

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

SUPPLEMENT 22

TO

FREIGHT TARIFF RIC 6007-L

Cancels Supplements 4 and 21
Supplements 3, 5, 7, 8, 9, 13, 14, 15, 17, 18, 19 and 22 contain all changes.

**MILEAGE ALLOWANCES AND RULES
GOVERNING**

THE HANDLING OF AND THE PAYMENT OF MILEAGE

ALSO CHARGES

**ON
CARS OF PRIVATE OWNERSHIP
AS DEFINED IN ITEMS 25 AND 400**

**BY
RAILROADS PARTIES TO THIS TARIFF**

For List of Participating Carriers, see Item 2.10.

This tariff is also applicable on intrastate traffic except where expressly provided to the contrary in connection with particular items.

ISSUED MAY 15, 2003

EFFECTIVE JUNE 4, 2003

ISSUED BY
AMERICAN SHORT LINE AND REGIONAL
RAILROAD ASSOCIATION, AGENT
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SUPPLEMENT 22 TO TARIFF RIC 6007-L

ITEM 2.10 [PA]

**LIST OF PARTICIPATING CARRIERS
ALPHABETIZED BY STANDARD CARRIER ABBREVIATION
(See Note 1)**

CARR ABBR	AAR CODE	NAME OF CARRIER	ITEM (S) (Note 2)
ICE	342	Iowa, Chicago & Eastern Railroad Corporation [D-1]	458,460,462,464,466,468,470, 472,474,476,478,480,482
IMRL	379	I & M Rail Link, LLC [D-2]	
CPRS	105	Canadian Pacific Railway.....	

EXPLANATION OF NOTES

1. The code numbers shown opposite the abbreviations of the participating rail carriers are the Association of American Railroads Mandatory Accounting Rules, Rule 260 code numbers, and have no bearing on the rate application in this tariff.
2. Item of general application affecting the participation of all or large groups or numbers of carriers are not listed in this column.

EXPLANATION OF REFERENCE MARKS

- [D-1] – Canceled. For Rules and Charges to apply, see Freight Tariff ASLG 6007.
 [D-2] - Canceled, I & M Rail Link was adopted by the Iowa, Chicago & Eastern Railroad Corporation - Adoption Notices ICE 9000 & 9000-A).
 [PA] - Partial amendment.
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SUPPLEMENT 22 TO TARIFF RIC 6007-L

ITEM 2.20

CUMULATIVE INDEX OF NEW OR CHANGED ITEMS

New Items added in supplements and items in the original tariff which have been amended in supplements are listed below with reference to the supplement in which such items may be found. (See Item 75 for Method of Cancellation).

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SUPPLEMENT 22 TO TARIFF RIC 6007-L

SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS

ITEM 192-D

HANDLING AND HOLDING OF EMPTY TANK CARS BY RAILROADS ON RAILROAD TRACKS (SEE NOTE 1)

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.
2. The rules and charges do not apply to:
 - A. Empty private tank cars moving as revenue freight under the provisions of Item 190-Series, Paragraph B 2.
 - B. Empty private tank cars handled or held for carrier operating convenience.
 - C. Empty private tank cars en route to facilities for cleaning, lining, relining or repair for heavy repairs following railroad damage.
 - 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.
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.
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 or holidays) after 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 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.
5. After expiration of free time as provided in Paragraph 4, charges will be as follows: (See Note 2)
 - A. Supplementary handling charge of \$42.00 per car.
 - B. Holding charge of \$1 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 forty-eight hour period described under Paragraph 4, this item, 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 onto the facility for cleaning, lining, relining, maintenance, modification or repair or ordered moved from that facility to the tracks or leased by the consignee in the vicinity of the facility.
7. Applicable billing will be monthly to the facility involved.

EXPLANATION OF NOTES

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.
2. Per ExParte 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 mileage equalization charge.
3. Provisions formerly shown herein and not brought forward are hereby canceled.[D]

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

▲ ITEM 436-A

BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

1. For the account of the Burlington Northern Santa Fe Railway Company (BNSF), the line haul movement of empty private freight to and from a cleaning facility will be assessed line haul charges as specified in tariff BNSF 90020. Such charges will be assessed and collected from the person, firm, or corporation ordering the movement.
 2. Line haul charges will not apply if the movement to the cleaning facility was immediately preceded by a BNSF line haul revenue movement, having moved within the prior 90 days.
 3. Only one free empty move is allowed for each loaded move.
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SUPPLEMENT 22 TO TARIFF RIC 6007-L

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

▲ ITEM 440-A

BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

1. Movement of empty cars in coal service Tariff BNSF 6041 will apply.
 2. Provisions for tank cars, see Section 1 in this Tariff (RIC 6007).
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▲ ITEM 441-A

BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY (APPLIES ON EMPTY RAILROAD MARKED EQUIPMENT OF PRIVATE OWNERSHIP OR EMPTY PRIVATE EQUIPMENT NOT HAVING PREVIOUS REVENUE MOVEMENT TO THE INTERCHANGE ON THE BNSF) (SEE EXCEPTIONS 1 AND 2 OF THIS ITEM)

1. For the account of the Burlington Northern Santa Fe Railway Company (BNSF), when the line haul movement of empty private freight cars are received at interchange and the BNSF did not handle the previous loaded revenue movement to the interchange the charge will be assessed as follows:

A charge will be applied from the BNSF interchange to BNSF destination using Tariff BNSF 90020 or other applicable document.

