

**WEIL, GOTSHAL & MANGES**

A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS  
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MIAMI, FLORIDA 33131  
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RECORDATION NO. 14184-A FILED 1425

JUL 30 1984 - 1 20 PM

INTERSTATE COMMERCE COMMISSION

July 30, 1984

Mr. James H. Bayne, Secretary  
Interstate Commerce Commission  
Washington, D.C. 20423

4-212A030

In The Matter Of:  
Funding Systems Railcars, Inc.,  
Debtor

No. 10.00  
JUL 30 1984

Dear Mr. Bayne:

ICC Washington, D. C.

Please find enclosed for recordation the transcript reflecting the foreclosure sale on certain railcars held on December 5, 1983. Attached are Acknowledgements of Foreclosure and a separate schedule of the railcars.

Also find enclosed a check in the sum of \$10.00 to cover the recordation fee.

Sincerely yours,

*Peter A. Langerman/jam*  
Peter A. Langerman

PAL:rt  
Encls.

JUL 30 4 14 PM '84  
MOTOR OPERATING UNIT  
ICC OFFICE OF  
THE SECRETARY

*Blamin*  
*Clawson*

7/30/84

**Interstate Commerce Commission**  
Washington, D.C. 20423

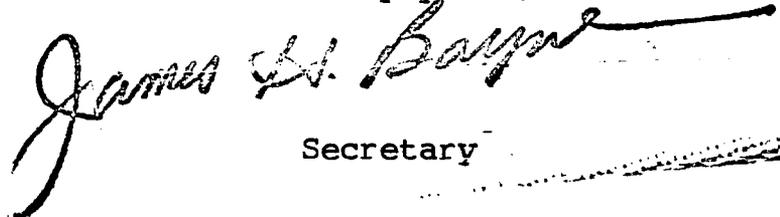
**OFFICE OF THE SECRETARY**

Peter A. Langerman  
Weil, Gotshal & Manges  
767 Fifth Avenue  
New York, N.Y. 10153

Dear Sir:

The enclosed document(s) was recorded pursuant to the provisions of Section 11303 of the Interstate Commerce Act, 49 U.S.C. 11303, on 7/30/84 at 4:20pm and assigned re-  
recording number(s). 14184-A

Sincerely yours,

  
Secretary

Enclosure(s)

14184 A  
RECORDATION NO. 14184 A

JUL 20 1983 1 22 PM

INTERSTATE COMMERCE COMMISSION

-----X

IN THE MATTER OF: :

FUNDING SYSTEMS RAILCARS, INC., :

Debtor. :

No.

81 B 11964

-----X

December 5, 1983  
11:00 o'clock a.m.

767 Fifth Avenue  
New York, New York

Foreclosure Sale of Property,  
held pursuant to Court Order and Section  
9-504 of the Uniform Commercial Code, before  
a Notary Public, within and for the State  
of New York.

---

**RAYVID REPORTING SERVICE**

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NEW YORK, N. Y. 10038

CORLANDT 7-3877  
1878

A P P E A R A N C E S :

WEIL, GOTSHAL & MANGES, ESQS.

Attorneys for Trans Union Leasing  
Corporation and Refco Management  
Services, Inc.

767 Fifth Avenue

New York, New York 10153

BY: MARVIN E. JACOB, ESQ., of Counsel

-and-

BY: PETER LANGERMAN, ESQ., of Counsel

-and-

BY: KAREN GROSS, ESQ., of Counsel

ALSO PRESENT:

MR. WILLIAM F. COX

1  
2 MS. GROSS: Let the record show that  
3 it is now 11:15 a.m., New York time.

4 My name is Karen Gross. I am  
5 associated with the law firm of Weil, Gotshal &  
6 Manges. We're the attorneys for the Trans Union  
7 Leasing Corporation, and Refco Management  
8 Services, Inc. secured parties under security  
9 agreements which are on file at the Interstate  
10 Commerce Commission.

11 There is a sign-in sheet, and I  
12 gather everyone who is here, has signed in.

13 I ask that you identify yourself for  
14 the record.

15 MR. LANGERMAN: My name is Peter  
16 Langerman, I am associated with Weil, Gotshal &  
17 Manges.

18 MR. COX: I am William F. Cox,  
19 President of the Trans Union Leasing Corporation  
20 and Refco Management Services, Inc.

21 MR. JACOB: Marvin E. Jacob, member  
22 of the firm of Weil, Gotshal & Manges.

23 MS. GROSS: Today we're conducting  
24 two sales pursuant to and in accordance with the  
25 Order of the United States Bankruptcy Court for

1  
2 the Northern District of Illinois, Eastern  
3 Division, dated September 28, 1983, nunc pro tunc,  
4 May 25, 1983, in the matter of Funding Systems  
5 Railcars, Inc., a Chapter 11 case bearing case  
6 number 81 B 11964.

7 The sales are also being conducted  
8 pursuant to notices of sale which appeared in the  
9 Mid-western edition of the Wall Street Journal on  
10 November 14, 1983, and the Journal of Commerce on  
11 the same date.

12 A copy of the notice, which appeared  
13 in the Mid-western edition of the Wall Street  
14 Journal will be annexed as an exhibit to this  
15 transcript.

16 Please mark this as Exhibit 1.

17 (The above-described document was  
18 marked Exhibit 1 for identification, as of  
19 this date.)

20 MS. GROSS: The same notice appeared  
21 in the Journal of Commerce.

22 Notices bearing similar form were  
23 sent to various railcar leasing companies,  
24 railroad companies and certain other entities.

25 These sales are being conducted in

1  
2 title, its condition, its fitness for a particular  
3 purpose, its merchantability, or with respect to  
4 the existence of prior liens on the equipment, or  
5 to patent infringement, or the like.

6 Trans Union shall, in no event, be  
7 liable for any direct, indirect, special or  
8 consequential damages caused directly or  
9 indirectly by the equipment, or any inadequacy  
10 thereof for any purpose, or any deficiency or  
11 defect therein, or the use or maintenance thereof  
12 for any repairs, servicing or adjustments thereto.

13 The equipment will be sold subject  
14 to, one, a certain management agreement dated June  
15 1, 1983 naming Funding Systems Railcars, Inc., as  
16 manager; two, certain operating leases, or  
17 assignments, entered into by the manager in  
18 connection with said management agreement, all as  
19 specified in said management agreement.

20 All bids prior to acceptance shall  
21 be accompanied by bid bond or proof of financial  
22 capability.

23 The sale price shall be payable to  
24 Trans Union by cash or certified check, delivered  
25 to Trans Union prior to the close of business

1  
2 today, or by twenty percent down payment in cash  
3 with the balance being due in cash; or by  
4 certified check within ten calendar days after the  
5 sale, namely on or before December 15, 1983.

