

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



SUPPLEMENT 43

TO

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

**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: February 9, 2004

EFFECTIVE: March 1, 2004

ISSUED BY
K. Grant Ozburn, Jr., Executive Director
Traffic & E-Commerce
American Short Line And Regional- Railroad Association
50 F Street, N. W., Suite 7020
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*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.)

NOTICE

1. "Official Railway Equipment Register, RER 6413" is to be substituted for "Official Railway Equipment Register, ICC RER 6412" wherever shown.
2. "Business Services, Association of American Railroads" is to be substituted for "Customer Service Division, Association of American Railroads (AAR)" wherever shown.
3. "Technical Services, Association of American Railroads" is to be substituted for "Mechanical Division, Association of American Railroads (AAR)" wherever shown.

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.
(CONT'D IN NEXT COLUMN)

ITEM 1.10 (Cont'd.)

SUPPLEMENTS (Cont'd.)

- 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.
- Supplement 17 - Item 615-A - Change for account BXN, PCN and RSS.
- Supplement 18 - Item 198-A - Change.
Item 622-A - Change.
- Supplement 19 - Item 2.10 - Eliminate Kiamichi Railroad Company, Inc. (KRR) as a participating carrier.
Item 620-A - Cancel KRR.
Item 630-A - Cancel KRR.
- Supplement 20 - Item 195-G - Change.
- Supplement 21 - Item 2.10 - Eliminate New England Central Railroad, Inc. (NECR) as Participating Carrier.
Eliminate Peoria and Pekin Union Railway Company (PPU) as Participating Carrier.
Eliminate Santa Maria Valley Railroad Company (SMV) as Participating Carrier.
Item 319-B - Change for account PAL.
Item 552-B - Change for account PAL.
- Supplement 22 - Item 187-E - Change.
Item 192-E - Change.
Item 195-H - Change.
Item 198-B - Canceled.
Item 622-A - Canceled.
- Supplement 23 - Item 70 - Add for account CIC.
Item 450 - Add for account CIC.
- Supplement 24 - Eliminate IORY as a participating carrier.
- Supplement 25 - Item 180-A - Change.
Item 605-B - Change.
- Supplement 26 - Item 195-I - Change.
- Supplement 27 - Item 2.10 - Eliminate Dansville and Mount Morris Railroad Company (DMM) as a Participating Carrier.
Eliminate Genesee and Wyoming Railroad Company (GNWR) as a Participating Carrier.
Eliminate San Diego & Imperial Valley Railroad Company (SDIY) as a Participating Carrier.
- Supplement 28 - Item 620-B - Change.
Item 630-B - Change.
- Supplement 29 - Item 187-F - Change
Item 192-F - Change
Item 195-J - Change
- Supplement 30 - Item 187-F - Brought forward without change
Item 192-F - Brought forward without change
Item 195-K - Change
- Supplement 31 - Item 187-G - Change.
Item 192-G - Change.
Item 195-L - Change.
- Supplement 32 - Item 195-M - Change.
- Supplement 33 - Item 2.10 - Eliminate Loringburg and Southern Railroad Company (LRS) as a Participating Carrier.
Eliminate Nash County Railroad (NCYR) as a Participating Carrier.
- Supplement 34 - Item 2.10 - Eliminate Central Railroad of Indianapolis (CERA) as a Participating Carrier.
- Supplement 35 - Item 195-N - Change.

CONTINUED ON NEXT PAGE

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

SUPPLEMENT 43 TO FT ASLG 6007

ITEM 1.10 (Cont'd.)

SUPPLEMENTS (Cont'd.)

