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CABLE ADDRESSES

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REGISTRATION NO. 125547

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INTERSTATE COMMERCE COMMISSION

0-44A003

No. []
Date DEC 9 1980
Fee \$ 50.00
ICC Washington D.C.

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The Kansas City Southern Railway Company
Conditional Sale Financing Dated as of November 15, 1980
13-1/8% Conditional Sale Indebtedness Due June 1, 1996
[CS&M Ref.: 1571-130]

Dear Madam:

Pursuant to 49 U.S.C. § 11303(a), I enclose here-with on behalf of The Kansas City Southern Railway Company, for filing and recordation, counterparts of the following:

(a) Conditional Sale Agreement dated as of November 15, 1980, between each of United-American Car Co., Greenville Steel Car Company and The Kansas City Southern Railway Company; and

(b) Agreement and Assignment dated as of November 15, 1980, between each of United-American Car Co., Greenville Steel Car Company and Metropolitan Life Insurance Company.

The names and addresses of the parties to the aforementioned Agreements are as follows:

(1) Assignee:

Metropolitan Life Insurance Company
One Madison Avenue
New York, N. Y. 10010

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BRANCH
DOCKET FILES

Rec'd November

Handwritten signature/initials

Vertical handwritten notes on right margin

(2) Builders-Vendor:

United-American Car Co.,
1870 The Exchange (Suite 260)
Atlanta, Georgia 30339

Greenville Steel Car Company
Union Street
Greenville, Pennsylvania 16125

(3) Railroad

The Kansas City Southern Railway Company
114 West Eleventh Street
Kansas City, Missouri 64105.

The equipment covered by the aforementioned agreements is listed in Exhibit A attached hereto. The equipment bears the legend "Ownership Subject to a Security Agreement Filed with the Interstate Commerce Commission".

Enclosed is our check for \$50 for the required recordation fee. Please accept for recordation one counterpart of the enclosed agreement, stamp the remaining counterparts with your recordation number and return them to the delivering messenger along with your fee receipt, addressed to the undersigned.

Very truly yours,



David Harari
As Agent for The Kansas City
Southern Railway Company

Interstate Commerce Commission,
Washington, D. C. 20423

Attention of Agatha L. Mergenovich, Secretary

Encls.

EXHIBIT A

See doc for change

Type	Builder's Specifications	AAR Mechanical Designation	Builder's Plant	Quantity	Railroad Road Numbers	Estimated Time and Place of Delivery
125-ton Pulpwood Cars (Builder--United-American Car Co.)	80-49D(W0109)	LP	Cartersville, Georgia	100	Note 1	Dec., 1980-Jan., 1981 Cartersville, Georgia.
100-ton Wood Chip Hopper Cars (Builder--Greenville Steel Car Company)	H-6052	HT	Greenville, Pennsylvania	130	Note 2	May, 1981-July, 1981 Greenville, Pennsylvania.
<p>Note 2: KCS 503002, KCS 503011, KCS 503029, KCS 503037, KCS 503045, KCS 503053, KCS 503061, KCS 503070, KCS 503088, KCS 503096, KCS 503100, KCS 503118, KCS 503126, KCS 503134, KCS 503142, KCS 503151, KCS 503169, KCS 503177, KCS 503185, KCS 503193, KCS 503207, KCS 503215, KCS 503223, KCS 503231, KCS 503240, KCS 503258, KCS 503266, KCS 503274, KCS 503282, KCS 503291, KCS 503304, KCS 503312, KCS 503321, KCS 503339, KCS 503347, KCS 503355, KCS 503363, KCS 503371, KCS 503380, KCS 503398, KCS 503401, KCS 503410, KCS 503428, KCS 503436, KCS 503444, KCS 503452, KCS 503461, KCS 503479, KCS 503487, KCS 503495, KCS 503509, KCS 503517, KCS 503525, KCS 503533, KCS 503541, KCS 503550, KCS 503568, KCS 503576, KCS 503584, KCS 503592, KCS 503606, KCS 503614, KCS 503622, KCS 503631, KCS 503649, KCS 503657, KCS 503665, KCS 503673, KCS 503681, KCS 503690, KCS 503703, KCS 503711, KCS 503720, KCS 503738, KCS 503746, KCS 503754, KCS 503762, KCS 503771, KCS 503789, KCS 503797, KCS 503801, KCS 503819, KCS 503827, KCS 503835, KCS 503843, KCS 503851, KCS 503860, KCS 503878, KCS 503886, KCS 503894, KCS 503908, KCS 503916, KCS 503924, KCS 503932, KCS 503941, KCS 503959, KCS 503967, KCS 503975, KCS 503983, KCS 503991, KCS 504009, KCS 504017, KCS 504025, KCS 504033, KCS 504041, KCS 504050, KCS 504068, KCS 504076, KCS 504084, KCS 504092, KCS 504106, KCS 504114, KCS 504122, KCS 504131, KCS 504149, KCS 504157, KCS 504165, KCS 504173, KCS 504181, KCS 504190, KCS 504203, KCS 504211, KCS 504220, KCS 504238, KCS 504246, KCS 504254, KCS 504262, KCS 504271, KCS 504289, KCS 504297.</p>						
<p>Note 1: KCS 605905, KCS 605913, KCS 605921, KCS 605930, KCS 605948, KCS 605956, KCS 605964, KCS 605972, KCS 605981, KCS 605999, KCS 606006, KCS 606014, KCS 606022, KCS 606031, KCS 606049, KCS 606057, KCS 606065, KCS 606073, KCS 606081, KCS 606090, KCS 606103, KCS 606111, KCS 606120, KCS 606138, KCS 606146, KCS 606154, KCS 606162, KCS 606171, KCS 606189, KCS 606197, KCS 606201, KCS 606219, KCS 606227, KCS 606235, KCS 606243, KCS 606251, KCS 606260, KCS 606278, KCS 606286, KCS 608294, KCS 606308, KCS 606316, KCS 606324, KCS 606332, KCS 606341, KCS 606359, KCS 606367, KCS 606375, KCS 606383, KCS 606391, KCS 606405, KCS 606413, KCS 606421, KCS 606430, KCS 606448, KCS 606456, KCS 606464, KCS 606472, KCS 606481, KCS 606499, KCS 606502, KCS 606511, KCS 606529, KCS 606537, KCS 606545, KCS 606553, KCS 606561, KCS 606570, KCS 606588, KCS 606596, KCS 606600, KCS 606618, KCS 606626, KCS 606634, KCS 606642, KCS 606651, KCS 606669, KCS 606677, KCS 606685, KCS 606693, KCS 606707, KCS 606715, KCS 606723, KCS 606731, KCS 606740, KCS 606758, KCS 606766, KCS 606774, KCS 606782, KCS 606791, KCS 606804, KCS 606812, KCS 606821, KCS 606839, KCS 606847, KCS 606855, KCS 606863, KCS 606871, KCS 606880, KCS 606898.</p>						

DEC 9 - 1980 - 9:50 AM

INTERSTATE COMMERCE COMMISSION

[CS&M Ref. No. 1571-130]

CONDITIONAL SALE AGREEMENT

Dated as of November 15, 1980

Between Each of

UNITED-AMERICAN CAR CO.,
GREENVILLE STEEL CAR COMPANY

and

THE KANSAS CITY SOUTHERN RAILWAY COMPANY

AGREEMENT AND ASSIGNMENT

Dated as of November 15, 1980

Between Each of

UNITED-AMERICAN CAR CO.,
GREENVILLE STEEL CAR COMPANY

and

METROPOLITAN LIFE INSURANCE COMPANY

(Covering 100 125-ton Pulpwood Flatcars
and 130 100-ton Wood Chip Hopper Cars)

[13-1/8% Conditional Sale Indebtedness Due June 1, 1996]

CONDITIONAL SALE AGREEMENT

Dated as of November 15, 1980

Between Each of

UNITED-AMERICAN CAR CO.,

GREENVILLE STEEL CAR COMPANY

and

THE KANSAS CITY SOUTHERN RAILWAY COMPANY

(Covering 100 125-ton Pulpwood Flatcars
and 130 100-ton Wood Chip Hopper Cars)

CONDITIONAL SALE AGREEMENT

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Note: This Table of Contents is for convenience of reference and is not part of the Agreement.

CONDITIONAL SALE AGREEMENT, dated as of November 15, 1980, between each of UNITED-AMERICAN CAR CO., GREENVILLE STEEL CAR COMPANY (individually the "Builder" or collectively the "Builders" or collectively or severally the "Vendor" as the context may require, all as more particularly set forth in Article 1 hereof), and THE KANSAS CITY SOUTHERN RAILWAY COMPANY, a Missouri corporation (the "Railroad").

WHEREAS the Builders severally have agreed to construct, sell and deliver to the Railroad, and the Railroad has agreed to purchase, the new railroad rolling stock equipment described in Schedule B attached hereto (the "Equipment") subject to the terms and conditions set forth herein;

NOW, THEREFORE, in consideration of the mutual promises, covenants and agreements hereinafter set forth, the parties hereto do hereby agree as follows:

ARTICLE 1. Definitions. The term "Vendor", whenever used in this Agreement, means, before any assignment of any of its rights hereunder, the respective corporations named in Item 1 of Schedule A hereto and their respective successors for the time being to their manufacturing properties and businesses, and, after any such assignment, both any assignee or assignees for the time being of such particular assigned rights as regards such rights, and also any assignor as regards any rights hereunder that are retained or excluded from any assignment. Whenever the term "Vendor" refers to a corporation named in Item 1 of Schedule A hereto, such term shall mean any or all such corporations, as the context may require. The term "Builder", whenever used in this Agreement, means, both before and after any such assignment, the respective corporations (as to the units of Equipment to be constructed by such corporation and sold hereunder) named in Item 1 of Schedule A hereto and their respective successors for the time being to their respective manufacturing properties and businesses.

The rights and obligations of the Builders under this Agreement are several in accordance with their inter-

ests and not joint. Accordingly, whenever this Agreement, by the use of such designation as "the Vendor", "such Builder" or other similar term, confers a right or imposes an obligation upon any corporation named in Item 1 of Schedule A hereto or its successor, such right or obligation shall be construed to accrue to or to be enforceable against only the specific corporation furnishing the units of Equipment giving rise to such right or obligation and its successors as herein provided.

ARTICLE 2. Sale and Purchase. Subject to the terms and conditions set forth in this Agreement, each Builder shall construct the units of the Equipment to be constructed by it as described in Schedule B hereto (such units of Equipment with respect to such Builder being hereinafter called "its Equipment") at its plant set forth in said Schedule B and will sell and deliver to the Railroad, and the Railroad will purchase from such Builder and accept delivery of and pay for (as hereinafter provided), such Equipment, each unit of which shall have been constructed in accordance with the specifications set forth therefor in Schedule B hereto and in accordance with such modifications thereof as may have been or may be agreed upon in writing between such Builder and the Railroad (which specifications and modifications, if any, are hereinafter called the "Specifications"). Each Builder represents and warrants that the design, quality and component parts of each unit of its Equipment shall conform, on the date of delivery of each thereof, to all Department of Transportation and Interstate Commerce Commission requirements and specifications and to all standards, if any, recommended by the Association of American Railroads reasonably interpreted as being applicable to equipment of the character of such units of its Equipment, and each unit of its Equipment will be new standard gauge railroad rolling stock equipment.

ARTICLE 3. Inspection and Delivery. Each Builder will deliver the units of its Equipment to the Railroad at the place or places specified in Schedule B hereto (or if Schedule B does not specify a place or places, at the place or places designated from time to time by the Railroad), freight charges, if any, prepaid, in accordance with the delivery schedule set forth in Schedule B hereto; provided, however, that no Builder shall have any obligation to deliver any unit of the Equipment hereunder at any time after the commencement

of any proceedings specified in clause (c) or (d) of Article 16 hereof or after any event of default (as described in Article 16 hereof), or event which with the lapse of time or demand, or both, could constitute such an event of default, shall have occurred and be continuing.

Each Builder's obligation as to time of delivery is subject, however, to delays resulting from causes beyond such Builder's reasonable control, including but not limited to acts of God, acts of government such as embargoes, priorities and allocations, war or war conditions, riot or civil commotion, sabotage, strikes, differences with workmen, accidents, fire, flood, explosion, damage to plant, equipment or facilities, delays in receiving necessary materials or delays of carriers or subcontractors.

Notwithstanding the preceding provisions of this Article 3, (1) any Equipment not delivered, accepted and settled for pursuant to Article 4 hereof on or before the Cut-Off Date (as defined in Article 4 hereof) shall be excluded herefrom and (2) if the aggregate Invoiced Purchase Prices (as defined in Article 4 hereof) of all Equipment previously settled for under this Agreement exceeds \$12,540,000, the Railroad may exclude herefrom any units of Equipment not theretofore settled for under this Agreement. If any unit or units of Equipment shall be excluded from this Agreement pursuant to the immediately preceding sentence, the Railroad and the Builder or Builders of such unit or units shall execute an agreement supplemental hereto limiting this Agreement to the Equipment not so excluded herefrom. Except to the extent otherwise expressly provided in the purchase order or orders covering the Equipment, the Railroad shall nevertheless be obligated to accept any Equipment excluded from this Agreement and pay the full purchase price therefor, determined as provided in this Agreement, if and when such Equipment shall be completed and delivered by such Builder, such payment to be in cash within 30 days following the later of the delivery of, or the presentation of the invoice for, such Equipment, either directly or, in case the Railroad shall arrange therefor, by means of a conditional sale agreement, equipment trust or such other appropriate method of financing as the Railroad shall determine and as shall be reasonably acceptable to such Builder.

During construction, the Equipment shall be subject to inspection and approval by the authorized

inspectors of the Railroad and each Builder shall grant to such authorized inspectors reasonable access to its plant. Each Builder agrees to inspect all materials used in the construction of its Equipment in accordance with the standard quality control practices of such Builder. Upon completion of each unit or of a number of units of the Equipment, such unit or units shall be presented to an inspector of the Railroad for inspection at the place specified for delivery of such unit or units, and if each such unit conforms to the Specifications, requirements and standards applicable thereto, on or prior to the Closing Date (as defined in Article 4 hereof) hereunder in respect thereof, such inspector or an authorized representative or an officer of the Railroad shall execute and deliver to such Builder a certificate of acceptance (a "Certificate of Acceptance") stating, on behalf of the Railroad, that such unit or units have been inspected and accepted by the Railroad under this Agreement and are marked in accordance with Article 7 hereof; provided, however, that such Builder shall not thereby be relieved of its warranty referred to in Article 14 hereof.

On delivery of each such unit hereunder at the place specified for delivery, the Railroad will assume the responsibility and risk of, and shall not be released from its obligations hereunder in the event of, any damage to or the destruction or loss of such unit; provided, however, that the Builder of such unit shall not thereby be relieved of its warranty referred to in Article 14 hereof.

ARTICLE 4. Purchase Price and Payment. The base price or prices per unit of the Equipment are set forth in certificates executed on behalf of the Railroad and each Builder with respect to the Equipment. Such base price or prices are subject to such increase or decrease as is agreed to by the Builder thereof and the Railroad. The term "Purchase Price" as used herein for any unit of the Equipment shall mean the base price or prices as so increased or decreased.

For the purpose of making settlement, the Equipment of each Builder shall be divided into groups of at least 50 (or, if less than 50, the remaining units of Equipment to be delivered by such Builder hereunder) units of the Equipment, delivered to and accepted by the Railroad (each such group being hereinafter called a Group), or otherwise as such Builder, the Railroad and the Vendor may agree to.

The Railroad hereby acknowledges itself to be indebted to the Vendor in the amount of, and hereby promises to pay in cash to the Vendor at such place as the Vendor may designate, the Purchase Price of the Equipment, as follows:

(a) on each Closing Date (as hereinafter defined) with respect to each Group the amount, if any, by which (x) the aggregate Purchase Price of all units of the Equipment for which settlement has theretofore or is then being made under this Agreement, as stated in the invoice or invoices presented (said invoiced prices being herein called the Invoiced Purchase Prices), exceeds (y) the sum of \$12,540,000 and any amount or amounts previously paid or payable by the Railroad with respect to the Invoiced Purchase Prices pursuant to this subparagraph (a); and

(b) in 15 equal consecutive annual installments, as hereinafter provided, an amount equal to the aggregate of the Invoiced Purchase Prices of all Groups less the amount, if any, paid or payable with respect thereto pursuant to subparagraph (a) of this paragraph (the aggregate of said installments being hereinafter called the "CSA Indebtedness").

If this Agreement shall be assigned by the Builders, the obligations of the Railroad under subparagraph (a) of the preceding paragraph of this Article 4 shall be an unsecured obligation and the Builders shall not have any lien on, or claim against, the Equipment or any part thereof with respect to such obligations.

The installments of the CSA Indebtedness shall be payable annually, in immediately available funds, on June 1 in each year commencing June 1, 1982, to and including June 1, 1996 (or, if any such date is not a business day (as hereinafter defined), on the next succeeding business day without interest or penalty), each such date being hereinafter called a "Payment Date". The unpaid portion of the CSA Indebtedness shall bear interest from the respective Closing Dates on which such Indebtedness was incurred at the rate of 13-1/8% per annum. Interest shall be payable to the extent accrued semiannually on each June 1 and December 1, commencing on June 1, 1981.

The term "Closing Date" with respect to any Group of the Equipment shall mean such date (on or after February 2, 1981, and on or prior to September 30, 1981 [the Cut-Off Date]), not more than 15 days following presentation by the Builder of the Equipment in such Group to the Railroad of the invoice and the Certificate or Certificates of Acceptance for such Group, as shall be fixed by the Railroad by written notice delivered to the Vendor at least 4 business days prior to the Closing Date designated therein; provided, however, that there shall be no more than 4 such Closing Dates, unless otherwise agreed by a Builder, the Railroad and the Vendor. Such notice shall set forth the number and the Invoiced Purchase Price of the units of Equipment to be settled for on such Closing Date and the amount or amounts payable by the Vendor to the Builder or Builders of such Equipment pursuant to the terms of any assignment by the Builders of their respective rights hereunder.

The term "business days" as used herein means calendar days excluding Saturdays, Sundays and any other day on which banking institutions in New York, New York, are authorized or obligated to remain closed.

All interest under this Agreement shall be calculated on the basis of a 360-day year of 12 30-day months.

The Railroad will pay, to the extent legally enforceable, interest at the rate of 14-1/8% per annum upon all amounts remaining unpaid after the same shall have become due and payable pursuant to the terms hereof, anything herein to the contrary notwithstanding.

All payments provided for in this Agreement shall be made in such coin or currency of the United States of America as at the time of payment shall be legal tender for the payment of public and private debts. Except as provided in Article 8 hereof, the Railroad shall not have the privilege of prepaying any installment of its indebtedness hereunder prior to the date it becomes due.

In the event the Vendor, pursuant to Article 15 hereof, assigns the right to receive the payments herein provided to be made by the Railroad, the assignee thereof may request the Railroad to make such payments to it at such address as shall be supplied to the Railroad by the assignee.

ARTICLE 5. Taxes. All payments to be made by the Railroad hereunder will be free of expense to the

Vendor for collection or other charges and will be free of expense to the Vendor with respect to the amount of any local, state, Federal or foreign taxes (other than net income, gross receipts [except gross receipts taxes in the nature of or in lieu of sales or use taxes], excess profits and similar taxes) or license fees, assessments, charges, fines or penalties hereafter levied or imposed upon or in connection with or measured by, this Agreement or any sale, use, payment, shipment, delivery or transfer of title under the terms hereof (all such expenses, taxes, license fees, assessments, charges, fines and penalties being hereinafter called "impositions"), all of which impositions the Railroad assumes and agrees to pay on demand. The Railroad will also pay promptly all impositions which may be imposed upon the Equipment delivered to it or for the use or operation thereof or upon the earnings arising therefrom or upon the Vendor solely by reason of its ownership thereof and will keep at all times all and every part of the Equipment free and clear of all impositions which might in any way affect the title of the Vendor or result in a lien upon any part of the Equipment; provided, however, that the Railroad shall be under no obligation to pay any impositions of any kind so long as it is contesting in good faith and by appropriate legal proceedings such impositions and the nonpayment thereof does not, in the opinion of counsel for the Vendor, adversely affect the property or rights of the Vendor in or to the Equipment or otherwise under this Agreement. If any such impositions shall have been charged or levied against the Vendor directly and paid by the Vendor, the Railroad shall reimburse the Vendor upon presentation of an invoice therefor, and any amounts so paid by the Vendor shall be secured by and under this Agreement; provided, however, that the Railroad shall not be obligated to reimburse the Vendor for any impositions so paid unless the Vendor shall have been legally liable with respect thereto (as evidenced by an opinion of counsel for the Vendor) or unless the Railroad shall have approved the payment thereof.

ARTICLE 6. Title to the Equipment. Except as provided in Article 8 hereof, the Vendor shall and hereby does retain the full legal title to and property in the Equipment until the Railroad shall have made all its payments under this Agreement and shall have kept and performed all its agreements herein contained, notwithstanding the delivery of the Equipment to and the possession and use thereof by the Railroad as provided in this Agree-

ment. Any and all additions to the Equipment and any and all replacements of the Equipment and of parts thereof and additions thereto shall constitute accessions to the Equipment and shall be subject to all the terms and conditions of this Agreement and included in the term "Equipment" as used in this Agreement.

Except as otherwise specifically provided in Article 8 hereof, when and only when the full indebtedness in respect of the Purchase Price of the Equipment, together with interest and all other payments as herein provided, shall have been paid, and all the Railroad's obligations herein contained shall have been performed by the Railroad, absolute right to the possession of, title to and property in the Equipment shall pass to and vest in the Railroad without further transfer or action on the part of the Vendor. However, the Vendor, if so requested by the Railroad at that time, will (a) execute a bill or bills of sale for the Equipment transferring its title thereto and property therein to the Railroad, or upon its order, free of all liens, security interests and other encumbrances created or retained hereby and deliver such bill or bills of sale to the Railroad at its address referred to in Article 21 hereof, (b) execute and deliver at the same place, for filing, recording or depositing in all necessary public offices, such instrument or instruments in writing as may be necessary or appropriate in order then to make clear upon the public records the title of the Railroad to the Equipment and (c) pay to the Railroad any money paid to the Vendor pursuant to Article 8 hereof and not theretofore applied as therein provided. The Railroad hereby waives and releases any and all rights, existing or that may be acquired, in or to the payment of any penalty, forfeit or damages for failure to execute and deliver such bill or bills of sale or instrument or instruments or to file any certificate of payment in compliance with any law or statute requiring the filing of the same, except for failure to execute and deliver the same within a reasonable time after written demand by the Railroad.

