

**WESTERN PACIFIC  
SACRAMENTO NORTHERN  
TIDEWATER SOUTHERN**

**PORTOLA**

**JOINT FACILITIES BOOK**

00078

**J. K. BRENNAN**

**MANAGER - JOINT FACILITIES**  
**THE WESTERN PACIFIC RAILROAD CO.**  
SACRAMENTO NORTHERN RAILWAY  
TIDEWATER SOUTHERN RAILWAY CO.

526 MISSION STREET  
SAN FRANCISCO 94105  
(415) 982-2100  
EXT. 253

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GENERAL NOTICE

This Book is for the use of those employees concerned with Joint Facilities in Operating, Accounting, and other departments.

The Book as issued is partially complete. Corrections and constructive criticism are encouraged. Additional and revised pages will be sent to you along with updated Table of Contents pages for insertion in the proper place. Any questions may be directed to J. K. Brennan in this office.

All employees working on any Joint Facility must use "A" Code, "B" Code, and Special Account Code on their daily time cards, timerolls, and material requisitions. When working on a Joint Facility which has a corresponding page in this Book, employees will use "A" Code 21, "B" Code 21 (same for all Joint Facilities), and the text page number for the Special Account Code.

EXAMPLES:

<u>JOINT FACILITY</u>	<u>"A" CODE</u>	<u>"B" CODE</u>	<u>SPECIAL ACCOUNT CODE</u>
A. Oakland Interchange	21	21	30
B. Port of Stockton	21	21	84
C. Modesto Interlocking	21	21	103

If the appropriate Joint Facility page has not been issued, employees will continue to use existing "A" Code, "B" Code, and Special Account Code until corresponding pages are issued.

Our goal in Joint Facilities is to maximize billing other roads for work we should perform while minimizing payments to other roads for contractual obligations. This Book is a tool toward that end. Please use it.

Approved:

C. G. YUND  
General Manager

January 1, 1974  
(Revised 3/78)  
(Revised 1/83)

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MP: 0 SCHEMATIC: Page 1A

FACILITY: 9th & Division Crossings

JOINT RR: SP FILE #: 9000

AGMT DATE: 11/29/09; 9/18/58 AD #: 965

AGMT DURATION: Not stated.

OPERATION: WP Main and old Main (tracks 000 & 001) cross  
SP at 9th & Division. Protected by stop boards.

MAINTENANCE: Crossings maintained 100% WP

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

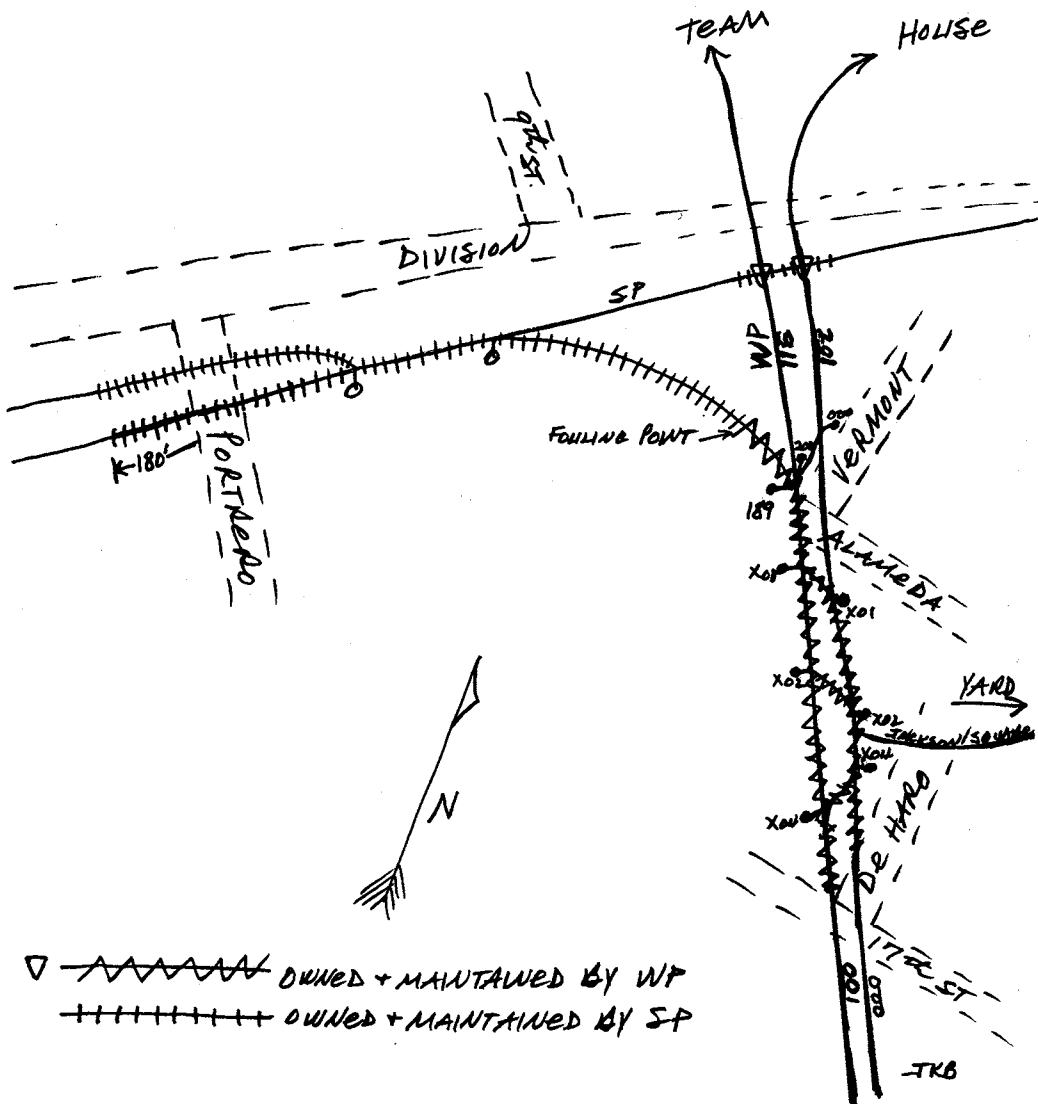
MAINTENANCE: \$300.00

OPERATION N/A

PROPERTY TAXES: N/A

WHO PICKS UP DERAILMENTS? Not stated.

9th + DIVISION



MP: 0 SCHEMATIC: Page 1A  
FACILITY: 9th & Division Interchange

JOINT RR: SP FILE NO.: 9000  
AGMT DATE: 7-15-59 AD NO.: 9953  
AGMT DURATION: Until Terminated; one year's notice.  
OPERATION: Interchange of certain cars.  
MAINTENANCE: Each to do its own.

RENTAL: N/A  
TAXES: N/A  
ADDITIVES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: \$660.00  
OPERATION: N/A  
TAXES: \$51.00

WHO PICKS UP DERAILEMENTS: Either party at the expense of the  
liable party.

MP: 0

SCHEMATIC: Page 3A

FACILITY: Alameda & Utah Streets crossing

JOINT RR: SP File #: 9000  
AGMT DATE: 11/8/17 AD #: 336  
AGMT DURATION: Not stated  
OPERATION: WP Track 401 crosses two SP tracks in Utah Street  
to reach industry located west side Portrero Ave.  
MAINTENANCE: 100% WP

RENTAL: N/A

TAXES: N/A

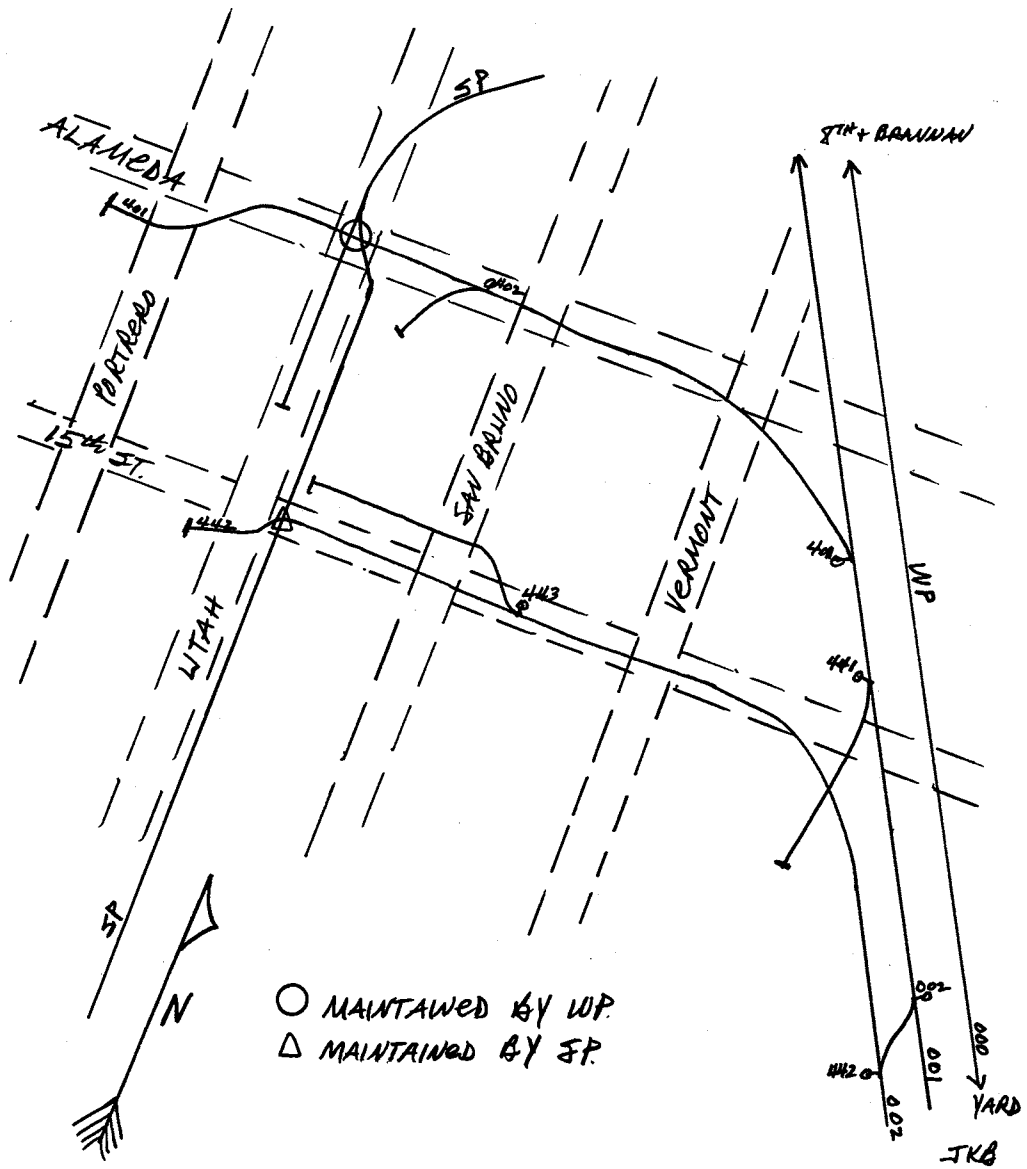
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: \$400.00  
OPERATION: N/A  
PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Agreement silent.

ALAMEDA + LITAH  
AND  
15th + LITAH



MP: 0

SCHEMATIC: Page 3A

FACILITY: 15th & Utah Streets Crossing

JOINT RR: SP

FILE #: None

AGMT DATE: 8/12/24

AD #: 1550

AGMT DURATION: Not stated

OPERATION: SP switching lead in Utah St. crosses WP track 442.

MAINTENANCE: SP

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: N/A

OPERATION: N/A

PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Not Stated.



MP: 0

SCHEMATIC: Page 4A

FACILITY: 16th & Rhode Island - 9th Division

JOINT RR: SP FILE #: MP1; L-11437

AGMT DATE: 3/19/82 AD #: 13610

AGMT DURATION: 25 years and thereafter until one year written notice by SP:  
but SP has the right to terminate upon 30 days' notice at  
any time subsequent to May 1, 1982.

OPERATION: SP bridges its own engines and cars with its own crews over WP  
trackage from 16th and Rhode Island (end of the WP-AT-SP Jackson  
Square joint track) to 9th and Division (See schematic).

MAINTENANCE: WP. SP pays WP an annual flat rate, initially \$2,958.00  
(\$3,321.00 effective 7/82), to be adjusted July 1 of every  
year by the percentage of change in the AAR-RCR Index (base  
year 1980).

RENTAL: SP pays WP a fixed annual rate of \$2,750.00.

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: \$2,750.00 Cr.

MAINTENANCE: ) -- \$3,321.00 Cr.  
OPERATION )

PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS: The party whose equipment is derailed at the  
expense of the liable party.



MP: 0

SCHEMATIC: Page 5A

FACILITY: 16th & Rhode Island crossing

JOINT RR: AT-SP FILE #: 9000

AGMT DATE: 8/25/14, 2/9/45

AD #: 2055  
6763

AGMT DURATION: Not stated.

OPERATION: AT-SP spur springing from Jackson  
Square trackage crosses 4 WP tracks  
in 16th & Rhode Island Streets inter-  
section.

MAINTENANCE: 100% WP.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

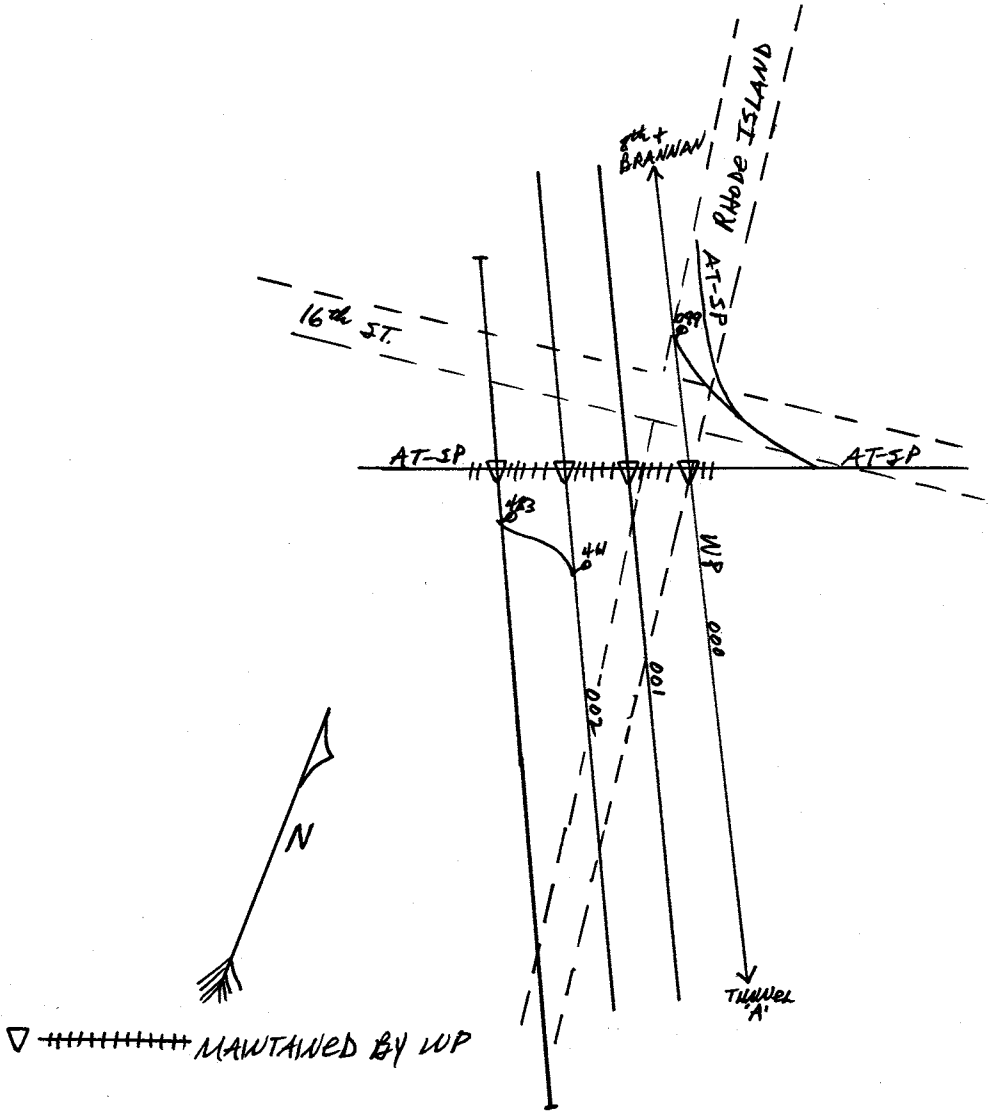
MAINTENANCE: \$600.00

OPERATION: N/A

PROPERTY TAXES: N/A

WHO PICKS UP DERAILMENTS? Not stated.

16<sup>th</sup> + RHODE ISLAND



JKB

MP: 0

SCHEMATIC: Page 6A

FACILITY: Tunnel "A" Bypass via Jackson Square from  
AT connection to 16th & Rhode Island.

JOINT RR: AT-SP FILE #: 9000  
AGMT DATE: 8/1/64 AD #: 10472  
AGMT DURATION: Until terminated; one year's notice  
OPERATION: WP bridges its own engines and cars  
with its own crews.

MAINTENANCE: Alternate 3-year periods by AT and SP.  
AT is the current operating company  
until 12/31/74. WP pays its cars handled  
proportion.

RENTAL: 1/12 of 1/3 of 5% on valuation.

TAXES: WP pays 1/3.

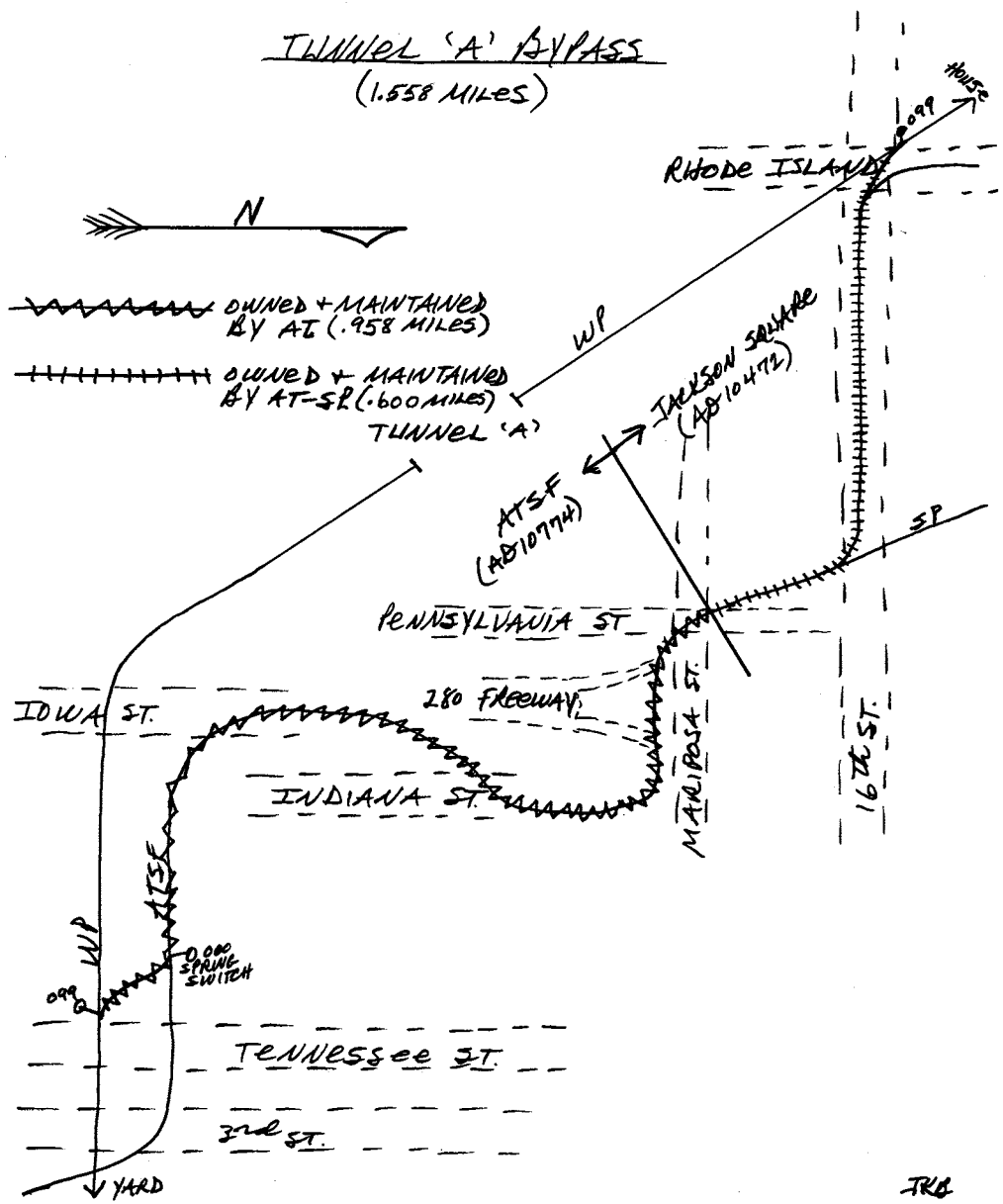
VALUATION: \$77,559.00 (\$56,708 AT, \$20,851 SP).

ANNUAL WP COST (EST)

INTEREST RENTAL: \$1300.00 (\$950 AT, \$350 SP).  
MAINTENANCE: \$1375.00  
OPERATION: N/A  
PROPERTY TAXES: \$ 245.00

WHO PICKS UP DERAILMENTS? Agreement silent

# TUNNEL 'A' BYPASS (1.558 MILES)



MP: 0

SCHEMATIC: Page 6A

FACILITY: Tunnel "A" Bypass via Indiana Street from  
0-099 to AT connection with Jackson Square

JOINT RR: AT FILE #: 9000  
AGMT DATE: 8/1/64 AD #: 10774  
AGMT DURATION: Until terminated; one year's notice  
OPERATION: WP bridges its own engines and cars  
with its own crews.

MAINTENANCE: AT maintains. WP pays its car mileage  
proportion.

RENTAL: 1/12 of 1/2 of 5% per month on valuation plus  
same proportion of additions and betterments.

TAXES: WP pays 1/2.

VALUATION: \$350,750.95

ANNUAL WP COST (EST)

INTEREST RENTAL: \$8775.00  
MAINTENANCE: \$3950.00  
OPERATION: N/A  
TAXES: \$155.00

WHO PICKS UP DERAILMENTS? Agreement silent.

MP: 0 SCHEMATIC: Page 8A  
FACILITY: 25th & Tennessee crossing

JOINT RR: ATSF File #: 9000  
AGMT DATE: 12/29/45 AD #: None  
AGMT DURATION: Unknown  
OPERATION: Track 592 crosses Santa Fe 25th St. lead  
to serve industry tracks 591 and 592.

MAINTENANCE: Unk

RENTAL: Unk  
TAXES: Unk  
VALUATION: Unk

ANNUAL WP COST (EST)

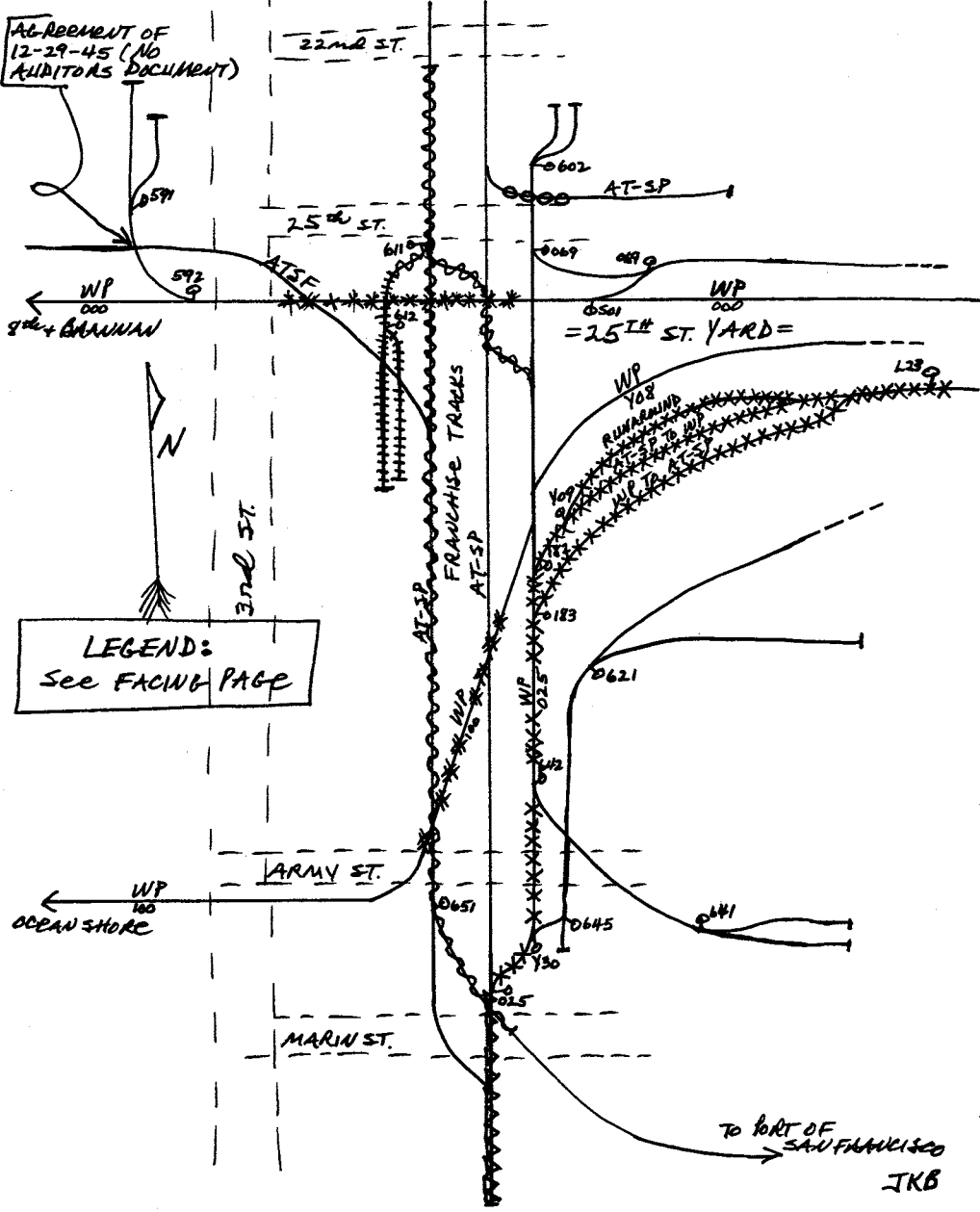
RENTAL: Unk  
MAINTENANCE: \$150.00  
OPERATION: Unk  
PROPERTY TAXES: N/A

WHO PICKS UP DERAILMENTS? Unk



25th ST. YARD VICINITY

ALGEMENT OF  
12-29-45 (NO  
AUDITORS DOCUMENT)



LEGEND:  
See FACING PAGE

TO PORT OF  
SAN FRANCISCO  
JKB

25<sup>th</sup> ST. YARD VICINITY  
JOINT TRACKAGE LEGEND

<u>SYMBOL</u>	<u>AD #</u>	<u>MEANING</u>
<del>~~~~~</del>	5732	OWNED + MAINTAINED BY AT-SP
<del>+++++</del>	5732	OWNED + MAINTAINED BY WP
<del>ooooo</del>	8411	OWNED + MAINTAINED BY AT-SP
<del>*****</del>	7313	OWNED + MAINTAINED BY WP
<del>#####</del>	1059	OWNED + MAINTAINED BY WP
<del>*****</del>	1488	OWNED + MAINTAINED BY WP
<del>AAAAA</del>	9032	OWNED + MAINTAINED BY AT-SP

MP: 1 SCHEMATIC: Page 8A

FACILITY: 25th & Illinois Streets crossing of AT-SP  
Franchise tracks and AT 25th St. drill.

JOINT RR: AT-SP File #: 564  
AGMT DATE: 3/1/12; 7/24/56 AD #: 1488  
AGMT DURATION: As long as any of these grade crossings exist.  
OPERATION: Interlocking. Human flagman 1912 - 1956,  
when interlocking constructed.

MAINTENANCE: 100% maintained by WP.

RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: \$675.00  
OPERATION: N/A  
PROPERTY TAXES: \$5.00

WHO PICKS UP DERAILEMENTS? Agreement silent

MP: 1

SCHEMATIC: Page 8A

FACILITY: AT-SP Crossing of track 025 at 25th Street.

JOINT RR: AT-SP

FILE #: 9000

AGRMT DATE: 11/13/50; 2/25/53

AD #: 8411

AGMT DURATION: Agreement silent

OPERATION: AT-SP spur from Franchise track to serve industry north of 25th Street Yard.

MAINTENANCE: 100% AT-SP.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: N/A

OPERATION: N/A

PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Agreement silent.

MP: 1

SCHEMATIC: Page 8A

FACILITY: Trackage rights on AT-SP Franchise tracks to allow access to tracks 611, 612 and 651.

JOINT RR: AT-SP FILE #: 9000  
AGMT DATE: 12/9/40; 10/23/68 AD #: 5732  
AGMT DURATION: As long as AT-SP operates in Illinois St.  
OPERATION: WP uses portion franchise track and crosses WP main track to reach industry tracks.

MAINTENANCE: AT-SP maintains crossovers and industry track to clear point. WP pays flat fee for this service plus 1/3 cost of additions and betterments.

RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: \$166.67 per year.  
OPERATION: N/A  
PROPERTY TAXES: \$45.00

WHO PICKS UP DERAILMENTS? Agreement silent.

MP: 1 SCHEMATIC: Page 8A

FACILITY: San Francisco Interchange

JOINT RR: AT-SP FILE #: 9000  
AGMT DATE: 12/17/46; 5/7/64 AD #: 7313  
AGMT DURATION: Until terminated; 30 days' notice.  
OPERATION: Two interchange and one runaround tracks.

MAINTENANCE: 100% WP. AT-SP pays 50% of the cost.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: \$575.00  
OPERATION: N/A  
PROPERTY TAXES: \$150.00

WHO PICKS UP DERAILMENTS? WP at expense of liable party.

MP: 1 SCHEMATIC: Page 8A

FACILITY: ARMY and ILLINOIS Streets crossing of AT-SP  
Franchise tracks.

JOINT RR: AT-SP FILE #: 9000  
AGMT DATE: 2/28/22 AD #: 1059  
AGMT DURATION: During the existence of the crossings.  
OPERATION: Ocean Shore main crossing of Franchise track  
protected by stop boards.

MAINTENANCE: 100% WP.

RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: \$400.00  
OPERATION: N/A  
PROPERTY TAXES: \$5.00

WHO PICKS UP DERAILEMENTS? Agreement silent.

MP: 0 SCHEMATIC: Page 26A

FACILITY: McKinnon and Barneveld crossing.

JOINT RR: SP FILE #: 9000  
AGMT DATE: 11/29/44; 9/18/50 AD #: 6942  
AGMT DURATION: "Duration of present war plus six months."  
OPERATION: McKinnon Street lead(track 941) off Ocean  
Shore and track 931 cross SP.

MAINTENANCE: 100% WP.

RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

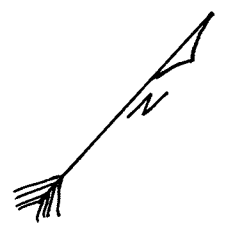
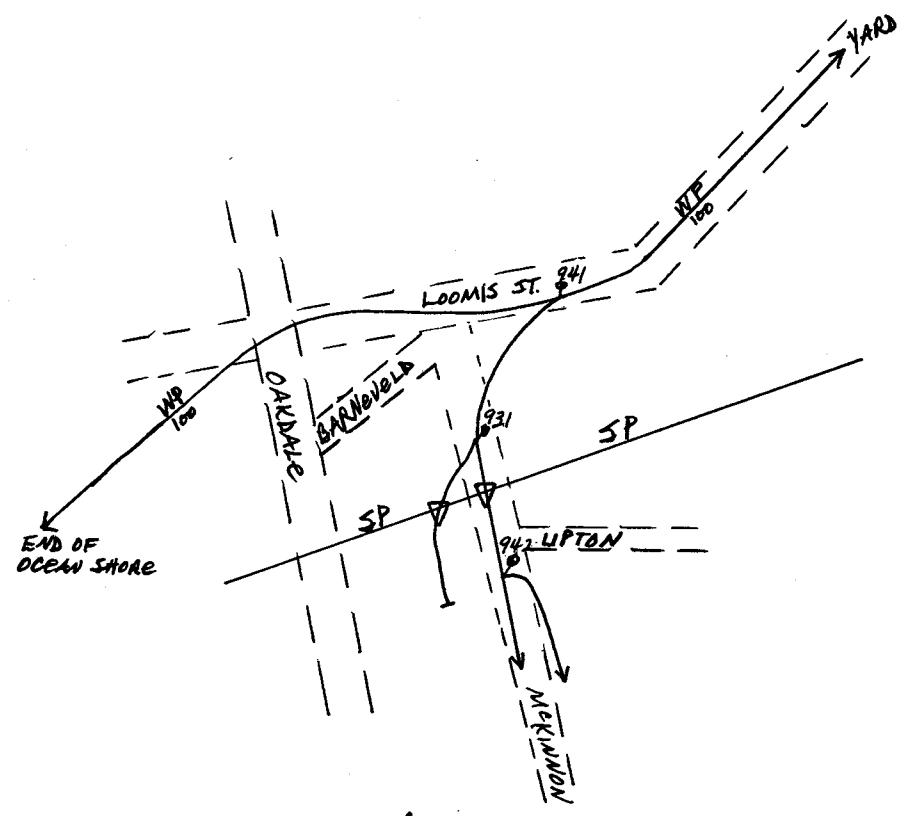
ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: \$300.00  
OPERATION: N/A  
PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Not stated.



MCKINNON + BARNEVELD CROSSING



▽ MAINTAINED BY WP.

JKB

MP: 5 - 6004

SCHEMATIC: PAGE 27A

FACILITY: Oakland-Alameda Bridge

JOINT RR: SP FILE #: 080 Sp1 (75)

AGMT DATE: 2/1/79 AD #: 13174

AGMT DURATION: Fifty years and thereafter until terminated by 60 days' written notice by either party subject to ICC approval, except WP can at any time terminate on 60 days' written notice.

OPERATION: SP handles WP cars, loaded or empty, over the bridge track in both directions between the Oakland WP-SP Interchange and the SP-ABL Interchange in ABL's yard in Alameda. WP pays SP a flat charge, initially \$27.00 (\$44.50 eff. 7/82), for each loaded or empty WP car moved in each direction over the bridge track.

MAINTENANCE: SP maintains SP portion of the bridge track.

RENTAL: )

WP to pay SP annually in advance for each calendar year the sum of \$18,000.00

TAXES: )

VALUATION:)

ANNUAL WP COST (EST)

RENTAL: See Above

MAINTENANCE: N/A

OPERATION: \$105,000.00

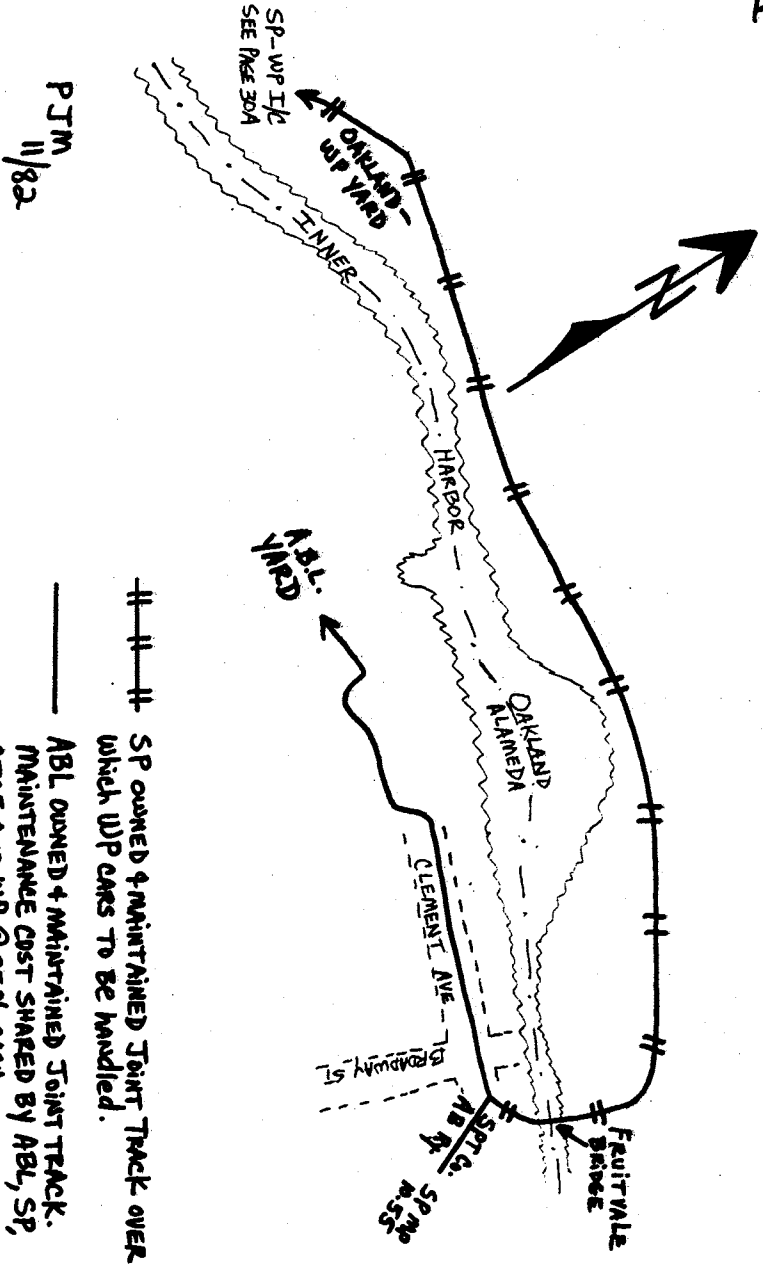
PROPERTY TAXES: See Above

OTHER: ABL-SP 10/8/53 Agreement gave SP the right to operate on ABL trackage for the purpose of bridging SP cars. ABL maintains ABL portion of the bridge track on a numerical proportion basis and WP pays ABL 25 percent of the cost. WP's annual cost to ABL include: maintenance, \$12,000.00; rental, \$1,700.00; and property taxes, \$130.00.

ABL-ATSF 12/31/80 Agreement gave ATSF the right to have SP bridge ATSF cars over ABL trackage. WP does not have a similar agreement with ABL; it was determined that it was not necessary as our only interest in the 12/31/80 Agreement between ABL/ATSF was as an ABL parent.

WHO PICKS UP DERAILEMENTS? SP at cost of responsible party.

OAKLAND - ALAMEDA



MP: 30-1 and 5-1

SCHEMATIC: PAGE 28A, B, C &amp; D

FACILITY: South Bay Pooling

JOINT RR: SP FILE #: 080 Sp1 (75)

AGMT DATE: 2/1/79 AD #: 13175

AGMT DURATION: Fifty years and thereafter until terminated by not less than 60 days' written notice by either party.

OPERATION: SP handles WP cars between Fremont (Shinn) and S.F. (McKinnon) and between Oakland and S.F. (25th Street) for cars exceeding Plate C dimensions but within SP published line clearances for S.F. WP to pay SP initially:

1. \$200,000.00 per annum which sum includes all wages and fringe benefits paid to T & E crews handling WP's cars (\$399,200.00 eff. 1/82).
  2. \$10.00 per car SP handles for WP in either direction between Shinn and S.F. (\$19.96 eff. 1/82).
  3. \$15.00 per car SP handles for WP to or from S.F. Belt Railway (\$29.94 eff. 1/82).
  4. \$64.00 per hour for all time in excess of 8 hours per day between S.F. and Shinn (\$127.73 eff. 1/82).
  5. \$49.00 per car SP handles for WP between Oakland and S.F. (\$161.23 eff. 1/82 which includes a charge of \$63.44 for SP's use of the Illinois St. Franchise track).
  6. Actual cost of herders.
- Items 1-5 are based on 1974 costs and adjusted each January 1 by the percentage of change in the AAR Index.

MAINTENANCE:

1. SP trackage between Shinn and McKinnon: no separate charge (covered by per car charges).
2. Transfer trackage at Shinn and McKinnon: WP pays its "fair share" of SP's actual maintenance cost. Note - as of September, 1981, we agreed that "fair share" would be determined by cars handled proportion at these two end points only (currently 98 percent WP).

RENTAL:)  
Covered by per car charges.

TAXES: )

VALUATION: N/A

ANNUAL WP COST (EST)

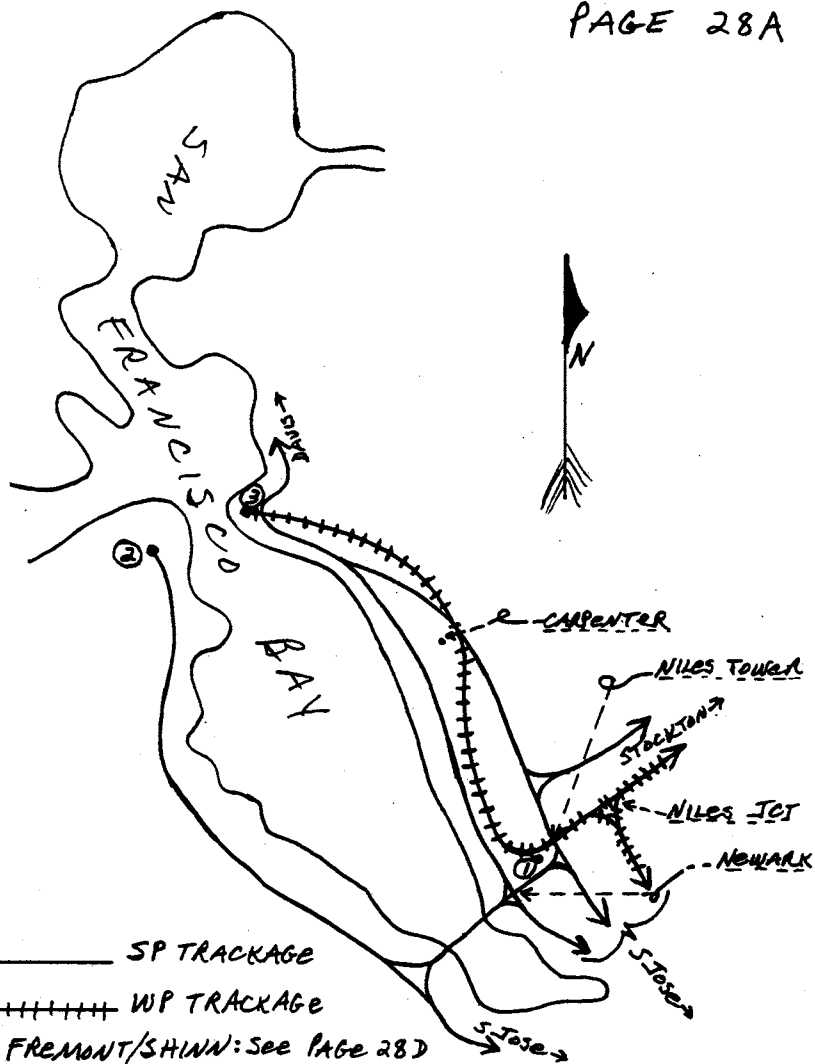
RENTAL: )

MAINTENANCE: ) \$520,000.00 which include: \$400,000.00 for T & E  
wages and fringe benefits; \$100,000.00 per car  
OPERATION: ) charges and \$20,000.00 for maintenance.

PROPERTY TAXES:)

OTHER: Five companion letter agreements all dated 2/1/79.

WHO PICKS UP DERAILMENTS? SP at expense of responsible party.



