

SUPPLEMENT  
TO  
FT ASLG 6007

**\*AMERICAN SHORT LINE AND REGIONAL  
RAILROAD ASSOCIATION**



**SUPPLEMENT 17**

**TO**

**FREIGHT TARIFF ASLG 6007**  
(Supplements shown in Item 1.10 contain all changes)

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**NAMING  
MILEAGE ALLOWANCES AND RULES  
GOVERNING  
HANDLING AND PAYMENT OF MILEAGE  
ALSO CHARGES  
ON  
CARS OF PRIVATE OWNERSHIP  
BY  
RAILROAD MEMBERS  
OF  
\*AMERICAN SHORT LINE AND REGIONAL RAILROAD ASSOCIATION  
SHOWN AS PARTICIPANTS HEREIN**

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular items.

ISSUED: August 17, 1999

EFFECTIVE: September 6, 1999

ISSUED BY  
K. Grant Ozburn, Jr., Executive Director  
Traffic & Tariff Publishing Services  
The American Short Line Railroad Association  
151 Ellis Street, N. E., Suite 204  
Atlanta, GA 30303

\*Formerly The American Short Line Railroad Association

(The provisions published herein, if effective, will not result in an effect on the quality of the human environment.)

**ITEM 1.10**

**SUPPLEMENTS**

- Supplement 1 - Item 2.10 - Add Lewis & Clark Railway Company (LINC) as a Participating Carrier. Add Hollis & Eastern Railroad Company (HE) as a Participating Carrier. Eliminate Huron and Eastern Railway Company, Inc. (HE) as a Participating Carrier.**
- Supplement 2 - Item 2.10 - Eliminate Maryland Midland Railway, Inc. (MMID) as a participating carrier. Item 67-A - Change for account BPRR. Item 187-A - Change. Item 192-A - Change. Item 195-A - Change. Item 446-A - Change for account BPRR.**
- Supplement 3 - Item 2.10 - Add Elgin, Joliet and Eastern Railway Company (EJE) Item 35-A - Include IAIS. Item 112 - Add for account EJE. Item 500 - Add for account EJE. Item 501 - Add for account EJE.**
- Supplement 4 - Item 2.10 - Add Duluth, Missabe and Iron Range Railway Company (DMIR). Item 498 - Add for account DMIR.**
- Supplement 5 - Item 495-A - Change for account DME.**
- Supplement 6 - Item 2.10 - Eliminate Wisconsin & Southern Railroad Company (WSOR) as a Participating Carrier.**
- Supplement 7 - Item 605-A - Change.**
- Supplement 8 - Item 86 - Add for account CEDR  
Item 92 - Add for account CC  
Item 470-A - Change for account CEDR  
Item 470.12 - Add for account CEDR  
Item 470.13 - Add for account CEDR  
Item 470.14 - Add for account CEDR  
Item 470.15 - Add for account CEDR  
Item 470.17 - Add for account CEDR  
Item 483-A - Change for account CC  
Item 483.12 - Add for account CC  
Item 483.13 - Add for account CC  
Item 483.14 - Add for account CC  
Item 483.15 - Add for account CC  
Item 483.17 - Add for account CC**
- Supplement 9 - Item 2.10 - Eliminate Arkansas Midland Railroad Company, Inc. (AKMD) as a Participating Carrier. Item 195-B - Change.**
- Supplement 10 - Eliminate Utah Railway Company (UTAH) as a Participating Carrier.**
- Supplement 11 - Item 2.10 - Add Nebraska Northeastern Railway Company (NENE) as a Participating Carrier. Item 139-A - Change for account PAL. Item 460 - Add for account NENE. Item 552-A - Cancel for account PAL (See Item 139-A).**
- Supplement 12 - Item 187-B - Change.  
Item 192-B - Change.  
Item 195-C - Change.**
- Supplement 13 - Item 195-D. Change.**
- Supplement 14 - Item 187-C - Change.  
Item 192-C - Change.  
Item 195-E - Change.**
- Supplement 15 - Item 195-E. Change.**
- Supplement 16 - Item 187-D - Change.  
Item 192-D - Change.  
Item 195-F - Change.**

(CONT'D IN NEXT COLUMN)

