

THE AMERICAN SHORT LINE RAILROAD ASSOCIATION



FREIGHT TARIFF ASLG 6007

NAMING

MILEAGE ALLOWANCES AND RULES
GOVERNING

HANDLING AND PAYMENT OF MILEAGE

ALSO CHARGES

ON

CARS OF PRIVATE OWNERSHIP

BY

RAILROAD MEMBERS

OF

THE AMERICAN SHORT LINE 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.

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NOTICE		ITEM 2.10	
<p>Matter contained herein constitutes a transfer, for account of carriers which are parties to this tariff, of matter formerly published in Freight Tariff RPS 6007-J.</p>		<p>LIST OF PARTICIPATING CARRIERS ALPHABETIZED BY STANDARD CARRIER ABBREVIATION (SEE NOTE, THIS ITEM)</p>	
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		FWCR	- Florida West Coast Railroad Company
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LIST OF PARTICIPATING CARRIERS ALPHABETIZED BY STANDARD CARRIER ABBREVIATION (SEE NOTE, THIS ITEM)			LIST OF PARTICIPATING CARRIERS ALPHABETIZED BY STANDARD CARRIER ABBREVIATION (SEE NOTE, THIS ITEM)		
ABBR	NAME OF CARRIER	ITEM	ABBR	NAME OF CARRIER	ITEM
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LC	- Lancaster and Chester Railway Company		SO	- South Orient Railroad Company, Ltd.	
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LPN	- Longview, Portland & Northern Railway Company		TOE	- Texas Oklahoma & Eastern Railroad Company.....	35
LRS	- Laurinburg and Southern Railroad Company.....	35	TR	- Tomahawk Railway, Limited Partnership.....	35
LRWN	- Little Rock & Western Railway, L.P.		TRC	- Trona Railway Company.....	35
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OAR	- Old Augusta Railroad Company				
OCTL	- Oil Creek and Titusville Lines, Inc.				

Note - items of general application affecting the participation of any of the above carriers may not necessarily be listed in this column.

(CONT'D IN NEXT COLUMN)

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<p>RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</p>	<p>SECTION 1 (APPLIES ONLY ON TANK CARS)</p>
<p>ITEM 5</p> <p>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</p> <ol style="list-style-type: none"> 1. Where reference is made in this tariff to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and reissues of such items, notes, rules, etc. 2. Where reference is made in this tariff to another tariff by ICC number, such reference applies also to such tariff to the extent it may be applicable on intrastate traffic or traffic to or from Canada. 	<p>ITEM 25</p> <p>APPLICATION</p> <ol style="list-style-type: none"> 1. The term "Cars of Private Ownership", when used in Section 1 of this tariff, is defined as cars bearing other than Railroad Reporting marks that are owned by individuals, firms, corporations, or car companies, including cars owned and/or operated by railroad controlled car lines. 2. Except as otherwise provided herein or as may be provided for in other applicable tariffs, these rules govern the handling of tank cars including the payment of mileage allowances, when used by railroads parties to this tariff individually or jointly, where specifically provided herein, for transportation over their lines as follows: <ol style="list-style-type: none"> A. Between points in the United States (interstate and intrastate) including movements where part of the through route is through the Dominion of Canada. B. Internationally, i.e., between points in the United States and points in the Dominion of Canada. (Applicable only on that portion of the haul within the United States.) C. For that portion of the haul in the United States in connection with movements between points in the Dominion of Canada where part of the through route is through the United States.
<p>ITEM 6</p> <p>EXPLANATION OF REFERENCE MARKS</p> <p>For explanation of reference marks not explained in individual items of this tariff, as amended, see item 99999.</p>	
<p>ITEM 10</p> <p>CONSECUTIVE NUMBERS</p> <ol style="list-style-type: none"> 1. Where consecutive numbers are represented in this tariff by the first and last numbers connected by the word "to" or a hyphen, they will be understood to include both of the numbers shown. 2. If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers. 	
<p>ITEM 15</p> <p>METHOD OF CANCELLING ITEMS</p> <ol style="list-style-type: none"> 1. Except as provided in Paragraph 2, as this Tariff is supplemented, numbered items with letter suffixes cancel correspondingly numbered items in the original tariff, or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A. Example: Item 300-A cancels item 300 or Item 400-B cancels item 400-A, in a prior supplement which in turn cancelled item 400. 2. The latest publication of Item 1.10 cancels any prior issue of item 1.10. 	

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<p align="center">SECTION 1 EXCEPTIONS TO APPLICATION AND RULES (APPLIES ONLY ON TANK CARS)</p>	<p align="center">SECTION 1 EXCEPTIONS TO APPLICATION AND RULES (APPLIES ONLY ON TANK CARS)</p>
<p>ITEM 30</p> <p align="center">GENERAL EXCEPTION</p> <p>1. The rules and mileage allowances published herein will not apply to:</p> <p>A. Cars that are not properly registered in the Official Railway Equipment Register, ICC RER 6412-Series, showing the marked capacities and assigned reporting marks and the gallonage capacities of which are not published in Tank Car Capacities Tariff ICC WTL 6300-Series, except that the gallonage capacities of cars designed and used exclusively for handling commodities on which weights and charges are arrived at by weight and not by gallonage capacities of cars not to be published in Tank Car Capacities Tariff ICC WTL 6300-Series.</p> <p>B. Mileage allowances named in Item 195-Series of this tariff will not apply to cars handled under the provisions of Item 190.</p>	<p>ITEM 50</p> <p align="center">TEXAS MEXICAN RAILWAY COMPANY (TM)</p> <p>1. When for account of TM, empty privately-owned or leased tank cars used or to be used in Intra-Mexican service will be subject to the following provisions:</p> <p>A. Owner or lessee shall secure an entry permit from the involved Mexican carrier prior to empty movement to the border crossing, and permit number must be shown in the written instructions accompanying such car.</p> <p>B. Subsequent to Intra-Mexican service, written instructions for each car entering the U.S. must clearly indicate the exact consignee or facility for disposition of the car prior to movement beyond the border gateways.</p> <p>C. Upon failure to comply with Paragraphs A or B, a holding charge of \$10.00 per day will be assessed for each 24 hours or fraction thereof beginning at 7:00 AM of the day following arrival of such empty privately-owned or leased car at the border crossing, (excluding Saturdays, Sundays and holidays), until provisions of Paragraphs A and B as applicable are fulfilled.</p>
<p>ITEM 35</p> <p align="center">APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM</p> <p>The provisions of Item 187-Series "Equalization of Mileage on Tank Cars of Private Ownership", will not apply in connection with carriers named below:</p> <p>A & G Railroad, L.L.C. Angelina and Neches River Railroad Company Apache Railway Company, The Arkansas, Louisiana & Mississippi Railway Company Bay Line Railroad, L.L.C. Columbia and Cowlitz Railway Company Escanaba and Lake Superior Railroad Company Hampton and Branchville Railroad Company Indiana Harbor Belt Railroad Company Laurinburg and Southern Railroad Company Mississippi Central Railroad Company Mississippi Export Railroad Modesto and Empire Traction Company Peoria and Pekin Union Railway Company Point Comfort and Northern Railway Company Prescott and Northwestern Railroad Company Providence and Worcester Railroad Company Texas, Oklahoma and Eastern Railroad Company Tomahawk Railway, Limited Partnership Trona Railway Company Tulsa Sapulpa Union Railway Company</p>	<p>ITEM 58</p> <p align="center">BELT RAILWAY COMPANY OF CHICAGO (BRC)</p> <p>Mileage rate allowances and rules provided herein will apply to the BRC only on movements originating and terminating for loading or unloading at industries located within the confines of the Chicago Switching District as defined in Chicago Switching Committee Freight Tariff ICC WTL 8020-Series.</p>
<p>ITEM 40</p> <p align="center">ACADIANA RAILWAY COMPANY(AKDN)</p> <p>The provisions of Item 190-Series, or other provisions for the movement of empty cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification or repair, will not apply to such cars moving to or from facilities served by AKDN unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the AKDN. In all other circumstances, the published tariff charges for movement of empty cars on their own wheels shall apply.</p>	<p>ITEM 64</p> <p align="center">BIRMINGHAM SOUTHERN RAILROAD COMPANY (BS)</p> <p>The provisions of Item 190-Series, or other provisions for the movement of empty tank cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification, repair or storage, will not apply to such cars moving to or from facilities served by this railroad unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the BS. In all other circumstances, the published tariff charges in Tariffs ICC BS 8020 or ICC BS 3023-Series for movement of empty cars on their own wheels to and from repair or storage facilities shall apply.</p>
<p> </p>	<p> </p>

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SECTION 1 EXCEPTIONS TO APPLICATION AND RULES (APPLIES ONLY ON TANK CARS)	SECTION 1 EXCEPTIONS TO APPLICATION AND RULES (APPLIES ONLY ON TANK CARS)
<p>ITEM 67</p> <p align="center">BUFFALO & PITTSBURGH RAILROAD, INC. (BPRR)</p> <p>The provisions of Item 190-Series, or other provisions for the movement of empty tank cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification, repair or storage, will not apply to such cars moving to or from facilities served by the BPRR, unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the BPRR. In all other circumstances, the published tariff charges in Tariff ICC BPRR 3000-Series for movement of empty cars on their own wheels to and from repair or storage facilities shall apply.</p>	<p>ITEM 91</p> <p align="center">CHICAGO, CENTRAL AND PACIFIC RAILROAD COMPANY (CC) (Exception to Item 190)</p> <p>When a tank car is released from load on the CC, the empty will be returned via the reverse of the loaded route to the origin station of the last loaded movement. If the owner or lessee of the car desires movement via a different route or to a station other than the origin of the last loaded movement, empty billing instructions, prior to release of car, must be given to:</p> <p align="center">Chicago, Central and Pacific Railroad Company Central Billing Department P. O. Box 1800 Waterloo, IA 50704 Phone-(319) 236-9283; (319) 236-9284 Fax-(319) 236-9281; (800) 728-3299</p> <p>NOTE-No tank car which last contained hazardous material may be transported without having the proper shipping instructions furnished in compliance with Title 49-Code of Federal Regulations.</p>
<p>ITEM 82</p> <p align="center">CEDAR RIVER RAILROAD COMPANY (CEDR)</p> <p>The provisions of Item 190-Series, or other provisions for the movement of empty tank cars without charge, will not apply to or from facilities for cleaning, lining, relining, maintenance, modification, repair or storage when to, from or via the CEDR unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the CEDR. In all other circumstances, the published tariff charges for the movement of empty cars on their own wheels shall apply.</p>	<p>ITEM 94</p> <p align="center">COLUMBUS AND GREENVILLE RAILWAY (CAGY)</p> <p>The provisions of Item 190-Series, or other provisions for the movement of empty tank cars without charge will not apply to such cars moving, to, from, or via the CAGY unless the empty movement is immediately preceded by or followed by a revenue movement via Columbus and Greenville Railway. In all other circumstances, charges published in the Uniform Freight Classification for movement of empty cars on their own wheels observing the single line minimum charge shall apply.</p>
<p>ITEM 85</p> <p align="center">CEDAR RIVER RAILROAD COMPANY (CEDR) (Exception to Item 190)</p> <p>When a tank car is released from load on the CEDR, the empty will be returned via the reverse of the loaded route to the origin station of the last loaded movement. If the owner or lessee of the car desires movement via a different route or to a station other than the origin of the last loaded movement, empty billing instructions, prior to release of car, must be given to:</p> <p align="center">Cedar River Railroad Company Central Billing Department Waterloo, IA 50704 Phone-(319) 236-9283; (319) 236-9284 Fax-(319) 236-9281; (800) 728-3299</p> <p>NOTE - No tank car which last contained hazardous material may be transported without having the proper shipping instructions furnished in compliance with Title 49-Code of Federal Regulations.</p>	<p>ITEM 109</p> <p align="center">EASTERN SHORE RAILROAD, INC. (ESHR)</p> <p>The provisions of Item 190-Series, or other provisions for the movement of empty privately-owned cars without charge, will not apply to such cars moving to, from, or via ESHR unless such empty movement is immediately preceded or followed by a loaded revenue movement involving ESHR. In all other circumstances, charges published in the Uniform Freight Classification for movement of empty cars on own wheels, observing the single line minimum charge, shall apply.</p>
<p>ITEM 88</p> <p align="center">CHICAGO, CENTRAL AND PACIFIC RAILROAD COMPANY (CC)</p> <p>The provisions of Item 190-Series, or other provisions for the movement of empty tank cars without charge, will not apply to or from facilities for cleaning, lining, relining, maintenance, modification, repair or storage when to, from or via the CC unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the CC. In all other circumstances, the published tariff charges for the movement of empty cars on their own wheels shall apply.</p>	<p>ITEM 118</p> <p align="center">INDIANA HARBOR BELT RAILROAD COMPANY (IHB)</p> <p>1. The provisions of Item 190-Series, or other provisions for the movement of empty tank cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification or repair, will not apply to such cars moving to or from facilities served by this railroad unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the IHB. In all other circumstances, the published tariff charges in Tariff ICC IHB 8325-Series for movement of empty cars on their own wheels to and from repair facilities shall apply.</p> <p>2. Mileage rate allowances and rules provided herein will apply to the IHB only on movements originating and terminating for loading or unloading at industries located within the confines of The Chicago Switching District as defined in Western Trunk Line Committee, Agent Freight Tariff ICC WTL 8020-Series.</p>