Supplement 36 -Item 2.10 - Eliminate the Ashley Drew & Northern Railway Co. (ADN); Arkansas Louisiana & Mississippi Railroad (ALM); Fordyce & Princeton Railroad (FP); Iowa Traction Railroad Company (IATR); and, Old Augusta Railroad Company (OAR) as Participating Carriers.
Item 425 - Add for account AM

Supplement 37 - Supplement 37 cancels Supplement 36
Item 2.10 - Eliminate the Ashley Drew & Northern Railway Co. (ADN);
Eliminate the Arkansas Louisiana & Mississippi Railroad (ALM);
Eliminate the Fordyce & Princeton Railroad (FP);
Eliminate the Iowa Traction Railroad Company (IATR);
Eliminate the Old Augusta Railroad Company (OAR), as Participating Carriers.
Item 425 - Brought forward for account AM

Supplement 38 - Item 2.10 - Add the Iowa, Chicago & Eastern Railroad Corporation as a Participating Carrier.
Item 499 - Add for account Iowa, Chicago & Eastern Railroad Corporation

Supplement 39 - Item 187-H - Change

Supplement 40 - Item 187-I - Change
Item 192-H - Change
Item 195-O - Change

Supplement 41 - Item 2.10 - Eliminate the Louisiana & Delta Railroad, Inc. as a participating carrier.

Supplement 42 - Item 2.10 - Add M & B Railroad, L.L.C.
Eliminate the Meridian & Bigbee Railroad Company as a participating carrier.
Eliminate the Western Kentucky Railway, L.L.C. as a participating carrier.
Item 35-B - Eliminate Bay Line Railroad, L.L.C.
Item 130-A - Canceled.
Item 536-A - Canceled.
Item 538-A - Canceled.

Supplement 43 - Item 195-P - Change

ITEM 2.10 [PA]

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

ABBR	NAME OF CARRIER	ITEM
ADN	- Ashley, Drew & Northern Railway Company [D-3]	
AKMD	- Arkansas Midland Railroad Company, Inc. [D-2]	
ALM	- Arkansas Louisiana & Mississippi Railroad [D-3]	
AM	- Arkansas and Missouri Railroad Company.....425	
BAYL	- Bay Line Railroad, L.L.C.	
CC	- Chicago, Central & Pacific Railroad Company.....88, 91, 198, 483, 483.12, 483.13, 483.14, 483.15, 483.17, 622	
CIC	- Cedar Rapids and Iowa City Railway Company...70 450	
CEDR	- Cedar River Railroad Company.....82, 85, 86, 470, 470.12, 470.13, 470.15, 470.17	
CERA	- Central Railroad of Indianapolis [D-2]	
DMIR	- Duluth, Missabe and Iron Range Railway Company..498	
DMM	- Dansville and Mount Morris Railroad Company [D-2]	
EJE	- Elgin, Joliet and Eastern Railway Company...112, 500	
FP	- Fordyce & Princeton Railroad [D-3]	
GNWR	- Genesee and Wyoming Railroad Company [D-2]	
HE	- Hollis & Eastern Railroad Company [A-1]	
HE	- Huron and Eastern Railway Company [D-1]	
IAIS	- Iowa Interstate Railroad, Ltc.....35, 120, 121	
IATR	- Iowa Traction Railroad Company [D-2]	
ICE	- Iowa, Chicago & Eastern Railroad Corporation	
IORY	- Indiana & Ohio Railway Company [D-2]	
KRR	- Kiamichi Railroad Company, Inc.[D-2]	
LDRR	- Louisiana & Delta Railroad, Inc. [D-2]	
LINC	- Lewis & Clark Railway Company	
LRS	- Loringburg and Southern Railroad Company [D-2]	
MBRR	- Meridian & Bigbee Railroad Company [D-2]	
MMID	- Maryland Midland Railway, Inc. [D-2]	
MNBR	- M & B Railroad, L.L.C.	
NCYR	- Nash County Railroad [D-2]	
NECR	- New England Central Railroad, Inc. [D-2]	
NENE	- Nebraska Northeastern Railway Company.....460	
OAR	- Old Augusta Railroad Company [D-3]	
PAL	- Paducah & Louisville Railway, Inc.....139, 198, 552, 622	
PPU	- Peoria and Pekin Union Railway Company [D-2]	
SDIY	- San Diego & Imperial Valley Railroad Company [D-2]	
SMV	- Santa Maria Valley Railroad Company [D-2]	
UTAH	- Utah Railway Company [D-2]	
WSOR	- Wisconsin & Southern Railroad Company....[D-2]	
WKRL	- Western Kentucky Railway, L.L.C. [D-2]	