**ITEM 1.10 (Cont'd.)**

**SUPPLEMENTS (Cont'd.)**

**Supplement 17 - Item 615-A. Change for account BXN, PCN and RSS.**

**ITEM 2.10 [PA]**

**LIST OF PARTICIPATING CARRIERS  
ALPHABETIZED BY STANDARD CARRIER ABBREVIATION**

ABBR	NAME OF CARRIER	ITEM
AKMD	- Arkansas Midland Railroad Company, Inc. [D-2]	
CC	- Chicago, Central & Pacific Railroad Company.....	88, 91, 198, 483, 483.12, 483.13, 483.14, 483.15, 483.17, 622
CEDR	- Cedar River Railroad Company.....	82, 85, 86, 470, 470.12, 470.13, 470.15, 470.17
DMIR	- Duluth, Missabe and Iron Range Railway Company..	498
EJE	- Elgin, Joliet and Eastern Railway Company...112,	500
HE	- Hollis & Eastern Railroad Company [A-1]	
HE	- Huron and Eastern Railway Company [D-1]	
IAIS	- Iowa Interstate Railroad, Ltc.....	35, 120, 121
LINC	- Lewis & Clark Railway Company	
MMID	- Maryland Midland Railway, Inc. [D-2]	
NENE	- Nebraska Northeastern Railway Company.....	460, [A-2]
PAL	- Paducah & Louisville Railway, Inc.....	139, 198, 622
UTAH	- Utah Railway Company [D-2]	
WSOR	- Wisconsin & Southern Railroad Company....	[D-2]

For explanation of abbreviations and reference marks not shown herein, see last page of this supplement or last page of this tariff.

<p align="center"><b>SECTION 2</b>  <b>RULES AND REGULATIONS</b>  <b>(APPLIES ON CARS OTHER THAN TANK CARS)</b></p>	<p align="center"><b>SECTION 2</b>  <b>RULES AND REGULATIONS</b>  <b>(APPLIES ON CARS OTHER THAN TANK CARS)</b></p>
<p>ITEM 615-A</p> <p align="center"><b>HANDLING OF EMPTY FREIGHT CARS OTHER THAN TANK CARS</b></p> <p align="center"><b>PART A</b>  <b>APPLIES ONLY TO REFRIGERATOR CARS PROVIDED BY RAILROADS</b></p> <p>1. Except as provided in Part A 2, and except as otherwise provided in tariffs of individual carriers lawfully on file, refrigerator cars will be moved empty without charge either to the station or junction point where received under load or under instructions from car owners, to other stations, or for delivery to connecting lines.</p> <p>2. A new car or a newly acquired car moving prior to its first loaded move in commercial service and a car moving for sale or scrap will be moved subject to applicable rates named in Consolidated Freight Classification and/or in Uniform Freight Classification, or in state classification tariffs where state rates apply, or other applicable tariffs.</p> <p align="center"><b>PART B</b>  <b>APPLIES ON ALL CARS BEARING OTHER THAN RAILROAD REPORTING MARKS, EXCEPT REFRIGERATOR CARS PROVIDED BY RAILROADS AND SPECIAL CAR TYPE "LO" (See Notes 1 And 2)</b></p> <p>1. When a car is released from load, the owner or lessee must issue instructions for the disposition of the empty car to the agent at point of unloading either direct or through consignee or via EDI. Empty instructions may also be included with the original loaded shipping instructions if transmitted via EDI. If the owner or lessee fails to have instructions in the hands of the railroad agent having jurisdiction at point of unloading prior to the time the car is released from load to forward or hold the car, the agent is authorized to forward the empty car to the origin point of the last load via reverse of the loaded route.</p> <p>2. Empty cars will be handled as follows:</p> <p>A. Except as otherwise provided in this tariff, cars covered by this section will be moved empty without charge between stations or junction points upon receipt of instructions from the car owner or lessee, confirmed in writing. Such instructions must include the specific facility to which such car is consigned or the name and address of the company which controls the car.</p> <p>B. A new car or a newly acquired car moving prior to its first loaded move in commercial service and a car moving for sale or scrap will be moved subject to applicable rates in Consolidated Freight Classification and/or in Uniform Freight Classification or in state classification tariffs where state rates apply, or other applicable tariffs.</p> <p align="center"><b>EXPLANATION OF NOTES IN PART B</b></p> <p>1. A car loaded with railroad company material moving on non-revenue billing will be considered as having been loaded in commercial service on which the railroads derived line-haul revenue.</p> <p>2. When a car that has moved in commercial service bearing railroad reporting marks is restenciled with private reporting marks, the newly marked car is considered to be a new or newly acquired car and the provisions of Part B 2. B will apply.</p>	<p>ITEM 615-A (CONT'D)</p> <p align="center"><b>HANDLING OF EMPTY FREIGHT CARS OTHER THAN TANK CARS</b></p> <p align="center"><b>PART C</b>  <b>APPLIES ONLY TO SPECIAL CAR TYPE "LO" CARS BEARING OTHER THAN RAILROAD REPORTING MARKS (See Notes 1 Through 5)</b></p> <p>1. When a car is released from load, the owner or lessee must issue instructions for the disposition of the empty car to the agent at point of unloading either direct or through consignee or via EDI. Empty instructions may also be included with the original loaded shipping instructions if transmitted via EDI. If the owner or lessee fails to have instructions in the hands of the railroad agent having jurisdiction at point of unloading prior to the time the car is released from load to forward or hold the car, the agent is authorized to forward the empty car to the origin point of the last load via reverse of the loaded route.</p> <p>2. Empty cars will be handled as follows:</p> <p>A. An empty car returned to origin point of the last load via reverse of the loaded movement will be handled without charge.</p> <p>B. Upon receipt of instructions from the owner or lessee, confirmed in writing, showing reference to the preceding loaded move, an empty car, after having been loaded in commercial service on which the railroads derived line-haul revenue immediately preceding the empty movement, will be moved without charge to the destination shown on instructions. Such instructions must include the specific facility to which such car is consigned or the name and address of the company which controls the car. Only one diversion or reconsignment of such empty car will be permitted without charge, providing it occurs prior to the car's arrival at the initially billed destination and the handling carrier does not incur backhaul mileage.</p> <p>C. An empty car, moving subsequent to its first loaded move in commercial service on which the railroads derived line-haul revenue, will be moved without charge to and from bona-fide shop facilities for non-discretionary cleaning, lining, relining, maintenance, modification, or repair upon receipt of instructions confirmed in writing, showing the shop facility, destination and full routing and specific reason for such movement. The movement of an empty car to any of these facilities located on the premises of a shipping facility other than a bona-fide shop facility for any of the purposes outlined above will be subject to the charges specified in Paragraph E when such empty movement is not immediately preceded by a loaded movement.</p> <p>D. A new car or a newly acquired car moving prior to its first loaded move in commercial service and a car moving for sale or scrap will be moved subject to applicable rates named in Consolidated Freight Classification and/or in Uniform Freight Classification or in state classification tariffs where state rates apply, or other applicable tariffs.</p> <p>E. Except as provided in Parts C.2.A, C.2.B., C.2.C. and C.2.D. of this item, an empty car, moving subsequent to its first loaded move in commercial service on which the railroads derived line-haul revenue, but the immediately preceding movement was in empty line-haul service, will be moved upon surrender of written instructions to the railroad agent having jurisdiction at the point where the preceding empty movement terminated, showing destination and route at a rate of 32 cents per actual mile (see <u>Exception 1</u>), as defined in Item 610 (see Note 3) with a minimum of 100 miles for each line haul carrier handling the car, or switching charges where applicable (see Note 4). Such charges will be assessed against and must be paid by the person, company or carrier requesting the movement, who must be designated on the written instructions. Empty cars being moved for railroad convenience or due to railroad error will not be subject to the foregoing charges.</p>
<p align="center">(CONT'D IN NEXT COLUMN)</p>	<p align="center">(CONT'D IN NEXT COLUMN)</p>

