

# **RAILINC, AGENT**

## **FREIGHT TARIFF RIC 6007-L**

**(Cancels Freight Tariff RPS 6007-K)**

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**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.**

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

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**ISSUED MARCH 15, 2001**

**EFFECTIVE APRIL 1, 2001**

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ISSUED BY  
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# TARIFF 6007-L

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### ITEM 2.10

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

CARR ABBR	AAR CODE	NAME OF CARRIER	ITEM (S) (Note 2)
ASRY	576	Ashland Railway, Inc. ....	
BAR	56	Bangor and Aroostook Railroad Company .....	
BDRV	59	Belvidere & Delaware River Railway .....	
BLE	61	Bessemer and Lake Erie Railroad Company.....	61, 412, 414
BNSF	777	Burlington Northern and Santa Fe Railway Company, The	50,70,73,416,420,422,424, 426,428,430,432,434, 436, 438, 440, 442, 443, 444, 446,448
BOCT	64	Baltimore and Ohio Chicago Terminal Railroad Company, The.....	22
CCKY	116	Chattanooga & Chickamauga Railway Co.....	
CN	103	Canadian National Railway.....	79,115,185,450,452,454,456, 512 to 518
CPRS	105	Canadian Pacific Railway .....	458,460,462,464,466,468,470, 472,474,476,478,482
CSKR	904	C&S Railroad Corporation .....	
CSXT	712	CSX Transportation, Inc., comprised of the following carriers: Carrollton Railroad, The. CSX Transportation, Inc. Gainesville Midland Railroad Copmpany. Richmond, Fredericksburg and Potomac Railway Company. Three Rivers Railway Company. Western Railway of Alabama, The .....	106, 484, 486
DKS	210	Doniphan, Kensett & Searcy Railway .....	
EJE	238	Elgin, Joliet and Eastern Railway Company .....	112, 488, 490
EPTC	62	East Portland Traction Company .....	
FEC	263	Florida East Coast Railway Company .....	35,492,494,496
FWW	264	Fox Valley & Western Ltd. ....	498, 500
GWWE	293	Gateway Eastern Railway Company .....	
GWWR	362	Gateway Western Railway Company .....	505, 506

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**ITEM 2.10 CONT'D**

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

CARR ABBR	AAR CODE	NAME OF CARRIER	ITEM (S) (Note 2)
HPTD	366	High Point, Thomasville & Denton Railroad Company .....	511
IANR	341	Iowa Northern Railway.....	522
IMRL	379	I & M Rail Link, LLC .....	
KCS	400	Kansas City Southern Railway Company.	124,185,524,526,527,528,529, 530
MAA	453	Magma Arizona Railroad Company.....	
NAUG	541	Naugatuck Railroad Company, Inc.....	
NS	555	Norfolk Southern Railway Company, comprised of the following carriers: Norfolk and Western Railway Company. Norfolk Southern Railway Company. Alabama Great Southern Railroad Company. Atlantic and East Carolina Railway Company. Camp Lejeune Railroad Company. Central of Georgia Railroad Company. Chesapeake Western Railway. Cincinnati, New Orleans and Texas Pacific Railway Company. Georgia Southern and Florida Railway Company. Tennessee Railway Company .....	135,540,542,544,545,546,547, 548
PIR	632	Pittsburgh Industrial Railroad.....	
SRN	678	Sabine River & Northern Railroad Company .....	
SSAM	670	Sault Ste. Marie Bridge Company .....	
ST	746	ST Rail System .....	555, 560, 565
SUN	734	Sunset Railway Company.....	
TPW	769	Toledo, Peoria & Western Railway Corporation .....	160, 570
UP	802	Union Pacific Railroad Company .....	50,185,416,575,576,577,578, 579,581,583,585,591, 592,593
WC	250	Wisconsin Central LTD.....	597
WSS	854	Winston-Salem Southbound Railway Company .....	595

**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.

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## RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS

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### ITEM 5

#### REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC

1. Where reference is made in this tariff to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and reissues of such items, notes, rules, etc.
  2. Where reference is made in this tariff to another tariff by number, such reference applies also to such tariff to the extent it may be applicable on intrastate traffic or traffic to or from Canada.
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### ITEM 10

#### CONSECUTIVE NUMBERS

1. Where consecutive numbers are represented in this tariff by the first and last numbers connected by the word "to" or a hyphen they will be understood to include both of the numbers shown.
  2. If the first number only bears a reference mark such reference mark also applies to the last number shown and to all numbers between the first and last numbers.
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### ITEM 15

#### METHOD OF CANCELLING ITEMS

1. Except as provided in Paragraph 2, as this Tariff is supplemented, numbered items with letter suffixes cancel correspondingly numbered items in the original tariff, or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A. Example: Item 100-A cancels Item 100, Item 100-AA cancels Item 100-Z, Item 100-AB cancels Item 100-AA, Item 100-BA cancels Item 100-AZ, or Item 105-B cancels Item 105-A, in a prior supplement which in turn cancelled Item 105.
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### ITEM 20

#### METHOD OF DENOTING REISSUED MATTER IN SUPPLEMENTS

1. Matter brought forward without change from one supplement to another will be designated as "Reissued" by a reference mark in the form of a square enclosing a number, the number being that of the supplement in which the reissued matter first appeared in its currently effective form. To determine its original effective date, consult the supplement in which the reissued matter first became effective.
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### ITEM 22

#### BALTIMORE AND OHIO CHICAGO TERMINAL RAILROAD COMPANY (SEE EXCEPTION 1)

1. Provisions of this tariff for the movement of empty cars without charge to or from shop facilities for cleaning, lining, relining, maintenance or repair, will not apply to such cars moving from or to shop facilities served by BOCT, to the extent charges are published in Tariff BOCT 8100-Series.

#### EXCEPTION

1. These provisions do not apply to tank cars.
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#### SECTION 1 APPLIES ONLY ON TANK CARS

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### ITEM 25

#### APPLICATION OF SECTION 1

1. The term "Cars of Private Ownership", when used in this tariff, is defined as cars bearing other than Railroad Reporting marks that are owned by individuals, firms, corporations, or car companies, including cars owned and/or operated by railroad controlled car lines.
  2. Except as otherwise provided herein, these rules govern the handling of tank cars including the payment of mileage allowances, when used by railroads parties to this tariff individually or jointly, where specifically provided herein, for transportation over their lines as follows:
    - A. Between points in the United States (interstate and intrastate) including movements where part of the through route is through the Dominion of Canada.
    - B. Internationally, i.e., between points in the United States and points in the Dominion of Canada. (Applicable only on that portion of the haul within the United States).
    - C. For that portion of the haul in the United States in connection with movements between points in the Dominion of Canada where part of the through route is through the United States.
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# TARIFF 6007-L

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## EXCEPTIONS TO APPLICATION AND RULES APPLIES ONLY ON TANK CARS

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### ITEM 30

#### GENERAL EXCEPTION

1. The rules and mileage allowances published herein will not apply to:
    - A. Cars that are not properly registered in the Official Railway Equipment Register, RER 6413-Series, showing the marked capacities and assigned reporting marks and the gallonage capacities of which are not published in Tank Car Capacities Tariff WTL 6300-Series, except that the gallonage capacities of cars designed and used exclusively for handling commodities on which weights and charges are arrived at by weight and not by gallonage capacities of cars not to be published in Tank Car Capacities Tariff WTL 6300-Series.
    - B. Mileage allowances named in Item 195-Series of this tariff will not apply to cars handled under the provisions of Item 190.
- 

### ITEM 35

#### APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM

1. The provisions of Item 187-Series "Equalization of Mileage on Tank Cars of Private Ownership", will not apply in connection with carriers named below:

Florida East Coast Railway Company

Kansas City Southern Railway Company (Stations 31011 to 31315 only)

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### ITEM 50

#### APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM

1. Empty privately-owned or leased tank cars used or to be used in Intra-Mexican service will be subject to the following provisions:
  - A. Owner or lessee shall secure an entry permit from the involved Mexican carrier prior to empty movement to the border crossing and permit number must be shown in the writing instructions accompanying such car.
  - B. Subsequent to Intra-Mexican service, written instructions for each car entering the U.S. must clearly indicate the exact consignee or facility for disposition of the car prior to movement beyond the border gateways.
  - C. Upon failure to comply with paragraphs A or B, a holding charge of \$10.00 per day will be assessed for each 24 hours or fraction thereof beginning at 7:00 AM of the day following arrival of such empty privately owned or leased car at the border crossing, (excluding Saturdays, Sundays and holidays), until provisions of paragraphs A and B as applicable are fulfilled.

Burlington Northern and Santa Fe Railway Company  
Union Pacific Railroad Company

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### ITEM 61

#### BESSEMER AND LAKE ERIE RAILROAD COMPANY

1. The provisions of Item 190 Series or other provisions (or the movement of empty tank cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification or repair, will not apply to such cars moving to or from facilities located at stations served by this railroad unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the Bessemer and Lake Erie Railroad Company. In all other circumstances, the published tariff charges in Tariff BLE 3500 or 8425 Series for movement of empty cars on their own wheels shall apply.
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# TARIFF 6007-L

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## SECTION 1 EXCEPTIONS TO APPLICATION AND RULES APPLIES ONLY ON TANK CARS

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### ITEM 70

#### BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY (LINES IN CANADA)

1. This tariff also applies on all traffic moving over the lines of the BNSF in Canada.
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### ITEM 73

#### BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY (SEE NOTE 1, THIS ITEM) (EXCEPTION TO ITEM 190)

1. When a tank car is released from load on BNSF, the empty will be returned via the reverse of the loaded route to the origin station of the last loaded movement. If the owner or lessee of the car desires movement via a different route or to a station other than the origin of the last loaded movement, empty billing instructions must be given to:  
Burlington Northern & Santa Fe Railway Co.  
12th Floor - Carload Billing  
176 E. 5th Street  
St. Paul, MN 55101  
Telephone: (888) 312-2673  
FAX: (800) 786-2455  
prior to release of the empty car. If the owner or lessee of the car requests movement via a different route, or to a station other than the origin of the last movement, after release of the empty car, diversion provisions and charges, as named in BNSF Diversion Tariff 6200 Series, are applicable.