———— SP TRACKAGE

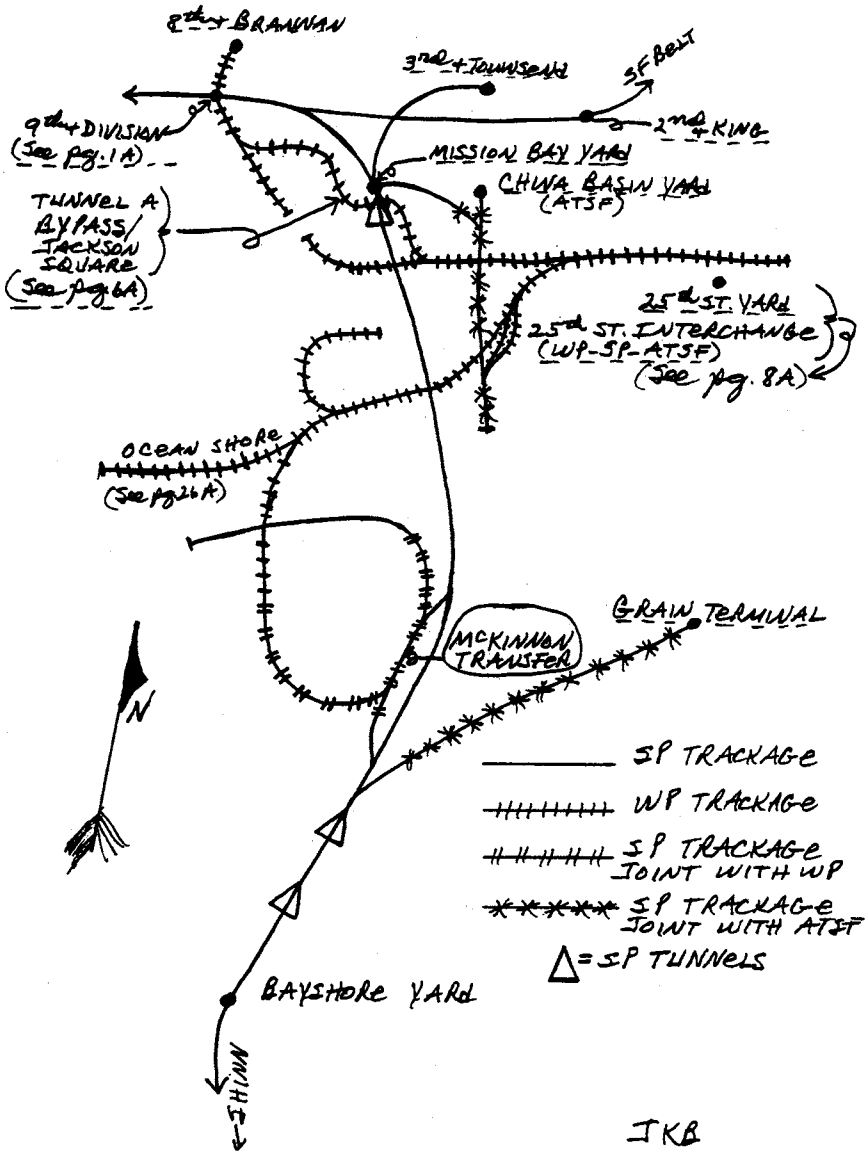
++++ WP TRACKAGE

① = FREMONT/SHINN: See PAGE 28D

② = SAN FRANCISCO: See PAGE 28B & 28C

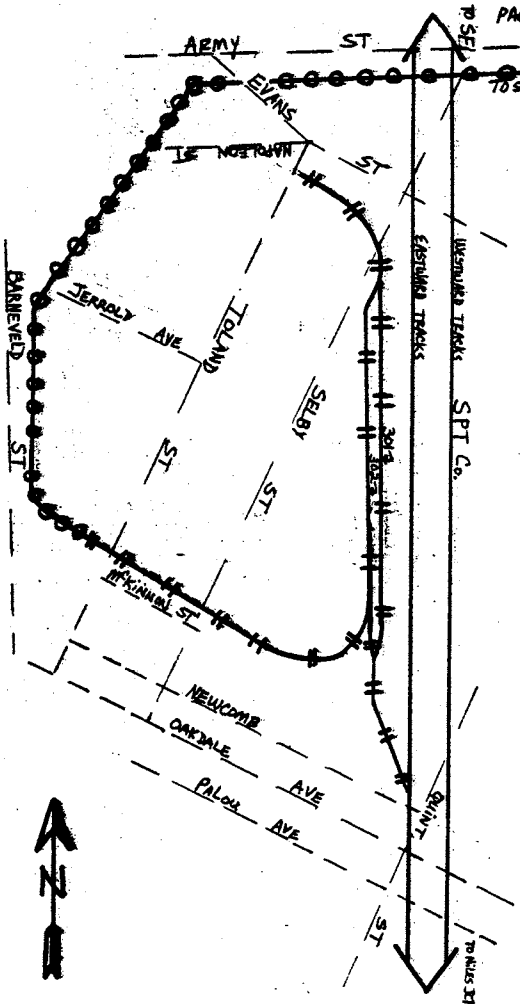
③ = OAKLAND: See PAGE 30A

IKB



IKB

McKINNAN STREET INTERCHANGE



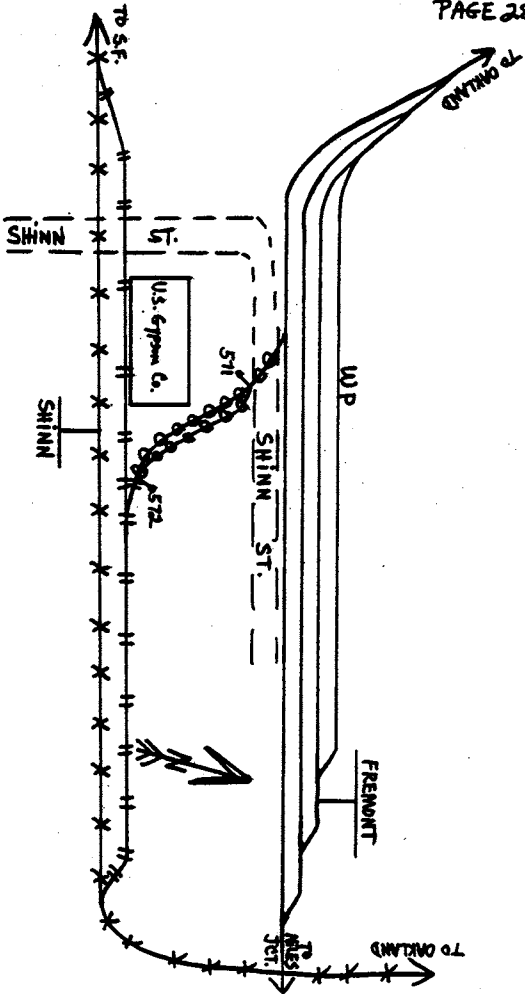
- Sole SP TRACK over which WPCARS TO BE HANDLED.
- || || SP OWNED & MAINTAINED TRACT TRACK OVER WHICH WPC
- - - - GRANTED RIGHTS FOR DELIVERY & RECEIVING CARS.
- o-o-o-o Sole WIP TRACK



PTM  
M/12



SHINN STREET TRANSFER



Sole W/P  
 Sole S/P TRACK OVER WHICH W/P CARS TO BE HANDLED.  
 S/P OWNED & MAINTAINED JT TRK OVER WHICH W/P GRANTED RIGHTS FOR DELIVERING & RECEIVING CARS.  
 W/P OWNED & MAINTAINED JT TRK FOR DELIVERING TO & RECEIVING CARS FROM S/P.

PTM  
 10/82

MP: 5

SCHEMATIC: Page 29A

FACILITY: Howard Terminal  
(Port of Oakland)

JOINT RR: SP-City of Oakland

FILE #: L-5004

AGMT DATE: 8/10/82

AD #: 13685

AGMT DURATION: Not stated; however, the roads may disconnect their tracks if business ceases for a continuous period of one year.

OPERATING: WP and SP jointly serve Howard Terminal located on tracks 5-141, 5-082, 5-143 and 5-144. WP pays the City of Oakland on a refund basis the following sums: 1) \$10.00 for each WP transcontinental car or each two transcontinental trailers (trailers will also include containers) moving from, to or via Wendover or Stockton. 2) \$3.00 for all other WP carloads or two trailers inbound or outbound on which WP receives a line haul.

MAINTENANCE: WP/SP/Port of Oakland maintains their own portions of the joint track. As SP's share of the maintenance and operation cost of WP's owned joint track, SP shall initially pay WP \$180.00 annually which shall be the base amount and shall be adjusted each July 1 by the percentage of change in the AAR - RCR index (base year 1981). See Schematic.

RENTAL: SP pays WP \$390.00 per annum.

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

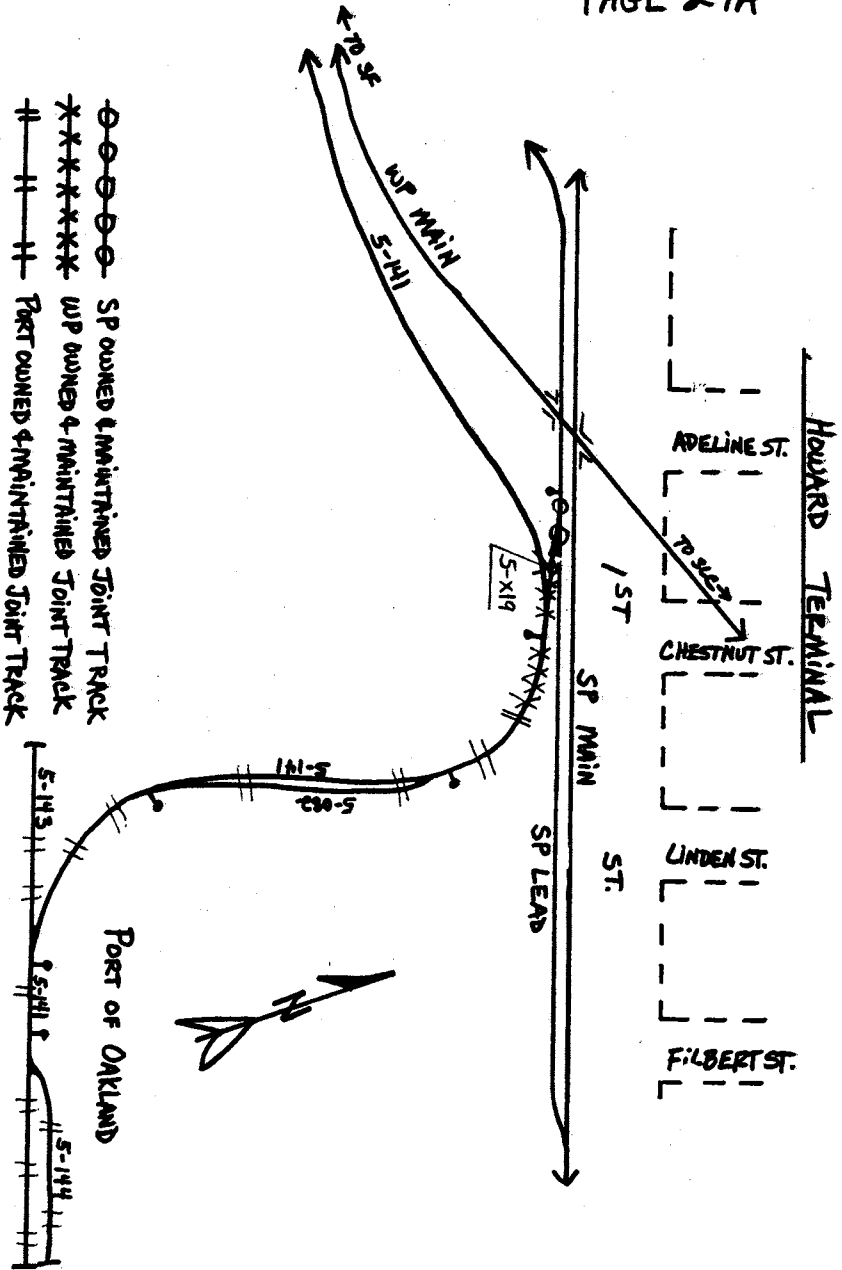
RENTAL: \$390.00 credit

MAINTENANCE: \$180.00 credit

OPERATION: Unknown

PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENT? Either road, at responsible party's expense. If joint fault or responsibility for accident cannot be determined, WP and SP shall bear and pay all the loss, damage and injury for its property or property in its custody or its employees. All other cost shall be borne equally by WP and SP.



○○○○ SP OWNED & MAINTAINED JOINT TRACK  
 ×××××××× UP OWNED & MAINTAINED JOINT TRACK  
 || || PART OWNED & MAINTAINED JOINT TRACK



PJM  
 11/82

MP: 5

SCHEMATIC: Page 30A

FACILITY: Oakland Interchange

JOINT RR: SP FILE #: 9006  
AGMT DATE: 2/1/29; 9/8/42; 10/2/43 AD #: 2519  
AGMT DURATION: Until terminated on 30 days' notice.  
OPERATION: Four interchange tracks: 2 WP-SP; 2 SP-WP.

MAINTENANCE: WP owns and maintains WP-SP side; SP owns  
and maintains SP-WP side.

RENTAL: N/A

TAXES: N/A

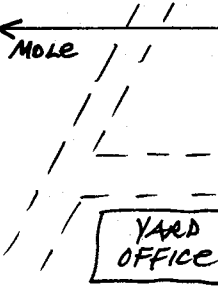
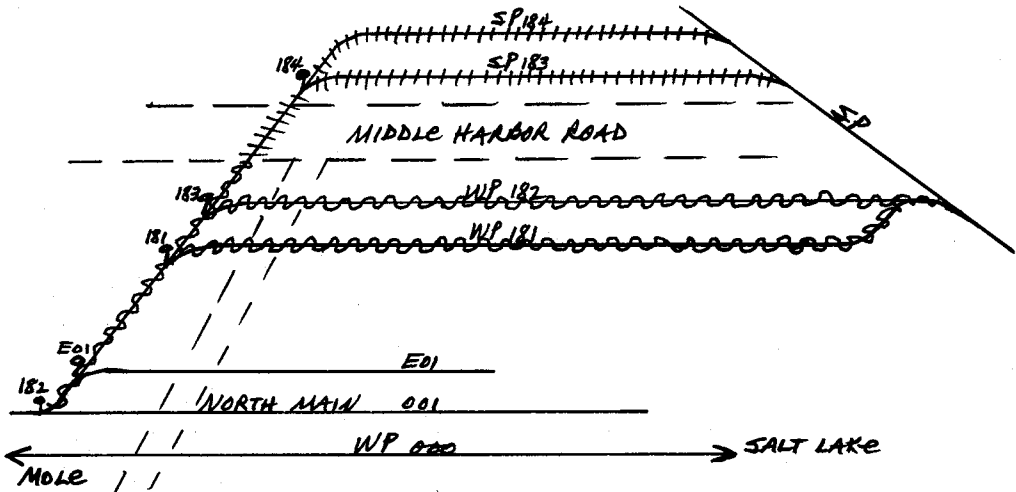
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: \$850.00  
OPERATION: N/A  
PROPERTY TAXES: \$110.00

WHO PICKS UP DERAILEMENTS? Each responsible for its own,  
but owner may pick up the other's  
at responsible party's expense.

OAKLAND INTERCHANGE



~~~~~ OWNED + MAINTAINED BY WP (WP TO SP)

+++++ OWNED + MAINTAINED BY SP (SP TO WP)

JKB

MP: 6

SCHEMATIC: Page 31A

FACILITY: Chestnut Jct. Interlocking

JOINT RR: SP FILE #: 564  
AGMT DATE: 1/17/18 AD #: 369  
AGMT DURATION: Not stated.  
OPERATION: WP main track crosses SP main track and three other SP tracks. Controlled by Magnolia Tower.

MAINTENANCE: WP maintains 3 easterly crossings; SP maintains 4th crossing. SP maintains interlocking at 40% WP cost (in Feb., 1960, converted to flat rate billing).

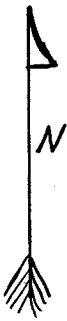
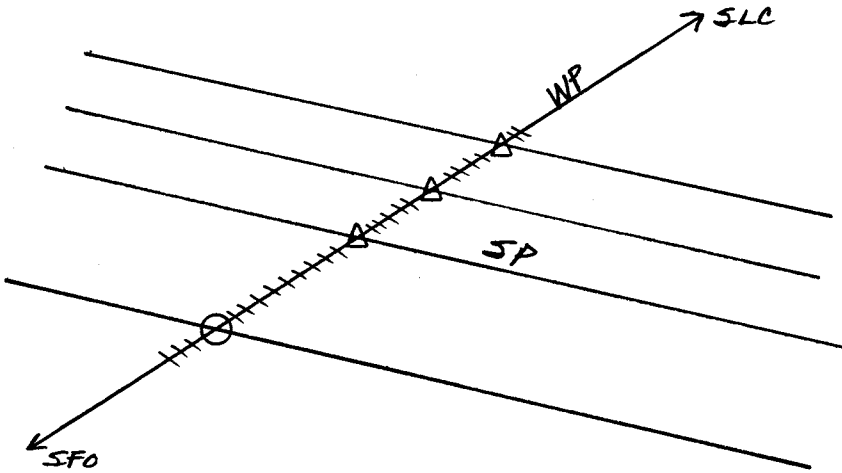
RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: Crossing \$3000,00 Interlocking \$35,232.00  
OPERATION: N/A  
PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Not stated.

CHESTNUT JUNCTION



- △ - hatched MAINTAINED BY WP
- MAINTAINED BY SP (INTERLOCKING PLANT ALSO MAINTAINED BY SP)

JKB

MP: 6

SCHEMATIC: Page 32A

FACILITY: OKT Transfer and Union St. Connection.

JOINT RR: OKT FILE #: 9006  
AGMT DATE: 12/8/42; 9/14/56 AD #: 6286, 9518.  
AGMT DURATION: Until terminated by mutual agreement.  
OPERATION: WP interchanges cars to and from OKT and OKT-ATSF. WP reimburses OKT for all costs incurred while engaged in transferring cars.  
MAINTENANCE: WP pays car-miles proportion of OKT/<sup>owned</sup>trackage; WP pays 95% of jointly-owned trackage; WP pays 100% of WP-owned trackage.  
RENTAL: N/A  
TAXES: WP pays 95% of jointly-owned trackage.  
VALUATION: N/A

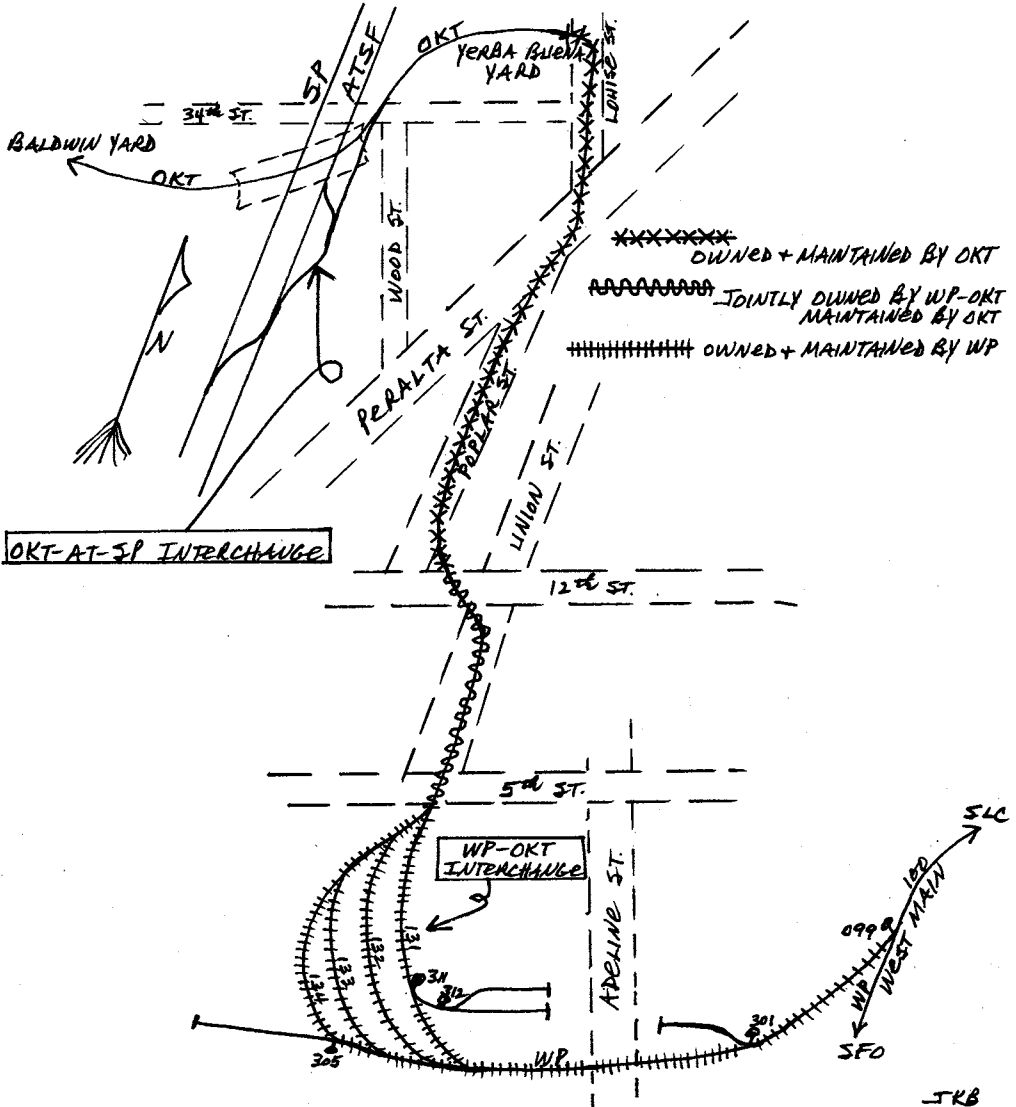
ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: \$ 1,600.00  
OPERATION: \$19,000.00  
PROPERTY TAXES: \$ 166.00

WHO PICKS UP DERAILEMENTS? Agreement silent.



LINION ST. CONNECTION



JRB

MP: 7.2

SCHEMATIC: Page 33A

FACILITY: Fallon Street Crossings

JOINT RR: SP

FILE #: 9007

AGMT DATE: 9/13/46

AD #: 7184

AGMT DURATION: Until terminated 60 days' notice.

OPERATION: SP drill track crosses both WP main tracks and track 401. Protected by manually operated revolving gates equipped with switch lights and red reflector signs.

MAINTENANCE: 100% WP.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

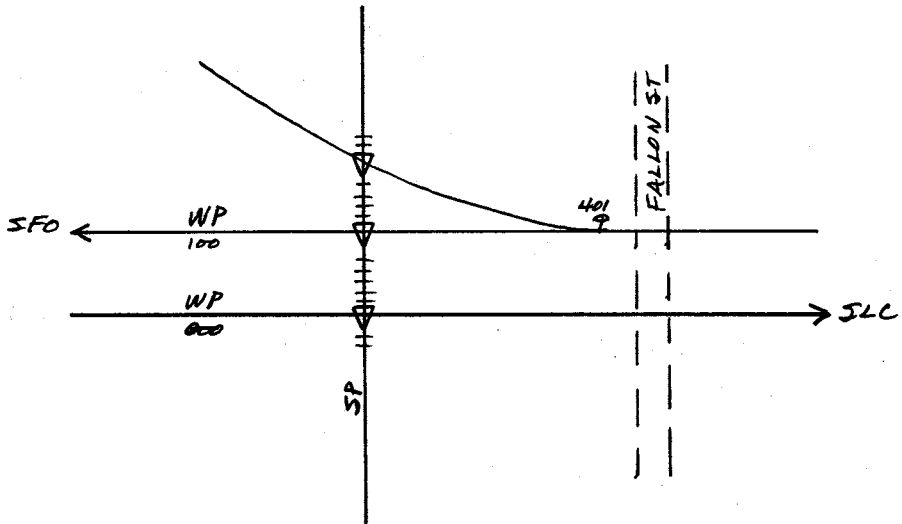
MAINTENANCE: \$300.00

OPERATION: N/A

PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Not stated.

FALLON ST. CROSSING



▽ MAINTAINED BY WP  
+ + + + + OWNED BY SP.



JKB

MP: 10.65

SCHEMATIC: Page 35A

FACILITY: Melrose Interlocking

JOINT RR: SP

FILE #: 9011

AGMT DATE: 9/19/07; 7/3/57

AD #: 253; 2530

AGMT DURATION: "...so long as the (WP) shall well and truly observe, keep and perform all of the conditions and obligations on its part to be kept, observed and performed."

OPERATION: WP main track crosses SP 47th Ave. Drill at MP 10.6 and SP lead to Joint Drill #1 at MP 10.7. Protected by remote-controlled interlocking (WP).

MAINTENANCE: WP maintains crossings and interlocking at 35% SP cost (in Feb., 1960, converted to flat rate billing).

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

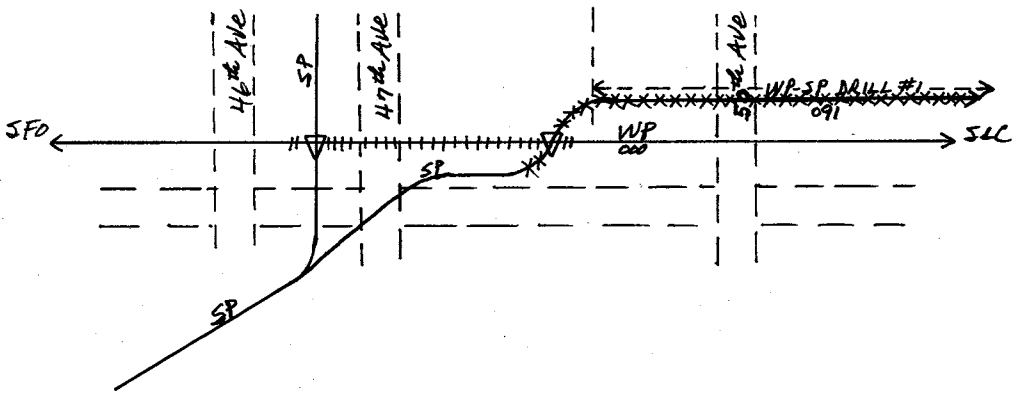
MAINTENANCE: Crossing: \$1000; Interlocking: Bill SP \$1272.

OPERATION: N/A

PROPERTY TAXES: \$20.00

WHO PICKS UP DERAILMENTS? Not stated

MELROSE INTERLOCKING



▽ ++++++ MAINTAINED BY WP  
\*\*\*\*\* MAINTAINED BY SP.



MP: 12-14 SCHEMATIC: Page 36A

FACILITY: Melrose-Elmhurst Joint Drills

JOINT RR: SP FILE #: 9012  
AGMT DATE: 6/12/20 (#1); AD #: 673) See below  
2/ 1/28 (#2) 2326) for other  
AD Nos.  
AGMT DURATION: Not stated  
OPERATION: WP & SP jointly serve shippers  
located along Joint drills #1 and #2.

MAINTENANCE: SP maintains all joint tracks off both drills  
and bills us our loaded car proportion; WP  
maintains crossing signals, billing SP 25%.

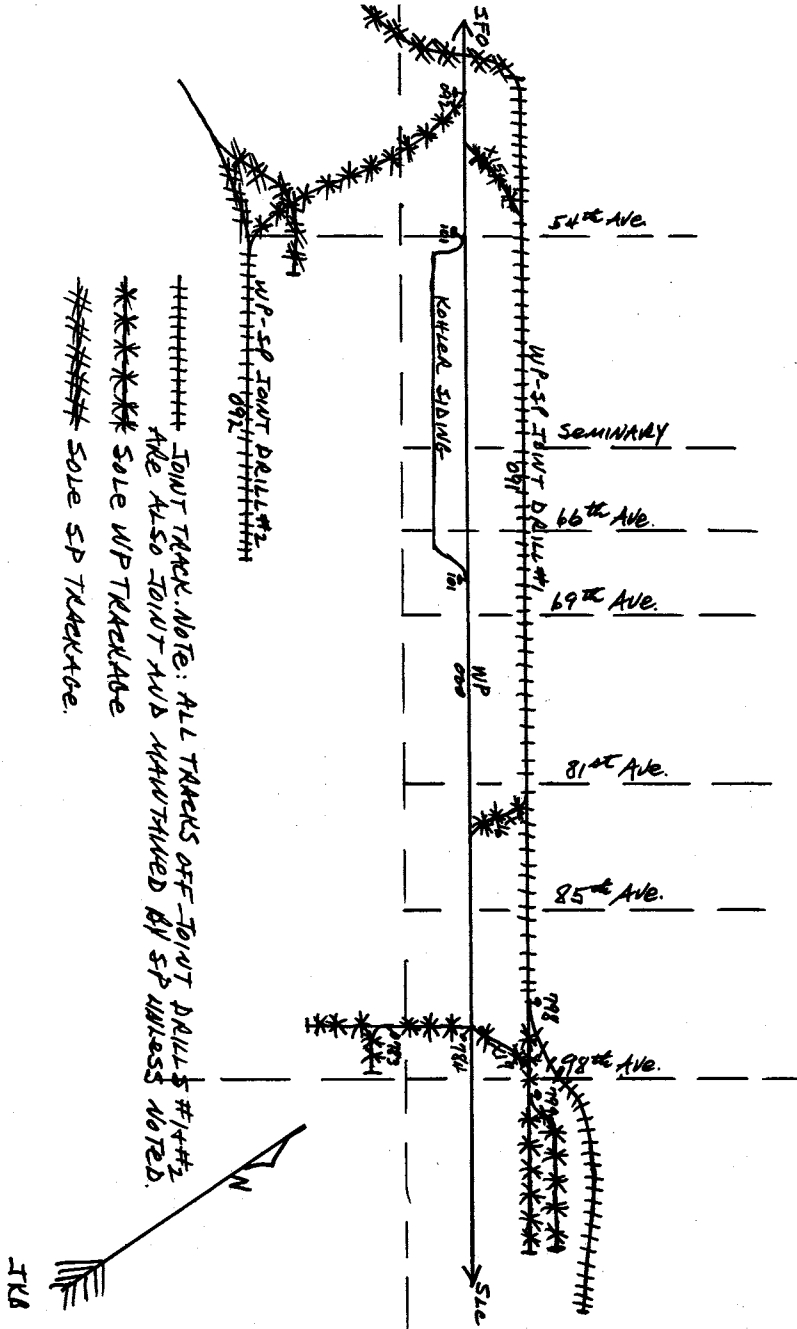
RENTAL: N/A  
TAXES: 50%  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: \$5000.00  
OPERATION: N/A  
PROPERTY TAXES: \$230.00  
OTHER: Other applicable AD Nos. 2326, 2787, 3767,  
2625, 1458, 1930, 2752, 2751.

WHO PICKS UP DERAILMENTS? Not Stated.

MELROSE - ELMHURST JOINT DRILLS



\*\*\*\*\* JOINT TRACK. NOTE: ALL TRACKS OFF JOINT DRILLS #1 & #2  
 ARE ALSO JOINT AND MAINTAINED BY SP UNLESS NOTED.  
 \*\*\*\*\* SOLE WIP TRACK/AGE  
 \*\*\*\*\* SOLE SP TRACK/AGE

TRD

MP: 13.7

SCHEMATIC: Page 37A

FACILITY: Elmhurst Interlocking

JOINT RR: SP FILE #: 9914

AGMT DATE: 11/8/17 AD #: 335  
11/1/45 6941  
6/29/53 335

AGMT DURATION: Not stated

OPERATION: Main track crosses SP Stonehurst line  
at 105th Avenue. Protected by remote-  
controlled interlocking (WP).

MAINTENANCE: SP maintains crossing at 50% WP cost.  
WP maintains interlocking at 1/3 SP  
cost. (In February, 1960, converted  
to flat rate billing).

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: Crossing \$200.00; Interlocking bill  
SP \$432.00.

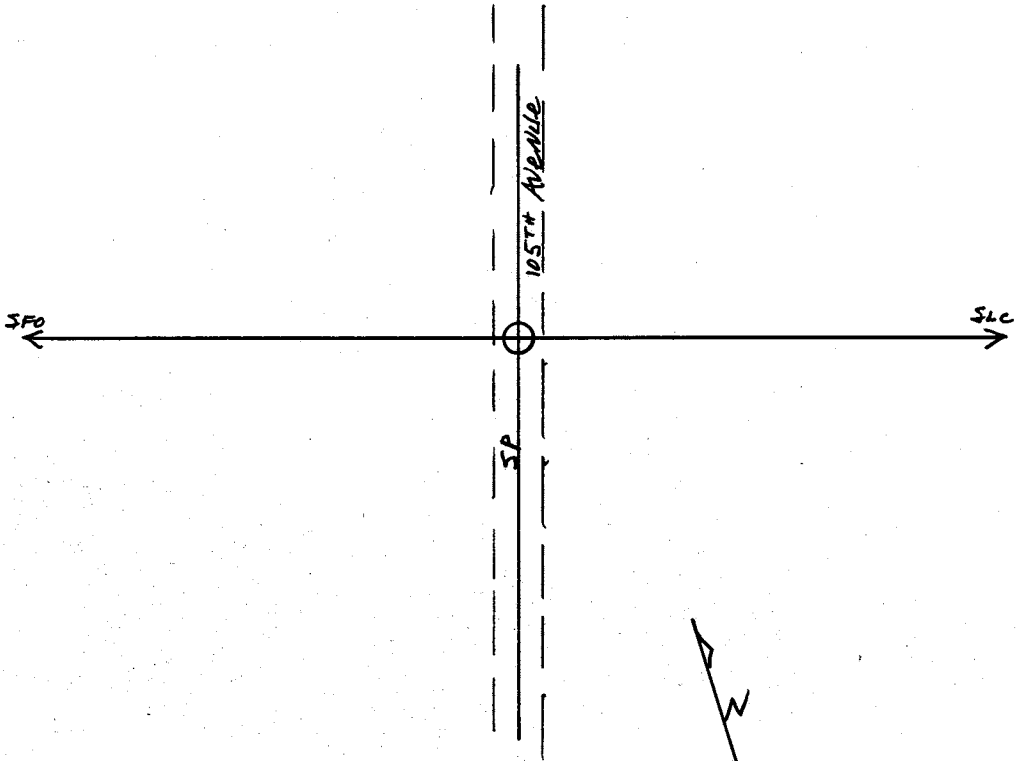
OPERATION: N/A

PROPERTY TAXES: \$10.00

WHO PICKS UP DERAILMENTS? Not stated



ELMHURST INTERLOCKING



○ MAINTAINED BY SP.  
NOTE: INTERLOCKING MAINTAINED BY WP.

JKG

MP: 30

SCHEMATIC: Page 50A

FACILITY: U. S. Gypsum Plant

JOINT RR: SP

FILE #: MP 30

AGMT DATE: 8/25/61, \*6/15/60,  
5/24/65, \*\*7/14/82

AD #: 10248

AGMT DURATION: As long as industry keeps provisions of the contract.

OPERATION: WP gives cars on designated tracks to SP, which performs all switching at set charge per load as agreed by General Managers (\$31.54 eff. 7/82).

MAINTENANCE: WP owns and maintains its connection and the transfer tracks at WP expense; SP maintains its connection at SP expense and industry-owned portion at industry expense.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: N/A

OPERATION: \$800.00

PROPERTY TAXES: N/A

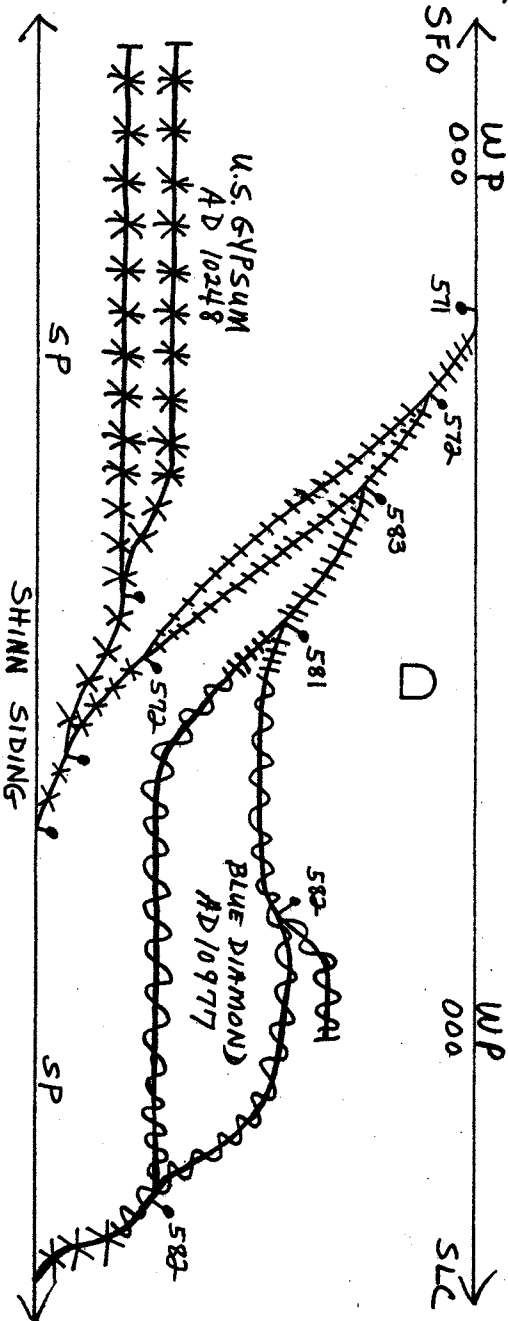
OTHER: See Page 50 (cont.)

WHO PICKS UP DERAILMENTS? Not Stated

\*Covers basic switching understanding. Rates per carload set by various letter agreements supplemental to the 6/15/60 Letter Agreement.

\*\*Covers the flat rate per carload for switching by SP for WP to be adjusted annually each July 1st by the percentage of change in the AAR RCR Index. Base year is 1980 and base rate is \$27.86.

FREMONT JOINT INDUSTRIES



- +++++ WP OWNS & MAINTAINS
- x-x-x-x-x-x- SP OWNS & MAINTAINS
- \*\*\* \*\* \*\* \* INDUSTRY OWNS. SP MAINTAINS & OPERATES
- ~~~~~ INDUSTRY OWNS & MAINTAINS, OPERATED BY BOTH WP & SP.
- D FREMONT DEPOT

NOTE: WP HAS TRackage RIGHTS BUT SP DOES SWITCHING.

MP: 30

SCHEMATIC: Page 50A

FACILITY: Blue Diamond Plant

JOINT RR: SP FILE #: L-8908

AGMT DATE: 9/15/65; 12/21/70 AD #: 10977

AGMT DURATION: As long as industry keeps provisions of the contract.

OPERATION: Both roads operate on industry-owned tracks, but neither operates on the other's track.

MAINTENANCE: Each railroad maintains to the clear point of its connection(s); the industry maintains its owned portion.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: N/A

OPERATION: N/A

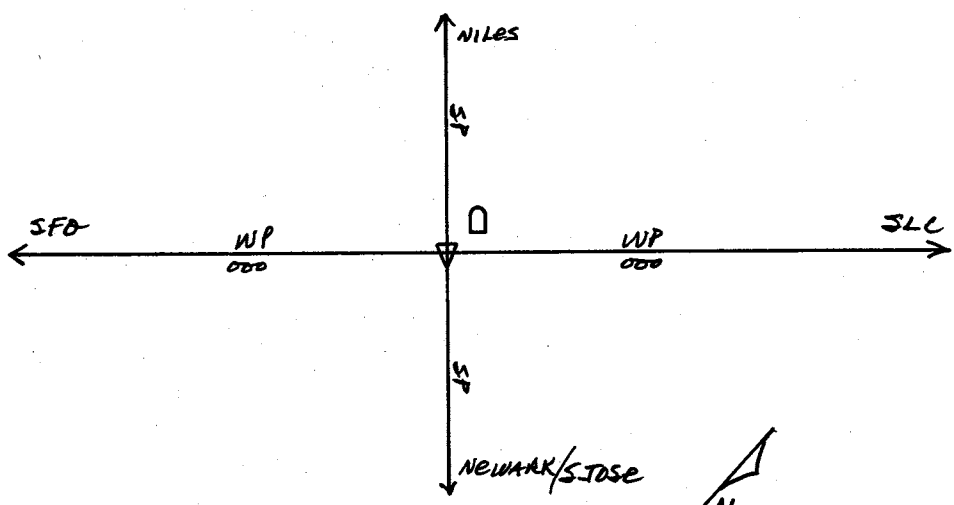
PROPERTY TAXES: N/A

WHO PICKS UP DERAILMENTS? Not stated

MP: 30.3 SCHEMATIC: Page 52A  
 FACILITY: Niles Tower Interlocking

JOINT RR: SP FILE #: 9031  
 AGMT DATE: 9/19/07 AD #: 253  
 4/01/29 2530  
 AGMT DURATION: ". . .so long as the (WP) shall well  
 and truly observe, keep and perform  
 all of the conditions and obligations  
 on its part to be kept, observed and  
 performed."  
 OPERATION: WP main track crosses SP main track.  
 Protected by interlocking with tower-  
 man on duty (WP).  
 MAINTENANCE: WP maintains crossing and interlocking at  
 42% SP cost (in February, 1960, converted  
 to flat rate billing).  
 RENTAL: N/A  
 TAXES: N/A  
 VALUATION: N/A  
ANNUAL WP COST (EST)  
 RENTAL: N/A  
 MAINTENANCE: Crossing: \$1000.00  
 Interlocking: Bill SP \$19,968.00  
 OPERATION: N/A  
 PROPERTY TAXES: \$100.00  
 OTHER: WP pays salaries to telegraphers.  
 SP formerly repaid us for that  
 portion which was sole SP work,  
 but this payment now figured into  
 flat rate.  
 WHO PICKS UP DERAILMENTS: Not stated

NILES TOWER INTERLACKING



▽ MAINTAINED BY WP

MP: 12031 SCHEMATIC: Page 53A  
FACILITY: Milpitas FILE #: L-9315; MP 12031 Spl. (1)  
AD #: 10816  
JOINT RR: SP  
AGMT DATE: 1/15/65 (Basic)#  
6/7/79 (Repair Tracks)\*  
AGMT DURATION: Cancelable on one year's notice after 2/1/80.

OPERATION: SP has trackage rights into Ford and Westwarehouses, but WP does all the switching. For this, SP pays WP a proportion of WP's expenses based on following formula:

1. Total gross train time and direct labor cost figured; to this is added GMA surcharges; that total is divided by the gross time to determine the average applicable crew cost per hour. This figure is multiplied by the net train Milpitas time to determine the total monthly crew cost, including additives, for Milpitas switching. To this is added locomotive expense. The total constitutes the entire Milpitas switching service cost.
2. Apportionment is calculated on car count basis in the following manner: The raw number of cars handled for each party is taken from the demurrage records and then weighed as follows:

|                                                                         |       |
|-------------------------------------------------------------------------|-------|
| Ford inbound loads.....                                                 | 1.000 |
| Ford outbound loads.....                                                | 1.056 |
| Westwarehouse loads.....                                                | .792  |
| Empties from rips returned to<br>delivering party without being used... | 1.000 |
3. The switching charge is then figured by multiplying the total switching service cost (per Paragraph 1), by the apportionment percentage derived (per Paragraph 2).
4. SP also pays its unweighted cars handled percentage of clerical and trainmaster expense, including additives, allocated to joint expense (clerks 42.3%; trainmasters 90%).
- \*5. For repairs to cars, SP pays its apportioned cost of labor and materials, including additives, used for this purpose (supersedes agreement of 3/7/67).



**MAINTENANCE:** SP owns and maintains delivery tracks at no cost to WP. WP owns and maintains all other tracks. SP pays its unweighted cars handled percentage of maintenance, including additives, of ordinary maintenance of the joint trackage.

**RENTAL:** SP pays 2-1/2% current value of the joint trackage. SP pays 1/2 of 5% current value of the trackage necessary to accommodate the average maximum number of SP cars stored on WP tracks multiplied by 2. SP pays \$356 per acre for annual lease of land under delivery and rip tracks 26 and 27 and \$420 per acre under rip tracks 21, 23, 24, and 25.

**TAXES:** SP pays 100% on rip tracks 26 and 27 and 1/4 on rips 21, 23, 24, and 25; one-half on joint trackage; one-half on trackage necessary to accommodate the average maximum number of SP cars stored.

**VALUATION:** Rip Tracks 26 and 27: \$27,839; balance of Rip Track: \$193,844  
Joint Facilities: \$44,200  
Storage tracks for constructively placed SP cars: \$200,082.

ANNUAL WP COST (EST)

**RENTAL:** SP pays \$10,040: (\$4,050 on rips; \$990 on joint tracks; \$5,000 on storage tracks).

**MAINTENANCE AND OPERATION:** SP pays \$148,000.

**PROPERTY TAXES:** SP pays \$3,000.

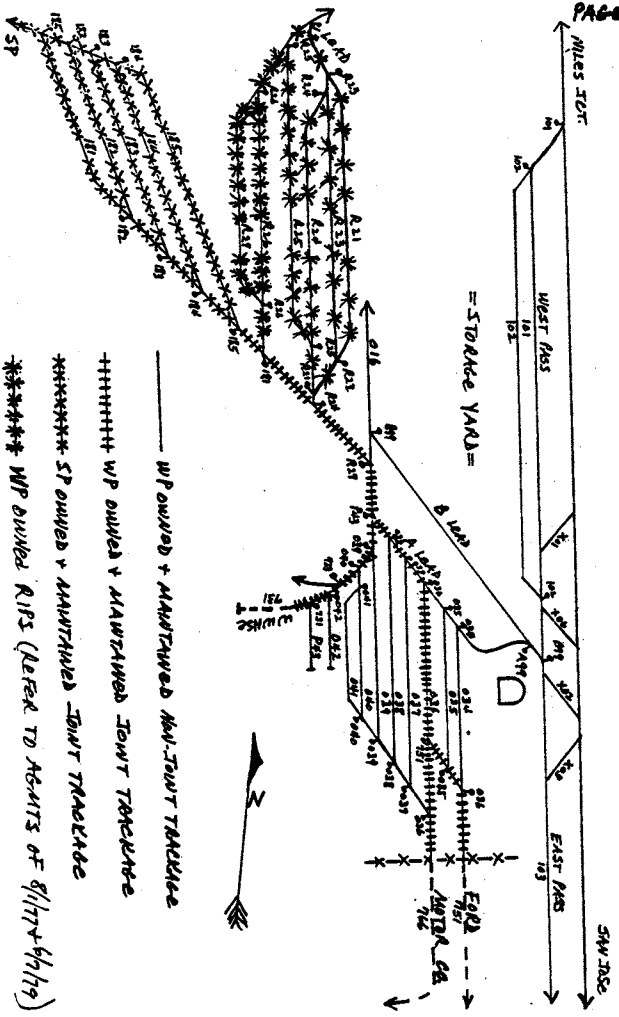
**OTHER:**

- 1) SP pays \$4,056 for incidental expenses;
- 2) SP pays \$3,800 for rip track ground lease;
- 3) SP pays \$105,000 for car repairs.
- 4) SP pays \$1,000 for measuring multilevel loads.

# Supplemental Agreements:

- a) 3/8/66 Valuation Basis
- b) 12/15/66 3-year limit on billing changes
- c) 1/13/67 Auditor's Memorandum of Understanding
- d) 7/3/69 Exhibit Map Change
- e) 8/7/69 Utility Flat Rates (Supersedes 6/15/65)
- f) 8/1/77 Exhibit Map Change

MILPITAS FACILITIES



- \_\_\_\_\_ WP OWNED + MAINTAINED NEW-TOW TRACKS
- +++++++ WP OWNED + MAINTAINED TOW TRACKS
- \*\*\*\*\* SP OWNED + MAINTAINED TOW TRACKS
- \*\*\*\*\* WP OWNED RIPS (REFER TO AGENTS OF 8/17/79)
- INDUSTRY OWNED WP MAINTAINED TOW TRACKS

TKS  
(REV 6/79)

MP: 19031

SCHEMATIC: Page 54A

FACILITY: San Jose Interchange

JOINT RR: SP FILE #: 7024

AGMT DATE: 9/17/21; 12/11/57  
8/ 6/59; 11/16/59 AD #: 866  
8/15/61.

AGMT DURATION: Until terminated on 30 days' notice

OPERATION: Two interchange tracks. Supplements to agreement also provide for mutual grant of rights on other tracks, as shown on schematic, occasioned by various realignments of interchange tracks over the years.

MAINTENANCE: See schematic. Additionally, each road maintains that portion of Alma Street crossing protection originally installed by that road.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

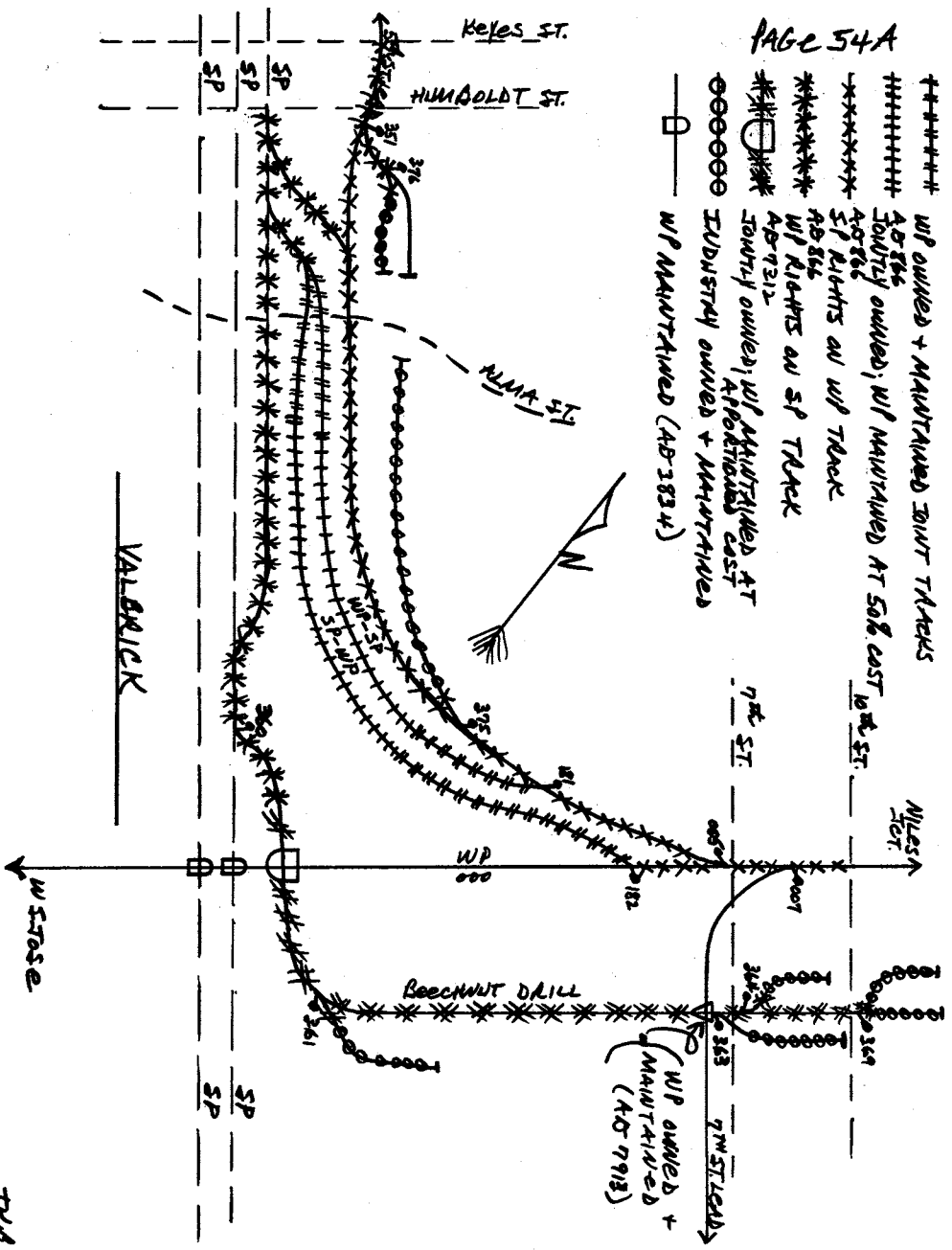
MAINTENANCE: \$2065; SP should pay \$330 (checking May, 1973, on possibility of back billing)

OPERATION: N/A

PROPERTY TAXES: \$120.00

WHO PICKS UP DERAILEMENTS? Either party may pick up at the expense of the responsible party; in the event of collision, party responsible will settle and pay the entire loss. Joint fault = Joint lost.

