

- A. The parties shall record a memo of the agreement in the county real property records.

#### XIV. Property Taxes

- A. To the extent any real property taxes are payable with respect to any portion of the 40' purchased strip or any Shared Use Facility owned by LACTC by reason of SP's use thereof, SP will pay such real property taxes prior to delinquency and shall protect, defend, indemnify and hold LACTC harmless from and against any and all liability, loss, cost, damage or expense (including, without limitation, reasonable attorney's fees) LACTC may sustain or incur on account of any such real property taxes.
- B. To the extent any real property taxes are payable with respect to any portion of the 40' purchased strip or any Shared Use Facility owned by LACTC by reason of LACTC's use thereof or LACTC becoming a taxable entity, LACTC will pay such real property taxes prior to delinquency and shall protect, defend, indemnify and hold SP harmless from and against any and all liability, loss, cost, damage or expense (including, without limitation, reasonable attorney's fees) SP may

sustain or incur on account of any such real property taxes.

SHARED USE AGREEMENT FOR THE AZUSA BRANCH

THIS SHARED USE AGREEMENT (this "Agreement") dated as of December 20, 1990, is entered into by Southern Pacific Transportation Company, a Delaware corporation ("SPT"), and the Los Angeles County Transportation Commission ("LACTC") with reference to the following facts:

A. SPT and LACTC have entered into a Purchase and Sale Agreement dated October 11, 1990 (the "Purchase Agreement"), pursuant to which SPT has agreed to sell to Purchaser certain railroad rights-of-way, together with certain adjoining land and improvements, located in the State of California.

B. SPT and LACTC also have entered into an Agreement Regarding Interim Use of Tracks dated as of October 26, 1990 (the "Interim Use Agreement"), which provides for SPT's continued use of those portions of the Operating Land identified in Exhibit A of the Purchase Agreement as the Burbank Branch, the West Santa Ana Branch, the State Street Branch, the Azusa Branch, the Baldwin Park Branch and that portion of the Santa Monica Branch between milepost 485.69 and milepost 494.65. All capitalized terms used in this Agreement, and not otherwise expressly defined herein,

shall have the meanings ascribed to them in the Interim Use Agreement.

C. The terms and provisions of the Interim Use Agreement govern the joint use of the portions of the Operating Land referenced in Recital B by LACTC and SPT until the Changeover Date with respect to each such portion.

D. Section 3 of the Interim Use Agreement provides that LACTC or its independent contractor shall assume sole responsibility for the operations, maintenance and dispatching of a particular portion of the Operating Land covered by such agreement as of and after the Changeover Date for that portion, subject to SPT's joint use pursuant to a Shared Use Agreement to be entered into by SPT and LACTC for that portion. This Agreement is the Shared Use Agreement for the Azusa Branch referenced in Section 3(a) of the Interim Use Agreement and is intended to govern the joint use by LACTC and SPT of the Azusa Branch after the Changeover Date with respect thereto.

NOW, THEREFORE, the parties hereto agree as follows:

1. Grant of Trackage Rights. Subject to the terms and conditions set forth herein, LACTC hereby grants to SPT trackage rights on and over and continued access to and use of the Azusa Operating Land (as defined below) and the Azusa Tracks

(as defined below) to provide Local Freight Rail Service to existing and future customers, including the right to bring onto the Azusa Operating Land and the Azusa Tracks such of SPT's agents, servants, employees, consultants, contractors, trains, locomotives, cabooses, railroad freight cars, business cars, "hi-rail" vehicles, rerailling equipment and other machinery and equipment as are reasonably required to provide Local Freight Rail Service.

2. Trackage Subject to Agreement. This Agreement shall apply to that portion of the Operating Land identified in Exhibit A of the Purchase Agreement as the Azusa Branch (lying between milepost BBP 497.55 near Bassett, California and milepost BBQ 507.19 near Azusa, California) (the "Azusa Operating Land") and to all the main line tracks, passing tracks, rights-of-way, signals and signal systems, switches, crossovers, interlocking devices and plants, communications facilities, terminal facilities, yards, track improvements and other rail facilities necessary and useful for Local Freight Rail Service that are now located or hereafter constructed or installed on the Azusa Operating Land or that now exist or are hereafter constructed or installed to provide access between SPT's Yuma Main and milepost 497.55 near Bassett, California (the "Azusa Tracks"); provided, that the Azusa Tracks shall not include any facilities constructed or installed solely for or in connection with rail passenger service. The Azusa Tracks shall include any portion of

tracks (including spur tracks, lead tracks and industry tracks) which are located upon the Azusa Operating Land and which are used solely in connection with SPT's Local Freight Rail Service. Such portion of such tracks is described on Exhibit A hereto and is herein referred to as "LACTC Freight Tracks."

3. Operations and Control. (a) The management, operation and maintenance of the Azusa Operating Land and the Azusa Tracks shall, at all times, be under the direction and control of LACTC and/or its independent contractor, and the movement of trains, cars and locomotive over and along the Azusa Tracks shall, at all times, be subject to the direction and control of LACTC's superintendent, train dispatchers and other authorized agents and in accordance with such reasonable operating rules as LACTC shall from time to time institute in accordance with the terms and conditions of this Agreement. All operating, dispatching and maintenance decisions by LACTC affecting the movement of trains, cars and engines on the Azusa Tracks and Azusa Operating Land shall be made on a nondiscriminatory basis, without reference to ownership; however, customary dispatching priorities shall be accorded differing classes of trains with passenger trains having priority over freight trains to the extent necessary so that SPT shall not interfere with LACTC's scheduled passenger service.



(b) SPT shall have the right to use the Azusa Operating Land and Azusa Tracks solely to provide Local Freight Rail Service to all existing and future rail-using customers located on or adjacent to the Azusa Operating Land or Azusa Tracks or served off any turnout or lead from the Azusa Tracks. The parties intend that SPT shall derive from this Agreement the continuing right to conduct freight service over the Azusa Tracks substantially the same, in nature and scope, as the service SPT is performing as of the date of this Agreement; provided, however, the time and manner in which such freight service is provided shall be subject to the provisions of subsection (a) hereof.

(c) During the term of this Agreement, SPT shall have the exclusive right to provide Local Freight Rail Service on the Azusa Operating Land and Azusa Tracks, and neither LACTC nor any other person or entity shall be permitted to provide Local Freight Rail Service thereon, and neither LACTC nor any other person or entity shall be permitted to provide "bridge," "overhead" or any other freight rail service using the Azusa Operating Land or Azusa Tracks; provided, that a rail carrier that is not a Class I carrier, and is not operating either directly or indirectly on behalf of a Class I carrier, may provide only "bridge" or "overhead" freight rail service over the Azusa Tracks if: (i) such service shall not delay or otherwise interfere with SPT's Local Freight Rail Service; (ii) any car

transported by such "bridge" or "overhead" carrier shall be in the carrier's own account; and (iii) such carrier shall have first executed an agreement with LACTC and SPT providing that such carrier shall not at any time serve or seek the right to serve any shippers or potential shippers on the Azusa Operating Land or Azusa Tracks.

4. Termination of Service. SPT may not terminate its Local Freight Rail Service on the Azusa Tracks except in accordance with Section 4 of the Interim Use Agreement. LACTC shall not be entitled to make a Purchaser Determination with respect to the Azusa Operating Land or Azusa Tracks or otherwise cause a termination of freight service by SPT thereon. However, if SPT has not used the Azusa Tracks to provide any Local Freight Rail Service for a period of five years, then at LACTC's request, SPT shall seek authority from the Interstate Commerce Commission to abandon the Local Freight Rail Service and to abandon the Service upon receiving authority to do so.

5. Maintenance, Repairs, Operations, and Capital Expenditures and Fee Payable by SPT. (a) LACTC and/or its independent contractor shall be solely responsible for performing all construction, maintenance and operating activities on the Azusa Tracks, subject to the provisions of Sections 5(b) and 6, including, without limitation, the repair of trackage, structures and signals, installation of ties and ballast, surfacing work,

replacement in-kind of existing facilities such as trackage, structures and signals, and the dispatching of trains.

(b) At SPT's sole expense, SPT shall maintain (including capital expenditures) all LACTC Freight Tracks at no less than Federal Railroad Administration ("FRA") Class 1 standards.

(c) As complete compensation for its use of the Azusa Tracks, SPT shall pay LACTC an annual fee (the "Fee") in an amount equal to the greater of (i) Thirty-One Dollars (\$31.00) (the "Per Car Fee") for each loaded car that SPT moves over the Azusa Tracks during the calendar year and (ii) Sixty Thousand Dollars (\$60,000) (the "Minimum Fee"). The Fee shall be all inclusive and, without limitation, shall be deemed to include the cost of maintenance, repair, operations, capital expenditures (which shall include, without limitation, additions, betterments, improvements, construction, modifications, renewals and additional facilities), labor, material, equipment, supplies and services and customary additives applied to each element, as well as interest rental with respect to the Azusa Tracks (except as provided herein with respect to the LACTC Freight Tracks). SPT shall not have any obligation to pay for capital expenditures incurred with respect to the Azusa Tracks. SPT may make capital expenditures on the Azusa Tracks which may be required by law or which SPT deems necessary or desirable for the safe or efficient

use of the Azusa Tracks in addition to its responsibilities with respect to the LACTC Freight Tracks. SPT shall advise LACTC of any such capital expenditures that it contemplates, and LACTC must consent before such capital expenditures can be made, which consent shall not be unreasonably withheld.

(d) SPT shall pay the Minimum Fee for any calendar year to LACTC on or before July 1 of such year as the first installment of the Fee. Within forty-five (45) days after the end of each calendar year, SPT shall (i) furnish to LACTC a certified statement of the number of loaded cars moved over the Azusa Tracks by SPT during that calendar year, and (ii) pay to LACTC any portion of the Fee for such calendar year not previously paid to LACTC.

(e) Commencing on July 1, 1992, the Minimum Fee and the Per Car Fee shall be adjusted upward or downward as of July 1 of each year to compensate for the increase or decrease in the cost of labor and material, excluding fuel, as reflected in the final Annual Indexes for Charge-Out Prices and Wage Rates (1977=100) included in the Railroad Cost Indexes issued by the Association of American Railroads (the "AAR"). In making such determination, the final "Material Prices, Wages Rates and Supplements Combined (excluding fuel) Index" for the West shall be used, and the final index figure for the calendar year 1990 shall be taken as the base. Adjustment for the Per Car Fee and

the Minimum Fee shall be achieved by calculating the percent of increase or decrease, as the case may be, in the index figure for the calendar year ending on the December 31 prior to the July 1 on which the adjustment is to be made relative to the index figure for 1990 and increasing or decreasing the Per Car Fee and the Minimum Fee by such percentage; provided, that such adjustment shall be made to the nearest cent.

By way of example, assuming "A" to be the "Material Prices, Wage Rates and Supplements Combined (excluding fuel) Final Index Figure, Western District" for the calendar year 1990; "B" to be the "Material Prices, Wage Rates and Supplements Combined (excluding fuel) Final Index Figure for the calendar year 1991); and "C" to be the original \$31.00 Per Car Fee (or original \$60,000.00 Minimum Fee), the Per Car Fee (or Minimum Fee) to be effective July 1, 1992 would be determined by the following formula:

$$\frac{B}{A} \times C$$

In the event the base for the AAR Railroad Cost Indexes issued by the Association of American Railroads shall be changed from the year 1977, appropriate revision shall be made in the base (established as herein provided) for the calendar year 1990. If the Association of American Railroads or any successor organization discontinues publication of the AAR Railroad Cost Indexes, an appropriate substitute for determining the percentage

of increase or decrease shall be negotiated by the parties hereto. In the absence of agreement, the matter will be arbitrated in the manner prescribed in Section 11 of this Agreement.

In no event shall the Per Car Fee be less than \$31.00 or the Minimum Fee be less than \$60,000.00.

(f) LACTC and/or its independent contractor shall use reasonable and customary care, skill and diligence in the performance of maintenance, repair, operations and capital expenditures for the Azusa Tracks and in no event shall LACTC reduce the FRA class of the Azusa Tracks from that in effect on the Changeover Date with respect thereto.

(g) With respect to each party's permitted use of the Azusa Tracks and Azusa Operating Land, each party shall comply with all applicable laws, rules, regulations and orders promulgated by any governmental agency having jurisdiction. If any failure on the part of any party to so comply shall result in a fine, penalty, cost or charge being imposed or assessed on or against the other party, such other party shall give prompt notice to the non-complying party, and the non-complying party shall promptly reimburse, defend and indemnify the other party for such fine, penalty, cost or charge and all expenses and attorneys' fees incurred in connection therewith.