#### EXPLANATION OF NOTES

1. If subject car is a tank car last containing Hazardous Materials, shipping paper must be furnished at the point of origin of the empty car for all moves whether they are reverse route or not.
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### ITEM 79

#### CANADIAN NATIONAL RAILWAYS

1. The participation of the Canadian National Railways (Lines Armstrong, Thunder Bay, ON, and West thereof), and Canadian National Railways (Lines Thunder Bay, ON, Armstrong, ON and East thereof) is restricted to:  
Movements over its lines in Canada, when both point of origin and destination are in the United States.
- 

### ITEM 106

#### CSX TRANSPORTATION INC.

1. The participation of this carrier is restricted to movements over its lines, as follows:
    - A. Between points in the United States, including movements where part of the through route is through the Dominion of Canada.
    - B. For that portion of the haul in the United States on international movements, i.e., between points in the United States and points in the Dominion of Canada.
- 

### ITEM 112

#### ELGIN, JOLIET AND EASTERN RAILWAY COMPANY

1. The provisions of Item 190 Series or other provisions for the movement of empty tank cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification, repair or storage, will not apply to such cars moving to or from facilities acting as agent for the cars' owners and located at stations served by this railroad unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the EJE. In all other circumstances, the published tariff charges in Tariff EJE 4193 or 6024 Series for movement of empty cars on their own wheels to and from repair or storage facilities acting as agent for the car owner shall apply.
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### ITEM 115

#### ILLINOIS CENTRAL RAILROAD COMPANY

1. No tank car mileage allowance will be paid on shipments moving under the provisions of Section 7, Rule 35, Tariff UFC 6000 Series for account of IC.
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# TARIFF 6007-L

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## SECTION 1 EXCEPTIONS TO APPLICATION AND RULES APPLIES ONLY ON TANK CARS

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### ITEM 124

#### KANSAS CITY SOUTHERN RAILWAY COMPANY, THE

1. Provisions of Item 190 Series, or any other provision allowing for free switching service of an empty freight car (or cars) to or from shop facilities for cleaning, lining, relining, maintenance, modification or repair, will not apply to and from shop facilities served by KCS. Matter of switch charge will be handled by contractual agreement between KCS and repair shop owner(s).
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### ITEM 131

#### NORFOLK SOUTHERN RAILWAY COMPANY

1. When it is necessary to move a loaded private car to/from shop or repair facilities located on NS, NS will pay mileage payments not to exceed the amount that would have been earned had the car not required additional rail movements to/from shop or repair facilities, provided that the mileage allowances for the loaded movement are not elsewhere restricted.
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### ITEM 135

#### NORFOLK SOUTHERN RAILWAY COMPANY (EXCEPTION TO ITEM 190) (See NOTE 1)

When a car is released from load on NS, the empty will be returned via the reverse of the loaded route to the origin station of the last loaded movement. If the owner or lessee of the car desires movement via a different route or to a station other than the origin of the last loaded movement, empty billing instructions must be sent prior to release of the empty car via FAX to:

FAX: 404-580-6092  
Norfolk Southern Railway Company  
Agency Operation Center  
125 Spring Street South West  
Atlanta, GA 30303

If the owner or lessee requests movement via a different route, or to a station other than the origin of the last loaded movement, after release of the empty car, diversion provisions and charges, as named in Norfolk Southern Tariff 8002 Series, are applicable. (See Exception 1.)

#### EXPLANATION OF NOTE

1. If subject tank car has last contained Hazardous Materials, shipping paper must be furnished at the point of origin of the empty car for all moves whether they are reverse or not.

#### EXCEPTION

1. The empty tank car will be allowed one diversion on Norfolk Southern without charge. All subsequent diversions on Norfolk Southern will be charged at the applicable diversion charge and be subject to rules governing diversions in NS 8002 series. Instructions to divert car should be sent on company letterhead and faxed to the following:

FAX: 404-589-6233  
Norfolk Southern Railway Company  
National Customer Service Center  
125 Spring Street South West  
Atlanta, GA 30303

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### ITEM 160

#### TOLEDO, PEORIA AND WESTERN RAILWAY CORPORATION

1. The provisions of Item 190 Series, or other provisions for the movement of empty tank cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification, repair, or storage and also cars moving for scrapping, dismantling, or retiring purposes, will not apply to such cars moving to or from facilities served by the Toledo, Peoria and Western Railway Corporation.
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# TARIFF 6007-L

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## SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS

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### ITEM 180

#### PAYMENT OF MILEAGE

1. Upon written application reporting marks will be assigned to car owner or lessee by the Secretary, Business Services, Association of American Railroads, provided applicants are subscribers to the AAR Mechanical Interchange Agreement. Applications for reporting marks shall state the name and address of the owner and lessee for cars under lease.
  2. Mileage allowance must be reported to the car owner (person or company at a single address, to whom the reporting marks are assigned) within one (1) month and ten (10) days from the last day of the month in which it is earned including payment for cars on hand at the end of that month.
  3. Mileage allowance for the use of tank cars will be paid only to the person or company at a single address, to whom the reporting marks are assigned provided cars are properly equipped and marked with the assigned reporting marks and car number, and providing further that:
    - A. The marked capacities and assigned reporting marks are properly submitted, not later than the date of the installations of cars in service, to The Official Railway Equipment Register for publication in the next succeeding issue.
    - B. Gallonage capacities are published in Tank Car Capacities Tariff WTL 6300 Series EXCEPT when cars are designed and used exclusively for handling commodities on which weights and charges are arrived at by weight and not by gallonage capacity of cars.
    - C. A description of each car is furnished to the Secretary, Customer Service Division, AAR, as required in the Universal Machine Language Equipment Register for the assignment of applicable mileage allowances. Such information received by the Secretary by the last working day of the month except, data transfers requiring data entry by AAR staff must be received by the 25<sup>th</sup> day of the month, will be effective the first day of the subsequent month. Cars registered with transportation code S, X, or Y are not eligible for mileage allowances and will be assigned a zero rate.
  4. Reporting marks assigned to private car owners shall consist of four letters including the final letter "X".
  5. Assigned reporting marks must be painted or stenciled on the body of the car. When reporting mileage allowances, the carding, placarding, or boarding of cars will not be recognized.
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### ITEM 182

#### DEDUCTIONS AND MILEAGE CLAIM HANDLING PROCEDURES

1. Deductions By Railroads To Private Car Owners
    - A. Mileage allowed in error, by a railroad, including, but not limited to mileage allowed at incorrect rates for any reason, may be deducted from the car owner's account within twenty-four (24) months from the last day of the month for which the mileage was reported as earned, but not later. A railroad may tender an invoice for mileage allowed in error at any time within twenty-four (24) months from the last day of the month for which the mileage was reported as earned. Except as provided in paragraph 3, an owner-lessor of a private car must remit within eight (8) months after the invoice is presented the entire amount of any invoice issued to it.
    - B. Deductions for amounts of \$25.00 or less shall not be taken after the expiration of two (2) months and ten (10) days from the last day of the month the mileage was earned.
  2. Claims Issued By Private Car Owners To Railroads.
    - A. A private car owner must, within twenty-four (24) months from the last day of the month the completed cycle was reported, present any claim for mileage allowance discrepancies, including incorrect rates or omissions, to the applicable rail carrier in the prescribed AAR format, as published in AAR Circular No. OT-3 Series in The Official Railway Equipment Register. Claims not presented in the required format will not be processed. The railroad receiving the claim must within the four (4) months from the date on which the claim was presented allow it in whole or in part, or decline it. The private car owner may reissue its claim, if applicable within four (4) months from the last day of the four (4) months' period allowed the railroad which handled the claim prior to reissuance. The railroad receiving the reissue claim must within four (4) months from the date of which the reissued claim was presented allow it in whole or in part or decline it. If the railroad fails to handle the original or reissued claim within the prescribed time limits, it will constitute a valid claim as last presented and must be honored by the railroad to which presented. Claim for amounts of \$25.00 per car per cycle or less shall not be issued. The \$25.00 limit is not applicable where no miles were reported for the railroad cycle.
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# TARIFF 6007-L

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## SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS

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### ITEM 182 *CONT'D*

#### DEDUCTIONS AND MILEAGE CLAIM HANDLING PROCEDURES

##### 3. Claims by Owners-Lessors

- A. If a railroad takes a deduction against or issues an invoice to an owner-lessee for mileage allowed in error, including, but not limited to, mileage allowed at incorrect rates for any reason, but the erroneous allowance payment is not recoverable by the owner-lessee as defined below, the owner-lessee may present a claim for the recovery of the amounts deducted by the railroad or the cancellation of an unpaid invoice within two (2) years of receiving notice of the railroad's deduction or invoice. For application of this tariff provision, an owner-lessee may claim that an erroneous mileage payment is "not recoverable" only when (a) the erroneous mileage payment was actually paid or credited by the owner-lessee to a lessee (except those lessees whose primary business is the leasing of cars to entities other than those within a lessee's corporate family and who ship only incidentally) irrespective of whether the lessee subsequently paid or credited the mileage allowance payment to a sublessee; (b) the erroneous allowance payment cannot be recovered from the lessee because the lessee has declared bankruptcy or sought reorganization or is no longer a lessee of the owner-lessee; (c) the owner-lessee exercised timely efforts to recover the erroneous allowance payment beginning within ninety (90) days of receiving notice of the railroad's deduction or invoice; and (d) the owner-lessee undertook diligent collection efforts to recover the erroneous allowance payments until eight (8) months from the date of such notice or invoice (or until the earlier date of initiation of bankruptcy/reorganization proceedings), including making demands for payment and taking deductions against lessees' accounts. Such a claim must be accompanied by a certificate signed by an officer or other person specifically authorized to sign the certificate of the owner-lessee stating how the claim satisfied each of the requirements set forth above, together with documents reflecting the owner-lessee's collection efforts. If, using reasonable efforts, the railroad is unable to determine whether the lessee's primary business is the leasing of cars to entities other than those in the lessee's corporate family, it shall consult with the owner-lessee, which shall provide the railroad with any evidence of the lessee's shipping activities which may be available to the owner-lessee using reasonable efforts. The owner-lessee shall provide the railroad with an assignment of the owner-lessee's claims and rights to collect the amount not recovered upon payment of the claim or cancellation of the invoice by the railroad.
- B. If the railroad had deducted the amount of an erroneous allowance payment from an owner-lessee, the railroad must remit to the owner-lessee the amount deducted within four (4) months of its receipt of a properly presented, valid claim from the owner-lessee.
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### ITEM 185

#### COMPUTATION OF MILEAGE (See Exceptions 1 through 6)

1. Mileage will be computed on the basis of actual distance based on freight mileage tables of the individual lines parties to this tariff, lawfully on file, via the route of movement from station of origin or station at which received from connecting line to destination station or to stations at which delivered to connecting line without deduction of mileage through switching districts (see Note 1).
2. When the transportation begins and ends, i.e., when a car is both loaded and unloaded, within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.

#### EXPLANATION OF NOTES

1. The intent of the clause "without deduction of mileage through switching districts" is to insure mileage being allowed for the full distance the car moves, via route of movement from freight station of origin to freight station to which destined. When there are two or more freight stations on a road within a switching district, mileage will be paid to or from the station within such district at which the car is actually loaded or unloaded or at which it is received from or delivered to connecting line.

#### EXCEPTIONS

1. In computing distances between stations on the UP on the one hand and stations on the KCS on the other hand, via the New Orleans Gateway, deduct 11.5 miles from the actual distance to and from New Orleans via the UP and 5.4 miles from the actual distance to and from New Orleans via the KCS.
  2. Mileage will be allowed on movements having origin and destinations at stations or districts within the Chicago Switching District, provided the movements originate at or are destined to industries having private sidings.
  3. In computing distances between stations on the UP on the one hand and stations on the IC on the other hand via the New Orleans Gateway, deduct 11.5 miles from the actual distance to and from New Orleans, LA via the UP and 5.1 miles from the actual distance to and from New Orleans via the IC.
  4. In computing distances from, to or via KCS on traffic routed via New Orleans, LA, interchanged at Shrewsbury, LA, deduct 5.4 miles from the actual distance to and from New Orleans, LA on the KCS.
  5. When for account of the KCS, mileages will be computed on basis of the shortest distance over the route of these lines determined by freight mileage tables lawfully on file, in lieu of actual distance as provided in Paragraph 1 of this item.
  6. All traffic between West Lake, LA on KCS and interchange with UP will be made at De Quincy, LA, in lieu of Lake Charles, LA for carriers convenience and to facilitate industries located at West Lake, LA. KCS will not pay mileage allowance between West Lake, LA and De Quincy, LA, when cars are moving under provisions of UP reroute orders.
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# TARIFF 6007-L

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## SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS

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### ITEM 187

#### EQUALIZATION OF MILEAGE ON TANK CARS OF PRIVATE OWNERSHIP

##### PART A AGGREGATE EMPTY MILEAGE VERSUS LOADED MILEAGE (SEE NOTE 1)

1. Should the aggregate empty mileage accumulated by tank cars carrying any of the reported marks assigned to any one person or company during a calendar year exceed the aggregate loaded mileage during the same calendar year by more than six (6) percent, such excess mileage must be paid for by the person or company to whom the reporting marks are assigned at the rate of forty-two (42) cents per mile, without minimum, subject to the procedures outlined in Part D (See Note 2, this item).
2. Mileage on empty cars moving on revenue billing will not be included in the equalization account.
3. Empty mileage accumulated on cars moving to and from repair facilities for modification under DOT mandated retrofit programs or for inspection and/or repair under FRA Emergency Order Nos. 16 and 17, O & M Circular No. 4, or AAR Circular Letter 7697 will not be included in the equalization account. Similar relief will be allowed only for AAR mandated bottom discontinuity programs for 1984 and subsequent equalization years through July 1, 1994; if a special movement to the repair facility is required.
4. Except as outlined in Item 190 Series, paragraph 2 (c), no adjustments to loaded or empty mileage will be made in the equalization account for mileage caused by error in handling of the reporting railroad or of another railroad, or for mileage accumulated on cars moving on their own wheels to and from repair facilities due to railroad damage or for mileage accumulated due to longer routes for railroad convenience, detours and Surface Transportation Board Service Orders. Rail carriers will make equalization adjustments to the owners of excess reported on-line empty mileage on cars, they lease and operate under private marks, or cars of other lessees and/or owners operating on their line for company material, weed killer and similar service.
5. Adjustments to loaded or empty mileage will be made in the AAR equalization account for apparent accounting errors in the total mileage reported for participating rail carriers under the following procedures. In the absence of appropriate adjustments being made by the AAR or a participating carrier for such accounting errors, a private car company or owner may request an appropriate adjustment for mileage summaries reported in error, from the involved rail carrier in the format prescribed by the AAR, provided such request is made within thirty (30) days of the forwarding of the monthly AAR "Year to Date Equalization Register", containing the alleged error, furnishing a duplicate of such request to the Secretary, Business Services, AAR. The rail carriers will have thirty (30) days from the date of such request in which to decline or make all or a portion of the requested adjustment, advising the Secretary of the handling accorded. If the rail carrier fails to act upon a request for adjustments in the AAR summary totals within the specified time frame, the AAR is authorized to make the adjustment to the equalization account of the private car company or owner for the amount of mileage originally requested. Exceptions to the annual national equalization statement will be handled in accordance with the provisions of Part D (2).  
  
ALL requests for adjustments to the equalization account must be presented by the private car company or owner to the involved rail carrier(s) or presented by the rail carrier(s) to the private car company or owner within three (3) years from the last day of the reporting month in question. However, such request for adjustments will not be accepted by the AAR if the involved rail carrier or car owner is no longer an operating entity, except as provided for in Part C.
6. Aggregate loaded and empty mileage will be computed on the basis of actual distance, as defined in Item 185-Series. Adjustments made subsequent to the deadline specified in Part D will be computed in the subsequent equalization account year.

##### PART B REPORTING OF ACTUAL LOADED AND EMPTY MILEAGE

Each participating carrier will submit a monthly mileage report in the format prescribed by the AAR to the assignee of each reporting mark forty (40) days after the close of the movement month reporting by individual car number the actual loaded and empty miles moved as computed in accordance with Item 185-Series. In addition, total actual monthly loaded and empty mileage accumulated by all cars bearing each reporting mark will be reported to the assignee of such mark in the format prescribed by the AAR, furnishing a duplicate of this summary report to the Secretary, Business Services, AAR. Adjustments for prior months will be indicated on this monthly summary report.

##### PART C CHANGE OF OWNERSHIP

When a private tank car company or owner discontinues business or disposes of all tank car equipment, any excess empty mileage balance which has accrued to the date of such action, on the tank cars bearing the reporting marks of such company or owner, shall be subject to bill as of that date, in accordance with the provisions of Parts A and D of Item 187-Series, subject to any applicable adjustments.

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# TARIFF 6007-L

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## SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS

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### ITEM 187 *CONT'D*

#### EQUALIZATION OF MILEAGE ON TANK CARS OF PRIVATE OWNERSHIP

##### PART D ANNUAL NATIONAL EQUALIZATION ACCOUNTING

1. After May 20 of each year, the Secretary, Business Services, AAR will summarize all empty and loaded mileage by reporting mark assigned to any person or company, reporting for the proceeding calendar year, by all participating carriers to this tariff. Should the aggregate empty mileage exceed the aggregate loaded mileage of all participating carriers by more than (6) percent for any such group of reporting marks, the person or company to whom the reporting marks are assigned will be billed at the rate of forty-two (42) cents per mile without minimum and must pay the AAR on behalf of each participating carrier for such excess for such empty mileage. The charges collected for this excess empty mileage will be distributed to the participating carriers by the AAR in direct proportion to such carriers portion of excess empty mileage to the total accumulated excess empty mileage. Only that mileage and any related adjustments reported to the Secretary prior to May 20 will be considered in determining and excess empty mileage, as outlined herein (See Notes 1, 2 and 3).
2. An annual national equalization statement detailing the excess empty mileage accumulated and any applicable charges will be tendered by the Secretary to the person or company assigned the reporting mark(s) for such cars for verification no later than July 1 of the year succeeding the equalization accounting year. Exceptions to this statement must be received by the Secretary within 30 days of the date tendered, and payment for all excess empty mileage is due immediately thereafter. Any adjustments made by the participating carriers up to and including the March account applicable to the prior year(s) will be incorporated in the equalization accounts for the prior equalization accounting year. Any railroad or AAR adjustments made subsequent to the March account will be carried over to the following equalization accounting year (see Note 3).
3. A private car company or owner failing to render complete payment for all excess empty mileage within thirty (30) days of the date its equalization statement is tendered by the AAR will be subject to a penalty of one and a half percent (1.5%) interest per month (i.e., annual rate of 18%) for each calendar month or fraction thereof on any outstanding balance due from the date of the AAR's invoice statement. If any portion of a private car company's or owner's equalization statement remains unpaid in excess of 3 months from the date initially tendered, all mileage allowances accrued by the tank cars registered in the UMLER file bearing its reporting marks will be withheld by the carriers participating in this item until such time as complete payment including applicable penalty interest is made. Once complete payment is made, the participating carriers will be notified by the AAR and claims for any applicable mileage allowances withheld will be honored, less a 15% penalty charge for the carriers' administrative expense.

