

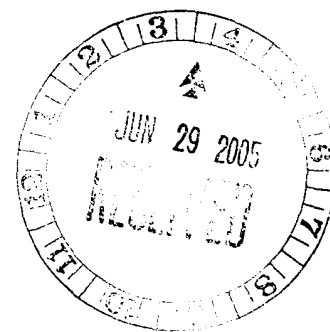
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June 29, 2005

214270

BY HAND DELIVERY

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

FILED

JUN 29 2005

SURFACE
TRANSPORTATION BOARD

Re: STB Finance Docket No. 34712 (Sub-No. 1)
*The Kansas City Southern Railway Company—Temporary Trackage Rights
Exemption--The Burlington Northern And Santa Fe Railway Company*

Dear Secretary Williams:

Enclosed for filing in the above-captioned proceeding are an original and 10 copies of the Verified Notice of Exemption (the "Notice") of The Kansas City Southern Railway Company ("KCS"), pursuant to 49 C.F.R. § 1180.2(d)(8). A check in the amount of \$1,000.00 is enclosed to cover the cost of processing the Notice of Exemption.

Please acknowledge receipt of this filing by date-stamping the enclosed acknowledgment copy and returning it to our courier.

Very truly yours,



William A. Mullins

Enclosures

cc: Thomas J. Healey, Esq

FILED

TRANSPORTATION BOARD

ENTERED
Office of Proceedings

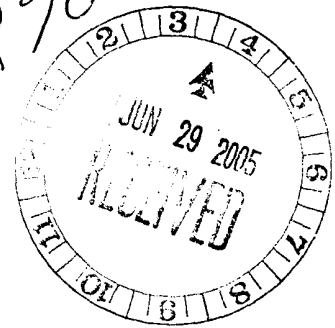
JUN 29 2005

Part of
Public Record

214270

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 34712 (Sub-No. 1)



THE KANSAS CITY SOUTHERN RAILWAY COMPANY
-- TEMPORARY TRACKAGE RIGHTS EXEMPTION --
THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

VERIFIED NOTICE OF EXEMPTION
PURSUANT TO 49 C.F.R. § 1180.2(d)(8)

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TRANSPORTATION BOARD

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Office of Proceedings

JUN 29 2005
Part of
Public Record

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June 29, 2005

Attorneys for The Kansas City Southern
Railway Company

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

FINANCE DOCKET NO. 34712 (Sub-No. 1)

**THE KANSAS CITY SOUTHERN RAILWAY COMPANY
-- TEMPORARY TRACKAGE RIGHTS EXEMPTION --
THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY**

**VERIFIED NOTICE OF EXEMPTION
PURSUANT TO 49 C.F.R. § 1180.2(d)(8)**

The Kansas City Southern Railway Company (hereinafter referred to as “User” or “KCS”) hereby submits this Verified Notice of Exemption, pursuant to 49 C.F.R. §1180.2(d)(8), from the prior approval and authorization requirements of 49 U.S.C. § 11323 to permit it to implement temporary operations over approximately 229.1 miles of rail line owned by The Burlington Northern and Santa Fe Railway Company (“BNSF” or “Owner”). In support of this Notice of Exemption and in compliance with 49 C.F.R. §1180.4 (g), KCS states the following:

***49 C.F.R. § 1180.6(a)(1)(i)
Description of the proposed transaction***

Pursuant to negotiations between KCS and BNSF, BNSF has agreed to provide KCS with non-exclusive, overhead, temporary trackage rights over a portion of BNSF’s railroad between Neosho, Missouri, BNSF Milepost 307.5, and Murray Yard, Kansas City, Missouri, BNSF’S Milepost 3.5X, a distance of 229.1 miles (hereinafter referred to as the “Subject Trackage”)(see Exhibit 1 – Map) for the sole purpose of allowing KCS to bridge its train service while KCS’s main lines are out of service due to certain programmed track, roadbed and structural

maintenance. The rights are overhead rights only and will expire on November 15, 2005.¹ KCS has no rights to (1) set out, pickup or store cars, or switch upon the Subject Trackage, or any part thereof, except as necessary for handling equipment that is bad ordered en route; (2) serve any industry, team or house track now existing or constructed in the future along the Subject Trackage; or (3) permit or admit any third party to the use of all or any portion of the Subject Trackage.

The full name and address of the applicant carrier is:

The Kansas City Southern Railway Company
Cathedral Square
427 West 12th Street
Kansas City, MO 64105
Tel: (816) 983-1303

The representative of The Kansas City Southern Railway Company to receive correspondence in this matter is:

William A. Mullins
Baker and Miller, PLLC
2401 Pennsylvania Avenue, NW
Suite 300
Washington, DC 20037
Tel: (202) 663-7823
Fax: (202) 663-7849

¹ KCS is already operating temporary trackage rights over these very same lines pursuant to a previous filing of a Notice of Exemption. *See The Kansas City Southern Railway Company--Temporary Trackage Rights Exemption--BNSF Railway Company*, F.D. No. 34712, 70 Fed. Reg. 36231 (2005). Those rights were based upon a draft trackage rights agreement and were expected to expire on July 21, 2005. When the parties reached a final agreement, the expiration date of the temporary trackage rights agreement was extended until November 15, 2005. Accordingly, the Board can consider this Notice of Exemption as either an amendment to the previous Notice or as a substitute to the previous Notice.

49 C.F.R. 1180.6(a)(1)(ii)
Proposed Time Schedule For Consummation

The rights were already consummated June 14, 2005 pursuant to the authority granted in *The Kansas City Southern Railway Company--Temporary Trackage Rights Exemption--BNSF Railway Company*, F.D. No. 34712, 70 Fed. Reg. 36231 (2005). If the Board desires, the amended authority sought herein can be considered as being consummated as of July 21, 2005, the date on which the previously authorized rights expire.

49 C.F.R. 1180.6(a)(1)(iii)
Purpose Sought to be Accomplished

The sole purpose for the trackage rights is to allow KCS to bridge its train service while KCS's main lines are out of service due to certain programmed track, roadbed and structural maintenance. The rights are overhead rights only and will expire on November 15, 2005. KCS has no rights to (1) set out, pickup or store cars, or switch upon the Subject Trackage, or any part thereof, except as necessary for handling equipment that is bad ordered en route; (2) serve any industry, team or house track now existing or constructed in the future along the Subject Trackage; or (3) permit or admit any third party to the use of all or any portion of the Subject Trackage.

49 C.F.R. 1180.6(a)(5)
States in Which Applicant's Property is Located

User owns rail property located in the States of: AL, IL, MO, KS, OK, AR, TX, MS, LA, and TN.

Owner owns rail property located in the States of AL, MS, TN, LA, AR, MO, IL, IA, WI, MN, ND, SD, NE, KS, OK, TX, NM, CO, WY, MT, ID, UT, AZ, NV, CA, OR and WA.

49 C.F.R. 1180.6(a)(6)
Map - Exhibit 1

A map of the rail line over which KCS proposes to acquire trackage rights is attached hereto as Exhibit 1.

49 C.F.R. 1180.6(a)(7)(ii)
Agreement – Exhibit 2

A copy of the fully executed trackage rights agreement is attached as Exhibit 2.