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SECTION 1 EXCEPTIONS TO APPLICATION AND RULES (APPLIES ONLY ON TANK CARS)	SECTION 1 EXCEPTIONS TO APPLICATION AND RULES (APPLIES ONLY ON TANK CARS)
<p>ITEM 120</p> <p align="center">IOWA INTERSTATE RAILROAD, LTD. (IAIS) (Exception to Item 190-Series)</p> <p>The provisions of Item 190-Series, or other provisions for the movement of empty tank cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification or repair, will not apply to such cars routed via IAIS to and from facilities served by Cedar Rapids and Iowa City Railway unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the IAIS. In all other circumstances, the published tariff charges in Tariff ICC IAIS 3000-D Series for movement of empty cars on their own wheels shall apply.</p>	<p>ITEM 139 (CONT'D)</p> <p align="center">PADUCAH & LOUISVILLE RAILWAY, INC. (PAL)</p> <p>B. When to or from a facility as described in (A), provisions will also apply via a Nortonville or Louisville, Kentucky, interchange, but only in instances where said car is returning to origin from a loaded movement and is routed via the reverse route of the loaded movement. The application of this provision is subject to certification by shipper on the bill of lading to the fact that car is moving via such reverse routing or, lacking certification, the PAL may, at their option, verify that car is moving via such reverse routing from their records. In the event such certification or verification is not made, said car will be returned to the tendering railroad or to the facility, as the case may be.</p> <p>C. When to or from a facility described in (A), provisions will also apply on cars having their ultimate origin or destination as an empty car at a station served by the PAL and moving via its direct route only to or from such a facility.</p> <p>D. When to or from a facility served by a railroad other than the PAL, provisions will apply via a Paducah, Nortonville or Louisville, Kentucky, interchange only in instances where car is returning to origin from a loaded movement and is routed via the reverse route of the loaded movement. The application of the provision is subject to certification by shipper on the bill of lading to the fact that car is moving via such reverse routing or, lacking certification, the PAL may, at their option, verify that car is moving via such reverse routing from their records. In the event such certification or verification is not made, said car will be returned to the tendering railroad.</p> <p>2. In the event a car is inadvertently accepted by the PAL, that does not conform with the provisions outlined in Paragraph (1) of this item, the PAL may, for their operating convenience, move said car to a facility, to specified off junction, or return it to the tendering railroad, allowing the provisions of Item 190 to apply to the movement.</p>
<p>ITEM 121</p> <p align="center">IOWA INTERSTATE RAILROAD, LTD. (IAIS) (Station Nos. 122 to 5006)</p> <p>The maximum allowance under the provisions of Item 195-Series to be paid by IAIS on shipments of Alcoholic Spirits and/or Alcoholic Liqueurs, when originating at points in Indiana and destined to points in California, shall be seventy-five cents per mile.</p>	
<p>ITEM 127</p> <p align="center">KEOKUK JUNCTION RAILWAY (KJRY)</p> <p>The provisions of Item 190-Series, or other provisions for the movement of empty cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification or repair, will not apply to such cars moving to or from facilities served by this railroad unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the KJRY. In all other circumstances, the published tariff charges for movement of empty cars on their own wheels shall apply.</p>	
<p>ITEM 130</p> <p align="center">MERIDIAN AND BIGBEE RAILROAD COMPANY (MBRR)</p> <p>The provisions of Item 190-Series will not apply via the MBRR when via or in connection with the Alabama Great Southern Railroad Company, Cincinnati, New Orleans and Pacific Railway Company, Georgia Southern and Florida Railway Company or Norfolk Southern Railway Company, except from or to Cromwell, Myrtlewood, AL and stations reached only on the MBRR.</p>	<p>ITEM 145</p> <p align="center">SANDERSVILLE RAILROAD COMPANY (SAN)</p> <p>Inbound tank car mileage will be used as an offset to outbound loaded mileage (or vice versa) and the SAN will pay no mileage based on freight mileage table from or to station on its line.</p>
<p>ITEM 139</p> <p align="center">PADUCAH & LOUISVILLE RAILWAY, INC. (PAL)</p> <p>1. The provisions of Item 190-Series, or other provisions for the movement of empty tank cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification, repair or storage, will apply for account of the PAL only as follows:</p> <p>A. When to or from a facility located on and served by the PAL, will only apply via a Paducah, Kentucky, interchange on cars being tendered to or from railroads other than the PAL.</p>	<p>ITEM 148</p> <p align="center">ST MARYS RAILROAD COMPANY (SM)</p> <p>Inbound tank car mileage will be used as an offset to outbound loaded mileage and the SM will pay no mileage based on freight mileage table:</p> <p>From Kingsland, GA to St Marys, GA and from St Marys, GA to Kingsland, GA.</p> <p>From Kingsland, GA to Kings Bay, GA and from Kings Bay, GA to Kingsland, GA.</p>
<p>(CONT'D IN NEXT COLUMN)</p>	

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

ITEM 180

PAYMENT OF MILEAGE

1. Upon written application reporting marks will be assigned to car owner or lessee by the Secretary, Customer Service Division, Association of American Railroads, provided applicants are subscribers to the AAR Mechanical Interchange Agreement. Applications for reporting marks shall state the name and address of the owner and lessee for cars under lease.
2. Mileage allowance must be reported to the car owner (person or company at a single address, to whom the reporting marks are assigned) within one (1) month and ten (10) days from the last day of the month in which it is earned including payment for cars on hand at the end of that month.
3. Mileage allowance for the use of tank cars will be paid only to the person or company at a single address, to whom the reporting marks are assigned provided cars are properly equipped and marked with the assigned reporting marks and car number, and providing further that:
 - A. The marked capacities and assigned reporting marks are properly submitted, not later than the date of the installations of cars in service, to The Official Railway Equipment Register for publication in the next succeeding issue.
 - B. Gallonage capacities are published in Tank Car Capacities Tariff ICC WTL 6300-Series EXCEPT when cars are designed and used exclusively for handling commodities on which weights and charges are arrived at by weight and not by gallonage capacity of cars.
 - C. A description of each car is furnished to the Secretary, Customer Service Division, AAR, as required in the Universal Machine Language Equipment Register for the assignment of applicable mileage allowances. Such information must be received by the Secretary not later than 5:00 PM, E.T. on the last day of the month prior to the month in which the cars are placed in service except, submissions requiring data entry by AAR staff must be received by the 25th day of the month. When the last day of the month falls on a Saturday, Sunday or holiday, such information must be received by 5:00 PM on the last working day prior to the last day of the month except submissions requiring data entry by AAR staff must be received by the 25th day of the month. Cars registered with a transportation code S, X or Y are not eligible for mileage allowances and will be assigned a zero rate.
4. Reporting marks assigned to private car owners shall consist of four letters including the final letter "X".
5. Assigned reporting marks must be painted or stenciled on the body of the car. When reporting mileage allowances, the carding, placarding, or boarding of cars will not be recognized.

ITEM 182

**DEDUCTIONS AND MILEAGE CLAIM HANDLING
PROCEDURES
(Effective With Shipments Originating After December 31, 1992)**

1. Deductions By Railroads To Private Car Owners
 - A. Mileage allowed in error by a railroad, including, but not limited to, mileage allowed at incorrect rates for any reason, may be deducted from the car owner's account within twenty-four (24) months from the last day of the month for which the mileage was reported as earned, but not later. A railroad may render an invoice for mileage allowed in error at any time within twenty-four (24) months from the last day of the month for which the mileage was reported as earned (effective January 1995 service month). Except as provided for in Paragraph 3, an owner-lessee of a private car must remit within eight (8) months after the invoice is presented the entire amount of any invoice issued to it.

(CONT'D IN NEXT COLUMN)

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

ITEM 182 (CONT'D)

**DEDUCTIONS AND MILEAGE CLAIM HANDLING
PROCEDURES
(Effective With Shipments Originating After December 31, 1992)**

- B. Deductions for amounts of \$25.00 or less shall not be taken after the expiration of two (2) months and ten (10) days from the last day of the month the mileage was earned.
2. Claims Issued By Private Car Owners To Railroads.
 - A. A private car owner must, within twenty-four (24) months from the last day of the month the completed cycle was reported, present any claim for mileage allowance discrepancies, including incorrect rates or omissions, to the applicable rail carrier in the prescribed AAR format, as published in AAR Circular No. OT-3 Series in The Official Railway Equipment Register. Claims not presented in the required format will not be processed. The railroad receiving the claim must within the four (4) months from the date on which the claim was presented allow it in whole or in part, or decline it. The private car owner may reissue its claim, if applicable, within four (4) months from the last day of the four (4) month period allowed the railroad which handled the claim prior to reissuance. The railroad receiving the reissued claim must within four (4) months from the date of which the reissued claim was presented allow it in whole or in part or decline it. If the railroad fails to handle the original or reissued claim within the prescribed time limits, it will constitute a valid claim as last presented and must be honored by the railroad to which presented. Claims for amounts of \$25.00 per car per cycle or less shall not be issued. The \$25.00 limit is not applicable where no miles were reported for the railroad cycle.
3. Claims By Owners-Lessors
 - A. If a railroad takes a deduction against or issues an invoice to an owner-lessee for mileage allowed in error, including, but not limited to, mileage allowed at incorrect rates for any reason, but the erroneous allowance payment is not recoverable by the owner-lessee as defined below, the owner-lessee may present a claim for the recovery of the amounts deducted by the railroad or the cancellation of an unpaid invoice within two (2) years of receiving notice of the railroad's deduction or invoice. For application of this tariff provision, an owner-lessee may claim that an erroneous mileage payment is "not recoverable" only when (a) the erroneous mileage payment was actually paid or credited by the owner-lessee to a lessee (except those lessees whose primary business is the leasing of cars to entities other than those within a lessee's corporate family and who ship only incidentally) irrespective of whether the lessee subsequently paid or credited the mileage allowance payment to a sublessee; (b) the erroneous allowance payment cannot be recovered from the lessee because the lessee has declared bankruptcy or sought reorganization or is no longer a lessee of the owner-lessee; (c) the owner-lessee exercised timely efforts to recover the erroneous allowance payment beginning within ninety (90) days of receiving notice of the railroad's deduction or invoice; and (d) the owner-lessee undertook diligent collection efforts to recover the erroneous allowance payments until eight (8) months from the date of such notice or invoice (or until the earlier date of initiation of bankruptcy/reorganization proceedings), including making demands for payment and taking deductions against lessees' accounts. Such a claim must be accompanied by a certificate signed by an officer or other person specifically authorized to sign the certificate of the owner-lessee stating how the claim satisfied each of the requirements set forth above, together with documents reflecting the owner-lessee's collection efforts. If, using reasonable efforts, the railroad is unable to determine whether the lessee's primary business is the leasing of cars to entities other than those in the lessee's corporate family, it shall consult with the owner-lessee, which shall provide the railroad with any evidence of the lessee's shipping activities which may be available to the owner-lessee using reasonable efforts. The owner-lessee shall provide the railroad with an assignment of the owner-lessee's claims and rights to collect the amount not recovered upon payment of the claim or cancellation of the invoice by the railroad.

