

IOWA SOUTHERN RAILWAY COMPANY

FREIGHT TARIFF ISRY 8000 (NEW)

NAMING
RULES, CHARGES AND REGULATIONS
GOVERNING SWITCHING
ALSO
MISCELLANEOUS RULES AND CHARGES
FROM, TO, AND WITHIN
STATIONS
OPERATED BY
AND FOR ACCOUNT
IOWA SOUTHERN RAILWAY COMPANY

LOCAL TARIFF

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular rates and provisions contained herein.

ISSUED: August 31, 2016

EFFECTIVE: August 22, 2016

ISSUED BY

D. J. Fellon, President
Progressive Rail Inc.
21778 Highview Ave.
Lakeville, MN 55044

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			<p>ITEM 60</p> <p align="center">METHOD OF CANCELLING 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. For 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>

For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.

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<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-UNLIMITED</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-UNLIMITED</p>
<p>ITEM 100</p> <p align="center">LIMITATIONS</p> <p>All cars delivered to ISRY are received only upon the condition that there is room for them upon the tracks to which they are consigned, and the cars are subject to delays incident in switching and unavoidable causes.</p> <p>Cars with bulged sides, excessive dimensions, or leaning cars that can not be placed where consigned because of sharp curves or danger of striking structures, will be placed upon the nearest acceptable track for loading and/or unloading.</p>	<p>ITEM 115</p> <p align="center">RESPONSIBILITY OF CHARGES</p> <p>In the event an industry disputes an invoice due to their contract with a third party (i.e., their supplier or customer) the ISRY may elect to invoice the third party upon request. Ultimately, however, the part responsible for charges will be the industry which has a station along the ISRY.</p>
<p>ITEM 110</p> <p align="center">COLLECTION OF CHARGES</p> <p>All charges assessed to customers are due in US currency within 15 days of invoice date. All invoices are subject to a 1.5% per month finance charge if unpaid within 30 days from the date of invoice. In the event of a dispute, customers shall provide written notice within 30 days from the date of the bill, specifying the bill number and the basis for the dispute. Customers responsible for original charges shall also be responsible for all additional collection costs, including attorney fees and court costs, if ISRY is required to collect in this manner. ISRY may at its sole discretion require prepayment of services.</p> <p>Customers may remit charges to ISRY via electronic methods; however customer shall bear all related charges assessed by customer's financial institutions. Electronic remittances will be made in conformance with instructions provided by ISRY.</p> <p>Customers will be assessed a \$30.00 service charge or the maximum allowed by law on all checks returned unpaid by customer's financial institution for non-sufficient or uncollected funds. Additionally interest charges, as described in this item, will be assessed if returned check results in charges collected by ISRY outside of credit terms.</p> <p>ISRY shall not accept responsibility for failure by customer to provide purchase order numbers or similar customer internal documentation authorizing ISRY to provide services. ISRY shall attempt to provide customer with information used in customer's internal accounting processes but inability to provide requested information or the inability to comply with customer's internal documentation procedures will in no way remove customer's obligation to pay charges within credit terms assessed pursuant to applicable tariffs or contracts.</p> <p>Exception: All charges assessed to other railroads for switching and similar services will be collected according to the terms of applicable contracts and the Railway Accounting Rules.</p>	<p>ITEM 120</p> <p align="center">MILEAGE ALLOWANCE</p> <p>When loaded or empty private cars are handled by ISRY, mileage payments will not be allowed except by written agreement. When railroad loaded or empty cars are handled by ISRY in switching service consigned to customers located within a switching district, mileage payments will not be allowed.</p>
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	<p>ITEM 140</p> <p align="center">RELEASE OF OPEN TOP LOADS</p> <p>Customers must arrange with ISRY for an inspection of shiftable, open top loads prior to their release. Open top loads must be loaded in conformance to the current edition of the OTLR.</p>
	<p>ITEM 145</p> <p align="center">ORDERING CARS</p> <p>Customers shall order from ISRY all cars desired for loading on tracks of ISRY or industry tracks connected to ISRY and should specify class of car, lading, weight, destination, route, and want date. At its sole discretion, ISRY may require car orders to be submitted by customers via an approved electronic method supported by ISRY. Approved methods include Shipper Connect. If a customer is required to submit car orders by an approved electronic method, a charge of \$20.00 will be assessed for each manual or facsimile submission. This charge will be assessed to the car ordering party. Car orders submitted by telephone will not be accepted.</p>