49 C.F.R. §1180.4(g)(i)
Labor Protection

KCS anticipates that any employees adversely affected by this transaction will be afforded the level of protection set forth in *Norfolk and Western Ry. Co.--Trackage Rights--BN*, 354 I.C.C 605 (1978), as modified in *Mendocino Coast Ry., Inc.--Lease and Operate*, 360 I.C.C 653 (1980).

49 C.F.R. 1180.4(g)(2)(i)
Caption Summary

In accordance with §1180.4(g)(2)(i), a caption summary suitable for publication in the Federal Register is attached to this Notice of Exemption as Exhibit 3.

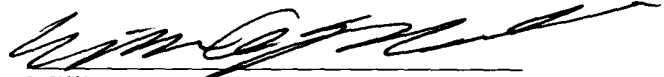
49 C.F.R. 1180.4(g)(3)
Environmental and historic reporting requirements

The proposed trackage rights operations will not result in any significant changes in User's operations and thus environmental documentation does not need to be prepared in accordance with 49 C.F.R. §1105.(6)(c)(4). In addition, because KCS's exercise of the subject trackage

rights will not have a substantial, adverse effect on the maintenance level of the Subject
Trackage, a historic report is not required for this filing. 49 C.F.R. §1105.8(b)(3).

Respectfully submitted,

Thomas J. Healey
KANSAS CITY SOUTHERN
Cathedral Square
427 West 12th Street
Kansas City, MO 64105
Tel: (816) 983-1392
Fax: (816) 983-1227



William A. Mullins
BAKER AND MILLER, PLLC
2401 Pennsylvania Ave., N.W.
Suite 300
Washington, D.C. 20037
Tel: (202) 663-7823
Fax: (202) 663-7849

Dated: June 29, 2005

Attorneys for The Kansas City Southern
Railway Company

STATE OF MISSOURI)
)
) ss:
)
COUNTY OF JACKSON)

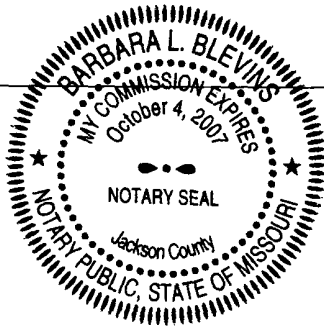
Thomas J. Healey, being duly sworn, deposes and says that he is the Associate General Counsel for The Kansas City Southern Railway Company, he has read the foregoing Notice of Exemption and knows the facts asserted therein, and that the same are true as stated.

Tom Healey

SUBSCRIBED AND SWORN TO
before me this 6th day of June, 2005

Barbara L. Blevins
Notary Public

My Commission expires: _____



**VERIFIED NOTICE OF EXEMPTION
PURSUANT TO 49 C.F.R. § 1180.2(d)(8)**

FINANCE DOCKET NO. 34712 (Sub-No. 1)

**THE KANSAS CITY SOUTHERN RAILWAY COMPANY
-- TEMPORARY TRACKAGE RIGHTS EXEMPTION--
THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY**

EXHIBIT 1

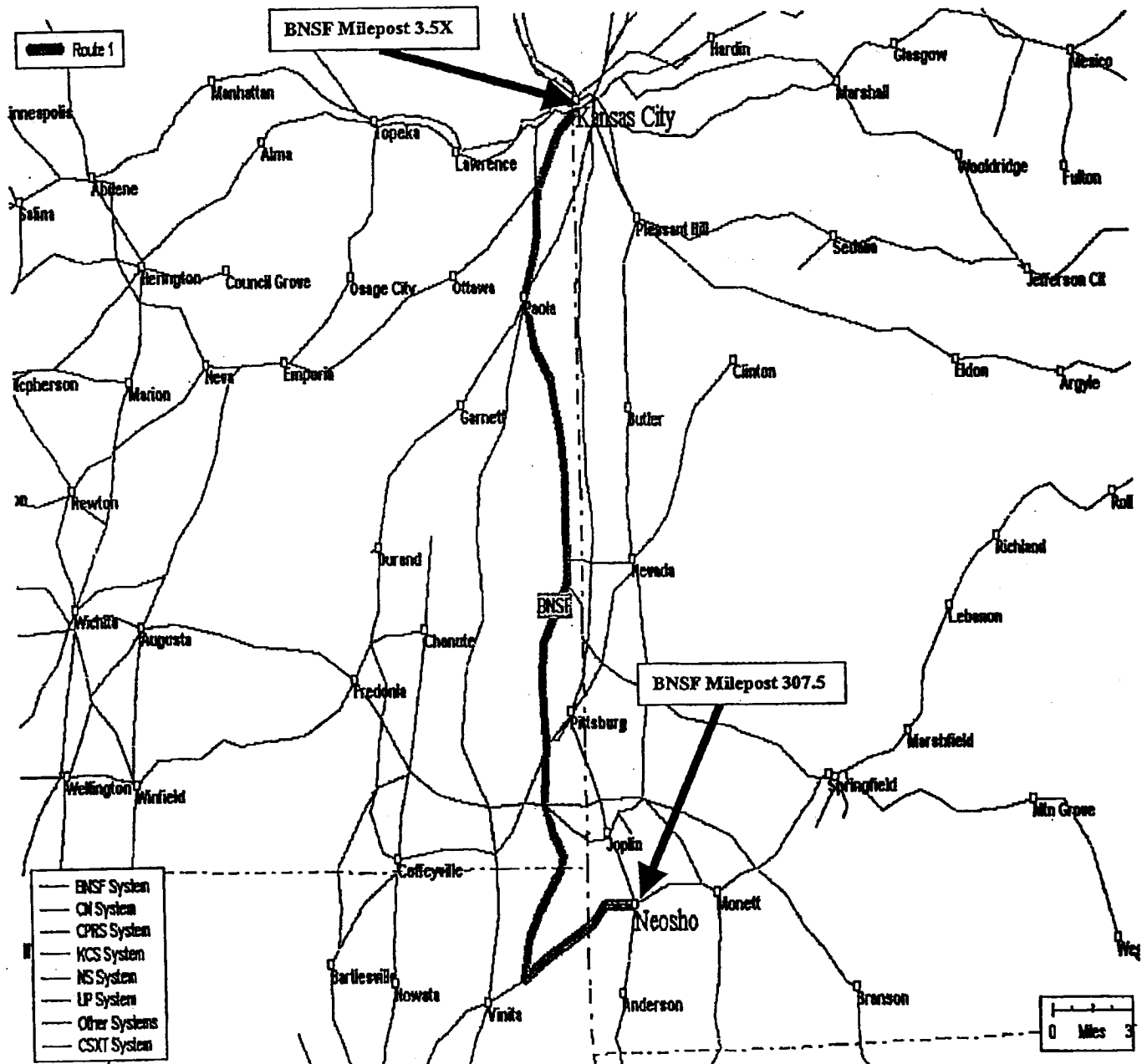
MAP

Exhibit "A"

Temporary Trackage Rights Neosho, MO to Kansas City (Murray Yard), MO

Print: 06/01/2005

Distance: 229.1 miles



**VERIFIED NOTICE OF EXEMPTION
PURSUANT TO 49 C.F.R. § 1180.2(d)(8)**

FINANCE DOCKET NO. 34712 (Sub-No. 1)

**THE KANSAS CITY SOUTHERN RAILWAY COMPANY
-- TEMPORARY TRACKAGE RIGHTS EXEMPTION--
THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY**

EXHIBIT 2

TRACKAGE RIGHTS AGREEMENT

**TEMPORARY TRACKAGE RIGHTS AGREEMENT
NEOSHO, MO to KANSAS CITY (Murray Yard), MO**



THIS AGREEMENT, made and entered into this 2nd day of June, 2005 by and between **BNSF RAILWAY COMPANY**, hereinafter called "BNSF" or "Owner", and **THE KANSAS CITY SOUTHERN RAILWAY COMPANY**, a Missouri corporation, hereinafter called "KCS" or "User".