(h) SPT shall have the right to enter upon any portion of the Azusa Operating Land as may reasonably be required to exercise all of its rights and perform all of its duties set forth herein; provided, however, SPT shall give reasonable notice to LACTC if any such entry is out of the ordinary course of business and/or such notice would be reasonably necessary or appropriate for LACTC to conduct its operations in accordance with Section 3 hereof.

(i) Subject to the arbitration provision set forth in Section 11, should either party hereto fail to perform its respective obligation hereunder (the defaulting party), the aggrieved party shall give to the defaulting party reasonable written notice of such non-performance, breach or default. The defaulting party shall have a reasonable period of time to cure that default, but in no event to exceed ten (10) days from the date of notice. If the defaulting party fails, refuses or neglects to cure within such time, the aggrieved party shall have the right to cure the breach or default itself, charge the costs and expenses thereof to the defaulting party and pursue its remedies pursuant to Section 11 of this Agreement.

6. Use of Property by LACTC. (a) The parties hereby acknowledge that after the Changeover Date with respect to the Azusa Branch, LACTC and/or its independent contractor intends to

construct, operate, maintain, repair, renew, reconstruct or replace the Azusa Tracks to permit it to provide public transportation services thereon. LACTC shall undertake such activities with due regard for the right of SPT to provide Local Rail Freight Service in accordance with this Agreement, but during any period of continued construction, when reasonably required, SPT trains shall be controlled and dispatched to minimize conflict with the construction activities. SPT shall bear the financial cost of any interruption relating to freight service including the cost of flagmen and safety signals. No interruption caused by such construction shall cause SPT to interrupt Local Freight Rail Service for more than three continuous days in any continuous 30-day period.

(b) Any capital expenditures required to accommodate LACTC's operations on the Azusa Tracks shall not be the responsibility of SPT. This includes, without limitation, construction of new rail facilities and appurtenances, extension or construction of sidings, signal installation or changes thereof, coach yards, locomotive maintenance facilities, rail relays, ties, grade crossings and/or grade separations or modifications thereof and communication facilities.

(c) Any facilities constructed, improved or modified shall be up to accepted railroad standards, including those of the American Railroad Engineering Association, the AAR



and the FRA. SPT shall have the right to review all plans for construction or any such improvements or modifications for the sole purpose of consulting with LACTC to ensure that the proposed improvements or modifications will not cause a breach of the terms of this Agreement. SPT shall have 45 working days from the receipt of any such plans to consult with LACTC in accordance with the terms of this paragraph.

(d) SPT may construct, at its sole cost, sidings, passing tracks, spur tracks, lead tracks and turnouts to service its existing and future freight customers (at existing and future sites) or yard facilities only with the prior approval of LACTC, which approval shall not be unreasonably withheld and may not be withheld for such trackage that is required to be constructed by applicable law. Such construction shall be scheduled so as to not interfere with LACTC's rail passenger service operations. LACTC shall review any plans for construction of any such spur tracks, lead tracks or turnouts prior to commencement of any construction. Notification of such approval or denial shall be provided within forty-five (45) working days of LACTC's receipt of such request.

(e) If SPT and LACTC so agree, SPT may provide dispatching services for the Azusa Tracks as an independent contractor so long as the only trains operating on the Azusa Tracks are SPT's trains and freight trains of the "bridge" or

"overhead" carrier referred to in Section 3(c) above. Any such services shall be provided pursuant to a separate agreement to be negotiated by the parties hereto.

7. Pedestrian and Road Crossings. (a) SPT shall not be liable for the cost of designing, modifying, maintaining or installing or protecting either any new or any existing pedestrian or road crossings over, under or across the Azusa Tracks (subject to subparagraph (c) below). LACTC shall cause SPT to be compensated for any and all cost or expense incurred by SPT relating to any such new or existing crossings over, under or across the Azusa Tracks.

(b) SPT shall have no obligation for the cost of any existing or future grade separation projects over, under or across the Azusa Tracks (subject to subparagraph (c) below), including, without limitation, planning, designing, maintaining, modifying, reconstructing or installing the same.

(c) SPT shall have the sole obligation for the entire cost of all existing and new pedestrian and road crossings, including any existing and future grade separation projects, over, under or across trackage used solely for Local Freight Service and the LACTC Freight Tracks.

8. Property Taxes. (a) Notwithstanding any provision of this Agreement or the Purchase Agreement to the contrary, to the extent any real property taxes continue to be payable which are not otherwise enjoined by court order with respect to any portion of the Azusa Operating Land by reason of SPT's continued use of such portion of the Azusa Operating Land in accordance with this Agreement, SPT shall pay, to the extent required to do so, such real property taxes prior to delinquency and shall protect, defend, indemnify and hold LACTC harmless from and against any and all liability, loss, cost, damage or expense (including, without limitation, reasonable attorneys' fees) LACTC may sustain or incur on account of any such real property taxes.

(b) To the extent any real property taxes are payable with respect to any portion of the Azusa Operating Land by reason of LACTC's use thereof or LACTC becoming a taxable entity, LACTC shall pay such real property taxes prior to delinquency and shall protect, defend, indemnify and hold SPT harmless from and against any and all liability, loss, cost, damage or expense (including, without limitation, reasonable attorneys' fees) SPT may sustain or incur on account of any such real property taxes.

9. Liability Indemnification and Insurance. The respective rights and obligations as between SPT and LACTC with respect to any property or casualty losses related to the Azusa

Operating Land or Azusa Tracks or for operation of trains by SPT and LACTC over the Azusa Tracks and LACTC Freight Tracks shall be as set forth in Appendix A attached hereto.

10. Condemnation. If all or any portion of the Azusa Operating Land shall be condemned or taken for public use, SPT shall receive compensation for the taking and damaging of any of its solely owned facilities, including without limitation, SPT's facilities delineated in Section 6(d), and of its rights to the use of the Azusa Operating Land and the Azusa Tracks granted under this Agreement. Any compensation or damages for taking SPT's interest in said facilities and its rights hereunder shall be awarded to SPT.

11. Arbitration. If at any time a question or controversy shall arise between the parties hereto dealing with the construction of any part of this Agreement or concerning the observance or performance of any of the conditions herein contained or the rights or obligations of either party under this Agreement, either party shall submit such question or controversy to arbitration under the Commercial Arbitration Rules of the American Arbitration Association as hereinafter provided. Such question or controversy shall be submitted to a single, competent disinterested arbitrator if the parties hereto are able to agree upon such arbitrator within twenty (20) days after the party desiring such arbitration shall notify in writing the other

party. If such single arbitrator cannot be agreed upon before the expiration of the twenty (20) days, and either party wishes to pursue arbitration of the matter, arbitration shall be had before a board of three (3) persons to be named as follows: the party demanding such arbitration shall give the other party notice of such demand, stating specifically the question or questions to be submitted for decision or the point or points in controversy, and nominating a person who has the required qualification to act as one arbitrator; the party to whom such notice is given shall appoint a second arbitrator and give the party hereto demanding arbitration notice in writing of such appointment within twenty (20) days from the time of such notice. If, at the expiration of the twenty (20) days from the receipt of such notice, the party receiving it has not notified the party demanding the arbitration of its nomination of a second arbitrator, the party making the demand may make such selection. The first and second arbitrators shall select a third, and if the arbitrators chosen shall be unable to agree upon a third arbitrator within a period of twenty (20) days from the date of appointment of the second arbitrator, the third arbitrator may be appointed upon ten (10) days' notice upon motion or application of either party hereto by the Chief Judge, or judge acting as Chief Judge, of the United States District Court for the District of Columbia. The parties agree that each shall bear its own costs of arbitration, including any costs associated with the arbitrator selected by each said party. The parties agree to

split equally the costs of the third arbitrator. In the event a dispute is arbitrated by a single arbitrator, the parties agree to share all costs of said arbitrator equally.

The arbitrator or board of arbitrators (hereafter "arbitrator(s)") so constituted as aforesaid shall set the date, time and place for each hearing, shall give to each of the parties, at least ten (10) days' advance written notice of the date, time and place of the initial hearing and shall proceed without delay to hear and determine the matters in dispute. The parties may offer such evidence as is relevant and material to the dispute and shall produce such evidence as the arbitrator(s) may deem necessary to an understanding and determination of the dispute. The arbitrator(s) or other person authorized by law to subpoena witnesses or documents may do so upon the request of any party. The award shall be made promptly by the arbitrator(s) and, unless otherwise agreed by the parties or specified by law, no later than thirty (30) days from the date of closing the hearing. Each of the parties hereto may be represented by counsel or other authorized representative at any hearing. The party intending to be so represented shall notify the arbitrator(s) and the other party of the name and address of the representative at least three (3) days prior to the date set for the hearing.

The award of such arbitrator(s), or of a majority of them, shall be final and binding upon the parties to such arbitration, and each party shall immediately make such changes in the conduct of such party's business or such payment as restitution, as the case may be, as in and by such award may be required. The books and papers of the parties hereto, so far as they relate to matters submitted to arbitration, shall be open to the investigation of the arbitrator(s).

The parties agree that the arbitrator's(s') award may be entered with any Court having jurisdiction and the award may then be enforced as between the parties, without further evidentiary proceedings, the same as if entered by the Court at the conclusion of a judicial proceeding in which no appeal was taken. Arbitration shall be the sole remedy for defaults under this Agreement.

12. Notices. All notices, demands, requests, and other communications under this Agreement shall be in writing and shall be deemed properly served if delivered by hand to the party to whose attention it is directed, or same shall be deemed to have been properly served and delivered on the fifth day after

being mailed by registered or certified mail, return receipt requested, with postage prepaid and addressed as follows:

If intended for LACTC: Los Angeles Transportation  
Commission  
818 West Seventh Street  
Los Angeles, CA 90017  
Attention: \_\_\_\_\_

If intended for SPT: Vice President-Operations  
Southern Pacific  
Transportation Company  
One Market Plaza  
San Francisco, CA 94105

With a copy to: Director-Contracts & Joint  
Facilities  
Southern Pacific  
Transportation Company  
One Market Plaza  
San Francisco, CA 94105

Each party may designate by notice in writing substitute parties and/or a new address to which any notice, demand, request or communication shall thereafter be served.

13. Severability. Each provision of this Agreement shall be interpreted so as to be effective and valid under applicable law to the fullest extent possible. If any provision contained herein shall for any reason be held invalid, illegal or unenforceable in any respect, then, in order to effect the purposes of this Agreement, it shall be construed as if such provision had never been contained herein.



14. Assignment. SPT may assign or otherwise delegate any of its rights and duties hereunder to any financially and operationally capable party without the consent of LACTC; provided that, at LACTC's request, SPT shall provide reasonable evidence that such party is financially and operationally capable and provided further that only one entity shall be operating such freight service at any time. Any other assignment or delegation shall require the prior written consent of LACTC. No such assignment or delegation shall relieve SPT of any of its duties or obligations hereunder unless otherwise expressly agreed to in writing by LACTC.

15. Entire Agreement. This Agreement, including Appendix A attached hereto, and the Interim Use Agreement contain the entire agreement between LACTC and SPT with respect to the Azusa Operating Land and the Azusa Tracks. No modifications or amendments to any of such instruments shall be binding upon either party unless set forth in a document duly executed by both LACTC and SPT.

16. No Third Party Beneficiaries. This Agreement is for the benefit of the parties hereto and their successors and

assigns only, and shall not be deemed to inure to the benefit of any third parties.

IN WITNESS WHEREOF, the parties to this agreement have duly executed it as of the day and year first above written.