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<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-UNLIMITED</p>	<p align="center">SECTION 1 MISCELLANEOUS RULES AND CHARGES</p>
<p>ITEM 150</p> <p align="center">CARS ORDERED BUT NOT USED</p> <p>When, on behalf of a customer, ISRY orders a car from a foreign carrier for loading and customer refuses or rejects the car for reasons other than car is unfit for loading, a charge equal to the supplying carrier's car cancellation charge plus 5 percent will be assessed to the customer ordering the car from ISRY.</p> <p>Additionally when a car has been switched or placed by ISRY and customer subsequently rejects the car for reasons other than the car is unfit for loading, a switching charge of \$150.00 will be assessed to the customer ordering the car from ISRY or a foreign carrier.</p> <p>Demurrage rules, charges, and regulations will apply to rejected cars in the same manner as other cars as published in ISRY 6004-series.</p>	<p>ITEM 1010</p> <p align="center">CHARGES FOR MOVEMENT OF REVENUE EMPTY CARS</p> <p>A charge of \$1.10 a mile will be assessed for transportation of empty freight cars moving on their own wheels, minimum charge \$300.00 per car.</p> <p>Exception: This item will not apply to empty cars that are consigned to customers on ISRY lines for the purpose of loading. However private empty cars consigned to customers for loading but subsequently shipped as an empty will be assessed empty freight car charges for both trips.</p> <p>Exception: This item will not apply to empty cars received from another railroad with which the ISRY has an agreement covering charges for empty equipment.</p>
<p>ITEM 160</p> <p align="center">CARS ORDERED BUT NOT USED IN SUPPLYING CARRIER LINEHAUL</p> <p>When, on behalf of a customer, ISRY orders a car from a foreign carrier for loading and customer loads and routes the car in such a manner that the supplying carrier is not in the linehaul, a charge equal to the supplying carrier's car offline use charge plus 5 percent will be assessed to the customer ordering the car from ISRY.</p>	<p>ITEM 1020</p> <p align="center">LOADS REQUIRING CLEARING OF ADJACENT TRACKS</p> <p>Loads that because of excessive width or length require clearing tracks adjacent to the track on which said load moves will be assessed a charge of \$300.00 for each track cleared.</p>
<p>ITEM 170</p> <p align="center">INTERCHANGE ERROR MOVEMENTS</p> <p>When empty or loaded cars are received from a foreign carrier without proper forwarding paperwork, the cars will be returned to the delivering carrier or forwarded to the proper carrier, within the same switching district, at a charge of \$440.00 per car. Charge for this service will be assessed against the carrier delivering the cars to ISRY.</p> <p>When empty or loaded Poison/Toxic Inhalation Hazard cars are received from a foreign carrier without proper forwarding paperwork, the cars will be returned to the delivering carrier at a charge of \$1,750.00 per car. Charge for this service will be assessed against the carrier delivering the Poison/Toxic Inhalation Hazard cars to ISRY.</p> <p>ISRY shall not be liable for any setback, switching, or linehaul charges assessed another carrier resulting from billing errors by a customer or by a carrier which is not affiliated with ISRY.</p> <p>Note 1. When cars are received in Interchange and are returned for mechanical or safety reasons, including cars unfit for loading, ISRY will assess the same charge as an interchange error movement.</p>	<p>ITEM 1030</p> <p align="center">IDLER OR TRAILER CARS</p> <p>Idler or trailer cars may be required by the engineering and/or operating departments of ISRY, if in their judgment an idler or trailer car is required for safe operation.</p> <p>Idler or trailer cars will be subject to the same charges, rules, and regulations as are applied to loaded cars.</p> <hr/> <p>ITEM 1040</p> <p align="center">ARTICULATED CARS</p> <p>Each unit of articulated cars, loaded or empty, will be subject to all rules, regulations, and charges as applied to a single railcar.</p>
<p align="center">For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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SECTION 1 MISCELLANEOUS RULES AND CHARGES	SECTION 1 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 1050</p> <p align="center">SPECIAL TRAIN SERVICE</p> <p>Cars loaded to excessive height, underhang, width, length, weight, center of gravity, or any combination of these that in the judgment of the engineering and/or operating departments of ISRY require excessive special handling for safe movement will be handled in special train service. Special trains are at the sole discretion and operational convenience of ISRY. Other cars not requiring special service may, for carrier convenience, be handled by ISRY in special trains. Said cars will not accrue additional charges.</p> <p>Special train charges are \$90.00 per mile with a minimum charge of \$5,500.00 in addition to freight and other applicable charges and will be charged to the customer requesting the special train. Special train charges must be prepaid unless agreed otherwise by previous agreement.</p> <p>Circus, carnival, excursion, and other similar trains will only be handled pursuant to previous agreement.</p>	<p>ITEM 1070</p> <p align="center">REMOVAL OF SWITCH STANDS</p> <p>Loads that because of excessive width or length require the removal of switch stands, signals, or signs will be assessed a charge of \$975.00 for each switch stand, signal, or sign removed.</p> <p>This item will also be applicable for removal of switch stands, signals, or signs for customer purposes other than clearing loads.</p>