6 The failure of any successful bidder  
7 or bidders to make the payment required to satisfy  
8 its, or their bid, or bids, and the failure of the  
9 second highest bidder or bidders, if any, to make  
10 the payment required to satisfy its or their bid,  
11 or bids, will result in forfeiture of any required  
12 deposits and damages, and will give Trans Union  
13 the option to declare the sale null and void and  
14 to conduct a new sale meeting the terms and  
15 requirements that we have set forth, as though the  
16 earlier sale had not occurred.

17 Trans Union reserves the right to  
18 accept or reject any and all bids, and to adjourn,  
19 continue, or withdraw any or all of the equipment  
20 from the sale without further advance notice.

21 All bidders may be required to  
22 disclose their name, address and principal.

23 We will first offer the Trans Union  
24 cars in four lots. The first three lots will  
25 consist of forty cars each and the last lot will

1  
2 consist of forty-six cars.

3           The first lot of cars bears the  
4 marks of the Upper Merion and Plymouth Railroad,  
5 that is the UMP, in sequential order inclusive,  
6 number 6433 through 6474, specifically excluding  
7 numbers 6445, and 6466.

8           The second lot of cars also bears  
9 Upper Merion and Plymouth Railroad markings, in  
10 sequential order inclusive, numbers 6475 through  
11 6517, specifically excluding numbers 6503, 6505  
12 and 6507.

13           The third lot of cars also bears the  
14 Upper Merion and Plymouth Railroad marks, in  
15 sequential order inclusive, numbers 6518 through  
16 6558, specifically excluding number 6546.

17           With respect to the fourth lot of  
18 cars, forty cars bear the Upper Merion and  
19 Plymouth Railroad marks, in sequential order  
20 inclusive, numbers 6559 through 6599, specifically  
21 excluding number 6592; and six cars bear the  
22 markings of Providence & Worcester Railroad, that  
23 marking is PWR, numbers 6445, 6466, 6503, 6505,  
24 6507, and 6546.

25           After the cars are offered in the

1  
2 four lots I have just described, they will be  
3 offered for sale in bulk.

4 It should be noted at this point in  
5 the record that we have not received any sealed  
6 bids, either within or after the requisite time  
7 period.

8 The bidding is open. We will now  
9 accept bids on the first lot of forty cars.

10 Are there any bids?

11 (No response.)

12 MS. GROSS: Hearing no bids on this  
13 lot, we will move on to the second lot.

14 Are there any bids for the second  
15 lot of forty cars?

16 (No response.)

17 MS. GROSS: Hearing no bids, we will  
18 move on to the third lot.

19 Are there any bids for the third lot  
20 of forty cars?

21 (No response.)

22 MS. GROSS: Hearing no bids, we will  
23 move on to the last lot of forty-six cars. Are  
24 there any bids for the last lot of forty-six cars?

25 (No response.)

1  
2 MS. GROSS: Hearing no bids, we will  
3 then proceed to offer for open bidding, in bulk,  
4 all one hundred and sixty-six cars.

5 Are there any bids?

6 MR. COX: Yes. On behalf of Trans  
7 Union leasing I bid \$18,000 per car for a total  
8 \$2,988,000.

9 MS. GROSS: There has been one bid,  
10 are there any other bids?

11 (No response.)

12 MS. GROSS: Hearing the bid  
13 \$2,988,000, or \$18,000 per car; \$2,988,000 for one  
14 hundred and sixty-six cars, going once, twice,  
15 three times.

16 The cars have now been sold pursuant  
17 to this foreclosure sale to the secured party,  
18 Trans Union Leasing Corporation.

19 The foreclosure sale by Trans Union  
20 Leasing is now concluded.

21 Off the record.

22 (Discussion off the record.)

23 MS. GROSS: We will now move on to  
24 the foreclosure sale by Refco Management Services,  
25 Inc.

1  
2 In accordance with an Order entered  
3 by the United States Bankruptcy Court for the  
4 Northern District of Illinois, Eastern Division,  
5 dated September 28, 1983, nunc pro tunc, May 25,  
6 1983, entered in the matter of Funding Systems  
7 Railcars, Inc., Chapter 11 number 81 B 11964, and  
8 subject to the terms and conditions set forth in  
9 the Order which I have just described, and the  
10 other terms and conditions which I will now  
11 describe: The secured party, Refco Management  
12 Services, Inc., is pursuant to this foreclosure  
13 sale offering for sale the equipment which I will  
14 also describe shortly.

15 The equipment has not been assembled  
16 in one location; the equipment will be sold as is,  
17 where is, and without representations or  
18 warranties of any kind or nature, express or  
19 implied, including concerning the equipment, its  
20 title, its condition, its fitness for a particular  
21 purpose, its merchantability, and with respect to  
22 the prior liens on the equipment or to patents  
23 infringement or the like.

24 Refco Management Services shall, in  
25 no event, be liable for any direct, indirect,

1  
2 special or consequential damages caused directly  
3 or indirectly, by the equipment or any inadequacy  
4 thereof for any purpose, or any deficiency or  
5 defect therein, or the use or maintenance thereof,  
6 or any repairs, servicing or adjustments thereto.

7 A portion of the equipment will be  
8 sold subject to, one, a certain management  
9 agreement dated June 1, 1983, naming Funding  
10 Systems Railcars, Inc., as manager, and two,  
11 certain operating leases or assignments entered  
12 into by the manager in connection with said  
13 equipment, all as fully set forth therein.

14 Off the record.

15 (Discussion off the record.)

16 MS. GROSS: All bids prior to  
17 acceptance shall be accompanied by bid bonds or  
18 proof of financial capability, the sale price  
19 shall be paid to Refco Management Services by cash  
20 or certified check, delivered to Refco Management  
21 Services prior to the close of business today, or  
22 by twenty percent down payment in cash with the  
23 balance being due within ten calendar days after  
24 the sale, namely December 15, 1983.  
25

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2           The failure of the successful bidder  
3 or bidders, to make the payment required to  
4 satisfy its or their bid, or bids, and the failure  
5 of the second highest bidder or bidders, if any,  
6 to make the payment required to satisfy its or  
7 their bid or bids, will result in forfeiture of  
8 any required deposits and damages, and will give  
9 Refco Management Services, the option to declare  
10 the sale null and void, and to conduct a new sale  
11 meeting the terms and requirements that we have  
12 set forth as though the earlier sale had not  
13 occurred.