SOUTHERN PACIFIC TRANSPORTATION COMPANY

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

By:

By:

Title: VICE-PRESIDENT

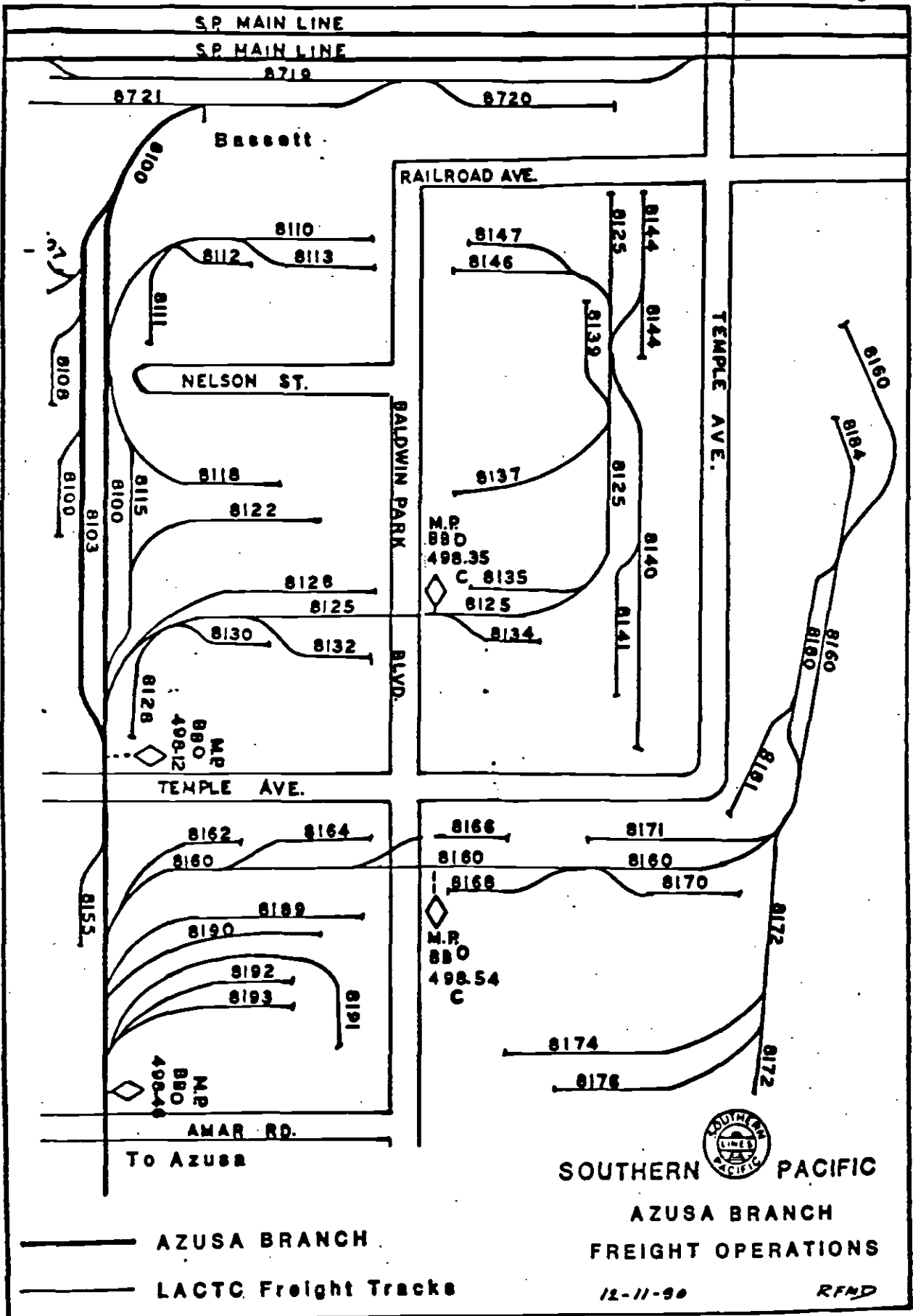
Title: EXEC. DIRECTOR

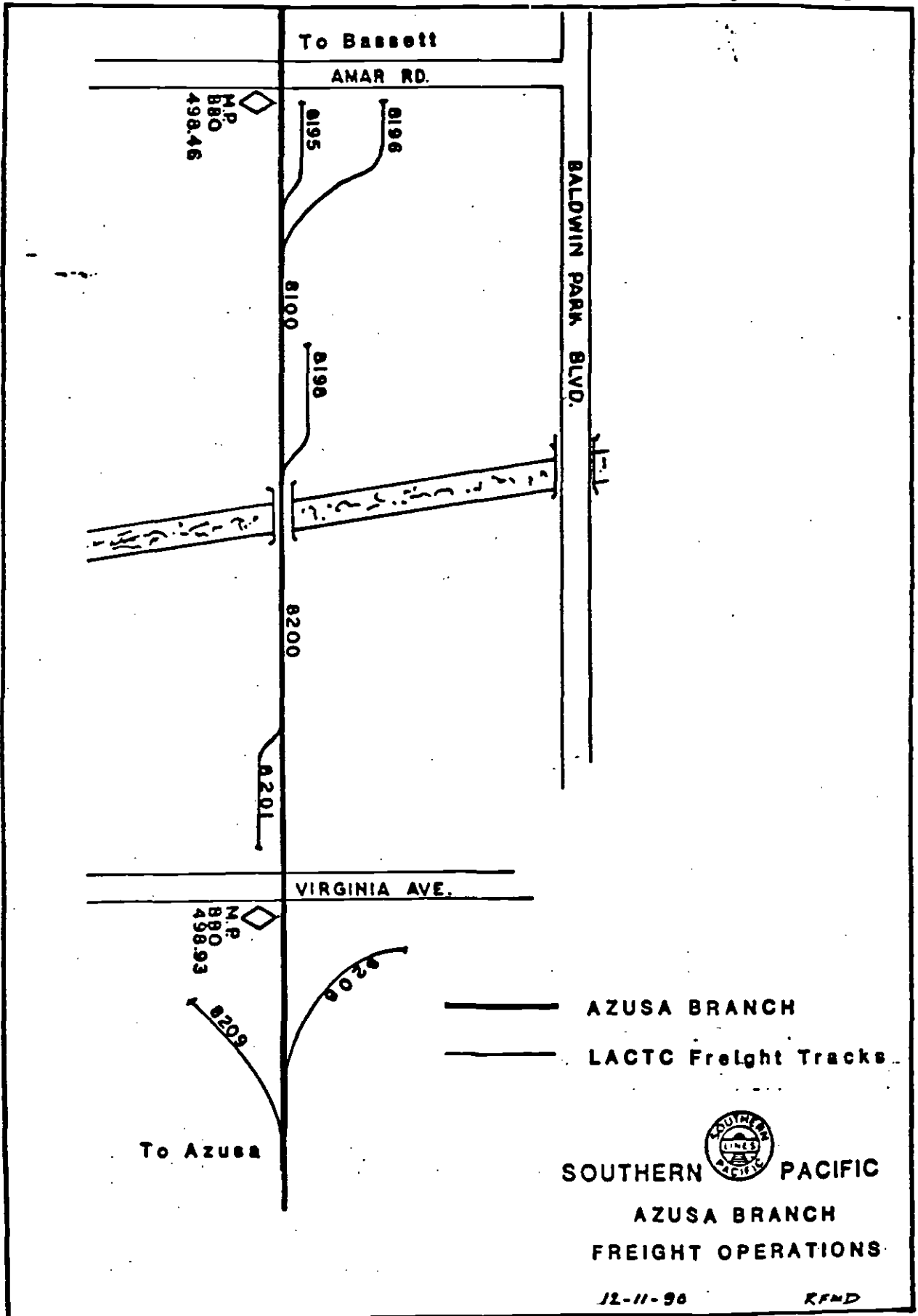
APPROVED AS TO FORM:

APPROVED AS TO FORM:

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— AZUSA BRANCH

- - - LACTC Freight Tracks



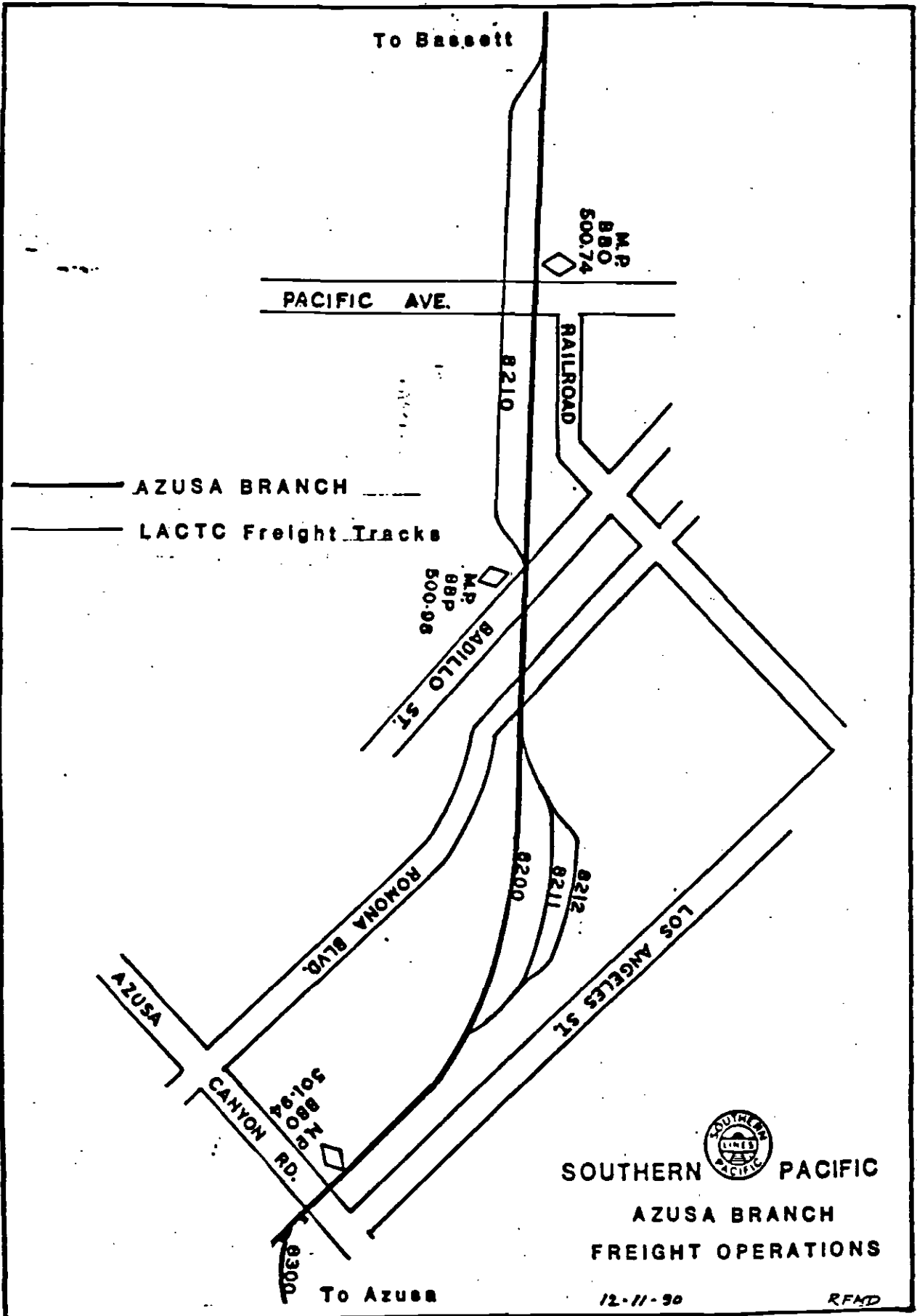
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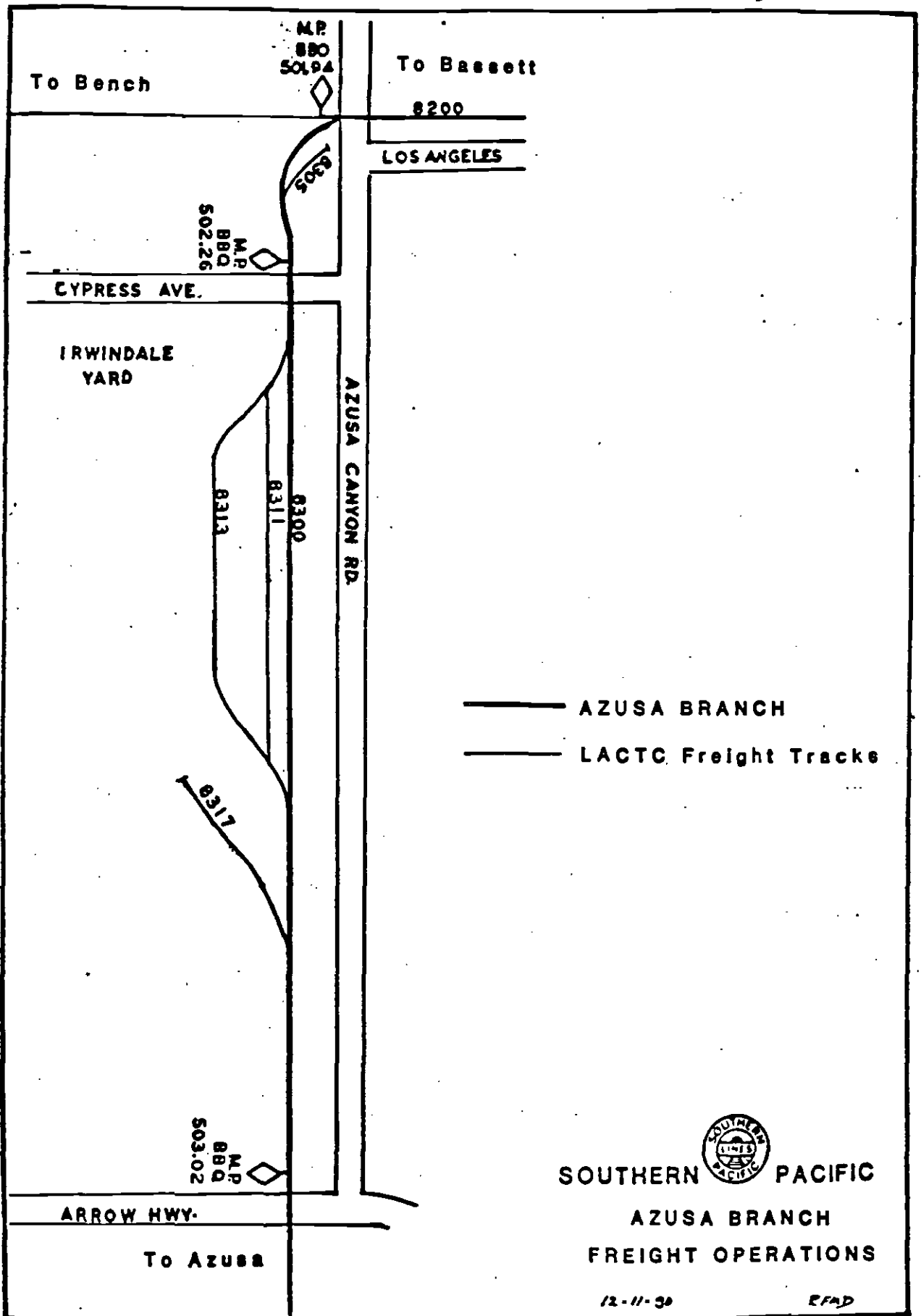
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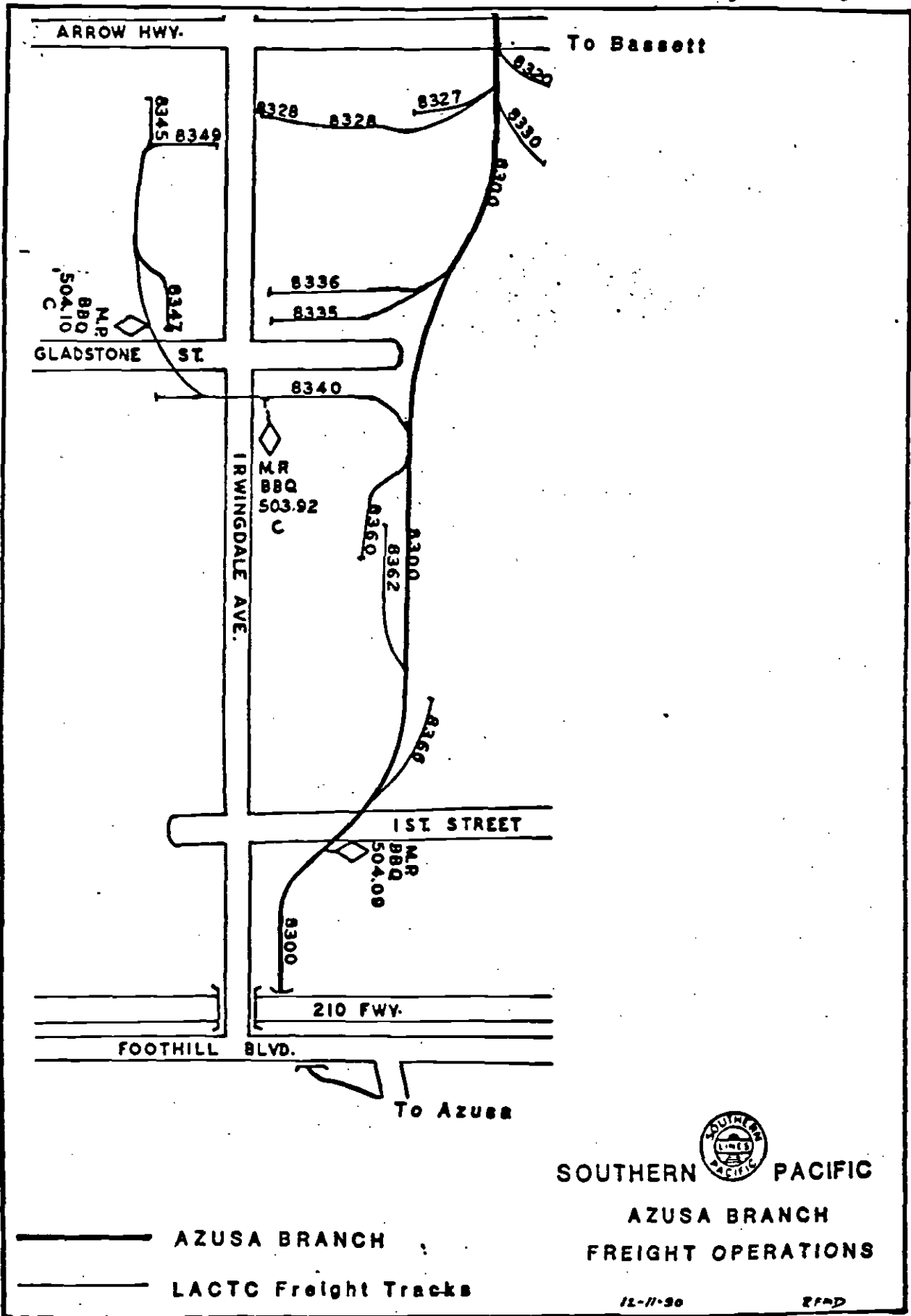
FREIGHT OPERATIONS


12-11-96

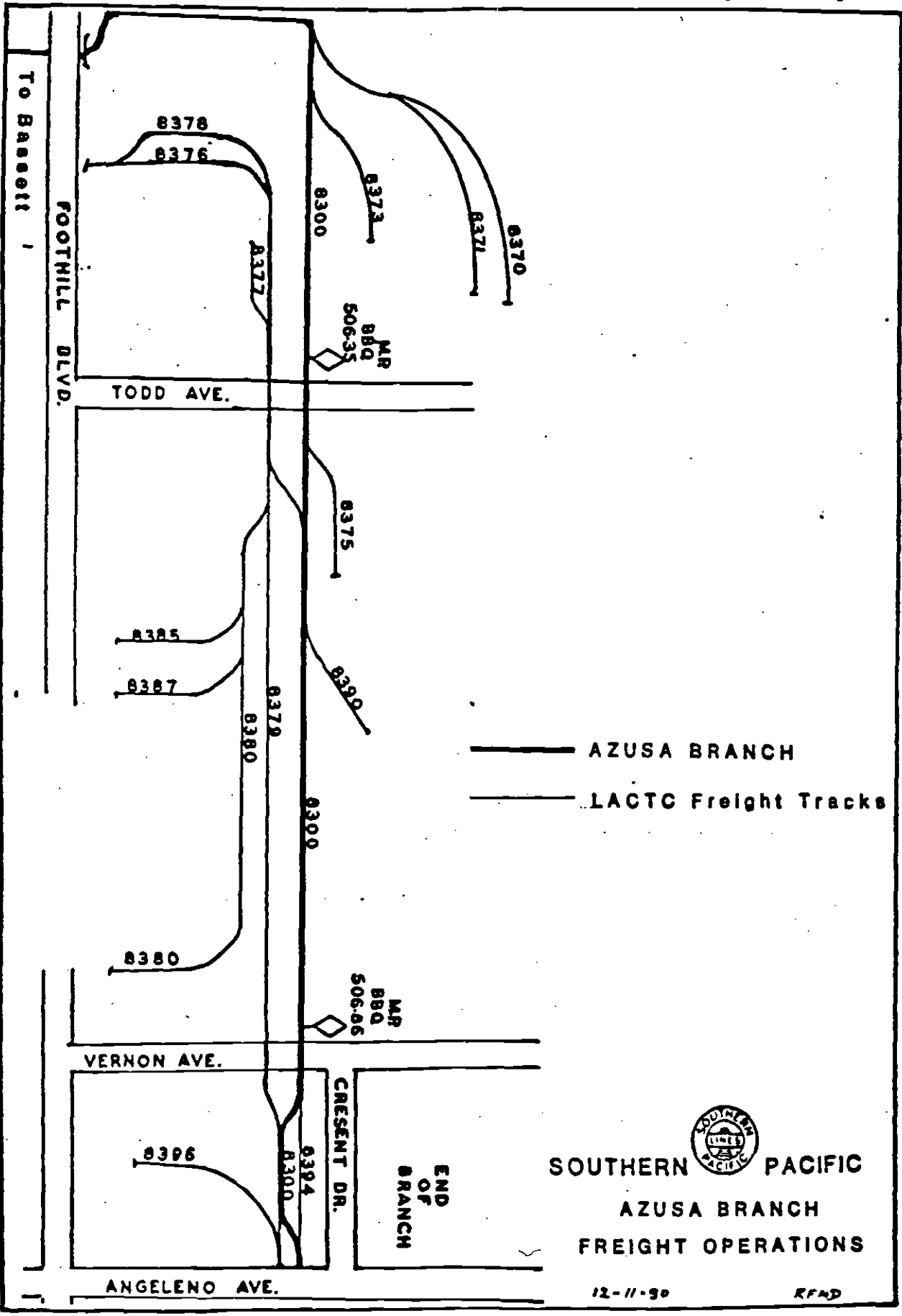
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**SOUTHERN PACIFIC**  
**AZUSA BRANCH**  
**FREIGHT OPERATIONS**



— AZUSA BRANCH  
- - - LACTC Freight Tracks

  
SOUTHERN PACIFIC  
AZUSA BRANCH  
FREIGHT OPERATIONS



APPENDIX A

IX. Liability

- A. Liability for personal injury (including bodily injury and death) to, or property damage suffered by, an invitee of either party shall be borne solely by such party regardless of the cause of such loss or the fault of either party or whose train was involved except as provided in B, F and G below. For purposes of this paragraph, an invitee shall include, without limitation, consultants, contractors and passengers of a party. All persons at or adjacent to a passenger station or loading platform other than employees, consultants and contractors (including employees of such contractor) of SP or of any tenant or operator of SP engaged in performing duties for SP or any tenant or operator of SP shall be deemed to be invitees of LACTC.
- B. After LACTC shall have borne aggregate liability in an amount equal to \$25 million for injury to or damage suffered by its invitees for incidents occurring in any one calendar year, SP shall bear a share of that portion of the aggregate liability for that year that is in excess of \$25 million in proportion to SP's relative degree of fault; provided that SP shall not bear liability to LACTC's invitees in an amount in excess of \$125 million for incidents incurring in such calendar year. The \$25 million base amount shall not include any liability incurred due to the Excluded Conduct of LACTC. After SP shall have borne aggregate liability in an amount equal to \$25 million for injury to or damage suffered by its invitees for incidents occurring in any one calendar year, LACTC shall bear a share of that portion of the aggregate liability for that year that is in excess of \$25 million in proportion to LACTC's relative degree of fault; provided that LACTC shall not bear liability to SP's invitees in an amount in excess of \$125 million for incidents incurring in such calendar year. The \$25 million base amount shall not include any liability incurred due to the Excluded Conduct of SP. Liability shall be deemed incurred on the date of the incident giving rise to such liability regardless of the date on which liability is paid or established. The determination of the relative fault of the parties in any proceeding establishing the liability shall be binding on the parties.
- C. Liability for personal injury (including bodily injury and death) to, or property damage suffered by, persons other than invitees of either LACTC or SP and casualty

losses to property owned by LACTC and/or SP shall be borne by the parties as follows regardless of the cause of such loss or the fault of either party except as provided in D, E and F below:

1. Loss to equipment and other personal property owned by LACTC shall be borne by LACTC.
  2. Loss to equipment and other personal property owned by SP shall be borne by SP.
  3. Loss to the Shared Use Facilities and property jointly owned by LACTC and SP shall be borne (i) totally by the single party whose train was involved in the incident giving rise to the loss, and (ii) equally by the parties if no train was involved in the incident or trains of both parties were involved.
  4. Liability for injury to or damage suffered by any employee of either party which occurs during the course of employment or while traveling to or from employment (an "employee") shall be borne solely by the party employing such employee.
  5. Liability to a person who is not an employee or invitee of either party (including without limitation persons using crossings and trespassers) shall be borne (i) totally by the party whose train was involved in such loss if the train of only one party was involved, and (ii) equally by the parties if no train was involved in the incident.
- D. Liability for personal injury (including bodily injury and death) to, or property damage suffered by, a person who is not an employee or invitee of either party shall be borne in proportion to their relative degrees of fault if trains of both parties were involved in the incident.
- E. Loss or liability due to the release of hazardous materials shall be borne by the party who transported the hazardous materials unless trains of both parties are involved, in which case the parties shall bear the loss or liability in proportion to their relative degrees of fault.
- F. The provisions of this paragraph shall apply notwithstanding the provisions of A through E above. "Excluded Conduct" shall mean (i) an entire failure of care or the exercise of so slight a degree of care as to raise a presumption that there was a conscious

indifference to the things and welfare of others, (ii) conduct constituting a reckless or wanton disregard of the probable results of such conduct, (iii) wilful misconduct, or (iv) conduct which would permit the award of exemplary or punitive damages. Neither party shall be indemnified for any loss or liability resulting from its own Excluded Conduct, and in any such case such party shall bear loss or liability in proportion to its relative degree of fault and such party shall bear all exemplary or punitive damages, if any, resulting from its Excluded Conduct. If any of the foregoing provisions of A through E would otherwise indemnify a party against liability, loss or damage that would be prohibited by or unenforceable under the laws of the State of California (including a determination that indemnification under the circumstances involved is against the public policy of the state) the indemnity provided by such provision shall be deemed to be limited to and operative only to the maximum extent permitted by law. Without limitation, if it is determined that any law or public policy of the State of California prohibits the indemnification of a party for its sole negligence in any instance covered by the foregoing provisions, those provisions shall be deemed to exclude indemnification for such party's sole negligence but to permit full indemnification, as specified above, if both parties were negligent. In the case of any liability, loss or damage for which the provisions of this paragraph would prevent the indemnification of a party, such party shall bear such liability, loss or damage.

G. [Intentionally Omitted]

H. In any case where a party is required under the provisions of this paragraph to bear a loss or liability, it shall indemnify and hold the other party harmless from and against any and all claims, liabilities, damages, losses and expenses (including costs of investigation and attorneys fees and expenses at arbitration, trial or appeal and without institution of arbitration or suit) which arise out of or result from such loss or liability. The Shared Use Agreement shall set forth customary provisions concerning the conduct of indemnification proceedings. If a party asserts that the other party was guilty of Excluded Conduct and denies liability for indemnification of the other party based thereon, the party asserting such Excluded Conduct shall have the burden of proof in establishing such conduct. It is the intent of the parties that the indemnification provisions of the Shared Use Agreement apply to both the passive and active negligence of an indemnified party.

- I. Each party and its operator or tenant shall maintain liability insurance in the amount of at least \$100 million with a company reasonably acceptable to the other party and shall name the other party as an additional insured. Either party may self-insure to a level not to exceed \$10 million.
- J. Any new tenant or operator on the Shared Use Facilities shall agree to be bound by the provisions of this Section IX unless otherwise agreed by SP and LACTC. The parties will use reasonable efforts to extend the benefits of existing Amtrak indemnities to LACTC.
- K. Each of the dollar amounts set forth in B and I above shall be adjusted for changes in the Consumer Price Index but shall not be reduced below their initial levels.

SOUTHERN PACIFIC TRANSPORTATION COMPANY  
One Market Plaza  
San Francisco, California 94105

December 20, 1990

Los Angeles County  
Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, California 90017

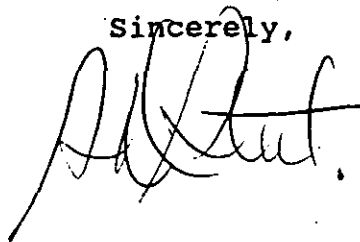
Re: Saugus Line

Gentlemen:

Reference is made to the Purchase and Sale Agreement between us dated October 11, 1990 (the "Purchase Agreement"), and the Term Sheet to which we have agreed setting forth the terms of a Shared Use Agreement for Saugus and Ventura Lines to be entered into between us (the "Shared Use Agreement"). In connection with the negotiation of the Term Sheet, you have indicated that you may desire to extend the Saugus Line to milepost 448.0.

We hereby grant to you an option to purchase a 1.4 mile extension of the 40' purchased strip from milepost 449.4 to milepost 448.0 as shown on the attached map. The purchase price for such additional property shall be equal to 1.4 times the average per mile purchase price of the 40' purchased strip as set forth in the Purchase Agreement. The other terms of the purchase shall be as set forth in the Purchase Agreement. This option shall expire unless exercised in writing to the address set forth above, attention: Robert F. Starzel, Vice Chairman, not later than 6 months after the Effective Date of the Shared Use Agreement as to Los Angeles County. If the 1.4 mile extension is purchased, it and SP's adjoining existing track may be added to the Shared Use Facilities at your option, to be exercised by written notice to us at the closing. The closing shall occur on the first business day which is 30 days after notice of exercise.

Sincerely,




AMA:rb  
1099bh04:1

SAUGUS AND VENTURA LINE  
AGREEMENT REGARDING LOCATION OF LAND

Reference is made to the Purchase and Sale Agreement dated October 11, 1990, between the undersigned (the "Purchase Agreement"). The undersigned agree that the drawings described in Exhibit A hereto set forth the location of the 40-foot wide strips of land referred to in Exhibit A, paragraph (f) of the Purchase Agreement.

SOUTHERN PACIFIC TRANSPORTATION  
COMPANY

By:   
Name: S.D. Seel  
Title: VICE-PRESIDENT

LOS ANGELES COUNTY TRANSPORTATION  
COMMISSION

By:   
Name: NEIL PETERSON  
Title: EXEC. DIRECTOR

Dated: December 20, 1990

1099BH04

EXHIBIT A

I. Saugus Main Line

MP 449.4 to MP 478.21

- (a) Drawing N<sup>o</sup> CE 44574, sheets 1 thru 5  
Revised 12/6/90
- (b) Drawing N<sup>o</sup> CE 44571, sheets 1 thru 32  
Revised 12/6/90
- (c) Drawing N<sup>o</sup> CE 44575, sheets 1 thru 6  
Revised 12/6/90

II. Ventura Main Line

MP 426.4 to MP 462.45

Drawing N<sup>o</sup> CE 44572, sheets 1 thru 33  
Revised 12/6/90

1099BH04

SETTLEMENT STATEMENT  
 FOR SALE OF TAYLOR YARD PROPERTY  
 FROM SOUTHERN PACIFIC TRANSPORTATION COMPANY  
 TO LOS ANGELES COUNTY TRANSPORTATION COMMISSION

December 20, 1990

	<u>-SELLER- SOUTHERN PACIFIC TRANSPORTATION COMPANY</u>		<u>-PURCHASER- LOS ANGELES COUNTY TRANSPORTATION COMMISSION</u>		<u>TITLE COMPANY</u>
	<u>Debit</u>	<u>Credit</u>	<u>Debit</u>	<u>Credit</u>	<u>Credit</u>
1. Purchase Price		\$65,948,672.00	\$65,948,672.00		
2. Rental Proration (see attached Exhibit A)	N/A			N/A	
 <u>AMOUNT TO BE TRANSFERRED AT CLOSING</u>					
<u>PROCEEDS PAID BY WIRE TRANSFER TO SELLER (VIA TITLE COMPANY TRUST ACCOUNT)</u>		\$65,948,672.00	\$65,948,672.00		
3.* Premiums for Title Policy					
(a) CLTA Owner's Policy (one-half paid by seller/ one-half paid by purchaser)	\$26,379.60		\$26,379.60		\$52,759.20
(b) ALTA Owner's Policy			N/A		N/A
4.* Title Endorsements					
(a) CLTA Endorsements (allocated in accordance with customary practice)	\$5,276.00		\$5,276.00 (103.3) \$5,276.00 (102.5)		\$10,552.00 (103.3) \$5,276.00 (102.5)
(b) ALTA Endorsements			N/A		N/A
5.* Partial Reconveyance Fee to Ticor	\$90.00				\$90.00
6.* Recording Fees					
(a) Grant Deed		N/A			N/A
(b) Partial Reconveyance	\$ 31.00				\$ 31.00
(c) Survey Monument Fee	\$10.00				\$10.00
 <u>AMOUNT TO BE TRANSFERRED POST-CLOSING</u>					
<u>BALANCE DUE FROM PURCHASER TO TITLE COMPANY</u>			\$36,931.60		\$36,931.60
<u>BALANCE DUE FROM SELLER TO TITLE COMPANY</u>	\$31,786.60				\$26,510.60
<u>TOTAL</u>	\$31,786.60	\$65,948,672.00	\$65,948,672.00	N/A	\$68,718.20

\* To be paid post-closing.

APPROVED AND ACCEPTED

SELLER:

Southern Pacific Transportation Company,  
a Delaware corporation

By: [Signature]  
Title: Vice-President

PURCHASER:

Los Angeles County Transportation Commission

By: [Signature]  
Title: Exec. Director



EXHIBIT A

Rental Prorations  
from December 20, 1990  
to January 1, 1990

<u>Lease No.</u>	<u>Tenant Name</u>	<u>Rental</u>	<u>Amount Credited to Purchaser</u>
None.			

SETTLEMENT STATEMENT  
 FOR SALE OF CORNFIELD YARD PROPERTY  
 FROM SOUTHERN PACIFIC TRANSPORTATION COMPANY  
 TO LOS ANGELES COUNTY TRANSPORTATION COMMISSION

December 20, 1990

	<u>-SELLER-</u> SOUTHERN PACIFIC TRANSPORTATION COMPANY		<u>-PURCHASER-</u> LOS ANGELES COUNTY TRANSPORTATION COMMISSION		<u>TITLE COMPANY</u>
	<u>Debit</u>	<u>Credit</u>	<u>Debit</u>	<u>Credit</u>	<u>Credit</u>
1. Purchase Price		\$17,153,928.00	\$17,153,928.00		
2. Rental Proration (see attached Exhibit A)	N/A			N/A	
 <b>AMOUNT TO BE TRANSFERRED AT CLOSING</b>					
PROCEEDS PAID BY WIRE TRANSFER TO SELLER (VIA TITLE COMPANY TRUST ACCOUNT)		\$17,153,928.00	\$17,153,928.00		
3.* Premiums for Title Policy					
(a) CLTA Owner's Policy (one-half paid by seller/ one-half paid by purchaser)	\$6,861.60		\$6,861.60		\$13,723.20
(b) ALTA Owner's Policy			N/A		N/A
4.* Title Endorsements					
(a) CLTA Endorsements (allocated in accordance with customary practice)	\$1,400		\$1,400.00 (116.1)		\$2,800.00
(b) ALTA Endorsements			N/A		N/A
5.* Partial Reconveyance Fee to Titor	\$90.00				\$90.00
6.* Recording Fees					
(a) Grant Deed	N/A				N/A
(b) Partial Reconveyance	\$19.00				\$19.00
(c) Survey Monument Fee	\$10.00				\$10.00
 <b>AMOUNT TO BE TRANSFERRED POST-CLOSING</b>					
BALANCE DUE FROM PURCHASER TO TITLE COMPANY			\$8,261.60		\$8,261.60
BALANCE DUE FROM SELLER TO TITLE COMPANY	\$8,380.60				\$8,380.60
<b>TOTAL</b>	<b>\$8,380.60</b>	<b>\$17,153,928.00</b>	<b>\$17,162,189.60</b>	<b>N/A</b>	<b>\$16,642.20</b>
* To be paid post-closing.					

APPROVED AND ACCEPTED

SELLER:

Southern Pacific Transportation Company,  
a Delaware corporation

By: [Signature]  
Title: Vice-President

PURCHASER:

Los Angeles County Transportation Commission

By: [Signature]  
Title: Exec. Director

EXHIBIT A

Rental Prorations  
from December 20, 1990  
to January 1, 1990

<u>Lease No.</u>	<u>Tenant Name</u>	<u>Rental</u>	<u>Amount Credited to Purchaser</u>
None.			

