

STB FMRC 8000-E
(Cancels ICC and OCC FMRC 8000-D)

FARMRAIL CORPORATION

FREIGHT TARIFF FMRC 8000-E (Cancels Freight Tariff FMRC 8000-D)

RULES, REGULATIONS AND CHARGES

APPLYING TO SWITCHING OF CARS

BETWEEN	AND
POINTS SERVED BY FARMRAIL CORPORATION	JUNCTIONS WITH CONNECTING RAILROADS

SWITCHING TARIFF

Governed, except as otherwise provided herein, by Uniform Freight Classification (See Item 10).

ISSUED: August 9, 2002

EFFECTIVE: September 1, 2002

ISSUED BY:

George C. Betke, Jr.
Chief Executive Officer
Farmrail Corporation
P.O. Box 1750
Clinton, OK 73601

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

FREIGHT TARIFF STB FMRC 8000-E

SECTION 1	SECTION 2																																																																		
APPLICATION OF TARIFF	GENERAL RULES AND REGULATIONS																																																																		
<p>The rules, regulations and charges published herein apply on interstate and intrastate freight to, from and between all points at which switching service is performed by Farmrail Corporation, including the following:</p> <table border="0"> <thead> <tr> <th align="left"><u>MILEPOST</u></th> <th align="left"><u>STATION</u></th> <th align="right"><u>NUMBER</u></th> </tr> </thead> <tbody> <tr> <td colspan="3"><u>SUNBELT DIVISION</u></td> </tr> <tr> <td>562.6</td> <td>Weatherford, OK</td> <td align="right">05626</td> </tr> <tr> <td>580.7</td> <td>Clinton, OK</td> <td align="right">05807</td> </tr> <tr> <td>594.3</td> <td>Foss, OK</td> <td align="right">05943</td> </tr> <tr> <td>601.6</td> <td>Canute, OK</td> <td align="right">06016</td> </tr> <tr> <td>609.4</td> <td>Elk City, OK</td> <td align="right">06094</td> </tr> <tr> <td>626.0</td> <td>Sayre, OK</td> <td align="right">06260</td> </tr> <tr> <td>640.2</td> <td>Erick, OK</td> <td align="right">06402</td> </tr> <tr> <td colspan="3"><u>ORIENT DIVISION</u></td> </tr> <tr> <td>378.8</td> <td>Westhom, OK</td> <td align="right">03788</td> </tr> <tr> <td>388.2</td> <td>Custer City, OK</td> <td align="right">03882</td> </tr> <tr> <td>401.0</td> <td>Clinton, OK</td> <td align="right">05807</td> </tr> <tr> <td>418.3</td> <td>Burns Flat, OK</td> <td align="right">04183</td> </tr> <tr> <td>419.9</td> <td>Dill City, OK</td> <td align="right">04199</td> </tr> <tr> <td>428.7</td> <td>Sentinel, OK</td> <td align="right">04287</td> </tr> <tr> <td>434.8</td> <td>Cambridge, OK</td> <td align="right">04348</td> </tr> <tr> <td>440.9</td> <td>Lone Wolf, OK</td> <td align="right">04409</td> </tr> <tr> <td>447.6</td> <td>Lugert, OK</td> <td align="right">04476</td> </tr> <tr> <td>457.5</td> <td>Blair, OK</td> <td align="right">04575</td> </tr> <tr> <td>467.3</td> <td>Altus, OK</td> <td align="right">04673</td> </tr> <tr> <td>478.3</td> <td>Elmer, OK</td> <td align="right">04783</td> </tr> </tbody> </table> <p>The switching limits of FMRC-Sunbelt Division are defined by Milepost 560.0 (east of Weatherford, OK) and Milepost 615.0 (west of Elk City, OK). Stations of Sayre, OK and Erick, OK are served by contract only.</p> <p>The switching limits of FMRC-Orient Division are defined by Milepost 378.00 (north of Westhom, OK) and Milepost 479.69 (south of Elmer, OK).</p> <p>Interstate connections are made with:</p> <p><u>BNSF at Altus, OK; Enid, OK (via GNBC)</u> GNBC at Clinton, OK HE at Altus, OK UP at Altus, OK (via WTJR); Enid, OK (via GNBC) <u>WTJR at Altus, OK</u></p>	<u>MILEPOST</u>	<u>STATION</u>	<u>NUMBER</u>	<u>SUNBELT DIVISION</u>			562.6	Weatherford, OK	05626	580.7	Clinton, OK	05807	594.3	Foss, OK	05943	601.6	Canute, OK	06016	609.4	Elk City, OK	06094	626.0	Sayre, OK	06260	640.2	Erick, OK	06402	<u>ORIENT DIVISION</u>			378.8	Westhom, OK	03788	388.2	Custer City, OK	03882	401.0	Clinton, OK	05807	418.3	Burns Flat, OK	04183	419.9	Dill City, OK	04199	428.7	Sentinel, OK	04287	434.8	Cambridge, OK	04348	440.9	Lone Wolf, OK	04409	447.6	Lugert, OK	04476	457.5	Blair, OK	04575	467.3	Altus, OK	04673	478.3	Elmer, OK	04783	<p>ITEM 30</p> <p align="center">REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</p> <p>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.