14           Refco Management Services reserves  
15 the right to accept or reject any or all bids, and  
16 to adjourn, continue or withdraw any of the  
17 equipment, any or all of the equipment, from the  
18 sale without further notice.

19           All bidders may be required to  
20 disclose their name, address and principal.

21           The following cars are being sold:  
22 First, one hundred and sixty-seven standard gauge  
23 railroad Type XM boxcars, reconstructed from 70  
24 ton mechanical refrigeration cars.

25           Second, one hundred standard gauge

1  
2 railroad Type XM 70 ton, 50 foot, 6 inch boxcars  
3 constructed by Pullman.

4 Third, one hundred standard gauge  
5 100 ton, 52 foot, 6 inch railroad gondola cars.

6 It should be noted that the one  
7 hundred XM 50 foot 6 inch boxcars are the only  
8 cars not subject to the management agreements  
9 referred to earlier.

10 We will conduct and conclude the  
11 sale of each type of car before moving on to the  
12 next type of car.

13 Within each car type, we will first  
14 offer the cars in lots, and after the cars are  
15 offered in lots, we will offer them for sale in  
16 bulk.

17 Now, we will begin:

18 The first group of cars are the 147  
19 gauge railroad XM boxcars. We will first offer  
20 these cars in three lots.

21 The first lot will consist of  
22 forty-five cars bearing the marks of the Hillsdale  
23 County Railway Company, that is HCRC, in  
24 sequential order, inclusive numbers 1047 through  
25 1100, specifically excluding numbers 1051, 1052,

1054 through 1058, inclusive, 1060 and 1061.

The second lot of cars will consist of fifty cars bearing the Upper Merion and Plymouth Railroad marks, that is UMP, in sequential order inclusive, numbers 14000 through 14048, excluding specifically numbers 14001, 14009, 14010, 14020, 14021, 14025, 14026, and 14027, and will include in sequential order inclusive, numbers 1000 through 1008.

The third lot consists of fifty-two cars, forty-three of which bear the marks of the Upper Merion and Plymouth Railroad --

Off the record.

(Discussion off the record.)

(Continuing) -- in sequential order inclusive, numbers 1009 through 1060, specifically excluding numbers 1037, 1038, 1040, 1041, 1047, 1049, 1052, 1053 and 1054.

And this lot also includes nine cars which bear the marks of the Wisconsin & Southern Railroad, that is WSOR, numbers 14001, 14009, 14010, 14020, 14021, 14025, 14026, 14027, 14049.

The bidding is open, and we will now accept bids on the first lot of forty-five cars.

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Are there any bids?

(No response.)

MS. GROSS: Hearing no bids on the first lot; we will proceed to the second lot.

Are there any bids for the second lot of fifty cars?

(No response.)

MS. GROSS: Hearing no bids, we will move on to the third lot of cars.

Are there any bids?

(No response.)

MS. GROSS: Hearing none, we will move on the last lot of fifty-two cars.

(No response.)

MS. GROSS: Hearing no bids, we will now offer and open for bidding in bulk all one hundred and forty-seven cars.

Are there any bids?

MR. COX: Yes. On behalf of Refco Management Services, Inc. I will bid \$12,000 per car for a total bid of \$1,764,000.

MS. GROSS: There has been one bid.

Are there any other bids?

(No response.)

1  
2 MS. GROSS: Hearing no other bids,  
3 the bids of Refco Management Services of  
4 \$1,764,000, or \$12,000 per car, is the best bid.

5 Going once, twice, three times.

6 The cars have been sold to the  
7 secured party, Refco Management Services, Inc.

8 We will now move to the second type  
9 of cars, the one hundred standard gauge railroad  
10 Type XM, 70 ton, 50 foot 6 inch boxcar constructed  
11 by Pullman.

12 The cars will be offered in two  
13 lots, each consisting of fifty cars. The first  
14 lot consists of cars bearing the Upper Merion and  
15 Plymouth Railroad marks, that is UMP, in  
16 sequential order inclusive, numbers 1250 through  
17 1299.

18 The second lot consists of cars also  
19 bearing the Upper Merion and Plymouth Railroad  
20 marks in sequential order inclusive, numbers 1300  
21 through 1349.

22 The bidding is now open, and we will  
23 accept bids on the first lot of fifty cars.

24 Are there any bids?

25 (No response.)

1  
2 MS. GROSS: Hearing no bids on the  
3 first lot, we will proceed to the second lot.

4 Are there any bids for the second  
5 lot of fifty cars?

6 (No response.)

7 MS. GROSS: Hearing no bids, we will  
8 now offer and open for bidding all one hundred  
9 cars in bulk.

10 Are there any bids for the one  
11 hundred cars?

12 MR. COX: Yes. On behalf of Refco  
13 Management Services, I will bid \$12,000 per car  
14 for a total bid of \$1,200,000.

15 MS. GROSS: One bid.

16 Are there any others?

17 (No response.)

18 MS. GROSS: Hearing no other bids,  
19 the bid of Refco Management Services is  
20 \$1,200,000, or \$12,000 per car.

21 That is the best bid, \$1,200,000  
22 going once. twice, going three times.

23 The cars have been sold to the  
24 secured party, Refco Management Services, Inc.

25 We will now move to the third and

1  
2 last type of cars, the one hundred standard gauge  
3 100 ton, 52 foot 6 inch railroad gondola cars.

4 These cars will be offered in two  
5 lots, each consisting of fifty cars.

6 The first lot of cars bear the marks  
7 of the Denver & Rio Grande -- that is DRGW -- in  
8 sequential order inclusive numbers 6000 through  
9 6049.

10 The second lot consists of thirty  
11 cars bearing the marks of the Lasalle & Bureau  
12 County Railroad, that is LSBC, numbers LSBC 5077,  
13 LSBC 5080, LSBC 5082, LSBC 5083, LSBC 5085, LSBC  
14 5090, LSBC 5092, LSBC 5093, LSBC 5094, LSBC 5095,  
15 LSBC 5099, LSBC 5100, LSBC 5104, LSBC 5114, LSBC  
16 5116, LSBC 5119, LSBC 5122, LSBC 5123, LSBC 5128,  
17 LSBC 5131, LSBC 5132, LSBC 5137, LSBC 5140, LSBC  
18 5144, LSBC 5145, LSBC 5150, LSBC 5154, LSBC 5162,  
19 LSBC 5163, LSBC 5165.

20 The second lot also consists of ten  
21 cars bearing the marks of the Warwick Railway,  
22 that is WRWK in sequential order inclusive,  
23 numbers 20037 through 20046.