SETTLEMENT STATEMENT  
 FOR SALE OF L.A.U.P.T. AND L.A. RIVER BRIDGE  
 FROM SOUTHERN PACIFIC TRANSPORTATION COMPANY  
 TO LOS ANGELES COUNTY TRANSPORTATION COMMISSION

December 20, 1990

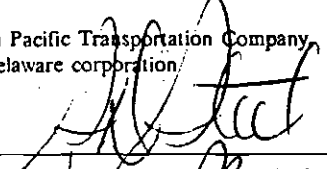
	<u>-SELLER-</u> <u>SOUTHERN PACIFIC</u> <u>TRANSPORTATION COMPANY</u>		<u>-PURCHASER-</u> <u>LOS ANGELES COUNTY</u> <u>TRANSPORTATION COMMISSION</u>		<u>TITLE COMPANY</u>
	<u>Debit</u>	<u>Credit</u>	<u>Debit</u>	<u>Credit</u>	<u>Credit</u>
1. Purchase Price		\$100,000.00	\$100,000.00		
2. Rental Proration (see attached Exhibit A)	N/A			N/A	
 <b>AMOUNT TO BE TRANSFERRED AT CLOSING</b>					
<b>PROCEEDS PAID BY WIRE TRANSFER TO SELLER (VIA TITLE COMPANY TRUST ACCOUNT)</b>					
		\$100,000.00	\$100,000.00		
3.* Premiums for Title Policy (L.A.U.P.T. only)					
(a) CLTA Owner's Policy (one-half paid by seller/ one-half paid by purchaser)	\$375.00		\$375.00		\$750.00
(b) ALTA Owner's Policy			N/C		N/C
4.* Title Endorsements					
(a) CLTA Endorsements (allocated in accordance with customary practice)	N/A		N/A		N/A
(b) ALTA Endorsements	\$27.50		\$55.00 (103.3) \$27.50 (116.4)		\$55.00 \$55.00
5.* Partial Reconveyance Fee to Titor	\$90.00				\$90.00
6.* Recording Fees					
(a) Grant Deed	N/A				N/A
(b) Partial Reconveyance	\$ N/A				\$ N/A
(c) Survey Monument Fee	\$10.00				\$10.00
 <b>AMOUNT TO BE TRANSFERRED POST-CLOSING</b>					
<b>BALANCE DUE FROM PURCHASER TO TITLE COMPANY</b>					
			\$ 457.50		\$ 457.50
<b>BALANCE DUE FROM SELLER TO TITLE COMPANY</b>					
	\$ 502.50				\$ 502.50
<b>TOTAL</b>	<b>\$ 502.50</b>	<b>\$ 100,000.00</b>	<b>\$ 100,457.50</b>	<b>\$ N/A</b>	<b>\$ 960.00</b>

\* To be paid post-closing.

APPROVED AND ACCEPTED

SELLER:

Southern Pacific Transportation Company  
a Delaware corporation

By:   
Title: VICE-PRESIDENT

PURCHASER:

Los Angeles County Transportation Commission

By:   
Title: Executive Director

EXHIBIT A

Rental Prorations  
from December 20, 1990  
to January 1, 1990

<u>Lease No.</u>	<u>Tenant Name</u>	<u>Rental</u>	<u>Amount Credited to Purchaser</u>
None.			

SETTLEMENT STATEMENT  
FOR SALE OF ALIA BRANCH LINE  
FROM SOUTHERN PACIFIC TRANSPORTATION COMPANY  
TO LOS ANGELES COUNTY TRANSPORTATION COMMISSION

December 20, 1990

	<u>-SELLER-</u> SOUTHERN PACIFIC TRANSPORTATION COMPANY		<u>-PURCHASER-</u> LOS ANGELES COUNTY TRANSPORTATION COMMISSION		<u>TITLE COMPANY</u>
	<u>Debit</u>	<u>Credit</u>	<u>Debit</u>	<u>Credit</u>	<u>Credit</u>
1. Purchase Price		\$3,436,819.00	\$3,436,819.00		
2. Rental Proration (see attached Exhibit A)	\$281.84			\$281.84	
 <b>AMOUNT TO BE TRANSFERRED AT CLOSING</b>					
 <b>PROCEEDS PAID BY WIRE TRANSFER TO SELLER (VIA TITLE COMPANY TRUST ACCOUNT)</b>					
		\$3,436,537.16	\$3,436,537.16		
3.* Premiums for Title Policy					
(a) CLTA Owner's Policy (one-half paid by seller/ one-half paid by purchaser)	\$1,374.80		\$1,374.80		\$2,749.60
(b) ALTA Owner's Policy			N/A		N/A
4.* Title Endorsements					
(a) CLTA Endorsements (allocated in accordance with customary practice)	\$343.70		\$1,031.10		\$1,374.80
(b) ALTA Endorsements			N/A		N/A
5.* Partial Reconveyance Fee to Ticor	\$90.00				\$90.00
6.* Recording Fees					
(a) Grant Deed		N/A			N/A
(b) Partial Reconveyance		\$19.00			\$19.00
(c) Survey Monument Fee		\$10.00			\$10.00
 <b>AMOUNT TO BE TRANSFERRED POST-CLOSING</b>					
 <b>BALANCE DUE FROM PURCHASER TO TITLE COMPANY</b>					
			\$2,405.90		\$2,405.90
 <b>BALANCE DUE FROM SELLER TO TITLE COMPANY</b>					
	\$1,837.50				\$1,837.50
<b>TOTAL</b>	\$1,837.50	\$3,436,537.16	\$3,438,943.06	\$281.84	\$4,243.40

\* To be paid post-closing.

APPROVED AND ACCEPTED

SELLER:

Southern Pacific Transportation Company,  
a Delaware corporation

By: \_\_\_\_\_

Title: Vice-President

PURCHASER:

Los Angeles County Transportation Commission

By: \_\_\_\_\_

Title: Exec. Director

EXHIBIT A

Rental Prorations  
from December 20, 1990  
to January 1, 1990

<u>Lease No.</u>	<u>Tenant Name</u>	<u>Rental</u>	<u>Amount Credited to Purchaser</u>
014516	Patrick Media Group	\$116.00 month	\$ 44.90
014515	Patrick Media Group	\$116.00 month	\$ 44.90
014514	Patrick Media Group	\$220.00 month	\$ 85.16
153563	Patrick Media Group	\$116.00 month	\$ 44.90
187908	Gannett Outdoor Co.	\$158.00 month	\$ 61.16
162611	Metropolitan Outdoor Advertising	\$558.00 year	\$ 1.53
012823	Patrick Media Group	\$158.00 month	\$ 61.16
012086	Shell Oil Co.	\$25.00 year	\$ 0.82

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TOTAL PRORATED RENTS TO BE CREDITED TO PURCHASER \$ 281.84

Calculations based on 12 days remaining in December (20 through 31)

DEWEY BALLANTINE

333 SOUTH HOPE STREET  
LOS ANGELES, CALIFORNIA 90071  
TELEPHONE 213 626-3399 FACSIMILE 213 625-0562

MICROFILMED  
COPY TO FILE

March 11, 1991

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160304

SAUGUS I

Mr. Mark Mendoza  
Real Estate Officer III  
Los Angeles County Transportation Commission  
818 West Seventh Street  
Los Angeles, California 90071

Re: Document Clips

Dear Mark:

Pursuant to your request today, enclosed are copies of the documents clips for the December Closing (Alla Branch, Taylor Yard, Cornfield Yard, Union Station Parcel and Los Angeles River Bridge), the January Closing (Santa Monica Branch) and the February Closing (the Los Angeles County portion of West Santa Ana Branch).

As I mentioned, when we receive the remaining items that should go into these clips, we will send them to you.

As always, if you have any questions, please do not hesitate to call.

Sincerely,

  
Arthur R. Mann

28323A11  
cc (w/encl):  
Mr. James Wiley



CLOSING DATED DECEMBER 21, 1990

pursuant to

PURCHASE AND SALE AGREEMENT  
between  
LOS ANGELES COUNTY TRANSPORTATION COMMISSION  
and  
SOUTHERN PACIFIC TRANSPORTATION COMPANY

with respect to

ALLA BRANCH  
TAYLOR YARD  
CORNFIELD  
UNION STATION  
LOS ANGELES RIVER BRIDGE

---

A. TRANSFER DOCUMENTS

1. Grant Deed with acceptance executed by LACTC and legal descriptions attached as Exhibit A for Alla Branch
2. Grant Deed with acceptance executed by LACTC and legal descriptions attached as Exhibit A for Taylor Yard
3. Grant Deed with acceptance executed by LACTC and legal descriptions attached as Exhibit A for each of Cornfield-including Cornfield Easement
4. Quitclaim Deed with acceptance executed by LACTC and legal descriptions attached as Exhibit A for LAUPT parcel and Los Angeles River Bridge
5. Fiber Optic Maps
6. Pipeline Maps
7. Roadway Easement with respect to Taylor Yard
8. Assignment, Assumption and Indemnification Agreement with Exhibit A listing Leases and Other Agreements for Alla Branch
9. Assignment, Assumption and Indemnification Agreement with Exhibit A listing Leases and Other Agreements for Taylor Yard

10. Assignment, Assumption and Indemnification Agreement with Exhibit A listing Leases and Other Agreements for Cornfield
11. Assignment, Assumption and Indemnification Agreement with Exhibit A listing Leases and Other Agreements for Union Station
12. Assignment, Assumption and Indemnification Agreement with Exhibit A listing Leases and Other Agreements for Los Angeles River Bridge
13. Receipt for originals of Leases and Other Agreements
14. Assignment of Warranties and Guaranties for Alla Branch
15. Assignment of Warranties and Guaranties for Taylor Yard
16. Assignment of Warranties and Guaranties for Cornfield
17. Assignment of Warranties and Guaranties for Union Station
18. Assignment of Warranties and Guaranties for Los Angeles River Bridge
19. Certified Rent Roll with respect to Alla Branch
20. Notice to all tenants of transfer of ownership with respect to Alla Branch
21. List of tenant security deposits with respect to Alla Branch and assignment of security deposits and prepaid rents [there are none]
22. List of transferable utility deposits and assignment thereof for each of [there are none]

B. TITLE INSURANCE

23. Survey or Maps colored-in to be used for the 116.1/contiguity endorsement for Alla Branch
24. Survey or Maps colored-in to be used for the 116.1/contiguity endorsement for Taylor Yard
25. Survey or Maps colored-in to be used for the 116.1/contiguity endorsement for Cornfield
26. Survey or Maps colored-in to be used for the 116.1/contiguity endorsement for Union Station

27. Recording Instructions for Stewart
28. Recording Instructions for Ticor
29. Recording Instructions for World Title

C. ORGANIZATIONAL AND AUTHORIZATION DOCUMENTS  
SOUTHERN PACIFIC TRANSPORTATION COMPANY

30. Good Standing Certificate of the Secretary of State of Delaware
31. Affidavit that Seller is not a foreign person in compliance with IRC § 1445(b)(20)
32. Certified copy of Resolutions of Board of Directors authorizing execution, delivery and performance of Purchase and Sale Agreement and all other documents
33. Certificate of Secretary authorizing execution of Grant Deeds or Quitclaim Deed for Alla Branch
34. Certificate of Secretary authorizing execution of Grant Deeds or Quitclaim Deed for Taylor Yard
35. Certificate of Secretary authorizing execution of Grant Deeds or Quitclaim Deed for Cornfield
36. Certificate of Secretary authorizing execution of Grant Deeds or Quitclaim Deed for Union Station and Los Angeles River Bridge

D. OPINIONS

37. Opinion of Southern Pacific
38. Opinion of Los Angeles County Counsel

E. GENERAL MATTERS

39. First Amendment to Purchase and Sale Agreement
40. Second Amendment to Purchase and Sale Agreement
41. Interim Use Agreement
42. First Amendment to Interim Use Agreement re serving Capital Milling

43. Shared Use Agreements for Saugus and Ventura Lines
44. Shared Use Agreements for Azusa Branch
45. Waiver of Purchase Agreement provision regarding obligation to negotiate grants of fiber optic easements to SPT
46. Option to purchase additional property to extend Saugus Line 1.4 miles
47. Agreement re maps depicting 40' purchased strip on Saugus and Ventura lines
48. Settlement Statements executed by Southern Pacific and/or LACTC (including proration of rents, common area maintenance charges and other income from property being transferred)

F. POST CLOSING

49. Title policy for Alla Branch
50. Title policy for Taylor Yard
51. Title policy for Cornfield
52. Title policy for Union Station

ASSIGNMENT, ASSUMPTION AND INDEMNIFICATION AGREEMENT  
(Leases and Other Agreements)  
(Saugus Line)

THIS AGREEMENT dated as of June 13, 1991 is by and between SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation ("Assignor") and LOS ANGELES COUNTY TRANSPORTATION COMMISSION ("Assignee").