</p> <hr/> <p>ITEM 40</p> <p align="center">NATIONAL SERVICE ORDER TARIFF</p> <p>This tariff is subject to provisions of various Surface Transportation Board Service Orders and General Permits as shown in Tariffs NSO 6100-series, STB NSO 6100-series.</p> <hr/> <p>ITEM 50 [1]</p> <p align="center">CAR DEMURRAGE</p> <p>Cars handled by FMRC are subject to the following demurrage rules unless special arrangement is made in advance. Customers are allowed 48 hours to load and 48 hours to unload cars before demurrage applies. Free time begins the first 7:00 AM after placement or constructive placement and ends 48 hours later, excluding Sundays and holidays per item 140. Demurrage subsequent to free time is \$30.00 per car for each 24 hour period, or portion thereof, until car is released by customer.</p> <hr/> <p>ITEM 60</p> <p align="center">HAZARDOUS FREIGHT</p> <p>Shipments of hazardous freight under this tariff are subject to regulations of the U.S. Department of Transportation as shown in the Bureau of Explosives Tariff, STB BOE 6000-series, C. Keller, Agent.</p> <hr/> <p>ITEM 70</p> <p align="center">METHOD OF CANCELING ITEMS</p> <p>As this tariff is supplemented, numbered items with lettered suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequences starting with A. Example: Item 100-A cancels Item 100 and Item 200-B cancels Item 200-A in a prior supplement which in turn cancelled Item 200.</p> <hr/> <p>ITEM 80</p> <p align="center">METHOD OF DENOTING REISSUED ITEMS IN SUPPLEMENTS</p> <p>Matter brought forward without change from one supplement to another will be designated as by reference mark [NC]. To determine the original effective date, consult the supplement in which the reissued matter first became effective.</p>
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<p>ITEM 10</p> <p align="center">DESCRIPTION OF GOVERNING CLASSIFICATION</p> <p>The term "Uniform Freight Classification," when used herein, means Uniform Freight Classification 6000-series.</p>																																																																			
<p>ITEM 20</p> <p align="center">STATION LISTS AND CONDITIONS</p> <p>This publication is governed by the Official Railroad Station List, OPSTL 6000-series, issued by RAILINC, Agent.</p>																																																																			
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<p>ITEM 90</p> <p align="center">CARRIERS' LIMITED LIABILITY</p> <p>Carriers will not be responsible for loss due to natural shrinkage and/or any difference between the origin and destination weights, except where loss results from defective equipment.</p>	<p>ITEM 110</p> <p align="center">BASE CHARGES FOR INTERCHANGE SWITCHING SERVICE</p> <p>(a) Base charges for interchange switching service, per car, are:</p> <p align="center"><u>SUNBELT DIVISION</u></p> <table border="0"> <tr> <td>Weatherford, OK</td> <td align="center"><u>NOTE 1</u></td> <td></td> </tr> <tr> <td>Elk City, OK</td> <td align="center">\$236</td> <td></td> </tr> <tr> <td></td> <td align="center">\$289</td> <td></td> </tr> </table> <p align="center"><u>ORIENT DIVISION</u></p> <table border="0"> <tr> <td></td> <td align="center"><u>NOTE 1</u></td> <td align="center"><u>NOTE 2</u></td> </tr> <tr> <td>Westhom, OK</td> <td align="center">\$157</td> <td align="center">n/a</td> </tr> <tr> <td>Custer City, OK</td> <td align="center">\$157</td> <td align="center">n/a</td> </tr> <tr> <td>Burns Flat, OK</td> <td align="center">\$250</td> <td align="center">\$350</td> </tr> <tr> <td>Dill City, OK</td> <td align="center">\$250</td> <td align="center">\$350</td> </tr> <tr> <td>Sentinel, OK</td> <td align="center">\$275</td> <td align="center">\$325</td> </tr> <tr> <td>Cambridge, OK</td> <td