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ORIGINAL TITLE PAGE

Except as otherwise provided, Rates and Charges in this tariff are subject to Increases in Rates and Charges as provided in Item 8.

FT CMR 8000 (NEW)

# CENTRAL MIDLAND RAILWAY COMPANY

## FREIGHT TARIFF CMR 8000 (NEW)

NAMING

CHARGES, RULES AND REGULATIONS GOVERNING

SWITCHING, SWITCHING ABSORPTION AND TERMINAL SERVICES

APPLYING AT STATIONS ON THE

CENTRAL MIDLAND RAILWAY COMPANY

## TERMINAL CHARGES TARIFF

Governed, except as otherwise provided herein, by Uniform Freight Classification (UFC) as provided in Item 5.

**ISSUED: January 17, 2003**

**EFFECTIVE: January 19, 2003**

**ISSUED BY:**

**MICHEAL ENGEL  
CONTROLLER  
101 WEST OHIO STREET, SUITE 1600  
INDIANAPOLIS, IN 46204**

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FT CMR 8000

CENTRAL MIDLAND RAILWAY COMPANY

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CHECK SHEET

Original and Revised Pages as named below contain all changes from the Original Tariff that are issued on the date hereon.

CANCELLATION OF LOOSE LEAF PAGES

When this tariff is amended by Revised Pages, the cancellation of prior pages, except the Title Page, will be affected by means of this rule. A revised page will not show a cancellation notice except when a cancellation notice is necessary because of suspension, rejection, or other reasons. Revisions of each page will be published and filed in numerical sequence.

Except where a specific cancellation is shown on a new revised page, a revised page cancels any and all uncanceled revised or original pages, or uncanceled portions thereof, which bear the same page number, SEE EXCEPTION. For example, 1st Revised Page 10 will have the effect of cancelling Original Page 10; 45th Revised page 12 will have the effect of cancelling 44th Revised Page 12; 13th Revised Page 4-A will have the effect of cancelling 12th Revised Page 4-A and also 11th Revised Page 4-A if the cancellation of 12th takes place on or before its effective date.

EXCEPTION: When a specific cancellation on a prior revised page excepts a previously filed page wholly or in part, this rule does not have the effect of cancelling such excepted previously filed page or portion thereof.

PAGE	REVISION NUMBER	PAGE	REVISION NUMBER
TITLE	ORIGINAL	6	ORIGINAL
1	ORIGINAL	7	ORIGINAL
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# - Denotes pages issued this date.

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CENTRAL MIDLAND RAILWAY COMPANY

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**RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION
5	DESCRIPTION OF GOVERNING CLASSIFICATION	The term "Uniform Freight Classification", when used herein means Tariff ICC UFC 6000-series.
8	APPLICATION OF INCREASES	Except as otherwise provided in connection with particular rates and charges, rates and charges in this tariff are subject to increase upon thirty (30) days notice.
10	STATION LISTS AND CONDITIONS	<p>This tariff is governed by the Official Railroad Station List, OPSL 6000-series, Railinc, Agent, to the extent shown below:</p> <p style="text-align: center;"><b>PREPAY REQUIREMENTS AND STATION CONDITIONS</b></p> <p>(a) For additions and abandonments of stations, and except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight and changes in station facilities.</p> <p>When a station is abandoned as of a date specified in the above named tariff, the rates from and to such station as published in this tariff are inapplicable on and after that date.</p> <p style="text-align: center;"><b>GEOGRAPHICAL LIST OF STATIONS</b></p> <p>(b) For geographical locations of stations referred to in this tariff by station numbers.</p> <p style="text-align: center;"><b>STATION NUMBERS</b></p> <p>(c) For the identification of stations when stations are shown or referred to by numbers in this tariff.</p>
20	REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.	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.
25	TERMINAL OR TRANSIT PRIVILEGES OR SERVICES	<p>In the absence of specific provisions in this tariff to the contrary, shipments transported under this tariff will be entitled to such allowances and privileges and subject to such rules, regulations, and additional charges of participating carriers performing the services as are provided in tariffs lawfully in effect and relating to car service, demurrage, diversion, inspection, mileage on private cars, reconsigning, storage, switching, weighing or other terminal or transit privileges or requirements (See EXCEPTION).</p> <p>EXCEPTION - Where switching service is performed on traffic moving under line-haul rates which are subject to special detention charges and rules, the switching charges provided in this tariff will be subject to the same detention charges and rules as applicable in connection with the line-haul rates. This exception will only apply in connection with special detention rules or charges that result in an overall increase to the rules or charges contained in the applicable demurrage tariff.</p>
40	CONSECUTIVE NUMBERS	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. 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.
60	NATIONAL SERVICE ORDER TARIFF	This tariff is subject to provisions of various Surface Transportation Board Service Orders and General Permits as shown in Tariff NSO 6100-series.