(CONT'D IN NEXT COLUMN)

<p align="center">SECTION 1 RULES AND REGULATIONS (APPLIES ONLY ON TANK CARS)</p>	<p align="center">SECTION 1 RULES AND REGULATIONS (APPLIES ONLY ON TANK CARS)</p>
<p>ITEM 182 (CONT'D)</p> <p align="center">DEDUCTIONS AND MILEAGE CLAIM HANDLING PROCEDURES (Effective With Shipments Originating After December 31, 1992)</p> <p>B. If the railroad had deducted the amount of an erroneous allowance payment from an owner-lessor, the railroad must remit to the owner-lessor the amount deducted within four (4) months of its receipt of a properly presented, valid claim from the owner-lessor.</p>	<p>ITEM 187 (CONT'D)</p> <p align="center">EQUALIZATION OF MILEAGE ON TANK CARS OF PRIVATE OWNERSHIP</p> <p align="center">PART A AGGREGATE EMPTY MILEAGE VERSUS LOADED MILEAGE (See Note 1)</p> <p>3. Empty mileage accumulated on cars moving to and from repair facilities for modification under DOT mandated retrofit programs or for inspection and/or repair under FRA Emergency Order Nos. 16 and 17, O & M Circular No. 4, or AAR Circular Letter 7697 will not be included in the equalization account. Similar relief will be allowed only for AAR mandated bottom discontinuity programs for 1984 and subsequent equalization years through July 1, 1994; if a special movement to the repair facility is required. (EFFECTIVE January 1, 1993)</p>
<p>ITEM 185</p> <p align="center">COMPUTATION OF MILEAGE (See Exception)</p> <p>1. Mileage will be computed on the basis of actual distance based on freight mileage tables of the individual lines parties to this tariff, lawfully on file with the Interstate Commerce Commission or State Railroad Commissions, via the route of movement from station of origin or station at which received from connecting line to destination station or to stations at which delivered to connecting line without deduction of mileage through switching districts (see Note).</p> <p>2. When the transportation begins and ends, i.e., when a car is both loaded and unloaded, within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.</p> <p align="center">EXPLANATION OF NOTE</p> <p>The intent of the clause "without deduction of mileage through switching districts" is to insure mileage being allowed for the full distance the car moves, via route of movement from freight station of origin to freight station to which destined. When there are two or more freight stations on a road within a switching district, mileage will be paid to or from the station within such district at which the car is actually loaded or unloaded or at which it is received from or delivered to connecting line.</p> <p align="center">EXCEPTION</p> <p>Mileage will be allowed on movements having origin and destination at stations or districts within the Chicago Switching District as defined in Chicago Switching Committee Tariff ICC WTL 8020-Series, provided the movements originate at or are destined to industries having private sidings.</p>	<p>4. Except as outlined in Item 190-Series, Paragraph 2 (C), no adjustments to loaded or empty mileage will be made in the equalization account for mileage caused by error in handling of the reporting railroad or of another railroad, or for mileage accumulated on cars moving on their own wheels to and from repair facilities due to railroad damage or for mileage accumulated due to longer routes for railroad convenience, detours and ICC Service Orders. Rail carriers will make equalization adjustments to the owners of excess reported on-line empty mileage on cars they lease and operate under private marks, or cars of other lessees and/or owners operating on their line for company material, weed killer and similar service.</p> <p>5. Adjustments to loaded or empty mileage will be made in the AAR equalization account for apparent accounting errors in the total mileage reported for participating rail carriers under the following procedures. In the absence of appropriate adjustments being made by the AAR or a participating carrier for such accounting errors, a private car company or owner may request an appropriate adjustment for mileage summaries reported in error, from the involved rail carrier in the format prescribed by the AAR, provided such request is made within thirty (30) days of the forwarding of the monthly AAR "Year to Date Equalization Register" containing the alleged error, furnishing a duplicate of such request to the Secretary, Transportation Division, AAR. The rail carriers will have thirty (30) days from the date of such request in which to decline or make all or a portion of the requested adjustment, advising the Secretary of the handling accorded. If the rail carrier fails to act upon a request for adjustments in the AAR summary totals within the specified time frame, the AAR is authorized to make the adjustment to the equalization account of the private car company or owner for the amount of mileage originally requested. Exceptions to the annual national equalization statement will be handled in accordance with the provisions of Part D (2).</p>
<p>ITEM 187</p> <p align="center">EQUALIZATION OF MILEAGE ON TANK CARS OF PRIVATE OWNERSHIP</p> <p align="center">PART A AGGREGATE EMPTY MILEAGE VERSUS LOADED MILEAGE (See Note 1)</p> <p>1. Should the aggregate empty mileage accumulated by tank cars carrying any of the reporting marks assigned to any one person or company during a calendar year exceed the aggregate loaded mileage during the same calendar year by more than six percent (6%), such excess mileage must be paid for by the person or company to whom the reporting marks are assigned at the rate of thirty-seven (37) cents per mile, without minimum, subject to the procedures outlined in Part D (See Note 2).</p> <p>2. Mileage on empty cars moving on revenue billing will not be included in the equalization account.</p>	<p>ALL requests for adjustments to the equalization account must be presented by the private car company or owner to the involved rail carrier(s) or presented by the rail carrier(s) to the private car company or owner within three (3) years from the last day of the reporting month in question. However, such request for adjustments will not be accepted by the AAR if the involved rail carrier or car owner is no longer an operating entity, except as provided for in Part C.</p> <p>6. Aggregate loaded and empty mileage will be computed on the basis of actual distance, as defined in Item 185-Series. Adjustments made subsequent to the deadline specified in Part D will be computed in the subsequent equalization account year.</p>
<p align="center">(CONT'D IN NEXT COLUMN)</p>	<p align="center">(CONT'D IN NEXT COLUMN)</p>

<p align="center">SECTION 1 RULES AND REGULATIONS (APPLIES ONLY ON TANK CARS)</p>	<p align="center">SECTION 1 RULES AND REGULATIONS (APPLIES ONLY ON TANK CARS)</p>
<p>ITEM 187 (CONT'D)</p> <p align="center">EQUALIZATION OF MILEAGE ON TANK CARS OF PRIVATE OWNERSHIP</p> <p align="center">PART B REPORTING OF ACTUAL LOADED AND EMPTY MILEAGE</p> <p>Each participating carrier will submit a monthly mileage report in the format prescribed by the AAR to the assignee of each reporting mark forty (40) days after the close of the movement month reporting by individual car number the actual loaded and empty miles moved as computed in accordance with Item 185-Series. In addition, total actual monthly loaded and empty mileage accumulated by all cars bearing each reporting mark will be reported to the assignee of such mark in the format prescribed by the AAR, furnishing a duplicate of this summary report to the Secretary, Transportation Division, AAR. Adjustments for prior months will be indicated on this monthly summary report.</p> <p align="center">PART C CHANGE OF OWNERSHIP</p> <p>When a private tank car company or owner discontinues business or disposes of all tank car equipment, any excess empty mileage balance which has accrued to the date of such action, on the tank cars bearing the reporting marks of such company or owner, shall be subject to bill as of that date, in accordance with the provisions of Parts A and D, subject to any applicable adjustments.</p> <p align="center">PART D ANNUAL NATIONAL EQUALIZATION ACCOUNTING</p> <ol style="list-style-type: none"> After May 20 of each year, the Secretary, Transportation Division, AAR will summarize all empty and loaded mileage by reporting mark assigned to any person or company, reporting for the preceding calendar year, by all participating carriers to this tariff. Should the aggregate empty mileage exceed the aggregate loaded mileage of all participating carriers by more than six percent (6%) for any such group of reporting marks, the person or company to whom the reporting marks are assigned will be billed at the rate of thirty-seven (37) cents per mile without minimum and must pay the AAR on behalf of each participating carrier for such excess empty mileage. The charges collected for this excess empty mileage will be distributed to the participating carriers by the AAR in direct proportion to such carriers portion of excess empty mileage to the total accumulated excess empty mileage. Only that mileage and any related adjustments reported to the Secretary prior to May 20 will be considered in determining any excess empty mileage, as outlined herein (See Notes 1, 2 and 3, this item). An annual national equalization statement detailing the excess empty mileage accumulated and any applicable charges will be tendered by the Secretary to the person or company assigned the reporting mark(s) for such cars for verification no later than July 1 of the year succeeding the equalization accounting year. Exceptions to this statement must be received by the Secretary within 30 days of the date tendered, and payment for all excess empty mileage is due immediately thereafter. Any adjustments made by the participating carriers up to and including the March account applicable to the prior year(s) will be incorporated in the equalization accounts for the prior equalization accounting year. Any railroad or AAR adjustments made subsequent to the March account will be carried over to the following equalization accounting year (See Note 3). 	<p>ITEM 187 (CONT'D)</p> <p align="center">EQUALIZATION OF MILEAGE ON TANK CARS OF PRIVATE OWNERSHIP</p> <p align="center">PART D ANNUAL NATIONAL EQUALIZATION ACCOUNTING</p> <ol style="list-style-type: none"> A private car company or owner failing to render complete payment for all excess empty mileage within thirty (30) days of the date its equalization statement is tendered by the AAR will be subject to a penalty of one and a half percent (1.5%) interest per month (i.e., annual rate of 18%) for each calendar month or fraction thereof on any outstanding balance due from the date of the AAR's invoice statement. If any portion of a private car company's or owner's equalization statement remains unpaid in excess of three (3) months from the date initially tendered, all mileage allowances accrued by the tank cars registered in the UMLER file bearing its reporting marks will be withheld by the carriers participating in this item until such time as complete payment including applicable penalty interest is made. Once complete payment is made, the participating carriers will be notified by the AAR and claims for any applicable mileage allowances withheld will be honored, less a 15% penalty charge for the carriers' administrative expense. <p align="center">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> The thirty-seven (37) cents per mile charges for excess empty mileage incurred under the provisions of this item is subject to revision September 1 of each year under Ex Parte No. 328 agreed annual update procedures, and will be retroactively applied to cover the entire calendar year involved. Close out dates specified in Part D may be extended by the AAR for a maximum of 60 days for special national accounting problem conditions, affecting substantially all carriers and all owners. Invoices that have been issued which, after investigation, are determined to have been erroneous due to rail carriers or AAR accounting and/or system errors may be cancelled by the Secretary.
<p align="center">(CONT'D IN NEXT COLUMN)</p>	<p>ITEM 190</p> <p align="center">HANDLING OF EMPTY TANK CARS (See Note 2, This Item)</p> <ol style="list-style-type: none"> When a tank 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 the car or written instructions to hold it, the agent is authorized to forward the empty car to the origin point of the last load via reverse of the loaded route. No tank car which last contained hazardous material may be moved without having shipping instructions furnished as per Title 49 Code of Federal Regulations. Empty tank cars will be handled as follows: <ol style="list-style-type: none"> 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 empty car is consigned or the name and address of the person or company which controls the car. No allowance will be made for mileage of such cars during empty movement.
<p align="center">(CONT'D IN NEXT COLUMN)</p>	<p align="center">(CONT'D IN NEXT COLUMN)</p>

<p style="text-align: center;">SECTION 1 RULES AND REGULATIONS (APPLIES ONLY ON TANK CARS)</p>	<p style="text-align: center;">SECTION 1 RULES AND REGULATIONS (APPLIES ONLY ON TANK CARS)</p>
<p>ITEM 190 (CONT'D)</p> <p style="text-align: center;">HANDLING OF EMPTY TANK CARS (See Note 2, This Item)</p> <p>B. A new car, a car that is restenciled with private reporting marks 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 upon surrender of a bill of lading and will be 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 (See Note 1).</p> <p>C. If the owner or lessee or party issued instructions to forward the empty tank car to the origin point of the last load by specific routing different than the reverse routing of the loaded movement, the total miles of such return movement will be billed at the excess empty mileage rate specified in Item 187-Series without minimum and such empty mileage so billed will be excluded from the equalization account of the owner. This billing will be made to, and collectable from, the person so requesting such variance in the return routing. If the carriers depart from the destinations, junctions or carriers of the reverse route of the load, any resulting excess empty miles will be excluded from the car owner's equalization account by erring carrier.</p> <p style="text-align: center;">EXPLANATION OF NOTES</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. The provisions of this item apply except as otherwise provided in Item 192-Series of this tariff.</p>	<p>ITEM 192 (CONT'D)</p> <p style="text-align: center;">HANDLING AND HOLDING OF EMPTY TANK CARS BY RAILROADS ON RAILROAD TRACK (See Note 1)</p> <p>4. Charges applicable under these provisions will apply to empty private tank cars which the consignee has not ordered to his cleaning, lining, relining, maintenance, modification or repair facility (or his owned or leased tracks in the vicinity thereof) before the expiration of 48 hours free time (not counting Saturdays, Sundays and holidays) after placement. The time calculation will start with the first 7 A.M. subsequent to carrier notification to the consignee that the empty private car is ready for placement, and the time calculation will stop when the carrier places or forwards the car pursuant to instructions or should have placed or forwarded the car pursuant to instructions.</p> <p>5. After expiration of free time as provided in Paragraph 4, charges will be as follows: (See Note 2)</p> <p style="padding-left: 20px;">A. Supplementary handling charge of \$42.00 per car.</p> <p style="padding-left: 20px;">B. Holding charge of \$1.00 per car per calendar day or fraction thereof including Saturdays, Sundays and holidays while held by carrier on non-leased tracks awaiting disposition.</p> <p>6. In the event the consignee orders the car to tracks owned or leased by the consignee in the vicinity of the facility for cleaning, lining, relining, maintenance, modification or repair within the forty-eight (48) hour period described under Paragraph 4, there will be no supplementary handling charge for the movement; however, such cars will be subject to the supplementary handling charge of \$42.00 per car (See Note 2) at such time that the empty tank car is subsequently ordered and moved into the facility for cleaning, lining, relining, maintenance, modification or repair or ordered moved from that facility to the tracks owned or leased by the consignee in the vicinity of the facility.</p> <p>7. Applicable billing will be monthly to the facility involved.</p> <p style="text-align: center;">EXPLANATION OF NOTES</p> <p>1. The rules and charges in this item do not in any way supersede or duplicate existing, or new written contractual operating, side track, track lease, property lease, etc., agreements or tariffs that contain empty private tank car handling and holding provisions as part of the overall agreement.</p> <p>2. Per Ex Parte No. 328, the supplemental handling charge will be revised annually at the same time as the tank car mileage allowance update, utilizing the same method as that prescribed for updating the excess empty mileage equalization charge.</p>
<p>ITEM 192</p> <p style="text-align: center;">HANDLING AND HOLDING OF EMPTY TANK CARS BY RAILROADS ON RAILROAD TRACK (See Note 1)</p> <p>1. The rules and charges in this item apply only to empty private tank cars consigned to non-railroad repair facilities; i.e., facilities for cleaning, lining, relining, maintenance, modification or repair.</p> <p>2. The rules and charges do not apply to:</p> <p style="padding-left: 20px;">A. Empty private tank cars moving as revenue freight under the provisions of Item 190-Series, Paragraph B 2.</p> <p style="padding-left: 20px;">B. Empty private tank cars handled or held for carrier operating convenience.</p> <p style="padding-left: 20px;">C. Empty private tank cars en route to facilities for cleaning, lining, relining or repair for heavy repairs following railroad damage.</p> <p style="padding-left: 20px;">D. Empty private tank cars en route to repair facilities located on the premises of a shipping facility, provided that the empty car, after repair, is subsequently shipped from the facility in revenue freight service.</p> <p>3. No allowance will be made by carriers for mileage accrued during supplemental empty movement of tank cars that are assessed charges as provided in Paragraph 5.</p>	
<p style="text-align: center;">(CONT'D IN NEXT COLUMN)</p>	