24 This lot also includes ten cars  
25 marked Lenawee County Railroad, LCRC, numbers LCRC

1  
2 5086, LCRC 5096, LCRC 5115, LCRC 5117, LCRC 5124,  
3 LCRC 5136, LCRC 5138, LCRC 5149, LCRC 5161, LCRC  
4 5169.

5 The bidding is now open, and we will  
6 accept bids on the first lot of fifty cars.

7 Are there any bids?

8 (No response.)

9 MS. GROSS: Hearing no bids, we will  
10 then proceed to the second lot of fifty cars.

11 Are there any bids?

12 (No response.)

13 MS. GROSS: Hearing none, we will  
14 now offer and open for bidding all one hundred  
15 gondola cars in bulk.

16 Are there any bids?

6  
17 MR. COX: On behalf of Refco  
18 Management Services, I will bid \$22,000 per car  
19 for a total bid of \$2,200,000.

20 MS. GROSS: There has been one bid.

21 Are there any other bids?

22 (No response.)

23 MS. GROSS: The bid is from Refco  
24 Management Services for \$2,200,000 or \$22,000 per  
25 car.

1  
2 That is the highest and best bid,  
3 \$2,200,000 going once, going twice, going three  
4 times.

5 The cars have been sold to the  
6 secured party Refco Management Services, Inc.

7 This concludes the foreclosure sale  
8 by Refco Management Services, Inc.

9 Thank you.

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E X H I B I T S

EXHIBIT

IDENT.

1 Notice in Wall Street Journal

4

- - -

## C E R T I F I C A T E

I, THERESA GLABIK, a Shorthand Reporter  
and Notary Public of the State of New York, do  
hereby certify:

That I reported the proceedings hereinbefore  
set forth, and that the foregoing is a true record  
of the proceedings herein.

I further certify that I am not related to  
any of the parties to this action by blood or  
marriage; and that I am in no way interested in the  
outcome of this matter.

Theresa Glabik

John W. Farrow

I, ..... being duly sworn according to law,  
depose and say that I am the Advertising Clerk of the Publisher of THE WALL STREET JOURNAL,  
a daily national newspaper published and of general circulation in the City of Naperville,  
DuPage County, Illinois, and that the Notice of which the annexed is a copy has been regularly  
published in the said THE WALL STREET JOURNAL for

One

insertion(s) on the following dates:

November 14, 1983

and that the foregoing statements are true and correct to the best of my knowledge, information  
and belief.

*John W. Farrow*

Sworn to before me this 14th day of November 1983

*Michael J. Rumble*  
Notary Public

**NOTICE OF SALE OF RAILROAD ROLLING STOCK**

Refco Management Services, Inc. ("Refco Management") holds a security interest in accordance with applicable law in certain railroad rolling stock (more fully described below) (the "Equipment"). In accordance with that certain Agreed Order Approving Application for Authority to Compromise and Settle Claims, to Abandon and Consent to the Foreclosure of Property of the Estate and to Reject Executory Contracts and Unexpired Leases, and for other Relief (the "Agreed Order"), entered by the United States Bankruptcy Court for the Northern District of Illinois, Eastern Division on September 28, 1983, *nunc pro tunc* May 25, 1983, and subject to the terms and conditions set forth below and in the Agreed Order, Refco Management will sell to the highest bidder(s) all of its right, title and interest in and to the Equipment.

**EQUIPMENT:**

The equipment consists of

- (a) 147 standard gauge railroad Type XM boxcars (Reconstructed from 70-ton mechanical refrigeration cars
- (b) 100 standard gauge railroad Type XM 70-ton 50' 6" boxcars constructed by Pullman; and
- (c) 100 standard gauge 100-ton, 52' 6" railroad gondola cars.

**SALE DATE AND LOCATION:**

The sale will be held on December 5, 1983, 11:00 A.M. (New York time) at the offices of Weil, Gotshal & Manges, 767 Fifth Avenue, 30th Floor, New York, New York.

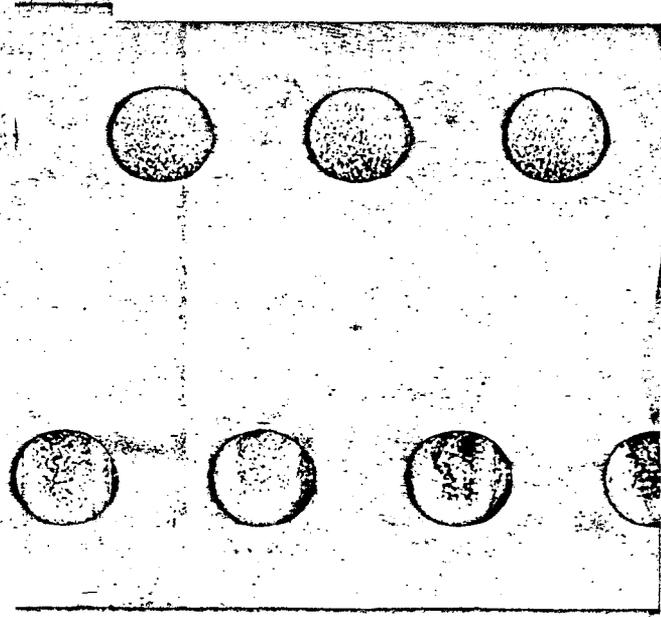
THE EQUIPMENT WILL BE SOLD "AS IS, WHERE IS," AND WITHOUT WARRANTIES OR REPRESENTATIONS OF ANY KIND OR NATURE, EXPRESS OR IMPLIED, INCLUDING CONCERNING THE EQUIPMENT, ITS TITLE, ITS CONDITION, FITNESS FOR A PARTICULAR PURPOSE, ITS MERCHANTABILITY OR WITH RESPECT TO EXISTENCE OF PRIOR LIENS ON THE EQUIPMENT OR TO PATENT INFRINGEMENT OR THE LIKE. REFCO MANAGEMENT SHALL, IN NO EVENT, BE LIABLE FOR ANY DIRECT, INDIRECT, SPECIAL OR CONSEQUENTIAL DAMAGES CAUSED, DIRECTLY OR INDIRECTLY BY THE EQUIPMENT OR ANY INADEQUACY THEREOF FOR ANY PURPOSE, OR ANY DEFICIENCY OR DEFECT THEREIN OR THE USE OR MAINTENANCE THEREOF, OR ANY REPAIRS, SERVICING OR ADJUSTMENTS THERETO.

THE EQUIPMENT WILL BE SOLD SUBJECT TO i) A CERTAIN MANAGEMENT AGREEMENT DATED JUNE 1, 1983 NAMING FUNDING SYSTEMS RAILCARS, INC. AS MANAGER AND ii) CERTAIN OPERATING LEASES OR ASSIGNMENTS ENTERED INTO BY THE MANAGER IN CONNECTION WITH SAID MANAGEMENT AGREEMENT.