(Underscored portion denotes addition.)

**SECTION 2**  
**RULES AND REGULATIONS**  
**(APPLIES ON CARS OTHER THAN TANK CARS)**

**ITEM 615-A (CONT'D)**

**HANDLING OF EMPTY FREIGHT CARS OTHER THAN TANK**

**EXPLANATION OF NOTES IN PART C**

1. A car loaded with railroad company material moving on non-revenue billing will be considered as having been loaded in commercial service on which the railroads derived line-haul revenue.
2. When a car that has moved in commercial service bearing railroad reporting marks is restenciled with private reporting marks, the newly marked car is considered to be a newly acquired car and the provisions of Part B, 2. B. or Part C, 2. D. will apply.
3. One diversion or reassignment of such empty car will be permitted without assessment of this charge providing it occurs prior to the car's arrival at the initially billed destination and the handling carrier does not incur back-haul mileage.
4. The term "switching charges" is defined as charges assessed under applicable tariffs by a railroad which does not perform any line-haul service in connection with a movement described in Part C, 2 E. of this item.
5. Cars subject to the charges specified in Part C, 2 E. of this item are not considered to be freight moving on tariff rates for the purpose of assessing storage charges under the provisions of Freight Tariff ASLG 6004-series, or other applicable tariffs.

**EXCEPTIONS**

1. Rate of 57 cents per actual mile with a minimum of 100 miles when for account of the BXN, PCN and RSS. [I]

[I] - Increase.