++++++ W/P OWNED + MAINTAINED TOWT TRACKS  
 ##### AB 786  
 ##### TOWTLY OWNED; W/P MAINTAINED AT 50% EAST  
 \*\*\*\*\* AB 826  
 \*\*\*\*\* SP RIGHTS ON W/P TRACK  
 \*\*\*\*\* AB 846  
 \*\*\*\*\* W/P RIGHTS ON SP TRACK  
 \*\*\*\*\* AB 932  
 \*\*\*\*\* TOWTLY OWNED; W/P MAINTAINED AT APPROXIMATELY EAST  
 ○○○○○○ INDUSTRY OWNED + MAINTAINED  
 □ W/P MAINTAINED (AB-3834)



TRIA

MP: 19031

SCHEMATIC: Page 54A

FACILITY: Valbrick Crossing

JOINT RR: SP FILE #: L-11517

AGMT DATE: 12/11/35; 1/8/36 AD #: 3834

AGMT DURATION: As long as the crossing exists.

OPERATION: West San Jose Main crosses two SP Industry Drill Tracks.  
Protected by Stop boards.

MAINTENANCE: 100% WP

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: N/A

OPERATION: N/A

PROPERTY TAXES: N/A

OTHER: Either party has right to construct an additional  
track crossing of the other as part of the existing  
crossing.

WHO PICKS UP DERAILMENTS? Agreement silent.

MP: 19031

SCHEMATIC: Page 54A

FACILITY: Beechnut Drill

JOINT RR: SP FILE #: L-5448

AGMT DATE: 3/5/47; 5/25/77\*; AD #: 7312  
6/4/82#

AGMT DURATION: Until cancelled on 30 days' notice.

OPERATION: Joint drill to serve 4 industry spurs operated by both roads crosses both West San Jose Main (covered by this AD) and our 7th Street lead (covered by AD 7913, Page 57).

MAINTENANCE: WP maintains but cost of maintaining drill and industry spurs to clear point apportioned according to the ratio of each road's cars moved over the track. (See Other)

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: \$2,600.00 CR. (Eff. 1/83)

OPERATION: N/A

PROPERTY TAXES: N/A

OTHER: \*Converted to flat rate effective 1/1/77.

#Flat rate updated every January 1st using RCR Index.  
Base year is 1981; base rate is \$2,370.17.

WHO PICKS UP DERAILMENTS? Agreement Silent.

MP: 19031

SCHEMATIC: 54A

FACILITY: 7th Street Lead & Beechnut Drill Crossing

JOINT RR: SP

FILE #: L-5448

AGMT DATE: 9/28/48

AD #: 7913; see below.

AGMT DURATION: Until cancelled on 90 days' notice.

OPERATION: 7th Street lead crosses the joint Beechnut Drill.  
Protected by stop boards.

MAINTENANCE: 100% WP

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: N/A

OPERATION: N/A

PROPERTY TAXES: N/A

OTHER: AD numbers for spurs springing from  
Beechnut Drill: 7143; 7223; 8648.

WHO PICKS UP DERAILEMENTS? Agreement silent.

MP: 20031

SCHEMATIC: Page 58A

FACILITY: Willow Glen Interlocking

JOINT RR: SP

FILE #: 564 Sp1 (17)

AGMT DATE: 12-11-35

AD #: 3835

AGMT DURATION: "As long as the lines of the respective parties cross at grade."

OPERATION: SP main track crosses West San Jose main.  
Protected by interlocking.

MAINTENANCE: SP at 50% WP cost (in Feb., 1960, converted to flat rate billing).

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: \$2,664.00 (eff. 7/77)

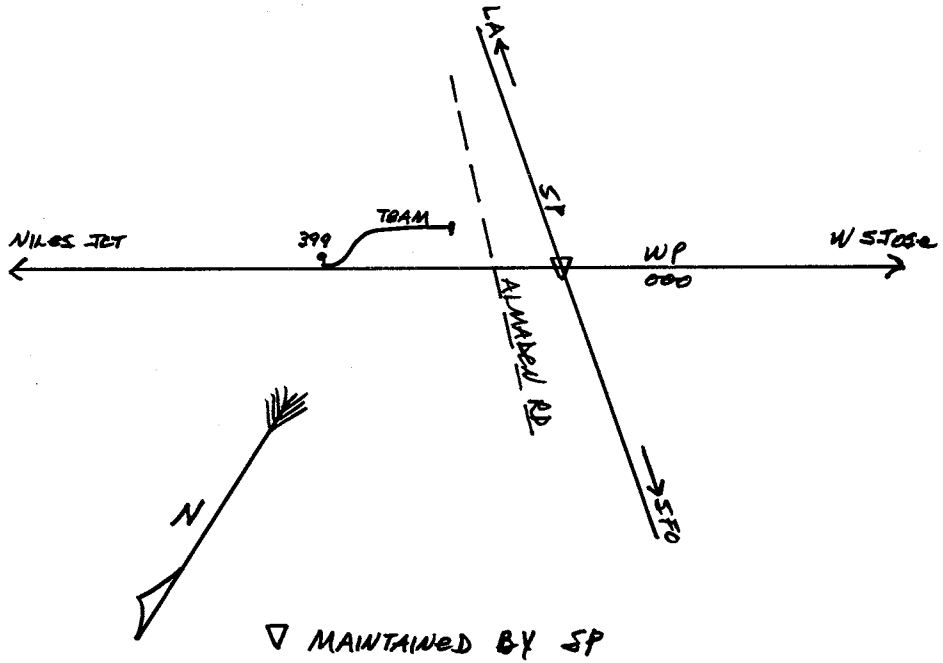
OPERATION: N/A

PROPERTY TAXES: N/A

WHO PICKS UP DERAILMENTS? Not stated.



WILLOW GLEN INTERLOCKING



JRB

MP: 22031

SCHEMATIC: Page 59A

FACILITY: West San Jose Crossing

JOINT RR: SP

FILE #: 564 Sp1 (4)

AGMT DATE: 7/19/21; 2/1/22;  
11/20/62

AD #: 854; 1004

AGMT DURATION: Not stated

OPERATION: West San Jose main crosses SP Vasona Branch and one other  
SP track. Protected by stop boards.

MAINTENANCE: WP maintains crossing at 100% WP cost. SP owns and main-  
tains stop boards at 50% WP cost.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

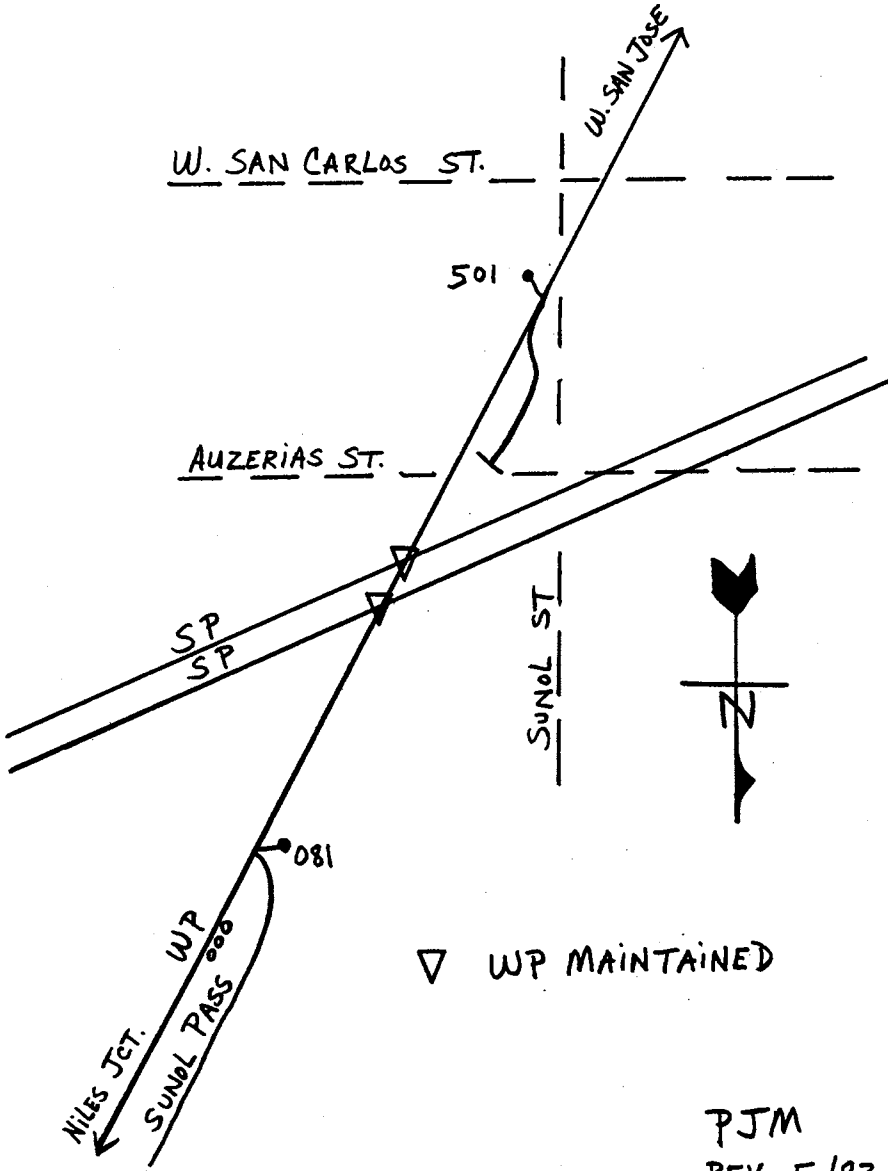
MAINTENANCE: \$100.00

OPERATION: N/A

PROPERTY TAXES: N/A

WHO PICKS UP DERAILMENTS? Not stated.

WEST SAN JOSE CROSSING



▽ WP MAINTAINED

PJM  
REV. 5/83

MP: 22031

SCHEMATIC: Page 59A

FACILITY: Joint Spur 491

JOINT RR: SP FILE #: None  
AGMT DATE: Unknown AD #: Unknown  
AGMT DURATION: Unknown  
OPERATION: Jointly operated track; cannot find  
agreement to cover.

MAINTENANCE: Unknown

RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: Unknown  
OPERATION: N/A  
PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Unknown

MP: 31-84

SCHEMATIC: Page 65A

FACILITY: Niles Tower - Lathrop

JOINT RR: SP FILE #: 080 Sp1 (19-A)

AGMT DATE: 10/12/81 AD #: 13538

AGMT DURATION: 50 years and thereafter until terminated upon one year's written notice served by either party; also, WP, at its option, may terminate after 10/12/83 if SP does not take action to make the Agreement effective. See OTHER.

OPERATION: SP will operate over 54 miles of WP-owned Joint Track between MP 30.49 and MP 84.45. Included is approximately 4 miles of SP trackage and right of way in the vicinity of Livermore-Trevarno conveyed at no cost to WP. SP is granted full trackage rights Niles Tower - MP 65 (34 miles), and bridge rights only MP 65-Lathrop (20 miles). WP granted rights by SP over 3.8 miles of sole SP trackage retained by SP within the Joint Track limits in the vicinity of Pleasanton-Radum to serve any additional industry tracks diverging therefrom.

MAINTENANCE: All initial construction costs borne 100% by SP.  
Maintenance of sole SP connections (Niles Jct., Radum, East Pleasanton and Lathrop) borne 100% by SP.  
All other maintenance performed by WP at wheelage proportion.

RENTAL: Wheelage proportion of 8% of the valuation base, subject to minimum annual payment by SP of \$150,000.00.

TAXES: SP pays wheelage proportion.

VALUATION: \$12,390,073 (10/81).

ANNUAL WP COST (EST)

RENTAL: Subject to minimum SP payment of \$150,000; see OTHER.

MAINTENANCE: See OTHER.

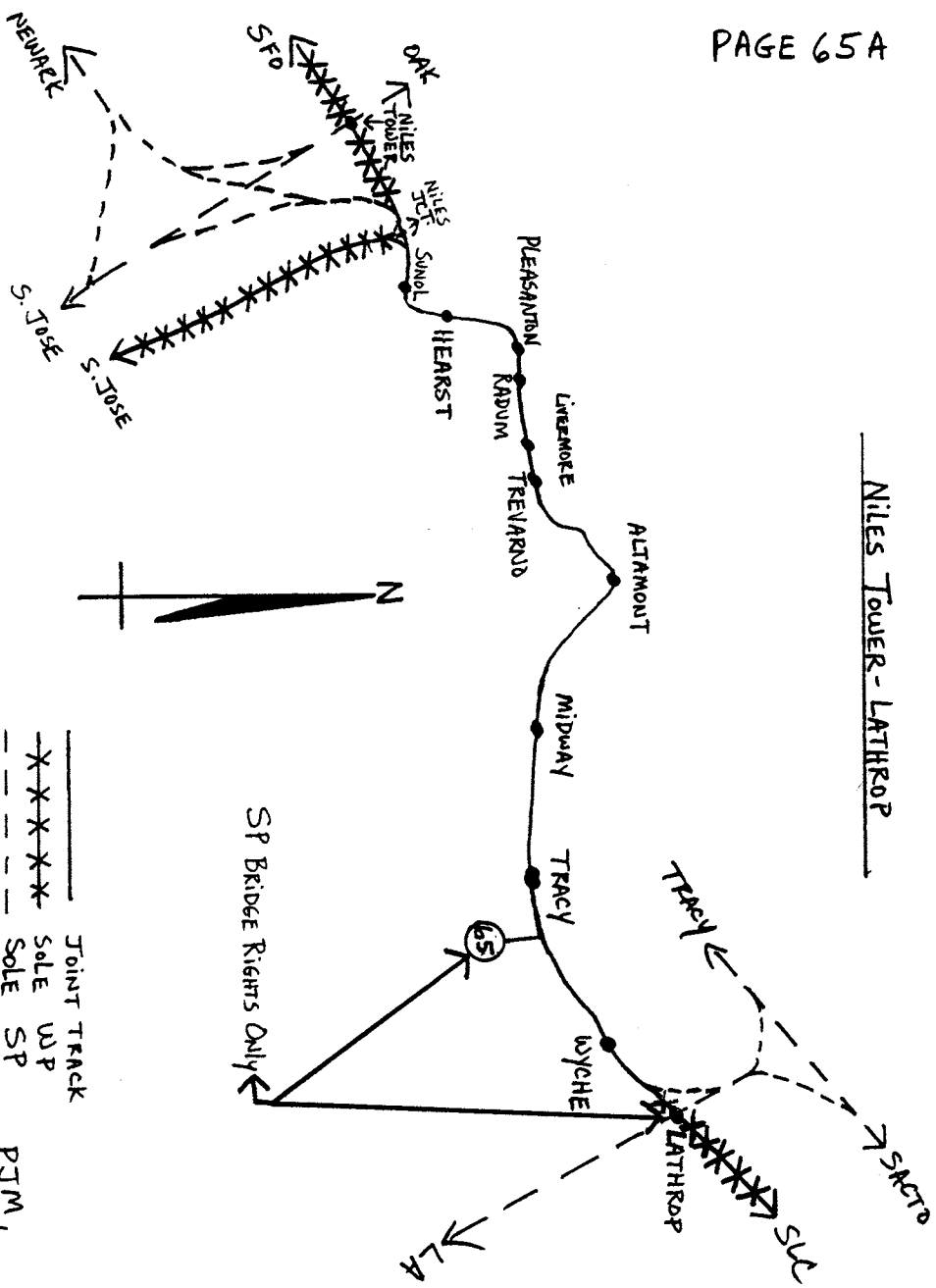
OPERATION: See OTHER.

PROPERTY TAXES: See OTHER

OTHER:

1. Agreement, including three companion Letter Agreements, approved by ICC September 16, 1982. It becomes effective as of the date SP commences use of Joint Track (as defined in the Agreement) or not later than 10/12/83 (unless agreed to otherwise in writing by the parties).
2. Railroad portion of public projects (grade separations, etc.) funding costs are to be shared 50/50 by WP and SP, and SP is accorded the right to participate in governmental agencies negotiations. Valuation base not to be affected by such public projects.
3. Wages of Niles Tower operators (WP employees) to be reimbursed 100% by SP to WP.

WHO PICKS UP DERAILMENTS? WP at the expense of responsible party.



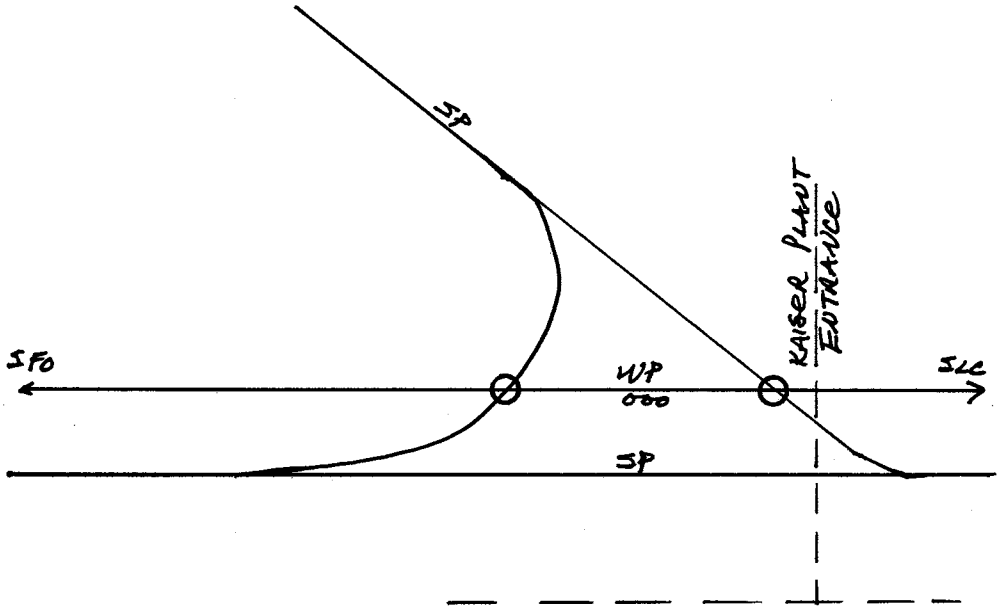
\_\_\_\_\_ JOINT TRACK  
 -X-X-X-X- SOLE UP SP  
 - - - - - SOLE SP

PJM  
1/83





RADHM INTERLOCKING



○ CROSSINGS + INTERLOCKING

TKA

MP: 49

FACILITY: Trevarno Connection

JOINT RR: SP FILE #: 9049; L-2052

AGMT DATE: 10-17-13# AD #: 1875#

AGMT DURATION: Until terminated on 60 days' notice to applicant by W.P.

OPERATION: Jointly operated spur track serving Coast Manufacturing, also used as detour connection.

MAINTENANCE: 100% WP to fouling point with SP.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: \$312.00

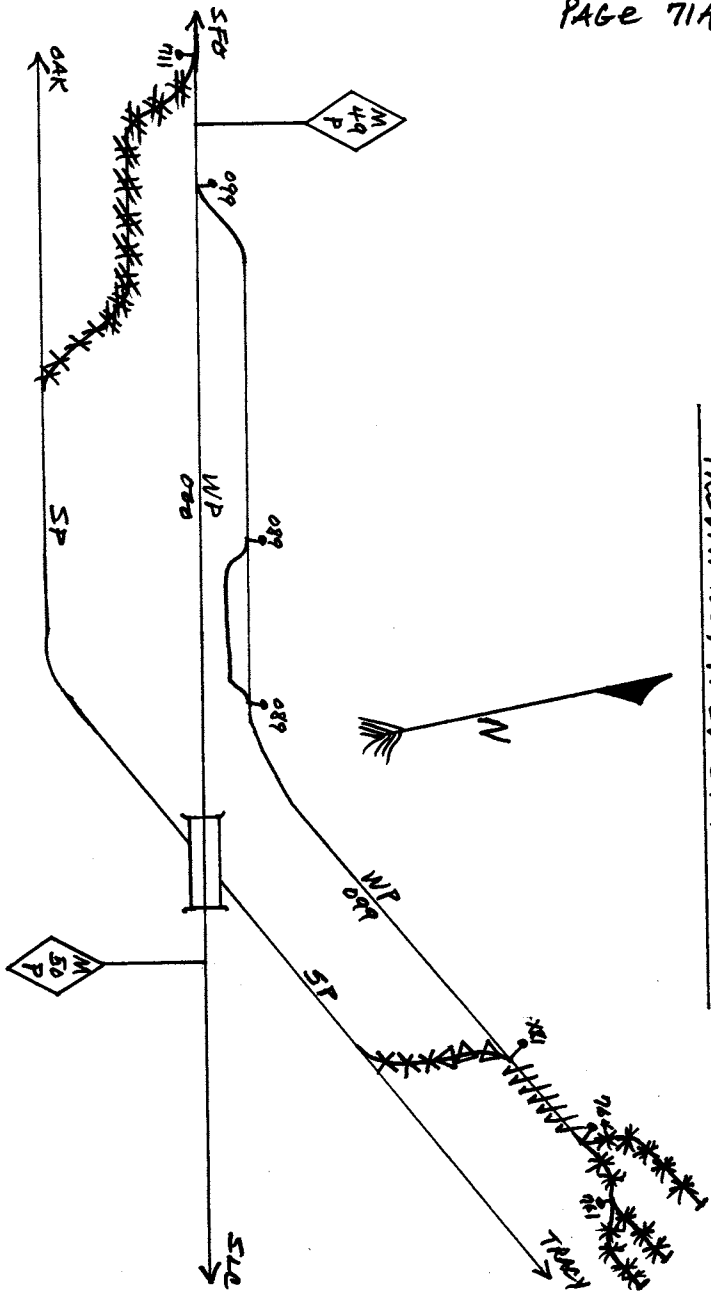
OPERATION: N/A

PROPERTY TAXES: \$24.00

OTHER: # This is a spur track agreement with the shipper (no agreement with the SP).

WHO PICKS UP DERAILEMENTS? N/A

TREVAANO/TREV DRILL



- \*\*\*\*\* WP OWNED + MAINTAINED
- \*\*\*\*\* SP OWNED + MAINTAINED
- ▽▽▽ INDUSTRY OWNED, SP MAINTAINED
- ∨∨∨ SP RIGHTS WP TRACK
- \*\*\*\*\* INDUSTRY OWNED, WP MAINTAINED

TKB

SCHEMATIC: Page 71A

MP: 1049

FACILITY: Armco Drill Track

JOINT RR: SP FILE #: L-8295

AGMT DATE: 3/19/59#; 5/20/60\* AD #: 9896#; 10062#

AGMT DURATION: Indefinitely unless "industry shall fail to observe and perform each and every of the covenants and promises herein contained...."

OPERATION: Jointly operated industry tracks reached by SP through crossover from their main track and rights on Armco drill for 300 feet.

MAINTENANCE: See schematic.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: \$2800

OPERATION: N/A

PROPERTY TAXES: \$215

OTHER: # is purchase agreement between WP and Armco (Section V states will enter into a Spur Track Agreement, but we never have). \*is tri-party agreement (WP-SP-Armco). Section 12 provides for payment of \$.10 per loaded SP car to WP by SP. No record of this ever being collected.

WHO PICKS UP DERAILMENTS? Not stated.

MP: 74

SCHEMATIC: Page 73A

FACILITY: Lyoth Interlocking

JOINT RR: SP

FILE #: 564 Sp1 (16)

AGMT DATE: 1/28/07; 3/3/54

AD #: 135

AGMT DURATION: "... so long as (WP) shall well and truly observe...  
all of the conditions and obligations on its part to  
be kept ...."

OPERATION: WP main track crosses SP main track. Protected by  
automatic interlocking.

MAINTENANCE: Crossing WP; interlocking SP, at 50% WP cost  
(converted to flat rate February, 1960).

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

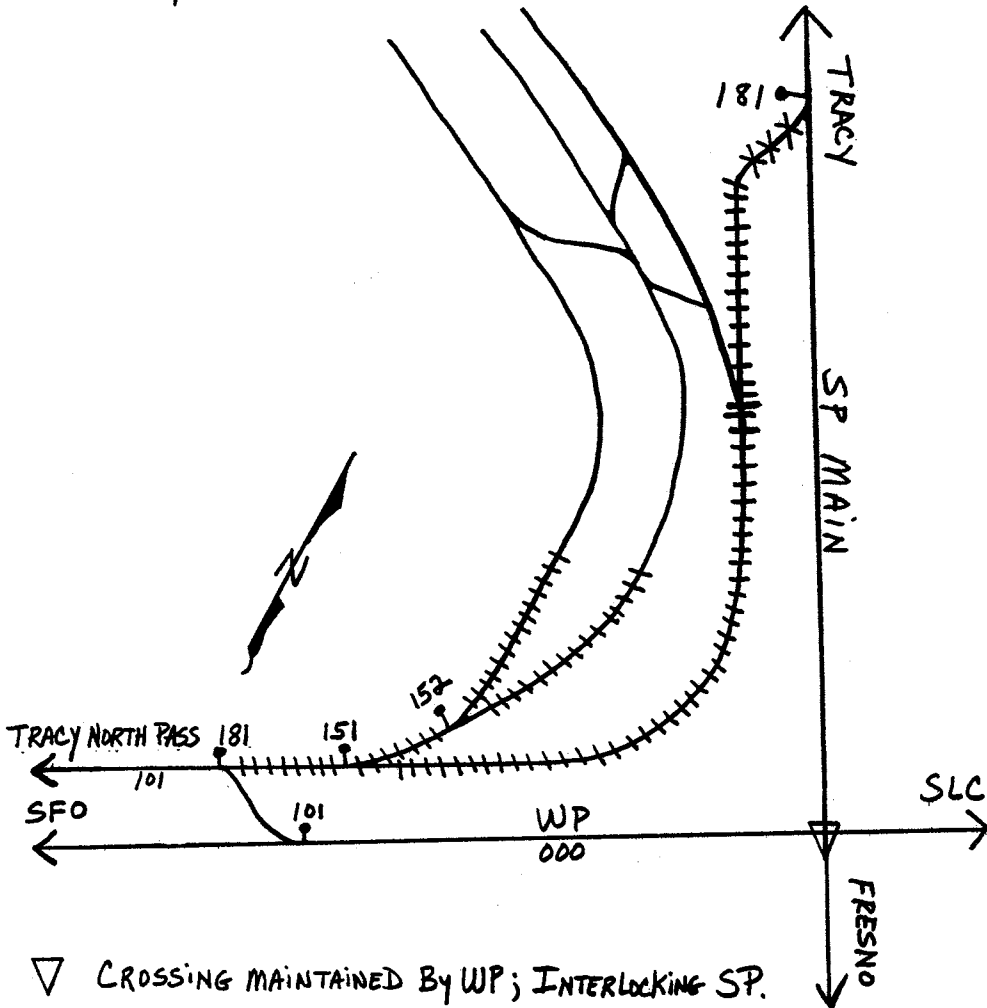
MAINTENANCE: Interlocking: \$1,836.00 (eff. 7/77)

OPERATION: N/A

PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Not stated.

LYOTH INTERLOCKING + TRANSFER TRACKS



▽ CROSSING MAINTAINED BY WP; INTERLOCKING SP.

————— USA TRACKS OWNED + MAINTAINED BY GOVERNMENT.

+++++ OWNED + MAINTAINED BY WP.

XXXXX OWNED + MAINTAINED BY SP.

PJM  
REV. 5/83

MP: 74

SCHEMATIC: Page 73A

FACILITY: Lyoth Transfer

JOINT RR: SP FILE #: MP 74

AGMT DATE: 1/10/19\* AD #: G 3024

AGMT DURATION: Until terminated on 30 days' notice.

OPERATION: Track 181 used as transfer and detour point although no longer an official interchange station. Tracks 151 & 152 used jointly to transfer traffic to Army.

MAINTENANCE: See schematic.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: N/A

OPERATION: N/A

PROPERTY TAXES: N/A

OTHER: \*AD 6137 covers 11/2/42 agreement with SP to serve U. S. A. Tracy Depot.

WHO PICKS UP DERAILEMENTS? Either party at responsible party's expense.

MP: 84.45

SCHEMATIC: Page 75A

FACILITY: Lathrop Interlocking

JOINT RR: SP FILE #: 564; 9086  
AGMT DATE: 1/28/07 AD #: 134  
AGMT DURATION: "...so long as the (WP) shall well and truly observe...all of the conditions and obligations on its part to be kept..."  
OPERATION: WP main track crosses SP main track. Protected by remote-controlled interlocking (SP).  
MAINTENANCE: Crossing WP; interlocking SP at 50% WP cost (converted to flat rate billing February, 1960).

RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

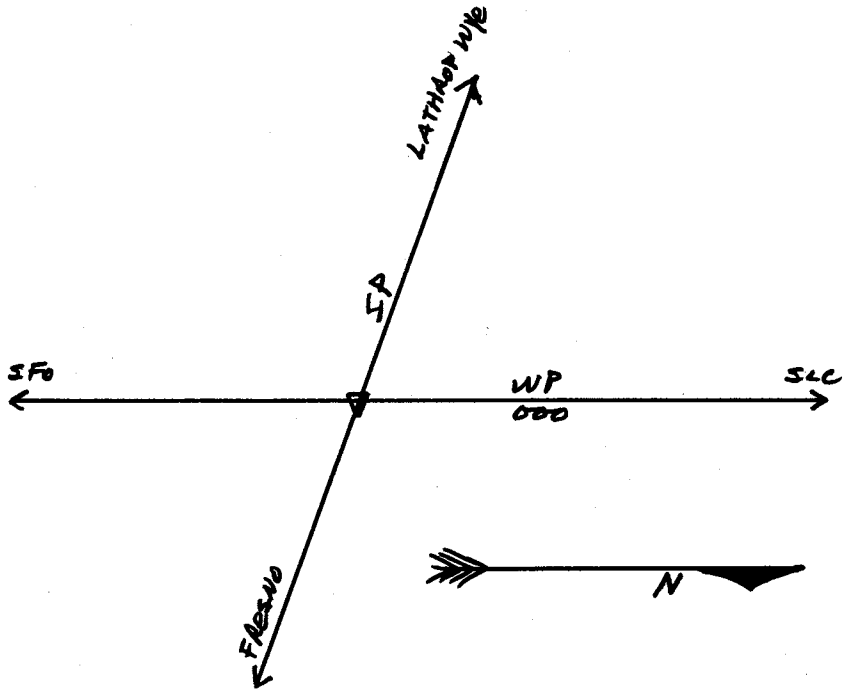
ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: Crossing \$1000. Interlocking \$228.  
OPERATION: N/A  
PROPERTY TAXES: \$50.

WHO PICKS UP DERAILMENTS? Not stated.



LATHAOP INTERLOCKING

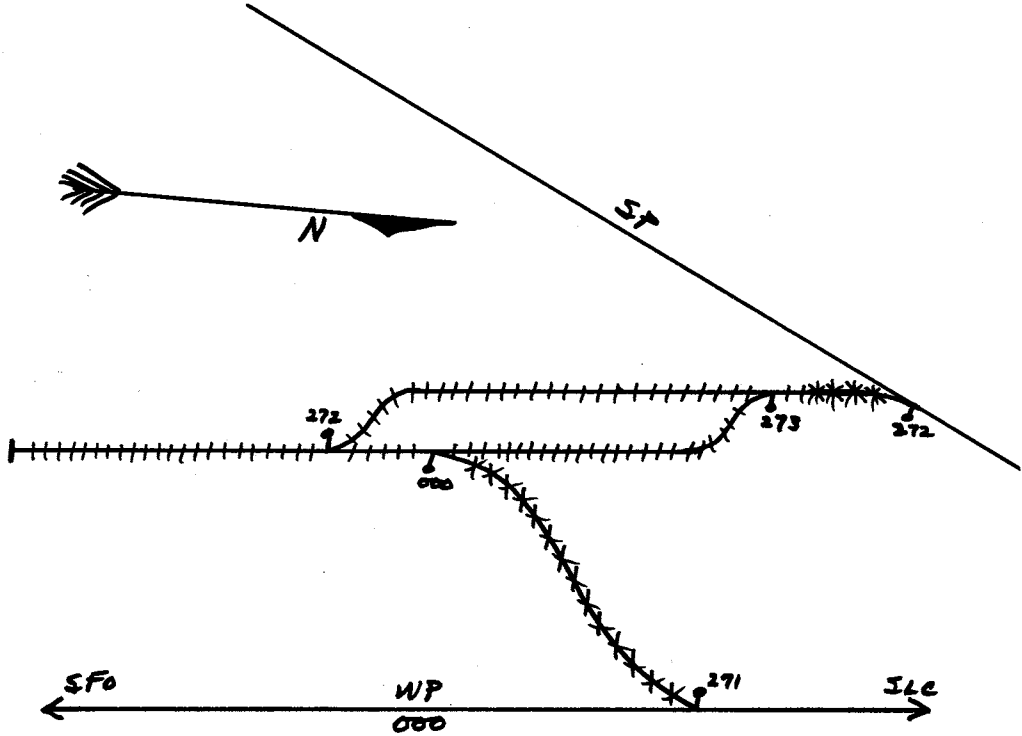


▽ CROSSING MAINTAINED BY WP;  
INTERLOCKING SP.

JKB



ORTEGA STOCKYARDS



- ++++ WP OWNED & MAINTAINED JOWT TRACK
- xxxxx SOLE WP TRACK
- \*\*\* SOLE SP TRACK

JKB

MP: 92

SCHEMATIC: Page 80A

FACILITY: Stockton Interchange

JOINT RR: SP FILE #: 542.4 Spl (31)

AGMT DATE: 8/17/25 AD #: 2548

AGMT DURATION: Until cancelled on 30 days' notice.

OPERATION: Two interchange tracks: one SP-WP, one WP-SP.

MAINTENANCE: Each road maintains its own track. (See Schematic)

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

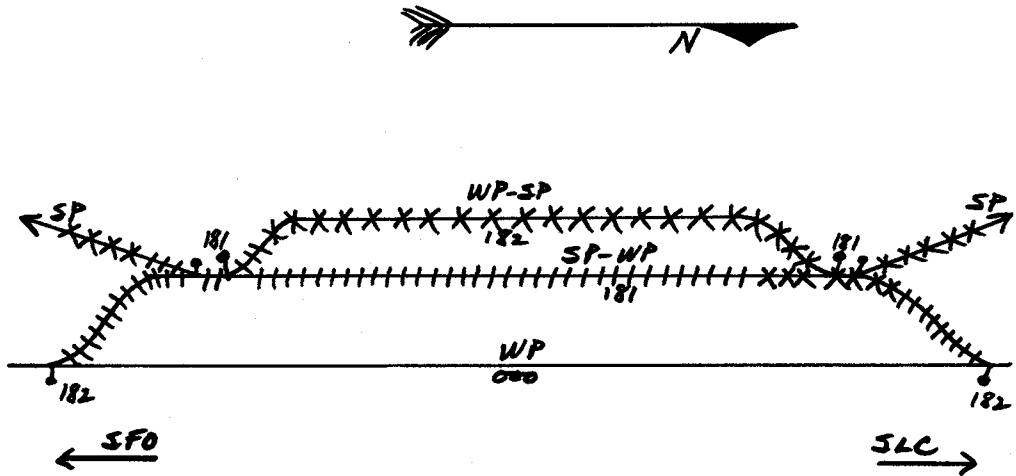
MAINTENANCE: N/A

OPERATION: N/A

PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Either party at responsible party's expense.

STOCKTON SP INTERCHANGE



||||| WP OWNED + MAINTAINED

XXXXXXX SP OWNED + MAINTAINED

MP: 92

SCHEMATIC: Page 81A

FACILITY: Stockton Interchange

JOINT RR: ATSF FILE #: 93-500 Spl (24-A)#3; L-9205

AGMT DATE: 12/1/12; 10/21/47 AD #: 1495; 8286  
11/28/49; 11/7/55

AGMT DURATION: Until cancelled by six months' notice.

OPERATION: Three interchange tracks: one WP-AT, one AT-WP, one overflow and runaround. Note: also have yard-to-yard interchange, but can find no formal agreement to cover this arrangement.

MAINTENANCE: See schematic.

RENTAL: WP pays  $1\frac{1}{2}\%$  on AT lead from Ophir St. to switch 161; 3% from AT lead to fouling point north end tracks 161, 162 and 163.

TAXES: Each to pay on its interest in jointly-owned property.

VALUATION: \$2,924.06 on AT lead from Ophir St. to switch 161. \$11,038.00 on north end tracks 161, 162 and 163.

ANNUAL WP COST (EST)

RENTAL: \$375.00

MAINTENANCE: \$3,000.00

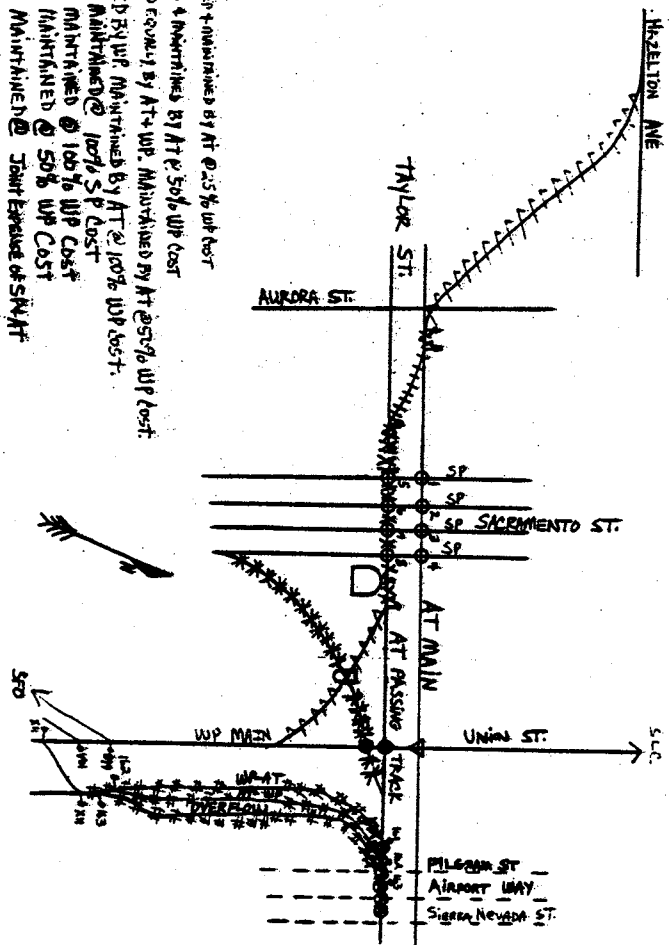
OPERATION: N/A

PROPERTY TAXES: Included in rental payments.

OTHER: Agreements of 4/29/38 and 6/17/42 cancelled by 11/28/49 agreement. WP to pay AT its interest rental proportion of additions and betterments, plus GMA Additives on Labor and Materials.

WHO PICKS UP DERAILMENTS? Not stated.

STATION TOWERS, CROSSING FEES & CROSSINGS, AT SE INTERCHANGE



- Tower
- △ WUP MAINTAINED @ 100% WUP COST
- SP MAINTAINED @ 50% WUP COST
- Includes in Interlocking Maintenance
- SP MAINTAINED @ 100% SP COST
- AT MAINTAINED @ 100% AT COST

PJM  
8/82

SCHEMATIC: Page 81A

MP: 93

FACILITY: Stockton Tower Interlocking, Crossing Frogs and Crossover

JOINT RR: ATSF-SP FILE #: MP 93-500; L-10294

AGMT DATE: 12/07/08; 05/12/45 AD #: 493  
12/01/12; 10/21/47 1495; ATSF#: 10293

AGMT DURATION: Interlocking - Not stated  
Crossing frogs and crossover - Until canceled by 6 months  
written notice.

OPERATING: Interlocking - WP main track crosses Santa Fe main and  
passing track; WP Taylor Street lead enters  
Santa Fe passing track near Tower. Protected  
by Towerman.

Crossing Frogs - WP enters Santa Fe passing track at point  
and Crossovers of switch east of Sacramento Street,  
crosses 4 SP tracks, through the cross-  
over to Santa Fe Main (Approx. 15 track  
feet), to the head block of the old  
Hazelton Street drill track.

MAINTENANCE: Interlocking - See schematic for crossings. Santa Fe  
maintains interlocking at 1/3 cost.  
Crossing frogs 1, 2, 3 included in  
interlocking at 1/3 cost.

Crossing Frogs - Santa Fe maintains crossing frogs 5, 6, 7, 8  
and Crossovers at 50% WP cost and crossover and joint  
switches at 100% WP cost.

RENTAL: Interlocking - N/A  
Crossing Frogs - Semiannually (including taxes) \$173.25.  
and Crossovers

TAXES: Interlocking - WP pay 1/3  
Crossing Frogs - See Rental  
and Crossovers

VALUATION: N/A



ANNUAL WP COST (EST)

RENTAL: Interlocking - N/A  
Crossing Frogs & Crossover - \$346.50 (including taxes)

MAINTENANCE: Interlocking \$60,000.  
Crossing Frogs & Crossover \$6,000.

OPERATION: N/A

PROPERTY TAXES: See Rental

WHO PICKS UP DERAILEMENTS? Not stated

MP: 93

SCHEMATIC: Page 82A

FACILITY: Taylor/Weber Street Trackage

JOINT RR: ATSF-SP\* FILE #: 9094.08

AGMT DATE: 4/27/60; 9/19/68; 1/17/69 AD #: 10105; 11825

AGMT DURATION: On 3 years' notice before expiration date of April 27, 2010; one year's notice subsequently.

OPERATION: WP and SP use Santa Fe trackage to reach Weber Ave., Port of Stockton, and WP's Scotts Ave. lead, jointly with Santa Fe.

MAINTENANCE: Santa Fe maintains its Taylor St. trackage and bills WP our total cars handled proportion. WP maintains the Weber Avenue lead (equally owned by WP-AT-SP) and bills SP and AT their loads-handled proportion. WP also counterbills SP and AT 1/3 cost of Commerce Street crossover, maintained by AT and initially totally paid by WP). Each road pays the entire cost of maintaining its exclusively owned tracks, or 1/2 the cost of jointly owned spurs.

RENTAL: 1/4 of 5% on AT-SP-WP plus 1/4 of 5% additional; 1/3 of 5% on AT-WP plus 1/3 of 5% additional.

TAXES: 1/4 on AT-SP-WP; 1/3 on AT-WP.

VALUATION: AT-SP-WP: \$188,572.53 plus \$172,448.72 additional;  
AT-WP: \$4,353.67 plus \$625.65 additional.

ANNUAL WP COST (EST)

RENTAL: Total \$4600 (\$2400 Rental plus \$2200 additional)

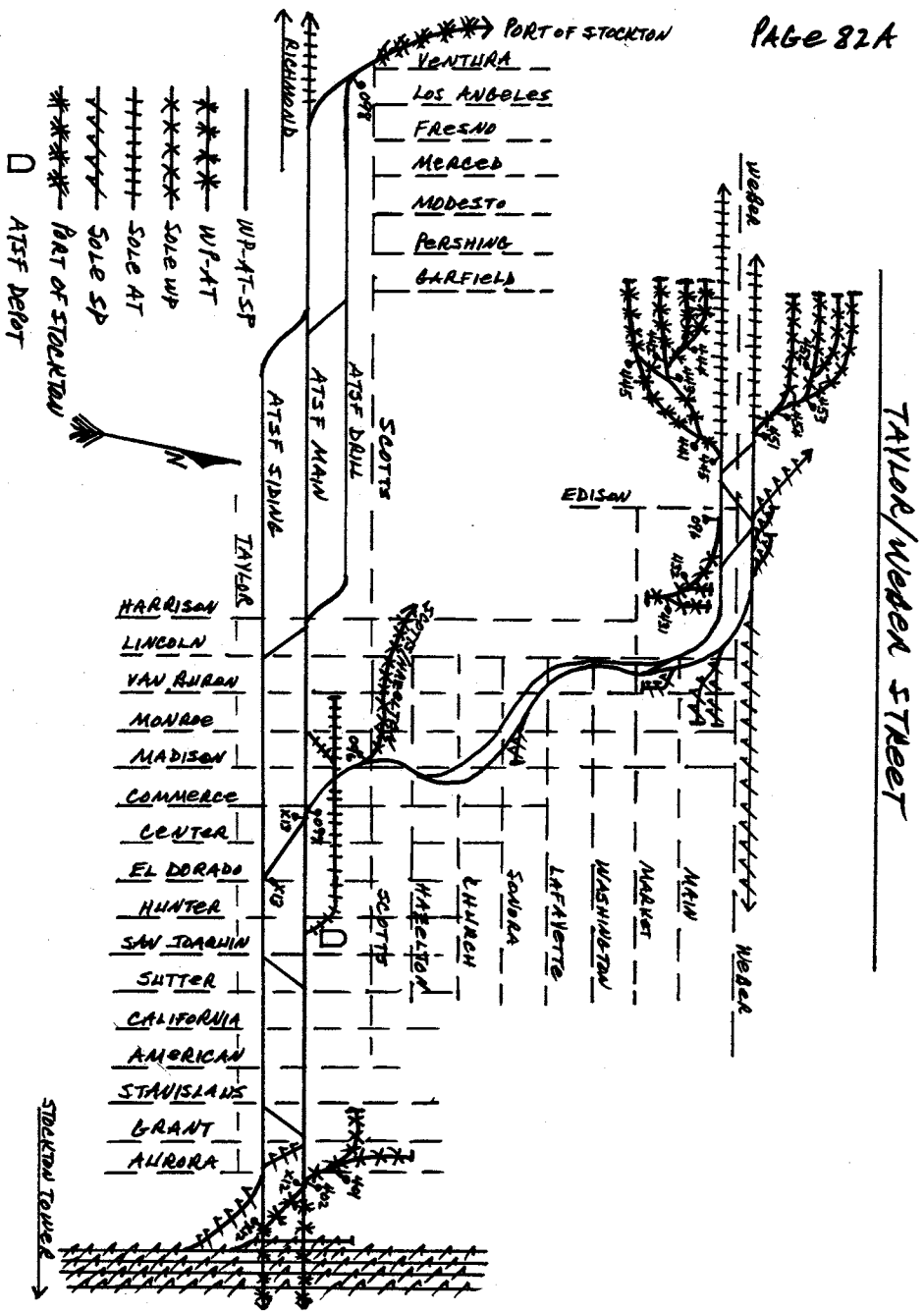
MAINTENANCE: \$3300 Taylor Street; \$5500 Wever Avenue

OPERATION: N/A

PROPERTY TAXES: \$255.