SUPPLEMENT 43 TO FT ASLG 6007

SECTION 1 RULES AND REGULATIONS (APPLIES ONLY ON TANK CARS)				SECTION 1 RULES AND REGULATIONS (APPLIES ONLY ON TANK CARS)			
ITEM 195-P MILEAGE RATE ALLOWANCE ON TANK "T" AND HOUSE CAR "XT" (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOLS) (See Note 1) 1. Mileage rate allowance for cars of foregoing mechanical designations shall be in cents per loaded mile (See Notes 2 and 7) as follows: Col 1 - Original cost or fair market value in dollars (See Note 3, 4, 5 and 6). Col 2 - Cars in service years 1 through 30. Col 3 - Cars in service years 31 and over.				ITEM 195-P (CONT'D) MILEAGE RATE ALLOWANCE ON TANK "T" AND HOUSE CAR "XT" (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOLS) (See Note 1)			
COLUMN 1		[] [NC] COLUMN 2	[] COLUMN 3	COLUMN 1		[] COLUMN 2	[] COLUMN 3
0	- 1000	30.8	30.4	45001	- 46000	63.5	32.9
1001	- 2000	31.5	30.5	46001	- 47000	64.0	32.9
2001	- 3000	32.2	30.5	47001	- 48000	64.5	32.8
3001	- 4000	32.9	30.6	48001	- 49000	65.0	32.8
4001	- 5000	33.7	30.6	49001	- 50000	65.5	32.7
5001	- 6000	34.4	30.7	50001	- 51000	66.1	32.7
6001	- 7000	35.1	30.8	51001	- 52000	66.6	32.6
7001	- 8000	35.9	30.8	52001	- 53000	67.1	32.6
8001	- 9000	36.6	30.9	53001	- 54000	67.6	32.5
9001	- 10000	37.3	30.9	54001	- 55000	68.1	32.5
10001	- 11000	38.0	31.0	55001	- 56000	68.6	32.4
11001	- 12000	38.8	31.0	56001	- 57000	69.1	32.4
12001	- 13000	39.5	31.1	57001	- 58000	69.5	32.3
13001	- 14000	40.2	31.1	58001	- 59000	70.0	32.3
14001	- 15000	40.9	31.2	59001	- 60000	70.5	32.3
15001	- 16000	41.7	31.3	60001	- 61000	71.0	32.2
16001	- 17000	42.4	31.3	61001	- 62000	71.5	32.2
17001	- 18000	43.1	31.4	62001	- 63000	71.9	32.1
18001	- 19000	43.9	31.4	63001	- 64000	72.4	32.1
19001	- 20000	44.6	31.5	64001	- 65000	72.9	32.0
20001	- 21000	45.3	31.5	65001	- 66000	73.3	32.0
21001	- 22000	46.0	31.6	66001	- 67000	73.8	31.9
22001	- 23000	46.8	31.6	67001	- 68000	74.3	31.9
23001	- 24000	47.5	31.7	68001	- 69000	74.7	31.9
24001	- 25000	48.2	31.8	69001	- 70000	75.2	31.8
25001	- 26000	48.9	31.8	70001	- 71000	75.6	31.8
26001	- 27000	49.7	31.9	71001	- 72000	76.1	31.7
27001	- 28000	50.4	31.9	72001	- 73000	76.5	31.7
28001	- 29000	51.1	32.0	73001	- 74000	77.0	31.6
29001	- 30000	51.8	32.0	74001	- 75000	77.4	31.6
30001	- 31000	52.6	32.0	75001	- 76000	77.8	31.6
31001	- 32000	53.3	32.1	76001	- 77000	78.3	31.5
32001	- 33000	54.0	32.2	77001	- 78000	78.7	31.5
33001	- 34000	54.8	32.3	78001	- 79000	79.1	31.4
34001	- 35000	55.5	32.3	79001	- 80000	79.6	31.4
35001	- 36000	56.2	32.4	80001	- 81000	80.0	31.4
36001	- 37000	56.9	32.4	81001	- 82000	80.4	31.3
37001	- 38000	57.7	32.5	82001	- 83000	80.8	31.3
38001	- 39000	58.4	32.5	83001	- 84000	81.2	31.2
39001	- 40000	59.1	32.6	84001	- 85000	81.7	31.2
40001	- 41000	59.8	32.6	(CONT'D ON NEXT PAGE)			
41001	- 42000	60.6	32.7				
42001	- 43000	61.3	32.8				
43001	- 44000	62.0	32.8				
44001	- 45000	62.8	32.9				
(CONT'D IN NEXT COLUMN)							