ARTICLE 7. Marking of the Equipment. The Railroad will cause each unit of the Equipment to be kept numbered with its identifying number as set forth in Schedule B hereto, or in the case of Equipment not there listed such identifying number as set forth in any amend-

ment or supplement extending this Agreement to cover such Equipment, and will keep and maintain, plainly, distinctly, permanently and conspicuously marked on each side of each unit, in letters not less than one inch in height, the words "OWNERSHIP SUBJECT TO A SECURITY AGREEMENT FILED WITH THE INTERSTATE COMMERCE COMMISSION" or other appropriate markings approved by the Vendor, with appropriate changes thereof and additions thereto as from time to time may be required by law in order to protect the Vendor's title to and property in such Equipment and its rights under this Agreement. The Railroad will not place any such unit in operation or exercise any control or dominion over the same until such markings have been made thereon and will replace promptly any such markings which may be removed, defaced or destroyed. The Railroad will not change the identifying number of any unit of such Equipment except in accordance with a statement of new number or numbers to be substituted therefor, which statement previously shall have been filed with the Vendor by the Railroad and filed, recorded and deposited by the Railroad in all public offices where this Agreement shall have been filed, recorded and deposited.

Except as provided in the immediately preceding paragraph, the Railroad will not allow the name of any person, association or corporation (other than the Vendor) to be placed on any unit of the Equipment as a designation that might be interpreted as a claim of ownership; provided, however, that the Railroad may cause the Equipment to be lettered with the names or initials or other insignia of the Railroad or its affiliates.

ARTICLE 8. Casualty Occurrences; Replacement Equipment; Insurance. In the event that any unit of the Equipment shall be worn out, obsolete, lost, stolen, destroyed, or irreparably damaged, or otherwise rendered permanently unfit for use from any cause whatsoever, or taken or requisitioned by condemnation or otherwise (such occurrences being hereinafter called "Casualty Occurrences"), and in the event that the total Casualty Value (as hereinafter defined) of units that shall have suffered a Casualty Occurrence shall exceed \$50,000 (exclusive of units having suffered a Casualty Occurrence with respect to which a written notice shall have been given to the Vendor pursuant to this Article 8), the Railroad shall promptly (after it has knowledge of such Casualty Occurrence) and fully inform the Vendor in regard thereto by written notice. When the aggregate Casualty

Value of all units having suffered a Casualty Occurrence (exclusive of units having suffered a Casualty Occurrence with respect to which a payment shall have been made to the Vendor pursuant to this Article 8 or to which the Railroad has received a credit pursuant to the following paragraph) shall exceed \$200,000, the Railroad shall on the next date for the payment of principal or interest on the CSA Indebtedness occurring at least 30 days after it has knowledge of such event, pay to the Vendor a sum equal to the aggregate Casualty Value of such units of the Equipment as of the date of such payment and shall file with the Vendor a certificate of an officer of the Railroad setting forth such Casualty Value; provided, however, that if a proceeding specified in clause (c) or (d) of Article 16 hereof shall have been commenced or an event of default or event which with notice, lapse of time and/or demand or failure to take action provided for in Article 16 hereof shall have occurred and be continuing (any such commencement, event of default or event being herein called a "Default"), the Railroad shall forthwith after it has knowledge of any Casualty Occurrence pay to the Vendor a sum equal to the aggregate Casualty Value of each unit of the Equipment suffering a Casualty Occurrence as of the date of such payment. Any money paid to the Vendor pursuant to this Article 8 shall be applied on the date of receipt thereof to the prepayment of the installments of the CSA Indebtedness in the inverse order of maturity, without premium. The Railroad shall also pay to the Vendor on the date of any such prepayment the unpaid interest accrued hereunder in respect of the CSA Indebtedness so prepaid.

So long as no Default shall have occurred and be continuing, the Railroad may, at any time after it has informed the Vendor in regard to a Casualty Occurrence, cause to be transferred to the Vendor a replacement unit or units of new standard-gauge railroad rolling stock (other than passenger or work equipment) to replace units suffering a Casualty Occurrence and receive credit therefor in an amount equal to the cost thereof (as evidenced by the invoice therefor specified in the next paragraph) against any Casualty Value payment it might otherwise be required to make in respect of the unit or units which shall have suffered the Casualty Occurrence. Such unit or units of replacement equipment shall have a useful life at least as long as that which the Equipment described in Schedule B hereto would have had on the date of such replacement but for the Casualty Occurrence.

Whenever the Railroad shall cause any unit of replacement equipment to be transferred to the Vendor in lieu of making all or any part of any Casualty Value payment, the Railroad shall deliver to the Vendor at the time of transfer of such replacement unit bills of sale, invoices and certificates of acceptance, substantially in the form provided by the first assignment of this Agreement by the Builders, together with:

(1) a certificate of an officer of the Railroad certifying (i) that such replacement unit is new "standard gauge" railroad rolling stock (other than passenger or work equipment), (ii) the date such unit was first put into service, (iii) that such unit has a useful life at least as long as the Equipment of the type described in Schedule B hereto would have had but for the Casualty Occurrence and has been marked as required by the provisions of this Article 8 and (iv) the cost thereof;

(2) an opinion of counsel for the Railroad that title to such replacement unit is vested in the Vendor free and clear from all claims, liens, security interests and other encumbrances except the rights of the Railroad under this Agreement, that such unit has come under and become subject to this Agreement pursuant to a supplement hereto, that all necessary filings have been made to perfect the interests of the Vendor therein and that, in the event of the filing of a petition for the reorganization of the Railroad pursuant to Title 11 of the United States Code, the Vendor shall have the benefits of 11 U.S.C. § 1168 (as now in effect or as hereafter amended) with respect to such replacement unit; and

(3) an executed counterpart of the supplement referred to in clause (2) above stamped to show filing under 49 U.S.C. § 11303.

The Casualty Value of each unit of the Equipment (other than a replacement unit) shall be deemed to be that amount which bears the same ratio to the original Purchase Price thereof (less, in the event that the Railroad shall have made any payment or payments under the provisions of subparagraph (a) of the third paragraph of Article 4 hereof, an amount which bears the same ratio to the aggregate of all such payments as the original Purchase Price of such unit bears to the original aggregate Purchase Price of all the Equipment)

as the unpaid CSA Indebtedness (without giving effect to any prepayments then or theretofore made pursuant to this Article 8) as of the date such Casualty Value is determined bears to the original CSA Indebtedness. The Casualty Value of each replacement unit shall be deemed to be that amount which bears the same ratio to the cost thereof as of the date of acquisition by the Vendor of such replacement unit as the unpaid CSA Indebtedness (without giving effect to any prepayments then or theretofore made pursuant to this Article 8) as of the date such Casualty Value is determined bears to the unpaid CSA Indebtedness (without giving effect to any such prepayments) as of the date of acquisition by the Vendor of such replacement unit.

The Railroad will cause any replacement unit or units to be marked as provided in Article 7 hereof. Any and all replacements of Equipment or parts thereof shall constitute accessions to the Equipment and shall be subject to all appropriate terms and conditions of this Agreement as though part of the original Equipment delivered hereunder and shall be included in the term "Equipment" as used in this Agreement; provided, however, that nothing herein shall result in a Builder having any liability or obligation with respect to any replacement unit or units or parts thereof not manufactured or sold by it. Title to all such replacement units and parts shall be taken initially and shall remain in the name of the Vendor subject to the provisions hereof, and the Railroad shall execute, acknowledge, deliver, file, record or deposit all such documents (including the filing of a supplement to this Agreement with the Interstate Commerce Commission pursuant to 49 U.S.C. § 11303) and do any and all such acts as may be necessary to cause such replacement units to come under and be subject to this Agreement. All such replacement units and parts shall be guaranteed and warranted in like manner as is customary at the time for similar equipment.

In order to facilitate the sale or other disposition of any Equipment suffering a Casualty Occurrence, the Vendor shall, upon request of the Railroad, after full satisfaction by the Railroad of its obligations hereunder in respect of the Casualty Value of such Equipment, execute and deliver to the Railroad or the Railroad's vendee, assignee or nominee, a bill of sale (without warranties) for such Equipment, and such other documents as may be required to release such Equipment or part thereof from the terms and scope of this Agreement, in such form as may be reasonably requested by the Railroad.

The Railroad will at all times prior to the payment of the full indebtedness in respect of the Purchase Price of the Equipment, together with interest thereon and all other payments required hereby, at its own expense, cause to be carried and maintained insurance in respect of the Equipment at the time subject hereto, and public liability insurance, in amounts and against risks customarily insured against by railroad companies on or in respect of similar equipment, and in any event in amounts and against risks comparable to those insured against by the Railroad on or in respect of similar equipment owned by it.

ARTICLE 9. Maintenance; Compliance with Laws and Rules. Except as provided in Article 8 hereof, the Railroad will at all times maintain the Equipment or cause the Equipment to be maintained in good order and repair at its own expense.

During the term of this Agreement, the Railroad will at all times comply in all respects with all laws of the jurisdictions in which its operations involving the Equipment may extend, with the interchange rules of the Association of American Railroads and with all lawful rules of the Department of Transportation, Interstate Commerce Commission and any other legislative, executive, administrative or judicial body exercising any power or jurisdiction over the Equipment, to the extent that such laws and rules affect the title, operation or use of the Equipment, and in the event that such laws or rules require any alteration, replacement or addition of any part on any unit of the Equipment, the Railroad will conform therewith, at its own expense; provided, however, that the Railroad may in good faith contest the validity or application of any such law or rule in any reasonable manner which does not, in the opinion of the Vendor, adversely affect the property or rights of the Vendor under this Agreement.

ARTICLE 10. Reports and Inspections. So long as any of the CSA Indebtedness shall be outstanding hereunder, on or before March 31 in each year, commencing with the calendar year 1982, the Railroad shall furnish to the Vendor an accurate statement signed by an officer of the Railroad (A) setting forth as at the preceding December 31 the total number, description and identifying numbers of all units of the Equipment (i) that have suffered a Casualty Occurrence during the preceding 12 months (or since the date of this Agreement in the case of the first such

statement), and (ii) that are undergoing repairs or have been withdrawn from service for repairs (other than running repairs), and containing such other information regarding the condition and state of repair of the Equipment as the Vendor may reasonably request and (B) stating that, (i) in the case of all Equipment repaired or repainted during the period covered by such statement, the numbers and markings required by Article 7 hereof have been preserved or replaced and (ii) the insurance which the Railroad is required to carry and maintain pursuant to the last paragraph of Article 8 hereof is in effect. The Vendor shall have the right, by its agents, to inspect the Equipment and the Railroad's records with respect thereto at such reasonable times as the Vendor may request during the term of this Agreement.

So long as any CSA Indebtedness shall be unpaid, the Railroad will deliver to the Vendor (i) as soon as available, and in any event within 60 days after the end of the applicable accounting period, two copies of the consolidated balance sheet of the Railroad as of the end of its respective first, second and third quarterly accounting periods in each fiscal year and two copies of the related consolidated statements of income and retained earnings of the Railroad for the portion of its fiscal year ended with the last day of its quarterly accounting period, all in reasonable detail, certified by any Vice President or the Treasurer of the Railroad and stating in comparative form the figures for the corresponding date and period in the previous fiscal year, (ii) as soon as available, and in any event within 120 days after the end of each fiscal year, copies, in comparative form with the preceding fiscal year, of the consolidated balance sheet of the Railroad as at the end of such fiscal year, and of the consolidated statements of income and retained earnings of the Railroad for such fiscal year, all in reasonable detail and stating in comparative form the consolidated figures as of the end of and for the previous fiscal year, and certified by the Railroad's independent public accountants who shall be of recognized national standing and (iii) as soon as available, copies of all material regular and periodic reports to the Securities and Exchange Commission and the Interstate Commerce Commission, including each Annual Report, which are required to be filed by the Railroad. The Railroad further agrees to furnish to the Vendor (x) immediately upon becoming aware of the existence of a Default (as defined in Article 8 hereof), a written notice which

specifies the nature of the Default and what action the Railroad is taking or proposes to take with respect thereto and (y) with reasonable promptness, such other data as from time to time may be reasonably requested.

The Railroad will permit the Vendor and any representatives of the Vendor to discuss the affairs, finances and accounts of the Railroad with its principal officers all at such reasonable times and as often as may be requested.

ARTICLE 11. Possession and Use. The Railroad, so long as an event of default shall not have occurred under this Agreement and be continuing, shall be entitled to the possession of the Equipment and the use thereof upon the lines or routes owned or operated by it either alone or jointly with others and whether under lease or otherwise, or upon the lines or routes owned or operated by any carrier controlled by, or under common control with, the Railroad, or over which it or any affiliate has trackage rights, or upon connecting and other carriers in the usual interchange of traffic or pursuant to run-through agreements, from and after delivery of the Equipment by the Builders to the Railroad, but only upon and subject to all the terms and conditions of this Agreement. In addition, the Railroad may transfer its rights hereunder with respect to the Equipment or any unit thereof to one or more wholly owned railroad subsidiaries and may lease the Equipment to one or more railroad affiliates or, under a written lease for a term not exceeding six months (including all renewal or extension options reserved to the lessee or lessor), to a responsible company, as determined by the Railroad, in any such case without being released from its obligations under this Agreement and subject to all the rights and remedies of the Vendor hereunder. The Railroad may receive and retain compensation for such uses and leases from other carriers or companies so using or leasing any unit or units of the Equipment. The Railroad will not permit any unit of the Equipment to be put in service involving the regular operation and maintenance thereof outside the United States of America, except in the usual interchange of traffic.

ARTICLE 12. Prohibition Against Liens. The Railroad will pay or discharge any and all sums claimed by any party from, through or under the Railroad, its successors or assigns which, if unpaid, might become a lien, charge or security interest on the Equipment, or any unit thereof,

equal or superior to the Vendor's title thereto or property therein; provided, however, that the Railroad shall be under no obligation to pay or discharge any such claim so long as it is contesting in good faith and by appropriate legal proceedings such claim and the nonpayment thereof does not, in the opinion of counsel for the Vendor, adversely affect the property or rights of the Vendor in or to the Equipment or otherwise under this Agreement. Any amounts paid by the Vendor in discharge of liens, charges or security interests upon the Equipment until reimbursed therefor by the Railroad or otherwise shall be secured by and under this Agreement.

This covenant will not be deemed breached by reason of liens for taxes, assessments or governmental charges or levies, in each case not due and delinquent, or undetermined or inchoate materialmen's, mechanics', workmen's, repairmen's or other like liens arising in the ordinary course of business and, in each case, not delinquent.

ARTICLE 13. Railroad's Indemnities. The Railroad agrees to indemnify, protect and hold harmless the Vendor from and against all losses, damages, injuries, liabilities, claims and demands whatsoever, regardless of the cause thereof, and expenses in connection therewith, including counsel fees, arising out of retention by the Vendor of title to the Equipment hereunder, the use and operation thereof by the Railroad during the period when title thereto remains in the Vendor or the transfer of title to the Equipment by the Vendor pursuant to any of the provisions of this Agreement. This covenant of indemnity shall continue in full force and effect notwithstanding the full payment of all sums due under this Agreement, or the satisfaction, discharge or termination of this Agreement in any manner whatsoever.

ARTICLE 14. Builders' Warranties of Material and Workmanship; Patent Indemnities. The agreement of the parties relating to each Builder's warranty of material and workmanship is set forth in Item 2 of Schedule A hereto and the agreement of the parties relating to patent indemnification is set forth in Item 3 of said Schedule A. Such patent indemnification provisions shall continue in full force and effect notwithstanding the full payment of all sums under this Agreement or the satisfaction, discharge or termination of this Agreement in any manner whatsoever.

ARTICLE 15. Assignments. Except as provided in Article 11 hereof, the Railroad will not sell, assign, transfer or otherwise dispose of its rights under this Agreement or transfer the right to possession of any unit of the Equipment without first obtaining the written consent of the Vendor. A sale, assignment, transfer or disposition to a railroad company organized under the laws of the United States of America or any of the states thereof which shall acquire all or substantially all the lines of railroad of the Railroad, and which, by execution of an appropriate instrument satisfactory to the Vendor, shall assume and agree to perform each of and all the obligations and covenants of the Railroad under this Agreement, shall not be deemed a breach of this covenant.

All or any of the rights, benefits and advantages of the Vendor under this Agreement, including the right to receive the payments herein provided to be made by the Railroad, may be assigned by the Vendor and reassigned by any assignee at any time or from time to time. No such assignment shall subject any assignee to, or relieve any Builder from, any of the obligations of such Builder to deliver the Equipment in accordance with this Agreement or to respond to its warranties and indemnities contained or referred to in Article 14 hereof, or relieve the Railroad of any of its obligations to such Builder or the Vendor under Articles 2, 3, 4, 5, 13 and 14 hereof and this Article 15 or of any other obligation which, according to its terms and context, is intended to survive an assignment.

Upon any such assignment either the assignor or the assignee shall give written notice to the Railroad, together with a counterpart or copy of such assignment, stating the identity and post-office address of the assignee, and such assignee shall by virtue of such assignment acquire all the assignor's right, title and interest in and to the Equipment and this Agreement, or in and to a portion thereof, as the case may be, subject only to such reservations as may be contained in such assignment. From and after the receipt by the Railroad of the notification of any such assignment, all payments thereafter to be made by the Railroad under this Agreement shall, to the extent so assigned, be made to the assignee in such manner as it may direct.

The Railroad recognizes that it is the custom to assign conditional sale agreements and understands that the assignment of this Agreement, or of some of or all the

rights of the Vendor hereunder, is contemplated. The Railroad expressly represents, for the purpose of assurance to any person, firm or corporation considering the acquisition of this Agreement or of all or any of the rights of the Vendor hereunder and for the purpose of inducing such acquisition, that in the event of such assignment by the Vendor as hereinbefore provided the rights of such assignee to the entire unpaid indebtedness in respect of the Purchase Price or such part thereof as may be assigned, together with interest thereon, as well as any other rights hereunder which may be so assigned, shall not be subject to any defense, setoff, counterclaim or recoupment whatsoever arising out of any breach of any obligation of a Builder with respect to the Equipment of such Builder or the specifications, delivery or warranty thereof, or with respect to any indemnity herein contained, nor subject to any defense, setoff, counterclaim or recoupment whatsoever arising by reason of any other indebtedness or liability at any time owing to the Railroad by a Builder. Any and all such obligations, howsoever arising, shall be and remain enforceable by the Railroad against and only against the respective Builders.

In the event of any such assignment or successive assignments by the Vendor, the Railroad will, if necessary and upon request of the assignee, change the markings on each side of each unit of the Equipment so as to be consistent with the interests of the assignee in the Equipment. The cost of such markings in the event of an assignment of not less than all the Equipment at the time covered by this Agreement shall be borne by the Railroad and, in the event of an assignment of less than all such Equipment, such cost shall be borne by such assignee.

The Railroad will (a) in connection with any settlement for the Equipment subsequent to such assignment, deliver to the assignee, at the time of delivery of notice fixing the Closing Date for such Equipment, all documents required by the terms of such assignment to be delivered to such assignee by the Railroad in connection with such settlement, in such number of counterparts or copies as may reasonably be requested, and (b) furnish to such assignee such number of counterparts of any other certificate or paper required from the Railroad by the Vendor as may reasonably be requested.

If this Agreement shall have been assigned by the Builders and the assignee shall not make payment to a

Builder with respect to units of its Equipment as provided in the instrument making such assignment, such Builder will promptly notify the Railroad of such event and, if such amount shall not have been previously paid by such assignee, the Railroad will, except as provided in the purchase order for such Equipment, not later than 90 days after the date such payment was due, pay or cause to be paid to such Builder the aggregate unpaid Purchase Price of such units, together with interest from the date such payment was due to the date of payment by the Railroad at the prime rate of interest of Morgan Guaranty Trust Company of New York in effect on the date such payment was due.

ARTICLE 16. Defaults. In the event that any one or more of the following events of default shall occur and be continuing, to wit:

(a) the Railroad shall fail to pay in full any indebtedness in respect of the Purchase Price of the Equipment or any other sum payable by the Railroad as provided in this Agreement on the day on which payment thereof shall be due hereunder; or

(b) the Railroad shall, for more than 30 days after the Vendor shall have demanded in writing performance thereof, fail or refuse to comply with any covenant, agreement, term or provision of this Agreement, or of any agreement entered into concurrently herewith relating to the financing of the Equipment, on its part to be kept or performed or to make provision satisfactory to the Vendor for such compliance; or

(c) a petition for reorganization under Title 11 of the United States Code, as now constituted or hereafter amended, shall be filed by or against the Railroad and, unless such petition shall have been dismissed, nullified, stayed or otherwise rendered ineffective (but then only so long as such stay shall continue in force or such ineffectiveness shall continue), all the obligations of the Railroad under this Agreement shall not have been duly assumed in writing, pursuant to a court order or decree, by a trustee or trustees appointed (whether or not subject to ratification) in such proceedings in such manner that such obligations shall have the same status as expenses of administration and obligations incurred by

such trustee or trustees, within 60 days after such petition shall have been filed; or

(d) any other proceeding shall be commenced by or against the Railroad for any relief under any bankruptcy or insolvency law, or law relating to the relief of debtors, readjustments of indebtedness, reorganizations, arrangements, compositions or extensions (other than a law which does not permit any readjustment of the indebtedness payable hereunder), and, unless such proceedings shall have been dismissed, nullified, stayed or otherwise rendered ineffective (but then only so long as such stay shall continue in force or such ineffectiveness shall continue), all the obligations of the Railroad under this Agreement shall not have been duly assumed in writing, pursuant to a court order or decree, by a trustee or trustees or a receiver or receivers appointed (whether or not subject to ratification) for the Railroad or for its property in connection with any such proceedings in such manner that such obligations shall have the same status as expenses of administration and obligations incurred by such trustee or trustees or receiver or receivers, within 60 days after such proceedings shall have been commenced; or

(e) the Railroad shall make or suffer any unauthorized assignment or transfer of this Agreement or any interest herein or any unauthorized transfer of the right to possession of any unit of the Equipment;

then at any time after the occurrence of such an event of default the Vendor may, upon written notice to the Railroad and upon compliance with any mandatory legal requirements then in force and applicable to such action by the Vendor, declare (a "Declaration of Default") the entire indebtedness in respect of the Purchase Price of the Equipment, together with the interest thereon then accrued and unpaid, immediately due and payable, without further demand, and thereafter the aggregate of the unpaid balance of such indebtedness and interest shall bear interest from the date of such Declaration of Default at the rate per annum specified in Article 4 hereof as being applicable to amounts remaining unpaid after becoming due and payable, to the extent legally enforceable. The Vendor shall

thereupon be entitled to recover judgment for the entire unpaid balance of the indebtedness in respect of the Purchase Price of the Equipment so payable, with interest as aforesaid, and to collect such judgment out of any property of the Railroad wherever situated. The Railroad shall promptly notify the Vendor of any event which has come to its attention which constitutes, or which with the giving of notice or lapse of time, or both, could constitute, an event of default under this Agreement.