OTHER: \*All contracts include SN account the Stockton-Pittsburg agreement. On the Weber St. lead, each road can construct spurs off the joint track but all 3 can participate if they elect to share the cost, in which case the new tracks are considered A&B's to the joint facilities; if only 2 participate, they will share the cost equally. The cost of A&B's chargeable to property accounts is shared 1/3; costs not so chargeable are shared on the loads-handled proportion.

WHO PICKS UP DERAILMENTS? Santa Fe at responsible party's expense.



TKB

MP: 93

SCHEMATIC: Refer to TIP  
Manual

FACILITY: Port of Stockton

JOINT RR: ATSF-SP\*

File #: 9094.08 Spl #27 &  
#30AGMT DATE: 11/28/31#; 3/23/49##;  
9/19/68; 7/ 5/72.

AD #: 8131

AGMT DURATION: On December 31 of any year on notice of at least  
one year.

OPERATION: The three railroads alternate annually, in May, as the Operating Company, which performs all switching maintenance, and accounting functions at the Port. A Joint Account is maintained by the Operating Company to which is charged all of the expenses of operation and maintenance. The Operating Company pays monthly to the Port District a trackage charge of \$1.00 for each line-haul load and 25¢ for each intracity or interplant load; no payment is made for empties, intraplant moves, locomotives, etc. This trackage charge is the sole monetary payment made to the port. The line-haul trackage charges are recollected by the Operating Company from the railroad responsible for the cars; the 25¢ trackage charge is treated as an expense of operation and charged to the Joint Account.

Each road collects and retains all revenues from its line-haul and intracity cars and carries such cars in its per diem accounts. Switching revenue and demurrage on interplant cars are charged to the Joint Account.

The Operating Company charges the Joint Account \$51.27 per engine hour for switching expense. The gross operating expenses are then apportioned monthly by the Operating Company on the basis of the line-haul and intracity loads ratio between the three railroads.

MAINTENANCE: See OPERATION. Additions and betterments paid by the Port to the Operating Company

RENTAL: N/A

TAXES: Paid by the Port.

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: See OPERATION

OPERATION: \$17,500

PROPERTY TAXES: N/A

OTHER: \*Stockton Port District also party to #original agreement;  
Railroads only parties to separate triparty agreement##

WHO PICKS UP DERAILMENTS? Operating Company.

MP: 93-47093

SCHEMATIC: Page 90A

FACILITY: Stockton-Pittsburg Bridge

JOINT RR: ATSF FILE #: 47093

AGMT DATE: 11/1/53\*; 7/15/54# AD #: 3660; 9157#

AGMT DURATION: Can be cancelled on one year's notice by SN or ten years' notice by AT prior to expiration date of November 1, 2052, or on one year's notice by either party thereafter.

OPERATION: SN uses WP main track Sacramento-Stockton and AT main track Stockton-Pittsburg to bridge cars between Sacramento and Pittsburg (34 miles one-way) with SN power and crews.

SN is charged a train-mile rate which includes the following:

1. Maintenance expense
2. 5% of the valuation
3. Taxes
4. Wages of towermen & train order clerk.

The sum of items 1-4 is multiplied by SN's car-mile proportion (10-1/2 per cent in 1972); this result is divided by SN's total train miles (213 round trips times 68 miles in 1972) to arrive at the train-mile rate.

MAINTENANCE: See Operation

RENTAL: See OPERATION

TAXES: See OPERATION

VALUATION: Current \$4,597,760.70; Proposed \$6,033,476.00.

ANNUAL WP COST (EST)

RENTAL: See OPERATION

MAINTENANCE: See OPERATION

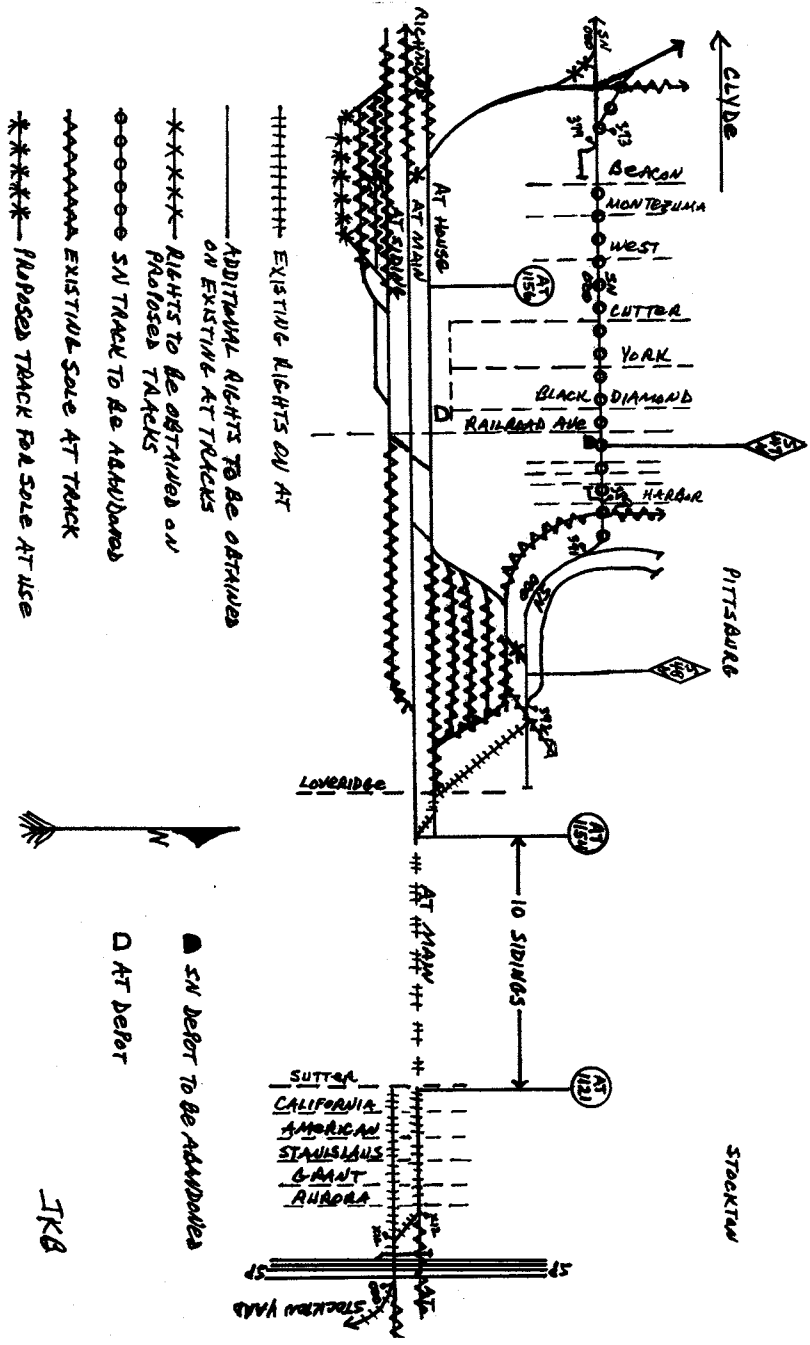
OPERATION: Based on 1972 volume of 213 round trips: Current \$54,315 (train-mile rate of \$3.75); Proposed \$89,525 (train-mile rate of \$7.25).

PROPERTY TAXES: See OPERATION

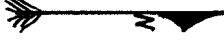
OTHER: #Is agreement between SN and WP covering S. Sacramento/  
\*Due to pending supplemental agreement prompted by City of Pittsburg's request SN's main track in 8th Street be abandoned, the schematic & all costs shown designate both the current & proposed bases. A separate contract with the City of Pittsburg is also pending concurrently with the supplemental agreement with AT, by which the City will reimburse SN and AT through SN for both the initial and recurring costs of accomplishing the proposed relocation.

WHO PICKS UP DERAILEMENTS? Santa Fe at apportioned cost based on liability section of contract.

STOCKTON-PITTSBURG



- +++++ EXISTING RIGHTS ON AT
- ADDITIONAL RIGHTS TO BE OBTAINED ON EXISTING AT TRACKS
- \*\*\*\*\* RIGHTS TO BE OBTAINED ON PROPOSED TRACKS
- o-o-o-o-o SN TRACK TO BE ADDED
- AAAAAAAA EXISTING SALE AT TRACK
- \*\*\*\*\* PROPOSED TRACK FOR SALE AT USE



- SN DEFOR TO BE ADDED
- AT Defor

JKB

STOCKTON

MP: 47093

SCHEMATIC: Page 90A

FACILITY: PITTSBURG CROSSINGS (4)

JOINT: ATSF

FILE #: 324

AGMT DATE: See OTHER

AD #: See OTHER

OTHER:

(1) SN main track crosses Santa Fe's U.S. Steel lead at MP 48.06. No Auditor's Document covers. Correspondence in 1949 on W. D. file "6002 Misc" refers to this crossing, which is apparently maintained by SN. It is not interlocked. It is protected by 4-way stop per timetable special instructions. In a series of title transfers involving Santa Fe and Columbia Steel, SN was deeded the land underlying this crossing September 26, 1949.

(2) SN main track crosses Santa Fe switching lead at Harbor Street (MP 47.39). Covered by AD 1205, dated September 20, 1929. Maintained by SN. To be removed in connection with proposed Pittsburg relocation. Crossing not interlocked; protected by 4-way stop boards.

(3) SN's PGE lead (track 373) crosses Santa Fe's PGE lead at MP 46.24. Covered by AD 3655, dated October 28, 1953. Maintained by SN. To be removed in connection with proposed Pittsburg relocation. Crossing not interlocked. It is protected by 4-way stop per timetable special instructions. Under terms of proposed Stockton-Pittsburg supplemental agreement, SN's access to our PGE trackage will be via Santa Fe's PGE lead crossing SN main referred to in next paragraph.

(4) Santa Fe's PGE lead crosses SN main track at MP 46.24. Covered by AD 3654, dated October 28, 1953. Not interlocked; protected by manual crossing gates on Santa Fe. Both the crossing and gates maintained by Santa Fe. The contract is terminable on ninety days' notice by either party.

MP: 44093

SCHEMATIC: Page 92A

FACILITY: Shell Chemical

JOINT RR: SP

FILE #: 44093

AGMT DATE: 3/8/32\*

AD #: 1551

AGMT DURATION: Not stated; however the roads may disconnect their tracks if business ceases for a continuous period of one year.

OPERATION: SN & SP serve Shell Chemical. Track crossing inside plant, Point C; protected by stop signs (SN has precedence in use of the crossing). There are impaired clearances as indicated by Points D and E on the schematic, beyond which the roads do not operate (except to pickup any derailments at Shell's expense).

MAINTENANCE: Shell owns and maintains the joint tracks at its expense beyond the points A, B and F indicated on the schematic.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: SN portion of track 321: \$88.00.

OPERATION: N/A

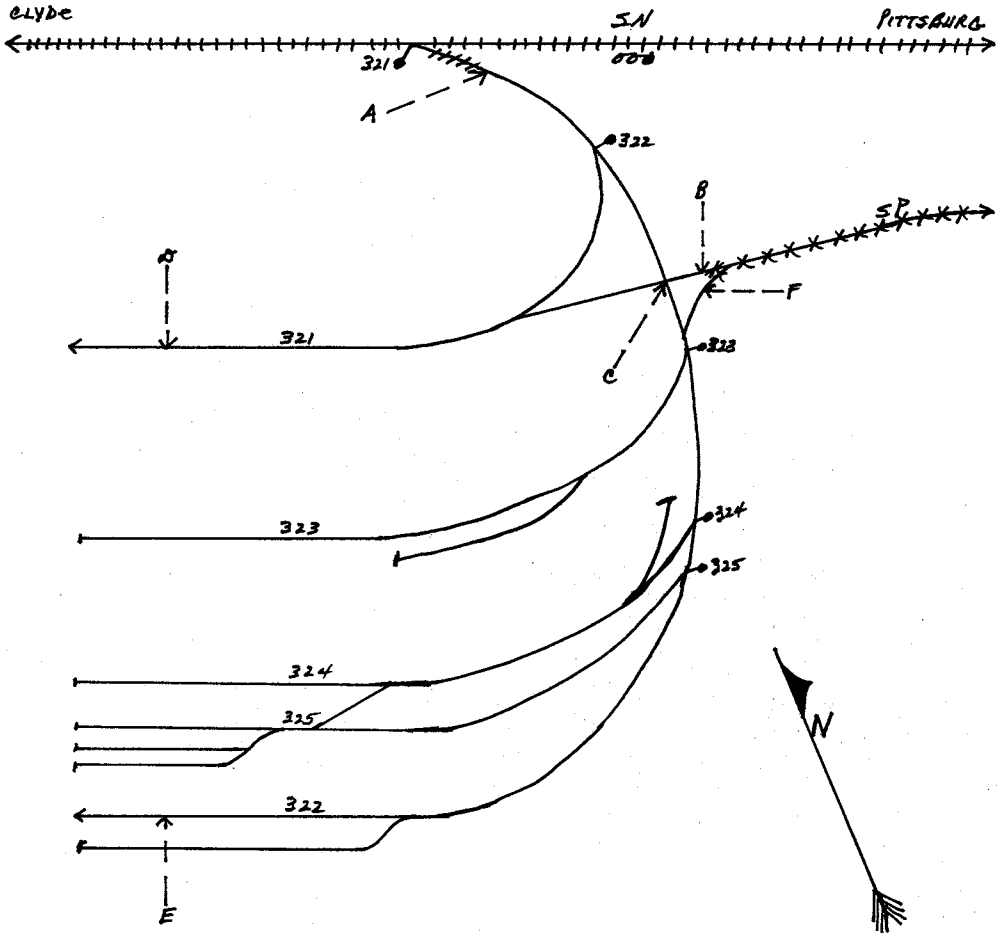
PROPERTY TAXES: N/A

OTHER: \*Supplemented 9/1/33, 8/16/46, 3/18/47, 3/23/56 and 6/30/62; the 6/30/62 agreement cancelled the supplements dated 9/1/33 and 3/18/47.

WHO PICKS UP DERAILEMENTS? Either road, at responsible party's expense.



SHELL POINT



————— OWNED + MAINTAINED BY SHELL CHEMICAL

+++++++ OWNED + MAINTAINED BY SN

XXXXXX OWNED + MAINTAINED BY SP

IKB

MP: 42093 SCHEMATIC: Page 93A  
FACILITY: McAvoy Interchange

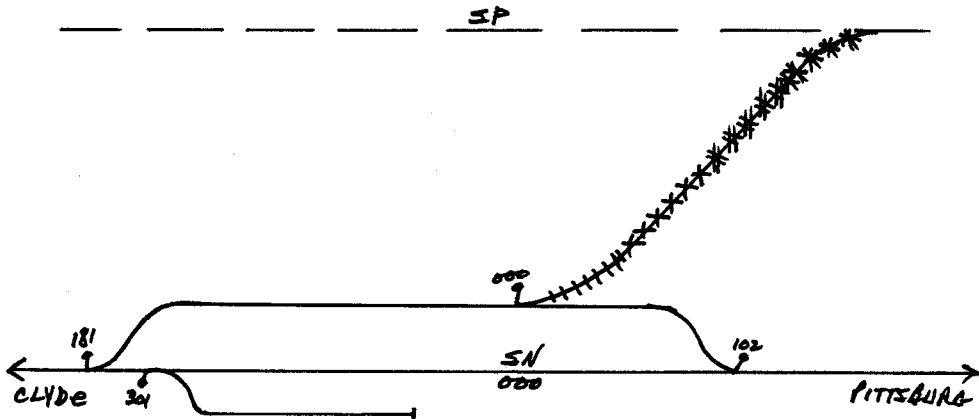
JOINT RR: SP FILE #: W.D. File: "McAvoy"  
AGMT DATE: 9/13/15; 11/23/12\*\* AD #: 3058\*  
AGMT DURATION: Until canceled on 30 days' notice by either party.  
OPERATION: Single track connection serves as interchange.  
MAINTENANCE: Each road maintains its own trackage regardless  
of right-of-way ownership. See Schematic.  
  
RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: See OTHER\*\*  
MAINTENANCE: \$515.00  
OPERATION: N/A  
PROPERTY TAXES: \$40.00  
OTHER: \* Available only on W.D. File.  
\*\* We pay SP \$10.00 annually for their land  
on which a portion of our trackage crosses.  
The 11/23/12 agreement is not on file.

WHO PICKS UP DERAILEMENTS? Each road to clear its own rails at  
reasonable party's expense.

McAVOY



- SOLE SN
- SOLE SP
- ++++++ SN OWNED; SP RIGHT OF WAY
- \*\*\*\*\* SN OWNED; SN RIGHT OF WAY
- \*\*\*\*\* SP OWNED; SN RIGHT OF WAY
- \*\*\*\*\* SP OWNED; SP RIGHT OF WAY



JKB

MP: 39093 SCHEMATIC: Page 94A  
 FACILITY: Port Chicago Interchange; connection with U.S. Navy.

JOINT RR: ATSF FILE #: 39093;  
 W.D. file "Port  
 Chicago".

AGMT DATE: 5/1/17\*; 11/25/10\* AD #: 1064#

AGMT DURATION: \*Six months' notice by either party.

OPERATION: SN interchanges with AT on tracks 163 and 241;  
 SN obtaining rights on 515 feet of Santa Fe  
 track to complete connection through track  
 002 to Navy.\*

MAINTENANCE: See schematic. See RENTAL\*

RENTAL: Flat fee of \$300 per month to cover maintenance,  
 taxes, rental, and operation of Santa Fe owned  
 and maintained portion of joint track.\*

TAXES: See RENTAL\*

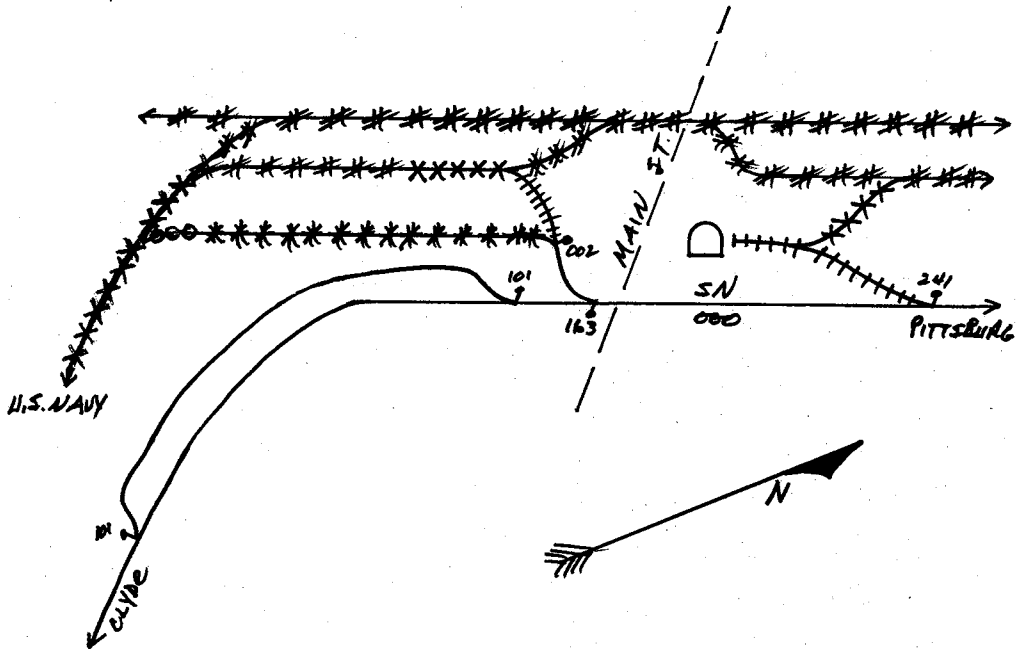
VALUATION: N/A

ANNUAL WP COST (EST)

|                 |                                                                                                                                                                     |
|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| RENTAL:         | \$3600.                                                                                                                                                             |
| MAINTENANCE:    | \$1345.                                                                                                                                                             |
| OPERATION:      | N/A                                                                                                                                                                 |
| PROPERTY TAXES: | N/A                                                                                                                                                                 |
| OTHER:          | *Data presented presumes execution proposed<br>new agreement which would incorporate<br>agreements of 11/25/10 and 5/1/17. #AD<br>1064 available only on W.D. File. |

WHO PICKS UP DERAILMENTS? Santa Fe at expense of responsible party.

PORT CHICAGO



- Non-Joint SN TRACK ON SN RIGHT-OF-WAY
- \*\*\*\*\* Non-Joint SN TRACK ON AT RIGHT-OF-WAY
- \*\*\*\*\* Non-Joint AT TRACK
- +++++ SN OWNED + MAINTAINED JOINT TRACK
- ooooo SN OWNED AT MAINTAINED JOINT TRACK
- xxxxx AT OWNED + MAINTAINED JOINT TRACK
- AT DEPOT

IKB

MP: 37093 SCHEMATIC: Page 95A

FACILITY: Clyde Crossing with and transfer to U.S. Naval  
Concord Weapons Station.

JOINT RR: Bay Point & FILE #: SN 340; W.D. Files  
Clayton (U.S.N.) "Clyde" and "321  
Clyde".

AGMT DATE: 1/17/11\*; 1/10/46\*\* AD #: 5078#; 2735##  
1/7/60\*\*\*

AGMT DURATION: See OTHER.

OPERATION: Cars transferred to and from the Navy on tracks  
151 & 152. SN main track crosses U.S.N. main track  
(BP&C) at MP 37.21. Crossing has been protected  
by automatic interlocking; however, both FRA and  
PUC authority has been granted to replace the  
interlocking with stop boards.

MAINTENANCE: Interlocking owned by Navy, maintained by SN at  
flat rate; transfer tracks maintained according  
to ownership; SN maintains crossing.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

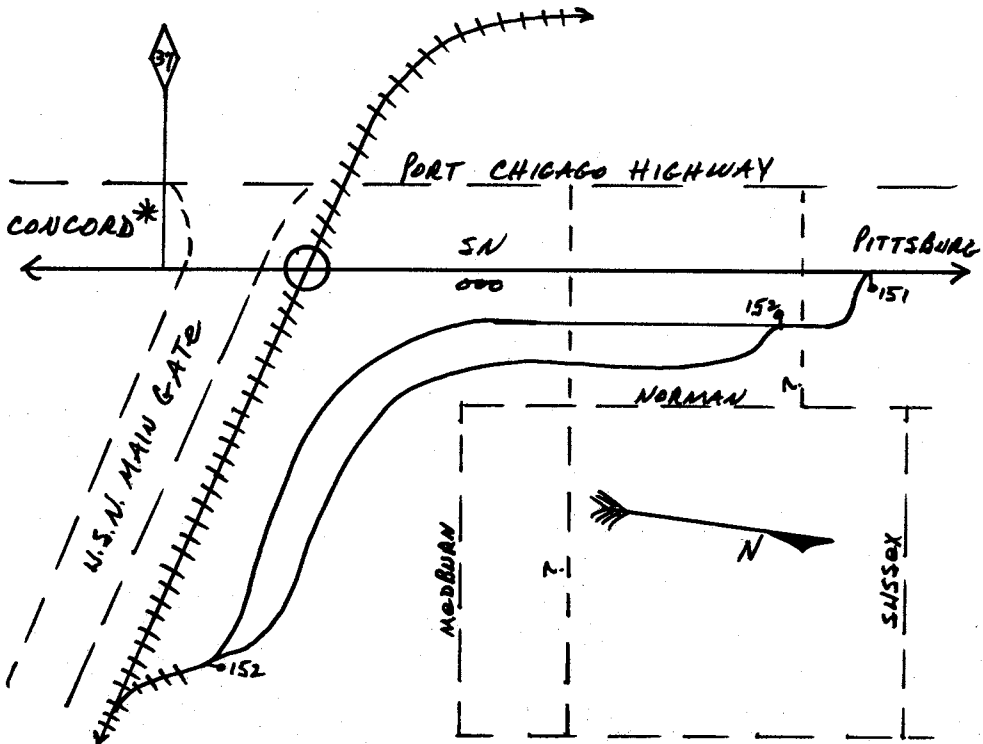
MAINTENANCE: Track \$600.00; Interlocking - Navy pays \$4260.00

OPERATION: N/A

PROPERTY TAXES: \$25.00

OTHER: \*Original agreement available only W.D. files;  
\*\*letter agreement (no A.D. number - Navy file  
C5-3-PC-4) stating interlocking to be constructed  
at cost of Navy, SN to maintain and operate  
the plant at Navy's expense, available only  
on W.D. files;  
\*\*\* agreement (no A.D. number - Navy Contract NOY  
(R)-65686) covering ownership and maintenance  
of transfer tracks (cancelable on 90 days'  
notice by either party), available only on  
W.D. Files; # contains only interlocking main-  
tenance performance contract (Navy # N62474)  
dated 5/1/68 and renewable annually; ## contains  
only road crossing agreement with Navy dated  
8/18/45.

CLYDE



————— OWNED + MAINTAINED BY SN

+++++ OWNED + MAINTAINED BY NAVY

○ OWNED BY NAVY, MAINTAINED BY SN

\* ICC APPROVAL TO ABANDON CONCORD - MP 37.2 BEING SOUGHT 1973.

JKB

MP: 30092 SCHEMATIC: Page 100A

FACILITY: North Modesto Interchange

JOINT RR: SP FILE #: 30092

AGMT DATE: 5/11/61\*; 3/1/64 AD #: 2241

AGMT DURATION: Until canceled on 60 days' notice by either party.

OPERATION: TS & SP interchange all traffic for Modesto area at North Modesto.

MAINTENANCE: See Schematic.

RENTAL: TS pays for land on which north switches of interchange are located. SP pays for rights to operate on TS tracks.

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: TS pays SP \$35; SP pays TS \$240 for tracks 181 & 182, \$240 for track 183.

MAINTENANCE: \$330.

OPERATIONS: N/A

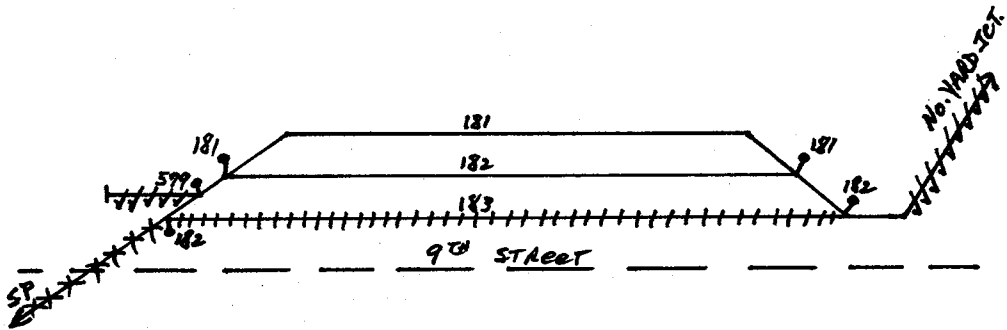
PROPERTY TAXES: \$80.

OTHER: \* Earlier agreements of 8/17/25, 8/29/28, 1/11/38, & 5/1/56 canceled by 5/11/61 revision.

WHO PICKS UP DERAILMENTS? Not stated.



NORTH MODESTO



- TS MAINTAINED AT 50% SP COST
- +++++++ SP MAINTAINED AT 100% SP COST
- xxxxxx SOLE SP TRACK
- vvvvv SOLE TS TRACK

JRB

MP: 32092 SCHEMATIC: Page 101A

FACILITY: 9th & B Crossing

JOINT RR: METC FILE #: 32092

AGMT DATE: 1/15/16\* AD #: See OTHER\*

AGMT DURATION: So long as METC shall perform all of the conditions and obligations of this agreement.

OPERATION: METC lead to SP interchange crosses TS main track at MP 31.6. NOTE- This crossing was informally abandoned in place April, 1965, as part of a renovation in 9th St. Although the crossing in fact does not now exist, the agreement covering has not been canceled, so our technical right to restore the crossing remains.

MAINTENANCE: METC

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: N/A

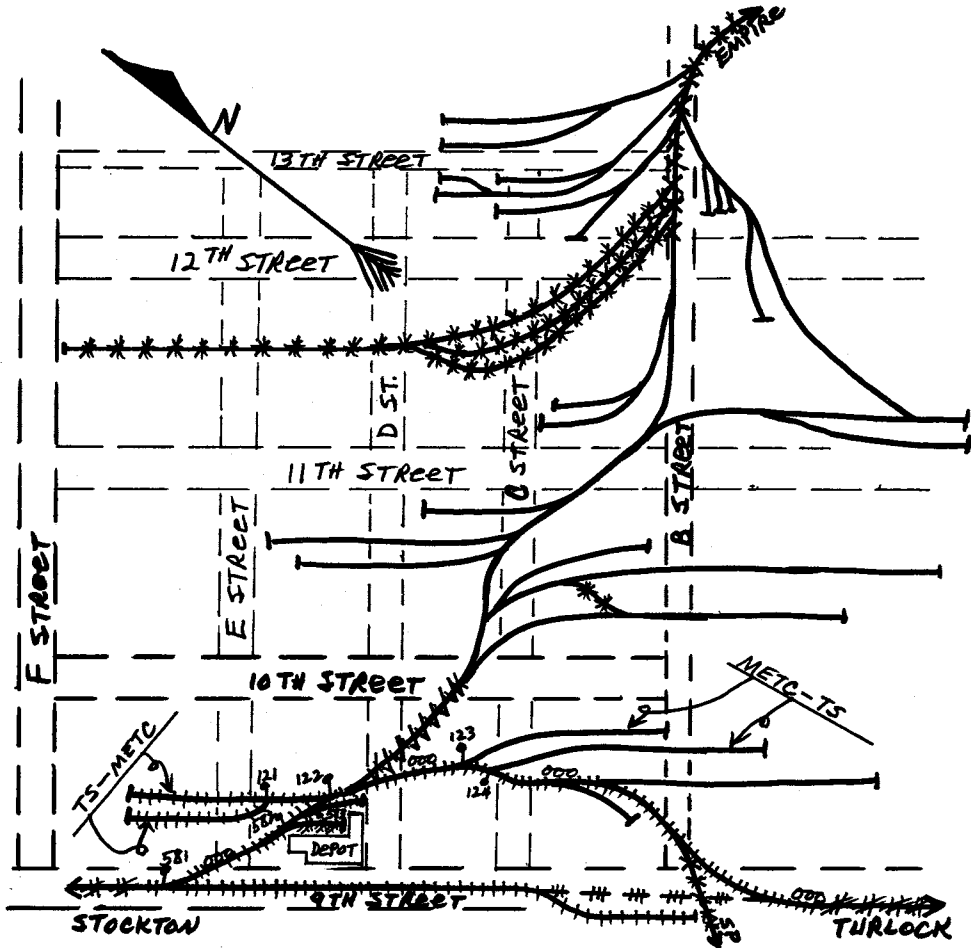
OPERATION: N/A

PROPERTY TAXES: N/A

OTHER: \* Only copy of agreement available is on VPO File 32092. Agreement states AD #119; however TS AD 119 covers entirely different subject.

WHO PICKS UP DERAILEMENTS? N/A

# MODESTO



- |                                                                                                                                                                              |                                                                                                               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| <p>———— METC OWNED JOINT TRACK</p> <p>++++ TS OWNED JOINT TRACK</p> <p>TTTT TS MAINTAINED METC COST</p> <p>***** JOINT TRACK ON WHICH<br/>TS HAS BRIDGE RIGHTS<br/>ONLY.</p> | <p>***** SOLE METC TRACK</p> <p>***** SOLE TS TRACK</p> <p>##### TEMPORARILY ABANDONED.<br/>SEE PAGE 101.</p> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|

JNB

MP: 32092

SCHEMATIC: Page 101A

FACILITY: Modesto Interchange and joint use of tracks.

JOINT RR: METC FILE #: 32092

AGMT DATE: 11/4/56\*; 11/5/56\*\*; AD #: 2132  
8/8/64\*\*\*

AGMT DURATION: 30 days' notice after 11/5/86, unless interchange becomes impossible or impracticable because of forced relocation before that time, any party may terminate on 30 days' notice (METC rights on TS tracks); 30 days' notice by any party (TS rights on METC tracks).

OPERATION: TS and METC have mutual operating rights on joint tracks as shown on schematic for bridge movements, interchange, and industrial switching. For cars spotted by TS on the joint tracks, TS pays METC a sum equal to the division METC would have received had such cars been interchanged.  
NOTE: Designation of interchange tracks may be changed from time to time by written agreement of the General Managers.

MAINTENANCE: See schematic. METC maintains its ownership of the joint tracks at 100% METC cost. TS maintains its ownership of the joint tracks at 50% METC cost except that portion of the METC main track which is maintained by TS at 100% METC cost and certain other portions which are maintained by TS at a different maintenance cost ratio (according to provisions of Exhibit "A" of the August 8, 1964 letter agreement). TS maintains the signals in the joint area for a flat rate.

RENTAL: N/A

TAXES: METC pays 50% of joint area.

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: \$180.00; METC pays \$54.00 for signals

OPERATION: No record of payment to METC

PROPERTY TAXES: \$600.00.

OTHER: \* Cancels agreements of 4/7/17.  
\*\* New basic agreements covering joint use of tracks, interchange, and use of old Modesto Interurban Railway trackage.  
\*\*\* Detail maintenance letter of understanding.

WHO PICKS UP DERAILEMENTS? Not stated.

MP: 32092 SCHEMATIC: Page 103A

FACILITY: Modesto Interlocking

JOINT RR: SP FILE #: TS-564-32\*\*

AGMT DATE: 10/1/62\* AD #: 233; 1843

AGMT DURATION: Not stated.

OPERATION: TS main track crosses SP main track and switching lead at MP 32.72. Protected by remote controlled interlocking.

MAINTENANCE: TS maintains main crossing; SP maintains switching lead crossing. TS owns interlocking; SP maintains at 34.25% TS cost.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: Crossing \$300. Interlocking \$240.00.

OPERATION: N/A

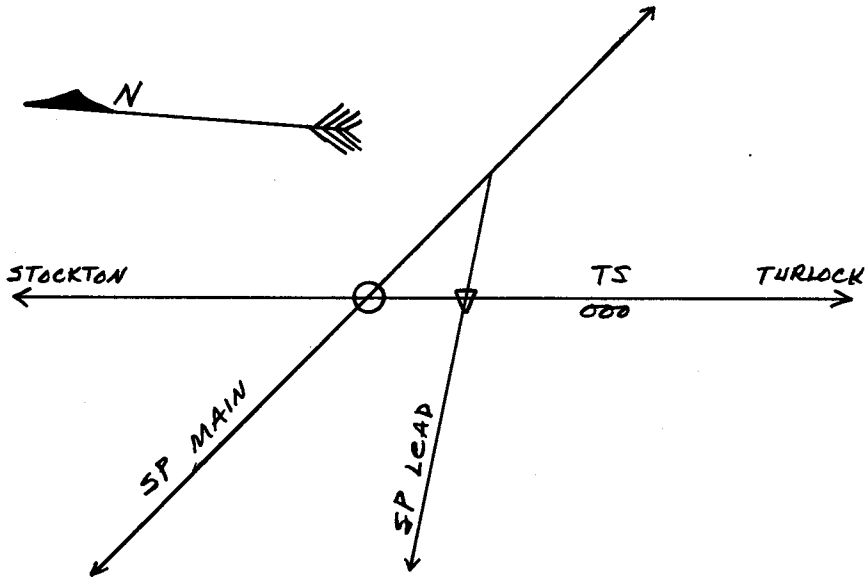
PROPERTY TAXES: \$10.00

OTHER: \* Supersedes original agreement of July 11, 1916, and supplements dated February 1, 1926, and February 9, 1948.

\*\* Signal Dept. file.

WHO PICKS UP DERAILEMENTS? Not stated.

MODESTO INTERLOCKING



- MAINTAINED BY TS
- ▽ MAINTAINED BY SP

JKB

MP: 48092 SCHEMATIC: Page 104A

FACILITY: Turlock Interchange

JOINT RR: SP FILE #: 48092

AGMT DATE: 2/21/23 AD #: 181

AGMT DURATION: May be terminated on 30 days' notice by either party.

OPERATION: Two interchange tracks.

MAINTENANCE: SP maintains at 50% TS cost.

RENTAL: 1/2 of 6%.

TAXES: N/A

VALUATION: \$12,002.79

ANNUAL WP COST (EST)

RENTAL: \$360.00

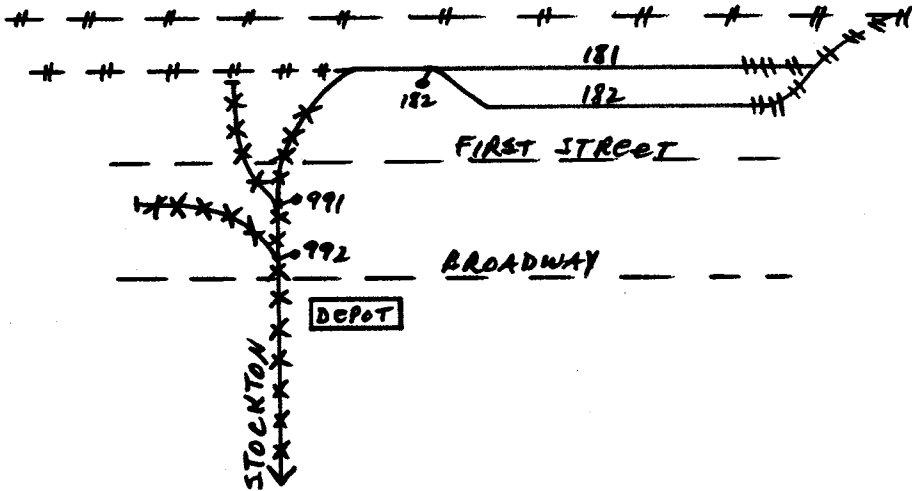
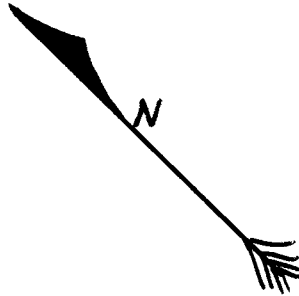
MAINTENANCE: No record of being billed.

OPERATION: N/A

PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? SP may pick up TS derailments at sole cost of TS.

TURLOCK INTERCHANGE



- INTERCHANGE TRACKS
- xxxxxx SOLE TS TRACKS
- ##### SOLE SP TRACKS

JKB



MP: 94

SCHEMATIC: Page 110A

FACILITY: Weber Avenue Interlocking

JOINT RR: SP FILE #: 9094  
AGMT DATE: 9/19/07 AD #: 256  
AGMT DURATION: So long as WP performs its contract obligations.  
OPERATION: Main track crosses two SP tracks at MP 93.8.  
Protected by remote controlled interlocking (WP).  
  
MAINTENANCE: WP maintains crossings at 100% WP cost; WP owns  
and maintains interlocking at 50% SP cost (Feb.,  
1960, converted to flat rate).

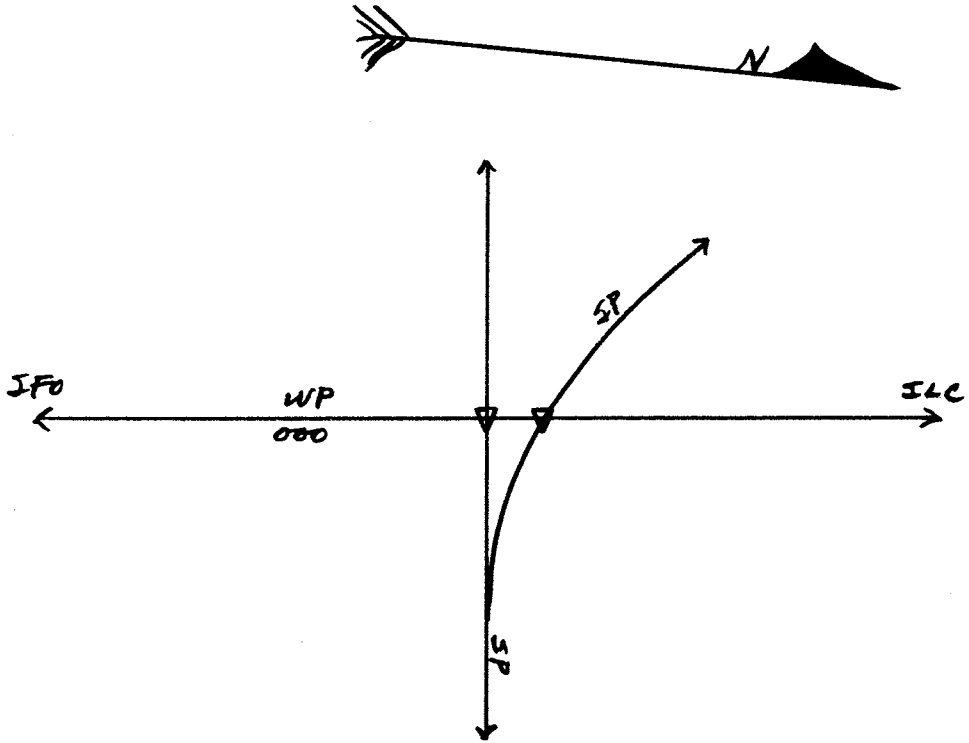
RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: Crossings: \$1000.00 Interlocking:  
Bill SP \$888.00.  
OPERATION: N/A  
PROPERTY TAXES: \$75.00

WHO PICKS UP DERAILEMENTS? Not stated.

WEBER AVENUE



▽ MAINTAINED BY WP

JKB

MP: 94

SCHEMATIC: Page 111A

FACILITY: Flora Street Interchange

JOINT RR: CCT\* FILE #: 9094.08 Spl(200-B);  
524.4

AGMT DATE: 6/17/68\*; 12/31/69 AD #: 11482

AGMT DURATION: Until terminated on 30 days' notice.

OPERATION: In lieu of former interchange with WP at Park St., CCT obtained rights on STE's Roosevelt line to reach our Flora Street Yard. CCT has rights on all tracks shown in schematic to interchange with WP. In practice we interchange with CCT on tracks 134 and 135; track 661 is used for overflow and all other tracks for runaround and/or tail area to double out long cuts. WP Superintendent has authority to designate exact tracks to be used for interchange from time to time.

MAINTENANCE: WP maintains all WP trackage at no cost to CCT.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: \$7500.00

OPERATION: N/A

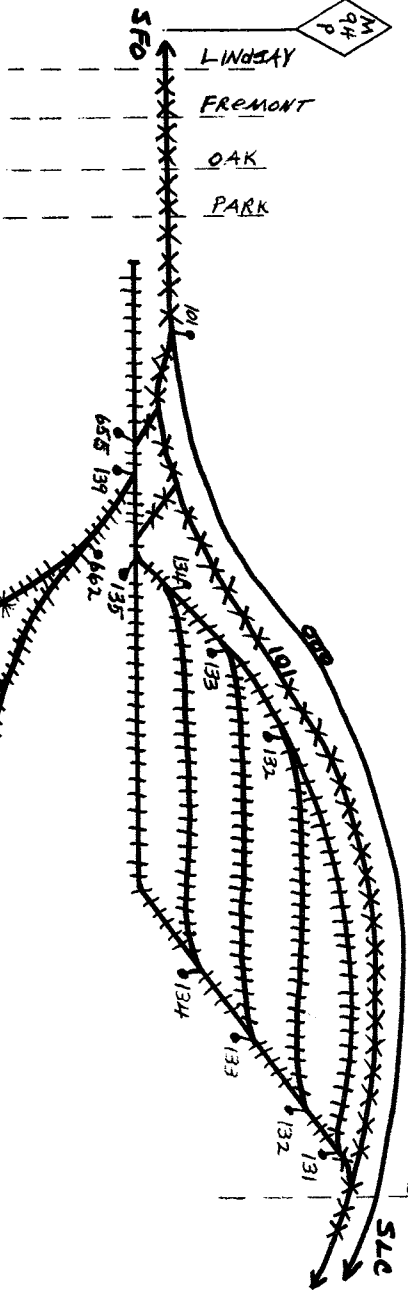
PROPERTY TAXES: \$300.00

OTHER: \*Original agreement of 8/29/14 in AD 1988  
WP canceled by 6/17/68 Tri-Party Agreement  
with STE.

WHO PICKS UP DERAILEMENTS? WP at expense of responsible party.



FLORA STREET



- \* \* \* \* \* STE OWNED + MAINTAINED  
CCT TRACKAGE RIGHTS
- +++++ WP-STE INTERCHANGE  
WP-CCT INTERCHANGE
- \*\*\*\*\* STE-CCT TRACKAGE RIGHTS

TKB

MP: 94

SCHEMATIC: Page 111A

FACILITY: Union Street Connection & Interchange

JOINT RR: STE\* FILE #: 9094.08 Sp1(200-B)

AGMT DATE: 6/17/68\*; 12/31/69 AD #: 11482

AGMT DURATION: Until terminated on 30 days' notice.

OPERATION: STE has rights on all tracks shown in schematic to interchange with WP. In practice we interchange with STE on tracks 131, 132, and 133; track 661 is used for overflow. All other tracks are used for runaround and/or tail area to double out long cuts; however STE has never exercised right to utilize our main track portion and has issued instructions to their crews to use our siding for runaround with light engine only. WP Superintendent has authority to designate exact tracks to be used for interchange from time to time.

MAINTENANCE: WP maintains all WP trackage at no cost to STE. STE owns and maintains its own trackage.

RENTAL: That portion of STE trackage on WP land west of Union Street (325 feet) is charged no rental.

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: Refer to Page 111.

OPERATION: N/A

PROPERTY TAXES: Refer to Page 111.

OTHER: \*Original agreement of 8/31/10 in AD 771 and supplemental agreement of 8/31/20 in AD 1020 canceled by 6/17/68 Tri-Party Agreement with CCT.

WHO PICKS UP DERAILMENTS? WP at expense of responsible party.

MP: 95

SCHEMATIC: Page 113A

FACILITY: El Pinal Interlocking

JOINT RR: SP FILE #: 564  
AGMT DATE: 9/19/07 AD #: 255  
AGMT DURATION: "...so long as WP observes its contract obligations...".  
OPERATION: WP main track crosses two SP main tracks; protected by remote-controlled interlocking (SP).  
MAINTENANCE: WP maintains crossings; SP maintains interlocking at 50% WP cost (February, 1960, converted to flat rate billing).