FREIGHT TARIFF ICC ASLG 6007

SECTION 1 RULES AND REGULATIONS (APPLIES ONLY ON TANK CARS)			SECTION 1 RULES AND REGULATIONS (APPLIES ONLY ON TANK CARS)		
ITEM 195 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 (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	COLUMN 2	COLUMN 3	COLUMN 1	COLUMN 2	COLUMN 3
\$ 0 - 1000	32.7	32.2	40001 - 41000	65.9	33.1
1001 - 2000	33.6	32.3	41001 - 42000	66.6	33.1
2001 - 3000	34.6	32.4	42001 - 43000	67.3	33.0
3001 - 4000	35.5	32.5	43001 - 44000	68.0	33.0
4001 - 5000	36.5	32.6	44001 - 45000	68.7	33.0
5001 - 6000	37.5	32.7	45001 - 46000	69.4	33.0
6001 - 7000	38.4	32.7	46001 - 47000	70.0	33.0
7001 - 8000	39.4	32.8	47001 - 48000	70.7	33.0
8001 - 9000	40.3	32.9	48001 - 49000	71.4	32.9
9001 - 10000	41.3	33.0	49001 - 50000	72.0	32.9
10001 - 11000	42.2	33.1	50001 - 51000	72.7	32.9
11001 - 12000	43.2	33.2	51001 - 52000	73.3	32.9
12001 - 13000	44.2	33.2	52001 - 53000	74.0	32.9
13001 - 14000	45.1	33.3	53001 - 54000	74.6	32.8
14001 - 15000	46.1	33.4	54001 - 55000	75.3	32.8
15001 - 16000	47.0	33.5	55001 - 56000	75.9	32.8
16001 - 17000	48.0	33.6	56001 - 57000	76.5	32.8
17001 - 18000	48.8	33.6	57001 - 58000	77.2	32.8
18001 - 19000	49.6	33.5	58001 - 59000	77.8	32.8
19001 - 20000	50.4	33.5	59001 - 60000	78.4	32.7
20001 - 21000	51.2	33.5	60001 - 61000	79.0	32.7
21001 - 22000	52.0	33.5	61001 - 62000	79.7	32.7
22001 - 23000	52.7	33.5	62001 - 63000	80.3	32.7
23001 - 24000	53.5	33.4	63001 - 64000	80.9	32.7
24001 - 25000	54.3	33.4	64001 - 65000	81.5	32.7
25001 - 26000	55.0	33.4	65001 - 66000	82.1	32.6
26001 - 27000	55.8	33.4	66001 - 67000	82.7	32.6
27001 - 28000	56.6	33.3	67001 - 68000	83.3	32.6
28001 - 29000	57.3	33.3	68001 - 69000	83.9	32.6
29001 - 30000	58.0	33.3	69001 - 70000	84.5	32.6
30001 - 31000	58.8	33.3	70001 - 71000	85.1	32.6
31001 - 32000	59.5	33.3	71001 - 72000	85.6	32.5
32001 - 33000	60.3	33.2	72001 - 73000	86.2	32.5
33001 - 34000	61.0	33.2	73001 - 74000	86.8	32.5
34001 - 35000	61.7	33.2	74001 - 75000	87.4	32.5
35001 - 36000	62.4	33.2	75001 - 76000	87.9	32.5
36001 - 37000	63.1	33.2	76001 - 77000	88.5	32.5
37001 - 38000	63.8	33.1	77001 - 78000	89.1	32.4
38001 - 39000	64.5	33.1	78001 - 79000	89.6	32.4
39001 - 40000	65.2	33.1	79001 - 80000	90.2	32.4
			OVER 80000	90.8	32.4
(CONT'D IN NEXT COLUMN)			(CONT'D IN NEXT COLUMN)		

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

ITEM 195 (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

1. Designating symbols (mechanical designation) will be assigned to car owner or lessee by the Secretary, Mechanical Division, Association of American Railroads, upon written application.
2. 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., (1986 - 1956) + 1 = 31, or Service Years 31 and over allowance bracket.
3. 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.
4. Applies as follows:
 - A. 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.
 - B. 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.

(CONT'D IN NEXT COLUMN)

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

ITEM 195 (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

- B. (Cont'd)

"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.
- C. 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 Transportation Division, AAR, for registration in the UMLER file (see Note 6).
- 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, Sections B&D of the Office Manual and Sections A&B of the Field Manual, AAR Interchange Rules. Application for official rebuilt status must be filed with the AAR Mechanical Division 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.

(CONT'D IN NEXT COLUMN)

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

ITEM 195 (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

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 and subsequent	\$80,001

(Age is determined by subtracting the year of construction (built/rebuilt) from the current calendar year plus 1, e.g. (1994-1972) + 1 = 13.)

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. No adjustments to mileage allowances accrued prior to August 1, 1980 will be required.

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.

(CONT'D IN NEXT COLUMN)

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

ITEM 195 (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

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.

7. Applies as follows:

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, Transportation Division, 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.

(CONT'D IN NEXT COLUMN)

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

ITEM 195 (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

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.

(The fifteen (15) percent additional amount for audit and administrative expense applies only to over-collections due to retroactive decreases in allowances resulting from corrections or changes made to the UMLER file after June 30, 1984.)

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.

(The fifteen (15) percent deduction for audit and administrative expense applies only to under collection due to retroactive increases in allowances resulting from corrections or changes made to the UMLER file after June 30, 1984.)

ITEM 196

EXPLANATION OF SYMBOLS USED IN ITEM 195

SYMBOL	EXPLANATION
"T"	Tank Car. Tank car means any car which is used only for the transportation of liquids, liquified gases, compressed gases, or solids that are liquified prior to unloading. Car may be without underframe if container serving as superstructure is designed to serve as underframe. If car has underframe, it must be designed only for the carriage of one or more enclosed containers (with or without compartments) that form the superstructure and are integral parts of the car. All such containers must be securely attached to underframe when offered for transportation but may have demountable features.
"XT"	A house car with or without doors either metal lined or enclosing one or more tanks.

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

ITEM 198

AEI TAG ALLOWANCE [10] - [11]

1. The participating Class II carriers to this tariff item will pay via the AAR acting as their agent a special one-time allowance in the amount of \$78.00 per car to the private car owner for the application per AAR specifications of two AEI (automatic equipment identification) tags (i.e., transponders) meeting the current AAR specifications at the time tagged for all private cars built/rebuilt prior to April 1, 1992. The participating Class II carriers may tag private cars built/rebuilt prior to April 1, 1992, provided such cars' AAR UMLER records carry the special UMLER AEI code authorizing such tagging pursuant to this tariff item. If a rail carrier applies AEI tags to a private car pursuant to this tariff item, the applicable AEI tag allowance will be paid directly to the railroad applying the AEI tags on behalf of the private car owner. Proof of tagging will be based upon the insertion of the applicable AEI code in the car's AAR UMLER record.
2. The term "private car" as used herein includes all private cars stenciled with reporting marks ending in "X" except TTX, Railbox and Railgon Company cars. The owner of a private car is considered to be the party to whom the car's reporting marks are assigned.
3. The tag allowance payments accruing under this item will be prorated among the participating Class II carriers based upon each railroad's proportion of the total loaded miles handled for private tank cars for the years 1988-1989-1990 by all of the participating carriers.

EXPLANATION OF REFERENCE MARKS

[10] Provisions of this item will NOT apply for account of the following carriers: CC, DME, MRL, PAL, and TM.

[11] The provisions of this item will apply for the account of the Central Michigan Railway (CMGN).

SECTION 2
(APPLIES ON CARS OTHER THAN TANK CARS)

ITEM 400

APPLICATION

1. The term "Cars of Private Ownership", when used in Section 2 of this tariff, is defined as cars bearing other than Railroad Reporting marks that are owned by individuals, firms, corporations, or car companies, including cars owned and/or operated by railroad controlled car lines.
2. Except as otherwise provided herein, or as may be provided for in other applicable tariffs, these rules govern the handling of cars other than tank cars, including the payment of mileage allowances when used by railroads parties to this tariff individually or jointly where specifically provided herein, for transportation over their lines, as follows:
 - A. Between points in the United States (interstate and intrastate) including movements where part of the through route is through the Dominion of Canada.
 - B. Internationally, i.e., between points in the United States and points in the Dominion of Canada.
 - C. For that portion of the haul in the United States in connection with movements between points in the Dominion of Canada where part of the through route is through the United States.