SECTION 1
RULES AND REGULATIONS
(APPLIES ONLY ON TANK CARS)

ITEM 195-P (CONT'D)
 MILEAGE RATE ALLOWANCE ON TANK "T" AND HOUSE CAR
 "XT"
 (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING
 SYMBOLS)
 (See Note 1)

COLUMN 1	[I]COLUMN 2	[I]COLUMN 3
85001 - 86000	82.1	31.2
86001 - 87000	82.5	31.1
87001 - 88000	82.9	31.1
88001 - 89000	83.3	31.0
89001 - 90000	83.7	31.0
90001 - 91000	84.1	31.0
91001 - 92000	84.5	30.9
92001 - 93000	84.9	30.9
93001 - 94000	85.3	30.9
94001 - 95000	85.7	30.8
95001 - 96000	86.1	30.8
96001 - 97000	86.5	30.7
97001 - 98000	86.9	30.7
98001 - 99000	87.2	30.7
99001 - 100000	87.6	30.6
100001 - 101000	88.0	30.6
101001 - 102000	88.4	30.6
102001 - 103000	88.7	30.5
103001 - 104000	89.1	30.5
104001 - 105000	89.5	30.5
105001 - 106000	89.9	30.4
106001 - 107000	90.2	30.4
107001 - 108000	90.6	30.3
108001 - 109000	91.0	30.3
OVER 109000	91.3	30.3

EXPLANATION OF NOTES

- Designating symbols (mechanical designation) will be assigned to car owner or lessee by the Secretary, Technical Services, Association of American Railroads, upon written application.
- For mileage allowance purposes, the service year of a car is calculated based upon year of construction of underframe. A car's first service year is the year built. Its second service year begins on January 1 of the year following the year built, with succeeding service years starting on January 1 of each following year. If the tanks' service year exceeds 30, the car's service year is considered to be in excess of 30 regardless of year of construction of underframe. For those cars constructed without an underframe, the car's service year is calculated based upon year of construction of tank. Service year is determined by subtracting the year of construction (built/rebuilt) from the current calendar year, plus 1, e.g., (2000 - 1970) + 1 = 31, or Service Years 31 and over allowance bracket.
- For cars built prior to January 1, 1968, assignment of owned or leased cars to value groups will be determined by the undepreciated base classification value. In addition, capitalized additions and betterments shall be added to the value if not already included in the BCV system.