WITNESSETH:

WHEREAS, BNSF is the owner and operator of certain lines of railroad extending between KCS connections over BNSF's railroad system; and

WHEREAS, KCS desires to obtain temporary overhead trackage rights on certain lines of BNSF's railroad, for the sole purpose of bridging its train service while KCS's main lines are out of service due to certain programmed track, roadbed and structural maintenance; and

WHEREAS, BNSF is agreeable to said temporary trackage rights but only on the terms and conditions hereinafter set forth.

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

Section 1. TRACKAGE SUBJECT TO AGREEMENT.

Attached hereto, marked Exhibit "A", and by this reference incorporated herein, is a print dated June 1, 2005 which depicts the portion of line of railroad of BNSF over which KCS will be granted temporary trackage rights hereinafter referred to as the "Joint Trackage" (as further defined in Exhibit "B" of this agreement, attached hereto and by this reference incorporated herein).

Section 2. GRANT OF TRACKAGE RIGHTS.

2.1 The General Conditions covering the grant of temporary bridge trackage rights are set forth in Exhibit "B". If any conflict between Exhibit "B" and this agreement shall arise, the provisions of this agreement shall prevail. Subject to the terms and conditions of Exhibit "B", this agreement, and KCS's agreement to file a Notice of Exemption with the Surface Transportation Board pursuant to 49 C.F.R. Section 1180.2(d)(8), BNSF grants to KCS the temporary nonexclusive right to use the Joint Trackage for the operation by its employees of the Equipment (as defined in Exhibit "B" of this agreement) that is in its account while moving over the Joint

Trackage in common with BNSF and such other railroad company or companies as BNSF has heretofore admitted or may hereafter at any time admit to the joint use of any and all of the Joint Trackage, such other railroad company or companies to hereinafter be considered BNSF for the purpose of this agreement.

BNSF and KCS agree that KCS's use of the temporary trackage rights granted herein by BNSF shall be limited to two (2) empty coal trains per day four (4) days a week, Monday through Thursday. Movement of any additional KCS trains over the Joint Trackage shall be at the sole discretion of BNSF. Said grant of rights shall be between Neosho, Missouri, BNSF'S Milepost 307.5 and Kansas City (Murray Yard), Missouri, BNSF'S Milepost 3.5X, a distance of 229.1 miles for the period of June 13, 2005 through November 15, 2005. Consideration will be given to extending the time frame if conditions allow.

It is understood and agreed that KCS shall not have the right to:

(a) set out, pick up or store cars, or switch upon the Joint Trackage, or any part thereof, except as necessary for handling Equipment that is bad ordered en route; or

(b) serve any industry, team or house track now existing or constructed in the future along the Joint Trackage which heretofore has not been served by KCS; or

(c) permit or admit any third party to the use of all or any portion of the Joint Trackage, nor have the right to detour trains of any other railroad over or upon the Joint Trackage, nor under the guise of doing its own business contract or make an agreement to handle as its own Equipment over or upon the Joint Trackage, or any portion thereof, the Equipment of any third party which in the normal course of business would not be considered the Equipment of KCS; provided, however, that the foregoing shall not prevent KCS, pursuant to a run-through agreement with any railroad, from using locomotives and cabooses of another railroad as its own under this agreement.

(d) KCS shall deliver KCS trains to the BNSF'S trackage at Neosho, MO with KCS locomotives and qualified KCS train crews.

(e) KCS locomotives shall have sufficient fuel for the entire movement on BNSF and KCS will be responsible for the 1,000 mile inspection of their trains.

(f) Detour period shall be limited to June 13th, 2005 through November 15, 2005.

(h) The KCS shall notify the Chief Dispatchers Desk (817-234-6159) of the request for detour 8 hours prior to their scheduled departure time. KCS trains must be spaced not less than

8 hours apart

2.2 Additional Requirements

1. The coal empties will be either Monticello (KCM), Welsh (KCW) OR Mossville (KCN).
2. Will use KCS crews both at Neosho to run to FT Scott via Cherokee and Afton Subs and crew change at Ft Scott to Murray Yard.
3. Trains will need to be DP (1+1) on KCW/KCN, (1+2) on KCM.
4. Prior to allowing KCS Detours on the Cherokee Sub, KCS must have a crew from Heavener on lead power and call a crew from Pittsburg for remote DP and crews must relink DP power. This will require a shove move from the KCS main (Havener crew protecting, Pittsburg crew operating train) through the connection at Neosho to BNSF Cherokee sub main line. Once east of the connecting track switch on BNSF main, they will stop their train and KCS limo will pick up the Havener crew off the remote DP insuring marker is on. With respect to the Monticello trains (KCM), KCS will come to BNSF 1+2 so will be necessary for Heavener crew to isolate one of the DP locomotives.
5. KCS Pittsburg crew will handle from Neosho to FT Scott where another KCS crew will take over train and handle to Murray Yard.
6. KCS will need to set up with Springfield Division on Fax/Printer id's in or to send GTB's.

Section 3. MAINTENANCE AND OPERATION OF TRACKAGE.

BNSF, at its expense, shall maintain the Joint Trackage in a manner permitting operation at no less than the track standard designated in the timetable in effect on the date of this agreement and shall permit KCS to operate at such speeds unless by mutual written agreement a different standard is provided. In the event that for operating convenience, necessity or emergency, BNSF permits or directs KCS to use adjacent BNSF track and track connections between or beyond the terminal of the Joint Trackage as an alternative route, then and in such event, such trackage, track connections and appurtenances shall be deemed to be part of the Joint Trackage and shall be governed by all the provisions of this Agreement.

Section 4. MEASUREMENT OF TRACKAGE RIGHTS TRAINS.

In exchange for the aforementioned temporary trackage rights KCS, agrees to grant similar temporary trackage rights to BNSF, as identified under separate agreement.

Section 5. CONNECTIONS AND ADDITIONS.

The entire cost of construction of any connection or other track work necessary for the implementation of the temporary trackage rights granted in this Agreement shall be at KCS's sole cost, expense and risk. BNSF, at KCS's expense, shall construct, relocate, retire, upgrade and maintain, during the term of this agreement, that part of any track construction or work necessary to implement the trackage rights granted herein that is located on BNSF property and is not under lease to KCS. KCS, at its sole cost and expense, shall construct, relocate, retire, upgrade, and maintain that part of any track construction or work necessary to implement the trackage rights granted herein that is located on KCS property or property that is leased by BNSF to KCS in order to implement the trackage rights granted herein.

Section 6. COMPENSATION.