<p>ITEM 1060</p> <p align="center">FAILURE TO STOW LOAD SECUREMENT DEVICES</p> <p>When a customer releases empty cars for movement from industry or team tracks and doors, hatches, chains, cables, or other similar devices are not properly secured, and must be secured by ISRY employees for safe movement, a charge of \$150.00 per car will be assessed to the customer that released the car for movement.</p> <p>This item does not apply when said devices, because of mechanical defect, cannot be operated as designed, provided that ISRY has been informed of the defect at or prior to the release of the car.</p> <p>This item will not obligate ISRY to stow load securement devices. ISRY may, at its sole discretion, consider the car or track inaccessible if load securement devices are not properly stowed or secured.</p> <p>Loaded cars and hazardous materials cars will not be moved unless all load securement devices are properly secured by customer.</p>	<p>ITEM 1080</p> <p align="center">RELOADING EQUIPMENT</p> <p>Customers may not reload cars made empty by them without first obtaining permission from ISRY.</p> <p>Exception: This item will not be applicable to private cars that the customer owns or leases.</p>
	<p>ITEM 1090</p> <p align="center">FACILITIES CHARGES</p> <p>ISRY may from time to time, at its sole discretion, make available its own tracks, warehouses, sites, and other similar facilities available for customers to load or unload cars, store empty or loaded cars, or store product. The charges for use of these facilities are in addition to any freight or accessorial charges described in this or any other tariff and charges will be assessed pursuant to the applicable transload tariff or to previous agreement.</p>
	<p>ITEM 1100</p> <p align="center">CARS LOADED IN VIOLATION OF CAR DISTRIBUTION ORDERS</p> <p>A charge of \$575.00 per car will be assessed against the industry and/or carrier who violates the car distribution orders on file with UMLER placed on ISRY owned or leased cars. This charge will be assessed for each occurrence and will be in addition to all other applicable charges.</p>
	<p>ITEM 1110</p> <p align="center">FOREIGN CARS LEASED BY ONLINE CUSTOMERS</p> <p>Customers must immediately inform ISRY of cars leased from a foreign railroad for the customer's exclusive use.</p> <p>When online customers of ISRY lease foreign railroad cars for their exclusive use, hourly payments will be reclaimed against the owner road.</p>
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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SECTION 1 MISCELLANEOUS RULES AND CHARGES	SECTION 1 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 1120</p> <p align="center">DEMURRAGE</p> <p>All cars handled under this tariff will be subject to the demurrage rules, charges, and regulations published in ISRY 6004-series.</p>	<p>ITEM 1160</p> <p align="center">TEAM TRACK USAGE</p> <p>Existing team track service, including loading/unloading platforms and other non-exclusive ISRY facilities, are available for use by shippers for non-hazardous commodities only on a shared usage basis at the sole cost, risk, and expense of customers using such facilities. By using such facilities, customers agree to indemnify, defend and hold harmless ISRY from all claims, costs, and expenses and to assume all risk, responsibility liability for death, personal injury, or property damage arising from, related to, or caused by, in whole or in part, the use of such facilities.</p>
<p>ITEM 1130</p> <p align="center">SUBMITTING SHIPPING INSTRUCTIONS</p> <p>Shipping instructions for loaded or empty cars will be submitted by customers via an approved electronic method supported by ISRY. Approved methods include EDI 404 or electronic messaging via Internet accessed software provided by ISRY. A charge of \$20.00 will be assessed for each manual or facsimile submission. This charge will be assessed to the customer located on ISRY. Shipping instructions submitted by telephone will not be accepted.</p>	<p>ITEM 1170</p> <p align="center">CARS REQUIRED TO BE SWITCHED FROM TRAINS</p> <p>When cars released empty or loaded by a customer that have been subsequently built into a ISRY train for delivery to a connecting carrier but must be switched out of the train account refusal of connecting carrier to accept the cars in interchange, a charge of \$300.00 per car will be assessed to the customer.</p> <p>This item will be applicable to cars that will not be accepted in interchange by connecting carriers for reasons not attributable to either the ISRY or connecting carriers. Such reasons include but are not limited to: car subject to embargo, customer lacks credit with connecting carrier, shipping instructions on car not properly submitted or have been canceled by customer, private car is over age, private car not listed properly in UMLER, or for any other cause under the control of the customer.</p>
<p>ITEM 1135</p> <p align="center">SWITCHING ORDERS</p> <p>Instructions for the release or requests for placements of loaded or empty cars or other similar events will be submitted by customers via electronic method supported by ISRY. Approved methods include EDI 404 or electronic messaging via Internet accessed software provided by ISRY. A charge of \$20.00 will be assessed for each manual or facsimile submission. This charge will be assessed to the customer located on ISRY. Switching orders submitted by telephone will not be accepted.</p>	<p>ITEM 1180</p> <p align="center">CARS DELIVERED TO CONNECTING CARRIERS AND SUBSEQUENTLY REQUESTED RETURNED BY CUSTOMER</p> <p>When cars are released empty or loaded by a customer and are interchanged by ISRY to a connecting carrier and are subsequently requested to be returned by customer, a charge equal to the connecting carrier's error return charge plus \$100.00 will be assessed to the customer requesting the car to be returned.</p> <p>This service will only be available if connecting carrier is able to return the car. Requests for cars to be returned must be made in writing on the form supplied to customer by ISRY.</p>