FREIGHT TARIFF ICC ASLG 6007

<p align="center">SECTION 2 EXCEPTIONS TO APPLICATION AND RULES (APPLIES ON CARS OTHER THAN TANK CARS)</p>	<p align="center">SECTION 2 EXCEPTIONS TO APPLICATION AND RULES (APPLIES ON CARS OTHER THAN TANK CARS)</p>
<p>ITEM 405</p> <p align="center">GENERAL EXCEPTION</p> <p>1. The rules and mileage allowances published herein will not apply to:</p> <p>A. Cars that are submitted later than the date of installation in service to the Official Railway Equipment Register, ICC RER 6412, reissues thereof and supplements thereto, for publication in the next succeeding issue, showing the marked capacities, length, cubical capacities and assigned reporting marks.</p> <p>B. Private railroad-controlled refrigerator cars included in time-mileage car hire settlements. (See Note 1).</p> <p>C. Railroad controlled cars bearing private reporting marks equipped with bi- or tri-level racks moving under direction or authority of the rack owner enroute to or from non-railroad facilities for the repair or modification of such racks.</p> <p>2. Mileage allowances will not apply to cars handled under the provisions of Item 615, Parts A.2., B.2.B. and C.2.D. and C.2.E.</p> <p align="center">EXPLANATION OF NOTES</p> <p>1. Applicable only to free running cars owned by the Fruit Growers Express Co., per ICC Decision in Ex Parte No. 334. served August 22, 1979.</p>	<p>ITEM 416</p> <p align="center">ANN ARBOR RAILROAD COMPANY (AA)</p> <p>The AA will pay an allowance of one and one-half (1.5) cents per mile for gondola cars with mechanical designation "GBS" marked TPPX 30101-30152 and TPPX 40101-40150.</p>
<p>ITEM 410</p> <p align="center">TEXAS MEXICAN RAILWAY COMPANY (TM)</p> <p>1. When for account of TM, empty privately-owned or leased cars used or to be used in Intra-Mexican service will be subject to the following:</p> <p>A. Owner or lessee shall secure an entry permit from the involved Mexican carrier prior to empty movement to the border crossing and permit number must be shown in the written instructions accompanying such car.</p> <p>B. Subsequent to Intra-Mexican service, written instructions for each car entering the U.S. must clearly indicate the exact consignee or facility for disposition of the car prior to movement beyond the border gateways.</p> <p>C. Upon failure to comply with Paragraphs A or B, a holding charge of \$10.00 per day will be assessed for each 24 hours or fraction thereof beginning at 7:00 AM of the day following arrival of such empty privately owned or leased car at the border crossing (excluding Saturdays, Sundays and holidays), until provisions of Paragraphs A and B as applicable are fulfilled.</p>	<p>ITEM 430</p> <p align="center">BELT RAILWAY COMPANY OF CHICAGO (BRC)</p> <p>Mileage rate allowances and rules provided herein will apply to the BRC only on movements originating and terminating for loading or unloading at industries located within the confines of the Chicago Switching District as defined in Chicago Switching Committee Freight Tariff ICC WTL 8020-Series.</p>
<p>ITEM 412</p> <p align="center">ACADIANA RAILWAY COMPANY (AKDN)</p> <p>The provisions of Item 615-Series, or other provisions for the movement or handling of empty freight cars, other than tank cars, without charge to or from facilities for cleaning, lining, relining, maintenance, modification or repair, will not apply to such cars moving to or from facilities served by AKDN unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the AKDN. In all other circumstances, the published tariff charges for movement of empty cars on their own wheels shall apply.</p>	<p>ITEM 437</p> <p align="center">BIRMINGHAM SOUTHERN RAILROAD COMPANY (BS)</p> <p>The provisions of Item 615-Series, or other provisions for the movement or handling of empty freight cars, other than tank cars, without charge to or from facilities for cleaning, lining, relining, maintenance, modification or repair or storage, will not apply to such cars moving to or from facilities served by this railroad unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the BS. In all other circumstances the published tariff charges in Tariffs ICC BS 8020 or ICC BS 3023-Series for movement of empty cars on their own wheels to and from repair or storage facilities shall apply.</p>
	<p>ITEM 446</p> <p align="center">BUFFALO & PITTSBURGH RAILROAD, INC. (BPRR)</p> <p>The provisions of Item 615-Series, or other provisions for the movement or handling of empty freight cars, other than tank cars, without charges to or from facilities for cleaning, lining, relining, maintenance, modification or repair or storage, will not apply to such cars moving to or from facilities served by the BPRR. In all other circumstances, the published tariff charges in Tariff ICC BPRR 3000-Series for movement of empty cars on their own wheels to and from repair or storage facilities shall apply.</p>

FREIGHT TARIFF ICC ASLG 6007

SECTION 2 EXCEPTIONS TO APPLICATION AND RULES (APPLIES ON CARS OTHER THAN TANK CARS)	SECTION 2 EXCEPTIONS TO APPLICATION AND RULES (APPLIES ON CARS OTHER THAN TANK CARS)
<p>ITEM 470</p> <p align="center">CEDAR RIVER RAILROAD COMPANY (CEDR)</p> <p>The provisions of Item 615-Series, or other provisions for the movement of empty freight cars, other than tank cars, without charge, will not apply to, from or via the CEDR unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the CEDR. In all other circumstances, the published tariff charges for movement of empty cars on their own wheels shall apply.</p>	<p>ITEM 484.25</p> <p align="center">CHICAGO SOUTHSORE AND SOUTH BEND RAILROAD (CSS)</p> <ol style="list-style-type: none"> The provisions of Part B of Item 615-Series, or other provisions allowing the movement of empty open top freight cars for use in coal service will not apply to such cars moving on the CSS unless the empty move is immediately prior to, or subsequent to a loaded revenue line-haul move via the CSS. If the empty move is not immediately prior to, or subsequent to a loaded revenue line-haul move, the rates in CSS Tariff 4810-Series will apply.
<p>ITEM 471</p> <p align="center">NEW ENGLAND CENTRAL RAILROAD, INC. (NECR)</p> <p>The NECR will pay an allowance of five (5) cents per mile for bulkhead flat cars with mechanical designation "FB" and inside length of at least 48 feet, 6 inches but not exceeding 61 feet, 0 inches; and six (6) cents per mile for bulkhead flat cars with mechanical designation "FB" and inside length in excess of 61 feet, 0 inches.</p>	<p>ITEM 485</p> <p align="center">COLUMBUS AND GREENVILLE RAILWAY (CAGY)</p> <p>The provisions of Item 615-Series, or other provisions for the movement of empty freight cars without charge will not apply to such cars moving to, from, or via the CAGY unless the empty movement is immediately preceded by or followed by a revenue movement via CAGY. In all other circumstances, charges published in the Uniform Freight Classification for movement of empty cars on their own wheels observing the single line minimum charge will apply.</p>
<p>ITEM 472</p> <p align="center">ILLINOIS & MIDLAND RAILROAD, INC. (IMRR)</p> <p>The IMRR will pay an allowance of four and one-half (4.5) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs or other equipment suitable for handling packaged units of lumber and building products.</p>	<p>ITEM 495</p> <p align="center">THE DAKOTA, MINNESOTA AND EASTERN RAILROAD CORPORATION (DME) (APPLIES ONLY FOR SHIPMENTS OF GRAIN, OIL KERNELS, NUTS OR SEEDS, AND FIELD SEEDS WITH STCC NUMBERS BEGINNING WITH 01 13, 01 14, AND 01 15 AS LISTED IN TARIFF ICC STCC 6001-SERIES)</p> <p>The DME will pay the mileage rate allowance on special car type "LO" as provided in Item 621, subject to a maximum mileage allowance of 18 cents per actual loaded mile.</p>
<p>ITEM 483</p> <p align="center">CHICAGO, CENTRAL AND PACIFIC RAILROAD COMPANY (CC)</p> <p>The provisions of Item 615-Series, or other provisions for the movement of empty freight cars, other than tank cars, without charge, will not apply to, from or via the CC unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the CC. In all other circumstances, the published tariff charges for movement of empty cars on their own wheels shall apply.</p>	
<p>ITEM 484</p> <p align="center">CHICAGO, SOUTH SHORE AND SOUTH BEND RAILROAD (CSS)</p> <p>The CSS will pay an allowance of four (4) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs or other equipment suitable for handling packaged units of lumber and building products.</p>	

FREIGHT TARIFF ICC ASLG 6007

<p align="center">SECTION 2 EXCEPTIONS TO APPLICATION AND RULES (APPLIES ON CARS OTHER THAN TANK CARS)</p>	<p align="center">SECTION 2 EXCEPTIONS TO APPLICATION AND RULES (APPLIES ON CARS OTHER THAN TANK CARS)</p>
<p>ITEM 520</p> <p align="center">INDIANA HARBOR BELT RAILROAD COMPANY (IHB)</p> <p>1. The provisions of Item 615-Series, or other provisions for the movement or handling of empty freight cars, other than tank cars, without charge to or from facilities for cleaning, lining, relining, maintenance, modification or repair will not apply to such cars moving to or from facilities served by this railroad unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the IHB. In all other circumstances, the published tariff charges in Tariff ICC IHB 8325-Series for movement of empty cars on their own wheels to and from repair facilities shall apply.</p> <p>2. Mileage rate allowances and rules provided herein will apply to the IHB only on movements originating and terminating for loading or unloading at industries located within the confines of the Chicago Switching District as defined in Western Trunk Line Committee, Agent Freight Tariff ICC WTL 8020-Series.</p>	<p>ITEM 538</p> <p align="center">MERIDIAN AND BIGBEE RAILROAD COMPANY (MBRR)</p> <p>The provisions of Item 615 will not apply via the MBRR when via or in connection with the Alabama Great Southern Railway Co., Cincinnati, New Orleans and Pacific Railway Co., Georgia Southern and Florida Railway Co. or Norfolk Southern Railway Co., except from or to Cromwell, Myrtlewood, AL and stations reached only on the MBRR.</p>
<p>ITEM 521</p> <p align="center">INDIANA HARBOR BELT RAILROAD COMPANY (IHB)</p> <p>The provisions of Items 615 and 620 will not apply on privately-owned freight cars carrying markings DODX 39810 through 39829, or other depressed center flat cars equipped with permanently applied container or containers or framework as a shield for radioactive materials.</p>	<p>ITEM 552</p> <p align="center">PADUCAH & LOUISVILLE RAILWAY, INC. (PAL)</p> <p>1. The provisions of Item 615-Series, or other provisions for the movement of empty private freight cars, other than tank cars, without charge to or from facilities for cleaning, lining, relining, maintenance, modification, repair or storage, will apply for account of the PAL only as follows:</p> <p>A. When to or from a facility located on and served by the PAL, will only apply via a Paducah, Kentucky, interchange on cars being tendered to or from railroads other than the PAL.</p> <p>B. When to or from a facility as described in (A), provisions will also apply via a Nortonville or Louisville, Kentucky, interchange, but only in instances where said car is returning to origin from a loaded movement and is routed via the reverse route of the loaded movement. The application of this provision is subject to certification by shipper on the bill of lading to the fact that car is moving via such reverse routing or, lacking certification, the PAL, may, at their option, verify that car is moving via such reverse routing from their records. In the event such certification or verification is not made, said car will be returned to the tendering railroad or to the facility, as the case may be.</p> <p>C. When to or from a facility described in (A), provisions will also apply on cars having their ultimate origin or destination as an empty car at a station served by the PAL, and moving via its direct route only to or from such a facility.</p> <p>D. When to or from a facility served by a railroad other than the PAL, provisions will apply via a Paducah, Nortonville or Louisville, Kentucky, interchange only in instances where car is returning to origin from a loaded movement and is routed via the reverse route of the loaded movement. The application of the provision is subject to certification by shipper on the bill of lading to the fact that car is moving via such reverse routing or, lacking certification, the PAL, may, at their option, verify that car is moving via such reverse routing from their records. In the event such certification or verification is not made, said car will be returned to the tendering railroad.</p> <p>2. In the event a car is inadvertently accepted by the PAL, that does not conform with the provisions outlined in Paragraph (1) of this item, the PAL, may, for their operating convenience, move said car to a facility, to the specified off junction, or return it to the tendering railroad, allowing the provisions of Item 615 to apply to the movement.</p>
<p>ITEM 530</p> <p align="center">KEOKUK JUNCTION RAILWAY (KJRY)</p> <p>The provisions of Item 615-Series, or other provisions for the movement or handling of empty freight cars, other than tank cars, without charge to or from facilities for cleaning, lining, relining, maintenance, modification or repair will not apply to such cars moving to or from facilities served by KJRY unless empty movement is immediately preceded by or followed by a loaded revenue movement via KJRY. In all other circumstances, the published tariff charges for movement of empty cars on their own wheels shall apply.</p>	
<p>ITEM 536</p> <p align="center">MERIDIAN AND BIGBEE RAILROAD COMPANY (MBRR)</p> <p>The MBRR will pay an allowance of ten (10) cents per loaded mile for bulkhead flat cars with mechanical designation "FB" and inside length of at least 48 feet, 6 inches but not exceeding 61 feet, 0 inches; and twelve (12) cents per loaded mile for bulkhead flat cars with mechanical designation "FB" and length in excess of 61 feet, 0 inches.</p>	

SECTION 2
EXCEPTIONS TO APPLICATION AND RULES
(APPLIES ON CARS OTHER THAN TANK CARS)

ITEM 556

SANDERSVILLE RAILROAD COMPANY (SAN)

Inbound hopper car mileage will be used as an offset to outbound loaded mileage (or vice versa) and the SAN will pay no mileage on "LO" hopper cars based on freight mileage table from or to stations on its line.

ITEM 557

SAN DIEGO AND IMPERIAL VALLEY RAILROAD CORPORATION (SDIY)

The provisions of Items 615 and 620 will not apply on privately-owned freight cars carrying markings DODX 39810 through 39829, or other depressed center flat cars equipped with permanently applied container or containers or framework as a shield for radioactive materials.

ITEM 560

ST MARYS RAILROAD COMPANY (SM)

Inbound hopper car mileage will be used as an offset to outbound loaded mileage and the SM will pay no mileage on "LO" hopper cars based on freight mileage table.

- A. From Kingsland, GA to St Marys, GA
 From St Marys, GA to Kingsland, GA
- B. From Kingsland, GA to Kings Bay, GA
 From Kings Bay, GA to Kingsland, GA

ITEM 588

TEXAS MEXICAN RAILWAY COMPANY (TM)
 (Applies only on shipments of grain or grain products with Standard Transportation Commodity Code numbers shown in Note 1 while on the rails of the TM)

The TM will pay the mileage allowance on special car type "LO" as provided in Item 621, subject to a maximum mileage allowance of twenty-four (24) cents per loaded mile.