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RULES AND OTHER GOVERNING PROVISIONS  
SPECIAL RULES AND REGULATIONS - UNLIMITED

ITEM	SUBJECT	APPLICATION
110	APPLICATION OF SWITCHING CHARGES	<p>(a) Switching charges, unless otherwise specified, cover the handling of loaded cars in one direction and empty the other. If the cars are loaded in both directions, the published switching charge will be assessed for each loaded movement. For any other movement of empty cars, including cars moving under the provisions of Mileage Tariffs ASLG 6007-series and RIC 6007-series to or from car repair facilities, the charge will be the same as applied to a loaded car.</p> <p>(b) No switching charge will be assessed by CMR for switching service performed by CMR at destination on carload freight arriving via CMR and delivered direct to industries, assigned sidings or team tracks reached by and/or connecting with CMR or on carload freight at origin received direct from industries, assigned sidings or team tracks reached by and/or connecting with CMR and forwarded to CMR.</p> <p>(c) CMR is not obligated to furnish equipment for the handling of traffic in local switching movements, nor does it engage in the business of local switching between private or assigned sidings, or other facilities, including interchange tracks at any point named herein except at its convenience and as an accommodation. When such service is performed, the charges published herein will be applied.</p> <p>(d) The absorbed switching charge applicable, whether absorbed in whole or in part, is the charge in effect on the date of the actual physical interchange of the loaded car. (Provisions of this paragraph apply to absorbed switching charges on either transit or nontransit shipments).</p> <p>(e) When shipments transported by CMR in a switch movement because of weight or length, require two or more cars, charges will be assessed on actual weight, but not less than 60,000 pounds for each car used.</p> <p>(f) Rates and charges do not apply on scrap automobile bodies, crushed flat, loose or in bundles, loaded on flat cars.</p> <p>(g) Reciprocal switching charges published in this tariff will not apply on shipments of Railroad Company material when moving on NON-REVENUE billing.</p>
115	NON ABSORPTION OF INTERMEDIATE CARRIER'S SWITCH CHARGE	<p>Except as otherwise provided, when CMR switching charge is absorbed in whole or in part by a connecting line-haul carrier, and interchange between CMR and the line-haul carrier is effected by an intermediate carrier, applicable tariff charges assessed against CMR by the intermediate carrier for the switch movement of a loaded freight car from or to the connecting line-haul carrier or for the return of an empty car to the line-haul carrier will be added to and become part of the CMR switching charge.</p>
120	LIMITATIONS	<p>All cars delivered to the CMR are received only upon the condition that there is room for them upon tracks to which they are consigned, and the cars are also subject to delays incident to switching service and unavoidable causes.</p> <p>Cars with bulged sides, leaning cars, or cars of excessive length that cannot be placed where desired because of sharp curves or danger of striking buildings, sheds, etc., will be placed upon nearest team tracks for loading and unloading.</p> <p>All cars will be subject to storage and demurrage rules and charges as provided in Tariff CMR 9003-series.</p>

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RULES AND OTHER GOVERNING PROVISIONS  
SPECIAL RULES AND REGULATIONS - UNLIMITED