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

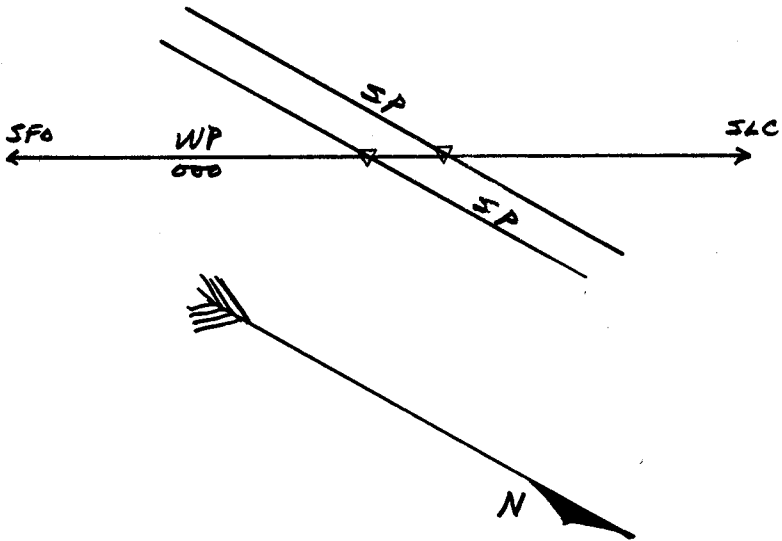
MAINTENANCE: Crossing \$2000. Interlocking: Pay SP \$660.

OPERATION: N/A

PROPERTY TAXES: \$75.

WHO PICKS UP DERAILMENTS? Not stated

EL PINAL



▽ CROSSINGS MAINTAINED BY WP; INTERLOCKING SP

JKB

MP: 138

SCHEMATIC: Page 120A

FACILITY: Libby, McNeill, &amp; Libby

JOINT RR: SP

FILE #: 080 Spl (16)#3

AGMT DATE: 8/12/65

AD #: SN 4149

AGMT DURATION: Until terminated by 2 years' notice.

OPERATION: As part of Sacramento Coordination and Relocation Project,\*\* SN abandoned its trackage in X St., physically severing direct connection to the Libby, McNeill & Libby plant at Alhambra & R Streets. SP bridges cars to and from Haggin and this industry. Originally this charge was \$17.00 per loaded car handled, including handling of the empty; this was revised to \$38.10 by the SP effective 10/1/75.

MAINTENANCE: N/A

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: N/A

OPERATION: \$3,780.00

PROPERTY TAXES: N/A

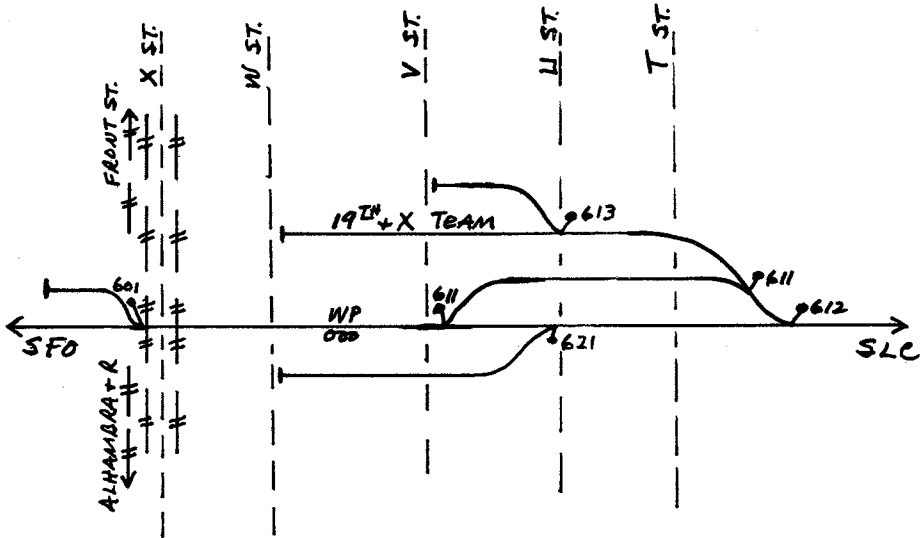
OTHER: Either party may call for adjustment of the switch charge on 30 days' notice. \*\* Construction agreements with State dated November 19, 1965 (AD 10973) and December 9, 1964 (AD 10802).

WHO PICKS UP DERAILMENTS? SP solely responsible; however SN must pay for damage to its cars and their contents and also any liability caused by defects in its cars.

*Cancelled 11/14/79*



X STREET



== == == ABANDONED SN/CCT TRACKAGE

TKB

MP: 138

SCHEMATIC: Page 120A

FACILITY: 19th & X Team

JOINT RR: CCT

FILE #: 080 Spl (16) #3

AGMT DATE: 12/20/65

AD #: 11085

AGMT DURATION: Until terminated by 2 years' notice.

OPERATION: As part of Sacramento Coordination and Relocation Project\*\*, CCT abandoned its Sacramento Team Track. WP bridges cars to and from Haggin and joint team track 612 (known as 19th & X Team but physically located between T & W Streets) at charge of \$18.50 per loaded car handled, including handling of the empty.

MAINTENANCE: WP at apportioned CCT expense.

RENTAL: 5% divided on cars handled basis.

TAXES: N/A

VALUATION: Land \$238.86 + capitalized value of tracks.

ANNUAL WP COST (EST)

RENTAL: )

MAINTENANCE: ) Last CCT traffic handled December, 1972.

OPERATION: )

PROPERTY TAXES: N/A

OTHER: Either party may call for adjustment of the switch charge on 30 days' notice. \*\*Construction agreements with State dated November 19, 1965 (AD 10973) and December 9, 1964 (AD 10802).

WHO PICKS UP DERAILEMENTS? WP solely responsible; however CCT must pay for damage to its cars and their contents and also any liability caused by defects in its cars.

MP: 138 SCHEMATIC: Page 122A  
 FACILITY: R Street Interlocking

JOINT RR: SP FILE #: 564

AGMT DATE: 7/30/10\*; 8/1/22\*; 3/16/59\* AD #: 799\*; 1179\*\*  
 3/20/70\*\*

AGMT DURATION: Not stated.

OPERATION: WP main track and west leg of R Street Drill cross SP's  
 R Street Line. Protected by remote-controlled interlocking  
 (WP).

MAINTENANCE: SP maintains WP owned interlocking at 50% WP cost  
 (converted to flat rate billing March, 1970\*\*); WP maintains  
 crossings at 100% WP cost. Also see OTHER.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: Crossings \$1600; Interlocking \$612(DR); \$1,032(CR).

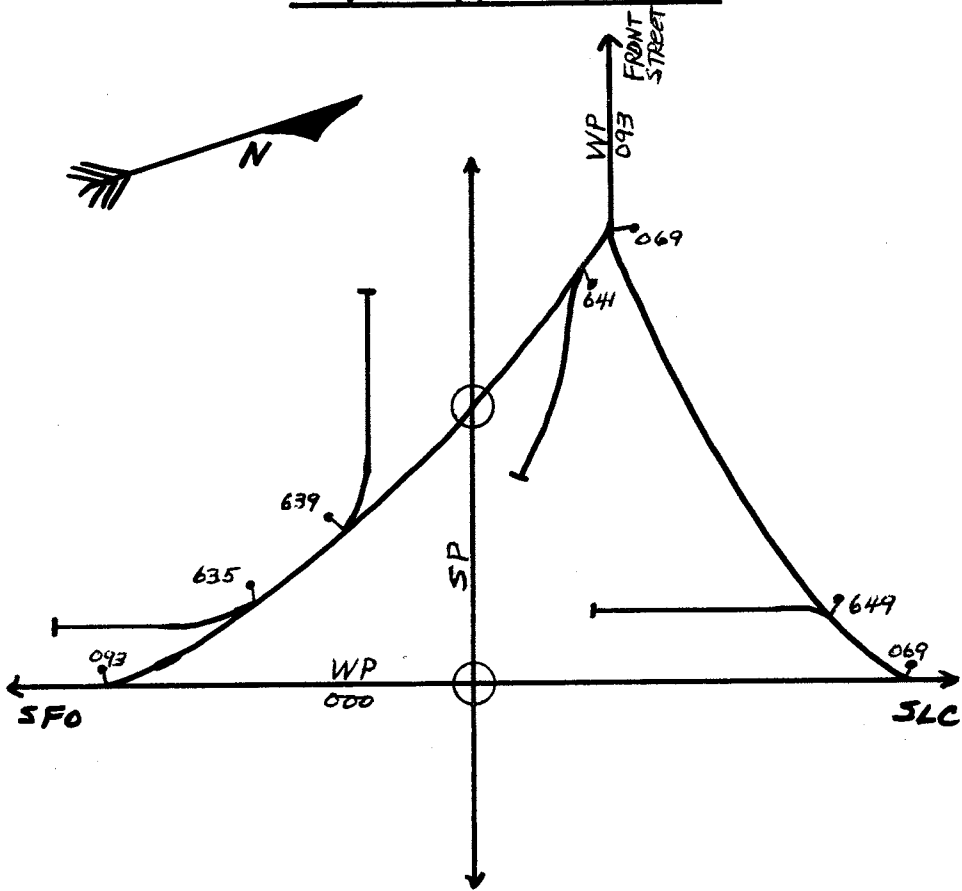
OPERATION: N/A

PROPERTY TAXES: Unknown

OTHER: \*Under terms of 3/16/59 supplemental agreement WP  
 charges SP flat rate for operating interlocking  
 as follows: 2.1% of dispatcher's wages plus  
 additives and one hour per week plus additives for  
 TCS signal maintainer. This total charge was  
 originally set at \$43 per month, updated to \$48 per  
 month in March, 1967. Effective May 1, 1974 this  
 rate will increase to \$86 per month (included in  
 our flat rate billing on SP).

WHO PICKS UP DERAILMENTS? Not stated.

R STREET



○ CROSSINGS MAINTAINED BY WP  
INTERLOCKING BY SP

JKB

MP: 138

SCHEMATIC: Page 123A

FACILITY: 3rd & R - Front Street Connection

JOINT RR: SP

FILE #: 139

AGMT DATE: 5/5/69\*

AD #: 11648 (SN 5109)

AGMT DURATION: "As long as said track is in place and remains in operation."

OPERATION: As part of I-5 freeway construction\*\*, R Sp. line stubbed; WP & SN now reach Front Street trackage by parallel SP trackage.

MAINTENANCE: SP maintains SP owned joint track at 100% SP expense except that part of I-5 underpass structure supporting the joint track is shared 50% by WP/SN. A&B's to bridge structure also shared 50% by WP/SN. SP maintains jointly owned joint track at 25% WP/SN expense. A&B's to this portion shared 1/3 SP-WP-SN.

RENTAL: WP/SN pays 1/2 of 6%.

TAXES: N/A

VALUATION: \$14,800.00

ANNUAL WP COST (EST)

RENTAL: \$444.00

MAINTENANCE: \$481.00

OPERATION: N/A

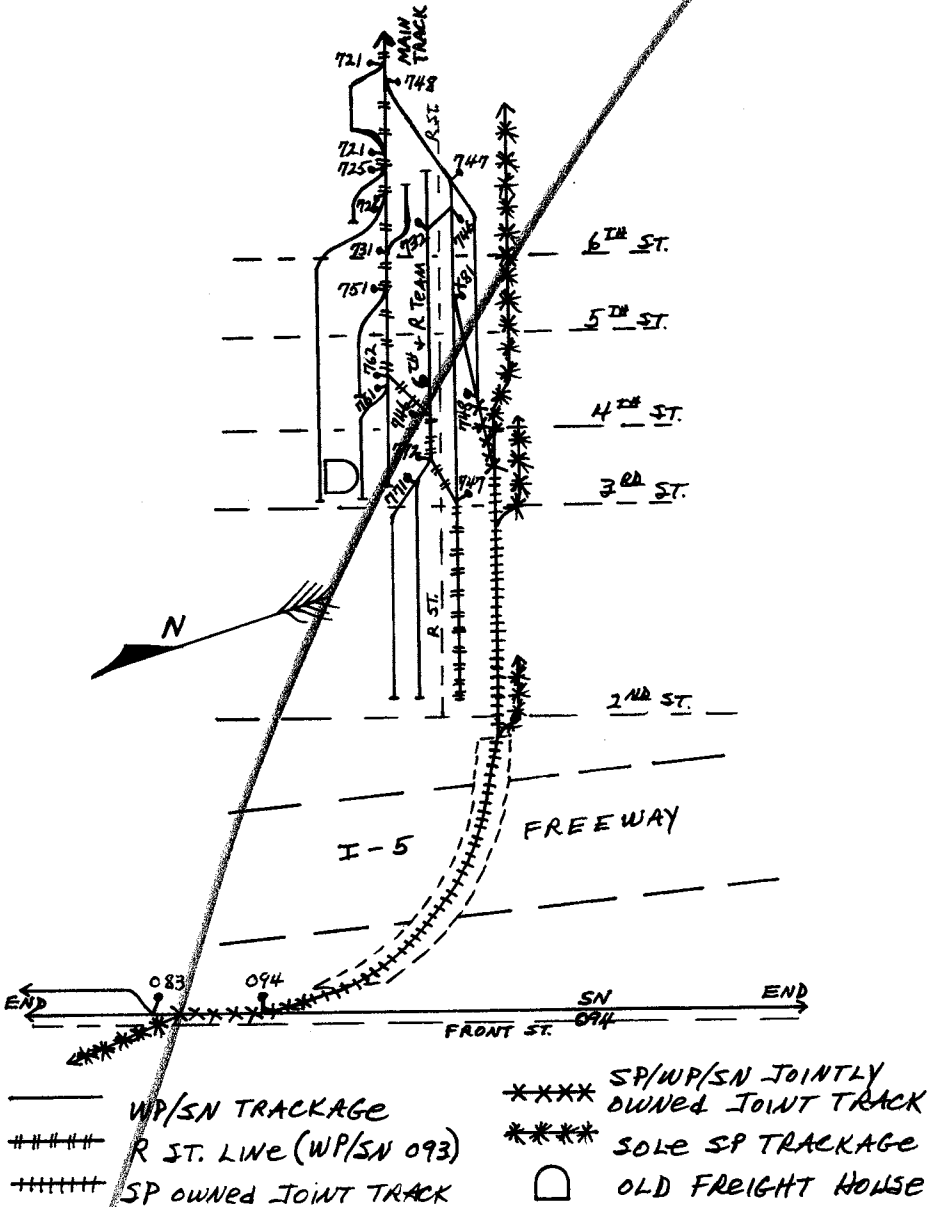
PROPERTY TAXES: N/A

OTHER: Abrogates agreements with SP dated February 5, 1923 and May 31, 1928 (AD 1446). \*\*Construction agreement with State dated November 13, 1967 (AD 11360).

WHO PICKS UP DERAILMENTS? SP at expense of responsible party.

*Terminated 9/1/78*

3rd + R - FRONT STREET



MP: 140

SCHEMATIC: Page 130A

FACILITY: 4-Way Interchange

JOINT RR: SN-CCT-SP

FILE #: MP 139 X 9139  
Vol 2

AGMT DATE: 10/18/65

AD #: 10984 (SN 4161;  
CCT 963)

AGMT DURATION: Not Stated.

OPERATION: WP-SN-SP-CCT perform all Sacramento area interchanging  
at Haggin.MAINTENANCE: WP, SN and SP individually maintains that portion owned  
by each at apportioned expense (initial percentage set  
as follows:SP 43.1%; WP 37.4%; CCT 11.1%; SN 8.4%). No  
evidence of billing either way to date.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: \$3,275.00

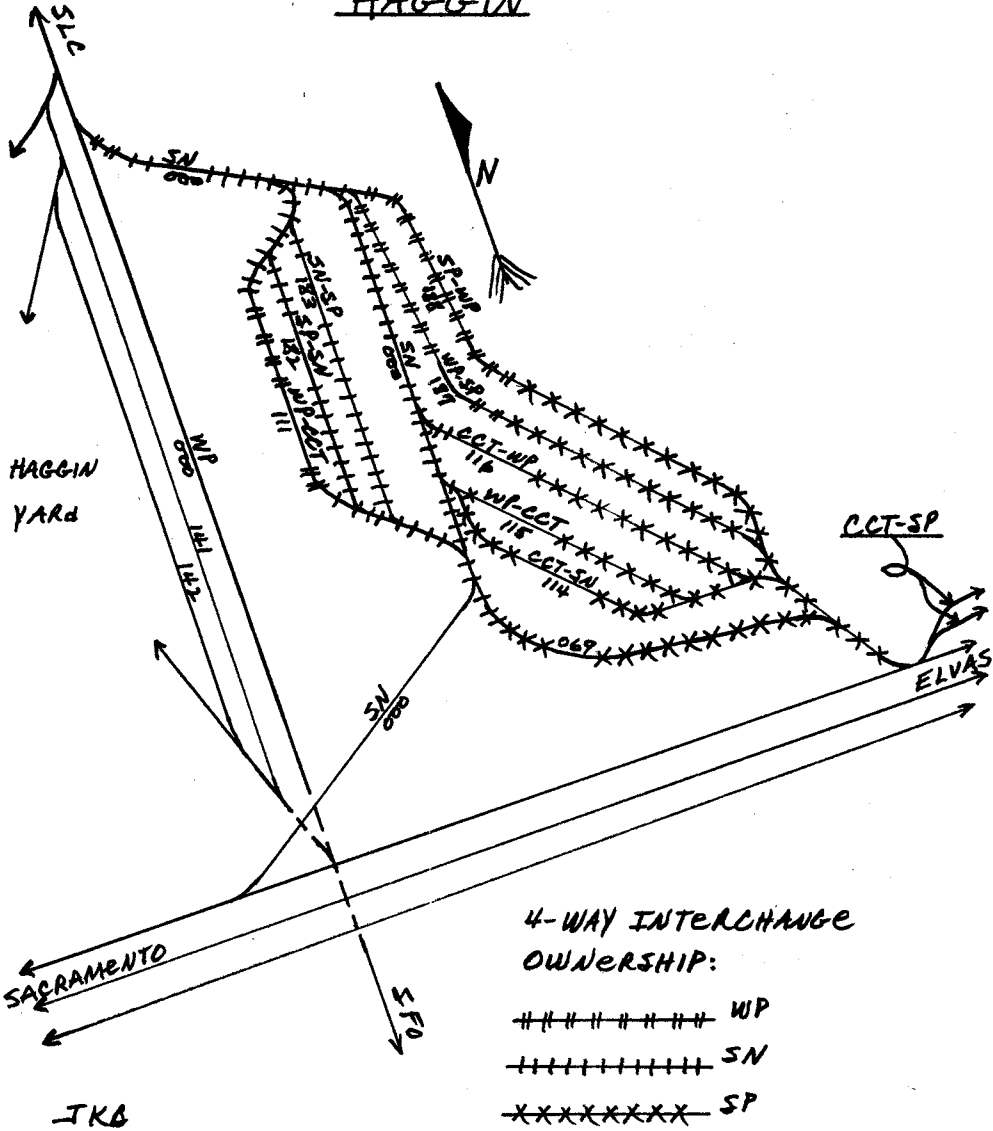
OPERATION: N/A

PROPERTY TAXES: \$250.00

OTHER: SN-WP agreement of 5/8/68 (AD 11449) covers WP  
rights on SN for runaround at Haggin.CCT commenced operations over SP Polk-Haggin 10/24/66  
(Agreement of 9/13/65).AD 10802 covers construction agreements with State of  
California (12/9/64 and 4/3/69); it also contains  
agreement of 2/23/65 between WP-SP and SMUD covering  
land use at 20th & B Streets. Original construction,  
all at state expense, included cost of removal of  
CCT's X Street lines between 5th & Alhambra and on  
Alhambra Avenue.WP-SN presently interchange cars on Haggin Yard tracks  
141-144 pending consolidation of seniority districts.

WHO PICKS UP DERAILEMENTS? Not Stated.

HAGGIN





MP: 140-458140

SCHEMATIC: Page 131A

FACILITY: Haggin-Cannon/Washington-Oxford

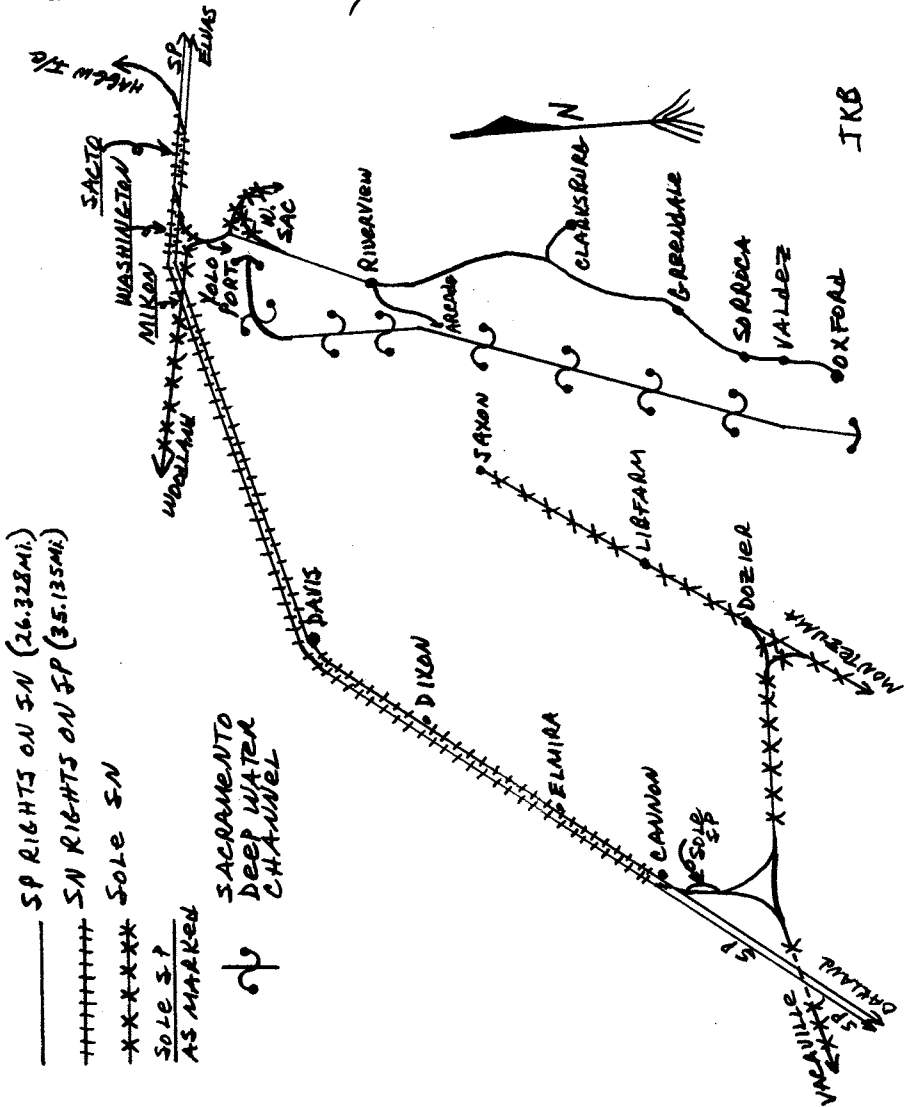
JOINT RR: SP FILE #: SN 080  
 AGMT DATE: 3/19/62\*; 7/24/63# AD #: 3999\*; 4000#  
 AGMT DURATION: One year's notice after 3/19/2061.  
 OPERATION: SN granted rights on SP Haggin to Cannon; SP granted rights on SN Washington to Oxford. Cars remain in per diem and demurrage accounts of line haul carrier.  
 MAINTENANCE: Using company pays owning company car miles proportion. Each company maintains its own tracks.# Letter agreement of 7/24/63 provides for flat rate of \$5,000 per year be paid by SN to SP in lieu of original contract provisions.  
 RENTAL: N/A  
 TAXES: Each company pays its own.  
 VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
 MAINTENANCE: )  
 ) \$5,000.00  
 OPERATION: )  
 PROPERTY TAXES: \$3,500.00  
 OTHER: Clarksburg, Valdez and Central spurs excluded from joint facilities; SP granted rites on Wye at Cannon and on Wye at Haggin to reach 4-Way Interchange. SP has option to either operate with its own power and crews or to hire SN to perform its operations. SN pays SP \$200.00 annually for communications lines Haggin-Cannon.  
 SN commenced operation 8/6/62 and ceased operating over Tower Bridge 11/15/62.

WHO PICKS UP DERAILMENTS? Company on whose tracks derailment occurs, cost apportioned by responsibility.

HAGGIN-CANNON/WASHINGTON-OXFORD



SP RIGHTS ON SN (26.328MI.)

SN RIGHTS ON SP (35.135MI.)

SOLE SN

SOLE SP  
AS MARKED

SACRAMENTO  
DEEP WATER  
CHANNEL



IKB

MP: 458140 (SN 7.86) - 750140 (SN 49.72)

SCHEMATIC: Page 133A

FACILITY: Cannon-Montezuma

JOINT RR: SP FILE #: L-9846

AGMT DATE: 5/01/79 AD #: 5056

AGMT DURATION: Ninety-nine years and thereafter from year to year until terminated by either party on 60 day's written notice, except SP has the right to terminate at any time on 60 day's written notice.

OPERATION: SP given rights on SN track including the right to serve existing and future industries between Cannon, Dozier and Montezuma. For the purpose of per diem and demurrage charges, cars shall remain in the account of the line-haul carrier.

MAINTENANCE: SN maintains all joint railroad-owned and railroad-owned trackage. SP pays SN 100% of railroad-owned portions owned solely by SP. SP pays SN its car mileage proportion of the joint railroad-owned portions subject to periodic adjustment.\*

SP shall advance SN one-half of the cost of Major Projects, as agreed upon in writing by the parties, on a progressive basis as work is actually scheduled. Major projects are: 1) construction of extension to joint track, and 2) construction of Drill tracks exceeding one-half mile in length or \$75,000.00 in total costs. All improvements not meeting the definition of Major Projects will be considered Additions & Betterments.

RENTAL: Wheelage proportion\* of 8%.

TAXES: Wheelage proportion\*

VALUATION: \$1,960,100.00 (Fixed)

ANNUAL WP COST (EST)

RENTAL: \$78,404.00 CR.\*\*

MAINTENANCE: Unknown

OPERATION: Unknown

PROPERTY TAXES: \$1,236.26 CR (5/80-4/81 taxes)

OTHER: \*

At the end of each calendar year, all charges (interest rental, taxes, M&O, A&B and Major Projects) during the year shall be adjusted so that SP shall pay a proportion, but not less than 50% of those charges, based on SP's car miles for the year instead of payments based on car miles per month.

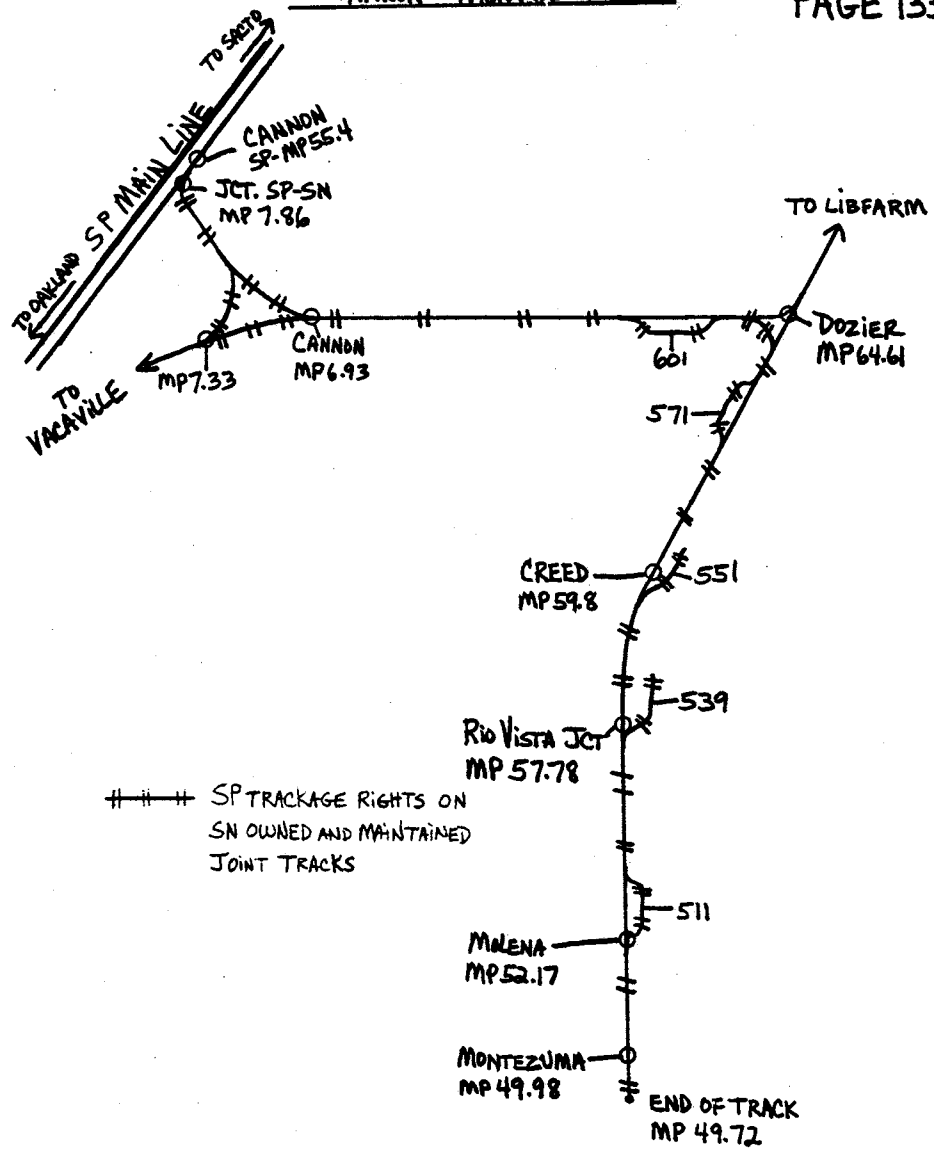
Beginning at the end of the 5th calendar year after the date SP commences actual use of joint track, all charges paid by SP during that five year period shall be adjusted, so that SP shall pay a proportion, but not less than 50% of those charges, based on SP's car miles for the past five year period instead of payments based on car miles per month or per year.

The 50% minimum will apply only to Major Project charges after the first five-year period adjustment.

\*\* After making one rental payment on execution of the contract, SP suspends rental payments until actual use commences.

WHO PICKS UP DERAILMENT?: SN at expense of responsible party. If joint fault, all costs incurred shall be borne equally by both parties. When loss or damage to third parties or joint property or joint employees are not contributed by the acts or omission of either party, all costs shall be apportioned according to the car mileage proportion for the month in which the incident occurred. Except as provided above, each party shall bear all loss or damage to its sole property, its sole employees, patrons and others on its engines, cars or trains on or about the joint property.

CANNON - MONTEZUMA



||| SP TRACKAGE RIGHTS ON  
SN OWNED AND MAINTAINED  
JOINT TRACKS

PJM  
10/82

MP: 93140

SCHEMATIC: Page 131A

FACILITY: Washington Connection

JOINT RR: SP FILE #: 92140

AGMT DATE: 5/3/56\*; 8/12/68\*; 5/10/62# AD #: 3781\*; 4000#

AGMT DURATION: 90 days' notice after 12/3/81

OPERATION: SP given rights on Wye between Washington and connection to Yolo Port trackage.

MAINTENANCE: SN maintains track; SP maintains signals.

RENTAL: N/A

TAXES: N/A

VALUATION: \$23,328.00

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: SP pays \$720.00; no evidence of billing by SP for signals.

OPERATION: N/A

PROPERTY TAXES: \$35.00

OTHER: Original agreement also called for SP to pay 1/2 of 6% for rental and taxes, but this was eliminated by agreement of 5/10/62 as concession by SN for Haggin-Cannon rights.

WHO PICKS UP DERAILEMENTS? Not Stated.

MP: 302140

SCHEMATIC: Page 136A

FACILITY: Mikon Interlocking

JOINT RR: SP FILE #: 302140; 564

AGMT DATE: 5/26/16; 7/29/54 AD #: 924

AGMT DURATION: Not stated.

OPERATION: Woodland Branch main crosses SP double-track main.  
Protected by automatic interlocking.

MAINTENANCE: Crossing SN; interlocking SP at flat rate effective  
12/2/59.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: Interlocking \$508.00 (As of 3/1/63);  
Crossing \$1,500.00.

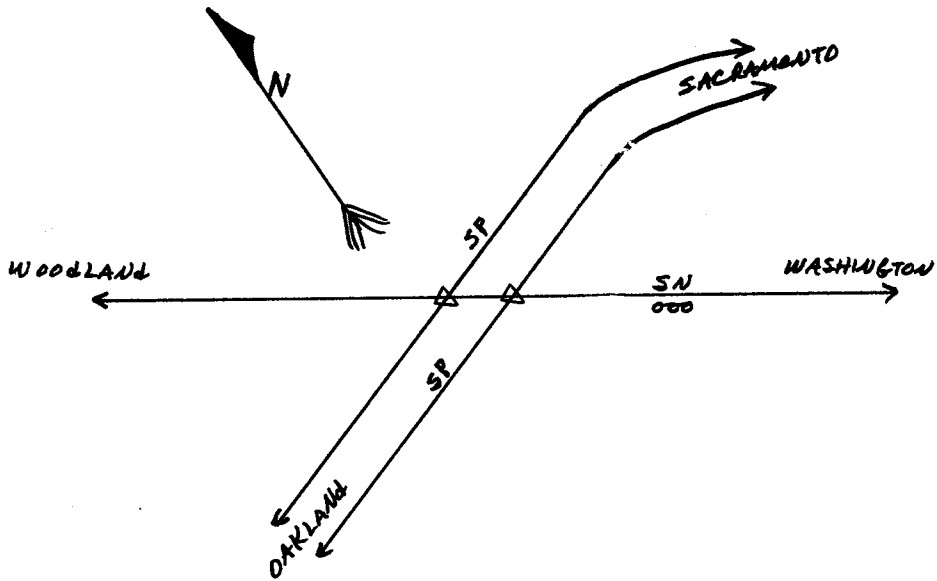
OPERATION: N/A

PROPERTY TAXES: N/A

OTHER: There is a pending agreement to abandon this  
interlocking in favor of a connection of our  
Woodland Branch with the SP.

WHO PICKS UP DERAILEMENTS? Not stated.

MIKON INTERLOCKING



▽ SN MAINTAINED

JKB



MP: 92140

FACILITY: Port of Sacramento

SCHEMATIC: Page 137A

JOINT RR: Yolo Port FILE #: 92140; L-9137  
 AGMT DATE: 5/24/50\*; 6/9/50#; 8/9/60\*\* AD #: 3335\*#; 3934\*\*  
 AGMT DURATION: 20 days' notice by either party.  
 OPERATION: Yolo Port grants SN rights to operate on Yolo Port  
 trackage. For this use SN currently pays Yolo Port  
 \$1.10 per line haul load and 55¢ per local load moving  
 over such trackage destined to or from Port tenants.  
 MAINTENANCE: Yolo Port maintains track at its expense. Under AD 3934  
 SN bills Yolo Port for signal maintenance Jefferson Blvd.  
 RENTAL: N/A  
 TAXES: N/A  
 VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
 MAINTENANCE: Bill Yolo Port \$360.00 for Jefferson Blvd. signals.  
 OPERATION: \$3,000.00  
 PROPERTY TAXES: N/A  
 OTHER: \*Original agreement supplemented July 23, 1974 and  
 4-24-75 to update use charge only.

#is Bascule Bridge construction agreement with Yolo  
 Port. Under AD 3800 SN has agreement with Corps of  
 Engineers for maintenance of Bascule Bridge signals  
 (we bill them \$245.).

Originally Port was served solely by SN. However Port  
 paid for Washington connection with SP and by agreement  
 dated 9-21-51 (AD 3480) SN bridged SP cars Washington  
 to Port for \$8.00 per load (increased to \$9.25 6-2-55).  
 This agreement was canceled effective 12-3-56 when SP  
 commenced operating over Yolo Port trackage constructed  
 to connect with West Sacramento wye (SP rights over latter  
 covered on page 135). SP has separate operating agreement  
 with Yolo Port.

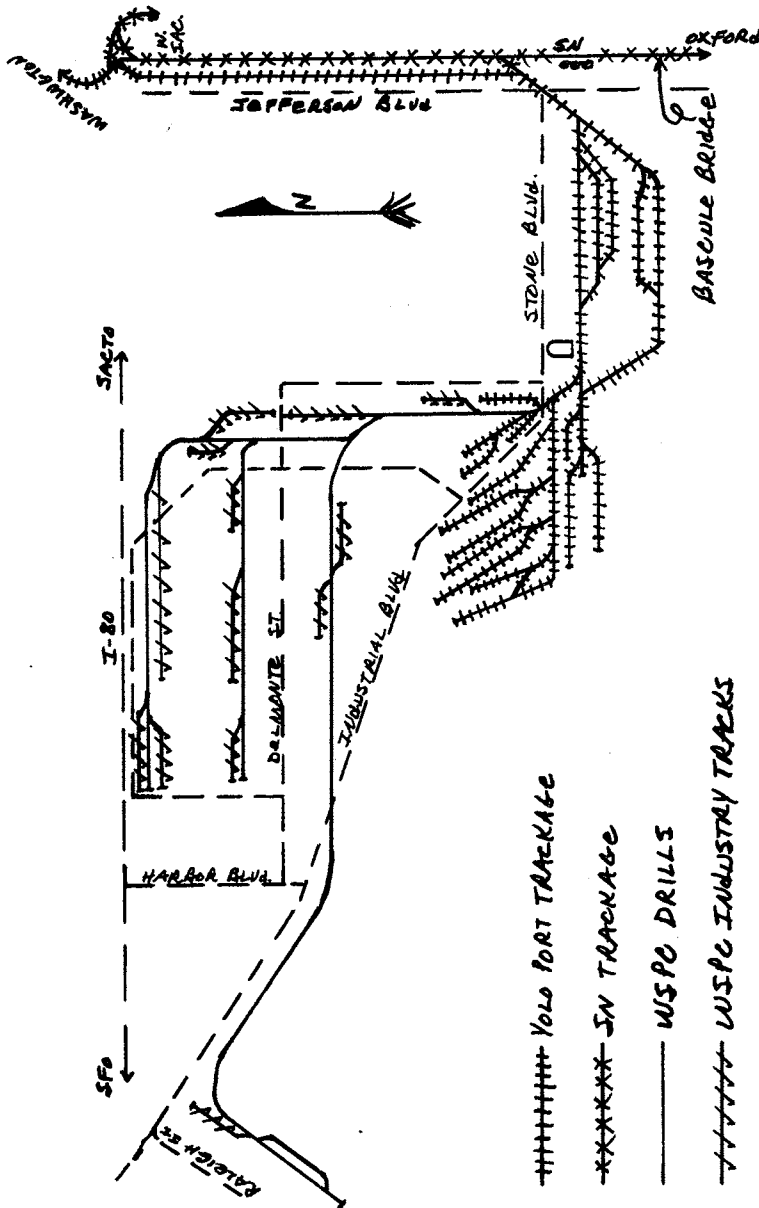
OTHER (Cont.):

Agreement of March 22, 1962 between SN-Yolo Port-SP (AD 4000) covered payment by Port to railroads for construction at Haggin and at Cannon incident to Haggin-Cannon/Washington-Oxford agreement, approximately \$500,000 (covered on page 131). This agreement also gave SN and SP rights on Port trackage without charge and states Yolo Port will not sell their trackage without first offering to SN/SP. Provision is also made for Port expansion south of the Bascule Bridge, including SN's conveyance of Arcade right of way. All of the above was sanctioned by ICC order dated June 11, 1962.

A further agreement between SN-Yolo Port-SP dated 9/1/66 (AD 4195) is in the form of intent commitment by Yolo Port to construct future 20-mile drill track for Yolo Port developer on strip of land owned by the Port along-side west boundary of the deep water channel.

WHO PICKS UP DERAILMENTS: Not Stated.

YOLO PORT/WEST SACTO PORT CENTER



IKB

----- YOLO PORT TRACKAGE

----- IN TRACKAGE

----- WSPC DRILLS

----- WSPC INDUSTRY TRACKS

□ WORLD TRADE CENTER

(REFER TO TIP MANUAL FOR TRACK NUMBERS)

MP: 90140

SCHEMATIC: Page 137A

FACILITY: West Sacramento Port Center  
(See other)JOINT RR: SP-Yolo Port\*;  
SP-West Sacramento Port Center# FILE #: 90140 Sp1 (1)

AGMT DATE: 9/1/66\*; 9/1/66# AD #: 4194\*; 4193#

AGMT DURATION: One year's notice after 9/1/2016

OPERATION: SN & SP operate over Yolo Port trackage to reach start of  
WSPC Drill #1 north of Stone Blvd. Railroads pay YP \$2.00  
per load so bridged for these rights. Also refer to Page 139.MAINTENANCE: Yolo Port maintains its trackage. SN maintains WSPC drill  
tracks (refer to Page 139). WSPC industry tracks maintained  
by industries.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: See Page 139.

OPERATION: Pay Yolo Port \$1,775.00

PROPERTY TAXES: N/A

OTHER: SN & SP refund to WSPC \$5.00 per loaded car yielding  
\$65.00 or more line-haul revenue toward cost of  
constructing drill tracks; connecting industry  
tracks are constructed on separate standard spur  
track arrangements.West Sacramento Port Center in process early 1978 of  
being acquired by Port Sacramento Land Company.

WHO PICKS UP DERAILMENTS? Not stated.

MP: 90140

FACILITY: West Sacramento Port Center SCHEMATIC: Page 137A  
 (See other on page 138)

JOINT RR: SP FILE #: 90140 Sp1 (1)

AGMT DATE: 2/16/70 AD #: 5139

AGMT DURATION: One year's notice after 2/16/2020

OPERATION: SN & SP alternate every three years switching WSPC (SN 1970-72; SP 1973-75; etc.). Non-operating company has the right to operate upon reasonable request or in emergency. Operating company bills other its loads handled proportion of switch engine time utilized switching WSPC. Cars are transferred on mutually agreed track at WSPC and remain in per diem and demurrage accounts of line haul carrier. Engine hour rates agreed on from time to time by General Managers and are tied to Johnston Industrial Park rates (also usually same as Port of Stockton, Elko and Carlin).

MAINTENANCE: SN maintains all the time. During periods SN is operating company we bill SP its loads handled proportion; during periods SP is operating company we bill SP 100% and SP rebills our loads handled proportion with operating bill.

RENTAL: N/A

TAXES: Each road pays its own plus one-half of the joint drills.

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: Loads handled proportion of \$6,450.00

OPERATION: \$9,800.00

PROPERTY TAXES: \$250.00

OTHER: Each road owns one-half of the joint trackage.

Operating company makes refunds required by agreement of 9/1/66 (see Page 138) and bills non-operating company one-half of amounts paid.

Intraplant switching revenues retained by operating company.

WHO PICKS UP DERAILEMENTS? Not stated.

MP: 140

FACILITY: Johnston Industrial Park

SCHEMATIC: Page 145A

JOINT RR: SP FILE #: MP 140 Spl (1)

AGMT DATE: 10/1/57 AD #: 9839

AGMT DURATION: One year's notice after 10/1/2007.

OPERATION: WP & SP alternate switching every three years (SP 1970-72; WP 1973-75; etc.). Engine hour rates agreed on from time to time by General Managers and are tied to West Sacramento Port Center rates (also usually same as Port of Stockton, Elko and Carlin). Operating company bills other its loads handled proportion of switching time. Cars are transferred on TIP 804 and remain in per diem and demurrage accounts of line haul carrier. Non-operating company has the right to operate upon reasonable request or in emergency.

MAINTENANCE: Operating company at 50% charge to non-operating company.

RENTAL: N/A

TAXES: Each pays on its undivided 1/2 interest.

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: \$615.00

OPERATION: Loads handled proportion of \$5,500.00.

PROPERTY TAXES: \$300.00

OTHER: Each road owns an undivided 1/2 interest in the joint trackage.

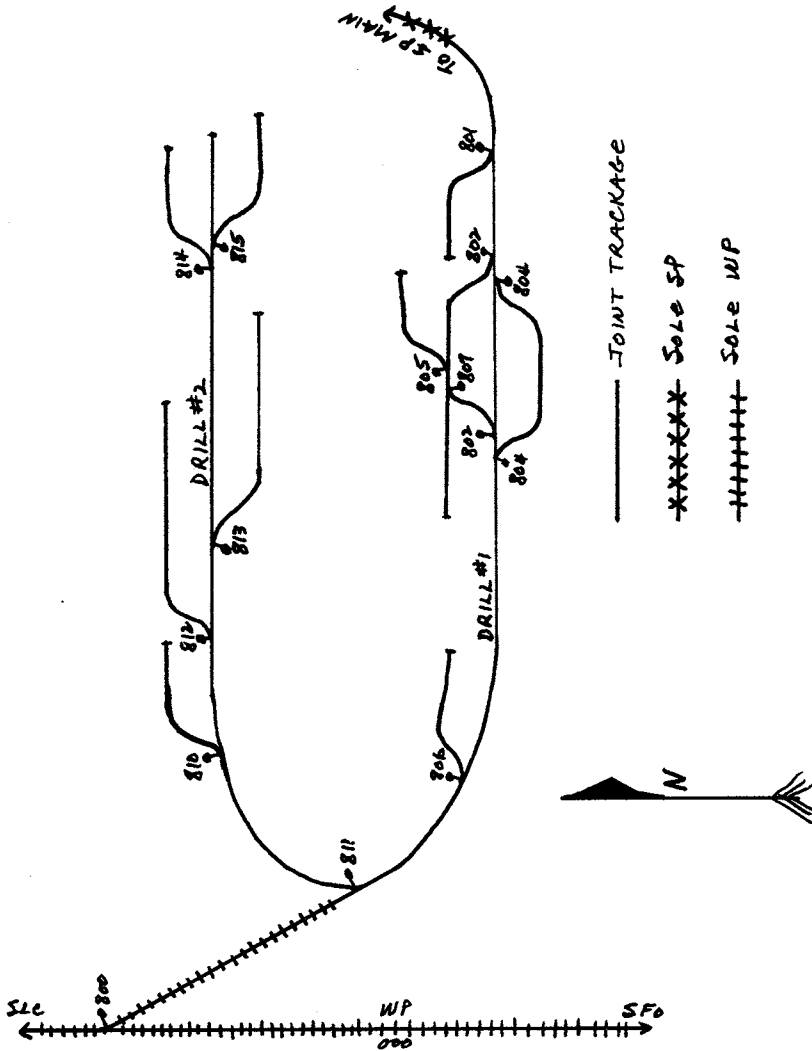
Operating company makes refunds and bills non-operating company 50% of amounts paid.

A & B's done by operating company, giving written notice to other; the latter may elect at any time to have such improvements added to the joint trackage by reimbursing 1/2 the cost of construction.

Intraplant switching revenues retained by operating company.