The Equipment has not been assembled in one location. A listing of and information regarding the Equipment including the Management Agreement, operating leases and assignments referred to above, and appointments for inspection, subject to availability, and a copy of the Agreed Order can be obtained from Mr. Morris Grant (312-641-0233). All inspecting individuals must sign an insurance indemnification form.

The Equipment will be offered first for sale by separate lots and then in bulk. Refco Management will determine whether a bulk bid for all the Equipment or any one or more of the separate lot bids for less than all the Equipment will be accepted. Sealed bids may be submitted to Marvin E. Jacob, Esq., Weil, Gotshal & Manges, 767 Fifth Avenue, New York, New York 10153, at least two days prior to the sale date or you may appear in person and bid at the sale. Refco Management reserves the right to and may, in accordance with the Agreed Order, bid on the Equipment to the extent of some or all indebtedness owed to it and secured by the Equipment.

All bids, prior to acceptance, shall be accompanied by a bid bond or proof of financial capability; the sale price shall be payable to Refco Management by cash or certified check delivered to Refco Management prior to the close of business on December 5, 1983, or by twenty percent (20%) down-payment in cash with the balance being due ten (10) calendar days after the sale. Failure of the successful bidder(s) to make the payment required to satisfy its (their) bid(s), and failure of the second highest bidder(s), if any, to make the payment required to satisfy its (their) bid(s) will result in forfeiture of any required deposits and damages, and will give Refco Management the option to declare the sale null and void and to conduct a new sale meeting the terms and requirements of sale as set forth herein, as though the earlier sale had not occurred. Refco Management reserves the right to accept any bid(s) received in connection with the earlier sale had not occurred.



SCHEDULE TO ACKNOWLEDGEMENT

(Funding Systems Railcars, Upper Merion and  
Plymouth Railroad Company, Wisconsin & Southern  
Railroad Co., and Funding Systems Railcars  
Leasing, Inc.)

The Equipment consists of one hundred forty-seven (147)  
standard gauge railroad Type XM boxcars (reconstructed from 70-ton  
mechanical refrigeration cars), one hundred (100) standard gauge  
railroad Type XM 70-ton 50' 6" boxcars constructed by Pullman and  
one hundred (100) standard gauge 100-ton, 52' 6" railroad gondola  
cars.

BOXCAR ROAD NUMBERS

HCRC 1047	HCRC 1093	U·P 14037	U·P 1016
HCRC 1048	HCRC 1094	U·P 14038	U·P 1017
HCRC 1049	HCRC 1095	U·P 14039	U·P 1018
HCRC 1050	HCRC 1096	U·P 14040	U·P 1019
HCRC 1053	HCRC 1097	U·P 14041	U·P 1020
HCRC 1059	HCRC 1098	U·P 14042	U·P 1021
HCRC 1062	HCRC 1099	U·P 14043	U·P 1022
HCRC 1063	HCRC 1100	U·P 14044	U·P 1023
HCRC 1064	U·P 14000	U·P 14045	U·P 1024
HCRC 1065	U·P 14002	U·P 14046	U·P 1025
HCRC 1066	U·P 14003	U·P 14047	U·P 1026
HCRC 1067	U·P 14004	U·P 14048	U·P 1027
HCRC 1068	U·P 14005	WSOR 14001	U·P 1028
HCRC 1069	U·P 14006	WSOR 14009	U·P 1029
HCRC 1070	U·P 14007	WSOR 14010	U·P 1030
HCRC 1071	U·P 14008	WSOR 14020	U·P 1031
HCRC 1072	U·P 14011	WSOR 14021	U·P 1032
HCRC 1073	U·P 14012	WSOR 14025	U·P 1033
HCRC 1074	U·P 14013	WSOR 14026	U·P 1034
HCRC 1075	U·P 14014	WSOR 14027	U·P 1035
HCRC 1076	U·P 14015	WSOR 14049	U·P 1036
HCRC 1077	U·P 14016	U·P 1000	U·P 1039
HCRC 1078	U·P 14017	U·P 1001	U·P 1042
HCRC 1079	U·P 14018	U·P 1002	U·P 1043
HCRC 1080	U·P 14019	U·P 1003	U·P 1044
HCRC 1081	U·P 14022	U·P 1004	U·P 1045
HCRC 1082	U·P 14023	U·P 1005	U·P 1046
HCRC 1083	U·P 14024	U·P 1006	U·P 1048
HCRC 1084	U·P 14028	U·P 1007	U·P 1050
HCRC 1085	U·P 14029	U·P 1008	U·P 1051
HCRC 1086	U·P 14030	U·P 1009	U·P 1055
HCRC 1087	U·P 14031	U·P 1010	U·P 1056
HCRC 1088	U·P 14032	U·P 1011	U·P 1057
HCRC 1089	U·P 14033	U·P 1012	U·P 1058
HCRC 1090	U·P 14034	U·P 1013	U·P 1059
HCRC 1091	U·P 14035	U·P 1014	U·P 1050
HCRC 1092	U·P 14036	U·P 1015	

GONDOLA ROAD NUMBERS

LCRC 5086	LSBC 5119	DRGW 6000	DRGW 6025
LCRC 5096	LSBC 5122	DRGW 6001	DRGW 6026
LCRC 5115	LSBC 5123	DRGW 6002	DRGW 6027
LCRC 5117	LSBC 5128	DRGW 6003	DRGW 6028
LCRC 5124	LSBC 5131	DRGW 6004	DRGW 6029
LCRC 5136	LSBC 5132	DRGW 6005	DRGW 6030
LCRC 5138	LSBC 5137	DRGW 6006	DRGW 6031
LCRC 5149	LSBC 5140	DRGW 6007	DRGW 6032
LCRC 5161	LSBC 5144	DRGW 6008	DRGW 6033
LCRC 5169	LSBC 5145	DRGW 6009	DRGW 6034
LSBC 5077	LSBC 5150	DRGW 6010	DRGW 6035
LSBC 5080	LSBC 5154	DRGW 6011	DRGW 6036
LSBC 5082	LSBC 5162	DRGW 6012	DRGW 6037
LSBC 5083	LSBC 5163	DRGW 6013	DRGW 6038
LSBC 5085	LSBC 5165	DRGW 6014	DRGW 6039
LSBC 5090	WRWK 20037	DRGW 6015	DRGW 6040
LSBC 5092	WRWK 20038	DRGW 6016	DRGW 6041
LSBC 5093	WRWK 20039	DRGW 6017	DRGW 6042
LSBC 5094	WRWK 20040	DRGW 6018	DRGW 6043
LSBC 5095	WRWK 20041	DRGW 6019	DRGW 6044
LSBC 5099	WRWK 20042	DRGW 6020	DRGW 6045
LSBC 5100	WRWK 20043	DRGW 6021	DRGW 6046
LSBC 5104	WRWK 20044	DRGW 6022	DRGW 6047
LSBC 5114	WRWK 20045	DRGW 6023	DRGW 6048
LSBC 5116	WRWK 20046	DRGW 6024	DRGW 6049

SCHEDULE TO ACKNOWLEDGEMENT

(Funding Systems Railcars, Upper Merion and  
Plymouth Railroad Company, Wisconsin & Southern  
Railroad Co., and Funding Systems Railcars  
Leasing, Inc.)