The Vendor may at its election waive any such event of default and its consequences and rescind and annul any Declaration of Default by notice to the Railroad in writing to that effect, and thereupon the respective rights of the parties shall be as they would have been if no such event of default had occurred and no Declaration of Default had been made. Notwithstanding the provisions of this paragraph, it is expressly agreed by the Railroad that time is of the essence of this Agreement and that no such waiver, rescission or annulment shall extend to or affect any other or subsequent default or impair any rights or remedies consequent thereon.

ARTICLE 17. Remedies. At any time during the continuance of a Declaration of Default, the Vendor may, subject to compliance with any mandatory legal requirements then in force and applicable to the action to be taken by the Vendor, take or cause to be taken by its agent or agents immediate possession of the Equipment, or one or more of the units thereof, without liability to return to the Railroad any sums theretofore paid and free from all claims whatsoever, except as hereinafter in this Article 17 expressly provided, and may remove the same from possession and use of the Railroad or any other person and for such purpose may enter upon the Railroad's premises or any other premises where the Equipment may be located (without judicial process if this can be done without breach of the peace) and may use and employ in connection with such removal any supplies, services and aids and any available trackage and other facilities or means of the Railroad.

In case the Vendor rightfully shall demand possession of the Equipment pursuant to this Agreement and shall reasonably designate a point or points upon the premises of the Railroad for the delivery of the Equipment to the Vendor, the Railroad shall, at its own expense, forthwith and in the usual manner (including, without

limitation, giving prompt telegraphic and written notice to the Association of American Railroads and all railroads to which any part of the Equipment has been interchanged to return the Equipment so interchanged), cause the Equipment to be moved to such point or points on its lines as shall be designated by the Vendor and shall there deliver the Equipment or cause it to be delivered to the Vendor. At the option of the Vendor, the Vendor may keep the Equipment on any of the lines or premises of the Railroad until the Vendor shall have leased, sold or otherwise disposed of the same, and for such purpose the Railroad agrees to furnish, without charge for rent or storage, the necessary facilities at any reasonable point or points selected by the Vendor and to permit inspection of the Equipment by the Vendor, the Vendor's representatives and prospective purchasers and users. This agreement to deliver the Equipment and furnish facilities as hereinbefore provided is of the essence of the agreement between the parties, and, upon application to any court of equity having jurisdiction in the premises, the Vendor shall be entitled to a decree against the Railroad requiring specific performance hereof. The Railroad hereby waives any and all claims against the Vendor and its agent or agents for damages of whatever nature in connection with any retaking pursuant to this Agreement of any unit of the Equipment in any reasonable manner.

At any time during the continuance of a Declaration of Default, the Vendor (after retaking possession of the Equipment as hereinbefore in this Article 17 provided) may at its election and upon such notice as is hereinafter set forth retain the Equipment in satisfaction of the entire indebtedness in respect of the Purchase Price of the Equipment and make such disposition thereof as the Vendor shall deem fit. Written notice of the Vendor's election to retain the Equipment shall be given to the Railroad by telegram or registered mail, addressed as provided in Article 21 hereof, and to any other persons to whom the law may require notice, within 30 days after such Declaration of Default. In the event that the Vendor should elect to retain the Equipment and no objection is made thereto within the 30-day period described in the second proviso below, all the Railroad's rights in the Equipment shall thereupon terminate and all payments made by the Railroad may be retained by the Vendor as compensation for the use of the Equipment by the Railroad; provided, however, that if the Railroad, before the expiration of the 30-day period

described in the proviso below, should pay or cause to be paid to the Vendor the total unpaid balance of the indebtedness in respect of the Purchase Price of the Equipment, together with interest thereon accrued and unpaid and all other payments due under this Agreement as well as expenses of the Vendor in retaking possession of, removing, storing and maintaining the Equipment and the Vendor's reasonable attorneys' fees, then in such event absolute right to the possession of, title to and property in the Equipment shall pass to and vest in the Railroad; provided further that if the Railroad or any other persons notified under the terms of this paragraph object in writing to the Vendor within 30 days from the receipt of notice of the Vendor's election to retain the Equipment, then the Vendor may not so retain the Equipment, but shall sell, lease or otherwise dispose of it or continue to hold it pending sale, lease or other disposition as hereinafter provided or as may otherwise be permitted by law. If the Vendor shall have given no notice to retain as hereinabove provided or notice of intention to dispose of the Equipment in any other manner, it shall be deemed to have elected to sell the Equipment in accordance with the provisions of this Article 17.

At any time during the continuance of a Declaration of Default, the Vendor, with or without retaking possession thereof, at its election and upon reasonable notice to the Railroad and to any other persons to whom the law may require notice of the time and place, may sell the Equipment, or any unit thereof, free from any and all claims of the Railroad or any other party claiming from, through or under the Railroad at law or in equity, at public or private sale and with or without advertisement as the Vendor may determine; provided, however, that if, prior to such sale and prior to the making of a contract for such sale, the Railroad should tender full payment of the total unpaid balance of the indebtedness in respect of the Purchase Price of the Equipment, together with interest thereon accrued and unpaid and all other payments due under this Agreement as well as expenses of the Vendor in retaking possession of, removing, storing, maintaining, holding and preparing the Equipment for, and otherwise arranging for, the sale and the Vendor's reasonable attorneys' fees, then in such event absolute right to the possession of, title to and property in the Equipment shall pass to and vest in the Railroad. The proceeds of such sale, less the attorneys' fees and any other expenses incurred by the

Vendor in retaking possession of, removing, storing, maintaining, holding, preparing for sale and selling the Equipment, shall be credited on the amount due to the Vendor under the provisions of this Agreement.

Any sale hereunder may be held or conducted at such place or places and at such time or times as the Vendor may specify, in one lot and as an entirety or in separate lots and without the necessity of gathering at the place of sale the property to be sold, and in general in such manner as the Vendor may determine. The Railroad shall be given written notice of such sale not less than ten days prior thereto, by telegram or registered mail addressed to the Railroad as provided in Article 21 hereof. If such sale shall be a private sale (which shall be deemed to mean only a sale where an advertisement for bids has not been published in a newspaper of general circulation, or a sale where fewer than 40 corporate offerees have been solicited in writing to submit bids), it shall be subject to the right of the Railroad to purchase or provide a purchaser, within ten days after notice of the proposed sale price, at the same price offered by the intending purchaser or a better price. The Vendor or the Railroad may bid for and become the purchaser of the Equipment, or any unit thereof, so offered for sale. In the event that the Vendor shall be the purchaser of the Equipment, it shall not be accountable to the Railroad (except to the extent of any surplus money received as hereinafter provided in this Article 17), and in payment of the purchase price therefor the Vendor shall be entitled to have credited on account thereof all or any part of the sums due to the Vendor from the Railroad hereunder. From and after the date of any such sale, the Railroad shall pay to the Vendor the per diem interchange for each unit of Equipment which shall not have been assembled, as hereinabove provided, by the date of such sale for each day from the date of such sale to the date of delivery to the purchaser at such sale.

Each and every power and remedy hereby specifically given to the Vendor shall be in addition to every other power and remedy hereby specifically given or now or hereafter existing at law or in equity, and each and every power and remedy may be exercised from time to time and simultaneously and as often and in such order as may be deemed expedient by the Vendor. All such powers and remedies shall be cumulative, and the exercise of one shall not be deemed a waiver of the right to exercise any other

or others. No delay or omission of the Vendor in the exercise of any such power or remedy and no renewal or extension of any payments due hereunder shall impair any such power or remedy or shall be construed to be a waiver of any default or an acquiescence therein. Any extension of time for payment hereunder or other indulgence duly granted to the Railroad shall not otherwise alter or affect the Vendor's rights or the Railroad's obligations hereunder. The Vendor's acceptance of any payment after it shall have become due hereunder shall not be deemed to alter or affect the Railroad's obligations or the Vendor's rights hereunder with respect to any subsequent payments or default therein.

If after applying all sums of money realized by the Vendor under the remedies herein provided, there shall remain any amount due to it under the provisions of this Agreement, the Railroad shall pay the amount of such deficiency to the Vendor upon demand, together with interest from the date of such demand to the date of payment by the Railroad at the rate per annum set forth in Article 4 hereof as being applicable to amounts remaining unpaid after becoming due and payable and, if the Railroad shall fail to pay such deficiency, the Vendor may bring suit therefor and shall be entitled to recover a judgment therefor against the Railroad. If, after applying as aforesaid all sums realized by the Vendor, there shall remain a surplus in the possession of the Vendor, such surplus shall be paid to the Railroad.

The Railroad will pay all reasonable expenses, including attorneys' fees, incurred by the Vendor in enforcing its remedies under the terms of this Agreement. In the event that the Vendor shall bring any suit to enforce any of its rights hereunder and shall be entitled to judgment, then in such suit the Vendor may recover reasonable expenses, including attorneys' fees, and the amount thereof shall be included in such judgment.

The foregoing provisions of this Article 17 are subject in all respects to all mandatory legal requirements at the time in force and applicable thereto.

ARTICLE 18. Applicable State Laws. Any provision of this Agreement prohibited by any applicable law of any jurisdiction (which is not overridden by applicable Federal law) shall as to such jurisdiction be ineffective,

without modifying the remaining provisions of this Agreement. Where, however, the conflicting provisions of any such applicable law may be waived, they are hereby waived by the Railroad to the full extent permitted by law, it being the intention of the parties hereto that this Agreement shall be deemed to be a conditional sale and enforced as such.

Except as otherwise provided in this Agreement, the Railroad, to the full extent permitted by law, hereby waives all statutory or other legal requirements for any notice of any kind, notice of intention to take possession of or to sell or lease the Equipment, or any unit thereof, and any other requirements as to the time, place and terms of the sale or lease thereof, and any other requirements with respect to the enforcement of the Vendor's rights under this Agreement and any and all rights of redemption.

ARTICLE 19. Recording, etc. The Railroad will, at its own expense, cause this Agreement, any assignments hereof and any amendments or supplements hereto or thereto to be filed with the Interstate Commerce Commission pursuant to 49 U.S.C. § 11303. The Railroad will from time to time do and perform any other act and will execute, acknowledge, deliver, file, refile, register, deposit, record and rerecord any and all further instruments required by law or reasonably requested by the Vendor for the purpose of proper protection, to the satisfaction of counsel for the Vendor, of its interests in and to the Equipment and its rights under this Agreement or for the purpose of carrying out the intention of this Agreement. The Railroad will promptly furnish to the Vendor certificates or other evidence of such filing, registering, depositing and recording satisfactory to the Vendor.

This Agreement creates a security interest for the benefit of the Vendor in the Equipment the possession and use of which has been or will be transferred to the Railroad, which security interest secures payment and performance by the Railroad of its obligations under this Agreement.

ARTICLE 20. Payment of Expenses. The Railroad will pay all reasonable costs and expenses (other than the fees and expenses of counsel for the Builders) incident to this Agreement and the first assignment of this Agreement (including the fees and expenses of an agent or any suc-

cessor agent, if the first assignee is an agent), and any instrument supplemental or related hereto or thereto, and all fees and expenses of Messrs. Cravath, Swaine & Moore, as special counsel for the first assignee of this Agreement and for any party initially acquiring interests in such first assignment, and all reasonable legal expenses in connection with the transfer by any party of interests acquired in such first assignment. If the first assignee is not an agent, such assignee may, so long as any CSA Indebtedness shall be unpaid, appoint a bank or trust company located in the Borough of Manhattan, City and State of New York, having capital and surplus aggregating at least \$50,000,000 to act as agent on its behalf to hold all the right, title and interest of the Builders under this Agreement assigned to it, all upon and subject to the terms and conditions provided for in a written agreement to be entered into by the first assignee and such agent in form and substance satisfactory to the first assignee and such agent; and the Railroad hereby agrees to pay all reasonable fees, costs and expenses of such agent.

ARTICLE 21. Notice. Any notice hereunder to any of the parties designated below shall be deemed to be properly served if delivered or mailed to it at its chief place of business at the following specified addresses:

(a) to the Railroad, at 114 West Eleventh Street, Kansas City, Missouri 64105,

(b) to a Builder, at its address specified in Item 1 of Schedule A hereto, and

(c) to any assignee of the Vendor or of the Railroad, at such address as may have been furnished in writing to each of the other parties hereto by such assignee,

or at such other address as may have been furnished in writing by such party to the other parties to this Agreement.

ARTICLE 22. Article Headings; Effect and Modification of Agreement. All article headings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

This Agreement, including the Schedules hereto,

exclusively states the rights of the Vendor and the Railroad with respect to the Equipment and, except to the extent expressly provided in the third paragraph of Article 3 hereof, the first paragraph of Article 4 hereof and the final paragraph of Article 15 hereof, supersedes all other agreements, oral or written, with respect to the Equipment. No variation or modification of this Agreement and no waiver of any of its provisions or conditions shall be valid unless in writing and signed by duly authorized officers of the Vendor and the Railroad.

ARTICLE 23. Law Governing. The terms of this Agreement and all rights and obligations hereunder shall be governed by the laws of the State of Missouri; provided, however, that the parties shall be entitled to all rights conferred by 49 U.S.C. § 11303 and such additional rights arising out of the filing, recording or deposit hereof, if any, and of any assignment hereof, as shall be conferred by the laws of the several jurisdictions in which this Agreement or any assignment hereof shall be filed, recorded or deposited, or in which any unit of the Equipment shall be located, including any Federal law in respect of the same, and any rights arising out of the marking of the units of Equipment as provided in Article 7 hereof.

ARTICLE 24. Execution. This Agreement may be executed in any number of counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute but one and the same contract, which shall be sufficiently evidenced by any such original counterpart. It shall not be necessary that any counterpart be signed by all the parties so long as any counterpart be signed by the Railroad and one or more Builders. Each Builder shall be bound hereunder notwithstanding the failure of any other Builder to execute and deliver this Agreement or to perform its obligations hereunder. Although this Agreement is dated as of the date first set forth above, for convenience, the actual date or dates of execution hereof by the parties hereto is or are, respectively, the date or dates stated in the acknowledgments hereto annexed.

IN WITNESS WHEREOF, the parties hereto, each pursuant to due corporate authority, have caused this instrument to be executed in their respective corporate names by their officers, thereunto duly authorized, and

their respective corporate seals to be hereunto affixed,
duly attested, all as of the date first above written.

THE KANSAS CITY SOUTHERN
RAILWAY COMPANY,

by Robert E. Zimmerman
Vice President

[Corporate Seal]

Attest:

Walter W. Dallas
Assistant Secretary

UNITED-AMERICAN CAR CO.,

by J.P. [Signature]
Vice President

[Corporate Seal]

Attest:

[Signature]
Assistant Secretary

GREENVILLE STEEL CAR COMPANY,

by _____
Vice President

[Corporate Seal]

Attest:

Assistant Secretary

COMMONWEALTH OF PENNSYLVANIA,)
) ss.:
COUNTY OF MERCER,)

On this day of December 1980, before me personally appeared , to me personally known, who, being by me duly sworn, says that he is Vice President of GREENVILLE STEEL CAR COMPANY, that one of the seals affixed to the foregoing instrument is the corporate seal of said Corporation, that said instrument was signed and sealed on behalf of said Corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said Corporation.

[NOTARIAL SEAL]

Notary Public

SCHEDULE A

- Item 1: (a) United-American Car Co., a Delaware corporation, 1870 The Exchange, Suite 260, Atlanta, Georgia 30339.
- (b) Greenville Steel Car Company, a Pennsylvania corporation, Union Street, Greenville, Pennsylvania 16125.
- Item 2: (a) United-American Car Co. (hereinafter in this Schedule A called "United-American") warrants that its Equipment will be built in accordance with the Specifications and the standards and requirements referred to in Article 2 of this Agreement and warrants its Equipment will be free from defects in material (except as to specialties incorporated therein which were specified or supplied by the Railroad and not manufactured by United-American) and workmanship under normal use and service. United-American's obligation under this Item 2(a) is limited to making good at its plant any part or parts of any unit of its Equipment which shall, within one year after the delivery of such unit to the Railroad, be returned to United-American with transportation charges prepaid and which United-American's examination shall disclose to its satisfaction to have been thus defective; provided, however, that this warranty will be subject to the following limitations: (i) warranty coverage on unit running gear and contact points to unit structures is restricted to one year or 25,000 miles, whichever first occurs; and (ii) normal use and service is deemed to require inspection, adjustment, maintenance and compliance with United-American's written instructions and any applicable Federal, state or local laws or regulations. United-American hereby assigns to the Railroad all of United-American's right, title and interest in, to and under any and all warranties, indemnities and similar agreements of the manufacturers, vendors and suppliers of equipment, materials and parts not manufactured by United-American which are incorporated in or attached to its Equipment.

THE FOREGOING WARRANTY OF UNITED-AMERICAN IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, AND OF ALL OTHER OBLIGATIONS OR LIABILITIES ON THE PART OF UNITED-AMERICAN, EXCEPT FOR ITS OBLIGATIONS UNDER ARTICLES 2, 3, 4 AND 14 OF THIS AGREEMENT, and United-American neither assumes nor authorizes any person to assume for it any other liability in connection with the construction and delivery of its Equipment, except as aforesaid. It is further understood that in no event shall United-American be liable for indirect or consequential damages of any kind.

United-American further agrees with the Railroad that neither the inspection as provided in Article 3 of this Agreement, nor any examination, nor the acceptance of any units of its Equipment as provided in said Article 3 shall be deemed a waiver or a modification by the Railroad of any of its rights under this Item 2(a).

- (b) Greenville Steel Car Company (hereinafter in this Schedule A called "Greenville") warrants that its Equipment will be built in accordance with the Specifications and the standards and requirements referred to in Article 2 of this Agreement and warrants its Equipment will be free from defects in material (except as to specialties incorporated therein specified by the Railroad and not manufactured by Greenville) and workmanship and design (except as to designs specified by the Railroad and not developed by Greenville) under normal use and service, Greenville's obligation under this Item 2(b) being limited to making good at its plant any part or parts of any unit of its Equipment which shall, within one year or 50,000 miles, whichever occurs first, after the delivery of such unit to the Railroad, be returned to Greenville with transportation charges prepaid and which examination by Greenville shall disclose to its satisfaction to have been thus defective. In no event shall Greenville be liable to anyone for any incidental, special or consequential damages of

any kind. The foregoing warranty is expressly in lieu of all other warranties, expressed or implied, including any implied warranty of merchantability or fitness for a particular purpose, except for its obligations or liabilities under Articles 2, 3, 4 and 14 of this Agreement, and Greenville neither assumes nor authorizes any person to assume for it any other liability in connection with the construction and delivery of its Equipment.

Greenville further agrees with the Railroad that neither the inspection as provided in Article 3 of this Agreement, nor any examination, nor the acceptance of any units of its Equipment as provided in said Article 3 shall be deemed a waiver or a modification by the Railroad of any of its rights under this Item 2(b).

- Item 3: (a) Except in case of designs, processes or combinations specified by the Railroad and not developed or purported to be developed by United-American, and articles and materials specified by the Railroad and not manufactured by United-American, United-American agrees to indemnify, protect and hold harmless the Railroad from and against any and all liability, claims, demands, costs, charges and expenses, including royalty payments and counsel fees, in any manner imposed upon or accruing against the Railroad because of the use in or about the construction or operation of its Equipment, or any unit thereof, of any design, process, combination, article or material infringing or claimed to infringe on any patent or other right. The Railroad likewise will indemnify, protect, and hold harmless United-American from and against any and all liability, claims, demands, costs, charges and expenses, including royalty payments and counsel fees, in any manner imposed upon or accruing against United-American because of the use in or about the construction or operation of its Equipment, or any unit thereof, of any design, process or combination specified by the Railroad and not developed or purported to be developed by United-American, or article or material specified by the Railroad and not manufactured by United-American, which

infringes or is claimed to infringe on any patent or other right. United-American agrees to and hereby does, to the extent legally possible without impairing any claim, right or cause of action hereinafter referred to, transfer, assign, set over and deliver to the Railroad every claim, right and cause of action which United-American has or hereafter shall have against the originator or seller or sellers of any design, process, combination, article or material specified by the Railroad and used by United-American in or about the construction or operation of its Equipment, or any unit thereof, on the ground that any such design, process, combination, article or material or operation thereof infringes or is claimed to infringe on any patent or other right, and United-American further agrees to execute and deliver to the Railroad all and every such further assurances as may be reasonably requested by the Railroad more fully to effectuate the assignment, transfer and delivery of every such claim, right and cause of action. The Railroad will give notice to United-American of any claim known to the Railroad on the basis of which liability may be charged against United-American hereunder.

- (b) Except in cases of articles or materials specified by the Railroad and not manufactured by Greenville and in cases of designs, systems, processes, formulae or combinations specified by the Railroad and not developed or purported to be developed by Greenville, Greenville agrees to indemnify, protect and hold harmless the Railroad from and against any and all liability, claims, costs, charges and expenses, including royalty payments and counsel fees, in any manner imposed upon or accruing against the Railroad, its assigns or the users of its Equipment, because of the use in or about the construction or operation of any of such Equipment, of any design, system, process, formula, combination, article or material which infringes or is claimed to infringe on any patent or other right. Greenville agrees to and hereby does, to the extent legally possible without impairing any claim, right or cause of action hereinafter

referred to, assign, set over and deliver to the Railroad every claim, right and cause of action which Greenville has or hereafter shall have against the seller or sellers of any designs, systems, processes, formulae, combinations, articles or materials specified by the Railroad and purchased or otherwise acquired by Greenville for use in or about the construction or operation of any of its Equipment on the ground that any such design, system, process, formula, combination, article or material or operation thereof infringes or is claimed to infringe on any patent or other right. Greenville further agrees to execute and deliver to the Railroad or the users of its Equipment all and every such further assurance as may be reasonably requested more fully to effectuate the assignment and delivery of every such claim, right and cause of action. The Railroad will give notice to Greenville of any claim known to the Railroad from which liability may be charged against Greenville hereunder.