##### EXPLANATION OF NOTES

1. The forty-two (42) cents per mile charges for excess empty mileage under the provisions of this item is subject to revision September 1 of each year under Ex Parte No. 328 agreed annual update procedures, and will be retroactively applied to cover the entire calendar year involved.
  2. Close out dates specified in Part D may be extended by the AAR for a maximum of 60 days for special national accounting problem conditions, affecting substantially all carriers and all owners.
  3. Invoices that have been issued which, after investigation, are determined to have been erroneous due to rail carriers or AAR accounting and/or system errors may be cancelled by the Secretary.
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### ITEM 190

#### HANDLING OF EMPTY TANK CARS (SEE NOTE 2)

1. When a tank car is released from load, the owner or lessee must issue instructions for the disposition of the empty car to the agent at point of unloading either direct or through consignee or via EDI. Empty instructions may also be included with the original loaded shipping instructions if transmitted via EDI. If the owner or lessee fails to have instructions in the hands of the railroad agent having jurisdiction at point of unloading prior to the time the car is released from load to forward the car or written instructions to hold it, the agent is authorized to forward the empty car to the origin point of the last load via reverse of the loaded route. No tank car which last contained hazardous material may be moved without having shipping instructions furnished as per Title 49 Code of Federal Regulations.
  2. Empty tank 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 empty car is consigned or the name and address of the person or company which controls the car. No allowance will be made for mileage of such cars during empty movement.
    - B. A new car, a car that is restenciled with private reporting marks or a newly acquired car moving prior to its first loaded move in commercial service and a newly acquired car moving prior to its first loaded move in commercial service and a car moving for sale or scrap will be moved upon surrender of a bill of lading and will be subject to applicable rates named in Consolidated Freight Classification and/or in Uniform Freight Classification or in state classification tariffs where state rates apply, or other applicable tariffs (see Note 1).
    - C. If the owner or lessee or party issued instructions to forward the empty tank car to the origin point of the last load by specific routing different than the reverse routing of the loaded movement, the total miles of such return movement will be billed at the excess empty mileage rate specified in Item 187-Series without minimum and such empty mileage so billed will be excluded from the equalization account of the owner. This billing will be made to, and collectable from, the person so requesting such variance in the return routing. If the carriers depart from the destinations, junctions or carriers of the reverse route of the load, any resulting excess empty miles will be excluded from the car owner's equalization account by erring carrier.
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# TARIFF 6007-L

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## SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS

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### ITEM 190 *CONT'D*

#### EXPLANATION OF NOTES

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. The provisions of this item apply except as otherwise provided in Item 192-Series of this tariff.
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### ITEM 192

#### 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 \$46.00 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 \$46.00 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.
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**TARIFF 6007-L**

**ITEM 195**

**MILEAGE RATE ALLOWANCE ON TANK "T" AND HOUSE CAR "XT"  
(SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOLS)  
(SEE NOTE 1)**

1. Mileage rate allowance for cars of foregoing mechanical designations shall be in cents per loaded mile (See Notes 2 and 7) as follows:

COLUMN 1 - Original cost or fair market value in dollars (see Notes 3, 4, 5 and 6, this item).

COLUMN 2 - Cars in service years 1 through 30.

COLUMN 3 - Cars in service years 31 and over.

COLUMN 1	COLUMN 2	COLUMN 3
\$ 0 - 1000	29.9	29.4
1001 - 2000	31.0	29.5
2001 - 3000	32.0	29.6
3001 - 4000	33.1	29.7
4001 - 5000	34.1	29.8
5001 - 6000	35.1	29.9
6001 - 7000	36.2	30.0
7001 - 8000	37.2	30.1
8001 - 9000	38.3	30.2
9001 - 10000	39.3	30.3
10001 - 11000	40.4	30.4
11001 - 12000	41.4	30.5
12001 - 13000	42.4	30.6
13001 - 14000	43.5	30.7
14001 - 15000	44.5	30.8
15001 - 16000	45.6	30.9
16001 - 17000	46.6	31.0
17001 - 18000	47.7	31.1
18001 - 19000	48.7	31.2
19001 - 20000	49.8	31.2
20001 - 21000	50.8	31.3
21001 - 22000	51.8	31.4
22001 - 23000	52.9	31.5
23001 - 24000	53.9	31.6
24001 - 25000	55.0	31.7
25001 - 26000	56.0	31.8
26001 - 27000	57.1	31.9
27001 - 28000	58.1	32.0
28001 - 29000	59.2	32.1
29001 - 30000	60.2	32.2
30001 - 31000	61.2	32.3
31001 - 32000	62.1	32.3
32001 - 33000	62.9	32.3
33001 - 34000	63.8	32.3
34001 - 35000	64.6	32.3

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# TARIFF 6007-L

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

### ITEM 195 CONT'D

MILEAGE RATE ALLOWANCE ON TANK "T" AND HOUSE CAR "XT"  
(SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOLS)  
(SEE NOTE 1)

COLUMN 1	COLUMN 2	COLUMN 3
35001 - 36000	65.4	32.3
36001 - 37000	66.2	32.2
37001 - 38000	67.1	32.2
38001 - 39000	67.9	32.2
39001 - 40000	68.7	32.2
40001 - 41000	69.5	32.2
41001 - 42000	70.3	32.2
42001 - 43000	71.0	32.2
43001 - 44000	71.8	32.2
44001 - 45000	72.6	32.2
45001 - 46000	73.4	32.2
46001 - 47000	74.1	32.2
47001 - 48000	74.9	32.2
48001 - 49000	75.7	32.2
49001 - 50000	76.4	32.1
50001 - 51000	77.2	32.1
51001 - 52000	77.9	32.1
52001 - 53000	78.7	32.1
53001 - 54000	79.4	32.1
54001 - 55000	80.1	32.1
55001 - 56000	80.9	32.1
56001 - 57000	81.6	32.1
57001 - 58000	82.3	32.1
58001 - 59000	83.0	32.1
59001 - 60000	83.7	32.1
60001 - 61000	84.5	32.1
61001 - 62000	85.2	32.1
62001 - 63000	85.9	32.0
63001 - 64000	86.6	32.0
64001 - 65000	87.2	32.0
65001 - 66000	87.9	32.0
66001 - 67000	88.6	32.0
67001 - 68000	89.3	32.0
68001 - 69000	90.0	32.0
69001 - 70000	90.6	32.0
70001 - 71000	91.3	32.0
71001 - 72000	92.0	32.0
72001 - 73000	92.6	32.0
73001 - 74000	93.3	32.0
74001 - 75000	94.0	32.0
75001 - 76000	94.6	32.0
76001 - 77000	95.3	32.0
77001 - 78000	95.9	32.0
78001 - 79000	96.5	31.9
79001 - 80000	97.2	31.9

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# TARIFF 6007-L

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

### ITEM 195 *CONT'D*

#### MILEAGE RATE ALLOWANCE ON TANK "T" AND HOUSE CAR "XT" (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOLS) (SEE NOTE 1)

COLUMN 1	COLUMN 2	COLUMN 3
80001 - 81000	97.8	31.9
81001 - 82000	98.4	31.9
82001 - 83000	99.1	31.9
83001 - 84000	99.7	31.9
84001 - 85000	100.3	31.9
85001 - 86000	100.9	31.9
86001 - 87000	101.5	31.9
87001 - 88000	102.1	31.9
88001 - 89000	102.7	31.9
89001 - 90000	103.3	31.9
90001 - 91000	103.9	31.9
91001 - 92000	104.5	31.9
92001 - 93000	105.1	31.9
93001 - 94000	105.7	31.9
OVER 94000	106.3	31.9

#### EXPLANATION OF NOTES

1. Designating symbols (mechanical designation) will be assigned to car owner or lessee by the Secretary, Technical Services, Association of American Railroads, upon written application.
2. For mileage allowance purposes, the service year of a car is calculated based upon year of construction of underframe. A car's first service year is the year built. Its second service year begins on January 1 of the year following the year built, with succeeding service years starting on January 1 of each following year. If the tank's service year exceeds 30, the car's service year is considered to be in excess of 30 regardless of year of construction of underframe. For those cars constructed without an underframe, the car's service year is calculated based upon year of construction of tank. Service year is determined by subtracting the year of construction (built/rebuilt) from the current calendar year, plus 1, e.g., (2000 - 1970) + 1 = 31, or Service Years 31 and over allowance bracket.
3. For cars built prior to January 1, 1968 assignment of owned or leased cars to value groups will be determined by the undepreciated base classification value. In addition, capitalized additions and betterments shall be added to the value if not already included in the BCV system.
4. Applies as follows:
  - A. For cars built between January 1, 1968 and July 1, 1991, assignment of owned or leased cars to value groups will be determined by the original cost as represented to the original buyer by the manufacturer's invoice price at the time of original installation into service. In the case of a manufacturer-lessor, the fair market value or the value which was certified, or would have been certified, for investment tax credit purposes shall be substituted therefore.
  - B. Assignment to value groups of cars placed into service after July 1, 1991 will be determined by the original cost of the car to the original buyer as stated in the manufacturer's invoice. In only two circumstances, owners may certify as alternative "true value" in lieu of invoice price: (a) manufacturers who retain cars for their own leasing service and (b) purchasers who can demonstrate that they contributed physical assets of significant value that were used by the manufacturer in fabricating a car, resulting in a reduction of the invoice price by more than \$1,000 per car below the price that otherwise would have been charged. For manufacturers "true value" is the price for which a car or group of cars manufactured as a group would have been sold in an arm's length transaction. For purchasers who have made a qualifying contribution to fabrication, "true value" is the invoice price plus the depreciated value of the contributed assets distributed over the cars for which the assets were used, subject to the same limitations on "true value" which would apply to a manufacturer.