<p>ITEM 1140</p> <p align="center">FURNISHING HEAT FOR UNLOADING SHIPMENTS IN TANK CARS</p> <p>ISRY will furnish steam to heat freight in tank cars equipped with heater coils at points on ISRY track where arrangements have been made in advance and where steam boilers are available at a charge of \$1,000.00 per day or fraction thereof. In addition to this charge, intra-terminal switch charges pursuant to Item 2050 herein will apply.</p> <p>If more than one heating service is required, charges referred to above will apply for each separate movement of the car and heating service.</p>	
<p>ITEM 1150</p> <p align="center">STORAGE OF RAIL CARS</p> <p>To reduce charges which would otherwise apply, customers may, subject to track availability and at ISRY's discretion, negotiate a rail car agreement with ISRY for storage of rail cars on ISRY trackage. Such agreements will entitle the customer to store a specified number of rail cars at a designated storage location at an applicable storage rate in lieu of demurrage charges pursuant to Tariff ISRY 6004-series.</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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SECTION 2 SWITCHING RULES AND CHARGES	SECTION 2 SWITCHING RULES AND CHARGES										
<p>ITEM 2000</p> <p align="center">SPECIAL SWITCHING OR UNSCHEDULED TRAIN SERVICE</p> <p>Special switching or unscheduled train service requiring assignment of a locomotive and crew to supplement regularly scheduled switching or train service will be performed only on a customer's request submitted 24 hours in advance. A charge of \$2,500.00 for the first 8 hours or fraction thereof and \$337.50 for each additional hour or fraction thereof will be assessed. A charge of \$400.00 will be assessed for each additional locomotive required. This charge will not apply to additional locomotives that are required to replace locomotives originally assigned due to mechanical defects, track restrictions, carrier convenience, etc. These charges are in addition to other applicable transportation and accessorial charges. Hours will be computed from the time the locomotive and crew are on duty until the special switching service has been performed and the locomotive and crew have returned to the point where they began duty (including convenience of ISRY).</p> <p>Special switching or unscheduled train service is subject to the availability of ISRY personnel and equipment.</p>	<p>ITEM 2040</p> <p align="center">INTRA-PLANT SWITCHING</p> <p>A charge of \$300.00 per car will be assessed for each movement of cars that have been placed for loading or unloading and subsequently switched at the request of a customer from one location to another location on the same track or from one track to another track within the same industry. Such charges will be assessed against the customer requesting the switch. Intra-plant switching is at the convenience of ISRY and will be performed during the normal course of operations.</p> <p>Exception: This item will not be applicable when such movement is incidental and necessary in connection with the removal or placement of other loaded or empty cars.</p>										
<p>ITEM 2010</p> <p align="center">SWITCHING EQUIPMENT BETWEEN INDUSTRY AND ISRY FACILITY</p> <p>When customer owned or controlled cars or locomotives are switched by ISRY between industry and a facility for purposes of repairs or inspection, a charge of \$300.00 per car will be assessed.</p>	<p>ITEM 2050</p> <p align="center">INTRA-TERMINAL SWITCHING</p> <p>A charge of \$350.00 per car will be assessed for each movement of cars that have been placed for storage, loading or unloading and subsequently switched at the request of a customer from one track to another track within the switching limits of a single station. Such charges will be assessed against the customer requesting the switch. Intra-terminal switching is at the convenience of ISRY and will be performed during the normal course of operations.</p>										
<p>ITEM 2030</p> <p align="center">LIST OF INDUSTRIES</p> <table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width:50%; text-align:center;">NAME</th> <th style="width:50%; text-align:center;">STATION</th> </tr> </thead> <tbody> <tr> <td>ISRY Team Track Customers</td> <td align="center">All ISRY Stations</td> </tr> <tr> <td>Relco Locomotives, Inc.</td> <td align="center">Albia, IA</td> </tr> <tr> <td>Bemis Corporation</td> <td align="center" rowspan="3">Centerville, IA</td> </tr> <tr> <td>Centerville Iron & Metal, Inc.</td> </tr> <tr> <td>Lee Container Corporation</td> </tr> </tbody> </table>	NAME	STATION	ISRY Team Track Customers	All ISRY Stations	Relco Locomotives, Inc.	Albia, IA	Bemis Corporation	Centerville, IA	Centerville Iron & Metal, Inc.	Lee Container Corporation	<p>ITEM 2060</p> <p align="center">INTER-TERMINAL SWITCHING</p> <p>A charge of \$400.00 per car will be assessed for each movement of cars that have arrived at a station for placement and subsequently switched at the request of a customer from one station to another station. Such charges will be assessed against the customer requesting the switch. Inter-terminal switching is at the convenience of ISRY and will be performed during the normal course of operations.</p>
NAME	STATION										
ISRY Team Track Customers	All ISRY Stations										
Relco Locomotives, Inc.	Albia, IA										
Bemis Corporation	Centerville, IA										
Centerville Iron & Metal, Inc.											
Lee Container Corporation											
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>											

