

Manchester NH

BOSTON AND MAINE CORPORATION, DEBTOR
ROBERT W. MESERVE AND BENJAMIN H. LACY, TRUSTEES

CONTRACT BUREAU TRANSMITTAL MEMO

DATE MAY 4 1978

FROM: L. R. Mattice
Director-Contract Bureau

TO: Messrs. P. W. Carr
J. J. Nee
D. J. Hughes
M. V. Smith
✓ Boston Div. Supt.-G. F. Gallagher
~~N. E. Div. Supt.-W. V. Furey~~
Agent- *Manchester, N.H.*

Attached for your information is copy of numbered document checked below.

CONTRACT # 60209

DEED #

CORRESPONDENCE RE CONTRACT #

RECEIVED
BOSTON & MAINE CORPORATION
SUPERINTENDENT-BOSTON DIVISION

OPENING NOTICE SENT

CLOSING NOTICE SENT

MAY 5 1978

2014
H-2
✓ H-3
H-11

AGREEMENT TO SWITCH TO AND FROM SIDETRACK

AGREEMENT made in duplicate this 28th day of April 1972 between Robert W. Meserve and Benjamin H. Lacy, as Trustees of the Property of Boston and Maine Corporation, Debtor, and not individually (see in the Matter of Boston and Maine Corporation, Debtor, United States District Court for the District of Massachusetts, Docket No. 70-250-E) with offices at 150 Causeway Street, Boston, Massachusetts, hereinafter called the "Trustees" and American Hoechst Corporation, a corporation duly organized by law,

hereinafter called the "Shipper."

WITNESSETH:

That WHEREAS section A-E of the sidetrack A-F is owned by the Trustees and section E-F of said sidetrack and sidetrack D-C are ^{is owned or controlled by the} Shipper, as shown on plan attached hereto and made a part hereof, marked: "Boston and Maine Railroad New Hampshire Div. - Main Line So. 0.95 Miles South of Station Y21 MANCHESTER, N.H. Scale 1"=100' Div. Eng'r. Y21 16 Issue E-11-29-77", (previous issues omitted from quotation)

and the Shipper desires the Trustees to switch cars to and from said sidetracks and

WHEREAS the Trustees are willing to switch cars to and from said sidetracks for the Shipper subject to reasonable terms and regulations.

NOW, THEREFORE, in consideration thereof the parties hereto covenant and agree as follows:

- Operation**
- The Trustees, at the request of the Shipper, and subject to reasonable terms and regulations from time to time made by the Trustees, will switch cars to and from said sidetracks as provided in and in accordance with published tariffs of the Trustees which are at the time applicable; provided, however, that cars shall be placed for said Shipper only upon sections B-C and E-F of said sidetracks.
- Demurrage**
- It is understood and agreed that the Trustees are compelled to assess demurrage and/or other car detention charges against all shippers for the detention of cars beyond the allotted free time as prescribed in tariffs legally on file.
- Maintenance**
- The Shipper shall keep sections E-F and B-C of said sidetracks, including trestles, bridges, culverts, conduits and other structures appurtenant thereto, in proper repair and shall remove ice and snow therefrom and keep the same in suitable condition without notice from the Trustees. The Trustees may refuse to operate upon said sidetracks when the condition is unsatisfactory to the Trustees. The Trustees shall keep section D-B in proper repair and the Shipper shall reimburse the Trustees therefor. The Trustees shall keep section A-E in proper repair at Trustees' expense.
- Track Changes**
- Any changes, rearrangements or extensions of said sidetracks or structures appurtenant thereto, hereafter required on account of size or type of cars switched to and from said sidetracks or any changes in the track or tracks of the Trustees or because of any changes in the operating practice of the Trustees, shall be made at the expense of the Shipper unless otherwise mutually agreed by the parties hereto.
- Assignment**
- The Shipper agrees not to assign this contract or any rights thereunder without written consent of the Trustees.
- Special Provisions.
 - It is agreed that if tank cars are loaded or unloaded on said sidetrack by the Shipper the following rules and regulations must be followed:
 - Loading and/or unloading operations must be performed by reliable persons properly instructed and made responsible for safe handling.
 - Car brakes must be set and wheels blocked on all cars being loaded or unloaded.
 - At all times during loading or unloading operations caution signs of type that clamp to rail must be provided and so placed as to give necessary warning to persons

approaching car from open end or ends of siding and such signs must be left up until after the car is completely loaded or unloaded and disconnected from the pipe connection. Signs must be of metal, at least 12 inches by 15 inches in size and must bear the word "STOP" being in letters at least 4 inches high and the other words in letters at least 2 inches high. The letters must be white on a blue background.

b. The Shipper hereby releases the Trustees from and indemnifies and saves it harmless against all loss, cost, damage or expense, and against any and all claims or suits for property damage, personal injury or death, arising out of or in any way attributable to the operation of the Trustees for the benefit of the Shipper over the crossings at grade of said sidetracks D-C, A-F, and Byron Street, as shown on said plan attached, unless due to the sole negligence of the Trustees, its agents or servants.

c. It is understood, covenanted and agreed by and between the parties hereto that the obligations of the Trustees to provide the Shipper with sidetrack service on said sidetracks as set forth in an agreement between Lanex Chemical Corporation, a corporation duly organized by law and Boston and Maine Railroad, predecessor to Boston and Maine Corporation dated January 14, 1957 covering maintenance and operation of sidetracks at Manchester, N.H., which agreement was assigned unto Foster Grant Co., Inc. under date of September 29, 1958, are hereby superseded and cancelled as of the effective date of this agreement.