The Equipment consists of one hundred sixty-six (166)

standard gauge railroad open top hopper cars, NW class H-12,  
built by Norfolk and Western Railway Company, 100 ton, 3,570 cubic  
feet capacity.

OPEN TOP HOPPER ROAD NUMBERS

U-P 6433	U-P 6475	U-P 6517	U-P 6559
U-P 6434	U-P 6476	U-P 6518	U-P 6560
U-P 6435	U-P 6477	U-P 6519	U-P 6561
U-P 6436	U-P 6478	U-P 6520	U-P 6562
U-P 6437	U-P 6479	U-P 6521	U-P 6563
U-P 6438	U-P 6480	U-P 6522	U-P 6564
U-P 6439	U-P 6481	U-P 6523	U-P 6565
U-P 6440	U-P 6482	U-P 6524	U-P 6566
U-P 6441	U-P 6483	U-P 6525	U-P 6567
U-P 6442	U-P 6484	U-P 6526	U-P 6568
U-P 6443	U-P 6485	U-P 6527	U-P 6569
U-P 6444	U-P 6486	U-P 6528	U-P 6570
PW 6445	U-P 6487	U-P 6529	U-P 6571
U-P 6446	U-P 6488	U-P 6530	U-P 6572
U-P 6447	U-P 6489	U-P 6531	U-P 6573
U-P 6448	U-P 6490	U-P 6532	U-P 6574
U-P 6449	U-P 6491	U-P 6533	U-P 6575
U-P 6450	U-P 6492	U-P 6534	U-P 6576
U-P 6451	U-P 6493	U-P 6535	U-P 6577
U-P 6452	U-P 6494	U-P 6536	U-P 6578
U-P 6453	U-P 6495	U-P 6537	U-P 6579
U-P 6454	U-P 6496	U-P 6538	U-P 6580
U-P 6455	U-P 6497	U-P 6539	U-P 6581
U-P 6456	U-P 6498	U-P 6540	U-P 6582
U-P 6457	U-P 6499	U-P 6541	U-P 6583
U-P 6458	U-P 6500	U-P 6542	U-P 6584
U-P 6459	U-P 6501	U-P 6543	U-P 6585
U-P 6460	U-P 6502	U-P 6544	U-P 6586
U-P 6461	PW 6503	U-P 6545	U-P 6587
U-P 6462	U-P 6504	PW 6546	U-P 6588
U-P 6463	PW 6505	U-P 6547	U-P 6589
U-P 6464	U-P 6506	U-P 6548	U-P 6590
U-P 6465	PW 6507	U-P 6549	U-P 6591
PW 6466	U-P 6508	U-P 6550	U-P 6593
U-P 6467	U-P 6509	U-P 6551	U-P 6594
U-P 6468	U-P 6510	U-P 6552	U-P 6595
U-P 6469	U-P 6511	U-P 6553	U-P 6596
U-P 6470	U-P 6512	U-P 6554	U-P 6597
U-P 6471	U-P 6513	U-P 6555	U-P 6595
U-P 6472	U-P 6514	U-P 6556	U-P 6599
U-P 6473	U-P 6515	U-P 6557	
U-P 6474	U-P 6516	U-P 6558	

ACKNOWLEDGEMENT OF FORECLOSURE  
(247 Boxcars and 100 Railroad Gondola Cars)

Refco Transport Equipment, Inc., Refco Rail Equipment, Inc. and Film Properties, Inc., each a Delaware corporation (collectively, the "Refco Companies"), hereby acknowledge to Refco Management Services, Inc. that, pursuant to a foreclosure sale held on December 5, 1983, Refco Management Services, Inc. has, except as specifically noted below, obtained all of the Refco Companies' right, title and interest in and to the equipment described in the attached schedule (the "Equipment"). The Refco Companies specifically acknowledge that (1) the foreclosure sale was conducted pursuant to that certain order of the United States Bankruptcy Court for the Northern District of Illinois, Eastern Division dated September 28, 1983, nunc pro tunc May 25, 1983 approving the Application of Funding Systems Railcars, Inc. to Compromise and Settle Claims, etc. and (2) the Refco Companies have, except as specifically noted below, no right, title or interest in or to the Equipment or its proceeds.

EXCEPT AS EXPRESSLY PROVIDED HEREIN, THIS ACKNOWLEDGEMENT IS WITHOUT WARRANTIES OR REPRESENTATIONS BY THE REFCO COMPANIES OF ANY NATURE, EXPRESS OR IMPLIED, INCLUDING CONCERNING THE EQUIPMENT, ITS CONDITION, FITNESS FOR A PARTICULAR PURPOSE, ITS MERCHANTABILITY, OR WITH RESPECT TO

EXISTENCE OF PRIOR LIENS ON THE EQUIPMENT OR ITS PATENT INFRINGEMENT OR THE LIKE. REFCO MANAGEMENT SERVICES, INC. TAKES THE EQUIPMENT "AS IS, WHERE IS" AND WITHOUT RECOURSE OF ANY KIND TO THE REFCO COMPANIES. THE REFCO COMPANIES SHALL, IN NO EVENT, BE LIABLE FOR ANY DIRECT, INDIRECT, SPECIAL OR CONSEQUENTIAL DAMAGES CAUSED DIRECTLY OR INDIRECTLY BY THE EQUIPMENT OR ANY INADEQUACY THEREOF FOR ANY PURPOSE, OR ANY DEFICIENCY OR DEFECT THEREIN OR THE USE OR MAINTENANCE THEREOF, OR ANY REPAIRS, SERVICING OR ADJUSTMENTS THERETO.