RECITALS

A. Assignor and Assignee have entered into the Purchase and Sale Agreement, dated October 11, 1990 (the "Purchase Agreement"), whereby Assignor agreed to sell to Assignee certain property, as described therein, including, without limitation, the interest of Assignor as transferred pursuant to that certain Grant Deed of even date herewith with respect to the property commonly referred to as the "Saugus Line," together with the Seller's interest in all of the leases (the "Leases") and the other agreements (the "Other Agreements") identified in Exhibit A attached hereto, which relate to such property.

B. In the Purchase Agreement, Assignee agreed that it or its assigns would assume, from and after the Closing Date, all of the Assignor's obligations under the Leases and the Other Agreements.

C. Under Sections 5.3(a)(iii) and 5.3(b)(iii) of the Purchase Agreement, Assignor and Assignee are obligated to execute and deliver this Agreement, with respect to the Leases and the Other Agreements, as of the Closing Date.

NOW, THEREFORE, in consideration of the foregoing, and of the mutual covenants and conditions herein contained, the parties hereto hereby agree as follows:

1. Assignment. Assignor hereby assigns, conveys, sells and transfers to Assignee, its successors and assigns, and Assignee hereby takes and accepts from Assignor, all of Assignor's right, title and interest in, under and to the Leases and the Other Agreements and (subject only to the provisions for proration contained in the Purchase Agreement) to all rents, security deposits and other sums now or hereafter owing, and to all other rights, benefits and privileges now or hereafter accruing to the lessor thereunder.

2. Assumption of Obligations and Liabilities and Indemnification by Assignee. Assignee hereby assumes all of the obligations and liabilities of Assignor under the Leases and the Other Agreements accruing from and after the date hereof, and unconditionally indemnifies and holds harmless Assignor, its

representatives, successors and assigns, from and against any and all debts, claims or liabilities of any nature (including but not limited to reasonable attorneys' fees) arising from or related to the Leases and the Other Agreements from and after the date hereof.

3. Warranty, Representation and Indemnification by Assignor. Assignor hereby represents and warrants to Assignee that Assignor holds all the right, title and interest, as stated therein, in, under and to the Leases and the Other Agreements. Assignor unconditionally indemnifies and holds harmless Assignee, its successors and assigns, from and against any and all debts, claims or liabilities of any nature (including but not limited to reasonable attorneys' fees) arising from or related to the Leases and the Other Agreements prior to the date hereof.

4. Attorneys' Fees. Should either party institute any action or proceeding to enforce any provision of this Agreement or for damages by reason of an alleged breach of any provision hereof, the prevailing party shall be entitled to receive all costs and expenses (including reasonable attorneys' fees) incurred by such prevailing party in connection with such action or proceeding.

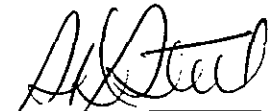
5. Counterparts. This Agreement may be executed in any number of counterparts, each of which when so executed and delivered shall be deemed an original and all of which taken together shall constitute but one and the same instrument.

6. Governing Law. This Agreement shall be deemed to be an agreement made under the laws of the State of California and for all purposes shall be governed by and construed in accordance with such laws.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed and delivered as of the date first above written.

ASSIGNOR:

SOUTHERN PACIFIC TRANSPORTATION  
COMPANY, a Delaware corporation

By:   
Printed Name: J. S. O. STEEL  
Its: Vice-President

ASSIGNEE:

LOS ANGELES COUNTY TRANSPORTATION  
COMMISSION


By:   
Printed Name: \_\_\_\_\_  
Its: \_\_\_\_\_

Exhibit A

(Attached to and forming a part of  
the Assignment, Assumption and Indemnification Agreement,  
dated June 13, 1991, between Southern Pacific Transportation  
Company and Los Angeles County Transportation Commission.)

SAUGUS MAIN LINE  
LACTC 40 FOOT CORRIDOR

<u>Audit No.</u>	<u>Tenant/Other Party</u> (assignee)	<u>Effective Date</u>
<u>Leases</u>		
177099	GVD Commercial Properties, Inc.	December 1, 1984
158778	John Kiser	November 1, 1984
202289	United Landscape Company	May 1, 1985
209376	Terrence Lee Abbatoye	March 1, 1989
207029	Gary Dugar dba Nutri-Soil	January 9, 1987
202244	Gary Dugar dba Nutri-Soil	August 1, 1984
181874	Regal Spas, a partnership composed of Ken Bangert and Fred Bangert	August 1, 1982
207602	Billy Kornfield dba Camelot Movers	December 15, 1987
207580	Gary Dugar dba Nutri-Soil	October 20, 1987
205506 *	David R. Shields dba Welding Unlimited	July 1, 1986

\* A photocopy of the agreement has been provided in place of the original agreement.

\*\* This document also affects that portion of the Saugus main line being retained by SPTCo. It is being assigned only insofar as it affects the property as described in the grant deed of even date herewith covering the LACTC 40-foot corridor portion of the Saugus main line. A photocopy of the agreement has been provided in place of the original agreement.



<u>Audit No.</u>	<u>Tenant/Other Party</u> (assignee)	<u>Effective Date</u>
203668	Vern Allen	August 1, 1985
205507	David A. Shields dba Welding Unlimited	July 1, 1986
191586	Don Cruickshank and Michael Redman dba A.V. Equipment Rental	November 10, 1980
161097	Vista de Oro Development Corp. dba Bell and Associates Realtors	November 1, 1985
172871	Vince Wiese dba Vince Wiese Chevrolet (Gailen B. Smith)	July 27, 1973
193841	Newhall-Valencia Plumbing Co.	August 10, 1981
188060	Milton J. Johnson and Don Guglielmino dba Newhall Electric, Inc.	September 1, 1979
206335	Bill Foster dba Bill's Muffler Service	July 1, 1986
117604 **	Los Angeles Metropolitan Transit Authority (Southern California Rapid Transit District)	March 3, 1958
150779	Pietro Vitale	December 16, 1965
191625	Paul Stockwell dba Wrought Iron Company, Inc.	March 1, 1981
189692	Hugo New-Proler Company dba Valley Junk Company	June 1, 1980
185337	Hollywood Rental Company, Inc.	September 1, 1983

\* A photocopy of the agreement has been provided in place of the original agreement.

\*\* This document also affects that portion of the Saugus main line being retained by SPTCo. It is being assigned only insofar as it affects the property as described in the grant deed of even date herewith covering the LACTC 40-foot corridor portion of the Saugus main line. A photocopy of the agreement has been provided in place of the original agreement.

<u>Audit No.</u>	<u>Tenant/Other Party</u> (assignee)	<u>Effective Date</u>
204845	Hollywood Rental Company, Inc.	June 1, 1986
207581	Ensotech, Inc.	November 1, 1987
173907	City of Burbank	March 1, 1974
193846	Serv-Well Appliance & Furniture Company	November 1, 1981
173772	Transo Envelope Company	February 1, 1974
154896	Gilbert C. Somerfield and Eleanor Somerfield	January 1, 1984
201313	Ervin F. Bartel Jr. and Janet A. Bartel	February 1, 1984
191051	Air Conditioning Company, Inc.	December 1, 1979
191584	Air Conditioning Company, Inc.	July 15, 1980
203676	Carvel Gay dba Gay's Automotive and Towing Service	July 15, 1985
204813	G.T. Equipment	March 15, 1986

Sign Leases

184426 **	National Advertising Company (3M National)	July 1, 1978
186046	Canyon Outdoor Advertising Company	December 2, 1978
158704	Melven Genser Outdoor Signs (3M National)	February 9, 1965
205518	National Advertising, 3M Company (3M National)	September 1, 1986

\* A photocopy of the agreement has been provided in place of the original agreement.

\*\* This document also affects that portion of the Saugus main line being retained by SPTCo. It is being assigned only insofar as it affects the property as described in the grant deed of even date herewith covering the LACTC 40-foot corridor portion of the Saugus main line. A photocopy of the agreement has been provided in place of the original agreement.

<u>Audit No.</u>	<u>Tenant/Other Party</u> (assignee)	<u>Effective Date</u>
187138	Foster and Kleiser (Patrick Media Group, Inc.)	March 1, 1979
141347	Melven Genser dba Melven Genser Outdoor Signs (3M National)	August 1, 1963
187137	Foster and Kleiser (Patrick Media Group, Inc.)	March 1, 1979
183971	Foster and Kleiser (Patrick Media Group, Inc.)	May 1, 1978
146710	Melven Genser dba Melven Genser Outdoor Advertising (3M National)	May 1, 1965
183949	Foster and Kleiser (Patrick Media Group, Inc.)	March 1, 1978
185290	Canyon Outdoor Advertising Co.	July 1, 1978
187139	Foster and Kleiser (Patrick Media Group, Inc.)	March 1, 1979
190588	Canyon Outdoor Advertising Co.	August 1, 1980
150596	Melven Genser dba Melven Genser Outdoor Signs (3M National)	May 15, 1966
150206	Foster and Kleiser (Patrick Media Group, Inc.)	May 1, 1966
189730	Melven Genser Outdoor	February 1, 1980
187141	Foster and Kleiser (Patrick Media Group, Inc.)	March 1, 1979

\* A photocopy of the agreement has been provided in place of the original agreement.

\*\* This document also affects that portion of the Saugus main line being retained by SPTCo. It is being assigned only insofar as it affects the property as described in the grant deed of even date herewith covering the LACTC 40-foot corridor portion of the Saugus main line. A photocopy of the agreement has been provided in place of the original agreement.

<u>Audit No.</u>	<u>Tenant/Other Party</u> (assignee)	<u>Effective Date</u>
155543	Foster and Kleiser (Patrick Media Group, Inc.)	July 1, 1968
138390	Melven Genser dba Melven Genser Outdoor Signs (3M National)	October 15, 1962
106951	Foster and Kleiser Company (Patrick Media Group, Inc.)	July 1, 1955
203711	Foster and Kleiser (Patrick Media Group, Inc.)	June 1, 1986
187136	Foster and Kleiser (Patrick Media Group, Inc.)	March 1, 1979
145944	Foster and Kleiser (Patrick Media Group, Inc.)	February 1, 1965
144984	Foster and Kleiser (Patrick Media Group, Inc.)	September 1, 1964
190605	Chevron U.S.A., Inc.	June 1, 1980
205527 **	Gateway Outdoor Advertising Inc. (Metropolitan Outdoor Advertising)	September 15, 1983
204836 *	Gateway Outdoor Advertising Inc. (Metropolitan Outdoor Advertising)	September 15, 1983
206372 *	Gateway Outdoor Advertising, Inc. (Metropolitan Outdoor Advertising)	March 1, 1987
147770	Pacific Outdoor Advertising Co. (Gannett Outdoor Co., Inc.)	August 1, 1965
117281	Pacific Outdoor Advertising Company (Gannett Outdoor Co., Inc.)	July 1, 1959

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<u>Audit No.</u>	<u>Tenant/Other Party</u> (assignee)	<u>Effective Date</u>
114486	Foster and Kleiser Company (Patrick Media Group, Inc.)	March 26, 1958
115950	Pacific Outdoor Advertising Company (Gannett Outdoor Co., Inc.)	January 15, 1959
138686	Pacific Outdoor Advertising Company (Gannett Outdoor Co., Inc.)	October 15, 1962
117626	Pacific Outdoor Advertising Company (Gannett Outdoor Co., Inc.)	September 1, 1959
105190	Pacific Outdoor Advertising Company (Gannett Outdoor Co., Inc.)	November 1, 1954
189768	Pacific Outdoor Advertising Co. (Gannett Outdoor Co., Inc.)	June 1, 1980
123584	Pacific Outdoor Advertising Co. (Gannett Outdoor Co., Inc.)	February 1, 1962
200995	Gateway Outdoor Advertising, Inc. (Metropolitan Outdoor Advertising)	November 28, 1983
200970	Gateway Outdoor Advertising, Inc. (Metropolitan Outdoor Advertising)	September 20, 1983
179112	Pacific Outdoor Advertising Company (Gannett Outdoor Co., Inc.)	April 1, 1976
102212	Foster and Kleiser Company (Patrick Media Group, Inc.)	June 14, 1982
107631 *	Pacific Outdoor Advertising Company (Gannett Outdoor Co., Inc.)	October 1, 1955
089667	Foster and Kleiser Company (Patrick Media Group, Inc.)	February 5, 1948