(CONT'D IN NEXT COLUMN)

SECTION 1
RULES AND REGULATIONS
(APPLIES ONLY ON TANK CARS)

ITEM 195-P (CONT'D)
 MILEAGE RATE ALLOWANCE ON TANK "T" AND HOUSE CAR
 "XT"
 (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING
 SYMBOLS)
 (See Note 1)

EXPLANATION OF NOTES

4. Applies as follows:

- For cars built between January 1, 1968 and July 1, 1991, assignment of owned or leased cars to value groups will be determined by the original cost as represented to the original buyer by the manufacturer's invoice price at the time of original installation into service. In the case of a manufacturer-lessor, the fair market value or the value which was certified, or would have been certified, for investment tax credit purposes shall be substituted therefore.
- Assignment to value groups of cars placed into service after July 1, 1991, will be determined by the original cost of the car to the original buyer as stated in the manufacturer's invoice. In only two circumstances, owners may certify an alternative "true value" in lieu of invoice price: (a) manufacturers who retain cars for their own leasing service; and (b) purchasers who can demonstrate that they contributed physical assets of significant value that were used by the manufacturer in fabricating a car, resulting in a reduction of the invoice price by more than \$1,000 per car below the price that otherwise would have been charged. For manufacturers, "true value" is the price for which a car or group of cars manufactured as a group would have been sold in an arm's length transaction. For purchasers who have made a qualifying contribution to fabrication, "true value" is the invoice price plus the depreciated value of the contributed assets distributed over the cars for which the assets were used, subject to the same limitations on "true value" which would apply to a manufacturer.

"True value" shall not exceed the average price of similar cars registered in UMLER at invoice price within the most recent 12 months for which registration information is available in UMLER, adjusted for changes in the market values of new tank cars as reflected in average car prices. If the AAR determines by audit that a certified "true value" exceeds this value limit by an amount that causes a car to be placed in a higher allowance value bracket, the value of the car will be reduced to the appropriate value bracket. In addition, if the AAR determines by audit that a certified "true value" exceeds this value limit by an amount that causes a car to be placed in allowance value bracket more than one bracket above the otherwise applicable brackets, excess allowances paid as a result of the over valuation shall be reimbursed to the paying railroads.

Those owners who certify a "true value" in lieu of invoice price during the calendar year must provide to the AAR an officer's certificate at the end of the year stating that, based on all information available to the owner, the owner has complied with the terms of this item. Car owners must supply for entry into UMLER all information required for tank cars in the UMLER Specification Manual. Notwithstanding any other provision of this tariff item, "true value" will be subject to audit directly by the AAR.

- If applicable, initial into service transportation costs, capitalized original lining costs, capitalized additions and capitalized betterments shall be added to car values determined pursuant to Paragraph A and B, above, if not already included in the value of the car. For cars built after January 1, 1988, capitalized inspection costs shall be added to the value, if applicable and if not already included in the value of the car. Values other than invoice price shall be identified in accordance with the current AAR UMLER format at the time cars are submitted to the Secretary Business Services, AAR, for registration in the UMLER file (see Note 6).

(CONT'D ON NEXT PAGE)

**SECTION 1
RULES AND REGULATIONS
(APPLIES ONLY ON TANK CARS)**

ITEM 195-P (CONT'D)

**MILEAGE RATE ALLOWANCE ON TANK "T" AND HOUSE CAR
"XT"**
(SEE ITEM 196 FOR EXPLANATION OF DESIGNATING
SYMBOLS)
(See Note 1)