WHO PICKS UP DERAILEMENTS? Not stated.

JOHNSTON INDUSTRIAL PARK



-TKB

MP: 179

SCHEMATIC: Page 150A

FACILITY: Marysville Interchange  
(See NOTE below)

JOINT RR: SN-SP FILE #: 179 Sp1 (3)

AGMT DATE: 6/14/50\* (effective 12/12/49) AD #: 3341 (SN); 8290 (WP)

AGMT DURATION: Terminable on 30 days' notice by any party hereto.

OPERATION: Either SN or WP may interchange to SP; SP interchanges indiscriminately to both WP and SN.

MAINTENANCE: WP constructed at WP expense on SP property and WP maintains at 100% WP expense.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: \$1,170.00

OPERATION: N/A

PROPERTY TAXES: N/A

OTHER: \*Agreements of 5/5/32 (AD 3269) and  
December 4, 1925 (AD 1732) superseded.

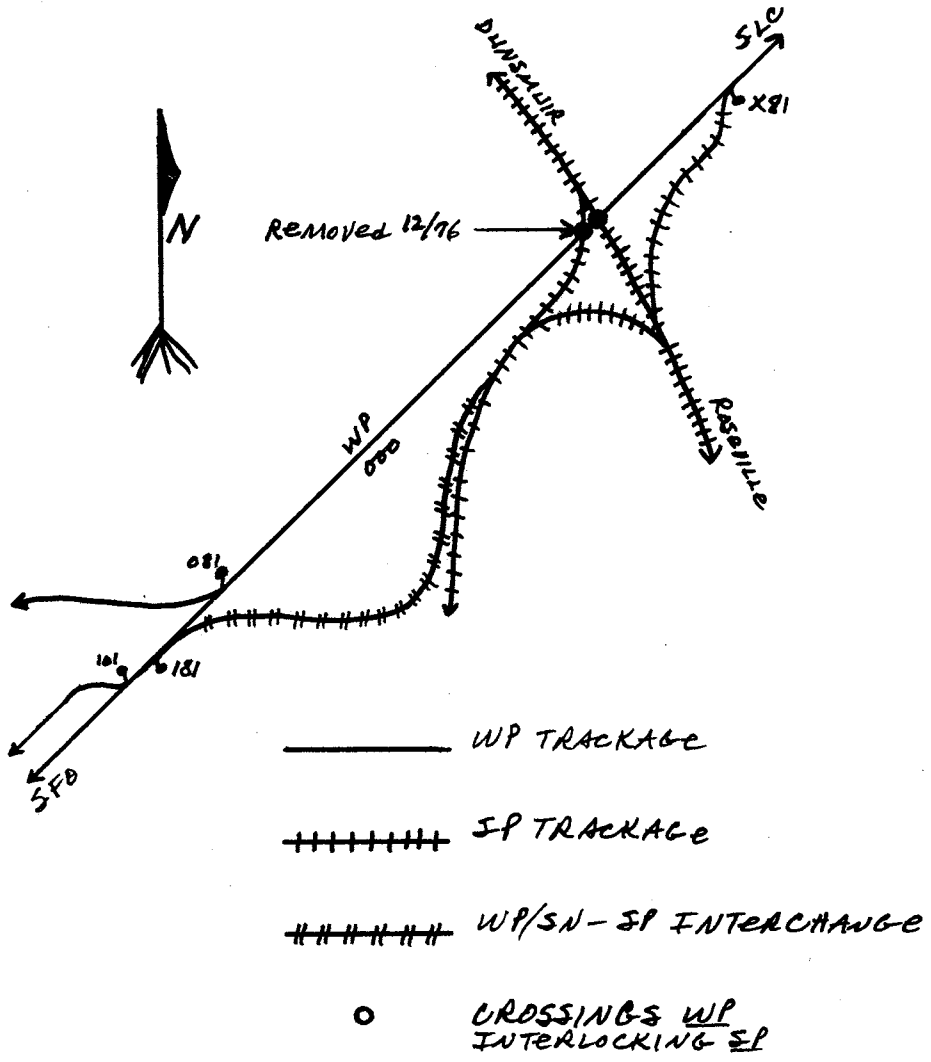
Agreement of 6/1/25 provides that SN will  
perform Marysville switching for WP.

WHO PICKS UP DERAILEMENTS? Not stated.

NOTE: In cooperation with City project, track 181 will be replaced by two tracks of equivalent length for interchange purposes parallel to main track double-connected between switch 081 and Binney Jct. during 1978.



MARYSVILLE/BINNEY JUNCTION



JKB

MP: 137179

SCHEMATIC: Page 151A

FACILITY: Yuba City Crossings

JOINT RR: SP

File #: MP 137179

AGMT DATE: 7/1/16

AD #: 1401

AGMT DURATION: Not stated

OPERATION: Main track from Marysville and track B99 cross SP branch line at grade. Crossings protected by stop boards.

MAINTENANCE: 100% SN

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

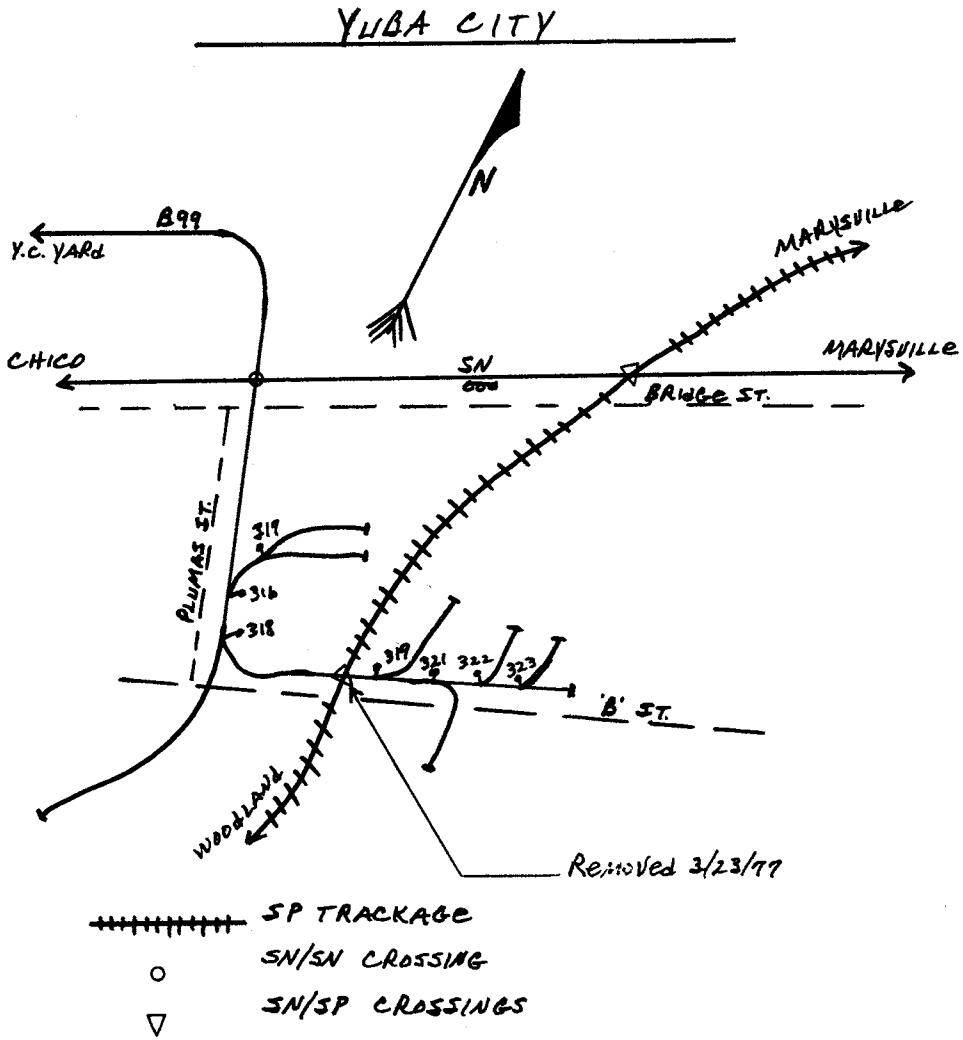
RENTAL: N/A

MAINTENANCE: \$500.00

OPERATION: N/A

PROPERTY TAXES: N/A

WHO PICKS UP DERAILMENTS: Not stated.



JKB

MP: 149179-177179

SCHEMATIC: Page 152A

FACILITY: Live Oak-Durham Bridge

JOINT RR: SP File #: L-9117

AGMT DATE: 3/10/66 AD #: 4171

AGMT DURATION: One year's notice after 3/10/2016 except SN may terminate at any time after 3/10/71 if SN abandons service.

OPERATION: SN uses SP main track Live Oak-Durham (including sidings) to bridge cars between Yuba City and Chico (25.96 miles one way) with SN power and crews. SN pays flat annual charge to cover all costs. See NOTE below:

MAINTENANCE: See OPERATION.  
Also see page 153.  
SP owns and maintains connections to clear points. SN owns and maintains balance of connections.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: ) \$15,000 (Annual adjustments per Section 3a. & b. suspended  
OPERATION: ) by General Managers letter agreement of 7/24/69)

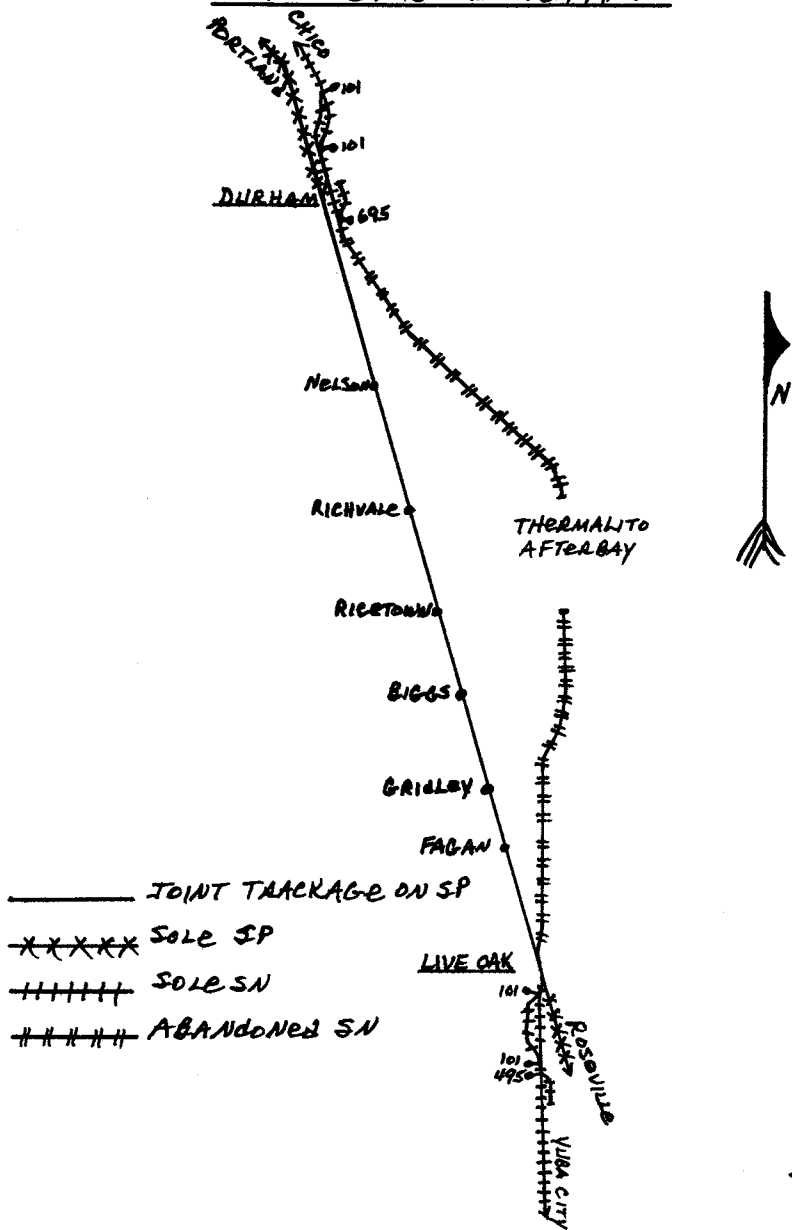
PROPERTY TAXES: N/A

OTHER: Agreement made to cooperate with State of California Oroville Dam project. Thermalito Afterbay flooded old SN main between MP 161 and MP 164.78. This created two stub branches: Peachton Branch (from Live Oak-Peachton) and Oroville Jct. Branch (from Durham-Oroville Jct.). Both were abandoned in 1971. Also see page 153.

WHO PICKS UP DERAILEMENTS? SPT at cost of responsible party.

NOTE: Effective 11/18/77 Durham track 101 designated as temporary interchange for Chico traffic.

LIVE OAK - DURHAM



JKB

MP: 149179

SCHEMATIC: Page 152A

FACILITY: Live Oak Signals

JOINT RR: SP

File #: L-9117

AGMT DATE: 7/1/07; 7/1/69

AD #: 1134

AGMT DURATION: Not stated.

OPERATION: Prior to agreement of 3/10/66 (see page 152) SP maintained interlocking protecting former crossing. Subsequently SN paid SP flat rate for maintenance of signals controlling connection and for road crossing protection facilities.

MAINTENANCE: See OPERATION.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: \$715.00 (effective 7/1/75)

OPERATION: N/A

PROPERTY TAXES: N/A

WHO PICKS UP DERAILMENTS? N/A

MP: 182179 SCHEMATIC: Page 156A  
FACILITY: Stirling Jct. Crossing  
JOINT RR: SP File #: MP 182179  
AGMT DATE: 12/26/05 AD #: 1135  
AGMT DURATION: So long as SN fulfills contract obligations.  
OPERATION: SN main track approaching Chico crosses Sterling City  
Branch of SP. Crossing protected by stop signs.  
MAINTENANCE: 100% SN

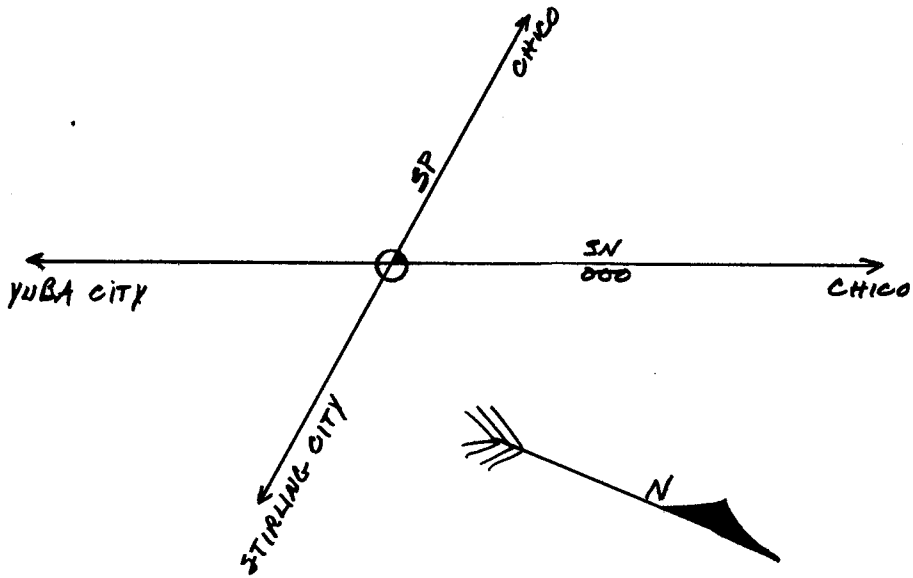
RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: \$250.00  
OPERATION: N/A  
PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Not stated.

STIRLING JUNCTION.



○ owned + maintained by SN

JKO



MP: 184179

SCHEMATIC: Page 157A

FACILITY: Chico Interchange

JOINT RR: SP\* - Diamond Match\*\* FILE #: 7179.1

AGMT DATE: 12-27-45\*\* AD #: 91\*\* (Also see "Other")  
4-28-47\* 2924\*

AGMT DURATION: \*\*Cancelable on 90 days' notice.  
\* Cancelable on 30 days' notice.

OPERATION: Two tracks used (181 & 182); however only track 182 subject  
of Agreements. ICC Finance Docket 15555 clearly states SN  
and SP have operating rights on track 181. See NOTE page 152.

MAINTENANCE: \*Track 182: SN at 100% SN cost.  
\*\*Track 181: SP at 100% SP cost.

RENTAL: SN pays Diamond Match for SN track on DM property.

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: \$100. (No evidence of receipt of recent billing)

MAINTENANCE: \$235.00

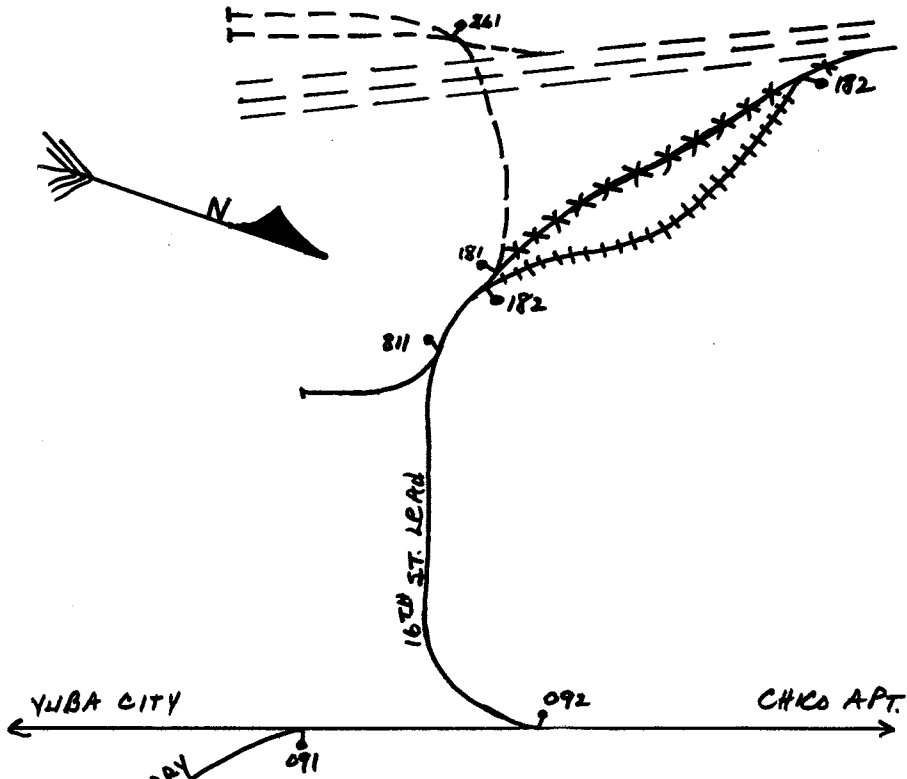
OPERATION: N/A

PROPERTY TAXES: N/A

OTHER: \*Supersedes Agreement of 9-11-16.  
\*\*AD 91 also contains original Agreement of 12/30/18  
granting separate rights to SN and SP by Diamond Match  
to connect with Match trackage in 16th Street.  
AD 91A contains agreement of December 1, 1917 with  
Diamond Match covering track connecting 16th St. lead  
with DM tracks 861 and 862. This track has not been  
used for several years, and all cars to and from  
Diamond Match are placed on track 181 by DM engine.  
SN owns the crossing frogs of the subject track and is  
responsible for maintaining the track, which is the  
property of Diamond Match.

WHO PICKS UP DERAILEMENTS? Not stated.

CHICO INTERCHANGE



- SN TRACKAGE
- ++++++ SN MAINTAINED
- xxxxxx SP MAINTAINED
- DIAMOND MATCH TRACKAGE

JKB

MP: 189179

SCHEMATIC: Page 158A

FACILITY: Chico Airport Line

JOINT RR: City of Chico

FILE #: L-8651

AGMT DATE: 1-20-49

AD #: SN 3228

AGMT DURATION: "So long as SN operates over and furnishes RR service upon said rail lines and right of way".

OPERATION: SN leases from City 3.376 miles from MP 185.756 to 189.132 and operates as extension of our main track.

MAINTENANCE: SN maintains at 100% SN cost.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

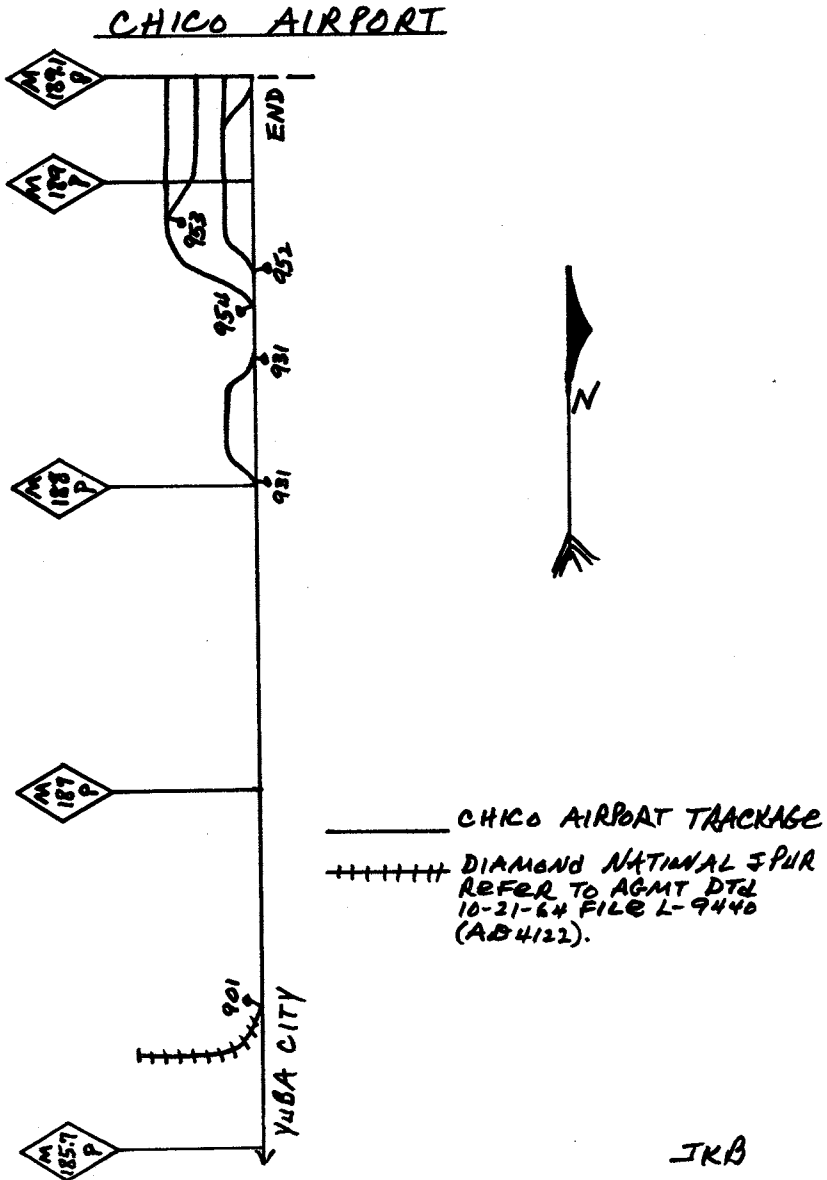
MAINTENANCE: \$7,000.00

OPERATION: \$12,500. loss.

PROPERTY TAXES: N/A

OTHER: Negotiations underway to stop SN operating losses by forcing SP to participate in operating agreement. We presently perform switching service on division sheet switch charge which is non-compensatory.

WHO PICKS UP DERAILMENTS? Not stated.



MP: 180

SCHEMATIC: Page 150A

FACILITY: Binney Jct. Interlocking

JOINT RR: SP FILE #: MP 180 X 9180; 564

AGMT DATE: 4/12/06; 10/21/09; 2/10/63 AD #: 543

AGMT DURATION: "...so long as WP shall well and truly perform..."

OPERATION: WP main track crosses SP main track; protected by remote-controlled interlocking (SP).

MAINTENANCE: WP maintains crossing; SP maintains interlocking (February 1960 converted to flat rate billing) originally at 50% WP expense, later at 40% WP. WP's most recent inventory ownership 27%.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: Crossing \$1,200 Interlocking Pay SP \$1,104.

OPERATION: N/A

PROPERTY TAXES: N/A

OTHER: Additional crossings may be constructed and maintained by either party at its expense. Flat rate by SP includes 5% of apportioned dispatcher wage cost at Roseville.

WHO PICKS UP DERAILMENTS? Not stated.

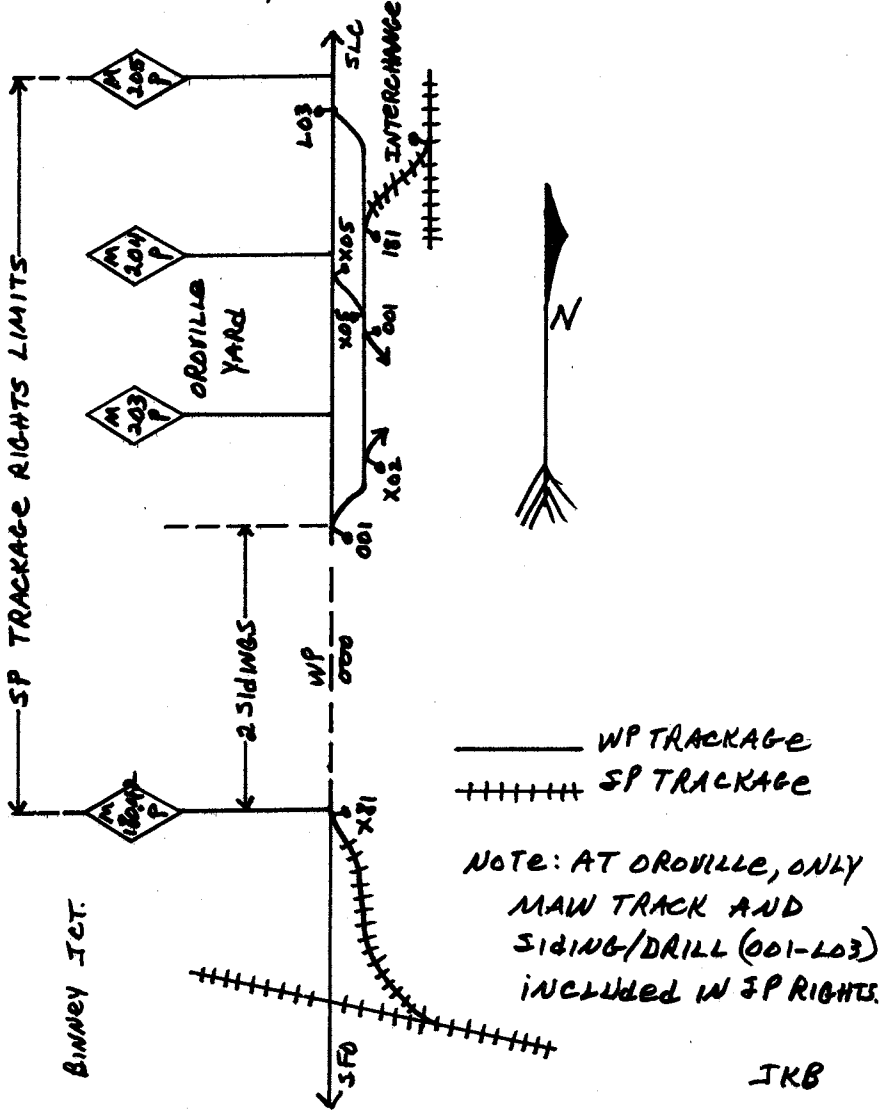
MP: 180-205 SCHEMATIC: Page 171A  
FACILITY: SP Trackage Rights Binney Jct.-  
Oroville

JOINT RR: SP FILE # : 080 Spl (18)  
AGMT DATE: 6-8-61 AD # : 10210  
AGMT DURATION: Cancelable on one year's notice after 6-8-2011  
except SP may terminate after 6-8-66 if given  
ICC authority to abandon service to Oroville.  
OPERATION: SP operates its own trains between Binney Jct. and Oroville  
over WP main track (including sidings). SP pays flat annual  
charge to cover all costs.  
MAINTENANCE: See OPERATION.  
WP owns connection at Binney Jct. to clear point.  
SP owns and maintains balance this connection.  
RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: ) \$ 15,000 credit (Annual adjustments per  
) Section 3a. & b. suspended by General Managers'  
OPERATION: ) letter agreement of 7-24-69).  
PROPERTY TAXES: N/A  
OTHER: Negotiation of pooling agreement, active during  
1972-1974, suspended in June 1975.  
WHO PICKS UP DERAILEMENTS? WP at expense of responsible party.

BINNEY JCT. - OROVILLE



—— WP TRACKAGE  
- - - - SP TRACKAGE

NOTE: AT OROVILLE, ONLY  
MAW TRACK AND  
SIDING/DRILL (001-003)  
INCLUDED IN SP RIGHTS.

JKB

MP: 204

SCHEMATIC: Page 171A

FACILITY: Oroville Interchange

JOINT RR: SP FILE # : MP-203

AGMT DATE: 4-24-45 AD # : 6779

AGMT DURATION: Terminable on thirty days' notice by either party.

OPERATION: One track (181) for both receipt and delivery. Same track used for ingress and egress by SP under Binney Jct.-Oroville Agreement (see Page 171).

MAINTENANCE: Each road maintains its own ownership portion of Track 181 (WP to clear point, SP balance). Refer to schematic.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: \$80.00

OPERATION: N/A

PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Not stated.



MP: 35281

SCHEMATIC: Page 180A

FACILITY: Clear Creek Jct. Interchange

JOINT RR: AL FILE # : L-10616

AGMT DATE: 4/5/43\* AD # : 6257

AGMT DURATION: Terminable on twenty days' notice by either party.

OPERATION: Two AL tracks plus 2000' of AL tailtrack used for receipt and delivery of cars to and from both roads.

MAINTENANCE: AL from point 400' west of WP headblock to end at its own expense. WP has right to make "necessary repairs" at the expense of AL, and we maintain our 400' portion.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: \$600.00

OPERATION: N/A

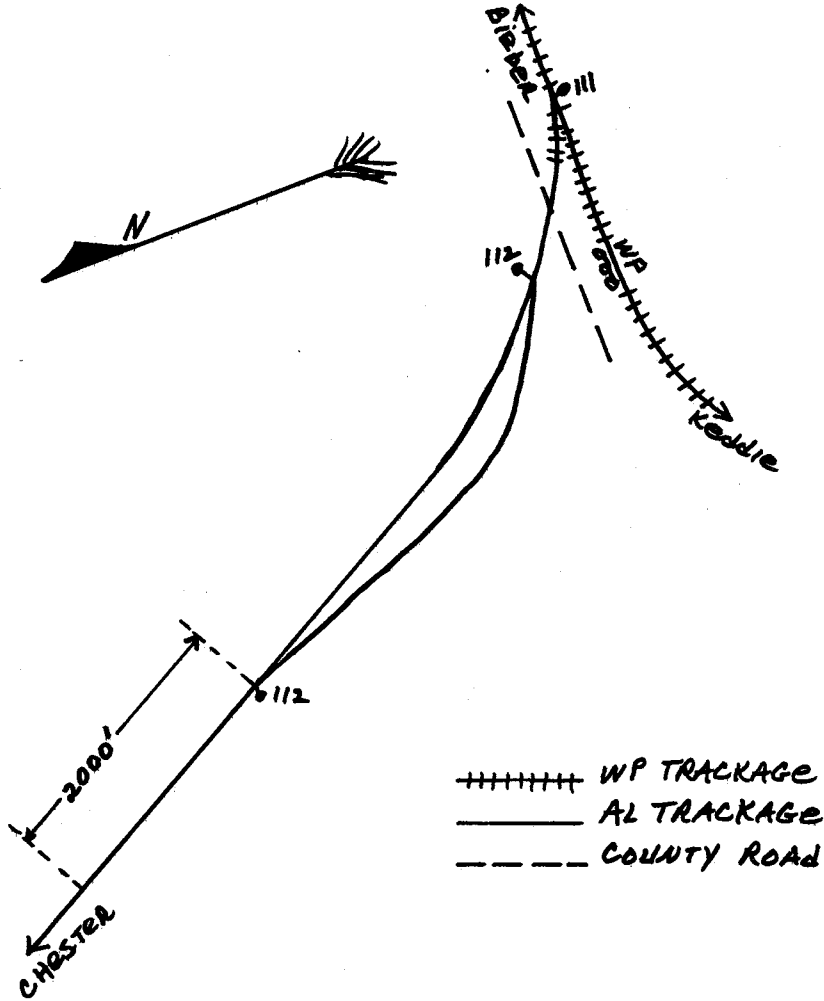
PROPERTY TAXES: N/A

OTHER: \*Letter Agreement of April 5, 1943 intended to be effective only "until a formal contract is executed", but the latter never happened. The "temporary" agreement, however, is adequate in the sense of a binding contract.

The county road crossing at this location is over AL tracks and is not mentioned in the agreement.

WHO PICKS UP DERAILMENTS? Not stated.

CLEAR CREEK JUNCTION INTERCHANGE



JKB

MP: 39281 - 44281

SCHEMATIC: Page 182A

FACILITY: Westwood-Mason (Facht)

JOINT RR: SP

FILE # : MP-39281; L-8507;  
L-10437

AGMT DATE: 7/17/31; 3/23/73

AD # : 3050

AGMT DURATION: Until January 1, 2032

OPERATION: As an integral part of our NCE main track WP operates over 5.27 of Southern Pacific owned line between MP 38.254 and MP 43.521, including siding and other tracks at Westwood.

MAINTENANCE: Effective April 15, 1972 by terms of supplemental agreement of March 23, 1973 WP performs all maintenance at 100% WP cost.

RENTAL: 1) Fixed: 1/2 of 5½%  
2) A&B Car Miles (100%): 5½%

TAXES: WP pays car miles (100%)

VALUATION: 1) \$234,453.47  
2) \$ 11,232.99ANNUAL WP COST (EST)RENTAL: 1) \$6,447.47  
2) \$ 617.81MAINTENANCE: Main Track \$ 30,000.  
Yard Tracks \$ 3,600.

OPERATION: N/A

PROPERTY TAXES: \$ 3,400.

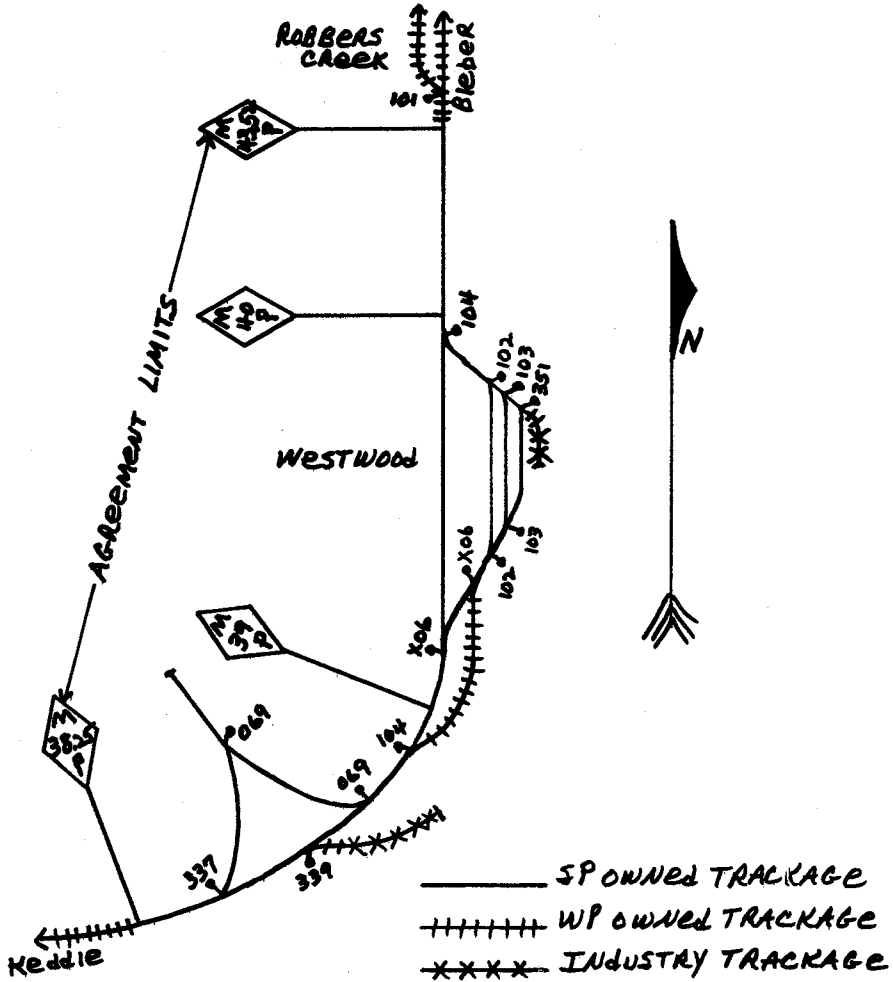
OTHER: SP has not operated over the line for many years and in fact has no physical connection. If and when it did so operate SP would pay WP its car miles proportion of maintenance, taxes and additions and betterments rental.

Track 351 governed by agreement with Cheney Lumber dated 10/6/60 (AD 10118).

Track 339 governed by agreement with Weyerhaeuser dated 11/15/74 (AD 12636).

WHO PICKS UP DERAILMENTS? Not stated.

WESTWOOD - MASON



IKB

MP: 112281

SCHEMATIC: Page 184A

FACILITY: Bieber Terminal

JOINT RR: BN FILE #: MP 112281;  
080 Sp1 (7-1)

AGMT DATE: 12/13/32; 7/8/58; AD #: 3355  
7/21/55\*

AGMT DURATION: One year's notice after December 31, 2030.

OPERATION: WP pays cars handled proportion.

MAINTENANCE: WP pays cars handled proportion.

RENTAL: 2½%

TAXES: WP pays cars handled proportion.

VALUATION: \$353,467.65

ANNUAL WP COST (EST)

RENTAL: \$ 8,837.00

MAINTENANCE: )  
                  )  
OPERATION: ) \$135,000.00

PROPERTY TAXES: \$ 3,000.00

OTHER: Included in the monthly M&O costs are two flat rate items (for telephone/telegraph and track inspection) based on letter dated 8/6/69 agreeing to use three-year average, adjusted every July 1, of the cost level of the previous year, based on AAR Index of Railroad Material Prices and Wage Rates (Series Q-MPW): For the year 1977, these monthly flat rates were: T&T \$107.54; Track Inspection \$67.44.

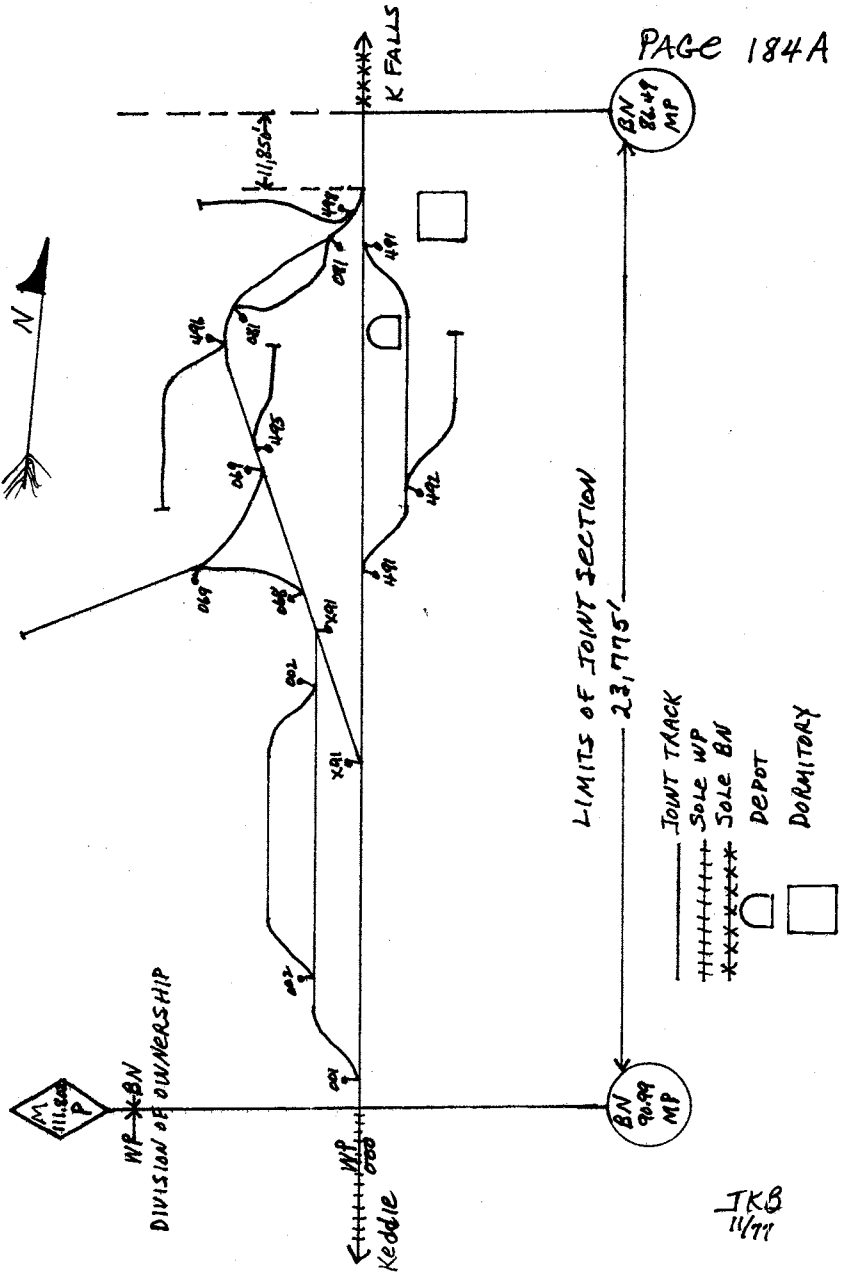
\*Also included in the monthly M&O bill (per Memorandum of Understanding dated July 21, 1955 covering moving of certain Bieber forces to Klamath Falls) are our cars handled proportion of:

- 1) 16 Hours daily clerical expense at Klamath Falls (presently being re-negotiated).
- 2) Machine rental and supplies for Zerox 3600 and 660 at Klamath Falls.
- 3) Station switching performed by BN at Bieber at \$47.77 per engine hour (effective 7/1/77). Annual approximate cost, included in M&O bill, is \$45,000.00.

Finally, the cost of operating the Bieber Dormitory is apportioned 50% in the monthly M&O bill; and the cost of subsidizing the Shamrock Cafe in Nubieber (currently \$24,000.00 annually) is split 50-50 with the BN and monthly payments are made directly to cafe by both roads.

WHO PICKS UP DERAILMENTS? Not stated.

# BIEBER



LIMITS OF JOINT SECTION 23,775'

- JOINT TRACK
- +++++ SOLE WP
- \*\*\*\*\* SOLE BN
- DEPOT
- DORMITORY

JKB  
11/71

MP: 112281-125281

SCHEMATIC: Page 185A

FACILITY: Bieber-Lookout

JOINT RR: BN

FILE #: L-10780

AGMT DATE: 2/20/30\*; 11/1/31\*\*

AD #: 2704\*; 3223\*\*

AGMT DURATION: \*One year's notice after December 31, 2030.

\*\*Cancelable on sixty days' notice by either party;  
otherwise in effect for life of the 2/20/30 agreement.

OPERATION: WP has trackage rights over this 11.2 miles but presently exercises alternative (under 11/1/31 agreement) of having BN move our traffic at \$3.00 per car.

MAINTENANCE: Monthly wheelage proportion of flat rate (based on agreements dated 8/6/69 and 6/8/76 in AD 3355) consisting of three-year average of AAR Index of Railroad Material Prices and Wage Rates (Series Q-MPW) of the cost level of the previous year. This rate is adjusted every July 1 and for the year 1976 was \$2,42.25. (Formerly WP paid wheelage proportion).

RENTAL: Combination of:  
1) 1/2% of the valuation  
2) WP's wheelage proportion of 5% of the valuation (maximum 2½%).

TAXES: WP pays wheelage proportion.

VALUATION: \$533,484.44

ANNUAL WP COST (EST)

|                 |            |
|-----------------|------------|
| RENTAL          | \$3,500.00 |
| MAINTENANCE:    | \$ 700.00  |
| OPERATION:      | \$7,750.00 |
| PROPERTY TAXES: | \$ 50.00   |

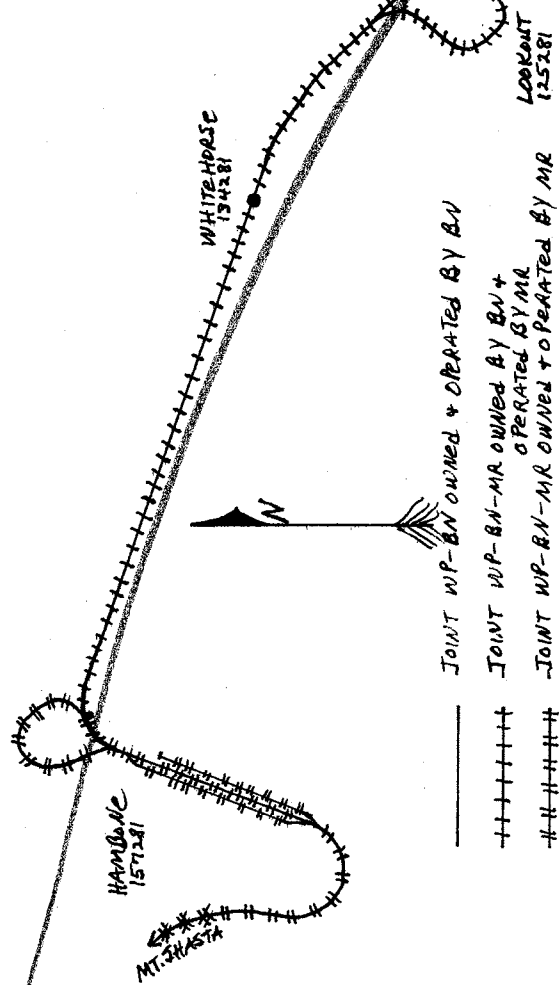
WHO PICKS UP DERAILMENTS: Not stated.

*Cancelled 11/29/80*

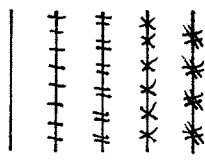


185A

# BIEBER-LOOKOUT-HAMBONE



- JOINT WP-BN OWNED + OPERATED BY BN
- JOINT WP-BN-MR OWNED BY BN + OPERATED BY MR
- JOINT WP-BN-MR OWNED + OPERATED BY MR
- SOLE BN
- SOLE MR



JKB  
1/1/77

MP: 125281-157281

SCHEMATIC: Page 185A

FACILITY: Lookout-Hambone

JOINT RR: BN

FILE #: L-9454

AGMT DATE: 9/30/32

AD #: 3376

AGMT DURATION: One year's notice after 12/31/2030.

OPERATION: WP has trackage rights over this 34.05 miles but presently exercises alternative of BN hauling traffic (BN in turn has contract with MR, dated 9/30/32, delegating to MR the operation of the line, as agent only) for WP's wheelage proportion of cost (we have copy of this agreement in AD 3362).

MAINTENANCE: MR maintains for BN. WP pays wheelage proportion.