Type	Builder's Specifications	AAR Mechanical Designation	Builder's Plant	Quantity	Railroad Road Numbers	Estimated Time and Place of Delivery
125-ton Pulpwood Cars (Builder--United-American Car Co.)	80-49D(W0109)	LP	Cartersville, 100 Georgia	100	Note 1	Dec., 1980-Jan., 1981 Cartersville, Georgia.
100-ton Wood Chip Hopper Cars (Builder--Greenville Steel Car Company)	H-6052	HT	Greenville, 130 Pennsylvania	130	Note 2	May, 1981-July, 1981 Greenville, Pennsylvania.
<i>YOK</i> (2) Note 1:	KCS 503002, KCS 503011, KCS 503029, KCS 503037, KCS 503045, KCS 503053, KCS 503061, KCS 503070, KCS 503088, KCS 503096, KCS 503100, KCS 503118, KCS 503126, KCS 503134, KCS 503142, KCS 503151, KCS 503169, KCS 503177, KCS 503185, KCS 503193, KCS 503207, KCS 503215, KCS 503223, KCS 503231, KCS 503240, KCS 503258, KCS 503266, KCS 503274, KCS 503282, KCS 503291, KCS 503304, KCS 503312, KCS 503321, KCS 503339, KCS 503347, KCS 503355, KCS 503363, KCS 503371, KCS 503380, KCS 503398, KCS 503401, KCS 503410, KCS 503428, KCS 503436, KCS 503444, KCS 503452, KCS 503461, KCS 503479, KCS 503487, KCS 503495, KCS 503509, KCS 503517, KCS 503525, KCS 503533, KCS 503541, KCS 503550, KCS 503558, KCS 503576, KCS 503584, KCS 503592, KCS 503606, KCS 503614, KCS 503622, KCS 503631, KCS 503649, KCS 503657, KCS 503665, KCS 503673, KCS 503681, KCS 503690, KCS 503703, KCS 503711, KCS 503720, KCS 503738, KCS 503746, KCS 503754, KCS 503762, KCS 503771, KCS 503789, KCS 503797, KCS 503801, KCS 503819, KCS 503827, KCS 503835, KCS 503843, KCS 503851, KCS 503860, KCS 503878, KCS 503886, KCS 503894, KCS 503908, KCS 503916, KCS 503924, KCS 503932, KCS 503941, KCS 503959, KCS 503967, KCS 503975, KCS 503983, KCS 503991, KCS 504009, KCS 504017, KCS 504025, KCS 504033, KCS 504041, KCS 504050, KCS 504068, KCS 504076, KCS 504084, KCS 504092, KCS 504106, KCS 504114, KCS 504122, KCS 504131, KCS 504149, KCS 504157, KCS 504165, KCS 504173, KCS 504181, KCS 504190, KCS 504203, KCS 504211, KCS 504220, KCS 504238, KCS 504246, KCS 504254, KCS 504262, KCS 504271, KCS 504289, KCS 504297.					
<i>YOK</i> (1) Note 2:	KCS 605905, KCS 605913, KCS 605921, KCS 605930, KCS 605948, KCS 605956, KCS 605964, KCS 605972, KCS 605981, KCS 605999, KCS 606006, KCS 606014, KCS 606022, KCS 606031, KCS 606049, KCS 606057, KCS 606065, KCS 606073, KCS 606081, KCS 606090, KCS 606103, KCS 606111, KCS 606120, KCS 606138, KCS 606146, KCS 606154, KCS 606162, KCS 606171, KCS 606189, KCS 606197, KCS 606201, KCS 606219, KCS 606227, KCS 606235, KCS 606243, KCS 606251, KCS 606260, KCS 606278, KCS 606286, KCS 606294, KCS 606308, KCS 606316, KCS 606324, KCS 606332, KCS 606341, KCS 606359, KCS 606367, KCS 606375, KCS 606383, KCS 606391, KCS 606405, KCS 606413, KCS 606421, KCS 606430, KCS 606448, KCS 606456, KCS 606464, KCS 606472, KCS 606481, KCS 606499, KCS 606502, KCS 606511, KCS 606529, KCS 606537, KCS 606545, KCS 606553, KCS 606561, KCS 606570, KCS 606588, KCS 606596, KCS 606600, KCS 606618, KCS 606626, KCS 606634, KCS 606642, KCS 606651, KCS 606669, KCS 606677, KCS 606685, KCS 606693, KCS 606707, KCS 606715, KCS 606723, KCS 606731, KCS 606740, KCS 606758, KCS 606766, KCS 606774, KCS 606782, KCS 606791, KCS 606804, KCS 606812, KCS 606821, KCS 606839, KCS 606847, KCS 606855, KCS 606863, KCS 606871, KCS 606880, KCS 606898.					

[CS&M Ref. No.: 1571-130]

AGREEMENT AND ASSIGNMENT

Dated as of November 15, 1980

Between Each of

UNITED-AMERICAN CAR CO.,

GREENVILLE STEEL CAR COMPANY

and

METROPOLITAN LIFE INSURANCE COMPANY

AGREEMENT AND ASSIGNMENT

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Note: This Table of Contents is for convenience of reference and is not part of the Agreement.

AGREEMENT AND ASSIGNMENT, dated as of November 15, 1980, between each of UNITED-AMERICAN CAR CO., GREENVILLE STEEL CAR COMPANY (individually called a "Builder" and collectively the "Builders") and METROPOLITAN LIFE INSURANCE COMPANY (said Company, together with its successors and assigns, being hereinafter called the "Assignee").

WHEREAS the Builders and The Kansas City Southern Railway Company (the "Railroad") have entered into a Conditional Sale Agreement dated as of the date hereof (the "CSA") covering the construction, sale and delivery, on the conditions therein set forth, by the Builders, severally, and the purchase by the Railroad of the railroad rolling stock equipment described in Schedule B to the CSA (said equipment being hereinafter called the "Equipment" and the Equipment constructed, sold and delivered by each Builder being hereinafter sometimes called "its Equipment");

NOW, THEREFORE, THIS AGREEMENT AND ASSIGNMENT (this "Assignment") WITNESSETH: That, in consideration of the sum of \$1 and other good and valuable consideration paid by the Assignee to the Builders, the receipt of which is hereby acknowledged, as well as of the mutual covenants herein contained, the parties hereby agree as follows:

SECTION 1. Each Builder hereby assigns, transfers and sets over unto the Assignee:

(a) all the right, title and interest of such Builder in and to each unit of its Equipment when and as severally delivered to and accepted by the Railroad, subject to payment by the Assignee to such Builder of the amount required to be paid under Section 4 hereof;

(b) all the right, title and interest of such Builder in and to the CSA (except the right to construct and deliver its Equipment and the right to receive the payments specified in the third paragraph of Article 3 thereof and in subparagraph (a) of the third paragraph of Article 4 thereof and the last paragraph of Article 15 thereof and reimbursements for taxes paid or incurred by such Builder as provided

in Article 5 thereof), and in and to any and all amounts which may be or become due or owing by the Railroad to such Builder under the CSA on account of its indebtedness in respect of the Purchase Price (as defined in the CSA) of its Equipment and interest thereon, and in and to any other sums becoming due from the Railroad under the CSA other than those hereinabove excluded; and

(c) except as limited by subparagraph (b) hereof, all such Builder's rights, powers, privileges and remedies under the CSA;

without any recourse against such Builder for or on account of the failure of the Railroad to make any of the payments provided for in, or otherwise to comply with, any of the provisions of the CSA; provided, however, that this Assignment shall not subject the Assignee to, or transfer, or pass, or in any way affect or modify, the liability of such Builder to construct and deliver its Equipment in accordance with the CSA or with respect to its obligations contained or referred to in Article 14 of the CSA, or relieve the Railroad from its obligations to such Builder contained or referred to in Articles 2, 3, 4, 5, 13, 14 and 15 of the CSA, it being agreed that, notwithstanding this Assignment, or any subsequent assignment pursuant to the provisions of Article 15 of the CSA, all obligations of such Builder to the Railroad with respect to its Equipment shall be and remain enforceable by the Railroad, its successors and assigns, against and only against such Builder. Each Builder hereby authorizes and empowers the Assignee, in the Assignee's own name or in the name of the Assignee's nominee, or in the name of and as attorney hereby irrevocably constituted for such Builder, to ask, demand, sue for, collect, receive and enforce any and all sums to which the Assignee is or may become entitled under this Assignment and to ask, demand, sue for and enforce compliance by the Railroad with the terms and agreements on its part to be performed under the CSA, but at the expense and liability and for the sole benefit of the Assignee.

SECTION 2. Each Builder agrees that it will construct and deliver its Equipment to the Railroad in accordance with the provisions of the CSA; and that, notwithstanding this Assignment, it will perform and fully comply with each of and all the covenants and conditions of the CSA set forth to be performed and complied with by

such Builder. No Builder will deliver any of its Equipment to the Railroad under the CSA until the filings referred to in Article 19 of the CSA have been effected (the respective Builders and their counsel being entitled to rely on advice of special counsel for the Assignee that such filings have been effected).

SECTION 3. Each Builder agrees with the Assignee that in any suit, proceeding or action brought by the Assignee under the CSA for any installment of, or interest on, indebtedness in respect of the Purchase Price of the Equipment or to enforce any provision of the CSA, such Builder will indemnify, protect and hold harmless the Assignee from and against all expense, loss or damage suffered by reason of any defense, setoff, counterclaim or recoupment whatsoever of the Railroad arising out of a breach by such Builder of any obligation with respect to its Equipment or the delivery or warranty thereof, or by reason of any defense, setoff, counterclaim or recoupment whatsoever arising by reason of any other indebtedness or liability at any time owing to the Railroad by such Builder. Each Builder's obligation so to indemnify, protect and hold harmless the Assignee is conditional upon (a) the Assignee's timely motion or other appropriate action, on the basis of Article 15 of the CSA, to strike any defense, setoff, counterclaim or recoupment asserted by the Railroad in any such suit, proceeding or action and (b) if the court or other body having jurisdiction in such suit, proceeding or action denies such motion or other action and accepts such defense, setoff, counterclaim or recoupment as a triable issue in such suit, proceeding or action, the Assignee's prompt notification to such Builder of the asserted defense, setoff, counterclaim or recoupment and the Assignee's giving such Builder the right, at such Builder's expense, to compromise, settle or defend against such defense, setoff, counterclaim or recoupment.

Except in cases of articles or materials specified by the Railroad and not manufactured by such Builder and in cases of designs, systems, processes, formulae or combinations specified by the Railroad and not developed or purported to be developed by such Builder, each Builder agrees, except as otherwise specifically provided in Schedule A to the CSA, to indemnify, protect and hold harmless the Assignee from and against any and all liability, claims, costs, charges and expenses, including

royalty payments and counsel fees, in any manner imposed upon or accruing against the Assignee or its assigns because of the use in or about the construction or operation of any of its Equipment of any design, system, process, formula, combination, article or material which infringes or is claimed to infringe on any patent or other right. The Assignee will give prompt notice to the appropriate Builder of any such liability or claim actually known to the Assignee and will give such Builder the right, at such Builder's expense, to compromise, settle or defend against such claim. Each Builder agrees that any amounts payable to it by the Railroad with respect to its Equipment, whether pursuant to the CSA or otherwise, not hereby assigned to the Assignee, shall not be secured by any lien, charge or security interest upon its Equipment or any unit thereof.

SECTION 4. The Assignee, on each Closing Date fixed as provided in Article 4 of the CSA with respect to a Group (as defined in said Article 4) of the Equipment, shall pay to the Builder of the units of Equipment in such Group an amount equal to the portion of the Purchase Price of its Equipment as shown on the invoice therefor then being settled for which, under the terms of said Article 4, is payable in installments, provided that there shall have been delivered to the Assignee, at least two business days (as defined in said Article 4) prior to such Closing Date, the following documents, in form and substance satisfactory to it and to its special counsel hereinafter mentioned, in such number of counterparts as may be reasonably requested by said special counsel:

(a) a bill of sale from such Builder to the Assignee transferring to the Assignee security title to the units of its Equipment in such Group, warranting to the Assignee and to the Railroad that at the time of delivery of such units under the CSA such Builder had legal title to such units and good and lawful right to sell such units and that title to such units was free of all claims, liens, security interests and other encumbrances of any nature except only the rights of the Railroad under the CSA, and covenanting to defend the title to such units against the demands of all persons whomsoever based on claims originating prior to the delivery of such units by such Builder under the CSA;

(b) a Certificate or Certificates of Acceptance

with respect to the units of its Equipment in such Group as contemplated by Article 3 of the CSA;

(c) an invoice of such Builder for the units of its Equipment in such Group accompanied by or having endorsed thereon a certification by the Railroad as to the correctness of the prices of such units;

(d) an opinion of Messrs. Cravath, Swaine & Moore, who are acting as special counsel for the Assignee, dated as of such Closing Date, stating that (i) the CSA has been duly authorized, executed and delivered by the Railroad and such Builder and is a legal, valid and binding instrument enforceable against the Railroad and such Builder in accordance with its terms, (ii) this Assignment has been duly authorized, executed and delivered by such Builder and is a legal, valid, binding and enforceable instrument, (iii) the Assignee is vested with all the rights, titles, interests, powers and privileges purported to be assigned to it by this Assignment, (iv) security title to the units of the Equipment in such Group is validly vested in the Assignee and title to such units, at the time of delivery thereof to the Railroad under the CSA, was free from all claims, liens, security interests and other encumbrances (other than those created by the CSA), (v) no approval of the Interstate Commerce Commission or any other governmental authority is necessary for the valid execution, delivery and performance of the CSA or this Assignment by the parties thereto, (vi) the CSA and this Assignment have been duly filed with the Interstate Commerce Commission pursuant to 49 U.S.C. § 11303, and no other filing or recordation is necessary for the protection of the rights of the Assignee in any state of the United States of America or in the District of Columbia, (vii) registration of the CSA or this Assignment is not required under the Securities Act of 1933, as amended, and qualification of an indenture with respect thereto is not required under the Trust Indenture Act of 1939, as amended and (viii) the rights of the Assignee to possession of the Equipment would be subject to the provisions of 11 U.S.C. § 1168 (assuming the Railroad continues to be a "railroad" as defined in 11 U.S.C. § 101(33)); such opinion shall also state that said counsel have examined the opinions being delivered on such Closing Date pursuant to subparagraphs (e) and (f) of this

Section 4, that such opinions are satisfactory in form and scope to said counsel and that said counsel believe that the Assignee is justified in relying thereon; and such opinion shall also cover such other matters as may reasonably be requested by the Assignee;

(e) an opinion of counsel for the Railroad, dated as of such Closing Date, to the effect set forth in clauses (i), (iv), (v) and (vi) of subparagraph (d) above (said counsel, in rendering such opinion, being permitted to assume due authorization, execution and delivery of this Assignment and the CSA by all parties thereto other than the Railroad) and stating that the Railroad is a duly organized and existing corporation in good standing under the laws of its jurisdiction of incorporation and has the power and authority to own its properties and to carry on its business as now conducted;

(f) an opinion of counsel for such Builder, dated as of such Closing Date, to the effect set forth in clauses (iii) and (iv) of subparagraph (d) above in respect of its Equipment insofar as such matters relate to such Builder and stating that (i) such Builder is a duly organized and existing corporation in good standing under the laws of its jurisdiction of incorporation and has the power and authority to own its properties and to carry on its business as now conducted, (ii) the CSA has been duly authorized, executed and delivered by such Builder and is a legal and valid instrument binding upon such Builder and enforceable against such Builder in accordance with its terms and (iii) each of this Assignment and the bill of sale referred to in subparagraph (a) above has been duly authorized, executed and delivered by such Builder and is a legal, valid and enforceable instrument binding upon such Builder;

(g) a receipt from such Builder for any payment (other than the payment being made by the Assignee pursuant to this first paragraph of this Section 4) required to be made on such Closing Date to such Builder with respect to its Equipment, unless such payment is made by the Assignee with funds furnished to it for that purpose by the Railroad; and

(h) a certificate of an officer of the Railroad, dated as of such Closing Date, to the effect that

(1) no event of default, or event which with the lapse of time or demand, or both, as provided for in the CSA could constitute an event of default, shall have occurred and is then continuing, (2) no Federal tax liens (including tax liens filed pursuant to section 6323 of the United States Internal Revenue Code of 1954, as amended) or, to the best of the knowledge and belief of the Railroad, other tax liens, have been filed and are then in effect against the Railroad which could adversely affect the interest of the Assignee in the Equipment, and (3) since December 31, 1979, there has not been any material adverse change in the assets, liabilities, business or condition (financial or otherwise) of the Railroad.

In giving the opinions specified in subparagraphs (d), (e) and (f) of this Section 4, counsel may qualify any opinion to the effect that any agreement is a legal, valid and binding instrument enforceable in accordance with its terms by a general reference to limitations as to enforceability imposed by bankruptcy, insolvency, reorganization, moratorium or other similar laws affecting the enforcement of creditors' rights generally. In giving the opinions specified in said subparagraphs (d) and (e), counsel may rely, as to authorization, execution and delivery by such Builder of the documents executed by such Builder and as to title to the Equipment at the time of delivery thereof under the CSA, on the opinion of counsel for such Builder; and, in giving the opinion specified in said subparagraph (d), counsel may rely as to any matter governed by the law of any jurisdiction other than New York or the United States on the opinion of counsel for the Railroad or the opinion of counsel for such Builder as to such matter.

The Assignee shall not be required to make payment for the Equipment assigned hereunder:

(i) on any Closing Date, unless the interests acquired by the Assignee on such Closing Date shall be a legal investment under Section 81(2)(a), 81(2)(b) or 81(4)(b) of the New York Insurance Law;

(ii) at any time after the commencement of any proceedings specified in clause (c) or (d) of Article 16 of the CSA or if an event of default, or any event which with the lapse of time and/or demand provided for in the CSA could constitute an event of default, shall have occurred and be continuing under the CSA; or

(iii) if there has been any material adverse change in the assets, liabilities, business or condition (financial or otherwise) of the Railroad since December 31, 1979.

In the event that the Assignee shall not make payment for any Group of the Equipment, the Assignee shall reassign to such Builder, without recourse to the Assignee, all right, title and interest of the Assignee in and to the units of the Equipment with respect to which payment has not been made by the Assignee. If the aggregate Purchase Price (as defined in the CSA) of the Equipment exceeds \$12,540,000 and the Railroad does not make the payments specified in subparagraph (a) of the third paragraph of Article 4 of the CSA with respect to any unit of Equipment, the Assignee shall reassign to such Builder, without recourse to the Assignee, all right, title and interest of the Assignee in and to the units of Equipment in respect of which the Purchase Price exceeds \$12,540,000.

SECTION 5. The Assignee may assign all or any of its rights under the CSA, including the right to receive any payments due or to become due to it from the Railroad thereunder. In the event of any such assignment and upon the giving of notice required in Article 15 of the CSA, any such subsequent or successive assignee or assignees shall, to the extent of such assignment, enjoy all the rights and privileges and be subject to all the obligations of the Assignee hereunder.

In compliance with Article 21 of the CSA, the address of the Assignee is One Madison Avenue, New York, N. Y. 10010, attention of Treasurer.

SECTION 6. Each Builder hereby:

(a) represents and warrants to the Assignee that the CSA was duly authorized by it and lawfully executed and delivered by it for a valid consideration, that, assuming due authorization, execution and delivery by the Railroad, the CSA is, insofar as such Builder is concerned, a valid and existing agreement binding upon it and the Railroad in accordance with its terms and that it is now in force without amendment thereto;

(b) agrees that it will from time to time and at all times, at the request of the Assignee, make, execute and deliver all such further instruments of assignment, transfer and assurance and do such further acts and things as may be necessary and appropriate in

the premises to give effect to the provisions herein-
above set forth and more perfectly to confirm the
rights, titles and interests hereby assigned and
transferred to the Assignee or intended so to be;
and

(c) agrees that, upon request of the Assignee,
it will execute any and all instruments which may be
necessary or proper in order to discharge of record
the CSA or any other instrument evidencing any
interest of such Builder therein or in its Equipment.

SECTION 7. The terms of this Assignment and all
rights and obligations hereunder shall be governed by the
laws of the State of New York; provided, however, that the
parties shall be entitled to all the rights conferred as
provided in Article 23 of the CSA.

SECTION 8. The rights and obligations of the
Builders under this Assignment are several in accordance
with their interests and not joint. Accordingly, whenever
this Assignment, by use of such designation as "each
Builder", "such Builder" or other similar term, confers a
right or imposes an obligation upon any Builder or its
successor, such right or obligation shall be construed to
accrue to or to be enforceable against only the specific
Builder furnishing the units of Equipment giving rise to
such right or obligation and its successors as herein
provided.

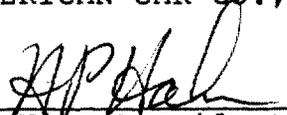
SECTION 9. The Assignee agrees to deliver an
executed counterpart of this Assignment to the Railroad,
which delivery shall constitute due notice of the assign-
ment hereby made. Although this Assignment is dated for
convenience as of the date first set forth above, the
actual date or dates of execution hereof by the parties
hereto is or are, respectively, the date or dates stated
in the acknowledgments hereto annexed.

SECTION 10. This Assignment may be executed in
any number of counterparts, such counterparts together
constituting but one and the same contract, but the
counterpart delivered to the Assignee shall be deemed to
be the original and all other counterparts shall be deemed
to be duplicates thereof. Each Builder shall be bound
hereunder notwithstanding the failure of any other Builder
to execute and deliver this Assignment or to perform its
obligations hereunder.