ITEM	SUBJECT	APPLICATION
130	APPLICATION OF SWITCHING SERVICE IN OR ON SPECIAL EQUIPMENT	<p>Charges published for application on intra-plant or intra-terminal switching service apply only when loaded in or on ordinary equipment.</p> <p>Ordinary Equipment means:</p> <ol style="list-style-type: none"> <li>1. Box cars not exceeding 52 feet in length, inside measurement, but not including box cars of any length which are cushioned underframe, insulated or equipped with any type of loading devices or XF cars as described in Tariff RER 6411-series.</li> <li>2. Flat cars not exceeding 73 feet in length and having marked capacity not greater than 190,000 pounds; but not including flat cars of any length equipped with racks, frames, bulkheads, tie-down devices, hoods or other appurtenances extending above the deck of the car nor on special type of flat cars with mechanical designations "FD", "FG", "FW", "FM", as listed under the heading of Heavy Capacity and Special Type Flat Cars in Tariff RER 6411-series.</li> <li>3. Gondola cars having marked capacity not greater than 190,000 pounds; but not including gondola cars of any length equipped with cars, hoods, containers or cradle floors.</li> <li>4. Open top hopper cars not exceeding 60 feet in length, inside measurement, and having marked capacity not exceeding 200,000 pounds.</li> <li>5. Cars other than described as ordinary equipment in Paragraphs 1 to 4 above, owned or leased by shipper or consignee.</li> <li>6. When shipments are both loaded and unloaded on the CMR or are in or on cars that are other than ordinary equipment as described in Paragraphs 1 to 5 above, such shipments will be subject to an additional charge of \$113.00 per car.</li> </ol>
140	SWITCH ORDER	<p>Parties loading cars on CMR must procure a blank form of switch order prior to tender of the cars to CMR, such completed switch order to be delivered to Agent. In no case will switch orders be filled out by railroad employees. Blank form of switch order can be obtained from the CMR.</p>
150	EXERCISING CARS	<p>When CMR is requested to exercise (See NOTE 1) freight cars, such service will be performed and the charges published in this tariff for intra-plant (See NOTE 2), intra-terminal or inter-terminal switching, as the case may be, will be assessed.</p> <p>NOTE 1 - Exercising is defined as the movement of a loaded or empty car for the purposes of preventive maintenance or preventing damage to equipment.</p> <p>NOTE 2 - When cars are moved over tracks leased by shippers, the intra-plant switching charge will be assessed, provided there is no movement over railroad-owned tracks.</p>
160	DETERMINATION OF WEIGHTS FOR ASSESSMENT OF SWITCHING CHARGES	<p>Where switching charges are based on the weight of the shipment, the following will apply:</p> <ol style="list-style-type: none"> <li>(a) Shipments handled in intra-terminal switching service on CMR and shipments switched by CMR to a connecting line will be weighed only when a track scale is located convenient to the route of the switch movement. In such cases, charges will be assessed based on scale weights. Where scales are not so located, charges will be assessed as provided in Paragraph (c).</li> <li>(b) Shipments delivered to CMR by connecting lines or by CMR to connecting lines will not be weighed. If connecting line weights are furnished, charges will be assessed based on such weights. If such weights are not available, charges will be assessed as provided in Paragraph (c).</li> <li>(c) Except as provided in Paragraphs (a) and (b), charges will be assessed on the basis of the marked capacity of the car used except that on shipments in tank cars, charges will be assessed based on the minimum weight determined in accordance with the provisions of Rule 35 of UFC.</li> </ol>

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CENTRAL MIDLAND RAILWAY COMPANY

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RULES AND OTHER GOVERNING PROVISIONS  
SPECIAL RULES AND REGULATIONS - UNLIMITED