2. In all cases, empty private freight cars will be subject to Tariff BNSF 90020 that meet at least one of these criteria:
 - a. New cars or cars that are re-stenciled with new initials or numbers.
 - b. Cars not listed in UMLER.
 - c. Cars moving for dismantling, scrapping or sale.
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▲ ITEM 442-A

BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

1. For the account of the Burlington Northern Santa Fe Railway Company (BNSF), charges for line haul movement of empty private freight or empty railroad marked freight cars of private ownership to the repair shop or storage facility, will not apply if BNSF handled the previous loaded move and that movement occurred within the prior 90 days.
 2. If BNSF did not receive any portion of the previous line haul loaded movement within 90 days of the empty move the rates specified in Tariff BNSF 90020 will apply. Such charge will be assessed against and collected from the car owner as reflected in the AAR UMLER if no freight payer is mentioned on the bill of lading.
 3. Only one free empty move is allowed for each loaded move.
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ITEM 443-A

1. (Provisions formerly shown herein and not brought forward are hereby canceled.)[D]
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20 ITEM 480

CP RAIL SYSTEM (EXCEPTION TO ITEM 621)

1. The CPRS will pay the mileage allowance on special car type "LO" as provided in Item 621-Series, subject to a maximum mileage allowance of twenty-four (24) cents per loaded mile when containing commodities with the following standard transportation commodity code:

01-131	01-136	01-144
01-132	01-137	01-149
01-133	01-139	01-199
01-135		01-992
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SUPPLEMENT 22 TO TARIFF RIC 6007-L

SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS

ITEM 615-B

HANDLING OF EMPTY FREIGHT CARS OTHER THAN TANK CARS (SEE NOTE 6)

PART A APPLIES ONLY TO REFRIGERATOR CARS PROVIDED BY RAILROADS (SEE EXCEPTION 5) [A]

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.
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.

PART B 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)

1. 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.
2. Empty cars will be handled as follows:
 - A. 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.
 - B. 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.

EXPLANATION OF NOTES IN PART B

Note 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.

Note 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 new or newly acquired car and the provisions of Part B. 2. B. will apply.

PART C APPLIES ONLY TO SPECIAL CARS TYPE "LO" CARS BEARING OTHER THAN RAILROAD REPORTING MARKS (SEE NOTES 1 THROUGH 5 AND EXCEPTION 3)

1. 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.
2. Empty cars will be handled as follows:
 - A. An empty car returned to origin point of the last load via reverse of the loaded movement will be handled without charge.
 - B. 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.

CONT'D ON NEXT PAGE

SUPPLEMENT 22 TO TARIFF RIC 6007-L

SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS

ITEM 615-B *CONT'D*

PART C APPLIES ONLY TO SPECIAL CARS TYPE "LO" CARS BEARING OTHER THAN RAILROAD REPORTING MARKS (SEE NOTES 1 THROUGH 5 AND EXCEPTION 3)

2. Empty cars will be handled as follows: (Cont'd.)

- C. 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.
- D. 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.
- E. Except as provided in Parts C. 2. A., B., C. and 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 (see Exceptions 1 and 4), as defined in Item 610 (see Note 3) with a minimum of 100 miles (see Exception 2) 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 not be designated on written instructions. Empty cars being moved for railroad convenience or due to railroad error will not be subject to the foregoing charges.

EXPLANATION OF NOTES IN PART C

- 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 RPS 6004-Series.
- 6. The provisions of this item are not applicable for account CSXT.

EXCEPTIONS

- 1. Rate of \$1.00 per actual mile when for account of GWWR.
 - 2. Applies as follows:
 - A. When for account of BNSF minimum charge will be \$125.00 per car.
 - B. When for account of IC minimum charge will be \$150.00 per car.
 - 3. For account of UP, Item 615 Series, PART C applies, except where UP and the car owner or lessee have an agreement that other handling rules apply.
 - 4. For account of UP, rates in Tariff UP 4703-series apply.
 - 5. Will not apply for the account of the Burlington Northern Santa Fe Railway Company (BNSF).[A]
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SUPPLEMENT 22 TO TARIFF RIC 6007-L

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

ITEM 616-B

HANDLING AND HOLDING OF EMPTY CARS BY RAILROADS ON RAILROAD TRACK (SEE NOTES 1, 3 AND 4)

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:
 - 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.
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).
 - 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.

EXPLANATION OF NOTES

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 over-all agreement.
2. The supplemental handling charge will be revised annually.
3. Provisions of this item do not apply for account BOCT. Apply provisions of Tariff BOCT 8100 Series or successor publications.
4. The provisions of this item are not applicable for account CSXT.
5. Provisions formerly shown herein and not brought forward are hereby canceled.[D]

EXPLANATION OF REFERENCE MARKS

[A] – Addition.

[D] – Canceled.

▲ Denotes change in wording.