"True value" shall not exceed the average price of similar cars registered in UMLER at invoice price within the most recent 12 months for which registration information is available in UMLER, adjusted for changes in the market values of new tank cars as reflected in average car prices. If the AAR determines by audit that a certified "true value" exceeds this value limit by an amount that causes a car to be placed in a higher allowance value bracket, the value of the car will be reduced to the appropriate value bracket. In addition, if the AAR determines by audit that a certified, "true value" exceeds this value limit by an amount that causes a car to be placed in allowance value bracket more than one bracket above the otherwise applicable bracket, excess allowances paid as a result of the over valuation shall be reimbursed to the paying railroads.

Those owners who certify a "true value" in lieu of invoice price during the calendar year must provide to the AAR an officer's certificate at the end of the year stating that, based on all information available to the owner, the owner has complied with the terms of this item. Car owners must supply for entry into UMLER all information required for tank cars in the UMLER Specification Manual. Notwithstanding any other provision of this tariff item, "true value" will be subject to audit directly by the AAR.

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**TARIFF 6007-L**

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

**ITEM 195 CONT'D**

**MILEAGE RATE ALLOWANCE ON TANK "T" AND HOUSE CAR "XT"  
(SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOLS)  
(SEE NOTE 1)**

**EXPLANATION OF NOTES**

- 4. C. If applicable, initial into service transportation costs, capitalized original lining costs, capitalized additions and capitalized betterments shall be added to car values determined pursuant to paragraphs 4 (A) and 4 (B), above, if not already included in the value of the car. For cars built after January 1, 1988, capitalized inspection costs shall be added to the value, if applicable and if not already included in the value, if applicable and if not already included in the value of the car. Values other than invoice price shall be identified in accordance with the current AAR UMLER format at the time cars are submitted to the Secretary, Business Services, AAR, for registration in the UMLER file (see Note 6, this item).
- D. The rebuilt year and rebuilt valuation of a private car will be utilized for the purpose of computing applicable mileage allowances subject to the following conditions:
  - 1. The car must be rebuilt in accordance with the current requirements of Rule 88, Section C of the Office Manual and Sections A & B of the Field Manual, AAR Interchange Rules, Application for official rebuilt status must be filed with the AAR Technical Services and written formal approval received prior to registering such car in the UMLER file with rebuilt age and valuation data.
  - 2. Assignment of owned or leased rebuilt cars to value groups will be determined as outlined in Notes 4. (A), 4. (B) and 4. (C) herein, except that the maximum valuation of a rebuilt private car shall not exceed the lesser of:
    - a. 75 percent of the original cost of a comparable new car.
    - b. 75 percent of the calculated replacement cost of the rebuilt car prior to rebuilding, as computed per AAR Interchange Rule 107.
- E. All car ages and values submitted are subject to verification by the AAR, and audit by the AAR or the owners independent public accountant upon reasonable request by the AAR. If the car owner elects to have the audit performed by its independent public accountant, such audit must be performed in a timely fashion in the manner prescribed by the AAR, will be performed at the car owner's expense and must be duly certified by the car owner's auditor as representing the true value of all cars included in such audit. Failure of the car owner to furnish the required car valuation data to the AAR UMLER file, to arrange for the requested audit, or to correct errors determined as a result of such audit, will result in such car(s) being assigned to the lowest applicable mileage allowance rate group.
- F. Maximum original cost of fair market value will be as follows:
  - 1. For cars built in 1981 and prior..... \$64,001
  - 2. For cars built in 1982..... \$58,001
  - 3. For cars built in 1983..... \$56,001
  - 4. For cars built in 1984..... \$51,001
  - 5. For cars built in 1985..... \$54,001
  - 6. For cars built in 1986..... \$66,001
  - 7. For cars built in 1987..... \$62,001
  - 8. For cars built in 1988..... \$63,001
  - 9. For cars built in 1989..... \$64,001
  - 10. For cars built in 1990..... \$67,001
  - 11. For cars built in 1991..... \$71,001
  - 12. For cars built in 1992..... \$70,001
  - 13. For cars built in 1993..... \$76,001
  - 14. For cars built in 1994..... \$74,001
  - 15. For cars built in 1995..... \$80,001
  - 16. For cars built in 1996..... \$83,001
  - 17. For cars built in 1997..... \$84,001
  - 18. For cars built in 1998..... \$89,001
  - 19. For cars built in 1999..... \$94,001
  - 20. For cars built in 2000 and subsequent..... \$92,001

NOTE: Age is determined by subtracting the year of construction (built/rebuilt) from the calendar year plus 1. e.g. (2000-1988) + 1 = 13.

- 5. For cars built or rebuilt subsequent to December 31, 1977, all values reported to the AAR UMLER file must be stated in equivalent US dollars based on the applicable exchange rate at the time such cars were built or rebuilt. Subsequent capitalized additions and betterments reported to UMLER must also be stated in equivalent US dollars at the time such improvements were made.
- 6. Applies as follows:
  - A. Into service transportation costs are those freight charges associated with the movement of a car that is ready for its first load to the locations of the car's original installation into service. Other transportation charges incurred during construction (e.g., to a facility which installs the original lining, etc) may be included in ledger value provided that the cost is capitalized.
  - B. A capital expenditure is an expenditure intended to benefit future periods in contrast to revenue expenditure/current expense which benefits a current period. It is an addition to a capital asset and is initially reflected on the balance sheet. A capital expenditure normally is subject to depreciation in future years.

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# TARIFF 6007-L

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

### ITEM 195 CONT'D

#### MILEAGE RATE ALLOWANCE ON TANK "T" AND HOUSE CAR "XT" (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOLS) (SEE NOTE 1)

#### EXPLANATION OF NOTES

6. C. Applies as follows:
1. An addition or betterment has the effect of:
    - a. Extending the useful life of a car beyond the life projected when the car was entered into service; or
    - b. Increasing a car's normal use beyond that which was in effect when the car was entered into service; or
    - c. Lowering the operating costs beyond that which was in effect at the time the car was entered into service; or
    - d. Otherwise adding to the worth of the benefits a car can yield beyond that in effect when the car was entered into service (e.g., enhance safety, etc).
    - e. Any repair that maintains a car in its customary state of operating efficiency is NOT an addition or betterment.
  2. An addition is the installation of a new component of a car (not a replacement) which meets the above tests. The value registered in UMLER shall be the cost of the component added, including labor.
  3. A betterment is the replacement of a component of the car with a superior component. The value registered in UMLER for a betterment should not exceed the cost of the superior component, including labor minus (1) the original value of the component that was replaced (i.e., retired) and (2) the cost (i.e., expense) incurred in removing the old component.
  4. When a unit of property is removed from a car (i.e., partial retirement), the ledger value registered in UMLER shall be reduced by the original value of the unit removed.
  5. Any cost recovered under AAR Defect Car Billing, if applicable, must be deducted from the cost of an addition or betterment.
7. Applies as follows:
- A. When an owner: (1) makes a valuation correction to the UMLER file; or (2) changes the mechanical designation of cars registered in the UMLER file; and such changes result in an increase or decrease in the mileage allowance rates, the Secretary, Business Services, AAR, will be so notified and the increase or decrease will be applied retroactively. Once cars have been reported to the UMLER file, any of the foregoing corrections or changes that result in a retroactive increase or decrease in the mileage allowance rates will be identified by the Secretary. The car owner is required to furnish the Secretary documented proof of the basis of the correction or change and advise as to any applicable mileage allowance adjustments which are required.
  - B. Retroactive Mileage Allowance Decrease: Within five (5) months from the date of a change to the UMLER file resulting in a retroactive mileage allowance rate decrease, the owner will notify all using carriers of such decrease with either supporting details or a summary of the over-collections, with a copy to the Secretary. After receiving such notification, the using carrier shall deduct such amount(s), in the next open mileage reports to the car owner, plus fifteen (15) percent to reimburse the handling road for audit and associated administrative expenses. If the owner fails to send notification to the users within five (5) months, the Secretary shall notify carriers of the car initial(s) and number(s) involved and the user(s) shall make an adjustment, as described above.
  - C. Retroactive Mileage Allowance Increase: Within five (5) months from the date of a change to the UMLER file resulting in a retroactive mileage allowance rate increase, the owner will notify all using carriers of such increase with either supporting details or a summary of the under-collections, with a copy to the Secretary. After receiving such notification, the using carriers shall add such amount(s) in their next open mileage reports to the car owner, less fifteen (15) percent to reimburse the handling roads for audit and associated administrative expense. No retroactive mileage allowance rate increase will be applicable if the owner fails to notify the using carriers of such increase within five (5) months from the date of a change to the UMLER file.

## SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS

### ITEM 196

#### EXPLANATION OF SYMBOLS USED IN ITEM 195

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

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# TARIFF 6007-L

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## SECTION 2 APPLIES ON CARS OTHER THAN TANK CARS

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### ITEM 400

#### APPLICATION - APPLIES ON CARS OTHER THAN TANK CARS

1. The term "Cars of Private Ownership", when used in this tariff, is defined as cars bearing other than Railroad Reporting marks that are owned by individuals, firms, corporations, or car companies, including cars owned and/or operated by railroads controlled car lines.
  2. Except as otherwise provided herein, these rules govern the handling of cars other than tank cars, including the payment of mileage allowances when used by railroads parties to this tariff individually or jointly where specifically provided herein, for transportation over their lines, as follows:
    - A. Between points in the United States (interstate and intrastate) including movements where part of the through route is through the Dominion of Canada.
    - B. Internationally, i.e., between points in the United States and points in the Dominion of Canada.
    - C. Between points in the Dominion of Canada in connection with the Norfolk Southern Railway Company.
    - D. For that portion of the haul in the United States in connection with movements between points in the Dominion of Canada where part of the through route is through the United States.
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## SECTION 2 EXCEPTIONS TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS

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### ITEM 405

#### GENERAL EXCEPTION

1. The rules and mileage allowances published herein will not apply to:
  - A. Cars that are submitted later than the date of installation in service to the Official Railway Equipment Register, RER 6413, reissues thereof and supplements thereto, for publication in the next succeeding issue, showing the marked capacities, length, cubical capacities and assigned reporting marks.
  - B. Private railroad-controlled refrigerator cars included in time-mileage car hire settlements. (See Note 1).
  - C. Railroad controlled cars bearing private reporting marks equipped with bi- or tri-level racks moving under direction or authority of the rack owner en-route to or from non-railroad facilities for the repair or modification of such racks.
2. Mileage allowances will not apply to cars handled under the provisions of Item 615, Parts A. 2. B. 2. B. and C. 2. D. and E.

#### EXPLANATION OF NOTES

1. Applicable only to free running cars owned by the Fruit Growers Express Co.
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### ITEM 412

#### BESSEMER AND LAKE ERIE RAILROAD COMPANY

1. The Bessemer and Lake Erie Railroad Company will pay an allowance four and one half (4.5) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs or other equipment suitable for handling packaged units of lumber and building products.
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### ITEM 414

#### BESSEMER AND LAKE ERIE RAILROAD COMPANY

1. The provisions of Item 615 Series or other provisions for the movement or handling of empty freight cars, other than tank cars, without charge to or from facilities for cleaning, lining, relining, maintenance, modification, repair or storage, will not apply to such cars moving to or from facilities served by this railroad unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the Bessemer and Lake Erie Railroad. In all other circumstances the published tariff charges in Tariffs BLE 3500 Series or BLE 8425 Series for movement of empty cars on their own wheels shall apply.
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# TARIFF 6007-L

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

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### ITEM 416

#### APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM

1. For account of carriers named below empty privately-owned or leased cars used or to be used in Intra-Mexican service will be subject to the following:
  - A. Owner or lessee shall secure an entry permit from the involved Mexican carrier prior to empty movement to the border crossing and permit number must be shown in the written instructions accompanying such car.
  - B. Subsequent to Intra-Mexican service, written instructions for each car entering the U.S. must clearly indicate the exact consignee or facility for disposition of the car prior to movement beyond the border gateways.
  - C. Upon failure to comply with Paragraphs A or B, a holding charge of \$10.00 per day will be assessed for each 24 hours or fraction thereof beginning at 7:00 AM of the day following arrival of such empty privately owned or leased car at the border crossing (excluding Saturdays, Sundays and holidays), until provisions of Paragraphs A and B as applicable are fulfilled.

Burlington Northern and Santa Fe Railway Company  
Union Pacific Railroad Company

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### ITEM 420

#### BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY (LINES IN CANADA)

1. The participation of the BNSF over its lines in Canada is restricted to movements which have origin or destination in the United States.
- 

### ITEM 422

#### BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

1. Mileage allowance for use of logging cars between stations in the States of Idaho, Montana and/or Washington, will not apply when such allowances are published in the individual tariffs of this company.
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### ITEM 424

#### BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

1. BNSF will not pay mileage allowance of any kind on STCC 20-411, 20-413, 20-414, 20-416, 20-419-16 thru 20-419-24, 20-419-27, 20-419-30 thru 20-419-94, 20-451, 20-452, 20-923-25 and 20-923-26.
  2. The Standard Transportation Commodity Code Numbers referred to are as directed (and also embrace all articles assigned additional digits listed thereunder) in Tariff 6001-Series.
- 

### ITEM 426

#### BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY (EXCEPTION TO ITEM 615, PART A)

1. When a refrigerator car is released from load on BNSF, the empty will be returned via the reverse of the loaded route to the origin station of the last loaded movement. If the owner or lessee of the car desires movement via a different route or to a station other than the origin of the last loaded movement, empty billing instructions must be given to:

Burlington Northern & Santa Fe Railway Co.  
12th Floor - Carload Billing  
176 E. 5th Street  
St Paul, MN 55101  
Telephone: (888) 312-2673  
FAX: (800) 786-2455

prior to release of the empty car. If the owner or lessee of the car requests movement via a different route, or to a station other than the origin of the last movement, after release of the empty car, diversion provisions and charges, as named in BNSF Diversion Tariff 6200 Series, are applicable.
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# TARIFF 6007-L

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

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### ITEM 428

#### BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY (SEE NOTE 1) (EXCEPTION TO ITEM 615, PART B)

1. When a car is released from load on BNSF, the empty will be returned via the reverse of the loaded route to the origin station of the last loaded movement. If the owner or lessee of the car desires movement via a different route or to a station other than the origin of the last loaded movement, empty billing instructions must be given to:

Burlington Northern & Santa Fe Railway Co.  
12th Floor - Carload Billing  
176 E. 5th Street  
St Paul, MN 55101  
Telephone: (888) 312-2673  
FAX: (800) 786-2455

prior to release of the empty car. If the owner or lessee of the car requests movement via a different route, or to a station other than the origin of the last movement, after release of the empty car, diversion provisions and charges, as named in BNSF Diversion Tariff 6200 Series, are applicable.

#### EXPLANATION OF NOTES

1. If subject car is a car last containing Hazardous Materials, shipping papers must be furnished at the point of origin of the empty car for all moves whether they are reverse route or not.
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### ITEM 430

#### BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY (EXCEPTION TO ITEM 615, PART C)

1. When a car is released from load on BNSF, the empty will be returned via the reverse of the loaded route to the origin station of the last loaded movement. If the owner or lessee of the car desires movement via a different route or to a station other than the origin of the last loaded movement, empty billing instructions must be given to:

Burlington Northern & Santa Fe Railway Co.  
12th Floor - Carload Billing  
176 E. 5th Street  
St Paul, MN 55101  
Telephone: (888) 312-2673  
FAX: (800) 786-2455

prior to release of the empty car. If the owner or lessee of the car requests movement via a different route, or to a station other than the origin of the last movement, after release of the empty car, diversion provisions and charges, as named in BNSF Diversion Tariff 6200 Series, are applicable.

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### ITEM 432

#### BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

##### PART A

1. The Burlington Northern and Santa Fe Railway Company will pay an allowance of four (4) cents per mile for flat cars specially equipped with bulkhead ends, a steel "A" frame or steel center beam, down the center and chains, cables and clamps providing adjustable tie-downs or other appurtenances for handling packaged units of lumber and building products.

##### PART B

2. The Burlington Northern and Santa Fe Railway Company will pay an allowance of five (5) cents on cars with inside length of at least 48 feet, 6 inches, but not exceeding 61 feet, 0 inches or six (6) cents on cars with inside length exceeding 61 feet, 0 inches per loaded or empty mile for flat cars specially equipped with bulkhead ends and/or steel "A" frame and/or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs or other appurtenances for handling packaged units of lumber and building products.
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### ITEM 434

#### BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

1. The provisions of Item 615 will not apply on privately-owned freight cars carrying reporting marks DODX 39810 through 39829, or other depressed center flat cars equipped with permanently fixed container or containers and framework as a shield against radioactive materials.
-

# TARIFF 6007-L

## ITEM 436

### BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

1. For account of Burlington Northern and Santa Fe Railway Company, the line haul movement of empty private freight cars, other than tank cars, to or from a car cleaning facility will be assessed line haul charges as specified in Item 1000 of BNSF Price List 90020 Series. Such charges will be assessed against and collected from the person firm or corporation ordering the movement.
2. Line haul charges will not apply if movement to or from cleaning facility is in the direct reverse route of a BNSF loaded revenue line haul movement which immediately preceded the empty movement to the cleaning facility. If the movement to or from the cleaning facility is free of line haul charges, then a switch charge (inbound and/or outbound, respectively) will be assessed against the person firm or corporation ordering such a move, in accordance with applicable switching tariffs.

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

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## ITEM 438

### BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

(APPLIES ONLY ON SHIPMENTS OF GRAIN OR GRAIN PRODUCTS, WITH STANDARD TRANSPORTATION COMMODITY CODE NUMBERS SHOWN IN PARAGRAPHS 1 AND 2, THIS ITEM, WHILE ON THE RAILS OF THE BNSF)

1. The BNSF will pay the mileage allowance on special car type "LO" as provided in Item 621, subject to a maximum mileage allowance of fifteen (15) cents per loaded mile when containing commodities with the following Standard Transportation Commodity Code Numbers:

01-131	01-139	01-159-43	01-341
01-132	01-142	01-159-48	01-342
01-133	01-144	01-159-70	01-343
01-135	01-149	01-159-71	01-992
01-136	01-152-10	01-159-74	
01-137	01-159-25	01-199-60	

2. The BNSF will pay the mileage allowance on special car type "LO" as provided in Item 621, subject to a maximum mileage allowance of twenty-four (24) cents per loaded mile when containing commodities with the following Standard Transportation Commodity Code Numbers:

20-412	20-432	20-859	20-942-30 thru 20-942-37
20-415	20-467	20-914-10 thru 20-914-50	20-942-43
20-417	20-469	20-923-14 thru 20-923-17	20-942-45
20-418	20-619	20-923-27	20-942-50
20-419-26	20-823	20-923-55	20-942-65
20-419-28	20-831	20-923-90	
20-421-27	20-832	20-939	
20-421-40 thru 20-421-96	20-839	20-942-10 thru 20-942-20	

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

## ITEM 440

### BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

1. The provisions of Part B in Item 615, or other provisions allowing the movement of empty open top freight cars for use in coal service will not apply to such cars moving on the BNSF unless the empty movement is immediately preceded by a loaded revenue line haul movement via BNSF. If the empty movement is not immediately preceded by a BNSF revenue line haul movement, rates in BNSF Price List 90020 Series will apply.