ITEM	SUBJECT	APPLICATION
170	SHIPMENTS REQUIRING SURRENDER OF DOCUMENTS	Intra-plant, intra-terminal or inter-terminal switching service will not be performed on shipments moving under order notify bills of lading, or under straight bills of lading (including shipments consigned to one party, with instructions to notify another party) which carry a provision (See Section 4, Rule 7 of UFC), requiring the surrender of bill of lading, written order, or other documents before delivery.
180	ADVANCING CHARGES	No charge of any kind will be advanced to connecting railroads when CMR performs a switching service only.
190	ORDERING EQUIPMENT	Shippers shall order from CMR all cars desired for loading on tracks of CMR and should specify class of car, lading, weight, destination, and route they desire car to go forward from origin station. When cars are loaded, shipper shall furnish CMR in writing the following information: contents, weight of contents, destination and routing. In addition, shipper shall furnish shipping instructions to the road over which car is to move from origin station. Shippers may not reload cars made empty to them without first obtaining permission from CMR.
200	CHARGES FOR ARTICULATED CARS	On movements of articulated cars (two or more units permanently or temporarily joined together), the switching charges published in this tariff will apply separately to each unit of the articulated equipment.
205	IDLER OR TRAILER CARS	Idler or trailer cars will be subject to the same charges, rules and regulations as applies to unloaded cars.
210	MILEAGE	No mileage will be allowed on ALLOWANCE equipment switched over CMR tracks.
220	TEAM TRACKS	Public team tracks and platforms of the CMR, may be used for loading or unloading cars, subject to the provisions of this tariff.
230	APPLICATION OF RATES TO OR FROM INDUSTRIES LOCATED ON INRD	Except as otherwise provided, rates named in this tariff apply for all industries located on CMR, within reciprocal switching limits.
240	IMPROPERLY AND OVERLOADED CARS	Cars must not be loaded in excess of the Maximum Load limit on cars so stenciled, or ten (10) percent above marked weight capacity of other cars.
250	DEFINITION OF TERMS	<p>(a) RECIPROCAL SWITCHING is a switch movement between tracks located on CMR and points of interchange with connecting carriers within the same Switching District on traffic originating at or destined to points beyond the same Switching District.</p> <p>(b) INTRA-PLANT SWITCHING is a switch movement from one track to another or between two locations on the same track entirely within the confines of a (single) plant or industry when the movement does not leave the tracks of the (single) plant or industry.</p> <p>(c) INTRA-TERMINAL SWITCHING is a switching movement (other than intra-plant) of traffic originating at and destined to points located on the tracks of CMR within the same Switching District.</p> <p>(d) INTER-TERMINAL SWITCHING is a switch movement between tracks located on CMR and points of interchange with connecting carriers within the same Switching District on traffic having origin and destination within the same Switching District.</p> <p>(e) COMPETITIVE TRAFFIC means that traffic which, at the time of shipment, may be handled by the line-haul carrier for whose account CMR performs the switching, at a lower rate than would apply were the same traffic handled by CMR as a line-haul carrier participating in the movement of the same commodity from the same origin to the same destination. In calculating the rate via the line-haul carrier for whose account CMR performs switching, that portion of the CMR switching charge absorbed by such carrier from its line-haul rate shall not be added to the line haul-rate, but the CMR switching charge, to the extent not absorbed by the line-haul carrier, shall be added to the line-haul rate.</p>

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CENTRAL MIDLAND RAILWAY COMPANY

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RULES AND OTHER GOVERNING PROVISIONS  
SPECIAL RULES AND REGULATIONS - UNLIMITED

ITEM	SUBJECT	APPLICATION
260	PACKING REQUIREMENTS	Charges for intra-terminal and inter-terminal switching apply only when shipments are packaged in accordance with the requirements published in Tariff UFC 6000-series. Shipments not packed in accordance with such requirements will not be accepted.
270	CHARGES FOR CARS WITH MORE THAN FOUR AXLES	Charges for intra-plant, intra-terminal or inter-terminal switching will be confined to cars having no more than four (4) axles. When cars with more than four (4) axles are found in intra-plant, intra-terminal or inter-terminal service, the charges for such service will be 200 percent of that shown herein for the same service applicable on cars with four (4) axles.
280	CHARGES FOR CARS DELIVERED IN ERROR	A charge of \$300.00 per car (loaded or empty) will be assessed against delivering carrier for the return, and/or setback, of cars interchanged to the CMR in error.
290	WEIGHING	Central Midland Railway Company does not have an on-site track scale.