RENTAL: 2½%

TAXES: WP pays wheelage proportion.

VALUATION: \$852,281.00

ANNUAL WP COST (EST)

RENTAL: \$ 21,307.00

MAINTENANCE: )  
                  ) \$148,000.00

OPERATION: )

PROPERTY TAXES: \$ 3,500.00

OTHER: MR pays BN 7¢ per loaded car mile for MR's logging movements over the line; BN allocates 3¢ of this towards rental and 4¢ towards maintenance; BN credits WP half of the rental portion and our wheelage proportion of the maintenance portion.

BN retains revenues earned on its traffic Hambone-Lookout-north and WP retains revenues earned on our traffic Hambone-Lookout-south. Any revenues accruing from entirely local traffic Lookout-Hambone is apportioned according to wheelage.

WHO PICKS UP DERAILEMENTS? Not stated

*Cancelled 11/29/80*

MP: 157281

SCHEMATIC: Page 185A

FACILITY: Hambone Terminal

JOINT RR: MR-BN

FILE #: L-9453

AGMT DATE: 2/26/60\*

AD #: 3519

AGMT DURATION: Until 12/1/2056; however WP or BN may cancel on 6 months' notice at any time.

OPERATION: MR owns, operates and maintains; WP pays 25% of cost incurred.

MAINTENANCE: 25% of maintenance plus depreciation.

RENTAL: 1.25%

TAXES: 25%

VALUATION: \$6,971.97 adjusted down annually by depreciation.

ANNUAL WP COST (EST)

RENTAL: \$ 90.00

MAINTENANCE: \$255.00

OPERATION: Billed by BN in Lookout-Hambone bill.

PROPERTY TAXES: \$ 33.00 (Included in maintenance bill)

OTHER: \*Supersedes 11/1/33 agreement.

WHO PICKS UP DERAILMENTS? Not stated.

*Cancelled 5/1/80*

MP: 288

SCHEMATIC: Page 190A

FACILITY: Quincy Junction Interchange

JOINT RR: QUI FILE #: MP 288 Spl (2)  
 AGMT DATE: 6/15/18\* AD #: 459\*  
 9/18/41\*\* 5842\*\*

AGMT DURATION: Until WP gives 6 months written notice  
 to QUI (60 days if QUI fails to live up to  
 terms of agreement).

OPERATION: Track 121 both interchange and joint house track;  
 Track 122 interchange. Although not specified in  
 agreements, QUI has exercised operating rights  
 westward on track 121 to clear WP main track for  
 purpose of getting out with 5 or so cars to clear  
 west switch number 121.

MAINTENANCE: See schematic. In practice, WP maintains all joint  
 track and bills QUI 100% of portion that is QUI  
 responsibility to maintain.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: \$1,800 (should bill QUI approximately \$1,260 of this).

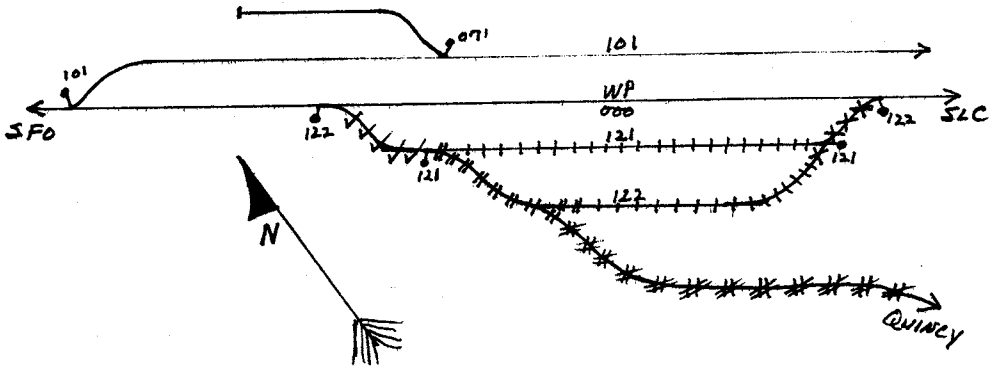
OPERATION: N/A

PROPERTY TAXES: \$50.00

WHO PICKS UP DERAILEMENTS? Not stated.

190A

QUINCY ICT.



- SOLE WP.
- +++++++ WP OWNED + MAINTAINED @ 50% QUI COST.
- ##### WP OWNED. QUI MAINTAINED.
- \*\*\*\*\* WP OWNED + MAINTAINED.
- /////// WP TRACK USED AS TAIL BY QUI.
- \*\*\*\*\* SOLE QUI.

IRB  
11/77

MP: 33342

SCHEMATIC: Page 195A

FACILITY: Reno Interchange

JOINT RR: SP

FILE #: L-9986  
MP 33342

AGMT DATE: 5/31/18\*; 11/27/46\*  
5/20/71\*\*; 2/22/78\*\*\*

AD #: 463\*  
4193\*\*

AGMT DURATION: Until canceled on 90 days' notice by either party.

OPERATION: Two interchange tracks (181 & 182).

MAINTENANCE: SP at 50% WP cost. Converted to flat rate per 5/20/71 agreement; updated by 2/22/78 agreement. See OTHER.

RENTAL: 2½%

TAXES: N/A

VALUATION: Tracks \$8,809.00  
Land \$7,387.00

ANNUAL WP COST (EST)

RENTAL: \$404.90

MAINTENANCE: Flat Rate \*\*\* \$1,161.00

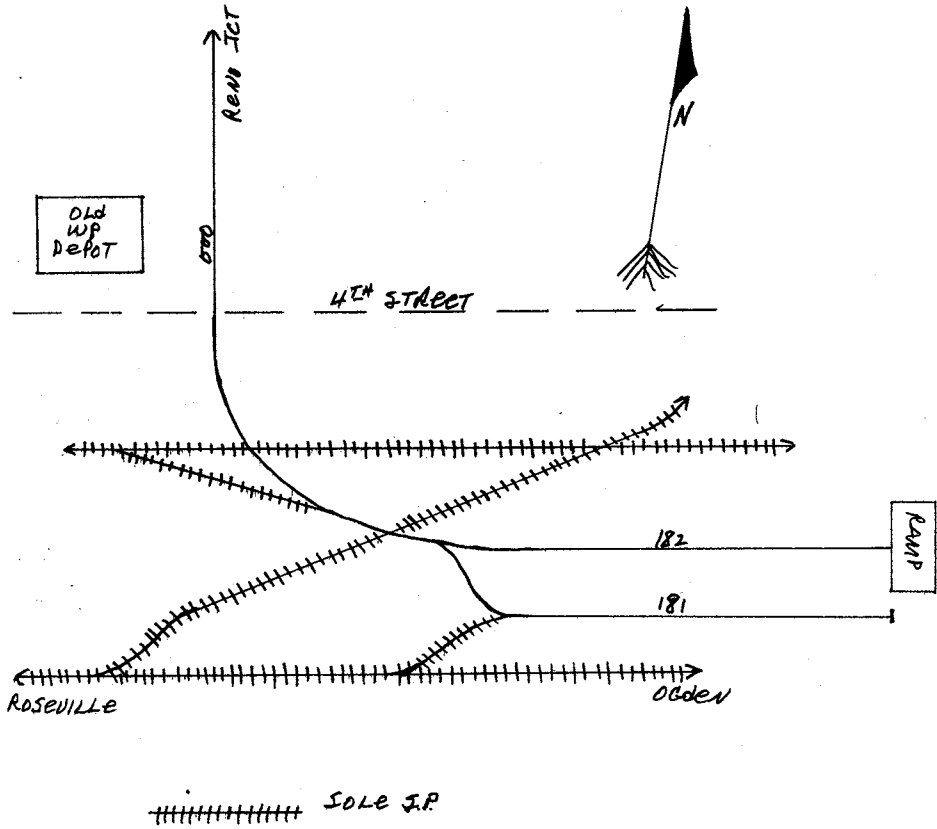
OPERATION: N/A

PROPERTY TAXES: N/A

OTHER: Cars longer than 60' restricted. NOTE: No mention of frog or ramp maintenance in agreements; presumed to be SPT,

WHO PICKS UP DERAILMENTS; SP

RENO INTERCHANGE



JKB

MP: 384-536

SCHEMATIC: Page 205A

FACILITY: SP Trackage Rights Flanigan-Weso

JOINT RR: SP FILE #: 080 Spl (17-2)  
L-10399

AGMT DATE: 6-18-62; 7-20-64\* AD #: 10359; 2461\*

AGMT DURATION: Until canceled and approved by ICC, as follows:  
SP -- one year's notice;  
WP -- five years' notice prior to 9-22-2062;  
one year's notice thereafter.OPERATION: SP operates its own trains between Flanigan and Weso in both  
directions over WP main track (including sidings).MAINTENANCE: WP at wheelage proportion expense of SP (including Flanigan  
Interlocking\*).RENTAL: 1) Fixed: \$102,000 per year.  
2) Additional: \$.003 per SP car mile.  
3) Additions & Betterments: Numerical proportion of 5%.

TAXES: N/A

VALUATION: 1) Original \$10,142,512.00 (6/62).  
2) N/A  
3) A & B \$1,104,083.76 (1/78).ANNUAL WP COST (EST)RENTAL: SP pays WP: 1) \$102,000  
2) \$ 43,400  
3) \$ 27,600

MAINTENANCE: SP pays WP \$560,000 M&amp;O

OPERATION: See OTHER

PROPERTY TAXES; N/A



OTHER:

Included in M&O bills is flat rate for supervisory and related charges (\$263,760 per year as of 1-1-75).

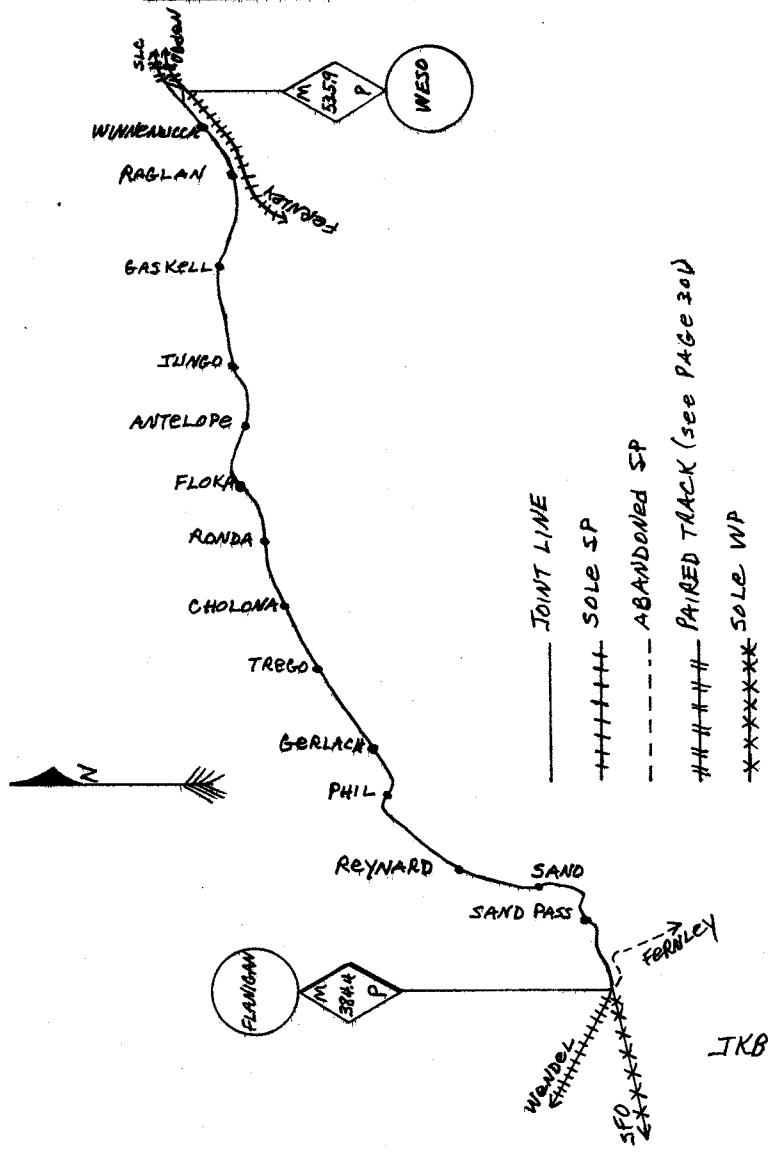
\* Supplemental Agreement of 7-20-64 provides for inclusion in M&O costs the maintenance of Flanigan Interlocking (revising prior agreements of 11-6-28 and 5-14-51).

Agreement of 7-17-67 provides for use of each other's radio frequencies Flanigan-Weso and Weso-Alazon. No financial considerations.

Originally WP performed emergency mechanical repairs on SP's bad order cars Flanigan-Weso per Section 14 of Agreement. We served notice effective 9-1-74 WP would no longer perform this service and SP acknowledged.

WHO PICKS UP DERAILEMENTS? WP at expense of responsible party(s).

# FLANIGAN-WESO



JKB

MP: 536-714

SCHEMATIC: Page 301A

FACILITY: Paired Track

JOINT RR: SP FILE #: 080 Sp1 (17-1)  
L-873

AGMT DATE: 2/28/24 AD #: 1423

AGMT DURATION: 8/1/24 - 7/31/74\*

OPERATION: Trains of both companies use WP track eastward (177.6 miles) and SP track westward (182.7 miles). Station expenses divided on wheelage basis except Battle Mountain, Carlin, and Elko, which are apportioned according to tonnage handled at those stations. There are four joint agencies: Battle Mountain, Beowawe, Carlin, and Elko.

The only other transportation expenses apportioned are T&E wages of work trains and certain charges included in flat rate schedules (see OTHER\*\*).

Switch engines Carlin and Elko charged separately (see OTHER\*\*\*).

MAINTENANCE: Each company maintains its own tracks and bills the other's wheelage proportion.

RENTAL: Each company bills the other's wheelage proportion, by category, thus:

|                                                                                    | <u>WP bills</u><br>SP | <u>SP bills</u><br>WP |
|------------------------------------------------------------------------------------|-----------------------|-----------------------|
| 1) Basic ***                                                                       | Yes                   | No                    |
| 2) Original A&B's provided by WP for necessities of SP (Exhibit "C"/ Schedule "B") | Yes (@ 5½%)           | No                    |
| 3) A&B's for the common good                                                       | Yes (@ 5½%)           | Yes (@ 5½%)           |

TAXES: According to a complex formula, one road bills the other's wheelage proportion of the combined total taxes, the determination based on various comparisons with the taxes each road paid in 1923.

| VALUATION:                      | <u>WP</u>       | <u>SP</u>       |
|---------------------------------|-----------------|-----------------|
| 1) Basic ***                    | \$ 4,000,000.00 | \$ 4,000,000.00 |
| 2) Exhibit "C"/<br>Schedule "B" | \$ 2,105,008.26 | N/A             |
| 3) Additions & Betterments      | \$ 4,865,472.78 | \$ 4,192,680.16 |

ANNUAL WP COST (EST)

| RENTAL:        | <u>WP bills SP</u> | <u>SP bills WP</u> | <u>NET WP COST</u> |
|----------------|--------------------|--------------------|--------------------|
| 1) \$ 191,600. |                    | 0                  | \$ 191,600 Cr      |
| 2) \$ 85,000.  |                    | 0                  | \$ 85,000 Cr       |
| 3) \$ 200,000. |                    | \$ 58,000.         | \$ 142,000 Cr      |

MAINTENANCE: )  
 ) \$ 1,250,000. \$450,000. \$ 800,000 Cr  
 OPERATION: )

PROPERTY TAXES: 0 \$ 60,000. \$ 60,000

OTHER: \* Although Agreement expired by its terms 7/31/74, a new contract is being negotiated and both parties have continued to operate under terms of the old agreement with the understanding that agreement ultimately reached will be retroactive to 8/1/74.

\*\*Included in M&O charges by both roads is flat rate for supervisory and related charges (WP \$142,800. per year; SP \$196,800. per year) effective April 1, 1961.

\*\*\*The basic rental for the original facilities contributed by the two parties (assumed to be of equal value) at inception of operation was set at \$293,333. and each road paid its wheelage proportion of that base amount. For all years subsequent, WP bills SP the difference between SP's car mileage proportion of the base amount and WP's mileage proportion of the base amount. This difference shall never be more than \$230,000. nor less than \$175,000., unless the car mileage difference is less than 10%, in which case the use be deemed equal and no payment will be made.

## OTHER Cont. :

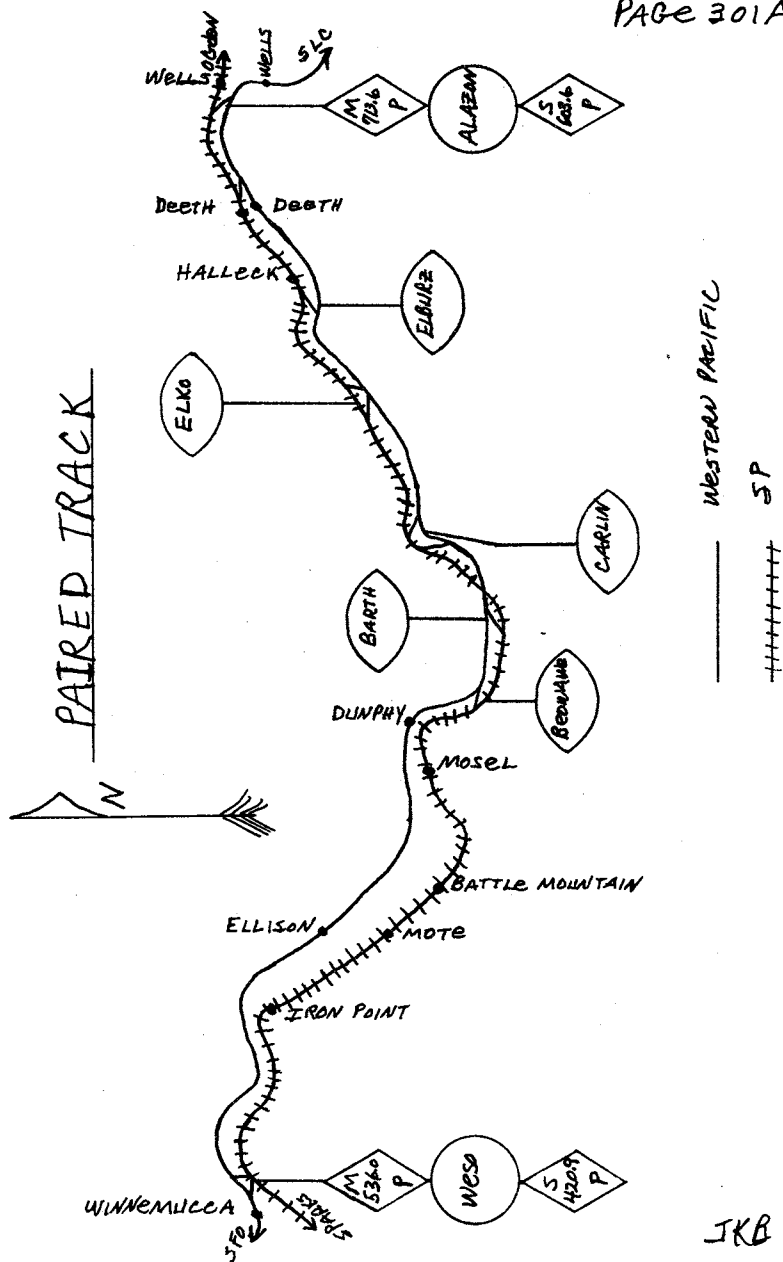
\*\*\*\*SP performs all Carlin station joint switching and WP performs all Elko station joint switching and each bills the other per engine hour actually expended (@ \$78.32 per hour effective 1-1-78). This arrangement, not covered by formal contract, stems from a series of 7 letters between WP and SP Auditors during period Aug. 15-Nov. 10, 1924 (in AD 406).

Wheelage is determined by the total accruing to one road by adding together its car miles on both sides of the Paired Track. Locomotives are counted as three cars; Work Trains and yard engines are excluded.

## Other Paired Track agreements:

| <u>Date</u>                   | <u>AD#</u> | <u>Covering</u>                                                               |
|-------------------------------|------------|-------------------------------------------------------------------------------|
| 2/28/24                       | 1423       | Current of Traffic.                                                           |
| 2/28/24                       | 1423       | Division of Taxes.                                                            |
| 3/27/26                       | 1423       | Track Charges on Derailments.                                                 |
| 7/13/32                       | 1423       | Salvage Value 2nd Hand Rail.                                                  |
| 9/5/33                        | 1423       | Elko-Carlin Car Repairs.                                                      |
| 8/26/46                       | 7160       | New Yard Elko Built on SP right-of-way.                                       |
| 6/9/48                        | 1423       | Service Value Losses.                                                         |
| 6/9/48                        | 7907       | Absorption of Depreciation Charges.                                           |
| 8/12/57                       | 1423       | Right of Foreign Companies to Operate Track Cars on Home Company's Tracks.    |
| 8/22/62                       | 10403      | SP Carlin Hotbox Detector on WP.                                              |
| 8/1/27;<br>6/27/57;<br>4/6/66 | 2196       | Wess and Alazon Interlockers M&O.                                             |
| 7/17/67;<br>5/21/70           | 1423       | Mutual use of Radio Frequencies.                                              |
| 11/25/77                      | 12785      | Right of WP to serve all Elko Tracks in after condition of Lifesaver Project. |

WHO PICKS UP DERAILMENTS? Home Company at Expense of responsible party(s).



JKB

MP: 766 SCHEMATIC: Page 400A

FACILITY: Shafter Interlocking

JOINT RR: NN FILE #: 080 Spl (24)

AGMT DATE: 8/9/07 AD #: 221  
1/24/77 1494

AGMT DURATION: So long as WP "shall truly observe, keep and perform all of the conditions and obligations..."

OPERATION: WP main track crosses Nevada Northern main track at Shafter. Protected by remote-controlled interlocking.

MAINTENANCE: Interlocking - WP owns and maintains interlocking (converted to flat 10% NN proportion 1/24/77).  
Crossing - WP maintains @ 100% WP cost.

RENTAL: N/A

TAXES: N/A

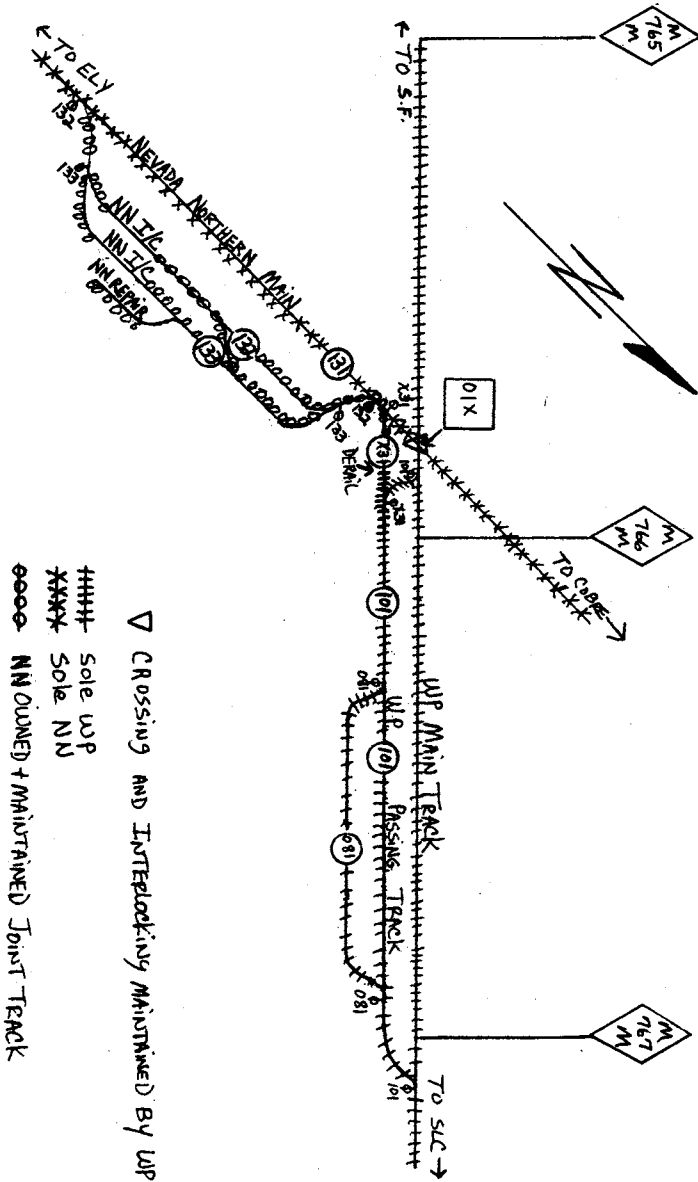
VALUATION: N/A

ANNUAL WP COST (EST)

|                 |          |
|-----------------|----------|
| RENTAL:         | N/A      |
| MAINTENANCE:    | \$180 Cr |
| OPERATION:      | N/A      |
| PROPERTY TAXES: | N/A      |
| OTHER:          | N/A      |

WHO PICKS UP DERAILMENTS? Either road, at responsible party's expense. If joint fault or cannot be determined whose employee or employees are at fault, each party shall bear and pay its own loss, damage and injury.

SHAFTER INTERLOCKING AND INTERCHANGE



▽ CROSSING AND INTERLOCKING MAINTAINED BY UP  
 - - - - - SOLE UP  
 - - - - - SOLE NN  
 . . . . . NN OWNED + MAINTAINED JOINT TRACK

PTM  
 9/82



MP: 766 SCHEMATIC: PAGE 400A  
 FACILITY: Shafter Interchange  
 JOINT RR: NN FILE #: L-9505;  
 080 Sp1 (24)  
 AGMT DATE: 1/31/11\* AD#: 1494  
 AGMT DURATION: Terminable on sixty days' notice by either party.  
 OPERATION: WP interchanges with NN on Tracks 132 and 133.  
 MAINTENANCE: See Schematic - Each road maintains its own track.  
 RENTAL: N/A  
 TAXES: N/A  
 VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
 MAINTENANCE: N/A  
 OPERATION: N/A  
 PROPERTY TAXES: N/A

OTHER: \* Supplemented 3/24/24; 11/20/42; 1/30/51 WP granted NN rights to the joint use of a passenger and freight depot, stand pipe and wye tracks all by way of our passing track. These facilities no longer exist. 1/30/51 agreement cancelled NN rights to use that portion of the passing track to secure water from the stand pipe.

WHO PICKS UP DERAILEMENTS? Same as Shafter Interlocking (See Page 400).

MP: 16897

SCHEMATIC: Page 451A

FACILITY: Warner Interchange

JOINT RR: TOV-UP

FILE #: MP 16897

AGMT DATE: See \*

AD #: See \*

AGMT DURATION: See \*

OPERATION: WP/UP interchange on tracks 111, 112 and any vacant track in UP yard via Tooele Valley Railroad.

MAINTENANCE: N/A

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

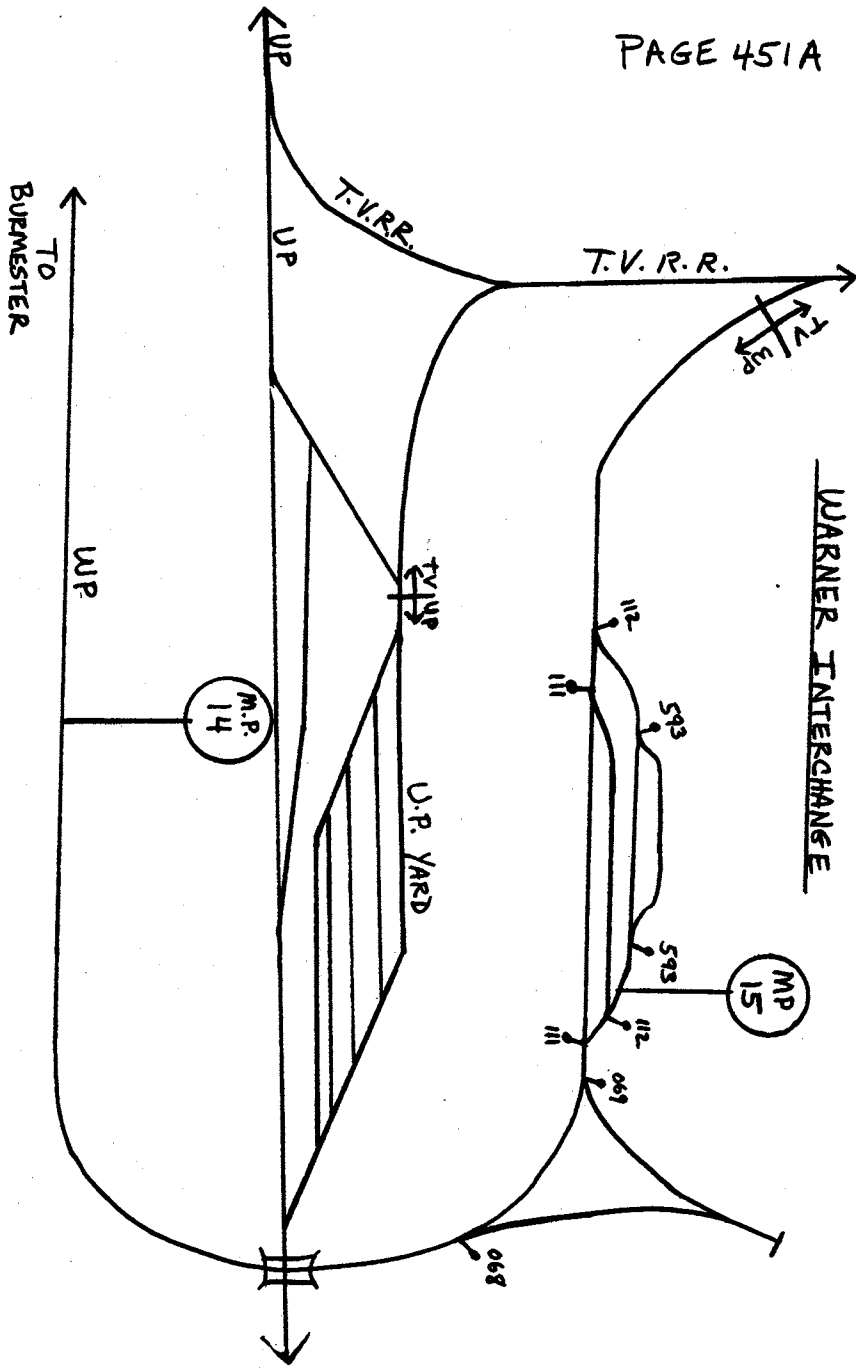
MAINTENANCE: N/A

OPERATION: N/A

PROPERTY TAXES: N/A

OTHER: \* We have reference to an Agreement dated July 6, 1917 in AD #204; but in spite of an extended search have been unable to locate original or copy of actual contract. Will seek help from UP at a later date.

WHO PICKS UP DERAILEMENTS? Unknown.



MP: 911-2927

SCHEMATIC: Page 475A

FACILITY: Smelter - North Yard

JOINT RR: UP FILE #: MP928 Spl (50)  
L-10774

AGMT DATE: 10/30/63; \*11/8/67; 2/3/75 AD #: 10763

AGMT DURATION: Until 10/29/85 and thereafter unless one year's notice given the other party.

OPERATION: Both parties can operate in either direction on both WP and UP main tracks, the 16 miles between Smelter and Pollard Jct. WP can operate the additional 2.55 miles Pollard Jct.-North Yard.

MAINTENANCE: UP on UP-owned tracks and WP on WP-owned tracks\* except 10th West crossovers, where each road maintains specific short segments at shared expense.

RENTAL: WP pays UP a flat charge.

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: \$1,392.50

MAINTENANCE: \* \$2,175.00 (Crossing Signals - 1982 Flat Rate)

OPERATION: N/A

PROPERTY TAXES: \$39.98 (1981 taxes)

OTHER:

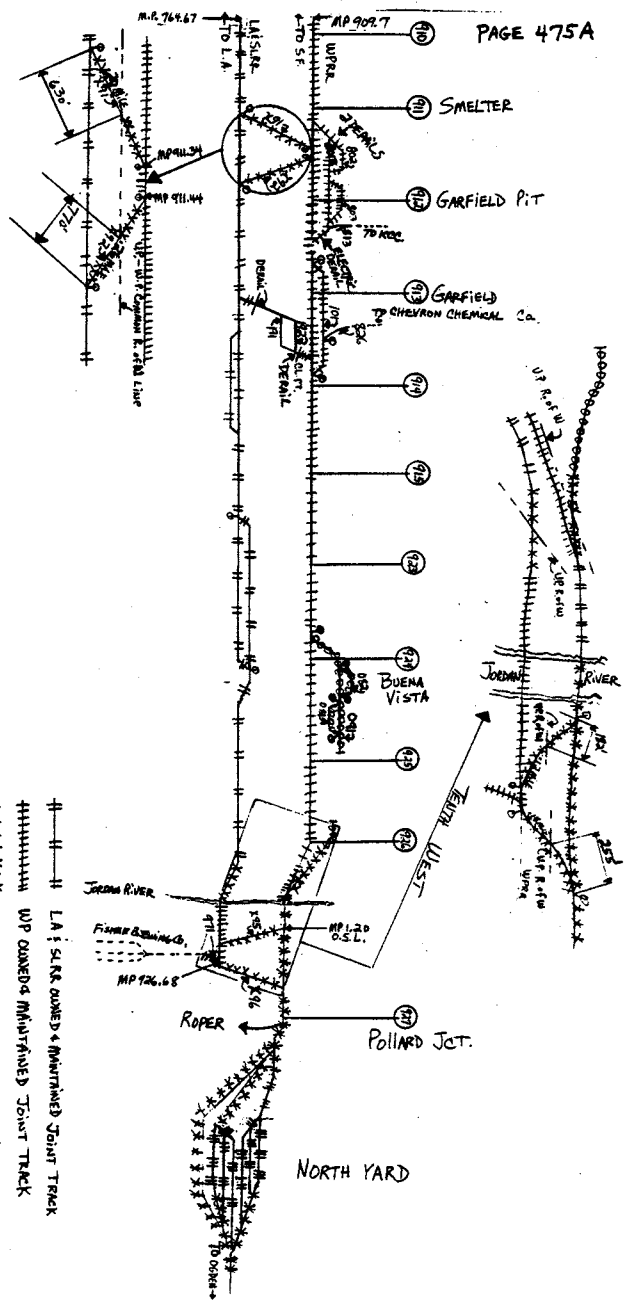
1. WP pays UP on actual expenses incurred in servicing WP equipment.
2. UP has right to switch WP industry tracks between Smelter and 10th West.
3. 4-26-67 Agreement covers right to construct, maintain and operate a wire line on L.A. & S.L. RR right of way near Buena Vista. WP pays annual rental of \$7.00.
4. Addendum dated 8/8/67 covers wire line Agmt.
5. Letter Agmt. 5/1/72 establishes a standard for interchange reporting.

6. Letter Agmt. 7/12/76 covers cost of weighing WP cars by UP at SLC (Base year/rate - 1975/\$11.00. 7/81 rate - \$19.13). Letter Agmt. 7/12/76 being renegotiated 8/82.
7. Proposed Supplemental Agreement being negotiated 8/82 to cover transfer of certain functions from Roper to North Yard.
8. 11/19/73 Agmt. (Supplemented in 10/20/75, 2/17/81 and 9/1/80) provides for equalization of Diesel fuel payments either in cash or in kind.
9. 6/10/25 Agmt. (supplemented in 3/11/60 and 1/20/61) covers M&O of certain industry trackage serving the plant of Fisher Brewing Co. (now Carlson Distributing Co.). at SLC.

WHO PICKS UP DERAILEMENTS?: Either party at the expense of liable party. If joint fault, each party shall pay its own loss, damage or injury. If third person is involved or it cannot be determined whether any person is an exclusive employee of any party, then the loss, damage or injury shall be borne jointly and equally by all parties.

SMELTER - NORTH YARD

- ||-||-|| LA: S LK. OWNED & MAINTAINED JOINT TRACK
  - ||||||||| WIP OWNED & MAINTAINED JOINT TRACK
  - \*\*\*\*\* WIP TRACKS RIGHTS FROM O.S.L.
  - o-o-o-o-o WIP OWNED & MAINTAINED INDUSTRIAL SPUR TRACK
  - ||-||-|| WIP INTERCHANGE - NORTH YARD
  - \*\*\*\*\* WIP JOINT TRACK CONNECTIONS
- PJM  
8/82



MP: 912

SCHEMATIC: Page 477A

FACILITY: KCC Interchange

JOINT RR: KCC FILE #: L-9010; L-8974

AGMT DATE: 11/9/73\*; 8/15/77 AD #: 8304; 1315

AGMT DURATION: Until terminated by one(1) year written notice by any of the parties.

OPERATION: After receiving permission from the UP and WP dispatchers, Kennecott trains will enter UP track operating westbound where the trains then cross over (X92) to WP at Smelter (911.44). The trains then proceed easterly on WP to a point where Kennecott tracks connect to WP tracks near MP 912.2. The return train movement will follow the reverse of this procedure. TIP 801 and 802 will be used as interchange tracks.

MAINTENANCE: N/A

RENTAL: KCC pays flat rate.

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: \$1,125 Cr.

MAINTENANCE: N/A

OPERATION: N/A

PROPERTY TAXES: N/A

OTHER: \*Original agreement was with Bingham of Garfield Railway Co. dated 5/20/12 (AD 1315).

WHO PICKS UP DERAILMENT: Either road, at responsible party's expense. If joint fault, all cost incurred shall be born and paid by the parties jointly and in equal shares, except loss and damage to its own property, property in its custody and injuries sustained by its employees.





MP: 913

SCHEMATIC: Page 477A

FACILITY: GARFIELD INTERCHANGE

JOINT RR: UP

FILE #: L-7057

AGMT DATE: 9/1/25; 9/1/30; 3/28/56

AD #: 1819; \*9073; 9438

AGMT DURATION: Until terminated by one year written notice.

OPERATING: Industry cars for the Smelter - Tenth West Joint Track, plus some Salt Lake junction cars for railroad convenience interchanged here.

MAINTENANCE: Each road maintains that portion of the Joint Interchange tracks owned by it, including its connections. See schematic.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: N/A

OPERATION: N/A

PROPERTY TAXES: N/A

OTHER: \*1/12/53 Agmt allowed WP-UP to serve Stauffer Chemical Co. (now Chevron Chemical Co.).

WHO PICKS UP DERAILED?: Same as Smelter-North Yard. See Page 475.

MP: 928

SCHEMATIC: Page 501A

FACILITY: Grant Tower

JOINT RR: DRGW-UP FILE #: MP 928 Spl (8)  
AGMT DATE: 3/30/50 AD #: 8278  
AGMT DURATION: Until terminated by mutual written agreement.  
OPERATION: 3-Road interlocking complex manned by Towerman.  
MAINTENANCE: DRGW at signal unit valve number proportion.  
RENTAL: N/A  
TAXES: Proportioned as per maintenance.  
VALUATION: N/A

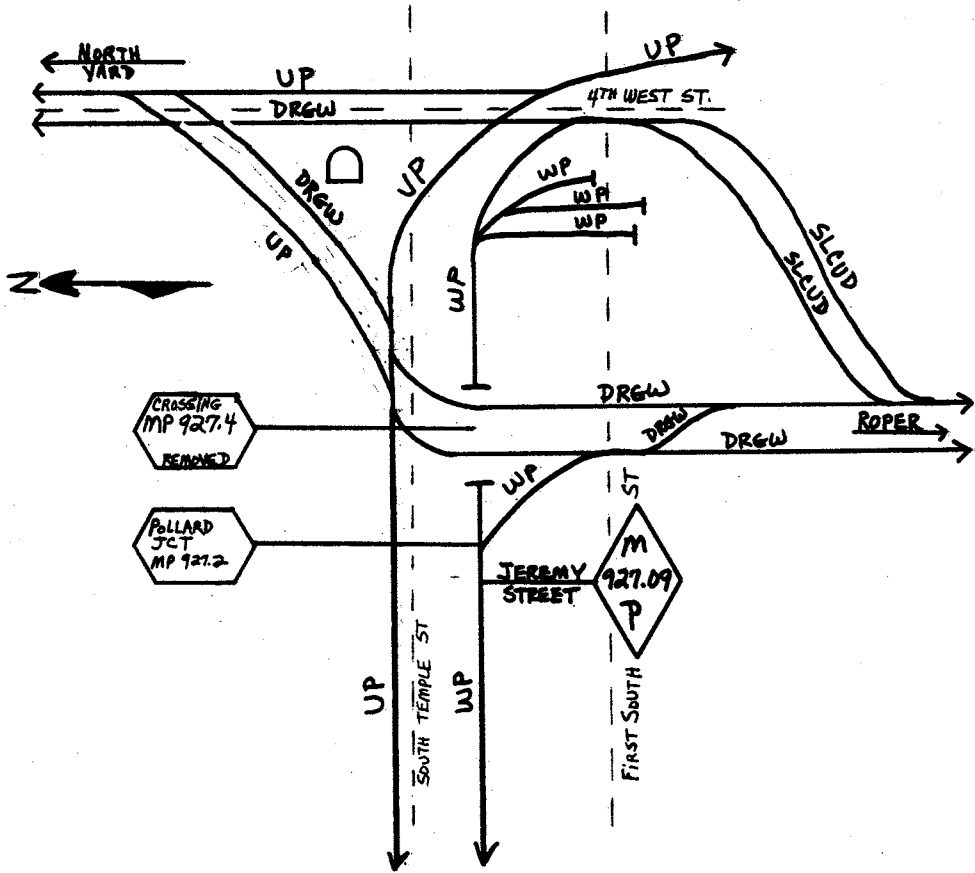
ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: )  
OPERATION: ) -- \$12,000  
PROPERTY TAXES: \$70.00  
OTHER: WP also pays percentage of DRGW's portion of Towerman's wages (Approximately \$2,000) to cover ratio of cars interchanged between WP and UP.

WHO PICKS UP DERAILEMENT?

Either of the three roads, at responsible party's expense. If joint fault, all costs incurred shall be borne and paid jointly and equally by the parties involved in such loss and damage. Except for the acts and omission of the Parties involved, any other cause shall be borne solely by each party as to its own property, property in its custody and control, and jointly and equally by the parties as to third persons.

GRANT TOWER



□ GRANT TOWER

PJM 9/82

MP: 929

SCHEMATIC: Page 505A

FACILITY: 9th South Interlocking

JOINT RR: UP-DRGW-SLCUD FILE #: 928 Spl. (8)

AGMT DATE: 6/10/53 AD #: 2975

AGMT DURATION: Until terminated by mutual agreement.

OPERATION: Automatic interlocking protects UP crossings of DRGW and SLCUD trackage in 9th South Street.

MAINTENANCE: The interlocking agreement is between DRGW/UP/SLCUD only. There was nothing submitted to the ICC which requires the inclusion of 9th South St. Interlocking and facilities under the Roper Agreement. See Schematic.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: N/A

OPERATION: N/A

PROPERTY TAXES: N/A

WHO PICKS UP DERAILMENT? N/A

MP: 927-930

SCHEMATIC: Page 505A

FACILITY: Salt Lake/Roper Terminal

JOINT RR: DRGW FILE #: MP 928  
L-9174

AGMT DATE: 3/28/66\* AD #: 11019

AGMT DURATION: Until terminated by one year's notice by either party.

OPERATION: Rio Grande performs all terminal services for WP under a cars-handled formula\*\* basis for charges.

MAINTENANCE: Rio Grande on RG owned facilities at WP's General Yard car count proportion; Western Pacific on WP owned tracks at DRG's General Yard car count proportion.

RENTAL: Each road pays the other 2½% of the other's valuation.

TAXES: Each road pays the other its General Yard car count proportion of the other's property taxes.

VALUATION: WP \$ 90,697.19 )  
RG \$4,643,843.15 ) 1/78

ANNUAL WP COST (EST)

|                                                                                                    | <u>DR</u>     | <u>CR</u> | <u>NET DR</u> |
|----------------------------------------------------------------------------------------------------|---------------|-----------|---------------|
| RENTAL:                                                                                            | \$ 116,096*** | \$ 2,267  | 113,829       |
| MAINTENANCE: )                                                                                     |               |           |               |
| OPERATION: )                                                                                       | \$ 1,250,000  | \$ 2,500  | \$ 1,247,500  |
| PROPERTY TAXES:                                                                                    | \$ 24,000     | \$ 725    | \$ 23,275     |
| OTHER:                                                                                             |               |           |               |
|                                                                                                    | <u>DR</u>     | <u>CR</u> | <u>NET DR</u> |
| a) Car Repairs (@ 100%)                                                                            | \$ 155,000    | \$ 0      | \$ 155,000    |
| b) Locomotive Repairs (@ 100%)                                                                     | \$ 85,000     | 0         | \$ 85,000     |
| c) Enginehouse Expense (@ combination of switching car count and road engines handled percentages) | \$ 129,000    | 0         | \$ 129,000    |
| d) Car Inspection (@ General Yard car count proportion)                                            | \$ 185,000    | 0         | \$ 185,000    |
| e) Caboose Cleaning and Supply (@ 100%)                                                            | \$ 52,000     | 0         | \$ 52,000     |
| f) Locomotive Sand (@ 100%)                                                                        | \$ 10,000     | 0         | \$ 10,000     |
| g) PBX and Wire Rental Charges                                                                     | \$ 2,110      | \$ 90     | \$ 2,020      |

| OTHER:                                                                              | DR        | CR         | NET DR              |
|-------------------------------------------------------------------------------------|-----------|------------|---------------------|
| h) Trainmaster Office Rent \$                                                       | 2,040     | 0          | \$ 2,040            |
| i) Lantern Batteries \$                                                             | 1,600     | 0          | \$ 1,600            |
| j) Road Engine Rental (\$380/Unit/Day) \$                                           | 3,000     | 0          | \$ 3,000            |
| k) Diesel Fuel (Net gallons pumped to WP less gallons furnished by WP tank cars) \$ | 1,650,000 | Incl in DR | \$ 1,650,000        |
| l) TOTAL                                                                            |           |            | <u>\$ 3,659,264</u> |

\* Other Agreements (all in AD 11019 unless otherwise noted):

- a) 1/30/31 (AD 2975) M&O uptown SLC facilities
- b) 5/1/69 Perishable Services
- c) 8/31/73 DRG By Pass Cars
- d) 3/18/74 Weighted Car Count Study biannually
- e) 5/14/74 Interchange Time
- f) 7/31/74 (AD 11453) Agency moved to RG Division Office building
- g) 10/23/74 Sugarhouse/Wagner car count and time exclusion.

\*\* Car Counts are calculated as follows to obtain apportionment ratios:

- a) General Yard Car Count (used for maintenance portion of M&O bill and for other apportionments mentioned above) consists of both roads':
  - (1) Road Engines in and out
  - (2) Freight Cars in and out
  - (3) Passenger Cars in and out
  - (4) Cars to and from Industries
  - (5) Cars to and from UP Interchange.
- b) Switching Car Count (used for operating portion of M&O bill) is:
  - (1) General Yard Car Count less:
    - (a) By Pass Cars
    - (b) Engines in and out
    - (c) Passenger Cars
    - (d) Industry Cars.
  - (2) To this subtotal is added the Industry Cars multiplied by agreed weighted car count factor.