EXPLANATION OF NOTE

1. This item applies only on commodities with the following Standard Transportation Commodity Code Numbers:

01 131	20 45
01 132	20 467
01 133	20 469
01 135	20 619
01 136	20 823
01 137	20 831
01 139	20 832
01 142	20 839
01 144	20 859
01 149	20 914 10 thru 20 914 50
01 992	20 923 14 thru 20 923 27
20 41	20 923 55
20 421 40 thru 20 421 96	20 923 90
20 432	20 939

The Standard Transportation Commodity Code numbers referred to are as described (and also embrace all articles assigned additional digits listed thereunder) in Tariff ICC STCC 6001-Series.

<p style="text-align: center;">SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)</p>	<p style="text-align: center;">SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)</p>
<p>ITEM 600</p> <p style="text-align: center;">REFRIGERATOR CARS</p> <p>For rules governing acceptance and furnishing of refrigerator cars, see Perishable Protective Tariff ICC PPT 619-Series.</p>	<p>ITEM 605 (CONT'D)</p> <p style="text-align: center;">USE OF PRIVATE CARS AND PAYMENT OF MILEAGE</p> <p>C. A description of each car is furnished to the Secretary, Customer Service Division, AAR, as required in the Universal Machine Language Equipment Register, for the assignment of applicable mileage allowances. Such information must be received by the Secretary not later than 5:00 PM, E.T. on the last day of the month prior to the month in which cars are placed in service except, submissions requiring data entry by AAR staff must be received by the 25th day of the month.. When the last day of the month falls on a Saturday, Sunday or holiday, such information must be received by 5:00 PM on the last working day prior to the last day of the month except submissions requiring data entry by AAR staff must be received by the 25th day of the month. Cars registered with a transportation code S, X, or Y are not eligible for mileage allowances and will be assigned a zero rate.</p>
<p>ITEM 605</p> <p style="text-align: center;">USE OF PRIVATE CARS AND PAYMENT OF MILEAGE</p> <ol style="list-style-type: none"> 1. Reporting marks will be assigned for use on cars other than tank cars only by the Secretary, Customer Service Division, Association of American Railroads. As a condition for the assignment and retention of reporting marks, applicants must be subscribers to the AAR Mechanical Interchange Agreement and all cars bearing such reporting marks must be properly registered in the Universal Machine Language Equipment Register (UMLER). Application for use of cars bearing such reporting marks shall state the name of owner (assignee of reporting marks) and lessee, if leased, and the station or stations and industry or industries at which loads are intended to originate, and the name of the first line haul carrier or carriers. The Application will be transmitted by the Secretary to the originating line haul carrier(s) for approval. Application for approval for shipper provided cars cannot be denied by the carriers except for reasons of safety, mechanical factors or inadequate storage space. (See Note) 2. After reporting marks are approved, the cars may be used by the owner or lessee for the origination of traffic only at the station or stations on the carrier or carriers that granted application approval as to use of the cars for the origination of traffic at some other station or stations, or some other carrier or carriers application must be made by the owner or lessee to the Secretary, who will notify the involved carrier or carriers. 3. After reporting marks have been assigned, they may be used on any cars that meet the requirements of the AAR Mechanical Interchange Rules and which are properly registered in UMLER. 4. The number of cars of any type shall not be increased nor shall destroyed cars be replaced without specific authority granted by the originating line haul carrier(s) who shall notify the Secretary who shall in turn, notify the applicant. 5. Mileage allowance must be reported to the car owner (person or company at a single address, to whom the reporting marks are assigned) within one (1) month and ten (10) days from the last day of the month in which it is earned including payment for cars on hand at the end of that month. 6. Mileage allowance for the use of cars will be paid only to the person or company, at a single address, to whom the reporting marks are assigned provided cars are properly equipped and marked with the assigned reporting marks and car number, and provided further: <ol style="list-style-type: none"> A. The marked capacity and assigned reporting marks are properly submitted, not later than the date of installation of cars in service, to the Official Railway Equipment Register for publication in the next succeeding issue. B. Refrigerator cars of private ownership are handled in conformity with the provisions of Rule 36 (or successive issues) Perishable Protective Tariff ICC PPT 619. 	<ol style="list-style-type: none"> 7. Reporting marks assigned to private car owners will consist of four letters including the final letter "X". 8. Assigned reporting marks must be painted or stenciled on the body of the car. When reporting mileage allowances, carding, placarding or boarding of cars will not be recognized. <p style="text-align: center;">EXPLANATION OF NOTE</p> <p>Application for use of private cars may be secured from: Secretary, Customer Service Division Association of American Railroads 50 F Street, N.W. Washington, D. C. 20001 (202) 639-2369</p>
<p style="text-align: center;">(CONT'D IN NEXT COLUMN)</p>	<p>ITEM 606</p> <p style="text-align: center;">DEDUCTIONS AND MILEAGE CLAIM HANDLING PROCEDURES <i>(Effective With Shipments Originating After December 31, 1992)</i></p> <ol style="list-style-type: none"> 1. Deductions By Railroads To Private Car Owners <ol style="list-style-type: none"> A. Mileage allowed in error by a railroad, including but not limited to, mileage allowed at incorrect rates for any reason, may be deducted from the car owner's account within twenty-four (24) months from the last day of the month for which the mileage was reported as earned, but not later. A railroad may render an invoice for mileage allowed in error at any time within twenty-four (24) months from the last day of the month for which the mileage was reported as earned (effective January 1995 service month). Except as provided for in Paragraph 3, an owner-lessor of a private car must remit within eight (8) months after the invoice is presented the entire amount of any invoice issued to it. B. Deductions for amounts of \$25.00 or less shall not be taken after the expiration of two (2) months and ten (10) days from the last day of the month the mileage was earned. <p style="text-align: center;">(CONT'D IN NEXT COLUMN)</p>

<p align="center">SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)</p>	<p align="center">SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)</p>
<p>ITEM 606 (CONT'D)</p> <p align="center">DEDUCTIONS AND MILEAGE CLAIM HANDLING PROCEDURES (Effective With Shipments Originating After December 31, 1992)</p> <p>2. Claims Issued By Private Car Owners To Railroads</p> <p>A. A private car owner must, within twenty-four (24) months from the last day of the month the completed cycle was reported, present any claim for mileage allowance discrepancies, including incorrect rates, to the applicable rail carrier in the prescribed AAR format, as published in AAR Circular No. OT-3 Series in the Official Railway Equipment Register. Claims not presented in the required format will not be processed. The railroad receiving the claim must within four (4) months from the date on which the claim was presented allow it in whole or in part, or decline it. The private car owner may reissue its claim, if applicable, within four (4) months from the last day of the four (4) month period allowed the railroad which handled the claim prior to reissuance. The railroad receiving the reissued claim must within four (4) months from the date on which the reissued claim was presented allow it in whole or in part or decline it. If the railroad fails to handle the original or reissued claim within the prescribed time limits, it will constitute a valid claim as last presented and must be honored by the railroad to which presented. Claims for amounts of \$25.00 per car per cycle or less shall not be issued. The \$25.00 limit is not applicable where no miles were reported for the railroad cycle.</p> <p>3. Claims by Owners-Lessors</p> <p>A. If a railroad takes a deduction against or issues an invoice to an owner-lessor for mileage allowed in error, including, but not limited to, mileage allowed at incorrect rates for any reason, but the erroneous allowance payment is not recoverable by the owner-lessor as defined below, the owner-lessor may present a claim for the recovery of the amounts deducted by the railroad or the cancellation of an unpaid invoice within two (2) years of receiving notice of the railroad's deduction or invoice. For application of this tariff provision, an owner-lessor may claim that an erroneous mileage payment is "not recoverable" only when (a) the erroneous mileage payment was actually paid or credited by the owner-lessor to a lessee (except those lessees whose primary business is the leasing of cars to entities other than those within a lessee's corporate family and who ship only incidentally) irrespective of whether the lessee subsequently paid or credited the mileage allowance payment to a sublessee; (b) the erroneous allowance payment cannot be recovered from the lessee because the lessee has declared bankruptcy or sought reorganization or is no longer a lessee of the owner-lessor; (c) the owner-lessor exercised timely efforts to recover the erroneous allowance payment beginning within ninety (90) days of receiving notice of the railroad's deduction or invoice; and (d) the owner-lessor undertook diligent collection efforts to recover the erroneous allowance payments until eight (8) months from the date of such notice or invoice (or until the earlier date of initiation of bankruptcy/reorganization proceedings), including making demands for payment and taking deductions against lessees' accounts. Such a claim must be accompanied by a certificate signed by an officer or other person specifically authorized to sign the certificate of the owner-lessor stating how the claim satisfied each of the requirements set forth above, together with documents reflecting the owner-lessor's collection efforts. If, using reasonable efforts, the railroad is unable to determine whether the lessee's primary business is the leasing of cars to entities other than those in the lessee's corporate family, it shall consult with the owner-lessor, which shall provide the railroad with any evidence of the lessee's shipping activities which may be available to the owner-lessor using reasonable efforts. The owner-lessor shall provide the railroad with an assignment of the owner-lessor's claims and rights to collect the amount not recovered upon payment of the claim or cancellation of the invoice by the railroad.</p>	<p>ITEM 606 (CONT'D)</p> <p align="center">DEDUCTIONS AND MILEAGE CLAIM HANDLING PROCEDURES (Effective With Shipments Originating After December 31, 1992)</p> <p>B. If the railroad had deducted the amount of an erroneous allowance payment from an owner-lessor, the railroad must remit to the owner-lessor the amount deducted within four (4) months of its receipt of a properly presented, valid claim from the owner-lessor.</p>
	<p>ITEM 610</p> <p align="center">COMPUTATION OF MILEAGE</p> <p>1. Mileage will be computed on the basis of actual distance based on freight mileage tables of the individual lines parties to this tariff, lawfully on file with the Interstate Commerce Commission or State Railroad Commissions, via the route of movement from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line without deduction of mileage through switching district. (See Note)</p> <p>2. When the transportation begins and ends, i.e., when a car is both loaded and unloaded, within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.</p> <p align="center">EXPLANATION OF NOTE</p> <p>The intent of the clause "without deduction of mileage through switching districts" is to insure mileage being allowed for the full distance the car moves, via route of movement from freight station of origin to freight station to which destined. When there are two or more freight stations on a road within a switching district, mileage will be paid to or from the station within such district at which the car is actually loaded or unloaded or at which it is received from or delivered to connecting line.</p> <p align="center">EXPLANATION OF EXCEPTION</p> <p>Mileage will be allowed on movements having origin and destination at stations or districts within the Chicago Switching District as defined in Chicago Switching Committee Tariff ICC WTL 8020-Series, provided the movements originate at or are destined to industries having private sidings.</p>
<p align="center">(CONT'D IN NEXT COLUMN)</p>	<p>ITEM 615</p> <p align="center">HANDLING OF EMPTY FREIGHT CARS OTHER THAN TANK CARS</p> <p align="center">PART A APPLIES ONLY TO REFRIGERATOR CARS PROVIDED BY RAILROADS</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">(CONT'D IN NEXT COLUMN)</p>

<p align="center">SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)</p>	<p align="center">SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)</p>
<p>ITEM 615 (CONT'D)</p> <p>HANDLING OF EMPTY FREIGHT CARS OTHER THAN TANK CARS</p> <p align="center">PART B</p> <p>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)</p> <ol style="list-style-type: none"> 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. Empty cars will be handled as follows: <ol style="list-style-type: none"> 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. 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 align="center">EXPLANATION OF NOTES IN PART B</p> <ol style="list-style-type: none"> 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. 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 align="center">PART C</p> <p>APPLIES ONLY TO SPECIAL CAR TYPE "LO" CARS BEARING OTHER THAN RAILROAD REPORTING MARKS (See Notes 1 Through 5)</p> <ol style="list-style-type: none"> 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>ITEM 615 (CONT'D)</p> <p>HANDLING OF EMPTY FREIGHT CARS OTHER THAN TANK CARS</p> <p align="center">PART C</p> <p>APPLIES ONLY TO SPECIAL CAR TYPE "LO" CARS BEARING OTHER THAN RAILROAD REPORTING MARKS (See Notes 1 Through 5)</p> <ol style="list-style-type: none"> Empty cars will be handled as follows: <ol style="list-style-type: none"> An empty car returned to origin point of the last load via reverse of the loaded movement will be handled without charge. 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. 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. 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. 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, 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 align="center">(CONT'D IN NEXT COLUMN)</p>	<p align="center">(CONT'D IN NEXT COLUMN)</p>