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SECTION 1  
DEFINITION OF SWITCHING DISTRICTS

<p>500</p>	<p>STATIONS/INDUSTRIES SERVED BY CENTRAL MIDLAND RAILWAY COMPANY (CMR)</p>	<p><b>CMR STATIONS:</b> Lackland, MO Maryland Heights, MO Olivette, MO Vigus, MO</p> <p><b>OPEN INDUSTRIES:</b> Acme Brick Benjamin Ansehl Company Chemical Central Corporation Chevron Chemical Contico International Cott Beverages Cupples Manufacturing Company Dr. Pepper Seven UP Engineered Lubricants Graham Packaging Gusdorf Corporation, Kessler Container Limited Marchem Corporation Meyer Laminates Pennzoil Products Company Quality Building Products R M Supply* Solutia - Westport Plant St. Louis Water Research Blvd. St. Louis Offset USA Today St. Louis Post Dispatch Steel Processing Services Willamette Industries</p> <p><b>STREET ADDRESS:</b> Acme Brick, 2510 Adie Rd., Maryland Heights, MO 1555 Page Industrial Dr., Lackland, MO 2646 Metro Blvd., Maryland Heights, MO Adie Rd., Maryland heights, MO 1101 Warson Rd., Lackland, MO 2525 Schuetz Rd., Maryland Heights, MO 9430 Page Ave., Overland, MO 8900 Page Ave., Overland, MO 11525 Rock Island Ct., Maryland Heights, MO 13300 Interstate Dr., Maryland Heights, MO 11440 Lackland Rd., Maryland Heights, MO 8544 Page Ave., St Louis, MO 2500 Adie Rd., Maryland Heights, MO 2451 Schuetz Rd., Maryland Heights, MO 2625 Wagner Place, Maryland Heights, MO 11635 Northline Industrial Dr., Maryland Heights, MO</p> <p>2381 Centerline Industrial Dr., St. Louis, MO</p> <p>1212 Dielman Industrial Ct., St Louis, MO 11700 Dunlap Industrial Dr., Maryland Heights, MO</p> <p>11480 Warnen Rd., Maryland Heights, MO</p>
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CENTRAL MIDLAND RAILWAY COMPANY

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SECTION 2  
SWITCHING CHARGES  
(Rates in dollars per car, except as noted)(See Note)

ITEM	STATION	CONNECTING CARRIER	RATE
600	Lackland, MO	BNSF	422
		CN	422
		CSXT	422
		GWWR	422
		NS	422
605	Maryland Heights, MO	BNSF	422
		CN	422
		CSXT	422
		GWWR	422
		NS	422
610	Olivette, MO	BNSF	422
		CN	422
		CSXT	422
		GWWR	422
		NS	422
615	Vigus	BNSF	422
		CN	422
		CSXT	422
		GWWR	422
		NS	422

NOTE: The provisions of Item 115 (NON ABSORPTION OF INTERMEDIATE CARRIER'S SWITCH CHARGE ) shall apply to any rates in ITEMS 600 through 699.

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CENTRAL MIDLAND RAILWAY COMPANY

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SECTION 3  
OTHER CHARGES

ITEM	SUBJECT	APPLICATION
700	EMPTY CARS RETURNED	When an empty car is ordered for loading and the service of switching or placing has not been performed and the car is not loaded but returned to CMR empty, a charge of \$75.00 will be added to the normal switching charge of that car as if it were loaded one way. The total charge will be assessed the person, firm, or corporation ordering the car. The charge will not apply in a car properly refused or rejected as defective or unfit for loading. When cars ordered by industries on CMR for loading are refused by the industry because the car is not in proper condition to load and must be returned to the connecting carrier, the above mentioned charge will be assessed against the railroad furnishing the car.
710	STANDBY SWITCH ENGINE SERVICE	Standby switch engine service will be provided upon reasonable advance request therefore. To the extent that the services on an engine and crew are required beyond the normal time to spot empty cars and pull loads, CMR will furnish an engine and crew for \$250.00 per hour or fraction thereof, subject to a minimum charge of eight (8) hours and the maximum permissible on duty time of twelve (12) hours. Charges will be assessed against the party requesting the special switching service and will be in addition to all other applicable line-haul or switching charges.
720	INTRA-PLANT SWITCHING	A charge of \$75.00 per car will be made for each movement of a car switched within the confines of one industry, plant or team track.
730	INTRA-TERMINAL SWITCHING	When a car is switched from one industry or track to another industry or track located on the CMR within the same Switching District, the charge will be \$300.00 per car.
740	INTER-TERMINAL SWITCHING	When a car is switched between tracks located on CMR and point of interchange with connecting carrier within the same Switching District, the charge will be \$344.00 per car.
745	SPECIAL TRAIN SERVICE	Shipments which cannot be handled in regular freight train service will be subject to a charge of fifty (\$50.00) dollars per mile, subject to a minimum of 110 miles. This charge is in addition to all other applicable charges.
750	SET BACK CARS	When a car which has been loaded with grain or soybeans from an elevator and moved therefrom, and is sent back to such elevator on account of error in grade or from any other cause for which carrier is not responsible, a charge of \$100.00 per car will be made for such switching service in addition to the charges otherwise applicable.
755	DEMURRAGE	Shipments transported under this tariff are subject to demurrage charges published in Tariff CMR 9003-series, supplements thereto or successive issues thereof.
760	DIVERSION OR RECONSIGNMENT, MEANING OF	<p>Diversion or Reconsignment means:</p> <ol style="list-style-type: none"> <li>1. Change in the name of consignee.</li> <li>2. Change in the name of consignor.</li> <li>3. Change in the destination.</li> <li>4. Change in route.</li> <li>5. Any other instruction given by consignor, consignee, or owner affecting delivery and requiring an addition to or a change in billing (except orders received prior to arrival of car on or departure from CMR), and additional movement of the car, or both.</li> </ol> <p>Except as otherwise provided herein, the term "destination" as used in these rules means the billed destination.</p> <p>If there are no switching limits, then points located within the corporate limits of each billed destination will be considered one station.</p> <p>Where the through rate is authorized, it is the applicable rate, local rate, joint rate, or combination of intermediate rates in effect on date of shipment from point of origin over the route of movement via the diversion or reconsignment points to final destination.</p>