As compensation for the temporary trackage rights, the parties agree to offset the train miles accumulated by KCS on the BNSF and BNSF on KCS annually. If at the end of each calendar year there is an imbalance in the train miles accumulated by one party against the other, then the owing party will provide the other the opportunity to operate additional train miles the following year to balance the train miles owed or receive a payment of \$20.00 per train mile from the owing party for the outstanding train miles.

Section 7 LIABILITY.

Any liability for loss, damage, injury or death which arises from the operation under this Agreement shall be assumed, settled and paid as provided by Exhibit "B", General Conditions, attached hereto.

Any liability for loss, damage, injury or death which arises during the term of this agreement from the construction, relocation, upgrade, or maintenance of the connections covered in this agreement under Section 5, shall be assumed, settled and paid by KCS.

Section 8. TERM AND TERMINATION.

Subject to the provisions of Section 7.2, 7.3 and 7.4 of Exhibit "B", this agreement shall become effective upon the date KCS first commences operations over the Joint Trackage pursuant to this agreement, subsequent to having secured all necessary consent, approval or authority from appropriate governmental agencies upon terms and conditions satisfactory to KCS, and shall remain in effect for the period of time specified in Section 2 hereof.

IN WITNESS WHEREOF, the parties hereto have executed this agreement in duplicate the day and year first above written.

WITNESS:

THE KANSAS CITY SOUTHERN RAILWAY
COMPANY

Douglas H. Bunker

by: *R M Chapman*
Title: *SR VP Transportation*

Approved:

Thomas J. Healey 06-02-05
Associate General Counsel

WITNESS:

Shirley M. [Signature]

BNSF RAILWAY COMPANY

by: *[Signature]*
Title: *GST- Counsel*

Exhibit "A"
Temporary Trackage Rights Neosho, MO to Kansas City (Murray Yard), MO
 Print: 06/01/2005
 Distance: 229.1 miles

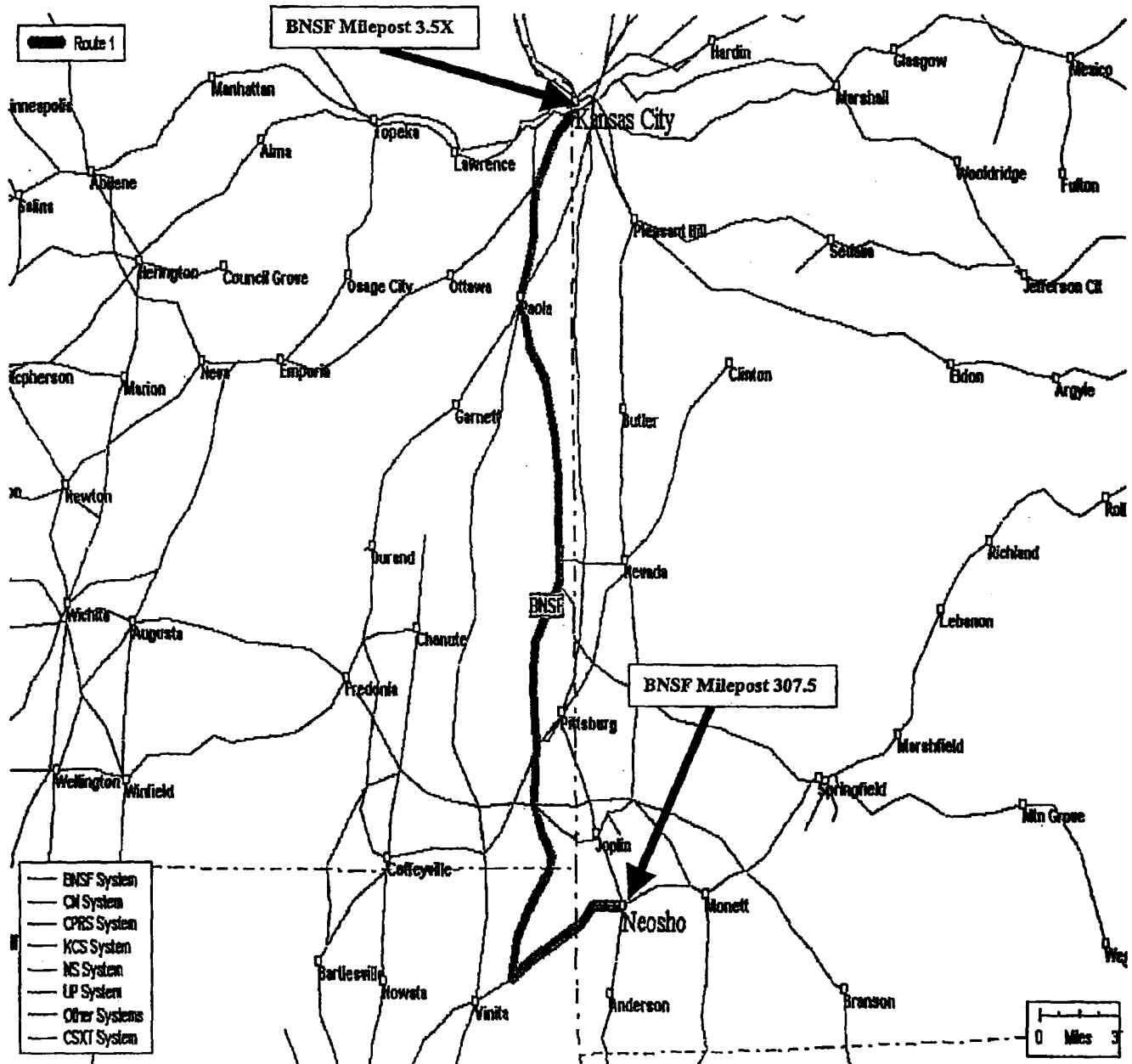


EXHIBIT "B"
GENERAL CONDITIONS

Section 1. DEFINITIONS

1.1 "Agreement" shall mean that certain agreement to which this Exhibit "B" is appended. The term "Agreement" will include this Exhibit "B".

1.2 "Owner" shall mean the party granting the right to use the Joint Trackage (as that term is hereinafter defined).

1.3 "User" shall mean the party granted by the Agreement the right to use the Joint Trackage. Where more than one party is granted by the Agreement the right to use the Joint Trackage, User shall mean those parties collectively.

1.4 "Joint Trackage" shall mean trackage of Owner as described in the Agreement including necessary right-of-way and appurtenances and support facilities thereof, and all Changes in and/or Additions to (as that term is hereinafter defined), thereto now or in the future located as are required or desirable for the operation of the trains of the parties hereto.

1.5 "Equipment" shall mean trains, locomotives, cars, cabooses, vehicles, and machinery which are capable of being operated on railroad tracks, or operated on right-of-way for purpose of the maintenance or repair thereof.

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

Section 2. MAINTENANCE CHANGES IN AND/OR ADDITIONS, OPERATION AND CONTROL

2.1 User shall construct, maintain, repair, and renew, at its sole cost and expense, and shall own such portions of the tracks which connect the respective lines of the parties at the termini of the Joint Trackage as are located on the right- of-way of User and to the clearance point in right-of-way of Owner. Owner grants to User a license over that portion of Owner's property between right- of-way line and clearance point in order for User to maintain such trackage. Owner shall construct, maintain, repair, and renew, at the sole cost and expense of User, and shall own the portions of the track connections between said tracks of the parties hereto between the headblock and clearance point located on the right-of-way of Owner.