\*\*\*The Rio Grande rental bill is net after crediting WP its portion of rental income earned from joint Salt Lake City tenants (primarily at old Freight House) of approximately \$7,200. per year.

OTHER:

Rio Grande performs all WP Industry switching on both RG and WP trackage constituting part of the joint terminal. Rio Grande also performs Industry switching for WP on other trackage within the Salt Lake reciprocal switching limits on the following basis:

- a) WP trackage within WP yard limits: RG pays WP \$3.60 per car
- b) Non-joint trackage within the joint terminal: WP pays RG \$1.60 per car
- c) Non-joint trackage not part of the joint terminal: WP pays RG tariff switch charge.

Rio Grande performs Industry switching for WP on trackage outside the Salt Lake reciprocal switching limits for a division of the road haul charges. Included in this area are:

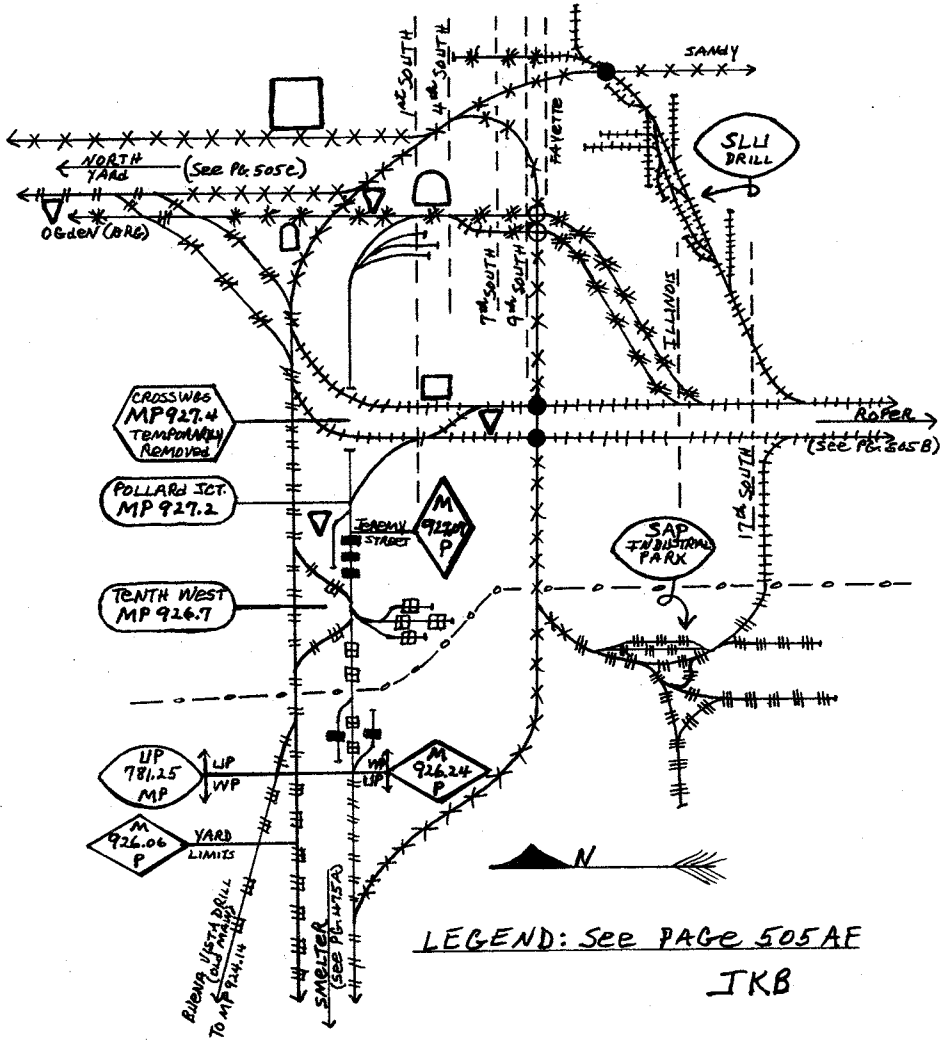
- a) Sugarhouse
- b) Walker Field (old Bamberger)
- c) North Salt Lake.

NOTE: Wagner Industrial Park (trackage not part of the joint terminal) is within the Salt Lake reciprocal switching limits but WP agreed in 1961 to give RG a road haul division. Under negotiation by Marketing with Rio Grande are arrangements for Metro and Vitro Industrial Parks.

Neither of the latter are part of the joint terminal. Metro is within the reciprocal switching limits and could be handled either under a tariff switch charge or an agreed road haul division for Rio Grande. Vitro is in a disputed area with respect to reciprocal switching limits but could be handled by a negotiated road haul division or possibly under a tariff switch charge.

WHO PICKS UP DERAILEMENTS? DRG at General Yard car count apportionment.

SALT LAKE CITY





LEGEND FOR PAGES 505A, B+C

- JOINT WP-RG (WP OWNED)
- +++++ JOINT WP-RG (RG OWNED)
- ##### JOINT WP-UP (UP OWNED)
- ||||| JOINT WP-UP (WP OWNED)
- ■ ■ ■ ■ SOLE WP TRACK SWITCHED BY RG
- □ □ □ □ JOINT WP-UP TRACK SWITCHED BY RG (WP OWNED)
- ||||| JOINT WP-RG-UP (INDUSTRY OWNED)
- ||||| JOINT WP-RG-UP (GRANT TOWER)
- \* \* \* \* \* JOINT WP-RG (SLCUB OWNED)
- \* \* \* \* \* SOLE RG
- x x x x x SOLE UP
- o-o-o-o- JORDAN RIVER
- GRANT TOWER; ▽ INTERLOCKING LIMITS
- RG-UP INTERLOCKINGS; ○ RG-UP-SLCUB INTERLOCK
- UNION DEPOT; □ WP-RG FREIGHT HOUSE
- UP DEPOT

IKB

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| 9th & DIVISION INTERCHANGE              | 0                     | 2                    | 1A                        |
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| 16th & R.I. - 9th & DIVISION            | 0                     | 4                    | 4A                        |
| 16th & RHODE ISLAND CROSSING            | 0                     | 5                    | 5A                        |
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| TUNNEL 'A' BYPASS (INDIANA STREET)      | 0                     | 7                    | 6A                        |
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| ELMHURST INTERLOCKING                   | 14                    | 37                   | 37A                       |

MP: 0 SCHEMATIC: Page 1A  
FACILITY: 9th & Division Crossing  
JOINT RR: SP FILE #: MP-1  
AGMT DATE: 11/29/09; 9/18/58 AD#: 965  
AGMT DURATION: Not stated.

OPERATION: Track 201 crosses SP at 9th & Division. Protected by stop boards.

MAINTENANCE: Crossings maintained 100% WP.

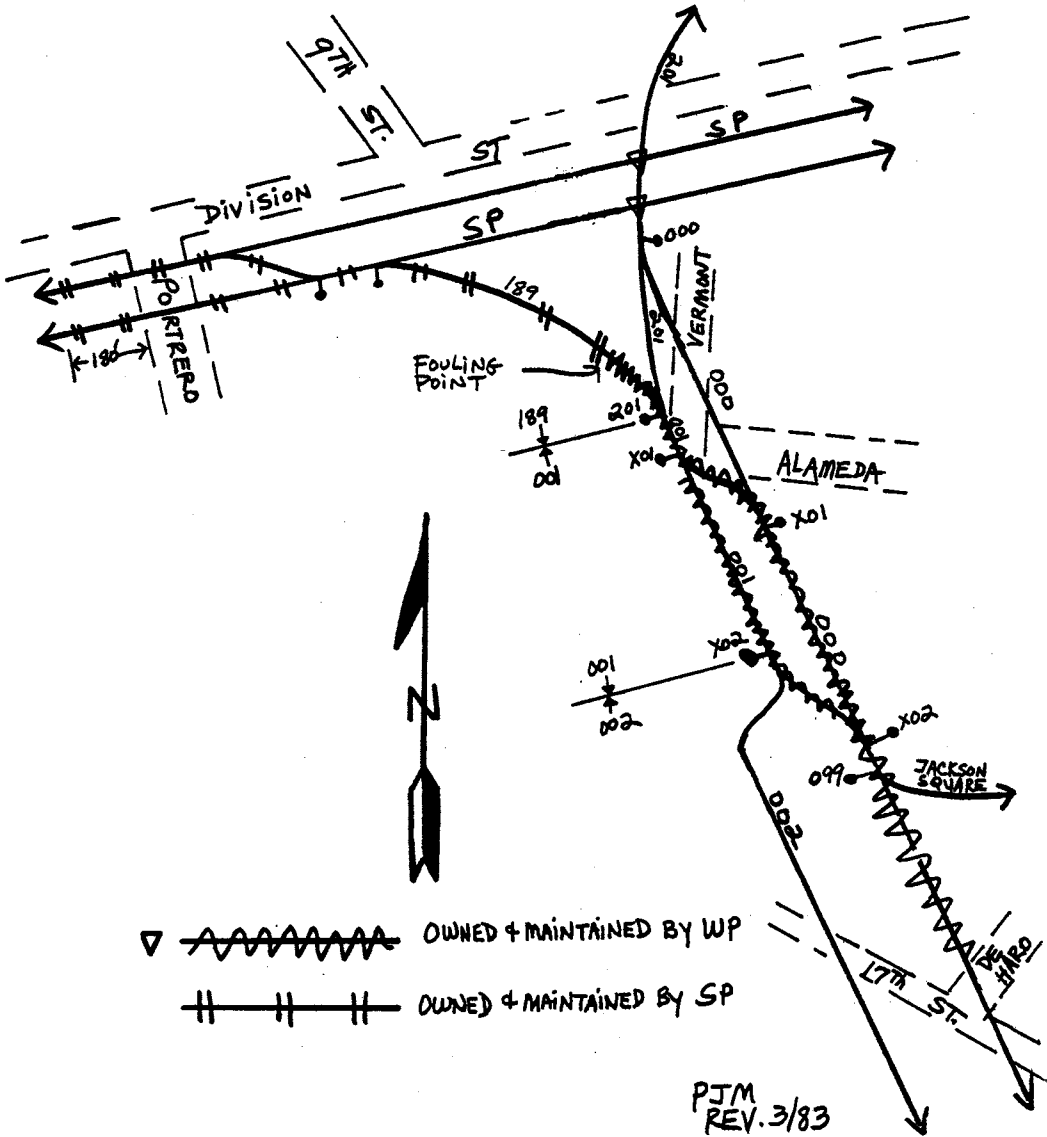
RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A


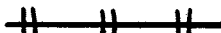
ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: N/A  
OPERATION: N/A  
PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Not stated.

9th & Division



- ▽  OWNED & MAINTAINED BY WP
- ||  OWNED & MAINTAINED BY SP

PJM  
REV. 3/83

MP: 0 SCHEMATIC: Page 1A  
FACILITY: 9th & Division Interchange  
JOINT RR: SP FILE #: MP-1; L-8327  
AGMT DATE: 7/15/59 AD#: 9953  
AGMT DURATION: Until Terminated; one year's notice.

OPERATION: Interchange of certain cars.

MAINTENANCE: Each to do its own.

RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: N/A  
OPERATION: N/A  
PROPERTY TAXES: N/A

WHO PICKS UP DERAILMENTS? Either party at the expense of the liable party.

MP: 0

SCHEMATIC: Page 3A

FACILITY: Alameda & Utah and 15th & Utah Street Crossings

JOINT RR: SP FILE #: Alameda - L-641  
15th - None

AGMT DATE: Alameda - 11/8/17 AD #: Alameda - 336  
15th - 8/12/24 15th - 1550

AGMT DURATION: Alameda - Not stated  
15th - "...so long as the said tracks of the Railroad  
Company (WP) and California Company shall cross  
each other at grade."

OPERATION: Alameda - WP track 401 crosses two SP tracks in Utah Street  
to reach industry located west side Portrero Avenue.  
15th - WP cannot reach crossing as parts of WP track 442  
has been removed. See Schematic.

MAINTENANCE: Alameda - WP  
15th - SP

RENTAL: Both Crossings - N/A

TAXES: Both Crossings - N/A

VALUATION: Both Crossings - N/A

ANNUAL WP COST (EST)

RENTAL: Both Crossings - N/A

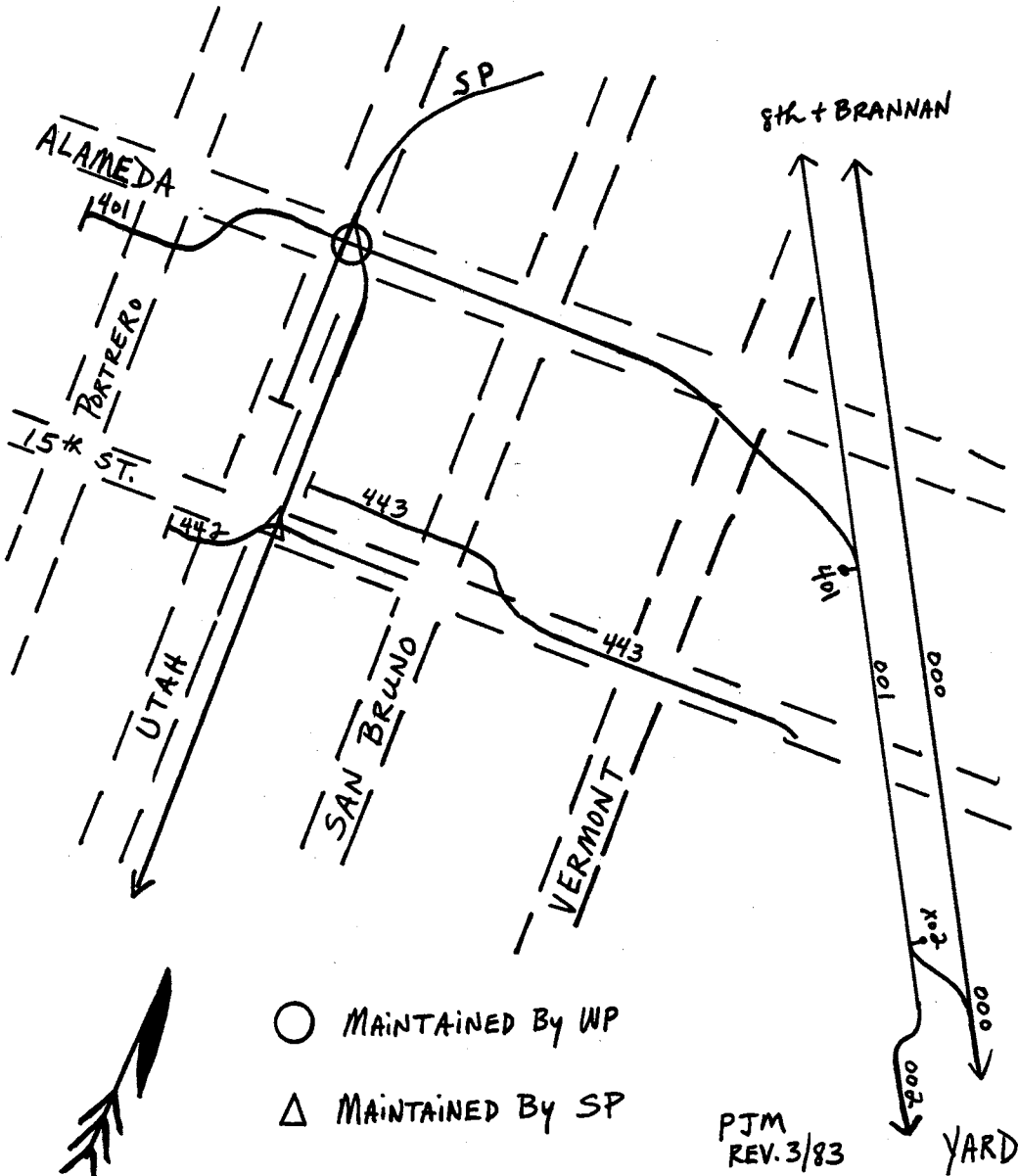
MAINTENANCE: Both Crossings - N/A

OPERATION: Both Crossings - N/A

PROPERTY TAXES: Both Crossings - N/A

WHO PICKS UP DERAILMENTS? Either party at the expense of the liable party.

ALAMEDA & UTAH  
15th AND UTAH



○ MAINTAINED BY WP

△ MAINTAINED BY SP

PJM  
REV. 3/83

YARD

MP: 0 SCHEMATIC: Page 5A  
FACILITY: 16th & Rhode Island crossing  
JOINT RR: AT-SP FILE #: MP 1  
AGMT DATE: 8/25/14, 2/9/45 AD#: 2055  
6763  
AGMT DURATION: "...as long as said tracks continue to cross at grade."

OPERATION: AT-SP spur springing from Jackson Square trackage crosses 3 WP tracks in 16th & Rhode Island Streets intersection.

MAINTENANCE: 100% WP.

RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

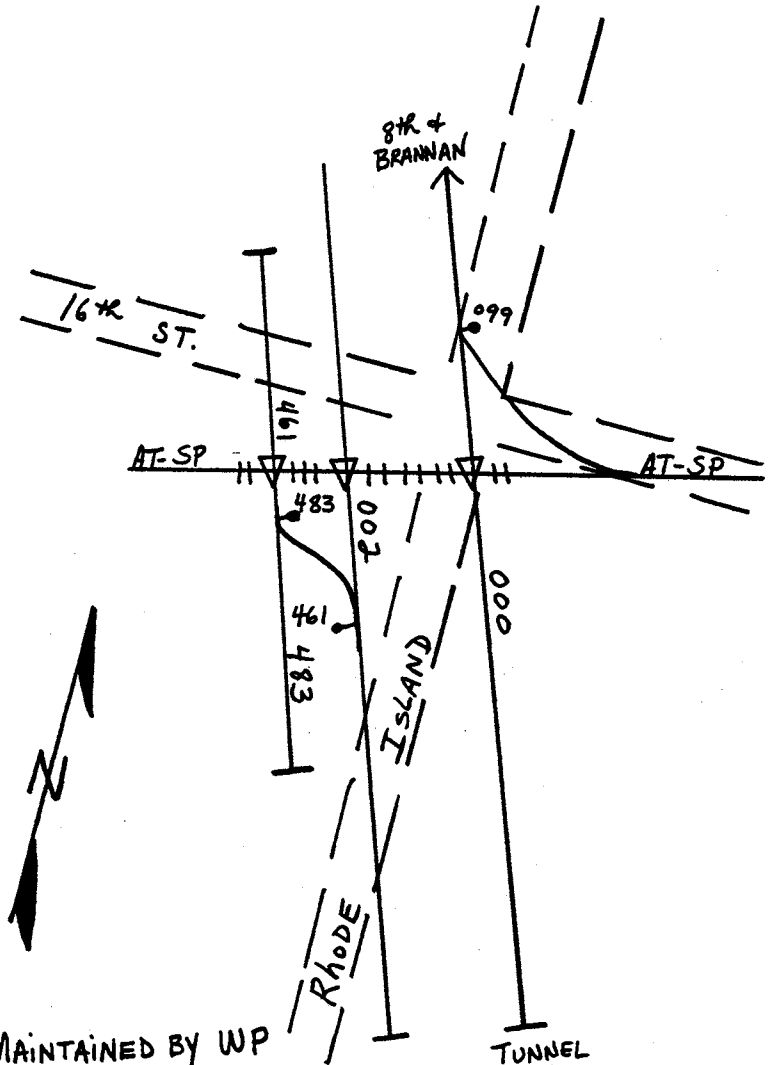
ANNUAL WP CDST (EST)

RENTAL: N/A  
MAINTENANCE: N/A  
OPERATION: N/A  
PROPERTY TAXES: N/A

WHO PICKS UP DERAILMENTS? Not stated.



16th & RHODE ISLAND



▽ ++++++ MAINTAINED BY WP

TUNNEL  
'A'  
CLOSED

PJM  
REV. 3/83

MP: 0 SCHEMATIC: Page 6A  
FACILITY: Tunnel "A" Bypass via Jackson Square from AT connection to 16th & Rhode Island.  
JOINT RR: AT-SP FILE #: MP-1; L-9098  
AGMT DATE: 8/1/64 AD#: 10472  
AGMT DURATION: Until terminated; one year's notice.

OPERATION: WP bridges its own engines and cars with its own crews.

MAINTENANCE: Alternate 3-year periods by AT and SP. SP is the current operating company until 12/31/83. WP pays its cars handled proportion.

RENTAL: 1/12 of 1/3 of 5% on valuation.

TAXES: WP pay 1/3.

VALUATION: \$77,559.00 (\$56,708 AT, \$20,851 SP).

ANNUAL WP COST (EST)

INTEREST RENTAL: \$1300.00 (\$950 AT, \$350 SP)

MAINTENANCE: \$3,000.00

OPERATION: N/A

PROPERTY TAXES: \$50.00

WHO PICKS UP DERAILEMENTS? Agreement silent.

MP: 0 SCHEMATIC: Page 6A  
FACILITY: Tunnel "A" Bypass via Indiana Street from 0-099 to AT connection  
with Jackson Square.  
JOINT RR: AT FILE #: MP-1;L-9098  
AGMT DATE: 8/1/64 AD#: 10774  
AGMT DURATION: Until terminated; one year's notice.

OPERATION: WP bridges its own engines and cars with its own crews.

MAINTENANCE: AT maintains. WP pays its car mileage proportion.

RENTAL: 1/12 of 1/2 of 5% per month on valuation plus same proportion  
of additions and betterments.  
TAXES: WP pays 1/2.  
VALUATION: \$350,750.95

ANNUAL WP COST (EST)

INTEREST RENTAL: \$8775.00  
MAINTENANCE: \$5,000.00  
OPERATION: N/A  
PROPERTY TAXES: \$70.00

WHO PICKS UP DERAILMENTS? Agreement silent.

MP: 0 SCHEMATIC: Page 8A  
FACILITY: 25th & Tennessee crossing  
JOINT RR: ATSF FILE #: MP-1  
AGMT DATE: 12/29/45 AD#: None  
AGMT DURATION: Unknown

OPERATION: Track 592 crosses Santa Fe 25th St. lead to serve industry  
tracks 591 and 592.

MAINTENANCE: Unknown.

RENTAL: Unknown.

TAXES: Unknown.

VALUATION: Unknown.

ANNUAL WP COST (EST)

RENTAL: Unknown

MAINTENANCE: Unknown

OPERATION: Unknown

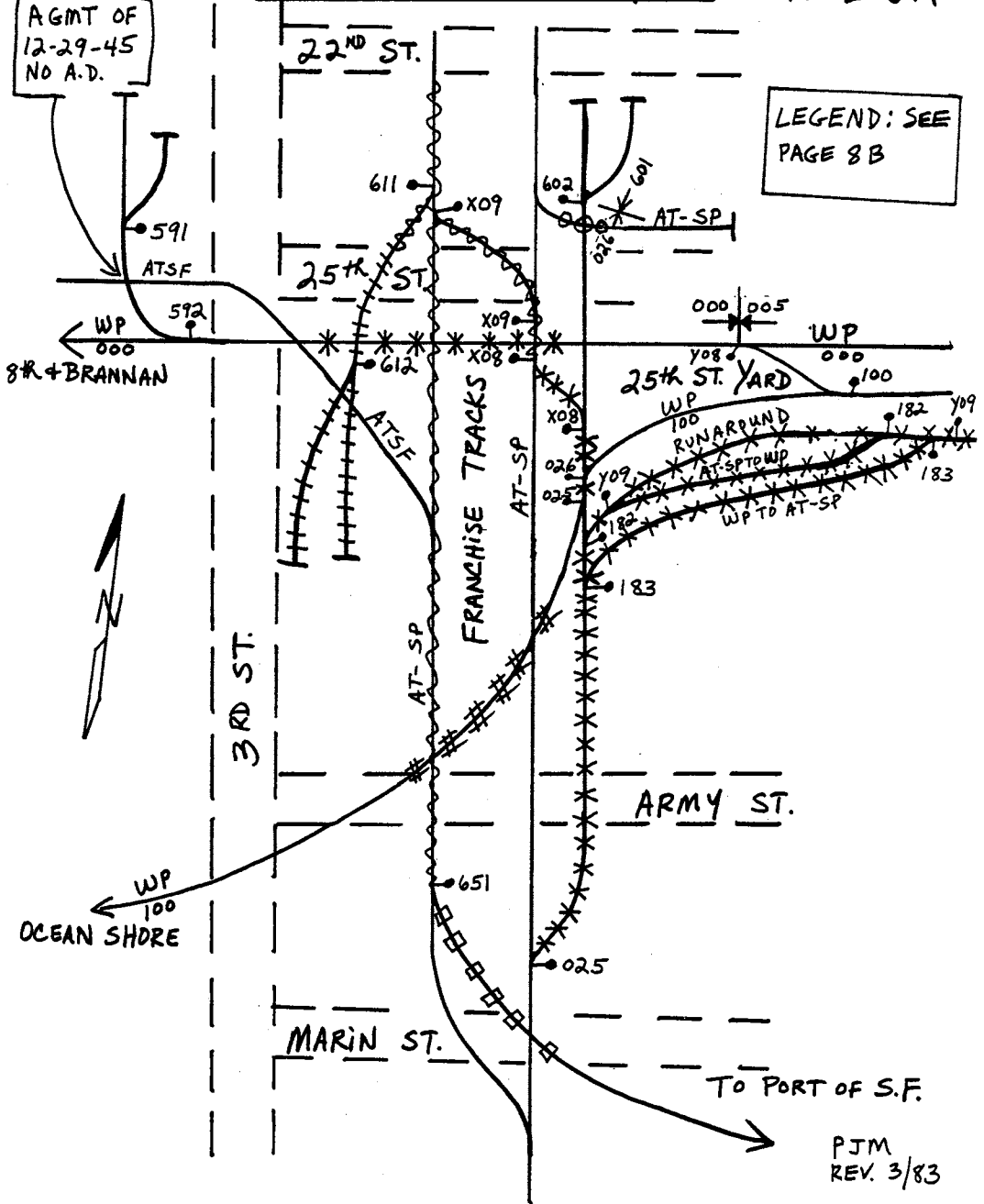
PROPERTY TAXES: Unknown

WHO PICKS UP DERAILEMENTS? Unknown.

25th ST. YARD VICINITY

AGMT OF  
12-29-45  
NO A.D.

LEGEND: SEE  
PAGE 8B



25th ST. YARD VICINITY  
JOINT TRACKAGE LEGEND

| <u>SYMBOL</u>    | <u>AD#</u> | <u>MEANING</u>                 |
|------------------|------------|--------------------------------|
| <del>~~~~~</del> | 5732       | OWNED + MAINTAINED BY AT-SP    |
| <del>□□□□</del>  | 5732       | OWNED BY PORT-MAINTAINED BY AT |
| <del>+++++</del> | 5732       | OWNED + MAINTAINED BY WP       |
| <del>ooooo</del> | 8411       | OWNED + MAINTAINED BY AT-SP    |
| <del>*****</del> | 7313       | OWNED + MAINTAINED BY WP       |
| <del>####</del>  | 1059       | OWNED + MAINTAINED BY WP       |
| <del>*****</del> | 1488       | OWNED + MAINTAINED BY WP       |

PJM  
REV. 3/83

MP: 1 SCHEMATIC: Page 8A  
FACILITY: 25th & Illinois Streets crossing of AT-SP Franchise tracks and  
AT 25th St. drill.  
JOINT RR: AT-SP FILE #: 564  
AGMT DATE: 3/1/12; 7/24/56 AD#: 1488  
AGMT DURATION: As long as any of these grade crossings exist.

OPERATION: Interlocking. Human flagman 1912-1956, when interlocking  
constructed.

MAINTENANCE: 100% maintained by WP.

RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: N/A  
OPERATION: N/A  
PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Agreement silent.

MP: 1 SCHEMATIC: Page 8A  
FACILITY: AT-SP Crossing of track 026 at 25th Street.  
JOINT RR: AT-SP FILE #: L-11500  
AGMT DATE: 11/13/50; 2/25/53 AD#: 8411  
AGMT DURATION: Agreement silent.

OPERATION: AT-SP spur from Franchise track to serve industry north of 25th Street Yard.

MAINTENANCE: 100% AT-SP.

RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: N/A  
OPERATION: N/A  
PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Agreement silent.



MP: 1

SCHEMATIC: Page 8A

FACILITY: Trackage rights on AT-SP franchise tracks to allow access to tracks 611, 612 and 651 which leads into the Port of San Francisco.

JOINT RR: AT-SP

FILE #: L-8767

AGMT DATE: 12/9/40; 10/23/68

AD #: 5732

AGMT DURATION: As long as AT-SP operates in Illinois Street.

OPERATION: WP uses franchise track and crosses WP main track to reach industry tracks 611 and 612. WP also uses franchise track to track 651 to switch cars to and from the Port.

MAINTENANCE: WP pays operating company one-third cost M&O and A&B on franchise track (22nd Street to south of Army Street). AT/SP alternate every three years. AT is the current operating company through 12/31/83. AT-SP maintains crossover and industry track 611 to clear point. WP maintains tracks 611 and 612. AT maintains connection track 651.

RENTAL: N/A

TAXES: N/A

VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: \$4,000.00

OPERATION: N/A

PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Agreement silent.

MP: 1 SCHEMATIC: Page 8A  
FACILITY: San Francisco Interchange  
JOINT RR: AT-SP FILE #: L-8767  
AGMT DATE: 12/17/46; 5/7/64 AD#: 7313  
AGMT DURATION: Until terminated; 30 days' notice.

OPERATION: Two interchange and one runaround tracks.

MAINTENANCE: 100% WP. AT-SP pays 50% of the cost.

RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: \$500.00 (CR)  
OPERATION: N/A  
PROPERTY TAXES: N/A  
OTHER: WP-SP letter agreement dated 9/25/81 establishing McKinnon St. transfer as another official WP-SP interchange.

WHO PICKS UP DERAILMENTS? WP at expense of liable party.

MP: 1 SCHEMATIC: Page 8A  
FACILITY: ARMY and ILLINOIS Streets crossing of AT-SP Franchise tracks.  
JOINT RR: AT-SP FILE #: L-11498  
AGMT DATE: 2/28/22 AD#: 1059  
AGMT DURATION: During the existence of the crossings.

OPERATION: Ocean Shore main crossing of Franchise track protected by stop boards.

MAINTENANCE: 100% WP.

RENTAL: N/A.

TAXES: N/A.

VALUATION: N/A.

ANNUAL WP COST (EST)

RENTAL: N/A

MAINTENANCE: N/A

OPERATION: N/A

PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Agreement silent.

MP: 0 SCHEMATIC: Page 26A  
FACILITY: McKinnon and Barneveld crossing.  
JOINT RR: SP FILE #: L-11499  
AGMT DATE: 11/29/44; 9/18/50 AD#: 6942  
AGMT DURATION: "Duration of present war plus six months."

OPERATION: McKinnon Street lead (track 941) off Ocean Shore and track 931  
cross SP.

MAINTENANCE: 100% WP.

RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: N/A  
OPERATION: N/A  
PROPERTY TAXES: N/A

WHO PICKS UP DERAILMENTS? Not stated.

MP: 5 SCHEMATIC: Page 30A  
FACILITY: Oakland Interchange  
JOINT RR: SP FILE #: L-10966  
AGMT DATE: 2/1/29/ 9/8/42; AD#: 2519  
10/2/43  
AGMT DURATION: Until terminated on 30 days' notice.

OPERATION: Four interchange tracks: 2 WP-SP; 2 SP-WP.

MAINTENANCE: WP owns and maintains WP-SP side; SP owns and maintains SP-WP side.

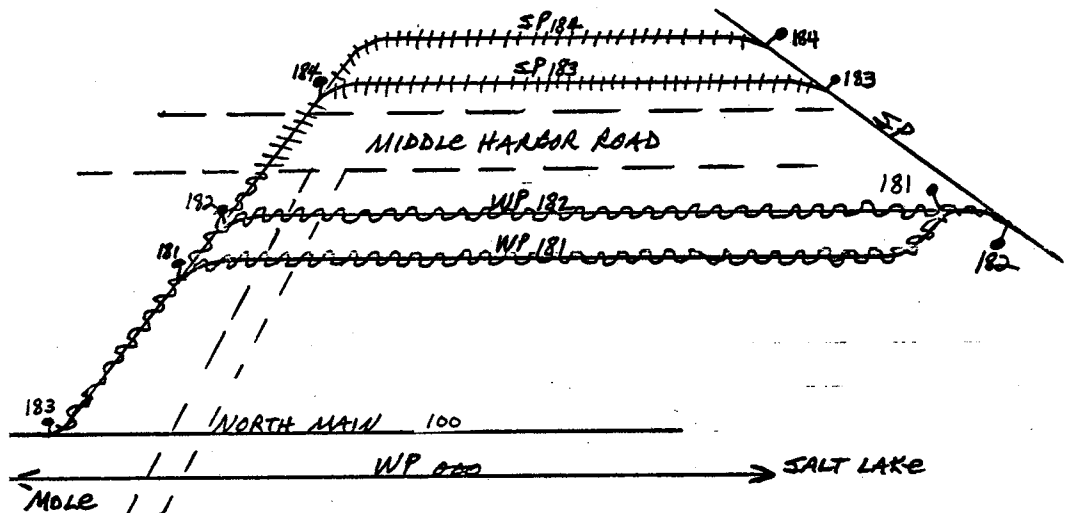
RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: N/A  
OPERATION: N/A  
PROPERTY TAXES: N/A

WHO PICKS UP DERAILEMENTS? Each responsible for its own, but owner may pick up the other's at responsible party's expense.

OAKLAND INTERCHANGE



~~~~~ OWNED + MAINTAINED BY WP (WP TO SP)

+++++ OWNED + MAINTAINED BY SP (SP TO WP)

PJM  
REV. 3/83

MP: 6 SCHEMATIC: 31A  
FACILITY: Chestnut Jct. Interlocking  
JOINT RR: SP FILE #: MP-7; L-9276  
AGMT DATE: 1/07/18 AD#: 369  
AGMT DURATION: Not stated.

OPERATION: WP main track crosses SP main track and three other SP tracks.  
Controlled by Magnolia Tower.

MAINTENANCE: WP maintains 3 easterly crossings; SP maintains 4th crossing.  
SP maintains interlocking at 40% WP cost (in Feb., 1960,  
converted to flat rate billing).

RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: Interlocking: \$49,560.00 (Eff. 7/77)  
OPERATION: N/A  
PROPERTY TAXES: N/A

WHO PICKS UP DERAILMENTS? Not stated.

MP: 6 SCHEMATIC: Page 32A  
FACILITY: OKT Transfer and Union St. Connection.  
JOINT RR: OKT FILE #: MP-7 Sp1 (1-a)  
AGMT DATE: 12/8/42; 9/14/56 AD#: 6286, 9518  
AGMT DURATION: Until terminated by mutual agreement.

OPERATION: WP interchanges cars to and from OKT and OKT-ATSF. WP reimburses OKT for all costs incurred while engaged in transferring cars.

MAINTENANCE: WP pays car-miles proportion of OKT owned trackage; WP pays 95% of jointly -owned trackage; WP pays 100% of WP-owned trackage. (A 1972 audit established billing covering OKT-owned and jointly-owned trackage at 80%.)

RENTAL: N/A

TAXES: WP pays 95% of jointly-owned trackage.

VALUATION: N/A

ANNUAL WP COST (EST)

|                 |             |
|-----------------|-------------|
| RENTAL:         | N/A         |
| MAINTENANCE:    | \$2,000.00  |
| OPERATION:      | \$24,000.00 |
| PROPERTY TAXES: | \$110.00    |

WHO PICKS UP DERAILMENTS? Agreement silent.



MP: 7.2 SCHEMATIC: Page 33A  
FACILITY: Fallon Street Crossing  
JOINT RR: SP FILE #: L-8671  
AGMT DATE: 9/13/46 AD#: 7184  
AGMT DURATION: Until terminated 60 days' notice.

OPERATION: SP drill track crosses both WP main tracks and track 401.  
Protected by manually operated revolving gates equipped with switch  
lights and red reflector signs.

MAINTENANCE: 100% WP.

RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: N/A  
OPERATION: N/A  
PROPERTY TAXES: N/A

WHO PICKS UP DERAILMENTS? Not stated.

MP: 10.65 SCHEMATIC: Page 35A  
FACILITY: Melrose Interlocking  
JOINT RR: SP FILE #: 564 Sp1 (4)  
AGMT DATE: 9/19/07; 7/3/57 AD#: 253; 2530  
AGMT DURATION: "...so long as the (WP) shall well and truly observe, keep and perform all of the conditions and obligations on its part to be kept, observed and performed."  
OPERATION: WP main track crosses SP 47th Ave. Drill at MP 10.6 and SP lead to Joint Drill #1 at MP 10.7. Protected by remote-controlled interlocking (WP).  
MAINTENANCE: WP maintains crossings and interlocking at 35% SP cost (in Feb., 1960, converted to flat rate billing).  
RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: Interlocking: \$5,196.00 CR. (Eff. 7/77)  
OPERATION: N/A  
PROPERTY TAXES: N/A

WHO PICKS UP DERAILMENTS? Not stated.

MP: 12-14 SCHEMATIC: Page 36A  
FACILITY: Melrose-Elmhurst Joint Drills  
JOINT RR: SP FILE #: L-6900; L-2787; MP 11; MP 11 Sp1(1)  
AGMT DATE: 6/12/20(#1); AD#: 673, 2326 - See below for other AD  
2/1/28(#2) Nos.  
AGMT DURATION: Not stated.

OPERATION: WP & SP jointly serve shippers located along Joint drills #1 and #2.

MAINTENANCE: SP maintains all joint tracks off both drills and bills us our loaded car proportion; WP maintains crossing signals, billing SP 25%.

RENTAL: N/A  
TAXES: 50%  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: \$5000.00  
OPERATION: N/A  
PROPERTY TAXES: \$8.00  
OTHER: Other applicable AD Nos. 2417, 2869, 2787, 3767, 2625, 1458, 1930, 2752, 2751, 11232, 9717, 2817. Other files: L-9595; L-4809.

WHO PICKS UP DERAILEMENTS? Not stated.

MP: 13.7 SCHEMATIC: Page 37A  
FACILITY: Elmhurst Interlocking  
JOINT RR: SP FILE #: L-10288  
AGMT DATE: 11/8/17; 11/1/45; AD#: 335; 6941; 335; 335  
6/29/53; 11/30/79\*  
AGMT DURATION: Not stated.

OPERATION: Main track crosses SP Stonehurst line at 105th Avenue.  
Protected by remote-controlled interlocking (WP).

MAINTENANCE: SP maintains crossing at 50% WP cost, WP maintains interlocking  
at 1/3 SP cost. (In February, 1960, converted to flat rate  
billing.)

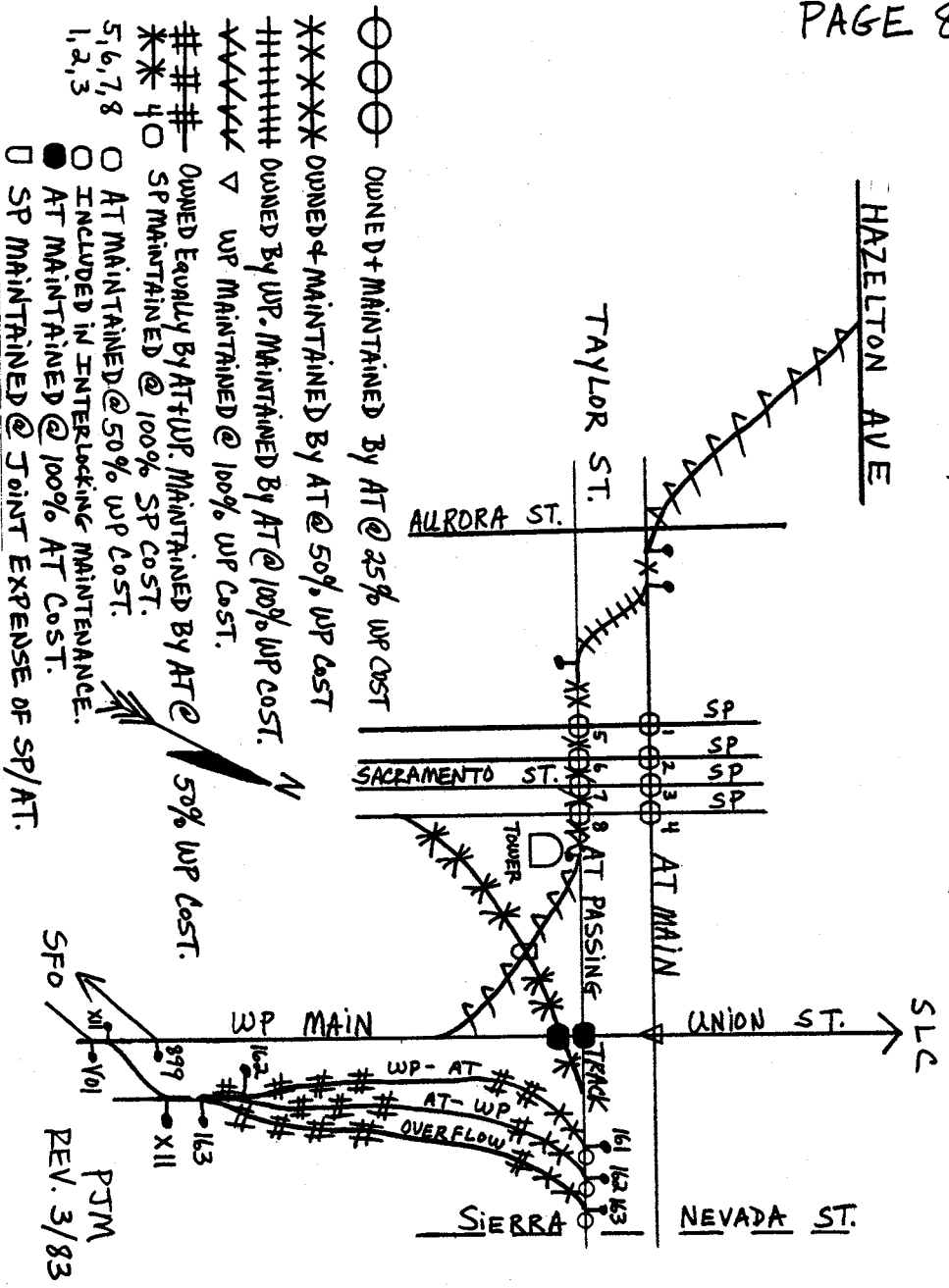
RENTAL: N/A  
TAXES: N/A  
VALUATION: N/A

ANNUAL WP COST (EST)

RENTAL: N/A  
MAINTENANCE: Crossing: \$200.00; Interlocking: \$1,080.00 CR. (Eff. 7/77)  
OPERATION: N/A  
PROPERTY TAXES: N/A  
OTHER: \*This agreement covers the removal of the crossing and inter-  
locking system but its implementation has been stalled by SP's  
problem with some east Oakland community groups.

WHO PICKS UP DERAILEMENTS? Not stated.

STOCKTON TOWER, CROSSING FROGS & CROSSOVER, & AT/SE INTERCHANGE



○●○ OWNED + MAINTAINED BY AT @ 25% WP COST

○××××× OWNED + MAINTAINED BY AT @ 50% WP COST

○##### OWNED BY WP. MAINTAINED BY AT @ 100% WP COST.

△▽▽▽ OWNED EQUALLY BY WP. MAINTAINED BY AT @ 50% WP COST.

## # # # OWNED EQUALLY BY AT & WP. MAINTAINED BY AT @ 50% WP COST.

\* \* \* \* \* 40 SP MAINTAINED @ 100% SP COST.

○ 5, 6, 7, 8 AT MAINTAINED @ 50% WP COST.

○ 1, 2, 3 INCLUDED IN INTERLOCKING MAINTENANCE.

● AT MAINTAINED @ 100% AT COST.

□ SP MAINTAINED @ JOINT EXPENSE OF SP/AT.

SFO  
XII  
V01  
899  
XII  
163  
PTM  
REV. 3/83

SLC

WP MAIN

WP-AT  
AT-WP  
OVERFLOW

SIERRA

NEVADA ST.

TAYLOR ST.

ALDRORA ST.

SACRAMENTO ST.

UNION ST.

HAZELTON AVE

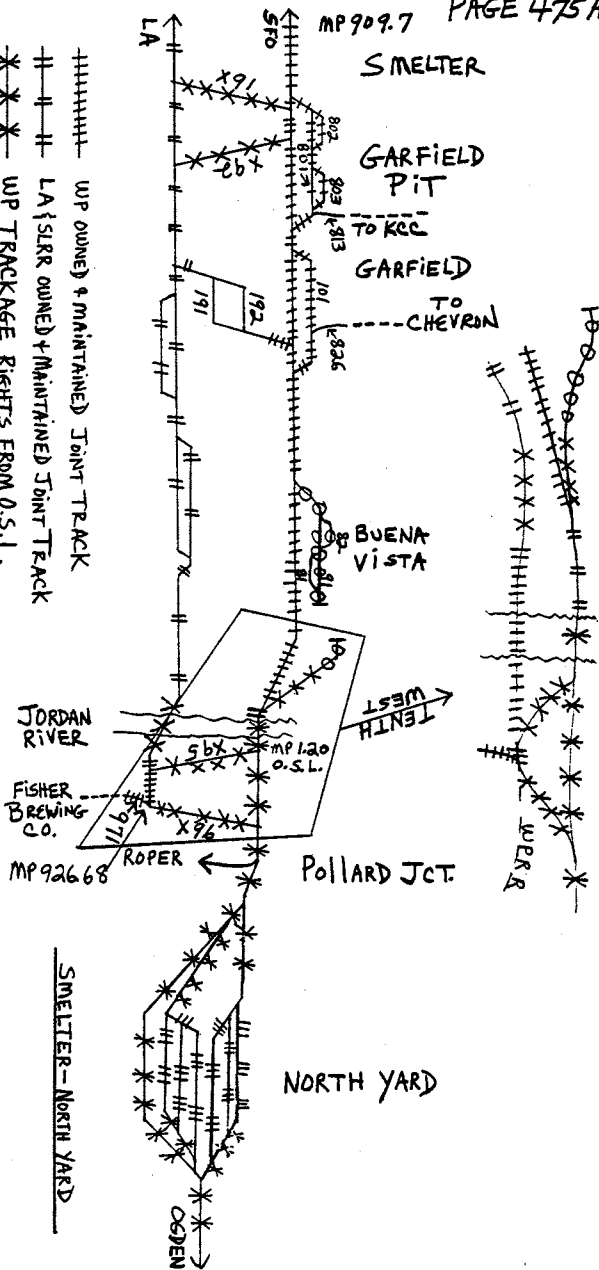
SP  
SP  
SP  
SP

AT PASSING

TRUCK

161  
162  
163

- +++++ UP OWNED & MAINTAINED JOINT TRACK
- ||-|| LA'SLR OWNED & MAINTAINED JOINT TRACK
- \*-\*-\* WP TRACKAGE RIGHTS FROM O.S.L.
- o-o-o-o UP OWNED & MAINTAINED INDUSTRIAL SPUR TRACK
- ||-||-|| UP- WP INTERCHANGE - NORTH YARD
- \*-\*-\*-\* UP- WP JOINT TRACK CONNECTIONS



PTM  
REV. 3/83

SMELTER - NORTH YARD