Indemnity

It is understood that the movement of railroad locomotives involves some risk of fire and the Shipper assumes all responsibility for and agrees to indemnify the Trustees against loss or damage to property of the Shipper or to property upon the Shipper's premises, regardless of Trustees' negligence, arising from fire caused by locomotives operated by the Trustees on said sidetrack or in the vicinity for the purpose of serving said sidetrack, except to the premises of the Trustees and to rolling stock belonging to the Trustees or to others, and to shipments in the course of transportation.

The Shipper also agrees to indemnify and hold harmless the Trustees for loss, damage or injury from any act or omission of the Shipper, its employees or agents, to the person or property of the parties hereto and their employees, and to the person or property of any other person or corporation while on or about said sidetracks; and if any claim or liability other than from fire shall arise from the joint or concurring negligence of both parties hereto it shall be borne by them equally.

Clearance

7. No obstruction of any kind whatsoever shall be permitted within the distances shown by the lines on the Clearance Diagram upon this agreement without first obtaining the consent of the Principal Engineering Officer of the railroad operated by the Trustees and the Shipper shall at all times save harmless and indemnify the Trustees from and against all loss, cost, damage or expense which the Trustees may directly or indirectly suffer or be subject to, caused wholly or in part or in any way referable to the existence of such obstruction whether with or without the consent of said Principal Engineering Officer.

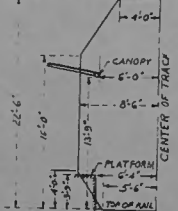
hazardous materials

8. The Shipper agrees not to load, unload or store hazardous materials, as defined by the regulations of the United States Department of Transportation, upon said sidetracks, unless express written permission is given by the Superintendent of the Trustees, and the Shipper shall at all times save harmless and indemnify the Trustees from and against any and all damage to rolling stock belonging to the Trustees or to others on said sidetracks due to the presence of said hazardous materials on the premises unless such damage is due to fire communicated by railroad locomotives while not operating on said sidetracks or in the vicinity for the purpose of serving said sidetracks.

Termination

9. This agreement shall take effect on the 1st day of January, 1978 and shall continue in full force and effect for the term of one year and thereafter until terminated on any day by thirty days' written notice given by either party to the other, of intention to terminate. Such notice on the part of the Trustees may at their option be given by posting in a conspicuous place on or about said sidetrack and this agreement, in such case, shall terminate in thirty days after such posting.

CLEARANCE ON STRAIGHT TRACK



| CLEARANCE FOR CLEARANCE ON CURVES | |
|---|---|
| CLEARANCE FOR EACH SIDE | ELEVATION |
| IN ADDITION TO CLEARANCE FOR CLEARANCE, INCREASE SIDE CLEARANCE BY 1/4" FOR EACH SIDE | INCREASE SIDE CLEARANCE BY 1/4" FOR EACH SIDE |

It is agreed that any portion of the sidetracks owned by the Shipper which is situated on Trustees' land or right-of-way shall remain the property of and may be removed by said Shipper at any time before the termination of this agreement or within ten days thereafter; and it is further agreed that any part of said sidetrack remaining upon said Trustees' land or right-of-way ten days after termination of this agreement shall become and be absolutely the property of the Trustees.

The covenants and agreements herein contained shall inure to the benefit of and be binding upon the heirs, executors, administrators, successors or assigns of the parties hereto respectively and the word "Trustee" shall be considered as meaning, "Robert W. Meserve and Benjamin H. Lacy, as Trustees of the Property of Boston and Maine Corporation, Debtor, and not individually (see in the Matter of Boston and Maine Corporation, Debtor, United States District Court for the District of Massachusetts, Docket No. 70-250-B) with offices at 150 Causeway Street, Boston, Massachusetts, their successors or assigns" and the word "Shipper" shall be considered as meaning the "Shipper, its heirs, executors, administrators, successors or assigns," wherever the context does not render such construction impossible.

IN WITNESS WHEREOF, the Shipper has hereunto set its hand and seal and the Trustees have authorized execution of these presents in duplicate on the day and year first above written.