2.2 The construction, maintenance, repair, and renewal of the Joint Trackage shall be under the exclusive direction and control of Owner. Owner shall make any changes in and/or additions to the Joint Trackage which may be required by law, and progressively during construction these shall become part of the Joint Trackage. Owner may make any changes in and/or additions to the Joint Trackage which Owner deems necessary or desirable for the safe,

efficient, and economical use of the Joint Trackage by the parties, and these shall progressively during construction become part of the Joint Trackage. User may request changes in and/or additions to the Joint Trackage which User shall deem necessary or desirable for the safe, efficient, and economical use of the Joint Trackage by the parties, and Owner shall, if it concurs, construct the same upon such terms and conditions as may be agreed upon and they shall become part of the Joint Trackage. Owner shall make no retirement, withdrawal, elimination or disposal of any part of the Joint Trackage which would permanently or materially impair the usefulness thereof to User.

2.3 The management and operation of the Joint Trackage shall be under the exclusive direction and control of Owner. Owner shall have the unrestricted power to change the management and operations on and over the Joint Trackage as in its judgment may be necessary, expedient, or proper for the operations thereof herein intended. Trains of the parties hereto shall be given equal dispatch, according to their class.

2.4 Owner shall employ all persons necessary to construct, operate, maintain, repair, and renew the Joint Trackage. Owner shall be bound to use only reasonable and customary care, skill, and diligence in the construction, operation, maintenance, repair, and renewal of the Joint Trackage and in managing same. The Joint Trackage shall be kept in a state of reasonable repair and reasonably suitable for the combined requirements of the parties and of such other railroad companies as Owner has heretofore admitted or may hereafter admit to use of the Joint Trackage. In the event there are conditions from time to time which require emergency slow orders with respect to any location on the main tracks comprised in the Joint Trackage, Owner shall, with reasonable promptness, repair such conditions so as to permit the removal of such emergency slow orders. Notwithstanding anything to the contrary contained in the Agreement, User shall not, by reason of Owner's performing or failing or neglecting to perform any construction, operation, maintenance, repair, renewal, or management of the Joint Trackage, have or make against Owner any claim or demand for any loss, damage, destruction, injury, or death whatsoever resulting therefrom. User shall be given the same advance notice of maintenance plans and schedules as is provided to Owner's personnel.

2.5 All officers, agents, and employees of Owner engaged in the management, operation, and maintenance of the Joint Trackage shall perform their duties in a fair, impartial, and just manner.

2.6 User, at its expense, shall install and maintain upon its Equipment such equipment, radios, or devices as may now or in the future be necessary or appropriate, in the reasonable judgment of Owner, for operation of trains upon the Joint Trackage. User will not, however, be required to install any equipment or devices not in use on Equipment of Owner. Owner shall consult with User prior to the adoption of new communication or signaling systems to be employed on the Joint Trackage which have not theretofore been generally adopted in the railroad industry.

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

2.8 Owner may from time to time substitute any track or tracks for those delineated in the Agreement for use by User provided there shall at all time be afforded User a continuous route of equal utility for the operations of its Equipment within the termini of the Joint Trackage. When such tracks which are not part of the Joint Trackage are used as provided herein, the Agreement shall govern for purposes of direction and control and liability as if all movement had been made over the Joint Trackage.

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

2.10 The operation by User on or along the Joint Trackage shall at all times be in accordance with the rules, instructions, and restrictions of Owner, but such rules, instructions, and restrictions shall be reasonable, just, and fair between all parties using the Joint Trackage and shall not unjustly discriminate against any of them.

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

2.12 The total cost of clearing a derailment, cleaning up any Hazardous Materials released during such derailment, and/or repairing the Joint Trackage or any other property damaged thereby shall be borne by the party or parties liable therefor in accordance with Section 4 of this Exhibit "B".

2.13 In the event of release of Hazardous Materials caused by faulty equipment or third parties, cleanup will be conducted and total costs resulting therefrom shall be borne by the parties as stated in Section 4 of this Exhibit "B".

2.14 All employees of User engaged in or connected with the operations of User on or along the Joint Trackage shall be required to pass periodic examination on the rules of Owner related to the Joint Trackage, provided, with respect to such examinations that, upon request of User, owner shall qualify one or more of User's supervisory officers on said rules and such supervisory officer or officers so qualified shall examine all employees of User engaged in or connected with User's operations on or along the Joint Trackage. Pending qualification of train and engine crews of User, Owner shall furnish a pilot or pilots, at the expense of User, as deemed necessary by owner to assist in operating trains of User over the Joint Trackage.

2.15 If any employee of User shall neglect, refuse, or fail to abide by Owner's rules, instructions, and restrictions governing the operation on or along the Joint Trackage, such employee shall, upon written request of Owner, be prohibited by User from working on the Joint Trackage. If either party shall deem it necessary to hold a formal investigation to establish such neglect, refusal, or failure on the part of any employee of User, then upon such notice presented in writing, owner and User shall promptly hold a joint investigation in which all parties concerned shall participate and bear the expense for its officers, counsel, witnesses, and employees. Notice of such investigations to employees of User shall be given by User's officers, and such investigation shall be conducted in accordance with the terms and conditions of schedule agreements between User and its employees. If, in the judgment of Owner, the result of such investigation warrants, such employee shall, upon written request of Owner, be withdrawn by User from service on the Joint Trackage, and User shall release and indemnify Owner from and against any and all claims and expenses because of such withdrawal.

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

2.16 If any Equipment of User is bad ordered enroute on the Joint Trackage and it is necessary that it be set out, such bad ordered Equipment shall, after being promptly repaired, be promptly picked up by User. Unless otherwise agreed, Owner may, upon request of User and at User's expense, furnish the required labor and material and perform light repairs to make such bad ordered Equipment safe for movement. The employees and Equipment of Owner while in any manner so engaged or while enroute to or returning to Owner's terminal from such an assignment shall be considered sole employees of User and sole property of User. However, should Owner after repairing such Equipment for User, move directly to perform service for Owner's benefit rather than return to Owner's terminal, then User's exclusive time and liability will end when owner's employees depart for work to be performed for Owner's benefit. In the case of such repairs by Owner to freight cars in User's account, billing therefor shall be in accordance with the Field and Office Manuals of the Interchange Rules adopted by the Association of American Railroads, hereinafter called "Interchange Rules", in effect at the date of performance of the repairs. Owner shall then prepare and submit billing directly to and collect from the car owner for car-owner responsibility items as determined under said Interchange Rules. Owner shall also submit billing to and collect from User any charges for repair to freight cars that are car-owner responsibility items, as determined under said Interchange Rules, should said car owner refuse or otherwise fail to make payment therefor.

2.17 If Equipment of User shall become derailed, wrecked, or otherwise disabled while upon the Joint Trackage, it shall be re-railed or cleared by Owner, except that employees of User may re-rail User's derailed Equipment on the Joint Trackage whenever use of motorized on or off track equipment is not required and prior permission has been granted by Owner. The costs and expenses of clearing derailments and wrecks shall be at User's expense unless otherwise provided for in allocation of liability in Section 5 of this Exhibit "B".