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<u>Audit No.</u>	<u>Tenant/Other Party</u> (assignee)	<u>Effective Date</u>
114060	Pacific Outdoor Advertising Co. (Gannett Outdoor Co., Inc.)	May 1, 1958
124703	Foster and Kleiser Company (Patrick Media Group, Inc.)	August 9, 1962
165197	Levitz Furniture Corporation	May 1, 1971
118842	Foster and Kleiser Company (Patrick Media Group, Inc.)	February 1, 1960
112583	Roger Jessup Farms, a Limited Partnership (Levitz Furniture Corp.)	August 9, 1957
140241	Melven Genser dba Melven Genser Outdoor Advertising (3M National)	May 1, 1963

Utility Agreements

164516 **	Pacific Telephone and Telegraph Company	July 27, 1970
183167 **	Joel D. Scheter, D.D.S., dba J.D.S. Development Co.	June 10, 1977
160270 **	Pacific Telephone and Telegraph Company	May 13, 1969
111250 **	Southern California Gas Company	March 7, 1957
211302 **	Pacific Bell	June 27, 1990
204028 **	Southern California Edison Co.	September 1, 1985
110274 **	Bouquet Canyon Water Co. (Santa Clarita Water Company)	October 23, 1956

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<u>Audit No.</u>	<u>Tenant/Other Party</u> (assignee)	<u>Effective Date</u>
209802 **	Pacific Bell	May 12, 1989
162862 **	Southern California Edison Company	April 6, 1970
182525 **	Southern California Edison Company	November 11, 1977
181919 **	Southern California Edison Company	March 3, 1977
192319 **	W & A Builders	February 18, 1981
204404 **	Pacific Bell	June 27, 1985
182526 **	Southern California Edison Company	November 11, 1977
182524 **	Southern California Edison Company	November 11, 1977
103899 **	Southern California Gas Company	January 29, 1954
170187 **	John D. Rathbun Enterprises	September 9, 1972
210440 **	King Videocable Company	March 13, 1990
120793 **	Humble Oil & Refining Company (Exxon Pipeline Company)	October 17, 1960
169543 **	Southern California Gas Company	June 5, 1972
110281 **	Pacific Lighting Gas Supply Company (Southern California Gas Company)	October 23, 1956
187967 **	Mobil Oil Corporation	September 5, 1979
155937 **	Southern California Edison Company	April 1, 1968
108940 **	Southern California Gas Company	March 12, 1956
154864 **	Southern California Edison Company	September 15, 1967
161491 **	Southern California Edison Company	July 8, 1970

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<u>Audit No.</u>	<u>Tenant/Other Party</u> (assignee)	<u>Effective Date</u>
206581 **	Department of Water and Power - City of Los Angeles	November 24, 1986
114633 **	Southern Counties Gas Company of California (Southern California Gas Company)	May 12, 1958
154865 **	Southern California Edison Company	September 14, 1967
185287 **	Mobil Oil Corporation	September 20, 1978
176834 **	General Telephone Company of California	June 17, 1975
155429 **	Mobil Oil Corporation	January 2, 1968
158583 **	General Telephone Company of California	November 4, 1968
155568 **	Atlantic Richfield Co.	December 11, 1967
164347 **	Southern California Edison Company	September 14, 1970
155939 **	Southern California Edison Company	January 25, 1968
205770 **	Department of Water and Power, City of Los Angeles	October 1, 1986
205771 **	Department of Water and Power, City of Los Angeles	October 1, 1986
206625 **	General Telephone Company of California	August 25, 1986
202692 **	Department of Water and Power of the City of Los Angeles	November 26, 1984
166663 **	Department of Water and Power, City of Los Angeles	June 29, 1971

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<u>Audit No.</u>	<u>Tenant/Other Party</u> (assignee)	<u>Effective Date</u>
207343 **	General Telephone Company of California	July 27, 1987
110209 **	Southern California Gas Company	October 1, 1956
210521 **	Southern California Gas Company	March 2, 1990
168713 **	Merle Norman Cosmetics	March 20, 1972
204418 **	United Cable Television of Los Angeles, Inc.	December 6, 1985
201184 **	Department of Water and Power, City of Los Angeles	April 17, 1984
209779 **	Southern California Gas Co.	April 3, 1989
141603 **	Southern California Gas Company	July 22, 1963
207334 **	General Telephone Company of California	July 24, 1987
167706 **	General Telephone Company of California	October 19, 1971
119515 **	Southern California Gas Company	March 21, 1960
210663 **	Southern California Gas Company	March 28, 1990
202716 **	City of Los Angeles Department of Water and Power	February 5, 1985
204033 **	United Cable Television of Los Angeles, Inc.	August 7, 1985
094971 **	Southern California Gas Company	March 7, 1950
204052 **	United Cable Television of Los Angeles Inc.	September 4, 1985

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<u>Audit No.</u>	<u>Tenant/Other Party</u> (assignee)	<u>Effective Date</u>
162317 **	General Telephone Company of California	December 17, 1969
204999 **	United Cable Television of Los Angeles, Inc.	January 23, 1986
177275 **	Department of Water and Power, City of Los Angeles	June 27, 1975
172294 **	Mobil Oil Corporation	June 25, 1973
074194 **	Southern California Gas Company	October 30, 1940
167233 **	Southern California Gas Company	August 17, 1971
198096 **	Department of Water and Power	September 27, 1982
166686 **	Department of Water and Power of the City of Los Angeles	June 25, 1971
120505 **	Southern California Gas Company	June 28, 1960
088210 **	Southern California Gas Company	July 14, 1947
156006 **	City of Burbank	February 27, 1968
174040 **	Sammons Communications, Inc.	December 5, 1973
190627 **	Sammons Communications, Inc.	October 23, 1980
113897 **	Southern California Gas Company	February 24, 1958
199665 **	City of Burbank	July 25, 1983
012492 **	General Pipe Line Company of California (City of Burbank)	November 1, 1912
118900 **	Southern California Gas Company	January 4, 1960

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<u>Audit No.</u>	<u>Tenant/Other Party</u> (assignee)	<u>Effective Date</u>
116245 **	Southern California Gas Company	January 5, 1959
147683 **	Southern California Gas Company	April 1, 1965
075596 **	Southern California Gas Company	July 18, 1941
193344 **	Sammons Communications, Inc.	March 23, 1981
189749 **	Sammons Communications, Inc.	February 18, 1980
119569 **	Southern California Gas Company	November 30, 1959
189774 **	Southern California Gas Company	March 26, 1980
167783 **	Southern California Gas Company	October 19, 1971
089017 **	Southern California Gas Company	September 30, 1947
202731 **	Department of Water and Power of the City of Los Angeles	March 20, 1985
074371 **	Southern California Gas Company	December 12, 1940
206956 **	Department of Water and Power of the City of Los Angeles	October 6, 1989
190598 **	Pacific Telephone and Telegraph (Pacific Bell)	April 15, 1980
209778 **	Southern California Gas Company	April 3, 1989
110040 **	Southern California Gas Company	August 2, 1956
153350 **	Pacific Telephone and Telegraph Company	March 20, 1967
177957 **	Southern California Gas Company	December 2, 1975

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<u>Audit No.</u>	<u>Tenant/Other Party</u> (assignee)	<u>Effective Date</u>
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Private Roadways/Access

176024 **	Great Western Savings and Loan Association	October 16, 1974
153066 **	Metropolitan Water District	February 15, 1967
175482 **	County of Sanitation District No. 26 of Los Angeles County and Great Western Savings and Loan Association	July 26, 1974
203344 **	Kimberly Ann Gibbs, Bruce Thomas, Julie Thomas, Mike Nielson, Brenda Nielson, James Thompson, Betty Thompson, Kenneth Seitz, and Eurlene Seitz	May 28, 1985
168339 **	Nethercutt Laboratories	January 21, 1972
158309 **	City of Los Angeles	September 10, 1968

Easements

201190 **	County Sanitation District No. 26 of Los Angeles County	April 10, 1984
189189 **	Dart Industries, Inc. and Thatcher Glass Manufacturing Company Division	February 20, 1980
189328 **	Santa Clarita Water Company	August 5, 1980
163147 **	County of Los Angeles	November 7, 1968
176380 **	County of Los Angeles	June 21, 1974
165437 **	Newhall County Water District	December 15, 1970
205033 **	Newhall County Water District	March 20, 1986

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<u>Audit No.</u>	<u>Tenant/Other Party</u> (assignee)	<u>Effective Date</u>
176358 **	State of California, Department of Transportation	August 21, 1974
176357 **	State of California, Department of Transportation	August 21, 1974
178876 **	State of California, Department of Transportation	December 4, 1975
178886 **	State of California, Department of Transportation	January 29, 1976
207136 **	Department of Water and Power of the City of Los Angeles	May 29, 1987
178955 **	State of California	December 12, 1975
178879 **	State of California, Department of Transportation	December 4, 1975
181086 **	City of Los Angeles	January 19, 1976
181088 **	City of Los Angeles	January 19, 1976
164756 **	Department of Water and Power of the City of Los Angeles	September 10, 1970
177103 **	City of Los Angeles	June 30, 1975
180775 **	City of Los Angeles Department of Water and Power	March 3, 1977
189173 **	Department of Water and Power of the City of Los Angeles	December 4, 1980
178878 **	State of California, Department of Transportation	December 4, 1975
178877 **	State of California, Department of Transportation	December 4, 1975

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191993 **	Department of Water and Power, City of Los Angeles	January 28, 1981
184630 **	Department of Water and Power, City of Los Angeles	July 28, 1978
176389 **	City of Los Angeles, Department of Water and Power	November 21, 1974
159914 **	City of Los Angeles	November 22, 1968
167065 **	Los Angeles County Flood Control District	June 29, 1971
184559 **	Department of Water and Power - City of Los Angeles	June 12, 1978
168769 **	Department of Water and Power of the City of Los Angeles	December 30, 1971
103138 **	Southern California Gas Company	October 5, 1953
178933 **	City of Los Angeles	October 9, 1973
189175 **	Department of Water and Power of the City of Los Angeles	February 4, 1980
157726 **	City of Los Angeles, Department of Water and Power	August 12, 1968
165407 **	City of San Fernando	December 7, 1970
029634 **	City of San Fernando	May 31, 1921
180955 **	City of San Fernando	August 1, 1977
210905 **	Los Angeles Department of Public Works	May 22, 1970

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<u>Audit No.</u>	<u>Tenant/Other Party (assignee)</u>	<u>Effective Date</u>
168466 **	City of San Fernando	November 15, 1971
174247 **	State of California	November 13, 1973
161458 **	City of Los Angeles	December 16, 1968
170301 **	Department of Water and Power City of Los Angeles	August 14, 1972
192153 **	Conrock Company	August 21, 1981
186679 **	Department of Water and Power of the City of Los Angeles	October 25, 1956
165680 **	The City of Los Angeles	September 23, 1970
207355 **	City of Los Angeles	October 16, 1987
163144 **	City of Los Angeles	June 18, 1969
151107 **	City of Los Angeles	May 1, 1966
163330 **	City of Los Angeles	May 5, 1969
160087 **	City of Burbank	March 19, 1969
178895 **	City of Burbank	February 25, 1982
196372 **	City of Burbank	July 12, 1982
211081 **	City of Burbank	April 23, 1990
174091 **	City of Glendale	October 30, 1973
174092 **	City of Glendale	October 30, 1973
170915 **	City of Glendale	January 2, 1973
157342 **	City of Glendale	June 18, 1968

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172112 **	City of Glendale	April 24, 1973
181104 **	City of Glendale	February 19, 1980
181025 **	City of Glendale	September 9, 1975
189296 **	Crescenta Valley County Water District	August 11, 1980

Drainage Easements

189275 **	County of Los Angeles for the benefit of Los Angeles County Flood Control District	March 27, 1981
181087 **	City of Los Angeles	January 19, 1976
157791 **	Los Angeles County Flood Control District	December 4, 1967
163786 **	Los Angeles County Flood Control District	January 13, 1970
176639 **	Los Angeles County Flood Control District	November 26, 1974

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Longitudinal Pipelines

093140	Richfield Oil Corporation (Atlantic Richfield Company)	April 25, 1949
057029 **	Southern Fuel Company (Southern California Gas Company)	November 20, 1931

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