## ITEM 441

### 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 account of the Burlington Northern and Santa Fe Railway Company (BNSF), when empty railroad marked equipment of private ownership or empty private equipment is received at interchange and the BNSF did not have the previous revenue move to the interchange, charge will be assessed as follows;

A charge will be applied from interchange origin to billed destination using ITEM 1000 of BNSF 90020 series or other applicable rate documents.

### EXCEPTIONS

1. This item does not apply to freight cars in coal service subject to Items 250, 300 and 305 of Tariff BNSF 6041 Series.
2. For provisions to apply on tank cars, see Section 1 in this tariff.

## TARIFF 6007-L

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### ITEM 442

#### BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY (SEE EXCEPTIONS 1 AND 2)

1. For account of the Burlington Northern and Santa Fe Railway Company, provisions of Item 615 or any other items herein for the line haul movement of empty private freight cars to or from a repair shop or storage facility, will not apply unless the empty movement to or from the repair shop or the storage facility is in the direct reverse route of a BNSF loaded revenue line haul movement which immediately preceded that empty movement to the repair shop or storage facility. If the movement to or from the repair shop or storage facility is free of line haul charge, then a switch charge (inbound and/or outbound, respectively) will be assessed against the person firm or corporation ordering such a move, in accordance with applicable switching tariffs.
2. If any portion of the line haul movement to the repair shop or a storage facility "and" from the repair shop or storage facility is not in direct reverse route of the previous BNSF line haul movement, the rates specified in Item 1000 of BNSF Price List 90020 Series or other applicable rate documents, will apply to that chargeable line haul movement to the repair shop or storage facility "and" from the repair shop or storage facility. Such charge will be assessed against and collected from the car owner as reflected in the AAR UMLER registration.

#### EXCEPTIONS

1. This item does not apply to freight cars in coal service subject to Items 250, 300 and 305 of Tariff BNSF 6041 Series.
  2. For provisions to apply on tank cars, see Section 1 in this tariff.
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### ITEM 443

#### BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY (SEE EXCEPTIONS 1 AND 2)

1. For account of the Burlington Northern and Santa Fe Railway Company, provisions of Item 615 or any other items herein or other items published elsewhere, for the line haul movement of empty railroad marked freight cars of private ownership to or from a storage facility will not apply unless the empty movement to or from the storage facility is in the direct reverse route of a BNSF loaded revenue line haul movement which immediately preceded that empty movement to the storage facility. If the movement to or from the storage facility is free of line haul charge, then a switch charge (inbound and/or outbound, respectively) will be assessed against the person, firm or corporation ordering such a move, in accordance with applicable switching tariffs.
2. If any portion of the line haul movement to the storage facility "and" from the storage facility is not in direct reverse route of the previous BNSF line haul movement, the rates specified in Item 1000 of BNSF Price List 90020 Series or other applicable rate documents, will apply to that chargeable line haul movement to the storage facility "and" from the storage facility. Such charge will be assessed against and collected from the car owner as reflected in the AAR UMLER registration.

#### EXCEPTIONS

1. This item does not apply to freight cars in coal service subject to Items 250, 300 and 305 of Tariff BNSF 6041 Series.
  2. For provisions to apply on tank cars, see Section 1 in this Tariff.
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**TARIFF 6007-L**

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

**ITEM 444**

**BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY  
(SEE NOTES 3 AND 4)**

1. Except as otherwise provided in this item, the rules, allowances and other provisions of Section 2 of this tariff will apply.

<b>CAR TYPE</b>	<b>DESIGNATING SYMBOLS (SEE NOTE 1) (FOR EXPLANATION OF SYMBOLS SEE ITEMS 625 AND 650, INCLUSIVE)</b>	<b>MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE (SEE EXCEPTIONS 1 AND 2)</b>
FLAT	"FMS" of 280,000 lb and over nominal capacity equipped with permanent chain tie-down devices.....	37.6
	"FD", "FW".....	8.0
	"FM" of 200,000 lb and over nominal capacity.....	8.0
	"FB" and "FBS": On cars with inside length of at least 48 feet, 6 inches, but not exceeding 61 feet, 0 inches.....	10.0
	On cars with inside length exceeding 61 feet, 0 inches.....	12.0
GONDOLA	"GA", "GD", "GH", "GS", "GW" (see Note 2)	3.0
	"GT", except "GTS" with a capacity of 6,810 cubic feet or greater (see Note 2)	3.0
	"GTS" with a capacity of 6,810 cubic feet or greater (see Note 2).....	13.0
	"GB" (see Note 2).....	1.2
HOPPER	"HFA", "HK", "HM", "HMA", "HT", "HTA" (see Note 2).....	7.6
REFRIGERATOR	"RS".....	10.0
	"RB", "RBL".....	27.5
	"RP", "RPL".....	24.0
STOCK	"SC", "SM".....	4.6
SPECIAL	"LO".....	(see Item 621)
	"LM".....	11.0
	"LP".....	3.0
	"LF".....	24.0
	"LG".....	14.0
	"LU".....	28.2
	"LS".....	8.0
"LRC".....	10.0	
ALL OTHER FREIGHT CARS	(See Exception 3).....	1.2

**EXPLANATION OF NOTES**

1. Designating symbols (mechanical designations) will be assigned to car owner or lessee by the Secretary, Technical Services, Association of American Railroads, upon written application.
2. Mileage allowance named will also apply on cars carrying letters "R" and "S" affixed to the foregoing designating symbols.
3. The mileage allowance published herein are not applicable to cars bearing reporting marks ABOX, GONX and RBOX."
4. Mileage will be computed as follows:
  - A. Mileage will be computed on the basis of the shortest distance over the routes of the BNSF based on mileage contained in BNSF Mileage Tariff 6003 Series from the station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line.
  - B. When a car is both loaded and unloaded within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.

**EXPLANATION OF EXCEPTIONS**

1. Provisions of this item will not apply when the applicable freight tariff provides that shipper must supply equipment and that no mileage allowance will be paid.
2. Mileage allowance provided in this item will not apply to new cars or newly acquired cars moving prior to their first loaded move in commercial service nor will the allowance be paid on cars moving for sale or as scrap. Such movements will be subject to applicable rates named in the UFC or in state classification tariffs where state rates apply, or other applicable tariffs.
3. No mileage allowance will be paid on privately owned or leased cars bearing "MBPX" reporting mark.

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# TARIFF 6007-L

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

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### ITEM 445

**BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY  
(APPLIES ON EMPTY RAILROAD MARKED FREIGHT CARS OF PRIVATE OWNERSHIP MOVING TO AND FROM A REPAIR FACILITY)  
(SEE EXCEPTIONS 1 AND 2 OF THIS ITEM)**

1. For account of the Burlington Northern and Santa Fe Railway Company, provisions of any other items herein or other items published elsewhere. The line haul movement of empty railroad marked freight cars of private ownership to and from a repair facility, will not apply, unless the empty movement to and from a repair facility is in the direct reverse route of a BNSF loaded revenue line haul movement which immediately preceded that empty movement to the repair facility. If the switch charge (inbound and/or outbound respectively) will be assessed against person, firm or corporation ordering such a move, in accordance with applicable switching tariffs.
2. If any portion of the line haul movement to the repair facility and from the repair facility is not in the direct reverse route of the previous BNSF line haul movement, the rates specified in Item 1000 of BNSF Price List 90020 series or other applicable rate documents, will apply to that chargeable line haul movement to the repair facility and from the repair facility. Such charge will be assessed against and collected from the car owner as reflected in the AAR UMLER Registration.

#### EXCEPTIONS

1. This item does not apply to freight cars in coal service subject to Items 250, 300 and 305 of Tariff BNSF 6041 Series.
  2. For provisions to apply on tank cars, see Section 1 of RIC 6007.
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### ITEM 446

**APPLIES ONLY FOR BNSF  
(APPLIES ONLY TO SPECIAL CAR TYPE "LO" CARS BEARING OTHER THAN RAILROAD REPORTING MARKS)  
(APPLIES ONLY IN CONNECTION WITH THE PROVISIONS OF PARAGRAPH 2, PART C, ITEM 615)**

1. An empty car ordered to a station not authorized for loading under the provisions of Item 605, will be transported to the nearest convenient holding point, or to the billed station if such a holding point is not reasonably accessible, and held for disposition instructions following telephone or telegraphic notification to the car owner or lessee as identified in the AAR UMLER file. Mileage incurred in the movement, both to and from the point at which the car is held, will be billed at the rate of thirty-two (32) cents per mile. Applicable switching charges will be additionally assessed. Any car held by BNSF awaiting disposition instructions will be subject to the provisions and charges of BNSF Demurrage Tariff 6004 Series.
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### ITEM 448

**BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY**

1. The Burlington Northern and Santa Fe Railway Company will pay an allowance of four (4) cents per loaded and empty mile for flat cars with mechanical designation "FM" when equipped with 100 ton trucks and having a nominal capacity of 195,000 lbs or over, carrying reporting marks "JTHX" in car series 1001 through 1012.
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### ITEM 450

**CANADIAN NATIONAL RAILWAYS**

1. The participation of the Canadian National Railway (Lines Armstrong, Thunder Bay, ON, and west thereof), and Canadian National Railways (Lines Thunder Bay, ON, Armstrong, ON, and east thereof) is restricted to movements over its lines in Canada, when both point of origin and destination are in the United States.
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### ITEM 452

**APPLIES ONLY FOR CANADIAN NATIONAL RAILWAYS**

1. The CN will pay an allowance of five (5) cents per mile for bulkhead flat cars with mechanical designation "FB" and inside length of at least 48 feet, 6 inches but not exceeding 61 feet, 0 inches; and six (6) cents per mile for bulkhead flat cars with mechanical designation "FB" and inside length in excess of 61 feet, 0 inches.
- 

### ITEM 454

**CANADIAN NATIONAL RAILWAYS (CN)**

1. The provisions of Item 615 Series, or other provisions for the movement of empty freight cars, other than tank cars, without charge will not apply to such cars moving to, from or via CN unless the empty movement is immediately preceded by or immediately followed by a revenue line haul movement via CN.
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# TARIFF 6007-L

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

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### ITEM 456

#### CANADIAN NATIONAL RAILWAYS

##### PART A

1. The CN will pay an allowance of four (4) cents per mile for flat cars specially equipped with bulkhead ends, a steel "A" frame down the center and chains, cables and clamps providing adjustable tie-downs for handling packaged units of lumber and building products.