<p style="text-align: center;">SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)</p>	<p style="text-align: center;">SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)</p>
<p>ITEM 615 (CONT'D)</p> <p style="text-align: center;">HANDLING OF EMPTY FREIGHT CARS OTHER THAN TANK EXPLANATION OF NOTES IN PART C</p> <ol style="list-style-type: none"> 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 reconsignment 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. 	<p>ITEM 616 (CONT'D)</p> <p style="text-align: center;">HANDLING AND HOLDING OF EMPTY CARS BY RAILROADS ON RAILROAD TRACK</p> <ol style="list-style-type: none"> 4. Charges applicable under these provisions will apply to empty private cars which the consignee has not ordered to his cleaning, lining, relining, maintenance, modification or repair facility (or his owned or leased tracks in the vicinity thereof) before the expiration of 48 hours free time (not counting Saturdays, Sundays or holidays) after the consignee is notified that the car is ready for placement. The time calculation will start the first 7 A.M. subsequent to carrier notification to the consignee that the empty private car is ready for placement, and time calculation will stop when the carrier places or forwards the car pursuant to instructions or should have placed or forwarded the car pursuant to instructions. 5. After expiration of free time as provided in Paragraph 4, charges will be as follows: (See Note 2) <ol style="list-style-type: none"> A. Supplementary handling charge of \$35.00 per car. B. Holding charge of \$1.00 per car per calendar day or fraction thereof including Saturdays, Sundays and holidays while held by carrier on non-leased tracks awaiting disposition. 6. In the event the consignee orders the car to tracks owned or leased by the consignee in the vicinity of the facility for cleaning, lining, relining, maintenance, modification or repair within the 48-hour period described under Paragraph 4, there will be no supplementary handling charge for that movement; however, such cars will be subject to the supplementary handling charge of \$35.00 per car (See Note 2) at such time that the empty car is subsequently ordered and moved into the facility for cleaning, lining, relining, maintenance, modification or repair or ordered moved from that facility to the tracks owned or leased by the consignee in the vicinity of the facility. 7. Applicable billing will be monthly to the facility involved. <p style="text-align: center;">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> 1. The rules and charges in this item do not in any way supersede or duplicate existing or new, written contractual operating, side track, track lease, property lease, etc., agreements or tariffs that contain empty private car handling and holding provisions as part of the overall agreement. 2. The supplemental handling charge will be revised annually. <p style="text-align: center;">EXPLANATION OF REFERENCE MARKS</p> <p>[33] - Will not apply for account of the Apache Railway on intrastate traffic.</p>
<p>ITEM 616</p> <p style="text-align: center;">HANDLING AND HOLDING OF EMPTY CARS BY RAILROADS ON RAILROAD TRACK [33]</p> <ol style="list-style-type: none"> 1. The rules and charges in this item apply only to empty private cars consigned to non-railroad repair facilities, i.e., facilities for cleaning, lining, relining, maintenance, modification or repair. 2. The rules and charges do not apply to: <ol style="list-style-type: none"> A. Empty private cars moving as revenue freight under the provisions of Item 615-series. B. Empty private cars handled or held for carrier operating convenience. C. Empty private cars en route to facilities for cleaning, lining, relining or repair for heavy repairs following railroad damage. D. Empty private cars en route to repair facilities located on the premises of a shipping facility, provided that the empty car, after repair, is subsequently shipped from the facility in revenue freight service. 3. No allowance will be made by carriers for mileage accrued during supplemental empty movement of cars that are assessed charges as provided in Paragraph 5. 	<p style="text-align: center;">(CONT'D IN NEXT COLUMN)</p>

FREIGHT TARIFF ICC ASLG 6007

SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)			SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)		
ITEM 620 MILEAGE RATE ALLOWANCES (APPLIES ONLY ON CARS OTHER THAN TANK CARS, SEE NOTE 4, THIS ITEM)			ITEM 620 (CONT'D) MILEAGE RATE ALLOWANCES (APPLIES ONLY ON CARS OTHER THAN TANK CARS, SEE NOTE 4, THIS ITEM)		
TYPE OF CAR	Designating Symbols (See Note 1) For Explanation of Symbols See Items 625 to 650 Inclusive	Mileage Rate Allowance In Cents Per Loaded And Empty Mile except as noted	EXPLANATION OF NOTES 1. Designating symbols (mechanical designations) will be assigned to car owner or lessee by the Secretary, Mechanical Division, Association of American Railroads, upon written application. 2. Mileage allowance named will also apply on cars carrying "R" and "S" affixed to the foregoing symbols. (Note 3) 3. Car types "RA", "RSTC", "RSB", "RAM", "RSM" and "RPM" are hereby cancelled. Letter suffixes "C" and "H" are hereby cancelled, account obsolete. 4. The mileage allowances published herein are not applicable to cars bearing reporting marks ABOX, GONX and RBOX.		
FLAT	"FMS" of 280,000 pounds and over nominal capacity equipped with permanent chain tie-down devices "FD", "FW" "FM" of 200,000 pounds and over nominal capacity	37.6[1] 4.0 4.0	EXPLANATION OF REFERENCE MARKS [1] Applies per actual loaded mile only. [2] Mileage Rate Allowance in cents per actual loaded mile. [3] Mileage Rate Allowance in cents per short route loaded mile. [4] Applicable only for account of GNBC, KRR, MRL, MWRR and WCRC.		
GONDOLA	"GA", "GD", "GH", "GS", "GT", "GW" (see Note 2) "GB" (see Note 2)	1.5 0.6 (6 mills)			
HOPPER	"HFA", "HK", "HM", "HMA", "HT", "HTA" (see Note 2)	3.8			
REFRIGERATOR	"RS" "RB", "RBL" "RB", "RBL" "RP", "RPL" "RPC" "RC" "RC"	5.0 [2]27.5 [3]31.3 12.0 [1]24.0 [2][4]27.5 [3][4]31.3			
STOCK	"SC", "SM"	2.3	ITEM 621 MILEAGE RATE ALLOWANCE ON SPECIAL CAR TYPE "LO"		
SPECIAL	"LM" "LP" "LF" "LG" "LU" "LU" "LS" "LRC"	5.5 1.5 12.0 5.5 [2]28.2 [3]32.2 4.0 5.0	ORIGINAL COST OR FAIR MARKET VALUE(See Notes 2, 3, 4 and 5) COST BRACKET	MILEAGE RATE ALLOWANCE IN CENTS FOR ACTUAL LOADED MILE	
				AGE (See Notes 1 and 6) YEARS 1 THROUGH 30	AGE (See Notes 1 and 6) OVER 30 YEARS
ALL OTHER FREIGHT CARS		0.6 (6 mills)	0 - 1000 1001 - 2000 2001 - 3000 3001 - 4000 4001 - 5000	10.1 10.9 11.7 12.6 13.4	9.7 9.8 9.8 9.9 10.0
(CONT'D IN NEXT COLUMN)			5001 - 6000 6001 - 7000 7001 - 8000 8001 - 9000 9001 - 10000	14.3 15.1 15.9 16.8 17.6	10.1 10.1 10.2 10.3 10.4
			10001 - 11000 11001 - 12000 12001 - 13000 13001 - 14000 14001 - 15000	18.5 19.3 20.1 21.0 21.8	10.5 10.5 10.6 10.7 10.8
			(CONT'D IN NEXT COLUMN)		
			(CONT'D IN NEXT COLUMN)		
			(CONT'D IN NEXT COLUMN)		

FREIGHT TARIFF ICC ASLG 6007

SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)		
ITEM 621 (CONT'D)		
MILEAGE RATE ALLOWANCE ON SPECIAL CAR TYPE "LO"		
ORIGINAL COST OR FAIR MARKET VALUE (See Notes 2, 3, 4 and 5) COST BRACKET	MILEAGE RATE ALLOWANCE IN CENTS FOR ACTUAL LOADED MILE	
	AGE (See Notes 1 and 6) YEARS 1 THROUGH 30	AGE (See Notes 1 and 6) OVER 30 YEARS
15001 - 16000	22.7	10.8
16001 - 17000	23.5	10.9
17001 - 18000	24.3	11.0
18001 - 19000	25.2	11.1
19001 - 20000	26.0	11.2
20001 - 21000	26.9	11.2
21001 - 22000	27.7	11.3
22001 - 23000	28.5	11.4
23001 - 24000	29.4	11.5
24001 - 25000	30.2	11.5
25001 - 26000	31.1	11.6
26001 - 27000	31.9	11.7
27001 - 28000	32.7	11.8
28001 - 29000	33.6	11.9
29001 - 30000	34.4	11.9
30001 - 31000	35.3	12.0
31001 - 32000	36.1	12.1
32001 - 33000	36.9	12.2
33001 - 34000	37.8	12.2
34001 - 35000	38.6	12.3
35001 - 36000	39.4	12.4
36001 - 37000	40.3	12.5
37001 - 38000	41.1	12.5
38001 - 39000	42.0	12.6
39001 - 40000	42.8	12.7
40001 - 41000	43.6	12.8
41001 - 42000	44.5	12.9
42001 - 43000	45.3	12.9
43001 - 44000	46.2	13.0
44001 - 45000	47.0	13.1
45001 - 46000	47.8	13.2
46001 - 47000	48.7	13.2
47001 - 48000	49.5	13.3
48001 - 49000	50.4	13.4
49001 - 50000	51.2	13.5
50001 - 51000	52.0	13.6
51001 - 52000	52.9	13.6
52001 - 53000	53.7	13.7
53001 and over	54.6	13.8
(CONT'D IN NEXT COLUMN)		

SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)	
ITEM 621 (CONT'D)	
MILEAGE RATE ALLOWANCE ON SPECIAL CAR TYPE "LO"	
EXPLANATION OF NOTES	
<p>1. Age of car is calculated upon year of construction. Age is determined by subtracting the year of construction (built/rebuilt) from the current calendar year plus 1 (e.g., <1984-1972> + 1 = 13, or 1 through 30 age bracket.)</p>	
<p>2.A. Assignment of owned or leased cars to value groups will be determined by 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. In either of the above cases, initial into service transportation costs, capitalized original lining costs, capitalized additions and capitalized betterments shall be added to the value, if applicable, and if not already included in the original cost or the original fair market value figures. 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, Transportation Division, AAR, for the registration in the UMLER file (see Note 5).</p>	
<p>B. 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:</p>	
<p>1. The car must be rebuilt in accordance with the current requirements of Rule 88, Sections B and D of the Office Manual, and Sections A and B of the Field Manual, AAR Interchange Rules. Application for official rebuilt status must be filed with the AAR Mechanical Division and written formal approval received prior to registering such car in the UMLER file with rebuilt age and valuation data.</p>	
<p>2. Assignment of owned or leased rebuilt cars to value groups will be determined as outlined in paragraph 2.A herein, except that the maximum valuation of a rebuilt 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.</p>	
<p>3. All car ages and values submitted are subject to verification by the AAR, and audit by the AAR or the owner's 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. Depreciation will be applied annually from the original date of construction or date rebuilt. 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.</p>	
<p>4. For cars built or rebuilt subsequent to December 31, 1977, all values reported to the AAR UMLER file must be stated in equivalent U.S. dollars based upon 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 U.S. dollars at the time such improvements were made. No adjustments to mileage allowances accrued prior to August 1, 1980 will be required.</p>	
(CONT'D IN NEXT COLUMN)	

<p style="text-align: center;">SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)</p>	<p style="text-align: center;">SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)</p>
<p>ITEM 621 (CONT'D)</p> <p style="text-align: center;">MILEAGE RATE ALLOWANCE ON SPECIAL CAR TYPE "LO"</p> <p style="text-align: center;">EXPLANATION OF NOTES</p> <p>5. 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 location 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 the ledger value provided that the cost is capitalized.</p> <p>B. A capital expenditure is an expenditure intended to benefit future periods in contrast to a 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.</p> <p>C. An addition or betterment has the effect of:</p> <ol style="list-style-type: none"> 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 (e.g., enhance safety, etc.). <p>Any repair that maintains a car in its customary state of operating efficiency is NOT an addition or betterment.</p> <p>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 the labor.</p> <p>E. A betterment is the replacement of a component of a car with a superior component. The value registered in UMLER for 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.</p> <p>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.</p> <p>G. Any cost recovered under AAR Defect Car Billing, if applicable, must be deducted from the cost of an addition or betterment.</p> <p>6. 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, Transportation Division, 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>ITEM 621 (CONT'D)</p> <p style="text-align: center;">MILEAGE RATE ALLOWANCE ON SPECIAL CAR TYPE "LO"</p> <p style="text-align: center;">EXPLANATION OF NOTES</p> <p>B. Retroactive Milage 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 te 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. (The fifteen (15) percent additional amount for audit and administrative expense applies only to over-collections due to retroactive decreases in allowances resulting from corrections or changes made to the UMLER file after June 30, 1984.)</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. (The fifteen (15) percent deduction for audit and administrative expense applies only to under-collection due to retroactive increases in allowances resulting from corrections or changes made to the UMLER file after June 30, 1984.)</p>
<p style="text-align: center;">(CONT'D IN NEXT COLUMN)</p>	<p>ITEM 622</p> <p style="text-align: center;">AEI TAG ALLOWANCE [10] - [11]</p> <ol style="list-style-type: none"> 1. The participating Class II carriers to this tariff item will pay via the AAR acting as their agent a special one-time allowance in the amount of \$78.00 per car to the private car owner for the application per AAR specifications of two AEI (automatic equipment identification) tags (i.e., transponders) meeting the current AAR specifications at the time tagged for all private cars built/rebuilt prior to April 1, 1992. The participating Class II carriers may tag private cars built/rebuilt prior to April 1, 1992, provided such cars' AAR UMLER records carry the special UMLER AEI code authorizing such tagging pursuant to this tariff item. If a rail carrier applies AEI tags to a private car pursuant to this tariff item, the applicable AEI tag allowance will be paid directly to the railroad applying the AEI tags on behalf of the private car owner. Proof of tagging will be based upon the insertion of the applicable AEI code in the car's AAR UMLER record. 2. The term "private car" as used herein includes all private cars stenciled with reporting marks ending in "X" except TTX, Railbox and Railgon Company cars. The owner of a private car is considered to be the party to whom the car's reporting marks are assigned. 3. The tag allowance payments accruing under this item will be prorated among the participating Class II carriers based upon each railroad's proportion of the total loaded miles handled for each major private car type group (i.e., covered hopper, open top hopper, all other) for the years 1988-1989-1990 by all of the participating carriers. <p style="text-align: center;">(CONT'D IN NEXT COLUMN)</p>