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SECTION 2 SWITCHING RULES AND CHARGES		
ITEM 2065		
RECIPROCAL SWITCHING		
The ISRY will perform reciprocal switching between customers located on ISRY Stations and interchange with the BNSF and CPRS set forth below at charges indicated:		
PART A Albia, IA Interchange with BNSF		
STATION	COMMODITY	RATE (Per Car)
All stations on the ISRY	All Commodities, except as otherwise provided below:	\$300.00
	Coil Wire or Wire Finished Products	\$300.00
	Fertilizer	\$350.00
	Grain	\$220.00
	Locomotives	\$500.00
	Plastic (STCC 28 211)	\$1,400.00 (See Note)
	Scrap Tin Plate	\$300.00
	Intermodal Cars	\$500.00 per well
PART B Moravia, IA Interchange with CPRS		
STATION	COMMODITY	RATE (Per Car)
All stations on the ISRY	All Commodities, except as otherwise provided below:	\$300.00
	Coil Wire or Wire Finished Products	\$300.00
	Fertilizer	\$350.00
	Grain	\$220.00
	Locomotives	\$500.00
	Plastic (STCC 28 211)	\$1,400.00 (See Note)
	Scrap Tin Plate	\$300.00
	Intermodal Cars	\$500.00 per well
Note: A surcharge of \$1,000.00 per car will apply on all plastics cars bound for Centerville, IA.		