IN WITNESS WHEREOF, each Builder and the Assignee, each pursuant to due authority, have caused this instrument to be executed in their respective corporate names by duly authorized officers, and their respective corporate seals to be hereunto affixed and duly attested, all as of the date first above written.

UNITED-AMERICAN CAR CO.,

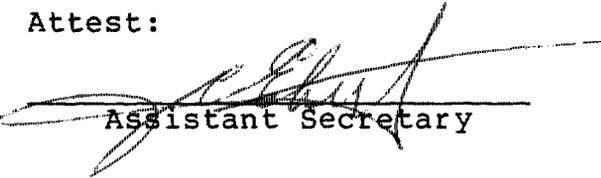
by



Vice President

[CORPORATE SEAL]

Attest:



Assistant Secretary

GREENVILLE STEEL CAR COMPANY,

by

Vice President

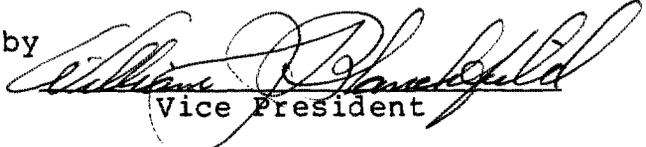
[CORPORATE SEAL]

Attest:

Assistant Secretary

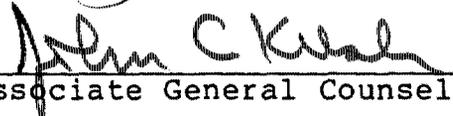
METROPOLITAN LIFE INSURANCE
COMPANY,

by



Vice President

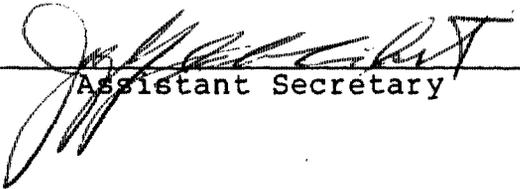
by



Associate General Counsel ¹²⁶²

[CORPORATE SEAL]

Attest:



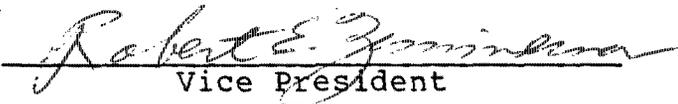
Assistant Secretary

ACKNOWLEDGMENT OF NOTICE OF ASSIGNMENT

THE KANSAS CITY SOUTHERN RAILWAY COMPANY hereby acknowledges due notice (and receipt of an executed copy) of and consents to the assignment made by the foregoing Agreement and Assignment dated as of November 15, 1980, and, unless otherwise advised by Metropolitan Life Insurance Company in writing, agrees to make all payments under the Conditional Sale Agreement referred to in said Agreement and Assignment by bank wire transfer of immediately available funds to Metropolitan Life Insurance Company's Account No. 002-1-039565 at The Chase Manhattan Bank, N.A., Metropolitan Branch, 33 East 23rd Street, New York, N. Y. 10010, and to give prompt notice by telephone of each such payment to the Manager--Corporate Investments, Bond and Stock Records of Metropolitan Life Insurance Company.

THE KANSAS CITY SOUTHERN RAILWAY
COMPANY,

by


Vice President

STATE OF GEORGIA,)
) ss.:
COUNTY OF COBB ,)

On this ^{5th} day of December 1980, before me personally appeared H. B. Hahn, to me personally known, who, being by me duly sworn, says that he is the Vice President of UNITED-AMERICAN CAR CO., that one of the seals affixed to the foregoing instrument is the corporate seal of said Corporation, that said instrument was signed and sealed on behalf of said Corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said Corporation.

Mary Lou M. Canby
Notary Public

[NOTARIAL SEAL]

My Commission Expires Notary Public, Georgia, State at Large
My Commission Expires Oct. 19, 1982

COMMONWEALTH OF PENNSYLVANIA,)
) ss.:
COUNTY OF MERCER,)

On this _____ day of December 1980, before me personally appeared _____, to me personally known, who, being by me duly sworn, says that he is a Vice President of GREENVILLE STEEL CAR COMPANY, that one of the seals affixed to the foregoing instrument is the corporate seal of said Corporation, that said instrument was signed and sealed on behalf of said Corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said Corporation.

Notary Public

[NOTARIAL SEAL]

My Commission Expires

CONDITIONAL SALE AGREEMENT

Dated as of November 15, 1980

Between Each of

UNITED-AMERICAN CAR CO.,

GREENVILLE STEEL CAR COMPANY

and

THE KANSAS CITY SOUTHERN RAILWAY COMPANY.

(Covering 100 125-ton Pulpwood Flatcars
and 130 100-ton Wood Chip Hopper Cars)

CONDITIONAL SALE AGREEMENT

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Note: This Table of Contents is for convenience of reference and is not part of the Agreement.

CONDITIONAL SALE AGREEMENT, dated as of November 15, 1980, between each of UNITED-AMERICAN CAR CO., GREENVILLE STEEL CAR COMPANY (individually the "Builder" or collectively the "Builders" or collectively or severally the "Vendor" as the context may require, all as more particularly set forth in Article 1 hereof), and THE KANSAS CITY SOUTHERN RAILWAY COMPANY, a Missouri corporation (the "Railroad").

WHEREAS the Builders severally have agreed to construct, sell and deliver to the Railroad, and the Railroad has agreed to purchase, the new railroad rolling stock equipment described in Schedule B attached hereto (the "Equipment") subject to the terms and conditions set forth herein;

NOW, THEREFORE, in consideration of the mutual promises, covenants and agreements hereinafter set forth, the parties hereto do hereby agree as follows:

ARTICLE 1. Definitions. The term "Vendor", whenever used in this Agreement, means, before any assignment of any of its rights hereunder, the respective corporations named in Item 1 of Schedule A hereto and their respective successors for the time being to their manufacturing properties and businesses, and, after any such assignment, both any assignee or assignees for the time being of such particular assigned rights as regards such rights, and also any assignor as regards any rights hereunder that are retained or excluded from any assignment. Whenever the term "Vendor" refers to a corporation named in Item 1 of Schedule A hereto, such term shall mean any or all such corporations, as the context may require. The term "Builder", whenever used in this Agreement, means, both before and after any such assignment, the respective corporations (as to the units of Equipment to be constructed by such corporation and sold hereunder) named in Item 1 of Schedule A hereto and their respective successors for the time being to their respective manufacturing properties and businesses.

The rights and obligations of the Builders under this Agreement are several in accordance with their inter-

ests and not joint. Accordingly, whenever this Agreement, by the use of such designation as "the Vendor", "such Builder" or other similar term, confers a right or imposes an obligation upon any corporation named in Item 1 of Schedule A hereto or its successor, such right or obligation shall be construed to accrue to or to be enforceable against only the specific corporation furnishing the units of Equipment giving rise to such right or obligation and its successors as herein provided.

ARTICLE 2. Sale and Purchase. Subject to the terms and conditions set forth in this Agreement, each Builder shall construct the units of the Equipment to be constructed by it as described in Schedule B hereto (such units of Equipment with respect to such Builder being hereinafter called "its Equipment") at its plant set forth in said Schedule B and will sell and deliver to the Railroad, and the Railroad will purchase from such Builder and accept delivery of and pay for (as hereinafter provided), such Equipment, each unit of which shall have been constructed in accordance with the specifications set forth therefor in Schedule B hereto and in accordance with such modifications thereof as may have been or may be agreed upon in writing between such Builder and the Railroad (which specifications and modifications, if any, are hereinafter called the "Specifications"). Each Builder represents and warrants that the design, quality and component parts of each unit of its Equipment shall conform, on the date of delivery of each thereof, to all Department of Transportation and Interstate Commerce Commission requirements and specifications and to all standards, if any, recommended by the Association of American Railroads reasonably interpreted as being applicable to equipment of the character of such units of its Equipment, and each unit of its Equipment will be new standard gauge railroad rolling stock equipment.

ARTICLE 3. Inspection and Delivery. Each Builder will deliver the units of its Equipment to the Railroad at the place or places specified in Schedule B hereto (or if Schedule B does not specify a place or places, at the place or places designated from time to time by the Railroad), freight charges, if any, prepaid, in accordance with the delivery schedule set forth in Schedule B hereto; provided, however, that no Builder shall have any obligation to deliver any unit of the Equipment hereunder at any time after the commencement

of any proceedings specified in clause (c) or (d) of Article 16 hereof or after any event of default (as described in Article 16 hereof), or event which with the lapse of time or demand, or both, could constitute such an event of default, shall have occurred and be continuing.

Each Builder's obligation as to time of delivery is subject, however, to delays resulting from causes beyond such Builder's reasonable control, including but not limited to acts of God, acts of government such as embargoes, priorities and allocations, war or war conditions, riot or civil commotion, sabotage, strikes, differences with workmen, accidents, fire, flood, explosion, damage to plant, equipment or facilities, delays in receiving necessary materials or delays of carriers or subcontractors.

Notwithstanding the preceding provisions of this Article 3, (1) any Equipment not delivered, accepted and settled for pursuant to Article 4 hereof on or before the Cut-Off Date (as defined in Article 4 hereof) shall be excluded herefrom and (2) if the aggregate Invoiced Purchase Prices (as defined in Article 4 hereof) of all Equipment previously settled for under this Agreement exceeds \$12,540,000, the Railroad may exclude herefrom any units of Equipment not theretofore settled for under this Agreement. If any unit or units of Equipment shall be excluded from this Agreement pursuant to the immediately preceding sentence, the Railroad and the Builder or Builders of such unit or units shall execute an agreement supplemental hereto limiting this Agreement to the Equipment not so excluded herefrom. Except to the extent otherwise expressly provided in the purchase order or orders covering the Equipment, the Railroad shall nevertheless be obligated to accept any Equipment excluded from this Agreement and pay the full purchase price therefor, determined as provided in this Agreement, if and when such Equipment shall be completed and delivered by such Builder, such payment to be in cash within 30 days following the later of the delivery of, or the presentation of the invoice for, such Equipment, either directly or, in case the Railroad shall arrange therefor, by means of a conditional sale agreement, equipment trust or such other appropriate method of financing as the Railroad shall determine and as shall be reasonably acceptable to such Builder.

During construction, the Equipment shall be subject to inspection and approval by the authorized

inspectors of the Railroad and each Builder shall grant to such authorized inspectors reasonable access to its plant. Each Builder agrees to inspect all materials used in the construction of its Equipment in accordance with the standard quality control practices of such Builder. Upon completion of each unit or of a number of units of the Equipment, such unit or units shall be presented to an inspector of the Railroad for inspection at the place specified for delivery of such unit or units, and if each such unit conforms to the Specifications, requirements and standards applicable thereto, on or prior to the Closing Date (as defined in Article 4 hereof) hereunder in respect thereof, such inspector or an authorized representative or an officer of the Railroad shall execute and deliver to such Builder a certificate of acceptance (a "Certificate of Acceptance") stating, on behalf of the Railroad, that such unit or units have been inspected and accepted by the Railroad under this Agreement and are marked in accordance with Article 7 hereof; provided, however, that such Builder shall not thereby be relieved of its warranty referred to in Article 14 hereof.

On delivery of each such unit hereunder at the place specified for delivery, the Railroad will assume the responsibility and risk of, and shall not be released from its obligations hereunder in the event of, any damage to or the destruction or loss of such unit; provided, however, that the Builder of such unit shall not thereby be relieved of its warranty referred to in Article 14 hereof.

ARTICLE 4. Purchase Price and Payment. The base price or prices per unit of the Equipment are set forth in certificates executed on behalf of the Railroad and each Builder with respect to the Equipment. Such base price or prices are subject to such increase or decrease as is agreed to by the Builder thereof and the Railroad. The term "Purchase Price" as used herein for any unit of the Equipment shall mean the base price or prices as so increased or decreased.

For the purpose of making settlement, the Equipment of each Builder shall be divided into groups of at least 50 (or, if less than 50, the remaining units of Equipment to be delivered by such Builder hereunder) units of the Equipment, delivered to and accepted by the Railroad (each such group being hereinafter called a Group), or otherwise as such Builder, the Railroad and the Vendor may agree to.

The Railroad hereby acknowledges itself to be indebted to the Vendor in the amount of, and hereby promises to pay in cash to the Vendor at such place as the Vendor may designate, the Purchase Price of the Equipment, as follows:

(a) on each Closing Date (as hereinafter defined) with respect to each Group the amount, if any, by which (x) the aggregate Purchase Price of all units of the Equipment for which settlement has theretofore or is then being made under this Agreement, as stated in the invoice or invoices presented (said invoiced prices being herein called the Invoiced Purchase Prices), exceeds (y) the sum of \$12,540,000 and any amount or amounts previously paid or payable by the Railroad with respect to the Invoiced Purchase Prices pursuant to this subparagraph (a); and

(b) in 15 equal consecutive annual installments, as hereinafter provided, an amount equal to the aggregate of the Invoiced Purchase Prices of all Groups less the amount, if any, paid or payable with respect thereto pursuant to subparagraph (a) of this paragraph (the aggregate of said installments being hereinafter called the "CSA Indebtedness").

If this Agreement shall be assigned by the Builders, the obligations of the Railroad under subparagraph (a) of the preceding paragraph of this Article 4 shall be an unsecured obligation and the Builders shall not have any lien on, or claim against, the Equipment or any part thereof with respect to such obligations.

The installments of the CSA Indebtedness shall be payable annually, in immediately available funds, on June 1 in each year commencing June 1, 1982, to and including June 1, 1996 (or, if any such date is not a business day (as hereinafter defined), on the next succeeding business day without interest or penalty), each such date being hereinafter called a "Payment Date". The unpaid portion of the CSA Indebtedness shall bear interest from the respective Closing Dates on which such Indebtedness was incurred at the rate of 13-1/8% per annum. Interest shall be payable to the extent accrued semiannually on each June 1 and December 1, commencing on June 1, 1981.

The term "Closing Date" with respect to any Group of the Equipment shall mean such date (on or after February 2, 1981, and on or prior to September 30, 1981 [the Cut-Off Date]), not more than 15 days following presentation by the Builder of the Equipment in such Group to the Railroad of the invoice and the Certificate or Certificates of Acceptance for such Group, as shall be fixed by the Railroad by written notice delivered to the Vendor at least 4 business days prior to the Closing Date designated therein; provided, however, that there shall be no more than 4 such Closing Dates, unless otherwise agreed by a Builder, the Railroad and the Vendor. Such notice shall set forth the number and the Invoiced Purchase Price of the units of Equipment to be settled for on such Closing Date and the amount or amounts payable by the Vendor to the Builder or Builders of such Equipment pursuant to the terms of any assignment by the Builders of their respective rights hereunder.

The term "business days" as used herein means calendar days excluding Saturdays, Sundays and any other day on which banking institutions in New York, New York, are authorized or obligated to remain closed.

All interest under this Agreement shall be calculated on the basis of a 360-day year of 12 30-day months.

The Railroad will pay, to the extent legally enforceable, interest at the rate of 14-1/8% per annum upon all amounts remaining unpaid after the same shall have become due and payable pursuant to the terms hereof, anything herein to the contrary notwithstanding.

All payments provided for in this Agreement shall be made in such coin or currency of the United States of America as at the time of payment shall be legal tender for the payment of public and private debts. Except as provided in Article 8 hereof, the Railroad shall not have the privilege of prepaying any installment of its indebtedness hereunder prior to the date it becomes due.

In the event the Vendor, pursuant to Article 15 hereof, assigns the right to receive the payments herein provided to be made by the Railroad, the assignee thereof may request the Railroad to make such payments to it at such address as shall be supplied to the Railroad by the assignee.

ARTICLE 5. Taxes. All payments to be made by the Railroad hereunder will be free of expense to the

Vendor for collection or other charges and will be free of expense to the Vendor with respect to the amount of any local, state, Federal or foreign taxes (other than net income, gross receipts [except gross receipts taxes in the nature of or in lieu of sales or use taxes], excess profits and similar taxes) or license fees, assessments, charges, fines or penalties hereafter levied or imposed upon or in connection with or measured by, this Agreement or any sale, use, payment, shipment, delivery or transfer of title under the terms hereof (all such expenses, taxes, license fees, assessments, charges, fines and penalties being hereinafter called "impositions"), all of which impositions the Railroad assumes and agrees to pay on demand. The Railroad will also pay promptly all impositions which may be imposed upon the Equipment delivered to it or for the use or operation thereof or upon the earnings arising therefrom or upon the Vendor solely by reason of its ownership thereof and will keep at all times all and every part of the Equipment free and clear of all impositions which might in any way affect the title of the Vendor or result in a lien upon any part of the Equipment; provided, however, that the Railroad shall be under no obligation to pay any impositions of any kind so long as it is contesting in good faith and by appropriate legal proceedings such impositions and the nonpayment thereof does not, in the opinion of counsel for the Vendor, adversely affect the property or rights of the Vendor in or to the Equipment or otherwise under this Agreement. If any such impositions shall have been charged or levied against the Vendor directly and paid by the Vendor, the Railroad shall reimburse the Vendor upon presentation of an invoice therefor, and any amounts so paid by the Vendor shall be secured by and under this Agreement; provided, however, that the Railroad shall not be obligated to reimburse the Vendor for any impositions so paid unless the Vendor shall have been legally liable with respect thereto (as evidenced by an opinion of counsel for the Vendor) or unless the Railroad shall have approved the payment thereof.

ARTICLE 6. Title to the Equipment. Except as provided in Article 8 hereof, the Vendor shall and hereby does retain the full legal title to and property in the Equipment until the Railroad shall have made all its payments under this Agreement and shall have kept and performed all its agreements herein contained, notwithstanding the delivery of the Equipment to and the possession and use thereof by the Railroad as provided in this Agree-

ment. Any and all additions to the Equipment and any and all replacements of the Equipment and of parts thereof and additions thereto shall constitute accessions to the Equipment and shall be subject to all the terms and conditions of this Agreement and included in the term "Equipment" as used in this Agreement.

Except as otherwise specifically provided in Article 8 hereof, when and only when the full indebtedness in respect of the Purchase Price of the Equipment, together with interest and all other payments as herein provided, shall have been paid, and all the Railroad's obligations herein contained shall have been performed by the Railroad, absolute right to the possession of, title to and property in the Equipment shall pass to and vest in the Railroad without further transfer or action on the part of the Vendor. However, the Vendor, if so requested by the Railroad at that time, will (a) execute a bill or bills of sale for the Equipment transferring its title thereto and property therein to the Railroad, or upon its order, free of all liens, security interests and other encumbrances created or retained hereby and deliver such bill or bills of sale to the Railroad at its address referred to in Article 21 hereof, (b) execute and deliver at the same place, for filing, recording or depositing in all necessary public offices, such instrument or instruments in writing as may be necessary or appropriate in order then to make clear upon the public records the title of the Railroad to the Equipment and (c) pay to the Railroad any money paid to the Vendor pursuant to Article 8 hereof and not theretofore applied as therein provided. The Railroad hereby waives and releases any and all rights, existing or that may be acquired, in or to the payment of any penalty, forfeit or damages for failure to execute and deliver such bill or bills of sale or instrument or instruments or to file any certificate of payment in compliance with any law or statute requiring the filing of the same, except for failure to execute and deliver the same within a reasonable time after written demand by the Railroad.

ARTICLE 7. Marking of the Equipment. The Railroad will cause each unit of the Equipment to be kept numbered with its identifying number as set forth in Schedule B hereto, or in the case of Equipment not there listed such identifying number as set forth in any amend-

ment or supplement extending this Agreement to cover such Equipment, and will keep and maintain, plainly, distinctly, permanently and conspicuously marked on each side of each unit, in letters not less than one inch in height, the words "OWNERSHIP SUBJECT TO A SECURITY AGREEMENT FILED WITH THE INTERSTATE COMMERCE COMMISSION" or other appropriate markings approved by the Vendor, with appropriate changes thereof and additions thereto as from time to time may be required by law in order to protect the Vendor's title to and property in such Equipment and its rights under this Agreement. The Railroad will not place any such unit in operation or exercise any control or dominion over the same until such markings have been made thereon and will replace promptly any such markings which may be removed, defaced or destroyed. The Railroad will not change the identifying number of any unit of such Equipment except in accordance with a statement of new number or numbers to be substituted therefor, which statement previously shall have been filed with the Vendor by the Railroad and filed, recorded and deposited by the Railroad in all public offices where this Agreement shall have been filed, recorded and deposited.

Except as provided in the immediately preceding paragraph, the Railroad will not allow the name of any person, association or corporation (other than the Vendor) to be placed on any unit of the Equipment as a designation that might be interpreted as a claim of ownership; provided, however, that the Railroad may cause the Equipment to be lettered with the names or initials or other insignia of the Railroad or its affiliates.

ARTICLE 8. Casualty Occurrences; Replacement Equipment; Insurance. In the event that any unit of the Equipment shall be worn out, obsolete, lost, stolen, destroyed, or irreparably damaged, or otherwise rendered permanently unfit for use from any cause whatsoever, or taken or requisitioned by condemnation or otherwise (such occurrences being hereinafter called "Casualty Occurrences"), and in the event that the total Casualty Value (as hereinafter defined) of units that shall have suffered a Casualty Occurrence shall exceed \$50,000 (exclusive of units having suffered a Casualty Occurrence with respect to which a written notice shall have been given to the Vendor pursuant to this Article 8), the Railroad shall promptly (after it has knowledge of such Casualty Occurrence) and fully inform the Vendor in regard thereto by written notice. When the aggregate Casualty

Value of all units having suffered a Casualty Occurrence (exclusive of units having suffered a Casualty Occurrence with respect to which a payment shall have been made to the Vendor pursuant to this Article 8 or to which the Railroad has received a credit pursuant to the following paragraph) shall exceed \$200,000, the Railroad shall on the next date for the payment of principal or interest on the CSA Indebtedness occurring at least 30 days after it has knowledge of such event, pay to the Vendor a sum equal to the aggregate Casualty Value of such units of the Equipment as of the date of such payment and shall file with the Vendor a certificate of an officer of the Railroad setting forth such Casualty Value; provided, however, that if a proceeding specified in clause (c) or (d) of Article 16 hereof shall have been commenced or an event of default or event which with notice, lapse of time and/or demand or failure to take action provided for in Article 16 hereof shall have occurred and be continuing (any such commencement, event of default or event being herein called a "Default"), the Railroad shall forthwith after it has knowledge of any Casualty Occurrence pay to the Vendor a sum equal to the aggregate Casualty Value of each unit of the Equipment suffering a Casualty Occurrence as of the date of such payment. Any money paid to the Vendor pursuant to this Article 8 shall be applied on the date of receipt thereof to the prepayment of the installments of the CSA Indebtedness in the inverse order of maturity, without premium. The Railroad shall also pay to the Vendor on the date of any such prepayment the unpaid interest accrued hereunder in respect of the CSA Indebtedness so prepaid.