EXPLANATION OF NOTES

- D. The rebuilt year and rebuilt valuation of a private car will be utilized for the purpose of computing applicable mileage allowances subject to the following conditions:
1. The car must be rebuilt in accordance with the current requirements of Rule 88, Section C of the Office Manual and Sections A&B of the Field Manual, AAR Interchange Rules. Application for official rebuilt status must be filed with AAR Technical Services and written formal approval received prior to the registering such car in the UMLER file with rebuilt age and valuation data.
 2. Assignment of owned or leased rebuilt cars to value groups will be determined as outlined in Notes 4A, 4B and 4C herein, except that the maximum valuation of a rebuilt private car shall not exceed the lesser of:
 - 75% of the original cost of a comparable new car; or
 - 75% of the calculated replacement cost of the rebuilt car prior to rebuilding, as computed per AAR Interchange Rule 107.
- E. All car ages and values submitted are subject to verification by the AAR, and audit by the AAR or the owners independent public accountant upon reasonable request by the AAR. If the car owner elects to have the audit performed by its independent public accountant, such audit must be performed in a timely fashion in the manner prescribed by the AAR, will be performed at the car owner's expense and must be duly certified by the car owner's auditor as representing the true value of all cars included in such audit. Failure of the car owner to furnish the required car valuation data to the AAR UMLER file, to arrange for the requested audit, or to correct errors determined as a result of such audit, will result in such car(s) being assigned to the lowest applicable mileage allowance rate group.
- F. Maximum original cost or fair market value will be as follows:
- | | |
|---|------------|
| 1. For cars built in 1981 and prior | \$ 64,001 |
| 2. For cars built in 1982 | \$ 58,001 |
| 3. For cars built in 1983 | \$ 56,001 |
| 4. For cars built in 1984 | \$ 51,001 |
| 5. For cars built in 1985 | \$ 54,001 |
| 6. For cars built in 1986 | \$ 66,001 |
| 7. For cars built in 1987 | \$ 62,001 |
| 8. For cars built in 1988 | \$ 63,001 |
| 9. For cars built in 1989 | \$ 64,001 |
| 10. For cars built in 1990 | \$ 67,001 |
| 11. For cars built in 1991 | \$ 71,001 |
| 12. For cars built in 1992 | \$ 70,001 |
| 13. For cars built in 1993 | \$ 76,001 |
| 14. For cars built in 1994 | \$ 74,001 |
| 15. For cars built in 1995 | \$ 80,001 |
| 16. For cars built in 1996 | \$ 83,001 |
| 17. For cars built in 1997 | \$ 84,001 |
| 18. For cars built in 1998 | \$ 89,001 |
| 19. For cars built in 1999 | \$ 94,001 |
| 20. For cars built in 2000 | \$ 92,001 |
| 21. For cars built in 2001 | \$ 106,001 |
| 22. For cars built in 2002 | \$ 109,001 |
| 23. For cars built in 2003 and subsequent | \$ 85,001 |

(Age is determined by subtracting the year of construction (built/rebuilt) from the current calendar year plus 1, e.g. (2000-1988) + 1 = 13.)

(CONT'D IN NEXT COLUMN)

**SECTION 1
RULES AND REGULATIONS
(APPLIES ONLY ON TANK CARS)**

ITEM 195-P (CONT'D)

**MILEAGE RATE ALLOWANCE ON TANK "T" AND HOUSE CAR
"XT"**
(SEE ITEM 196 FOR EXPLANATION OF DESIGNATING
SYMBOLS)
(See Note 1)