SECTION 2 SWITCHING RULES AND CHARGES
ITEM 2070
SWITCH ORDERED BUT UNABLE TO BE PERFORMED
When a switch is ordered but is unable to be performed by ISRY because of a customer condition, a charge of \$300.00 per car will be assessed to the customer requesting the switch.
Customer conditions that may render a switch unable to be performed include but are not limited to: car not loaded/unloaded as indicated on release, load securement devices not properly stowed, unsafe customer track condition, car damaged by customer, presence of customer placed blue flag, red board or similar signage, locked gates/doors, track full, or any other condition for which ISRY has no control.
This item will be applicable to any of the following switch orders: release load, release empty, intra-plant, intra-terminal, inter-terminal, turn car, placement requests, or any other similar switching request.
ITEM 2080
TURN CAR SWITCHING
A charge equal to the intra-terminal switching rate per loaded or empty car will be assessed to the customer ordering a car turned. Turn car switching will be in addition to any other switching charges. If the car ordered to be turned is not at a station where turning facilities are available and must be moved out of route, then an additional inter-terminal switching charge will apply.
Turn car switching will only be performed where facilities are available and is at the convenience of ISRY and will be performed during the normal course of operations.

For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.

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**EXPLANATION OF ABBREVIATIONS AND
REFERENCE MARKS**

ITEM 99999

**EXPLANATION OF ABBREVIATIONS
AND REFERENCE MARKS ⁽¹⁾**

- AAR - Association of American Railroads
- BNSF - BNSF Railway Company
- BOE - Bureau of Explosives
- CFR - Code of Federal Regulations
- CPRS - Canadian Pacific Railway
- EDI - Electronic Data Interchange
- Etc. - et cetera
- FT - Freight Tariff
- ISRY - Iowa Southern Railway Company
- OPSL - Official Railroad Station List (RAILINC, Agent)
- OTLR - AAR Open Top Loading Rules (AAR,
Publisher)
- RER - Official Railway Equipment Register (R.E.R.
Publishing Corporation, Agent)
- STB - Surface Transportation Board
- UMLER - Universal Machine Language Equipment
Register
- U.S. - United States of America

- [A] - Addition
- [C] - Cancelled
- [I] - Increase
- [R] - Reduction
- [NC] - Brought forward without change

(Underscored portion denotes addition/change.)

⁽¹⁾ The two character state abbreviations used in this tariff are those adopted by the postal departments of the United States and Canada.

END