align="center">\$300</td> <td align="center">\$300</td> </tr> <tr> <td>Lone Wolf, OK</td> <td align="center">\$300</td> <td align="center">\$300</td> </tr> <tr> <td>Lugert, OK</td> <td align="center">\$300</td> <td align="center">\$300</td> </tr> <tr> <td>Blair, OK</td> <td align="center">\$325</td> <td align="center">\$275</td> </tr> <tr> <td>Altus, OK</td> <td align="center">\$350</td> <td align="center">\$185</td> </tr> <tr> <td>Elmer, OK</td> <td align="center">_____</td> <td align="center">_____</td> </tr> </table> <p>NOTE 1 - Via Clinton, OK (GNBC) NOTE 2 - Via Altus, OK (BNSF, WTJR)</p> <p>(b) A surcharge of \$105 per car will be charged for movement of hazardous commodities. (c) Base charges for interchange switching service will be decreased and/or increased in accordance with absorptions and charges described in Items 120, 160 and 170, which should be consulted in conjunction herewith.</p>	Weatherford, OK	<u>NOTE 1</u>		Elk City, OK	\$236			\$289			<u>NOTE 1</u>	<u>NOTE 2</u>	Westhom, OK	\$157	n/a	Custer City, OK	\$157	n/a	Burns Flat, OK	\$250	\$350	Dill City, OK	\$250	\$350	Sentinel, OK	\$275	\$325	Cambridge, OK	\$300	\$300	Lone Wolf, OK	\$300	\$300	Lugert, OK	\$300	\$300	Blair, OK	\$325	\$275	Altus, OK	\$350	\$185	Elmer, OK	_____	_____
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<p>ITEM 100</p> <p align="center">APPLICATION OF CHARGES FOR INTERCHANGE SWITCHING SERVICE</p> <p>(a) Charges for interchange switching service apply to movement of a car between a plant or team track and the junction with the connecting carrier which has performed or will perform line-haul service on the car. (b) Switching charges apply for movement of the car loaded in one direction and empty in the other direction. If the car is loaded in both directions, switching charges apply for each loaded movement. (c) An empty car placed at a plant or team track which is returned empty because no load is available, or an empty car otherwise handled and returned empty to or from a plant, team track, or connecting railroad, is subject to the lowest applicable switching charge for a loaded movement. (d) If a shipment or freight requires two or more cars for its movement, switching charges apply for each car. (e) Switching charges are in addition to all other rates and charges applicable to line-haul service performed on the car by the connecting railroad.</p>																																														
	<p>ITEM 120</p> <p align="center">ABSORPTION OF BASE CHARGES FOR INTERLINE SWITCHING SERVICE</p> <p>Portions of the base charges for interchange switching service (See Item 110) will be absorbed in accordance with agreements in effect between FMRC and BNSF, respectively, and published in tariffs or other instruments, as the case may be.</p> <p>ITEM 130 [1]</p> <p align="center">BASE CHARGE FOR LOCAL SWITCHING SERVICE</p> <p>The base charge for local switching service—movement of a loaded car between any plants or team tracks within the switching limits of FMRC and/or GNBC—is \$300.00 per car.</p>																																													
	<p>ITEM 160</p> <p align="center">BASE CHARGE FOR TURNING OF CARS</p> <p>When a car requiring loading or unloading from one side or end is not properly placarded and, on customer's request, is turned and returned to the same track after initial placement, a base switching charge of \$263.00 applies. Such charge will not apply if the Bill of Lading carries a notation that the car was placarded and the placard disappeared before placement.</p>																																													
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SECTION 3	SECTION 3
SWITCHING CHARGES AND APPLICATION	SWITCHING CHARGES AND APPLICATION