EXPLANATION OF NOTES

5. For cars built or rebuilt subsequent to December 31, 1977, all values reported to the AAR UMLER file must be stated in equivalent US dollars based on the applicable exchange rate at the time such cars were built or rebuilt. Subsequent capitalized additions and betterments reported to UMLER must also be stated in equivalent US dollars at the time such improvements were made.
6. Applies as follows:
 - A. Into service transportation costs are those freight charges associated with the movement of a car that is ready for its first load to the locations of the car's original installation into service. Other transportation charges incurred during construction (e.g., to a facility which installs the original lining, etc.) may be included in ledger value provided that the cost is capitalized.
 - B. A capital expenditure is an expenditure intended to benefit future periods in contrast to revenue expenditure/current expense which benefits a current period. It is an addition to a capital asset and is initially reflected on the balance sheet. A capital expenditure normally is subject to depreciation in future years.
 - C. An addition or betterment has the effect of:
 1. extending the useful life of a car beyond the life projected when the car was entered into service; or
 2. increasing a car's normal use beyond that which was in effect when the car was entered into service; or
 3. lowering the operating costs beyond that which was in effect at the time the car was entered into service; or
 4. otherwise adding to the worth of the benefits a car can yield beyond that in effect when the car was entered into service (e.g., enhance safety, etc.)
 Any repair that maintains a car in its customary state of operating efficiency is NOT an addition or betterment.
 - D. An addition is the installation of a new component of a car (not a replacement) which meets the above tests. The value registered in UMLER shall be the cost of the component added, including labor.
 - E. A betterment is the replacement of a component of the car with a superior component. The value registered in UMLER of a betterment should not exceed the cost of the superior component, including labor minus (1) the original value of the component that was replaced (i.e., retired) and (2) the cost (i.e., expense) incurred in removing the old component.
 - F. When a unit of property is removed from a car (i.e., partial retirement), the ledger value registered in UMLER shall be reduced by the original value of the unit removed.
 - G. Any cost recovered under AAR Defect Car Billing, if applicable, must be deducted from the cost of an addition or betterment.

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<p style="text-align: center;">SECTION 1 RULES AND REGULATIONS (APPLIES ONLY ON TANK CARS)</p>	<p style="text-align: center;">EXPLANATION OF REFERENCES CONTAINED HEREIN</p> <p>[A-1] - Supplement 1 corrected name of carrier for abbreviation shown. [D-1] - Cancelled - See [A-1] above. [D-2] - Cancelled. [PA] - Denotes Partial Amendment. [I] - Increase. [R] - Reduction. [NC] - Indicate no change in some charges.</p> <p>Provisions formerly shown and not brought forward are hereby cancelled.</p>
<p>ITEM 195-P (CONT'D)</p> <p style="text-align: center;">MILEAGE RATE ALLOWANCE ON TANK "T" AND HOUSE CAR "XT" (See Item 196 For Explanation Of Designating Symbols) (See Note 1)</p> <p style="text-align: center;">EXPLANATION OF NOTES</p> <p>7. Applies as follows:</p> <p>A. When an owner: (1) makes a valuation correction to the UMLER file; or (2) changes the mechanical designation of cars registered in the UMLER file; and such changes result in an increase or decrease in the mileage allowance rates, the Secretary, Business Services, AAR, will be so notified and the increase or decrease will be applied retroactively. Once cars have been reported to the UMLER file, any of the foregoing corrections or changes that result in a retroactive increase or decrease in the mileage allowance rates will be identified by the Secretary. The car owner is required to furnish the Secretary documented proof of the basis of the correction or change and advise as to any applicable mileage allowance adjustments which are required.</p> <p>B. Retroactive Mileage Allowance Decrease: Within five (5) months from the date of a change to the UMLER file resulting in a retroactive mileage allowance rate decrease, the owner will notify all using carriers of such decrease with either supporting details or a summary of the over-collections, with a copy to the Secretary. After receiving such notification, the using carrier shall deduct such amount(s), in the next open mileage reports to the car owner, plus fifteen (15) percent to reimburse the handling road for audit and associated administrative expenses. If the owner fails to send notification to the users within five months, the Secretary shall notify carriers of the car initial(s) and number(s) involved and the user(s) shall make an adjustment, as described above.</p> <p>C. Retroactive Mileage Allowance Increase: Within five (5) months from the date of a change to the UMLER file resulting in a retroactive mileage allowance rate increase, the owner will notify all using carriers of such increase with either supporting details or a summary of the under collections, with a copy to the Secretary. After receiving such notification, the using carriers shall add such amount(s) in their next open mileage reports to the car owner, less fifteen (15) percent to reimburse the handling roads for audit and associated administrative expense. No retroactive mileage allowance rate increase will be applicable if the owner fails to notify the using carriers of such increase within five (5) months from the date of a change to the UMLER file.</p>	