So long as no Default shall have occurred and be continuing, the Railroad may, at any time after it has informed the Vendor in regard to a Casualty Occurrence, cause to be transferred to the Vendor a replacement unit or units of new standard-gauge railroad rolling stock (other than passenger or work equipment) to replace units suffering a Casualty Occurrence and receive credit therefor in an amount equal to the cost thereof (as evidenced by the invoice therefor specified in the next paragraph) against any Casualty Value payment it might otherwise be required to make in respect of the unit or units which shall have suffered the Casualty Occurrence. Such unit or units of replacement equipment shall have a useful life at least as long as that which the Equipment described in Schedule B hereto would have had on the date of such replacement but for the Casualty Occurrence.

Whenever the Railroad shall cause any unit of replacement equipment to be transferred to the Vendor in lieu of making all or any part of any Casualty Value payment, the Railroad shall deliver to the Vendor at the time of transfer of such replacement unit bills of sale, invoices and certificates of acceptance, substantially in the form provided by the first assignment of this Agreement by the Builders, together with:

(1) a certificate of an officer of the Railroad certifying (i) that such replacement unit is new "standard gauge" railroad rolling stock (other than passenger or work equipment), (ii) the date such unit was first put into service, (iii) that such unit has a useful life at least as long as the Equipment of the type described in Schedule B hereto would have had but for the Casualty Occurrence and has been marked as required by the provisions of this Article 8 and (iv) the cost thereof;

(2) an opinion of counsel for the Railroad that title to such replacement unit is vested in the Vendor free and clear from all claims, liens, security interests and other encumbrances except the rights of the Railroad under this Agreement, that such unit has come under and become subject to this Agreement pursuant to a supplement hereto, that all necessary filings have been made to perfect the interests of the Vendor therein and that, in the event of the filing of a petition for the reorganization of the Railroad pursuant to Title 11 of the United States Code, the Vendor shall have the benefits of 11 U.S.C. § 1168 (as now in effect or as hereafter amended) with respect to such replacement unit; and

(3) an executed counterpart of the supplement referred to in clause (2) above stamped to show filing under 49 U.S.C. § 11303.

The Casualty Value of each unit of the Equipment (other than a replacement unit) shall be deemed to be that amount which bears the same ratio to the original Purchase Price thereof (less, in the event that the Railroad shall have made any payment or payments under the provisions of subparagraph (a) of the third paragraph of Article 4 hereof, an amount which bears the same ratio to the aggregate of all such payments as the original Purchase Price of such unit bears to the original aggregate Purchase Price of all the Equipment)

as the unpaid CSA Indebtedness (without giving effect to any prepayments then or theretofore made pursuant to this Article 8) as of the date such Casualty Value is determined bears to the original CSA Indebtedness. The Casualty Value of each replacement unit shall be deemed to be that amount which bears the same ratio to the cost thereof as of the date of acquisition by the Vendor of such replacement unit as the unpaid CSA Indebtedness (without giving effect to any prepayments then or theretofore made pursuant to this Article 8) as of the date such Casualty Value is determined bears to the unpaid CSA Indebtedness (without giving effect to any such prepayments) as of the date of acquisition by the Vendor of such replacement unit.

The Railroad will cause any replacement unit or units to be marked as provided in Article 7 hereof. Any and all replacements of Equipment or parts thereof shall constitute accessions to the Equipment and shall be subject to all appropriate terms and conditions of this Agreement as though part of the original Equipment delivered hereunder and shall be included in the term "Equipment" as used in this Agreement; provided, however, that nothing herein shall result in a Builder having any liability or obligation with respect to any replacement unit or units or parts thereof not manufactured or sold by it. Title to all such replacement units and parts shall be taken initially and shall remain in the name of the Vendor subject to the provisions hereof, and the Railroad shall execute, acknowledge, deliver, file, record or deposit all such documents (including the filing of a supplement to this Agreement with the Interstate Commerce Commission pursuant to 49 U.S.C. § 11303) and do any and all such acts as may be necessary to cause such replacement units to come under and be subject to this Agreement. All such replacement units and parts shall be guaranteed and warranted in like manner as is customary at the time for similar equipment.

In order to facilitate the sale or other disposition of any Equipment suffering a Casualty Occurrence, the Vendor shall, upon request of the Railroad, after full satisfaction by the Railroad of its obligations hereunder in respect of the Casualty Value of such Equipment, execute and deliver to the Railroad or the Railroad's vendee, assignee or nominee, a bill of sale (without warranties) for such Equipment, and such other documents as may be required to release such Equipment or part thereof from the terms and scope of this Agreement, in such form as may be reasonably requested by the Railroad.

The Railroad will at all times prior to the payment of the full indebtedness in respect of the Purchase Price of the Equipment, together with interest thereon and all other payments required hereby, at its own expense, cause to be carried and maintained insurance in respect of the Equipment at the time subject hereto, and public liability insurance, in amounts and against risks customarily insured against by railroad companies on or in respect of similar equipment, and in any event in amounts and against risks comparable to those insured against by the Railroad on or in respect of similar equipment owned by it.

ARTICLE 9. Maintenance; Compliance with Laws and Rules. Except as provided in Article 8 hereof, the Railroad will at all times maintain the Equipment or cause the Equipment to be maintained in good order and repair at its own expense.

During the term of this Agreement, the Railroad will at all times comply in all respects with all laws of the jurisdictions in which its operations involving the Equipment may extend, with the interchange rules of the Association of American Railroads and with all lawful rules of the Department of Transportation, Interstate Commerce Commission and any other legislative, executive, administrative or judicial body exercising any power or jurisdiction over the Equipment, to the extent that such laws and rules affect the title, operation or use of the Equipment, and in the event that such laws or rules require any alteration, replacement or addition of any part on any unit of the Equipment, the Railroad will conform therewith, at its own expense; provided, however, that the Railroad may in good faith contest the validity or application of any such law or rule in any reasonable manner which does not, in the opinion of the Vendor, adversely affect the property or rights of the Vendor under this Agreement.

ARTICLE 10. Reports and Inspections. So long as any of the CSA Indebtedness shall be outstanding hereunder, on or before March 31 in each year, commencing with the calendar year 1982, the Railroad shall furnish to the Vendor an accurate statement signed by an officer of the Railroad (A) setting forth as at the preceding December 31 the total number, description and identifying numbers of all units of the Equipment (i) that have suffered a Casualty Occurrence during the preceding 12 months (or since the date of this Agreement in the case of the first such

statement), and (ii) that are undergoing repairs or have been withdrawn from service for repairs (other than running repairs), and containing such other information regarding the condition and state of repair of the Equipment as the Vendor may reasonably request and (B) stating that, (i) in the case of all Equipment repaired or repainted during the period covered by such statement, the numbers and markings required by Article 7 hereof have been preserved or replaced and (ii) the insurance which the Railroad is required to carry and maintain pursuant to the last paragraph of Article 8 hereof is in effect. The Vendor shall have the right, by its agents, to inspect the Equipment and the Railroad's records with respect thereto at such reasonable times as the Vendor may request during the term of this Agreement.

So long as any CSA Indebtedness shall be unpaid, the Railroad will deliver to the Vendor (i) as soon as available, and in any event within 60 days after the end of the applicable accounting period, two copies of the consolidated balance sheet of the Railroad as of the end of its respective first, second and third quarterly accounting periods in each fiscal year and two copies of the related consolidated statements of income and retained earnings of the Railroad for the portion of its fiscal year ended with the last day of its quarterly accounting period, all in reasonable detail, certified by any Vice President or the Treasurer of the Railroad and stating in comparative form the figures for the corresponding date and period in the previous fiscal year, (ii) as soon as available, and in any event within 120 days after the end of each fiscal year, copies, in comparative form with the preceding fiscal year, of the consolidated balance sheet of the Railroad as at the end of such fiscal year, and of the consolidated statements of income and retained earnings of the Railroad for such fiscal year, all in reasonable detail and stating in comparative form the consolidated figures as of the end of and for the previous fiscal year, and certified by the Railroad's independent public accountants who shall be of recognized national standing and (iii) as soon as available, copies of all material regular and periodic reports to the Securities and Exchange Commission and the Interstate Commerce Commission, including each Annual Report, which are required to be filed by the Railroad. The Railroad further agrees to furnish to the Vendor (x) immediately upon becoming aware of the existence of a Default (as defined in Article 8 hereof), a written notice which

specifies the nature of the Default and what action the Railroad is taking or proposes to take with respect thereto and (y) with reasonable promptness, such other data as from time to time may be reasonably requested.

The Railroad will permit the Vendor and any representatives of the Vendor to discuss the affairs, finances and accounts of the Railroad with its principal officers all at such reasonable times and as often as may be requested.

ARTICLE 11. Possession and Use. The Railroad, so long as an event of default shall not have occurred under this Agreement and be continuing, shall be entitled to the possession of the Equipment and the use thereof upon the lines or routes owned or operated by it either alone or jointly with others and whether under lease or otherwise, or upon the lines or routes owned or operated by any carrier controlled by, or under common control with, the Railroad, or over which it or any affiliate has trackage rights, or upon connecting and other carriers in the usual interchange of traffic or pursuant to run-through agreements, from and after delivery of the Equipment by the Builders to the Railroad, but only upon and subject to all the terms and conditions of this Agreement. In addition, the Railroad may transfer its rights hereunder with respect to the Equipment or any unit thereof to one or more wholly owned railroad subsidiaries and may lease the Equipment to one or more railroad affiliates or, under a written lease for a term not exceeding six months (including all renewal or extension options reserved to the lessee or lessor), to a responsible company, as determined by the Railroad, in any such case without being released from its obligations under this Agreement and subject to all the rights and remedies of the Vendor hereunder. The Railroad may receive and retain compensation for such uses and leases from other carriers or companies so using or leasing any unit or units of the Equipment. The Railroad will not permit any unit of the Equipment to be put in service involving the regular operation and maintenance thereof outside the United States of America, except in the usual interchange of traffic.

ARTICLE 12. Prohibition Against Liens. The Railroad will pay or discharge any and all sums claimed by any party from, through or under the Railroad, its successors or assigns which, if unpaid, might become a lien, charge or security interest on the Equipment, or any unit thereof,

equal or superior to the Vendor's title thereto or property therein; provided, however, that the Railroad shall be under no obligation to pay or discharge any such claim so long as it is contesting in good faith and by appropriate legal proceedings such claim and the nonpayment thereof does not, in the opinion of counsel for the Vendor, adversely affect the property or rights of the Vendor in or to the Equipment or otherwise under this Agreement. Any amounts paid by the Vendor in discharge of liens, charges or security interests upon the Equipment until reimbursed therefor by the Railroad or otherwise shall be secured by and under this Agreement.

This covenant will not be deemed breached by reason of liens for taxes, assessments or governmental charges or levies, in each case not due and delinquent, or undetermined or inchoate materialmen's, mechanics', workmen's, repairmen's or other like liens arising in the ordinary course of business and, in each case, not delinquent.

ARTICLE 13. Railroad's Indemnities. The Railroad agrees to indemnify, protect and hold harmless the Vendor from and against all losses, damages, injuries, liabilities, claims and demands whatsoever, regardless of the cause thereof, and expenses in connection therewith, including counsel fees, arising out of retention by the Vendor of title to the Equipment hereunder, the use and operation thereof by the Railroad during the period when title thereto remains in the Vendor or the transfer of title to the Equipment by the Vendor pursuant to any of the provisions of this Agreement. This covenant of indemnity shall continue in full force and effect notwithstanding the full payment of all sums due under this Agreement, or the satisfaction, discharge or termination of this Agreement in any manner whatsoever.

ARTICLE 14. Builders' Warranties of Material and Workmanship; Patent Indemnities. The agreement of the parties relating to each Builder's warranty of material and workmanship is set forth in Item 2 of Schedule A hereto and the agreement of the parties relating to patent indemnification is set forth in Item 3 of said Schedule A. Such patent indemnification provisions shall continue in full force and effect notwithstanding the full payment of all sums under this Agreement or the satisfaction, discharge or termination of this Agreement in any manner whatsoever.

ARTICLE 15. Assignments. Except as provided in Article 11 hereof, the Railroad will not sell, assign, transfer or otherwise dispose of its rights under this Agreement or transfer the right to possession of any unit of the Equipment without first obtaining the written consent of the Vendor. A sale, assignment, transfer or disposition to a railroad company organized under the laws of the United States of America or any of the states thereof which shall acquire all or substantially all the lines of railroad of the Railroad, and which, by execution of an appropriate instrument satisfactory to the Vendor, shall assume and agree to perform each of and all the obligations and covenants of the Railroad under this Agreement, shall not be deemed a breach of this covenant.

All or any of the rights, benefits and advantages of the Vendor under this Agreement, including the right to receive the payments herein provided to be made by the Railroad, may be assigned by the Vendor and reassigned by any assignee at any time or from time to time. No such assignment shall subject any assignee to, or relieve any Builder from, any of the obligations of such Builder to deliver the Equipment in accordance with this Agreement or to respond to its warranties and indemnities contained or referred to in Article 14 hereof, or relieve the Railroad of any of its obligations to such Builder or the Vendor under Articles 2, 3, 4, 5, 13 and 14 hereof and this Article 15 or of any other obligation which, according to its terms and context, is intended to survive an assignment.

Upon any such assignment either the assignor or the assignee shall give written notice to the Railroad, together with a counterpart or copy of such assignment, stating the identity and post-office address of the assignee, and such assignee shall by virtue of such assignment acquire all the assignor's right, title and interest in and to the Equipment and this Agreement, or in and to a portion thereof, as the case may be, subject only to such reservations as may be contained in such assignment. From and after the receipt by the Railroad of the notification of any such assignment, all payments thereafter to be made by the Railroad under this Agreement shall, to the extent so assigned, be made to the assignee in such manner as it may direct.

The Railroad recognizes that it is the custom to assign conditional sale agreements and understands that the assignment of this Agreement, or of some of or all the

rights of the Vendor hereunder, is contemplated. The Railroad expressly represents, for the purpose of assurance to any person, firm or corporation considering the acquisition of this Agreement or of all or any of the rights of the Vendor hereunder and for the purpose of inducing such acquisition, that in the event of such assignment by the Vendor as hereinbefore provided the rights of such assignee to the entire unpaid indebtedness in respect of the Purchase Price or such part thereof as may be assigned, together with interest thereon, as well as any other rights hereunder which may be so assigned, shall not be subject to any defense, setoff, counterclaim or recoupment whatsoever arising out of any breach of any obligation of a Builder with respect to the Equipment of such Builder or the specifications, delivery or warranty thereof, or with respect to any indemnity herein contained, nor subject to any defense, setoff, counterclaim or recoupment whatsoever arising by reason of any other indebtedness or liability at any time owing to the Railroad by a Builder. Any and all such obligations, howsoever arising, shall be and remain enforceable by the Railroad against and only against the respective Builders.

In the event of any such assignment or successive assignments by the Vendor, the Railroad will, if necessary and upon request of the assignee, change the markings on each side of each unit of the Equipment so as to be consistent with the interests of the assignee in the Equipment. The cost of such markings in the event of an assignment of not less than all the Equipment at the time covered by this Agreement shall be borne by the Railroad and, in the event of an assignment of less than all such Equipment, such cost shall be borne by such assignee.

The Railroad will (a) in connection with any settlement for the Equipment subsequent to such assignment, deliver to the assignee, at the time of delivery of notice fixing the Closing Date for such Equipment, all documents required by the terms of such assignment to be delivered to such assignee by the Railroad in connection with such settlement, in such number of counterparts or copies as may reasonably be requested, and (b) furnish to such assignee such number of counterparts of any other certificate or paper required from the Railroad by the Vendor as may reasonably be requested.

If this Agreement shall have been assigned by the Builders and the assignee shall not make payment to a

Builder with respect to units of its Equipment as provided in the instrument making such assignment, such Builder will promptly notify the Railroad of such event and, if such amount shall not have been previously paid by such assignee, the Railroad will, except as provided in the purchase order for such Equipment, not later than 90 days after the date such payment was due, pay or cause to be paid to such Builder the aggregate unpaid Purchase Price of such units, together with interest from the date such payment was due to the date of payment by the Railroad at the prime rate of interest of Morgan Guaranty Trust Company of New York in effect on the date such payment was due.

ARTICLE 16. Defaults. In the event that any one or more of the following events of default shall occur and be continuing, to wit:

(a) the Railroad shall fail to pay in full any indebtedness in respect of the Purchase Price of the Equipment or any other sum payable by the Railroad as provided in this Agreement on the day on which payment thereof shall be due hereunder; or

(b) the Railroad shall, for more than 30 days after the Vendor shall have demanded in writing performance thereof, fail or refuse to comply with any covenant, agreement, term or provision of this Agreement, or of any agreement entered into concurrently herewith relating to the financing of the Equipment, on its part to be kept or performed or to make provision satisfactory to the Vendor for such compliance; or

(c) a petition for reorganization under Title 11 of the United States Code, as now constituted or hereafter amended, shall be filed by or against the Railroad and, unless such petition shall have been dismissed, nullified, stayed or otherwise rendered ineffective (but then only so long as such stay shall continue in force or such ineffectiveness shall continue), all the obligations of the Railroad under this Agreement shall not have been duly assumed in writing, pursuant to a court order or decree, by a trustee or trustees appointed (whether or not subject to ratification) in such proceedings in such manner that such obligations shall have the same status as expenses of administration and obligations incurred by

such trustee or trustees, within 60 days after such petition shall have been filed; or

(d) any other proceeding shall be commenced by or against the Railroad for any relief under any bankruptcy or insolvency law, or law relating to the relief of debtors, readjustments of indebtedness, reorganizations, arrangements, compositions or extensions (other than a law which does not permit any readjustment of the indebtedness payable hereunder), and, unless such proceedings shall have been dismissed, nullified, stayed or otherwise rendered ineffective (but then only so long as such stay shall continue in force or such ineffectiveness shall continue), all the obligations of the Railroad under this Agreement shall not have been duly assumed in writing, pursuant to a court order or decree, by a trustee or trustees or a receiver or receivers appointed (whether or not subject to ratification) for the Railroad or for its property in connection with any such proceedings in such manner that such obligations shall have the same status as expenses of administration and obligations incurred by such trustee or trustees or receiver or receivers, within 60 days after such proceedings shall have been commenced; or

(e) the Railroad shall make or suffer any unauthorized assignment or transfer of this Agreement or any interest herein or any unauthorized transfer of the right to possession of any unit of the Equipment;

then at any time after the occurrence of such an event of default the Vendor may, upon written notice to the Railroad and upon compliance with any mandatory legal requirements then in force and applicable to such action by the Vendor, declare (a "Declaration of Default") the entire indebtedness in respect of the Purchase Price of the Equipment, together with the interest thereon then accrued and unpaid, immediately due and payable, without further demand, and thereafter the aggregate of the unpaid balance of such indebtedness and interest shall bear interest from the date of such Declaration of Default at the rate per annum specified in Article 4 hereof as being applicable to amounts remaining unpaid after becoming due and payable, to the extent legally enforceable. The Vendor shall

thereupon be entitled to recover judgment for the entire unpaid balance of the indebtedness in respect of the Purchase Price of the Equipment so payable, with interest as aforesaid, and to collect such judgment out of any property of the Railroad wherever situated. The Railroad shall promptly notify the Vendor of any event which has come to its attention which constitutes, or which with the giving of notice or lapse of time, or both, could constitute, an event of default under this Agreement.

The Vendor may at its election waive any such event of default and its consequences and rescind and annul any Declaration of Default by notice to the Railroad in writing to that effect, and thereupon the respective rights of the parties shall be as they would have been if no such event of default had occurred and no Declaration of Default had been made. Notwithstanding the provisions of this paragraph, it is expressly agreed by the Railroad that time is of the essence of this Agreement and that no such waiver, rescission or annulment shall extend to or affect any other or subsequent default or impair any rights or remedies consequent thereon.

ARTICLE 17. Remedies. At any time during the continuance of a Declaration of Default, the Vendor may, subject to compliance with any mandatory legal requirements then in force and applicable to the action to be taken by the Vendor, take or cause to be taken by its agent or agents immediate possession of the Equipment, or one or more of the units thereof, without liability to return to the Railroad any sums theretofore paid and free from all claims whatsoever, except as hereinafter in this Article 17 expressly provided, and may remove the same from possession and use of the Railroad or any other person and for such purpose may enter upon the Railroad's premises or any other premises where the Equipment may be located (without judicial process if this can be done without breach of the peace) and may use and employ in connection with such removal any supplies, services and aids and any available trackage and other facilities or means of the Railroad.

In case the Vendor rightfully shall demand possession of the Equipment pursuant to this Agreement and shall reasonably designate a point or points upon the premises of the Railroad for the delivery of the Equipment to the Vendor, the Railroad shall, at its own expense, forthwith and in the usual manner (including, without

limitation, giving prompt telegraphic and written notice to the Association of American Railroads and all railroads to which any part of the Equipment has been interchanged to return the Equipment so interchanged), cause the Equipment to be moved to such point or points on its lines as shall be designated by the Vendor and shall there deliver the Equipment or cause it to be delivered to the Vendor. At the option of the Vendor, the Vendor may keep the Equipment on any of the lines or premises of the Railroad until the Vendor shall have leased, sold or otherwise disposed of the same, and for such purpose the Railroad agrees to furnish, without charge for rent or storage, the necessary facilities at any reasonable point or points selected by the Vendor and to permit inspection of the Equipment by the Vendor, the Vendor's representatives and prospective purchasers and users. This agreement to deliver the Equipment and furnish facilities as hereinbefore provided is of the essence of the agreement between the parties, and, upon application to any court of equity having jurisdiction in the premises, the Vendor shall be entitled to a decree against the Railroad requiring specific performance hereof. The Railroad hereby waives any and all claims against the Vendor and its agent or agents for damages of whatever nature in connection with any retaking pursuant to this Agreement of any unit of the Equipment in any reasonable manner.