The Refco Companies further acknowledge that, except as noted on the attached schedule, Refco Management Services, Inc. has obtained the Equipment subject to (1) a certain management agreement dated June 1, 1983 naming Funding Systems Railcars, Inc. as manager and (2) certain operating leases or assignments entered into by the manager in connection with said management agreement.

This Acknowledgement shall inure to the benefit of Refco Management Services, Inc. and its successors, assigns and transferees and shall be binding upon the Refco Companies and their respective successors, assigns and transferees.

This Acknowledgement may be executed by one or more of the parties hereto on any number of separate counterparts and all of said counterparts taken together shall be deemed to constitute one and the same instrument.

IN WITNESS WHEREOF, Refco Transport Equipment, Inc.,  
Refco Rail Equipment, Inc. and Film Properties, Inc. have  
caused this Acknowledgement to be executed on this 23<sup>rd</sup> day of  
July, 1984.

REFCO TRANSPORT EQUIPMENT, INC.

By: W.A. Cox  
Its President

REFCO RAIL EQUIPMENT, INC.

By: W.A. Cox  
Its President

FILM PROPERTIES, INC.

By: W.A. Cox  
Its President

STATE OF Illinois )  
 ) ss.  
COUNTY OF Cook )

On this 24th day of July, 1984, before me personally appeared William S. Cox, to me personally known, who being by me duly sworn, says that he is the President of Kelec Companies, that the seal 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.

Karen O. Stewart  
Notary Public

[SEAL]

My commission expires: July 28, 1986

SCHEDULE TO ACKNOWLEDGEMENT

(Refco Transport Equipment, Inc., Refco Rail  
Equipment, Inc. and Film Properties, Inc.)

The Equipment consists of one hundred forty-seven (147) standard gauge railroad Type XM boxcars (reconstructed from 70-ton mechanical refrigeration cars), one hundred (100) standard gauge railroad Type XM 70-ton 50' 6" boxcars constructed by Pullman and one hundred (100) standard gauge 100-ton, 52' 6" railroad gondola cars.

BOXCAR ROAD NUMBERS

HCRC 1047	HCRC 1093	U·P 14037	U·P 1016
HCRC 1048	HCRC 1094	U·P 14038	U·P 1017
HCRC 1049	HCRC 1095	U·P 14039	U·P 1018
HCRC 1050	HCRC 1096	U·P 14040	U·P 1019
HCRC 1053	HCRC 1097	U·P 14041	U·P 1020
HCRC 1059	HCRC 1098	U·P 14042	U·P 1021
HCRC 1062	HCRC 1099	U·P 14043	U·P 1022
HCRC 1063	HCRC 1100	U·P 14044	U·P 1023
HCRC 1064	U·P 14000	U·P 14045	U·P 1024
HCRC 1065	U·P 14002	U·P 14046	U·P 1025
HCRC 1066	U·P 14003	U·P 14047	U·P 1026
HCRC 1067	U·P 14004	U·P 14048	U·P 1027
HCRC 1068	U·P 14005	WSOR 14001	U·P 1028
HCRC 1069	U·P 14006	WSOR 14009	U·P 1029
HCRC 1070	U·P 14007	WSOR 14010	U·P 1030
HCRC 1071	U·P 14008	WSOR 14020	U·P 1031
HCRC 1072	U·P 14011	WSOR 14021	U·P 1032
HCRC 1073	U·P 14012	WSOR 14025	U·P 1033
HCRC 1074	U·P 14013	WSOR 14026	U·P 1034
HCRC 1075	U·P 14014	WSOR 14027	U·P 1035
HCRC 1076	U·P 14015	WSOR 14049	U·P 1036
HCRC 1077	U·P 14016	U·P 1000	U·P 1039
HCRC 1078	U·P 14017	U·P 1001	U·P 1042
HCRC 1079	U·P 14018	U·P 1002	U·P 1043
HCRC 1080	U·P 14019	U·P 1003	U·P 1044
HCRC 1081	U·P 14022	U·P 1004	U·P 1045
HCRC 1082	U·P 14023	U·P 1005	U·P 1046
HCRC 1083	U·P 14024	U·P 1006	U·P 1048
HCRC 1084	U·P 14028	U·P 1007	U·P 1050
HCRC 1085	U·P 14029	U·P 1008	U·P 1051
HCRC 1086	U·P 14030	U·P 1009	U·P 1055
HCRC 1087	U·P 14031	U·P 1010	U·P 1056
HCRC 1088	U·P 14032	U·P 1011	U·P 1057
HCRC 1089	U·P 14033	U·P 1012	U·P 1058
HCRC 1090	U·P 14034	U·P 1013	U·P 1059
HCRC 1091	U·P 14035	U·P 1014	U·P 1050
HCRC 1092	U·P 14036	U·P 1015	

UMP 1250-1349 \*

\* These boxcars are not subject to any management agreement.

GONDOLA ROAD NUMBERS

LCRC 5086	LSBC 5119	DRGW 6000	DRGW 6025
LCRC 5096	LSBC 5122	DRGW 6001	DRGW 6026
LCRC 5115	LSBC 5123	DRGW 6002	DRGW 6027
LCRC 5117	LSBC 5128	DRGW 6003	DRGW 6028
LCRC 5124	LSBC 5131	DRGW 6004	DRGW 6029
LCRC 5136	LSBC 5132	DRGW 6005	DRGW 6030
LCRC 5138	LSBC 5137	DRGW 6006	DRGW 6031
LCRC 5149	LSBC 5140	DRGW 6007	DRGW 6032
LCRC 5161	LSBC 5144	DRGW 6008	DRGW 6033
LCRC 5169	LSBC 5145	DRGW 6009	DRGW 6034
LSBC 5077	LSBC 5150	DRGW 6010	DRGW 6035
LSBC 5080	LSBC 5154	DRGW 6011	DRGW 6036
LSBC 5082	LSBC 5162	DRGW 6012	DRGW 6037
LSBC 5083	LSBC 5163	DRGW 6013	DRGW 6038
LSBC 5085	LSBC 5165	DRGW 6014	DRGW 6039
LSBC 5090	WRWK 20037	DRGW 6015	DRGW 6040
LSBC 5092	WRWK 20038	DRGW 6016	DRGW 6041
LSBC 5093	WRWK 20039	DRGW 6017	DRGW 6042
LSBC 5094	WRWK 20040	DRGW 6018	DRGW 6043
LSBC 5095	WRWK 20041	DRGW 6019	DRGW 6044
LSBC 5099	WRWK 20042	DRGW 6020	DRGW 6045
LSBC 5100	WRWK 20043	DRGW 6021	DRGW 6046
LSBC 5104	WRWK 20044	DRGW 6022	DRGW 6047
LSBC 5114	WRWK 20045	DRGW 6023	DRGW 6048
LSBC 5116	WRWK 20046	DRGW 6024	DRGW 6049

ACKNOWLEDGEMENT OF FORECLOSURE  
(166 Open Top Hopper Cars)

Refco Transport Equipment, Inc. ("Refco") hereby acknowledges to Trans Union Leasing Corporation that, pursuant to a foreclosure sale held on December 5, 1983, Trans Union Leasing Corporation has, except as specifically noted below, obtained all of Refco's right, title and interest in and to the equipment described in the attached schedule (the "Equipment"). Refco specifically acknowledges that (1) the foreclosure sale was conducted pursuant to that certain order of the United States Bankruptcy Court for the Northern District of Illinois, Eastern Division dated September 28, 1983, nunc pro tunc May 25, 1983 approving the Application of Funding Systems Railcars, Inc. to Compromise and Settle Claims, etc. and (2) Refco has, except as specifically noted below, no right, title or interest in or to the Equipment or its proceeds.