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SECTION 3  
OTHER CHARGES

ITEM	SUBJECT	APPLICATION
765	DIVERSION OR RECONSIGNMENT CHARGES	<p>When order is placed with an authorized representative of the CMR by consignee or consignor, or owner, that modifies any of the provisions or terms listed in Item 760, the following charges will apply:</p> <ol style="list-style-type: none"><li>1. If order is received prior to arrival of car at destination, the charge will be \$100.00 per car.</li><li>2. If order is received within 24 hours from the first 7:00 A.M. after arrival at destination, the charge will be \$150.00 per car.</li><li>3. If order is received after expiration of 24 hours from the first 7:00 A.M. after arrival at destination, the charge will be \$200.00 per car.</li><li>4. Orders received prior to arrival of car on or after departure from CMR will neither be accepted nor subject to diversion and reconsignment charges by CMR.</li><li>5. A request for diversion or reconsignment must be made or confirmed in writing, and an order for diversion or reconsignment which specifies that through rate is to be protected will not be construed as obligating carriers to protect other than the lawful rate and charges under these rules.</li><li>6. When an order for diversion or reconsignment requires the application of a rate and/or route which cannot be lawfully applied via the point at which the diversion or reconsignment is made, prompt notice shall be given to the party requesting the diversion or reconsignment.</li><li>7. When delivery to consignee cannot be accomplished due to gross weight of car and contents exceeding carrier's track limitations, no charge will be assessed for the diversion or reconsignment of shipment.</li></ol>

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SECTION 4

800	ABSORPTION	CMR will absorb \$1.00 of the reciprocal switching charges imposed by connecting carriers on traffic originating or terminating on such connecting carriers and moved by CMR in line-haul service.
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EXPLANATION OF ABBREVIATIONS AND/OR REFERENCE MARKS

ABBREVIATION AND/OR REFERENCE MARK	EXPLANATION
CSXT	CSX Transportation, Inc., comprised of the following carriers: Baltimore and Ohio Railroad Company, The. Carrollton Railroad, The. Chesapeake and Ohio Railway Company, The. CSX Transportation, Inc. Gainesville Midland Railroad Company. Port Huron and Detroit Railroad Company. Western Railway of Alabama, The. Interstate Commerce Commission. Central Midland Railway Company Canadian National Railway
CMR	Freight Tariff
CN	Norfolk Southern Railway Company
FT	National Service Order
NS	Official Railroad Station List, Railinc Agent).
NSO	Rail Carrier Cost Recovery Tariff (Western Trunk Line Committee, Agent).
OPSL	Official Railway Equipment Register, The (National Railway Publication Company, Agent).
RCCR	Railinc
RER	Railroad Publication Services.
RIC	Surface Transportation Board
RPS	Uniform Freight Classification (National Railroad Freight Committee, Agent).
STB	
UFC	
[I]	Denotes Increase.
[R]	Denotes Reduction.

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