Form approved

ROBERT W. MESERVE AND BENJAMIN H. LACY, TRUSTEES OF THE PROPERTY OF BOSTON AND MAINE CORPORATION - DEBTOR

Execution approved

BY: E. J. Walls Director
Real Estate and Industrial Development

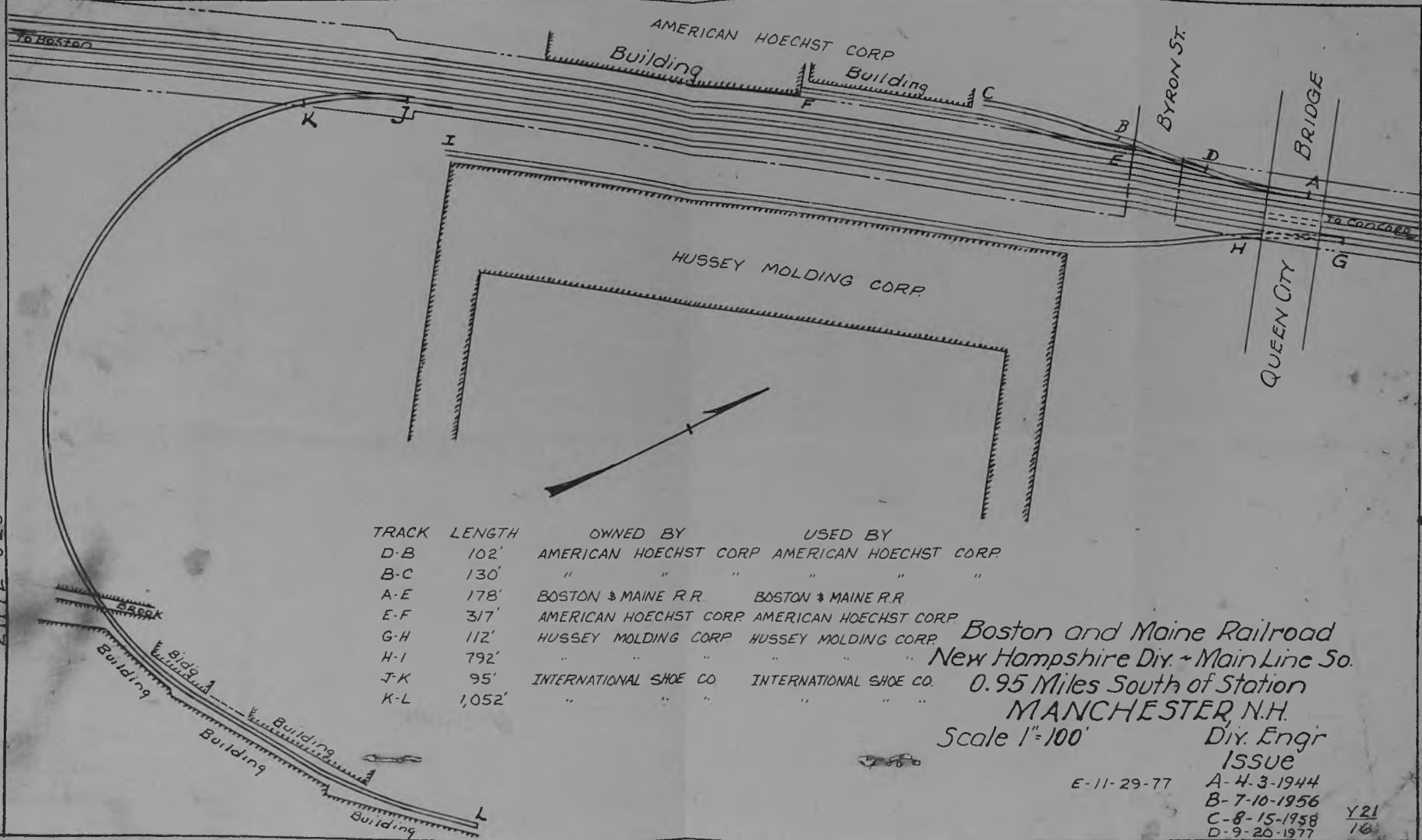
American Hoechst Corporation

By: Rand Marlowe
Title: Executive V.P.

21142-528

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21142-528



| TRACK | LENGTH | OWNED BY | USED BY |
|-------|--------|------------------------|------------------------|
| D-B | 102' | AMERICAN HOECHST CORP | AMERICAN HOECHST CORP |
| B-C | 130' | " | " |
| A-E | 178' | BOSTON & MAINE R.R. | BOSTON & MAINE R.R. |
| E-F | 317' | AMERICAN HOECHST CORP | AMERICAN HOECHST CORP |
| G-H | 112' | HUSSEY MOLDING CORP | HUSSEY MOLDING CORP |
| H-I | 792' | " | " |
| J-K | 95' | INTERNATIONAL SHOE CO. | INTERNATIONAL SHOE CO. |
| K-L | 1,052' | " | " |

Boston and Maine Railroad
 New Hampshire Div. - Main Line So.
 0.95 Miles South of Station
 MANCHESTER N.H.

Scale 1"=100'

Div. Engr
 ISSUE

E-11-29-77

- A-4-3-1944
- B-7-10-1956
- C-8-15-1958
- D-9-20-1977

Y21
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