At any time during the continuance of a Declaration of Default, the Vendor (after retaking possession of the Equipment as hereinbefore in this Article 17 provided) may at its election and upon such notice as is hereinafter set forth retain the Equipment in satisfaction of the entire indebtedness in respect of the Purchase Price of the Equipment and make such disposition thereof as the Vendor shall deem fit. Written notice of the Vendor's election to retain the Equipment shall be given to the Railroad by telegram or registered mail, addressed as provided in Article 21 hereof, and to any other persons to whom the law may require notice, within 30 days after such Declaration of Default. In the event that the Vendor should elect to retain the Equipment and no objection is made thereto within the 30-day period described in the second proviso below, all the Railroad's rights in the Equipment shall thereupon terminate and all payments made by the Railroad may be retained by the Vendor as compensation for the use of the Equipment by the Railroad; provided, however, that if the Railroad, before the expiration of the 30-day period

described in the proviso below, should pay or cause to be paid to the Vendor the total unpaid balance of the indebtedness in respect of the Purchase Price of the Equipment, together with interest thereon accrued and unpaid and all other payments due under this Agreement as well as expenses of the Vendor in retaking possession of, removing, storing and maintaining the Equipment and the Vendor's reasonable attorneys' fees, then in such event absolute right to the possession of, title to and property in the Equipment shall pass to and vest in the Railroad; provided further that if the Railroad or any other persons notified under the terms of this paragraph object in writing to the Vendor within 30 days from the receipt of notice of the Vendor's election to retain the Equipment, then the Vendor may not so retain the Equipment, but shall sell, lease or otherwise dispose of it or continue to hold it pending sale, lease or other disposition as hereinafter provided or as may otherwise be permitted by law. If the Vendor shall have given no notice to retain as hereinabove provided or notice of intention to dispose of the Equipment in any other manner, it shall be deemed to have elected to sell the Equipment in accordance with the provisions of this Article 17.

At any time during the continuance of a Declaration of Default, the Vendor, with or without retaking possession thereof, at its election and upon reasonable notice to the Railroad and to any other persons to whom the law may require notice of the time and place, may sell the Equipment, or any unit thereof, free from any and all claims of the Railroad or any other party claiming from, through or under the Railroad at law or in equity, at public or private sale and with or without advertisement as the Vendor may determine; provided, however, that if, prior to such sale and prior to the making of a contract for such sale, the Railroad should tender full payment of the total unpaid balance of the indebtedness in respect of the Purchase Price of the Equipment, together with interest thereon accrued and unpaid and all other payments due under this Agreement as well as expenses of the Vendor in retaking possession of, removing, storing, maintaining, holding and preparing the Equipment for, and otherwise arranging for, the sale and the Vendor's reasonable attorneys' fees, then in such event absolute right to the possession of, title to and property in the Equipment shall pass to and vest in the Railroad. The proceeds of such sale, less the attorneys' fees and any other expenses incurred by the

Vendor in retaking possession of, removing, storing, maintaining, holding, preparing for sale and selling the Equipment, shall be credited on the amount due to the Vendor under the provisions of this Agreement.

Any sale hereunder may be held or conducted at such place or places and at such time or times as the Vendor may specify, in one lot and as an entirety or in separate lots and without the necessity of gathering at the place of sale the property to be sold, and in general in such manner as the Vendor may determine. The Railroad shall be given written notice of such sale not less than ten days prior thereto, by telegram or registered mail addressed to the Railroad as provided in Article 21 hereof. If such sale shall be a private sale (which shall be deemed to mean only a sale where an advertisement for bids has not been published in a newspaper of general circulation, or a sale where fewer than 40 corporate offerees have been solicited in writing to submit bids), it shall be subject to the right of the Railroad to purchase or provide a purchaser, within ten days after notice of the proposed sale price, at the same price offered by the intending purchaser or a better price. The Vendor or the Railroad may bid for and become the purchaser of the Equipment, or any unit thereof, so offered for sale. In the event that the Vendor shall be the purchaser of the Equipment, it shall not be accountable to the Railroad (except to the extent of any surplus money received as hereinafter provided in this Article 17), and in payment of the purchase price therefor the Vendor shall be entitled to have credited on account thereof all or any part of the sums due to the Vendor from the Railroad hereunder. From and after the date of any such sale, the Railroad shall pay to the Vendor the per diem interchange for each unit of Equipment which shall not have been assembled, as hereinabove provided, by the date of such sale for each day from the date of such sale to the date of delivery to the purchaser at such sale.

Each and every power and remedy hereby specifically given to the Vendor shall be in addition to every other power and remedy hereby specifically given or now or hereafter existing at law or in equity, and each and every power and remedy may be exercised from time to time and simultaneously and as often and in such order as may be deemed expedient by the Vendor. All such powers and remedies shall be cumulative, and the exercise of one shall not be deemed a waiver of the right to exercise any other

or others. No delay or omission of the Vendor in the exercise of any such power or remedy and no renewal or extension of any payments due hereunder shall impair any such power or remedy or shall be construed to be a waiver of any default or an acquiescence therein. Any extension of time for payment hereunder or other indulgence duly granted to the Railroad shall not otherwise alter or affect the Vendor's rights or the Railroad's obligations hereunder. The Vendor's acceptance of any payment after it shall have become due hereunder shall not be deemed to alter or affect the Railroad's obligations or the Vendor's rights hereunder with respect to any subsequent payments or default therein.

If after applying all sums of money realized by the Vendor under the remedies herein provided, there shall remain any amount due to it under the provisions of this Agreement, the Railroad shall pay the amount of such deficiency to the Vendor upon demand, together with interest from the date of such demand to the date of payment by the Railroad at the rate per annum set forth in Article 4 hereof as being applicable to amounts remaining unpaid after becoming due and payable and, if the Railroad shall fail to pay such deficiency, the Vendor may bring suit therefor and shall be entitled to recover a judgment therefor against the Railroad. If, after applying as aforesaid all sums realized by the Vendor, there shall remain a surplus in the possession of the Vendor, such surplus shall be paid to the Railroad.

The Railroad will pay all reasonable expenses, including attorneys' fees, incurred by the Vendor in enforcing its remedies under the terms of this Agreement. In the event that the Vendor shall bring any suit to enforce any of its rights hereunder and shall be entitled to judgment, then in such suit the Vendor may recover reasonable expenses, including attorneys' fees, and the amount thereof shall be included in such judgment.

The foregoing provisions of this Article 17 are subject in all respects to all mandatory legal requirements at the time in force and applicable thereto.

ARTICLE 18. Applicable State Laws. Any provision of this Agreement prohibited by any applicable law of any jurisdiction (which is not overridden by applicable Federal law) shall as to such jurisdiction be ineffective,

without modifying the remaining provisions of this Agreement. Where, however, the conflicting provisions of any such applicable law may be waived, they are hereby waived by the Railroad to the full extent permitted by law, it being the intention of the parties hereto that this Agreement shall be deemed to be a conditional sale and enforced as such.

Except as otherwise provided in this Agreement, the Railroad, to the full extent permitted by law, hereby waives all statutory or other legal requirements for any notice of any kind, notice of intention to take possession of or to sell or lease the Equipment, or any unit thereof, and any other requirements as to the time, place and terms of the sale or lease thereof, and any other requirements with respect to the enforcement of the Vendor's rights under this Agreement and any and all rights of redemption.

ARTICLE 19. Recording, etc. The Railroad will, at its own expense, cause this Agreement, any assignments hereof and any amendments or supplements hereto or thereto to be filed with the Interstate Commerce Commission pursuant to 49 U.S.C. § 11303. The Railroad will from time to time do and perform any other act and will execute, acknowledge, deliver, file, refile, register, deposit, record and rerecord any and all further instruments required by law or reasonably requested by the Vendor for the purpose of proper protection, to the satisfaction of counsel for the Vendor, of its interests in and to the Equipment and its rights under this Agreement or for the purpose of carrying out the intention of this Agreement. The Railroad will promptly furnish to the Vendor certificates or other evidence of such filing, registering, depositing and recording satisfactory to the Vendor.

This Agreement creates a security interest for the benefit of the Vendor in the Equipment the possession and use of which has been or will be transferred to the Railroad, which security interest secures payment and performance by the Railroad of its obligations under this Agreement.

ARTICLE 20. Payment of Expenses. The Railroad will pay all reasonable costs and expenses (other than the fees and expenses of counsel for the Builders) incident to this Agreement and the first assignment of this Agreement (including the fees and expenses of an agent or any suc-

cessor agent, if the first assignee is an agent), and any instrument supplemental or related hereto or thereto, and all fees and expenses of Messrs. Cravath, Swaine & Moore, as special counsel for the first assignee of this Agreement and for any party initially acquiring interests in such first assignment, and all reasonable legal expenses in connection with the transfer by any party of interests acquired in such first assignment. If the first assignee is not an agent, such assignee may, so long as any CSA Indebtedness shall be unpaid, appoint a bank or trust company located in the Borough of Manhattan, City and State of New York, having capital and surplus aggregating at least \$50,000,000 to act as agent on its behalf to hold all the right, title and interest of the Builders under this Agreement assigned to it, all upon and subject to the terms and conditions provided for in a written agreement to be entered into by the first assignee and such agent in form and substance satisfactory to the first assignee and such agent; and the Railroad hereby agrees to pay all reasonable fees, costs and expenses of such agent.

ARTICLE 21. Notice. Any notice hereunder to any of the parties designated below shall be deemed to be properly served if delivered or mailed to it at its chief place of business at the following specified addresses:

(a) to the Railroad, at 114 West Eleventh Street, Kansas City, Missouri 64105,

(b) to a Builder, at its address specified in Item 1 of Schedule A hereto, and

(c) to any assignee of the Vendor or of the Railroad, at such address as may have been furnished in writing to each of the other parties hereto by such assignee,

or at such other address as may have been furnished in writing by such party to the other parties to this Agreement.

ARTICLE 22. Article Headings; Effect and Modification of Agreement. All article headings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

This Agreement, including the Schedules hereto,

exclusively states the rights of the Vendor and the Railroad with respect to the Equipment and, except to the extent expressly provided in the third paragraph of Article 3 hereof, the first paragraph of Article 4 hereof and the final paragraph of Article 15 hereof, supersedes all other agreements, oral or written, with respect to the Equipment. No variation or modification of this Agreement and no waiver of any of its provisions or conditions shall be valid unless in writing and signed by duly authorized officers of the Vendor and the Railroad.

ARTICLE 23. Law Governing. The terms of this Agreement and all rights and obligations hereunder shall be governed by the laws of the State of Missouri; provided, however, that the parties shall be entitled to all rights conferred by 49 U.S.C. § 11303 and such additional rights arising out of the filing, recording or deposit hereof, if any, and of any assignment hereof, as shall be conferred by the laws of the several jurisdictions in which this Agreement or any assignment hereof shall be filed, recorded or deposited, or in which any unit of the Equipment shall be located, including any Federal law in respect of the same, and any rights arising out of the marking of the units of Equipment as provided in Article 7 hereof.

ARTICLE 24. Execution. This Agreement may be executed in any number of counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute but one and the same contract, which shall be sufficiently evidenced by any such original counterpart. It shall not be necessary that any counterpart be signed by all the parties so long as any counterpart be signed by the Railroad and one or more Builders. Each Builder shall be bound hereunder notwithstanding the failure of any other Builder to execute and deliver this Agreement or to perform its obligations hereunder. Although this Agreement is dated as of the date first set forth above, for convenience, the actual date or dates of execution hereof by the parties hereto is or are, respectively, the date or dates stated in the acknowledgments hereto annexed.

IN WITNESS WHEREOF, the parties hereto, each pursuant to due corporate authority, have caused this instrument to be executed in their respective corporate names by their officers, thereunto duly authorized, and

their respective corporate seals to be hereunto affixed,
duly attested, all as of the date first above written.

THE KANSAS CITY SOUTHERN
RAILWAY COMPANY,

by

Robert E. Zimmerman
Vice President

[Corporate Seal]

Attest:

Gerald W. Dallen
Assistant Secretary

UNITED-AMERICAN CAR CO.,

by

Vice President

[Corporate Seal]

Attest:

Assistant Secretary

GREENVILLE STEEL CAR COMPANY,

by

J. T. Egbert
Vice President

[Corporate Seal]

Attest:

R. L. Johnson
Assistant Secretary

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

On this 3rd day of December 1980, before me personally appeared Robert E Zimmerman, to me personally known, who, being by me duly sworn, says that he is Vice President of THE KANSAS CITY SOUTHERN RAILWAY COMPANY, that the corporate seal of said Corporation is affixed to the foregoing instrument, that said instrument was signed and sealed on behalf of said Corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said Corporation.

[NOTARIAL SEAL]

Irene Paulhe
Notary Public

IRENE PAULHE
Notary Public - State of Missouri
Commissioned in Platte County
My Commission Expires March 22, 1983

STATE OF GEORGIA,)
) ss.:
COUNTY OF COBB,)

On this _____ day of December 1980, before me personally appeared _____, to me personally known, who, being by me duly sworn, says that he is the Vice President of UNITED-AMERICAN CAR CO., that one of the seals affixed to the foregoing instrument is the corporate seal of said Corporation, that said instrument was signed and sealed on behalf of said Corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said Corporation.

[NOTARIAL SEAL]

Notary Public

COMMONWEALTH OF PENNSYLVANIA,)
) ss.:
COUNTY OF MERCER,)

On this *5th* day of December 1980, before me personally appeared *J. J. Egbert*, to me personally known, who, being by me duly sworn, says that he is Vice President of GREENVILLE STEEL CAR COMPANY, that one of the seals affixed to the foregoing instrument is the corporate seal of said Corporation, that said instrument was signed and sealed on behalf of said Corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said Corporation.

[NOTARIAL SEAL]

Laura Smith

Notary Public
GREENVILLE, MERCER COUNTY
My Commission Expires 12/31/81

SCHEDULE A

- Item 1: (a) United-American Car Co., a Delaware corporation, 1870 The Exchange, Suite 260, Atlanta, Georgia 30339.
- (b) Greenville Steel Car Company, a Pennsylvania corporation, Union Street, Greenville, Pennsylvania 16125.
- Item 2: (a) United-American Car Co. (hereinafter in this Schedule A called "United-American") warrants that its Equipment will be built in accordance with the Specifications and the standards and requirements referred to in Article 2 of this Agreement and warrants its Equipment will be free from defects in material (except as to specialties incorporated therein which were specified or supplied by the Railroad and not manufactured by United-American) and workmanship under normal use and service. United-American's obligation under this Item 2(a) is limited to making good at its plant any part or parts of any unit of its Equipment which shall, within one year after the delivery of such unit to the Railroad, be returned to United-American with transportation charges prepaid and which United-American's examination shall disclose to its satisfaction to have been thus defective; provided, however, that this warranty will be subject to the following limitations: (i) warranty coverage on unit running gear and contact points to unit structures is restricted to one year or 25,000 miles, whichever first occurs; and (ii) normal use and service is deemed to require inspection, adjustment, maintenance and compliance with United-American's written instructions and any applicable Federal, state or local laws or regulations. United-American hereby assigns to the Railroad all of United-American's right, title and interest in, to and under any and all warranties, indemnities and similar agreements of the manufacturers, vendors and suppliers of equipment, materials and parts not manufactured by United-American which are incorporated in or attached to its Equipment.

THE FOREGOING WARRANTY OF UNITED-AMERICAN IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, AND OF ALL OTHER OBLIGATIONS OR LIABILITIES ON THE PART OF UNITED-AMERICAN, EXCEPT FOR ITS OBLIGATIONS UNDER ARTICLES 2, 3, 4 AND 14 OF THIS AGREEMENT, and United-American neither assumes nor authorizes any person to assume for it any other liability in connection with the construction and delivery of its Equipment, except as aforesaid. It is further understood that in no event shall United-American be liable for indirect or consequential damages of any kind.

United-American further agrees with the Railroad that neither the inspection as provided in Article 3 of this Agreement, nor any examination, nor the acceptance of any units of its Equipment as provided in said Article 3 shall be deemed a waiver or a modification by the Railroad of any of its rights under this Item 2(a).

- (b) Greenville Steel Car Company (hereinafter in this Schedule A called "Greenville") warrants that its Equipment will be built in accordance with the Specifications and the standards and requirements referred to in Article 2 of this Agreement and warrants its Equipment will be free from defects in material (except as to specialties incorporated therein specified by the Railroad and not manufactured by Greenville) and workmanship and design (except as to designs specified by the Railroad and not developed by Greenville) under normal use and service, Greenville's obligation under this Item 2(b) being limited to making good at its plant any part or parts of any unit of its Equipment which shall, within one year or 50,000 miles, whichever occurs first, after the delivery of such unit to the Railroad, be returned to Greenville with transportation charges prepaid and which examination by Greenville shall disclose to its satisfaction to have been thus defective. In no event shall Greenville be liable to anyone for any incidental, special or consequential damages of

any kind. The foregoing warranty is expressly in lieu of all other warranties, expressed or implied, including any implied warranty of merchantability or fitness for a particular purpose, except for its obligations or liabilities under Articles 2, 3, 4 and 14 of this Agreement, and Greenville neither assumes nor authorizes any person to assume for it any other liability in connection with the construction and delivery of its Equipment.

Greenville further agrees with the Railroad that neither the inspection as provided in Article 3 of this Agreement, nor any examination, nor the acceptance of any units of its Equipment as provided in said Article 3 shall be deemed a waiver or a modification by the Railroad of any of its rights under this Item 2(b).

- Item 3: (a) Except in case of designs, processes or combinations specified by the Railroad and not developed or purported to be developed by United-American, and articles and materials specified by the Railroad and not manufactured by United-American, United-American agrees to indemnify, protect and hold harmless the Railroad from and against any and all liability, claims, demands, costs, charges and expenses, including royalty payments and counsel fees, in any manner imposed upon or accruing against the Railroad because of the use in or about the construction or operation of its Equipment, or any unit thereof, of any design, process, combination, article or material infringing or claimed to infringe on any patent or other right. The Railroad likewise will indemnify, protect, and hold harmless United-American from and against any and all liability, claims, demands, costs, charges and expenses, including royalty payments and counsel fees, in any manner imposed upon or accruing against United-American because of the use in or about the construction or operation of its Equipment, or any unit thereof, of any design, process or combination specified by the Railroad and not developed or purported to be developed by United-American, or article or material specified by the Railroad and not manufactured by United-American, which

infringes or is claimed to infringe on any patent or other right. United-American agrees to and hereby does, to the extent legally possible without impairing any claim, right or cause of action hereinafter referred to, transfer, assign, set over and deliver to the Railroad every claim, right and cause of action which United-American has or hereafter shall have against the originator or seller or sellers of any design, process, combination, article or material specified by the Railroad and used by United-American in or about the construction or operation of its Equipment, or any unit thereof, on the ground that any such design, process, combination, article or material or operation thereof infringes or is claimed to infringe on any patent or other right, and United-American further agrees to execute and deliver to the Railroad all and every such further assurances as may be reasonably requested by the Railroad more fully to effectuate the assignment, transfer and delivery of every such claim, right and cause of action. The Railroad will give notice to United-American of any claim known to the Railroad on the basis of which liability may be charged against United-American hereunder.

- (b) Except in cases of articles or materials specified by the Railroad and not manufactured by Greenville and in cases of designs, systems, processes, formulae or combinations specified by the Railroad and not developed or purported to be developed by Greenville, Greenville agrees to indemnify, protect and hold harmless the Railroad from and against any and all liability, claims, costs, charges and expenses, including royalty payments and counsel fees, in any manner imposed upon or accruing against the Railroad, its assigns or the users of its Equipment, because of the use in or about the construction or operation of any of such Equipment, of any design, system, process, formula, combination, article or material which infringes or is claimed to infringe on any patent or other right. Greenville agrees to and hereby does, to the extent legally possible without impairing any claim, right or cause of action hereinafter

referred to, assign, set over and deliver to the Railroad every claim, right and cause of action which Greenville has or hereafter shall have against the seller or sellers of any designs, systems, processes, formulae, combinations, articles or materials specified by the Railroad and purchased or otherwise acquired by Greenville for use in or about the construction or operation of any of its Equipment on the ground that any such design, system, process, formula, combination, article or material or operation thereof infringes or is claimed to infringe on any patent or other right. Greenville further agrees to execute and deliver to the Railroad or the users of its Equipment all and every such further assurance as may be reasonably requested more fully to effectuate the assignment and delivery of every such claim, right and cause of action. The Railroad will give notice to Greenville of any claim known to the Railroad from which liability may be charged against Greenville hereunder.

Type	Builder's Specifications	AAR Mechanical Designation	Builder's Plant	Quantity	Railroad Road Numbers	Estimated Time and Place of Delivery
125-ton Pulpwood Cars (Builder--United-American Car Co.)	80-49D(W0109)	LP	Cartersville, Georgia	100	Note 1	Dec., 1980-Jan., 1981 Cartersville, Georgia.
100-ton Wood Chip Hopper Cars (Builder--Greenville Steel Car Company)	H-6052	HT	Greenville, Pennsylvania	130	Note 2	May, 1981-July, 1981 Greenville, Pennsylvania.

Note 1: KCS 503002, KCS 503011, KCS 503029, KCS 503037, KCS 503045, KCS 503053, KCS 503061, KCS 503070, KCS 503088, KCS 503096, KCS 503100, KCS 503118, KCS 503126, KCS 503134, KCS 503142, KCS 503151, KCS 503169, KCS 503177, KCS 503185, KCS 503193, KCS 503207, KCS 503215, KCS 503223, KCS 503231, KCS 503240, KCS 503258, KCS 503266, KCS 503274, KCS 503282, KCS 503291, KCS 503304, KCS 503312, KCS 503321, KCS 503339, KCS 503347, KCS 503355, KCS 503363, KCS 503371, KCS 503380, KCS 503398, KCS 503401, KCS 503410, KCS 503428, KCS 503436, KCS 503444, KCS 503452, KCS 503461, KCS 503479, KCS 503487, KCS 503495, KCS 503509, KCS 503517, KCS 503525, KCS 503533, KCS 503541, KCS 503550, KCS 503558, KCS 503576, KCS 503584, KCS 503592, KCS 503606, KCS 503614, KCS 503622, KCS 503631, KCS 503649, KCS 503657, KCS 503665, KCS 503673, KCS 503681, KCS 503690, KCS 503703, KCS 503711, KCS 503720, KCS 503738, KCS 503746, KCS 503754, KCS 503762, KCS 503771, KCS 503789, KCS 503797, KCS 503801, KCS 503819, KCS 503827, KCS 503835, KCS 503843, KCS 503851, KCS 503860, KCS 503878, KCS 503886, KCS 503894, KCS 503908, KCS 503916, KCS 503924, KCS 503932, KCS 503941, KCS 503959, KCS 503967, KCS 503975, KCS 503983, KCS 503991, KCS 504009, KCS 504017, KCS 504025, KCS 504033, KCS 504041, KCS 504050, KCS 504068, KCS 504076, KCS 504084, KCS 504092, KCS 504106, KCS 504114, KCS 504122, KCS 504131, KCS 504149, KCS 504157, KCS 504173, KCS 504181, KCS 504190, KCS 504203, KCS 504211, KCS 504220, KCS 504238, KCS 504246, KCS 504254, KCS 504262, KCS 504271, KCS 504289, KCS 504297.