EXCEPT AS EXPRESSLY PROVIDED HEREIN, THIS ACKNOWLEDGEMENT IS WITHOUT WARRANTIES OR REPRESENTATIONS BY REFCO OF ANY NATURE, EXPRESS OR IMPLIED, INCLUDING CONCERNING THE EQUIPMENT, ITS CONDITION, FITNESS FOR A PARTICULAR PURPOSE, ITS MERCHANTABILITY, OR WITH RESPECT TO EXISTENCE OF PRIOR LIENS ON THE EQUIPMENT OR ITS PATENT INFRINGEMENT OR THE LIKE. TRANS UNION LEASING CORPORATION TAKES THE EQUIPMENT

"AS IS, WHERE IS" AND WITHOUT RECOURSE OF ANY KIND TO REFCO. REFCO SHALL, IN NO EVENT, BE LIABLE FOR ANY DIRECT, INDIRECT, SPECIAL OR CONSEQUENTIAL DAMAGES CAUSED DIRECTLY OR INDIRECTLY BY THE EQUIPMENT OR ANY INADEQUACY THEREOF FOR ANY PURPOSE, OR ANY DEFICIENCY OR DEFECT THEREIN OR THE USE OR MAINTENANCE THEREOF, OR ANY REPAIRS, SERVICING OR ADJUSTMENTS THERETO.

Refco further acknowledges that Trans Union Leasing Corporation has obtained the Equipment subject to (1) a certain management agreement dated June 1, 1983 naming Funding Systems Railcars, Inc. as manager and (2) certain operating leases or assignments entered into by the manager in connection with said management agreement.

This Acknowledgement shall inure to the benefit of Trans Union Leasing Corporation and its successors, assigns and transferees and shall be binding upon Refco and its successors, assigns and transferees.

IN WITNESS WHEREOF, Refco Transport Equipment, Inc. has caused this Acknowledgement to be executed on this 21<sup>st</sup> day of July, 1984.

REFCO TRANSPORT EQUIPMENT, INC.

By: *M. J. Cor*  
Its *President*

STATE OF Illinois )  
 ) ss.  
COUNTY OF Cook )

On this 24th day of July, 1984, before me personally appeared William J. Cox, to me personally known, who being by me duly sworn, says that he is the President of Refo Companies, that the seal 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.

Karen Ostrowski  
Notary Public

[SEAL]

My commission expires: July 20, 1986

SCHEDULE TO ACKNOWLEDGEMENT

(Refco Transport Equipment, Inc.)

The Equipment consists of one hundred sixty-six (166) standard gauge railroad open top hopper cars, NW class H-12, built by Norfolk and Western Railway Company, 100 ton, 3,570 cubic feet capacity.

OPEN TOP HOPPER ROAD NUMBERS

UMP 6433	UMP 6475	UMP 6517	UMP 6559
UMP 6434	UMP 6476	UMP 6518	UMP 6560
UMP 6435	UMP 6477	UMP 6519	UMP 6561
UMP 6436	UMP 6478	UMP 6520	UMP 6562
UMP 6437	UMP 6479	UMP 6521	UMP 6563
UMP 6438	UMP 6480	UMP 6522	UMP 6564
UMP 6439	UMP 6481	UMP 6523	UMP 6565
UMP 6440	UMP 6482	UMP 6524	UMP 6566
UMP 6441	UMP 6483	UMP 6525	UMP 6567
UMP 6442	UMP 6484	UMP 6526	UMP 6568
UMP 6443	UMP 6485	UMP 6527	UMP 6569
UMP 6444	UMP 6486	UMP 6528	UMP 6570
PW 6445	UMP 6487	UMP 6529	UMP 6571
UMP 6446	UMP 6488	UMP 6530	UMP 6572
UMP 6447	UMP 6489	UMP 6531	UMP 6573
UMP 6448	UMP 6490	UMP 6532	UMP 6574
UMP 6449	UMP 6491	UMP 6533	UMP 6575
UMP 6450	UMP 6492	UMP 6534	UMP 6576
UMP 6451	UMP 6493	UMP 6535	UMP 6577
UMP 6452-	UMP 6494	UMP 6536	UMP 6578
UMP 6453	UMP 6495	UMP 6537	UMP 6579
UMP 6454	UMP 6496	UMP 6538	UMP 6580
UMP 6455	UMP 6497	UMP 6539	UMP 6581
UMP 6456	UMP 6498	UMP 6540	UMP 6582
UMP 6457	UMP 6499	UMP 6541	UMP 6583
UMP 6458	UMP 6500	UMP 6542	UMP 6584
UMP 6459	UMP 6501	UMP 6543	UMP 6585
UMP 6460	UMP 6502	UMP 6544	UMP 6586
UMP 6461	PW 6503	UMP 6545	UMP 6587
UMP 6462	UMP 6504	PW 6546	UMP 6588
UMP 6463	PW 6505	UMP 6547	UMP 6589
UMP 6464	UMP 6506	UMP 6548	UMP 6590
UMP 6465	PW 6507	UMP 6549	UMP 6591
PW 6466	UMP 6508	UMP 6550	UMP 6593
UMP 6467	UMP 6509	UMP 6551	UMP 6594
UMP 6468	UMP 6510	UMP 6552	UMP 6595
UMP 6469	UMP 6511	UMP 6553	UMP 6596
UMP 6470	UMP 6512	UMP 6554	UMP 6597
UMP 6471	UMP 6513	UMP 6555	UMP 6598
UMP 6472	UMP 6514	UMP 6556	UMP 6599
UMP 6473	UMP 6515	UMP 6557	
UMP 6474	UMP 6516	UMP 6558	