<p>ITEM 170</p> <p align="center">BASE CHARGE FOR EXTRA SWITCHING SERVICE</p> <p>Extra switching service requiring special assignment of a locomotive and crew to supplement scheduled switching service (See Item 210) will be performed only on customer's request submitted twenty-four (24) hours in advance of the requirement and at a base charge of \$150.00 per hour or fraction thereof, subject to a minimum of four (4) and a maximum of twelve (12) hours and to the availability of equipment and personnel. This charge is in addition to other applicable switching charges. Hours are computed from the time the locomotive and crew are dispatched until the extra switching service has been performed and the locomotive and crew have returned to the point of dispatch (including waiting time, but excluding time elapsed for the convenience of FMRC).</p>	<p>ITEM 220</p> <p align="center">RECIPROCAL SWITCHING</p> <p>Switching charge for carload movement to or from FMRC stations and connecting point with railroad performing line haul service:</p> <p align="center">Station - Altus, OK Industries - All Connections - BNSF, HE, UP (WTJR), WTJR Reciprocal Switch Charge - \$185.00 per car</p> <p align="center">Station - Clinton, OK Industries - All Connections - BNSF (GNBC), GNBC Reciprocal Switch Charge - None [D]</p>
<p>ITEM 200</p> <p align="center">TERMS OF PAYMENT</p> <p>Payment of all charges for switching services performed by FMRC is due within fifteen (15) days from the date of billing. A charge equivalent to eighteen percent (18%) per year will be assessed for late payment, calculated through the day payment is received and based upon a year of 360 days.</p>	
<p>ITEM 210</p> <p align="center">SCHEDULED SWITCHING SERVICE</p> <p>FMRC performs scheduled switching service on weekdays (Monday through Friday) throughout the year, with the exception of the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Eve Day, Christmas Day, and New Year's Eve Day. Normal business office hours are from 8:00 A.M. to 5:00 P.M.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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DEFINITION OF TERMS	EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS
<p>Customer– The legal entity responsible for railroad freight shipments in cars handled by the FMRC and for payment of applicable switching charges.</p> <p>Interstate freight– Freight moving from a point in a state to a point in another state, or freight moving from a point in a state to another point in the same state which moves outside the state while in transit.</p> <p>Intrastate freight– Freight moving from a point in a state to another point in the same state which does not move outside the state while in transit.</p> <p>Line-haul service– Movement of a car by a connecting railroad beyond the switching limits of FMRC to a station other than Clinton, OK.</p> <p>Plant– The land, buildings, machinery, apparatus and fixtures employed in carrying on a trade or industrial business.</p> <p>Plant track– A track serving a plant, whether situated on property operated by FMRC or on property owned or leased by the customer operating the plant.</p> <p>Team track- A track designated by FMRC for use by the general public.</p>	<p>A.M. - Ante Meridian BNSF - Burlington Northern and Santa Fe Railway Company BOE - Bureau of Explosives CFR - Code of Federal Regulations etc. - Et cetera FMRC - Farmrail Corporation GNBC - Grainbelt Corporation HE - Hollis and Eastern N.A. - Not Applicable NSO - National Service Order, Western Trunk Link Committee, Agent OCC - Oklahoma Corporation Commission OPSL - Official Railroad Station List, Railinc , Agent P.M. - Post Meridian RPS - Railroad Publication Services STB - Surface Transportation Board STCC - Standard Transportation Commodity Code UFC - Uniform Freight Classification UP - Union Pacific Railroad Company U.S. - United States of America WTJR - Wichita Tillman & Jackson Railway Co., Inc.</p> <p>[NC] - Brought forward without change [I] - Denotes Increase [D] - Denotes Decrease/ Reduction (<u>Underscored</u> portion denotes change.)</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	