2.18 In the event Equipment of User shall be forced to stop on Joint Trackage, and such stoppage is due to insufficient hours of service remaining among User's employees, or due to mechanical failure of User's Equipment, or any other cause not resulting from an accident or derailment, and such Equipment is unable to proceed, or if a train of User fails to maintain the speed required by Owner on the Joint Trackage, or if in emergencies, crippled or otherwise defective Equipment is set out of User's trains on the Joint Trackage, Owner shall have the option to furnish motive power or such other assistance (including but not limited to the right to re-crew User's train) as may be necessary to haul, help or push such Equipment, or to properly move the disabled Equipment off the Joint Trackage. The costs and expenses of furnishing motive power or of rendering such other assistance shall be at User's expense.

2.19 In the event any accident, derailment, or wreck, hereinafter called "derailment" involving Units on or in a train operated by User or for User by Owner carrying hazardous materials, substances, or wastes, as defined pursuant to federal or state law, hereinafter called "Hazardous Materials" shall occur on any segment of the Joint Trackage, any report required by federal, state or local authorities shall be the responsibility of User. User shall also advise the owner/shipper of the Hazardous Materials involved in the derailment, and Owner, immediately.

Unless otherwise agreed by the parties, Owner shall assume responsibility for cleaning up any release of such Hazardous Materials from User's cars in accordance with all federal, state, or local regulatory requirements. User may have representatives at the scene of the derailment to observe and provide information and recommendations concerning the characteristics of Hazardous Materials release and the cleanup effort. Such costs shall be borne in accordance with Section 4 of the General Conditions.

If Hazardous Materials must be transferred to undamaged cars, User shall perform the transfer, provided, however, that if the Hazardous Materials are in damaged cars that are blocking the Joint Trackage, Owner, at its option, may transfer the Hazardous Materials. Transfers of Hazardous Materials by User shall only be conducted after being authorized by Owner.

Section 3. BILLING DEFAULT

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

3.2 Errors or disputed items in any bill shall not be deemed a valid excuse for delaying payment, and payments shall be made subject to subsequent adjustment; provided no exception

to any bill shall be honored, recognized, or considered if filed after the expiration of three (3) years from the last day of the calendar month during which the bill is rendered and no bill shall be rendered later than three (3) years (i) after the last day of the calendar month in which the expense covered thereby is incurred, or (ii) if in connection with a project for which a roadway completion report is required, after the last day of the calendar month in which the roadway completion report is made covering such project, with retirements and additions being reflected as appropriate adjustments to valuation bases retroactive up to three (3) years from date of billing, or (iii) in the case of claims disputed as to amount or liability, after the amount is settled and/or the liability(ies) established. This provision shall not limit the retroactive adjustment of billing made pursuant to retroactive adjustment of wage rates and settlement of wage claims.

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

All books, accounts, and records shall be maintained to furnish readily full information for each item in Accordance with 49 U.S.C. Section 11161 et seq. and the related regulations of the STB in 49 C.F.R. Part 1201, 1-3, et seq.

3.4 Should any amount become payable by Owner to User under the Agreement, the provisions of Section 3.1 through 3.3 of this Exhibit "B" shall apply with User as the billing party and Owner as the paying party.

3.5 Should User fail to make any payment when due which User is obligated to make under the Agreement, or fail in any other respect to perform as required under the Agreement, and such default shall continue for a period of six (6) months after notice in writing of such default is given by Owner to User, owner may at its election exclude User from the use of the Joint Trackage. Thereupon User shall surrender to Owner all said Joint Trackage and shall have no claim or demand upon it, by suit at law or otherwise, on account of said exclusion, provided that failure to make any payment which is the subject of arbitration or litigation between the parties shall not be deemed, pending the decision in such arbitration or litigation, cause of forfeiture hereunder.

Owner may waive such default subsequent, but no action of Owner in waiving any default shall affect any default of User or impair any rights of Owner resulting therefrom.

Section 4. COMPLIANCE WITH LAWS

4.1 User shall not treat, store or dispose of petroleum products or hazardous waste or hazardous substances, as defined in (i) the Resource Conservation and Recovery Act, as amended, or (ii) the Comprehensive Environmental Response Compensation and Liability Act, as amended, or (iii) subsequent legislation regulating discharges into the environment, on the Joint Trackage.

4.2 Responsibility for Environmental Claims (as defined in Section 4.6, below) as between the parties shall be borne as follows:

a) User shall be responsible for Environmental Claims to the extent they result from (i) the use of, or presence upon, the Joint Trackage by User or its contractors or invitees, or (ii) the negligence or willful misconduct of User, its contractors or invitees in operations on or over the Joint Trackage.

b) Owner shall be responsible for Environmental Claims to the extent that User is not responsible for such claims pursuant to Section 4.2.a, above.

4.3 Each party shall release the other party to the extent it is responsible for an Environmental Claim, and, to the extent of such responsibility, shall defend, indemnify, protect and save harmless such other party from and against such Environmental Claim and costs associated therewith, including, but not limited to, environmental consultant fees, Attorneys' fees and third party claims.

4.4 In the event of any incident, accident, derailment, or vehicle striking or being struck by Equipment (hereinafter "Derailment") involving Equipment operated by a party hereto carrying (i) hazardous materials, substances or wastes, as defined pursuant to Federal or State Law, or (ii) pollutants (hereinafter collectively referred to as "Hazardous Materials") shall occur on the Joint Trackage, any report required by Federal, State or local authorities shall be the responsibility of such party. Each party shall advise the other party immediately of the occurrence of a Derailment involving Equipment operated by the party carrying Hazardous Materials.

Unless otherwise agreed by the parties Owner shall undertake any Response Action (as defined in Section 4.5, below) in accordance with all Federal, State, or local regulatory requirements necessitated by a release of Hazardous Materials on Owner's right-of-way underlying the Joint Trackage from Equipment operated by either party hereto upon the occurrence of a Derailment. User shall have data or a representative available at the scene of any Derailment involving Equipment operated by it to provide information concerning the characteristics of Hazardous Materials released.

If following a Derailment upon the Joint Trackage Hazardous Materials must be transferred to undamaged cars or other vehicles, unless otherwise agreed by the parties, the party whose Equipment was involved in such Derailment shall perform the transfer; provided, however, that if the Hazardous Materials are in damaged cars of a train of User that are blocking the Joint Trackage, Owner shall transfer the Hazardous Materials; provided further that transfers of Hazardous Materials by User shall only be conducted after being authorized by Owner.

4.5 In the event any cleanup, response, removal or remediation of any environmental condition on the Joint Trackage is necessary (collectively referred to herein as "Response Action"), neither party shall be entitled to any damages, actual or consequential, by reason of the Response Action or interference with the other party's use of the Joint Trackage. Owner and its

contractors shall have full, unrestricted and unconditional access to the Joint Trackage for the purpose of completing or engaging in a Response Action for which Owner has any responsibility or, at Owner's option, a Response Action which Owner has undertaken should User fail to diligently pursue and complete such Response Action to the satisfaction of Owner; provided, however, that any Response Action (i) shall be undertaken and completed pursuant to a work plan (including a schedule) submitted to the other party for its review and, in the case of Owner, approval, and (ii) shall not unreasonably, in terms of duration or otherwise, restrict the other party's use of the Joint Trackage. Either party's completion of any of the other party's obligations hereunder shall not be deemed a waiver of such obligations under the Agreement. Owner shall have the right, but not the obligation, to conduct reasonable inspections of any Response Action of User and User shall provide Owner all information requested by Owner regarding any Response Action of User or any Environmental Claims for which User is responsible.