FREIGHT TARIFF ICC ASLG 6007

<p align="center">SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)</p>	<p align="center">SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)</p>
<p>ITEM 622 (CONT'D)</p> <p align="center">AEB TAG ALLOWANCE [10] - [11]</p> <p align="center">EXPLANATION OF REFERENCE MARKS</p> <p>[10] Provisions of this item will NOT apply for account of the following carriers: CC, DME, MRL, PAL, and TM.</p> <p>[11] The provisions of this item will apply for the account of the Central Michigan Railway (CMGN).</p>	<p>ITEM 630 (CONT'D)</p> <p align="center">REFRIGERATOR CAR TYPE CLASS "R"</p> <p>"RPC" - Mechanical refrigerator car similar in design to an "RP" but equipped with permanently affixed container(s).</p> <p>"RPL" - Mechanical Refrigerator. Similar to "RP" but equipped in addition with adjustable loading or stowing devices.</p> <p>"RC" - Refrigerator Car similar to an "RB" car using a cryogen to produce temperatures to transport frozen commodities. (Applicable only for account of AM, GNBC, KRR, MRL, MWRR and WCRC.)</p> <p>"RS" - Bunker Refrigerator car equipped with ice bunkers. Designed primarily for use of chunk ice and with or without means of ventilation.</p> <p align="center">EXPLANATION OF NOTE</p> <p>Cars equipped with interior side rails only, built new, rebuilt or classified on and after January 1, 1966, in order to qualify for the "RBL" designation, shall have a minimum of four (4) usable side rails on each wall of car each extending from doorway to approximately four (4) feet from end of car.</p>
<p>ITEM 625</p> <p align="center">FLAT CAR TYPE "F" (See Note)</p> <p>Definition and Designating Symbols are as follows:</p> <p>"FB" - Bulkhead flat car, equipped with fixed or permanently attached moveable bulkheads or ends a minimum of three (3) feet in height and flat floor for general commodity loading.</p> <p>"FD" - Depressed center flat car of special construction having the portion of floor extending between trucks depressed to provide necessary overhead clearance for lading.</p> <p>"FM" - Ordinary flat car for general service. This car has flooring laid over the sills and without sides or ends.</p> <p>"FW" - Flat car with hole to enable lading to be lowered due to clearance limits.</p> <p align="center">EXPLANATION OF NOTE</p> <p>Where cars are equipped with permanent constant tension devices, permanent tie-down chains, permanent racks for stowing parts, or are specially modified or equipped to provide for loading of a particular commodity, the letter "S" should be affixed to the application designating letters. Such special equipment must be reported in the fitting code field in the AAR UMLER file and the appropriate notation made in the Official Railway Equipment Register ICC RER 6412-series.</p>	<p>ITEM 635</p> <p align="center">STOCK CAR TYPE CLASS "S"</p> <p>Definition and Designating Symbols are as follows:</p> <p>"SC" - Car for transportation of livestock equipped with roof, slatted sides and side doors, and double deck. With or without feed and water troughs.</p> <p>"SM" - Car for transportation of livestock equipped with roof, slatted sides and side doors, and single deck. With or without feed and water troughs.</p>
<p>ITEM 630</p> <p align="center">REFRIGERATOR CAR TYPE CLASS "R"</p> <p>Definition and Designating Symbols are as follows:</p> <p>"RB" - Bunkerless Refrigerator car similar in design to an "RS" car with or without ventilating devices and with or without devices for attaching portable heaters. Constructed with a minimum of 3 inches of insulation in sides and ends and 3.5 inches in floor and roof based on the insulation requirements given in AAR Supplement to Manual Place C-2 or a thickness reduced in proportion to the thermal conductivity of the insulation.</p> <p>"RBL" - Car similar in construction to an "RB" type car, but equipped in addition with adjustable loading or stowing device. (See Note)</p> <p>"RP" - Mechanical Refrigerator car equipped with or without means of ventilation and provided with apparatus for furnishing protection against heat and/or cold. Apparatus operated by power other than from the car axle.</p>	<p>ITEM 640</p> <p align="center">GONDOLA CAR TYPE CLASS "G" (See Notes 1 and 2)</p> <p>Definitions and Designating Symbols are as follows:</p> <p>"GA" - Open Top Car, having fixed sides and ends and drop bottom, consisting of doors hinged crosswise of car to dump between rails.</p> <p>"GB" - Open Top Car, having fixed sides, fixed or drop ends and solid bottom.</p> <p>"GD" - Open Top Car, having fixed or drop ends, solid bottom, and side equipped with doors for dumping.</p> <p>"GH" - Open Top Car, having fixed sides, drop ends and drop bottom, consisting of doors hinged at center sills to dump outside of rails.</p> <p>"GS" - Open Top Car, having fixed sides and ends and drop bottom, consisting of doors hinged at center sills to dump outside of rails.</p>
<p align="center">(CONT'D IN NEXT COLUMN)</p>	<p align="center">(CONT'D IN NEXT COLUMN)</p>

<p align="center">SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)</p>	<p align="center">SECTION 2 RULES AND REGULATIONS (APPLIES ON CARS OTHER THAN TANK CARS)</p>
<p>ITEM 640 (CONT'D)</p> <p align="center">GONDOLA CAR TYPE CLASS "G" (See Notes 1 and 2)</p> <p>"GT" - Open Top Car, having high fixed sides and ends and solid bottom, suitable for unloading on dumping machines only.</p> <p>"GW" - Open Top Well-Hole Car for transportation of special commodities. A solid bottom car, with fixed sides and ends, having one or more openings or depressions provided in floor, permitting the lading to be lowered in order to obtain overhead clearance.</p> <p align="center">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> Where cars are equipped with permanent constant tension devices, permanent tie-down chains, permanent racks for stowing parts, or are specially modified or equipped to provide for loading of a particular commodity, the letter "S" should be affixed to the application designating letters. Such special equipment must be reported in the fitting code field in the AAR UMLER file and the appropriate notation made in the Official Railway Equipment Register ICC RER 6412-Series. If any of the gondola cars are equipped with a roof or are covered for protection of contents, the letter "R" should be affixed to the regular symbol to designate its special class of service. 	<p>ITEM 645 (CONT'D)</p> <p align="center">HOPPER CAR TYPE CLASS "H" (See Notes 1 and 2)</p> <p align="center">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> Where cars are equipped with permanent constant tension devices, permanent tie-down chains, permanent racks for stowing parts, or are specially modified or equipped to provide for loading of a particular commodity, the letter "S" should be affixed to the application designating letters. Such special equipment must be reported in the fitting code field in the AAR UMLER file and the appropriate notation made in the Official Railway Equipment Register ICC RER 6412-Series. If any of these hopper cars are equipped with a roof or are covered for protection of contents, the letter "R" should be affixed to the regular symbol to designate its special class of service.
<p>ITEM 645</p> <p align="center">HOPPER CAR TYPE CLASS "H" (See Notes 1 and 2)</p> <p>Definition and Designation Symbols are as follows:</p> <p>"HFA" - Open top self-clearing car, having fixed sides and ends and bottoms consisting of divided hoppers at center with doors hinged lengthwise, dumping outside and/or inside of rail; also one divided hopper, each end, extending from end of car to bolster with doors hinged lengthwise of car and dumping outside of rails.</p> <p>"HK" - Open top self-clearing car, having fixed sides and ends and bottom consisting of two or more divided hoppers dumping outside and/or inside of rails.</p> <p>"HM" - Open top self-clearing car, having fixed sides and ends and bottom consisting of two divided hoppers with doors hinged crosswise of car and dumping between rails.</p> <p>"HMA" - Open top self-clearing car, having fixed sides and ends and bottom consisting of two divided hoppers with doors hinged lengthwise of car and dumping between rails.</p> <p>"HT" - Open top self-clearing car, having fixed sides, ends and bottom consisting of three or more divided hoppers with doors hinged crosswise of car and dumping between rails.</p> <p>"HTA" - Open top self-clearing car, having fixed sides, ends and bottom consisting of three or more divided hoppers with doors hinged lengthwise of car and dumping between rails.</p>	<p>ITEM 650</p> <p align="center">SPECIAL CAR TYPE CLASS "L"</p> <p>Definition and Designation Symbols are as follows:</p> <p>"LF" - Flat car equipped to handle one or more demountable containers for the transportation of commodities not under refrigeration. Note - Not applicable to flat cars designed to handle containers in TOFC/COFC service or containers handling set-up vehicles.</p> <p>"LG" - Gondola car equipped to handle one or more demountable containers for the transportation of commodities not under refrigeration.</p> <p>"LM" - A car equipped with one or more permanently enclosed tanks or containers, provided with one or more openings for loading and equipped for pneumatic or gravity unloading. Car is suitable for handling certain dry powdered or granular commodities, also low viscosity, non-dangerous liquid commodities.</p> <p>"LO" - A permanently enclosed car, other than a box car, regardless of exterior or interior shape, for handling bulk commodities, with or without insulation and provided with openings for loading through top or sides with weather tight covers or doors. Car may be provided with one or more bottom openings for unloading, with tight fitting covers, doors, valves, or tight fitting slide or gate openings in top or sides and may have one or more compartments. Mechanical or other means may be provided within car to expedite loading or unloading.</p> <p>"LP" - Open top car having solid bottom and fixed ends equipped with sloping floor or longitudinal floor risers or sidestakes for the handling of pulpwood, and not suitable for general commodity loading.</p> <p>"LRC" - Box car, heavily insulated, with or without ventilation, with or without hatches, with or without gravity conveyors for loading and unloading. May have cross partitions forming compartments. Designed primarily for the transportation of Solid Carbon Dioxide.</p> <p>"LS" - A car of special construction having two separable interlocking units which form a car body. Units may be separated and load interposed between and locked in place to form a complete transportation unit.</p> <p>"LU" - An enclosed car with roof, having a special metal beam of heavy design at top of each side to support a series of retractable overhead side doors and their appurtenances, or other types of doors, running substantially the length of car, which beams also support the roof details. Car may be equipped with special loading devices or racks for handling various commodities.</p>
<p align="center">(CONT'D IN NEXT COLUMN)</p>	

**EXPLANATION OF ABBREVIATIONS AND
REFERENCE MARKS**

ITEM 99999

EXPLANATION OF ABBREVIATIONS

AAR	Association of American Railroads
Col	Column
CSWC	Chicago Switching Committee (Western Trunk Line Committee, Agent)
CTC(F)	Canadian Transport Commission
GFD	General Freight Department
GFO	General Freight Office
ICC	Interstate Commerce Commission
ie	That is
lb	pound(s)
NPFC	National Perishable Freight Committee
PSFB	Pacific Southcoast Freight Bureau
RER	Railway Equipment Register
RPS	Railroad Publication Services, Agent
SFA	Southern Freight Association Territory
STCC	Standard Transportation Commodity Code
SWL	Southwestern Lines (Southwestern Freight Bureau, Agent)
TCFB	Trans-Continental Freight Bureau, Agent
TEA-ER	Traffic Executive Association-Eastern Railroads, Agent
TI	Tariff Instruction (Independent)
WTL	Western Trunk Lines (Western Trunk Line Committee, Agent)