Note 2: KCS 605905, KCS 605913, KCS 605921, KCS 605930, KCS 605948, KCS 605956, KCS 605964, KCS 605972, KCS 605981, KCS 605999, KCS 606006, KCS 606014, KCS 606022, KCS 606031, KCS 606049, KCS 606057, KCS 606065, KCS 606073, KCS 606081, KCS 606090, KCS 606103, KCS 606111, KCS 606120, KCS 606138, KCS 606146, KCS 606154, KCS 606162, KCS 606171, KCS 606189, KCS 606197, KCS 606201, KCS 606219, KCS 606227, KCS 606235, KCS 606243, KCS 606251, KCS 606260, KCS 606278, KCS 606286, KCS 608294, KCS 606308, KCS 606316, KCS 606324, KCS 606332, KCS 606341, KCS 606359, KCS 606367, KCS 606375, KCS 606383, KCS 606391, KCS 606405, KCS 606413, KCS 606421, KCS 606430, KCS 606448, KCS 606456, KCS 606464, KCS 606472, KCS 606481, KCS 606499, KCS 606502, KCS 606511, KCS 606529, KCS 606537, KCS 606545, KCS 606553, KCS 606561, KCS 606570, KCS 606588, KCS 606596, KCS 606600, KCS 606618, KCS 606626, KCS 606634, KCS 606642, KCS 606651, KCS 606669, KCS 606677, KCS 606685, KCS 606693, KCS 606707, KCS 606715, KCS 606723, KCS 606731, KCS 606740, KCS 606758, KCS 606766, KCS 606774, KCS 606782, KCS 606791, KCS 606804, KCS 606812, KCS 606821, KCS 606839, KCS 606847, KCS 606855, KCS 606863, KCS 606871, KCS 606880, KCS 606898.

[CS&M Ref. No.: 1571-130]

AGREEMENT AND ASSIGNMENT

Dated as of November 15, 1980

Between Each of

UNITED-AMERICAN CAR CO.,

GREENVILLE STEEL CAR COMPANY

and

METROPOLITAN LIFE INSURANCE COMPANY

AGREEMENT AND ASSIGNMENT

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Note: This Table of Contents is for convenience of reference and is not part of the Agreement.

AGREEMENT AND ASSIGNMENT, dated as of November 15, 1980, between each of UNITED-AMERICAN CAR CO., GREENVILLE STEEL CAR COMPANY (individually called a "Builder" and collectively the "Builders") and METROPOLITAN LIFE INSURANCE COMPANY (said Company, together with its successors and assigns, being hereinafter called the "Assignee").

WHEREAS the Builders and The Kansas City Southern Railway Company (the "Railroad") have entered into a Conditional Sale Agreement dated as of the date hereof (the "CSA") covering the construction, sale and delivery, on the conditions therein set forth, by the Builders, severally, and the purchase by the Railroad of the railroad rolling stock equipment described in Schedule B to the CSA (said equipment being hereinafter called the "Equipment" and the Equipment constructed, sold and delivered by each Builder being hereinafter sometimes called "its Equipment");

NOW, THEREFORE, THIS AGREEMENT AND ASSIGNMENT (this "Assignment") WITNESSETH: That, in consideration of the sum of \$1 and other good and valuable consideration paid by the Assignee to the Builders, the receipt of which is hereby acknowledged, as well as of the mutual covenants herein contained, the parties hereby agree as follows:

SECTION 1. Each Builder hereby assigns, transfers and sets over unto the Assignee:

(a) all the right, title and interest of such Builder in and to each unit of its Equipment when and as severally delivered to and accepted by the Railroad, subject to payment by the Assignee to such Builder of the amount required to be paid under Section 4 hereof;

(b) all the right, title and interest of such Builder in and to the CSA (except the right to construct and deliver its Equipment and the right to receive the payments specified in the third paragraph of Article 3 thereof and in subparagraph (a) of the third paragraph of Article 4 thereof and the last paragraph of Article 15 thereof and reimbursements for taxes paid or incurred by such Builder as provided

in Article 5 thereof), and in and to any and all amounts which may be or become due or owing by the Railroad to such Builder under the CSA on account of its indebtedness in respect of the Purchase Price (as defined in the CSA) of its Equipment and interest thereon, and in and to any other sums becoming due from the Railroad under the CSA other than those hereinabove excluded; and

(c) except as limited by subparagraph (b) hereof, all such Builder's rights, powers, privileges and remedies under the CSA;

without any recourse against such Builder for or on account of the failure of the Railroad to make any of the payments provided for in, or otherwise to comply with, any of the provisions of the CSA; provided, however, that this Assignment shall not subject the Assignee to, or transfer, or pass, or in any way affect or modify, the liability of such Builder to construct and deliver its Equipment in accordance with the CSA or with respect to its obligations contained or referred to in Article 14 of the CSA, or relieve the Railroad from its obligations to such Builder contained or referred to in Articles 2, 3, 4, 5, 13, 14 and 15 of the CSA, it being agreed that, notwithstanding this Assignment, or any subsequent assignment pursuant to the provisions of Article 15 of the CSA, all obligations of such Builder to the Railroad with respect to its Equipment shall be and remain enforceable by the Railroad, its successors and assigns, against and only against such Builder. Each Builder hereby authorizes and empowers the Assignee, in the Assignee's own name or in the name of the Assignee's nominee, or in the name of and as attorney hereby irrevocably constituted for such Builder, to ask, demand, sue for, collect, receive and enforce any and all sums to which the Assignee is or may become entitled under this Assignment and to ask, demand, sue for and enforce compliance by the Railroad with the terms and agreements on its part to be performed under the CSA, but at the expense and liability and for the sole benefit of the Assignee.

SECTION 2. Each Builder agrees that it will construct and deliver its Equipment to the Railroad in accordance with the provisions of the CSA; and that, notwithstanding this Assignment, it will perform and fully comply with each of and all the covenants and conditions of the CSA set forth to be performed and complied with by

such Builder. No Builder will deliver any of its Equipment to the Railroad under the CSA until the filings referred to in Article 19 of the CSA have been effected (the respective Builders and their counsel being entitled to rely on advice of special counsel for the Assignee that such filings have been effected).

SECTION 3. Each Builder agrees with the Assignee that in any suit, proceeding or action brought by the Assignee under the CSA for any installment of, or interest on, indebtedness in respect of the Purchase Price of the Equipment or to enforce any provision of the CSA, such Builder will indemnify, protect and hold harmless the Assignee from and against all expense, loss or damage suffered by reason of any defense, setoff, counterclaim or recoupment whatsoever of the Railroad arising out of a breach by such Builder of any obligation with respect to its Equipment or the delivery or warranty thereof, or by reason of any defense, setoff, counterclaim or recoupment whatsoever arising by reason of any other indebtedness or liability at any time owing to the Railroad by such Builder. Each Builder's obligation so to indemnify, protect and hold harmless the Assignee is conditional upon (a) the Assignee's timely motion or other appropriate action, on the basis of Article 15 of the CSA, to strike any defense, setoff, counterclaim or recoupment asserted by the Railroad in any such suit, proceeding or action and (b) if the court or other body having jurisdiction in such suit, proceeding or action denies such motion or other action and accepts such defense, setoff, counterclaim or recoupment as a triable issue in such suit, proceeding or action, the Assignee's prompt notification to such Builder of the asserted defense, setoff, counterclaim or recoupment and the Assignee's giving such Builder the right, at such Builder's expense, to compromise, settle or defend against such defense, setoff, counterclaim or recoupment.

Except in cases of articles or materials specified by the Railroad and not manufactured by such Builder and in cases of designs, systems, processes, formulae or combinations specified by the Railroad and not developed or purported to be developed by such Builder, each Builder agrees, except as otherwise specifically provided in Schedule A to the CSA, to indemnify, protect and hold harmless the Assignee from and against any and all liability, claims, costs, charges and expenses, including

royalty payments and counsel fees, in any manner imposed upon or accruing against the Assignee or its assigns because of the use in or about the construction or operation of any of its Equipment of any design, system, process, formula, combination, article or material which infringes or is claimed to infringe on any patent or other right. The Assignee will give prompt notice to the appropriate Builder of any such liability or claim actually known to the Assignee and will give such Builder the right, at such Builder's expense, to compromise, settle or defend against such claim. Each Builder agrees that any amounts payable to it by the Railroad with respect to its Equipment, whether pursuant to the CSA or otherwise, not hereby assigned to the Assignee, shall not be secured by any lien, charge or security interest upon its Equipment or any unit thereof.

SECTION 4. The Assignee, on each Closing Date fixed as provided in Article 4 of the CSA with respect to a Group (as defined in said Article 4) of the Equipment, shall pay to the Builder of the units of Equipment in such Group an amount equal to the portion of the Purchase Price of its Equipment as shown on the invoice therefor then being settled for which, under the terms of said Article 4, is payable in installments, provided that there shall have been delivered to the Assignee, at least two business days (as defined in said Article 4) prior to such Closing Date, the following documents, in form and substance satisfactory to it and to its special counsel hereinafter mentioned, in such number of counterparts as may be reasonably requested by said special counsel:

(a) a bill of sale from such Builder to the Assignee transferring to the Assignee security title to the units of its Equipment in such Group, warranting to the Assignee and to the Railroad that at the time of delivery of such units under the CSA such Builder had legal title to such units and good and lawful right to sell such units and that title to such units was free of all claims, liens, security interests and other encumbrances of any nature except only the rights of the Railroad under the CSA, and covenanting to defend the title to such units against the demands of all persons whomsoever based on claims originating prior to the delivery of such units by such Builder under the CSA;

(b) a Certificate or Certificates of Acceptance

with respect to the units of its Equipment in such Group as contemplated by Article 3 of the CSA;

(c) an invoice of such Builder for the units of its Equipment in such Group accompanied by or having endorsed thereon a certification by the Railroad as to the correctness of the prices of such units;

(d) an opinion of Messrs. Cravath, Swaine & Moore, who are acting as special counsel for the Assignee, dated as of such Closing Date, stating that (i) the CSA has been duly authorized, executed and delivered by the Railroad and such Builder and is a legal, valid and binding instrument enforceable against the Railroad and such Builder in accordance with its terms, (ii) this Assignment has been duly authorized, executed and delivered by such Builder and is a legal, valid, binding and enforceable instrument, (iii) the Assignee is vested with all the rights, titles, interests, powers and privileges purported to be assigned to it by this Assignment, (iv) security title to the units of the Equipment in such Group is validly vested in the Assignee and title to such units, at the time of delivery thereof to the Railroad under the CSA, was free from all claims, liens, security interests and other encumbrances (other than those created by the CSA), (v) no approval of the Interstate Commerce Commission or any other governmental authority is necessary for the valid execution, delivery and performance of the CSA or this Assignment by the parties thereto, (vi) the CSA and this Assignment have been duly filed with the Interstate Commerce Commission pursuant to 49 U.S.C. § 11303, and no other filing or recordation is necessary for the protection of the rights of the Assignee in any state of the United States of America or in the District of Columbia, (vii) registration of the CSA or this Assignment is not required under the Securities Act of 1933, as amended, and qualification of an indenture with respect thereto is not required under the Trust Indenture Act of 1939, as amended and (viii) the rights of the Assignee to possession of the Equipment would be subject to the provisions of 11 U.S.C. § 1168 (assuming the Railroad continues to be a "railroad" as defined in 11 U.S.C. § 101(33)); such opinion shall also state that said counsel have examined the opinions being delivered on such Closing Date pursuant to subparagraphs (e) and (f) of this

Section 4, that such opinions are satisfactory in form and scope to said counsel and that said counsel believe that the Assignee is justified in relying thereon; and such opinion shall also cover such other matters as may reasonably be requested by the Assignee;

(e) an opinion of counsel for the Railroad, dated as of such Closing Date, to the effect set forth in clauses (i), (iv), (v) and (vi) of subparagraph (d) above (said counsel, in rendering such opinion, being permitted to assume due authorization, execution and delivery of this Assignment and the CSA by all parties thereto other than the Railroad) and stating that the Railroad is a duly organized and existing corporation in good standing under the laws of its jurisdiction of incorporation and has the power and authority to own its properties and to carry on its business as now conducted;

(f) an opinion of counsel for such Builder, dated as of such Closing Date, to the effect set forth in clauses (iii) and (iv) of subparagraph (d) above in respect of its Equipment insofar as such matters relate to such Builder and stating that (i) such Builder is a duly organized and existing corporation in good standing under the laws of its jurisdiction of incorporation and has the power and authority to own its properties and to carry on its business as now conducted, (ii) the CSA has been duly authorized, executed and delivered by such Builder and is a legal and valid instrument binding upon such Builder and enforceable against such Builder in accordance with its terms and (iii) each of this Assignment and the bill of sale referred to in subparagraph (a) above has been duly authorized, executed and delivered by such Builder and is a legal, valid and enforceable instrument binding upon such Builder;

(g) a receipt from such Builder for any payment (other than the payment being made by the Assignee pursuant to this first paragraph of this Section 4) required to be made on such Closing Date to such Builder with respect to its Equipment, unless such payment is made by the Assignee with funds furnished to it for that purpose by the Railroad; and

(h) a certificate of an officer of the Railroad, dated as of such Closing Date, to the effect that

(1) no event of default, or event which with the lapse of time or demand, or both, as provided for in the CSA could constitute an event of default, shall have occurred and is then continuing, (2) no Federal tax liens (including tax liens filed pursuant to section 6323 of the United States Internal Revenue Code of 1954, as amended) or, to the best of the knowledge and belief of the Railroad, other tax liens, have been filed and are then in effect against the Railroad which could adversely affect the interest of the Assignee in the Equipment, and (3) since December 31, 1979, there has not been any material adverse change in the assets, liabilities, business or condition (financial or otherwise) of the Railroad.

In giving the opinions specified in subparagraphs (d), (e) and (f) of this Section 4, counsel may qualify any opinion to the effect that any agreement is a legal, valid and binding instrument enforceable in accordance with its terms by a general reference to limitations as to enforceability imposed by bankruptcy, insolvency, reorganization, moratorium or other similar laws affecting the enforcement of creditors' rights generally. In giving the opinions specified in said subparagraphs (d) and (e), counsel may rely, as to authorization, execution and delivery by such Builder of the documents executed by such Builder and as to title to the Equipment at the time of delivery thereof under the CSA, on the opinion of counsel for such Builder; and, in giving the opinion specified in said subparagraph (d), counsel may rely as to any matter governed by the law of any jurisdiction other than New York or the United States on the opinion of counsel for the Railroad or the opinion of counsel for such Builder as to such matter.

The Assignee shall not be required to make payment for the Equipment assigned hereunder:

(i) on any Closing Date, unless the interests acquired by the Assignee on such Closing Date shall be a legal investment under Section 81(2)(a), 81(2)(b) or 81(4)(b) of the New York Insurance Law;

(ii) at any time after the commencement of any proceedings specified in clause (c) or (d) of Article 16 of the CSA or if an event of default, or any event which with the lapse of time and/or demand provided for in the CSA could constitute an event of default, shall have occurred and be continuing under the CSA; or

(iii) if there has been any material adverse change in the assets, liabilities, business or condition (financial or otherwise) of the Railroad since December 31, 1979.

In the event that the Assignee shall not make payment for any Group of the Equipment, the Assignee shall reassign to such Builder, without recourse to the Assignee, all right, title and interest of the Assignee in and to the units of the Equipment with respect to which payment has not been made by the Assignee. If the aggregate Purchase Price (as defined in the CSA) of the Equipment exceeds \$12,540,000 and the Railroad does not make the payments specified in subparagraph (a) of the third paragraph of Article 4 of the CSA with respect to any unit of Equipment, the Assignee shall reassign to such Builder, without recourse to the Assignee, all right, title and interest of the Assignee in and to the units of Equipment in respect of which the Purchase Price exceeds \$12,540,000.

SECTION 5. The Assignee may assign all or any of its rights under the CSA, including the right to receive any payments due or to become due to it from the Railroad thereunder. In the event of any such assignment and upon the giving of notice required in Article 15 of the CSA, any such subsequent or successive assignee or assignees shall, to the extent of such assignment, enjoy all the rights and privileges and be subject to all the obligations of the Assignee hereunder.

In compliance with Article 21 of the CSA, the address of the Assignee is One Madison Avenue, New York, N. Y. 10010, attention of Treasurer.

SECTION 6. Each Builder hereby:

(a) represents and warrants to the Assignee that the CSA was duly authorized by it and lawfully executed and delivered by it for a valid consideration, that, assuming due authorization, execution and delivery by the Railroad, the CSA is, insofar as such Builder is concerned, a valid and existing agreement binding upon it and the Railroad in accordance with its terms and that it is now in force without amendment thereto;

(b) agrees that it will from time to time and at all times, at the request of the Assignee, make, execute and deliver all such further instruments of assignment, transfer and assurance and do such further acts and things as may be necessary and appropriate in

the premises to give effect to the provisions herein-
above set forth and more perfectly to confirm the
rights, titles and interests hereby assigned and
transferred to the Assignee or intended so to be;
and

(c) agrees that, upon request of the Assignee,
it will execute any and all instruments which may be
necessary or proper in order to discharge of record
the CSA or any other instrument evidencing any
interest of such Builder therein or in its Equipment.

SECTION 7. The terms of this Assignment and all
rights and obligations hereunder shall be governed by the
laws of the State of New York; provided, however, that the
parties shall be entitled to all the rights conferred as
provided in Article 23 of the CSA.

SECTION 8. The rights and obligations of the
Builders under this Assignment are several in accordance
with their interests and not joint. Accordingly, whenever
this Assignment, by use of such designation as "each
Builder", "such Builder" or other similar term, confers a
right or imposes an obligation upon any Builder or its
successor, such right or obligation shall be construed to
accrue to or to be enforceable against only the specific
Builder furnishing the units of Equipment giving rise to
such right or obligation and its successors as herein
provided.

SECTION 9. The Assignee agrees to deliver an
executed counterpart of this Assignment to the Railroad,
which delivery shall constitute due notice of the assign-
ment hereby made. Although this Assignment is dated for
convenience as of the date first set forth above, the
actual date or dates of execution hereof by the parties
hereto is or are, respectively, the date or dates stated
in the acknowledgments hereto annexed.

SECTION 10. This Assignment may be executed in
any number of counterparts, such counterparts together
constituting but one and the same contract, but the
counterpart delivered to the Assignee shall be deemed to
be the original and all other counterparts shall be deemed
to be duplicates thereof. Each Builder shall be bound
hereunder notwithstanding the failure of any other Builder
to execute and deliver this Assignment or to perform its
obligations hereunder.

IN WITNESS WHEREOF, each Builder and the Assignee, each pursuant to due authority, have caused this instrument to be executed in their respective corporate names by duly authorized officers, and their respective corporate seals to be hereunto affixed and duly attested, all as of the date first above written.

UNITED-AMERICAN CAR CO.,

by

[CORPORATE SEAL]

Vice President

Attest:

Assistant Secretary

GREENVILLE STEEL CAR COMPANY,

by

J. T. Leggett

Vice President

[CORPORATE SEAL]

Attest:

R. L. Johnson

Assistant Secretary

METROPOLITAN LIFE INSURANCE COMPANY,

by

William J. Danchfield

Vice President

by

John C. Koon

Associate General Counsel R6C

[CORPORATE SEAL]

Attest:

[Signature]

Assistant Secretary

ACKNOWLEDGMENT OF NOTICE OF ASSIGNMENT

THE KANSAS CITY SOUTHERN RAILWAY COMPANY hereby acknowledges due notice (and receipt of an executed copy) of and consents to the assignment made by the foregoing Agreement and Assignment dated as of November 15, 1980, and, unless otherwise advised by Metropolitan Life Insurance Company in writing, agrees to make all payments under the Conditional Sale Agreement referred to in said Agreement and Assignment by bank wire transfer of immediately available funds to Metropolitan Life Insurance Company's Account No. 002-1-039565 at The Chase Manhattan Bank, N.A., Metropolitan Branch, 33 East 23rd Street, New York, N. Y. 10010, and to give prompt notice by telephone of each such payment to the Manager--Corporate Investments, Bond and Stock Records of Metropolitan Life Insurance Company.

THE KANSAS CITY SOUTHERN RAILWAY
COMPANY,

by


Vice President

STATE OF GEORGIA,)
) ss.:
COUNTY OF COBB ,)

On this day of December 1980, before me personally appeared , to me personally known, who, being by me duly sworn, says that he is the Vice President of UNITED-AMERICAN CAR CO., that one of the seals affixed to the foregoing instrument is the corporate seal of said Corporation, that said instrument was signed and sealed on behalf of said Corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said Corporation.

Notary Public

[NOTARIAL SEAL]

My Commission Expires

COMMONWEALTH OF PENNSYLVANIA,)
) ss.:
COUNTY OF MERCER,)

On this 5th day of December 1980, before me personally appeared J. T. Egbert, to me personally known, who, being by me duly sworn, says that he is a Vice President of GREENVILLE STEEL CAR COMPANY, that one of the seals affixed to the foregoing instrument is the corporate seal of said Corporation, that said instrument was signed and sealed on behalf of said Corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said Corporation.

Laura Smith
Notary Public

GREENVILLE, MERCER COUNTY
My Commission Expires Feb. 28, 1981

[NOTARIAL SEAL]

My Commission Expires