4.6 The term "Environmental Claim" means the direct costs of any cleanup, response, removal, remediation, natural resource damage, closure and/or post-closure required by any environmental conditions affecting the air, soil, surface waters, ground waters, streams, sediments and similar environmental conditions caused by, resulting from, arising out of, or occurring in connection with this Agreement.

4.7 The liability and indemnity provisions of this Section 4 shall continue in full force and effect regardless of whether this Agreement is terminated pursuant to any other provision, or the Joint Trackage is abandoned and vacated by User.

4.8 The total cost of clearing a Derailment, cleaning up any Hazardous Materials released during such Derailment, and/or repairing the Joint Tracks or any other property damaged thereby shall be borne by the party or parties liable therefor pursuant to the allocation of liability in Section 5 of this Exhibit "B".

Section 5. LIABILITY

5.1 Owner shall not be held liable for or on account of any loss, damage, or delay, to the trains, engines, cars or other property of any kind of either company, nor to freight, baggage or other property of any kind carried in or upon such trains, engines or cars, nor for or on account of any injury to or death of passengers or employees of either company, or for or on account of any injury to the person or property of any other individual or individuals, company or companies, corporation or corporations whatsoever, which may be incurred or sustained by reason of such trains being operated on the Joint Trackage, or by reason of such trains being delayed in such operation, in whatever manner the same may be caused or occasioned, whether by or through the negligence of the Owner, its agents or servants, or by reason of defects in tracks, structures, or facilities furnished by Owner, or otherwise, it being understood and agreed that all risk of such delays, loss, damage, injury and death shall be and is hereby assumed by User, and User shall and will hold harmless Owner from and against all liabilities or claims for all such delay, loss, damage, injury and death and shall and will execute and deliver, or cause to be executed and delivered, to Owner, upon request, a full and complete release, satisfaction and discharge of all claims therefor, and will pay, or cause to be paid, all costs and expenses incurred by either party in the clearing of wrecks and repairs to equipment, track and property in which by reason of such movement covered by this Agreement the engines, trains, or cars of User are concerned,

expenses and attorney's fees incurred in defending any action which may be brought against the Owner on account of any such claim or liability and any judgment which may be rendered against the Owner on account thereof. User shall pay all fines, penalties, costs and expenses imposed upon or incurred by Owner by reason of any violation by User of the Safety Appliance or other State or Federal Laws, and hold Owner harmless therefrom.

5.2 It is understood and agreed that a number of vehicular and pedestrian crossings of the Joint Trackage presently exist, or may be constructed. User agrees to accept all vehicular and pedestrian crossings in whatever condition they may be during the term of the Agreement and will not assert any claim, demand, or cause of action against Owner and will hold Owner harmless from any claim, demand, or cause of action arising out of any vehicular or pedestrian crossing accident on the Joint Trackage in which the engines, cars, or train of User is involved.

5.3 Each party hereto shall have the right to settle, or cause to be settled for it, all claims for damages for which such party shall be liable under the provisions of this Section 5 and to defend or cause to be defended all suits for recovery of any such damages.

In case a suit shall be commenced against either party hereto for or on account of damages for which the other party hereto may be solely or jointly liable under the provisions of this Section 5, the party so sued shall give notice to such other party of the pendency of such suit and thereupon such other party may assume or join in the defense of such suit.

In the event that more than one of the parties shall be liable hereunder for any damages and the same shall be settled by a voluntary payment of money or other valuable consideration by one of the parties so jointly liable therefor, release from liability shall be taken for and in the name of all parties so liable. In the event of any settlement in excess of Fifty Thousand Dollars (\$50,000), the settling party shall notify the other parties prior to settlement. Failure of the settling party to so notify the other parties prior to settlement shall not relieve the other parties of their obligation under the settlement agreement, so long as the settling party's failure to notify did not prejudice the other parties and then only to the extent of such prejudice.

If a judgment shall be recovered against and satisfied by one party involving a liability which should under the Agreement be borne entirely or participated in by the other parties, then all expensed of whatsoever nature, including costs and fees connected with such judgment and with the prosecution of the suit upon which it was based, shall be settled between the parties in strict accordance with the provisions of the Agreement and the party against which such judgment shall have been recovered shall be promptly reimbursed by such other parties to the extent to which the latter is indebted.

5.4 THE LIABILITY ASSUMED BY USER SHALL NOT BE AFFECTED BY THE FACT, IF IT IS A FACT, THAT THE DAMAGE, INJURY OR DEATH WAS CAUSED OR CONTRIBUTED TO BY THE NEGLIGENCE OF OWNER OR ITS EMPLOYEES OR AGENTS, EXCEPT TO THE EXTENT SUCH DAMAGE, INJURY OR DEATH IS PROXIMATELY CAUSED BY THE WANTON, WILLFUL AND/OR INTENTIONAL ACTS OR THE GROSS NEGLIGENCE OF OWNER.

THE INDEMNIFICATION OBLIGATION ASSUMED BY USER SHALL INCLUDE (1) INDEMNITY FOR THE NEGLIGENCE OR ALLEGED NEGLIGENCE,

WHETHER ACTIVE OR PASSIVE, WHERE THAT NEGLIGENCE IS A CAUSE OF THE LOSS OR DAMAGE; (2) INDEMNITY FOR STRICT LIABILITY RESULTING FROM VIOLATION OR ALLEGED VIOLATION OF ANY FEDERAL, STATE OR LOCAL LAW OR REGULATION, INCLUDING BUT NOT LIMITED TO THE FEDERAL EMPLOYER'S LIABILITY ACT (FELA), THE SAFETY APPLIANCE ACT, THE BOILER INSPECTION ACT, THE OCCUPATIONAL SAFETY AND HEALTH ACT (OSHA), THE RESOURCE ENVIRONMENTAL RESPONSE, COMPENSATION AND LIABILITY ACT (CERCLA), THE CLEAN WATER ACT (CWA), THE OIL POLLUTION ACT (OPA), AND ANY SIMILAR STATE STATUTES IMPOSED OR IMPLEMENTING SIMILAR STANDARDS; AND (3) INDEMNITY FOR ACTS OR ALLEGED ACTS OF GROSS NEGLIGENCE OF OWNER FOR WHICH PUNITIVE DAMAGES MIGHT BE SOUGHT, EXCEPT TO THE EXTENT PROXIMATELY CAUSED BY THE WANTON, WILLFUL AND/OR INTENTIONAL ACTS OR THE GROSS NEGLIGENCE OF OWNER.

Section 6. ARBITRATION

6.1 If at any time a question or controversy shall arise between the parties hereto in connection with the Agreement upon which the parties cannot agree, then, upon the written request of either party setting forth the issue in dispute, such question or controversy shall be submitted to arbitration. If the parties involved in such dispute are able to agree upon a single arbitrator experienced in matters of the character in dispute within thirty (30) days after the party desiring such arbitration (the "Demanding Party") shall notify in writing the other party or parties to such dispute (the "Noticed Parties), such dispute shall be submitted to such single arbitrator. Otherwise, the Demanding Party shall appoint an arbitrator and notify the Noticed Parties in writing of such appointment. Within twenty (20) days after receipt of said notice, the Noticed Parties shall each appoint an arbitrator and notify the Demanding Party in writing of such appointment. Should any Noticed Party fail within twenty (20) days after receipt of such notice to name its arbitrator, the arbitrator for the Demanding Party and the arbitrators for the other Noticed Parties, if any, shall select one for the Noticed Party so failing and, if they cannot agree, said arbitrator may be appointed by the Chief Judge (or acting Chief Judge) of the United States District Court for the District in which the headquarters office of the Demanding Party is located upon application by any party after ten (10) days' written notice to all other parties. The arbitrators so chosen, if an even number, shall select one additional arbitrator, to complete the board. If they fail to agree upon an additional arbitrator, the same shall, upon application of any party, be appointed by said judge in the manner heretofore stated.

Upon selection of the arbitrator(s), said arbitrator(s) shall with reasonable diligence determine the questions as disclosed in said notice of demand for arbitration, shall give all parties reasonable notice of the time and place (of which the arbitrator(s) shall be the judge) of hearing evidence and argument, may take such evidence as they deem reasonable or as either party may submit with witnesses required to be sworn, and may hear arguments of counsel or others. If any arbitrator declines or fails to act, the party (or parties in the case of a single arbitrator) by whom he was chosen or said judge shall appoint another to act in his place. After considering all evidence, testimony, and arguments, said single arbitrator or the majority of said board of

arbitrators shall promptly state such decision or award in writing which shall be final, binding, and conclusive on all parties to the arbitration when delivered to them. Until the arbitrator(s) shall issue the first decision or award upon any question submitted for arbitration, performance under the Agreement shall continue in the manner and form existing prior to the rise of such question. After delivery of said first decision or award, each party shall forthwith comply with said first decision or award immediately after receiving it.

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

6.2 The books and papers of all parties, as far as they relate to any matter submitted for arbitration, shall be open to the examination of the arbitrator(s).

Section 7. GOVERNMENTAL APPROVAL. ABANDONMENT

7.1 User shall, at its own cost and expense, initiate by appropriate application or petition and thereafter diligently prosecute proceedings for the procurement of all necessary consent, approval, or authority from any governmental agency for the sanction of the Agreement and the operations to be carried on by User thereunder. Owner, at its expense, shall assist and support said application or petition and will furnish such information and execute, deliver, and file such instrument or instruments in writing as may be necessary or appropriate to obtain such governmental consent, approval, or authority. User and Owner agree to cooperate fully to procure all such necessary consent, approval, or authority.

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

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

7.4 Upon termination of the Agreement, or any partial termination, as the applicable case may be, however the same may occur, User shall be released from any and all manner of obligations and shall be deemed to have forever relinquished, abandoned, surrendered, and renounced any and all right possessed by User to operate over that part of the Joint Trackage to which such termination applied, and as to such part, User shall forever release and discharge Owner of and from any and all manner of obligations, claims, demands, causes of action, or suits which User might have, or which might subsequently accrue to User growing out of or in any manner connected with, directly or indirectly, the contractual obligations of Owner under the

Agreement, in all events provided, however, the aforesaid relinquishment, abandonment, surrender, renunciation, release, and discharge of User shall not in any case affect any of the rights and obligations of either Owner or User which may have accrued, or liabilities accrued or otherwise, which may have arisen prior to such termination or partial termination. Upon any termination, Owner will remove from Owner's right-of-way any connecting track, and any exclusive facility of User, at User's expense with salvage to be delivered to and retained by User. Upon any partial termination of the Agreement, however the same may occur, the terms and conditions hereof shall continue and remain in full force and effect for the balance of the Joint Trackage.

7.5 Each party shall be responsible for any labor claims of, and shall bear the cost of employee protection payable to, its own employees, and the employees of companies affiliated with it, to the extent resulting from the entry into or operation of the Agreement. However, in the event the parties agree that Owner should retain employees or provide additional employees for the sole benefit of User, the parties shall enter into a separate written agreement providing that User shall bear all cost and expense for any such retained or additional employees, including, without limitation, all cost and expense associated with labor protection payments which are made by Owner and which would not have been incurred had such retention or provision of employees for the sole benefit of User not been required.

Section 8. OTHER CONSIDERATIONS

8.1 Nothing in the Agreement contained shall limit the right of Owner to admit other companies to the use of the Joint Trackage or any part thereof on such terms and conditions as are satisfactory to Owner, provided such admittance shall not materially hinder or obstruct the fair and reasonable exercise of the rights granted in the Agreement. Such other companies presently or hereafter admitted to the use of the Joint Trackage or any part thereof by Owner shall be considered Owner for the purpose of the Agreement. User shall have no right to admit any person, firm, or corporation to the use of the Joint Trackage.

8.2 The Agreement shall be binding upon and inure to the benefit of the parties hereto, their respective successor lessees, and assigns, but no sale, assignment, mortgage, or lease by User of any interest or right given it under the Agreement, separate and apart from a corporate merger, sale, assignment, mortgage or lease of User's railroad in its entirety, shall be valid or binding without the prior written consent of Owner, which consent will not unreasonably be withheld.

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

8.4 All notices, demands, requested, or submissions Which are required or permitted to be given pursuant to the Agreement shall be given by either party to the other in writing by serving the same upon the Vice President of Operations of each company.

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

8.6 In the event there shall be any conflict between the provisions of this Exhibit "B" and the Agreement, the provisions of the Agreement shall prevail.

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

End of Exhibit "B".

**VERIFIED NOTICE OF EXEMPTION
PURSUANT TO 49 C.F.R. § 1180.2(d)(8)**

FINANCE DOCKET NO. 34712 (Sub-No. 1)

**THE KANSAS CITY SOUTHERN RAILWAY COMPANY
-- TEMPORARY TRACKAGE RIGHTS EXEMPTION--
THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY**

EXHIBIT 3

CAPTION SUMMARY

CAPTION SUMMARY

SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 34712 (Sub-No. 1)

THE KANSAS CITY SOUTHERN RAILWAY COMPANY -- TEMPORARY TRACKAGE RIGHTS-- THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

The Burlington Northern And Santa Fe Railway Company ("BNSF") has agreed to grant overhead temporary trackage rights to The Kansas City Southern Railway Company ("KCS") over a portion of BNSF's railroad between Neosho, Missouri, BNSF Milepost 307.5, and Murray Yard, Kansas City, Missouri, BNSF'S Milepost 3.5X, a distance of 229.1 miles, for the sole purpose of allowing KCS to bridge its train service while KCS's main lines are out of service due to certain programmed track, roadbed and structural maintenance.

The temporary trackage rights [were effective on June 14, 2005] or [will be effective on July 21, 2005]. The authorization will expire on November 15, 2005.

This notice is filed under 49 C.F.R. § 1180.2(d)(8). Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at anytime. The filing of a petition to revoke will not stay the transaction.

Dated:

By the Board.

Vernon A. Williams,
Secretary