##### PART B

2. The CN will pay an allowance of five (5) cents per mile for bulkhead flat cars with mechanical designation "FB" and inside length of at least 48 feet, 6 inches but not exceeding 61 feet, 0 inches; and six (6) cents per mile for bulkhead flat cars with mechanical designation "FB" and inside length in excess of 61 feet, 0 inches.
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### ITEM 457

#### CANADIAN NATIONAL RAILWAYS (EXCEPTION TO ITEM 621)

1. The CN (formerly IC) 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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### ITEM 457.10

#### CANADIAN NATIONAL RAILWAYS

1. The CN (formerly IC) will pay an allowance of eight (8) cents per mile for the short line distance of the loaded movement for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs for handling packaged units of lumber and building products.
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# TARIFF 6007-L

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

### ITEM 457.20

#### CANADIAN NATIONAL RAILWAYS (SEE NOTE 3)

TYPE OF CAR	DESIGNATING SYMBOLS (SEE NOTE 1)(FOR EXPLANATION OF SYMBOLS, SEE ITEMS 625 TO 650, INCLUSIVE)	MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE
FLAT	"FMS of 280,000 lb and over nominal capacity equipped with permanent chain tie-down devices.....	37.6
	"FD", "FW".....	8.0
	"FM" of 200,000 lb and over nominal capacity.....	8.0
GONDOLA	"GA", "GD", "GH", "GS", "GT", "GW" (See Note 2).....	3.0
	"GB" (See Note 2).....	1.2
HOPPER	"HFA", "HK", "HM", "HMA", "HT", "HTA" (See Note 2).....	7.6
REFRIGERA-TOR	"RS".....	10.0
	"RB", "RBL".....	31.3
	"RP", "RPL".....	24.0
STOCK	"SC", "SM".....	4.6
SPECIAL	"LO".....	(see Item 621)
	"LP".....	3.0
	"LF".....	24.0
	"LG".....	11.0
	"LU".....	32.2
	"LS".....	8.0
ALL OTHER FREIGHT CARS	"LRC".....	10.0
	.....	1.2

#### EXPLANATION OF NOTES

1. Car type "SC" includes cars of former "SF" designation, car type "FM" of 200,000 pounds and over nominal capacity including cars of former "FG" designation. Car type "HK" includes cars of former "HD" designation.
2. Mileage allowances named will also apply on cars carrying "R" and "S" affixed to the foregoing symbols.
3. Mileage will be computed as follows:
  - A. Mileage will be computed on the basis of the actual routed miles over the CN (formerly IC) based on freight mileage tables published in tariffs lawfully on file from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line.
  - B. When the transportation begins and ends, i.e., when a car is both loaded or unloaded within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.
  - C. Empty cars will be moved over this carrier as provided in Item 615. No allowance will be made for empty movement of such cars.
  - D. Except as otherwise provided above, the rules, allowances and other provisions of Section 2 of this tariff will apply.

### ITEM 457.30

#### CANADIAN NATIONAL RAILWAYS

1. The CN (formerly IC) will pay mileage allowance of eight cents per loaded car mile on flat cars with mechanical designation "FM" when equipped with 100-ton trucks and having a nominal capacity of 195,000 pounds or over carrying reporting marks "JTHX" in car series 1001 through 1012 specially equipped for and used in the handling of diesel electric generating units.
2. No allowance will be made for mileage of cars covered by this item during empty movement.

### ITEM 457.40

#### CANADIAN NATIONAL RAILWAYS

1. The CN (formerly IC) will pay an allowance of ten (10) cents per mile for the actual routed miles of the loaded movement for bulkhead flat cars with mechanical designation "FB" and inside length of at least 48 feet, 6 inches, but not exceeding 61 feet, 0 inches, and twelve (12) cents per mile for the actual routed miles of the loaded movement for bulkhead flat cars with mechanical designation "FB" and inside length in excess of 61 feet, 0 inches.
  - A. Mileage will be computed on the basis of the actual routed miles over the CN (formerly IC) based on freight mileage tables published in tariffs lawfully on file from station of origin or station at which received from connecting line to destination station or station at which delivered to connecting line.
  - B. When the transportation begins and ends, i.e., when a car is both loaded or unloaded, within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.
  - C. Except as otherwise provided in Item 615, cars covered by this item will be moved empty without charge between stations or junction points on the CN (formerly IC). No allowance will be made for mileage of such cars during empty movement.

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# TARIFF 6007-L

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

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### ITEM 457.50

#### CANADIAN NATIONAL RAILWAYS

1. The provisions of Items 615 and 620 will not apply on privately-owned freight cars carrying markings DODX 39810- through 39829, or other depressed center flat cars equipped with permanently applied container or containers or framework as a shield for radioactive materials.
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### ITEM 457.60

#### CANADIAN NATIONAL RAILWAYS

1. The provisions of Item 615 Series or other provisions for the movement or handling of empty freight cars, other than tank cars, without charge to or from facilities for cleaning, lining, relining, maintenance, modification, repair or to or from a storage facility will not apply to such cars moving to or from facilities via the CN (formerly IC). In lieu thereof the following charges will apply:
  - A. When to or from a facility located on and served by the CN (formerly IC) and delivery and receipt is made in a "continuous movement" (see Note 1) a charge of \$150.00 per car per each such movement will be assessed. Cars which cannot be handled in a "continuous movement" (see Note 1) will be subject to the applicable intra-terminal switching charge per each such movement, in lieu of the \$150.00 charge stated above.
  - B. When to or from a facility located on a line other than CN (formerly IC) a charge of 35 cents per mile subject to a minimum charge of \$150.00 will be assessed for the CN's (formerly IC) portion of such movement.

#### EXPLANATION OF NOTE

1. "Continuous movement" means a movement between the CN's (formerly IC) tracks and the location of receipt or delivery within the facility without any delay due to a condition for which the industry is responsible.
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### ITEM 458

#### CP RAIL SYSTEM

1. The CPRS will pay an allowance of five (5) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs, or other appurtenances for handling packaged units of lumber and building products.
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### ITEM 460

#### CP RAIL SYSTEM

1. The CPRS will pay an allowance of one and one-half (1.5) cents per mile on gondola cars with mechanical designation "GBS" marked TPPX 30101-30152 and TPPX 40101-40150.
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# TARIFF 6007-L

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

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### ITEM 462

#### CP RAIL SYSTEM (STATION NOS. 6353 TO 16930)

1. The CPRS will pay an allowance of seventeen (17) cents per loaded mile on the following types of cars:

Bulkhead flat cars with mechanical designation "FB" and "FBS" with inside length of at least 48 feet, 6 inches;

Flat cars specially equipped with bulkheaded ends, a steel "A" frame down the center and chains, cables and clamps providing adjustable tie-downs, for handling packaged units of lumber and building products;

Flat cars specially equipped with bulkheaded ends, a steel center beam down the center and equipment suitable for handling packaged units of lumber and building products;

- A. Mileage to be computed on basis of the actual distance over the routes of the CPRS (Station Nos. 6353 to 16930) based on freight mileage tables published in tariffs lawfully on file from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting lines.
  - B. When the transportation begins and ends, i.e., when a car is both loaded and unloaded, within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.
  - C. Except as otherwise provided in Item 615, cars covered by this item will be moved empty without charge between stations or junction points on the CPRS (Station Nos. 6353 to 16930). No allowance will be made for mileage of such cars during empty movement.
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### ITEM 464

#### CP RAIL SYSTEM

##### PART A

1. The CPRS will pay an allowance of five (5) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame down the center and chains, cables and clamps providing adjustable tie-downs for handling packaged units of lumber and building products.

##### PART B

2. The CPRS will pay an allowance of four (4) cents per mile for flat cars specially equipped with bulkheaded ends, a steel center beam down the center and equipment suitable for handling packaged units of lumber and building products.

##### PART C

3. The CPRS will pay an allowance of four and one-half (4.5) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs, or other equipment suitable for handling packaged units of lumber and building products.
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### ITEM 466

#### CP RAIL SYSTEM (STATION NOS. 6449 TO 7253 ONLY)

1. The CPRS will pay an allowance of thirteen and a half (13.5) cents per loaded mile for bulkhead flat cars with mechanical designation "FB" and inside length of at least 48 feet, 6 inches but not exceeding 61 feet, 0 inches; and fifteen and a half (15.5) cents per loaded mile for bulkhead flat cars with mechanical designation "FB" and inside length in excess of 61 feet, 0 inches.
- 

### ITEM 468

#### CP RAIL SYSTEM

##### (EXCEPT STATION NOS. 6449 TO 7253 ONLY)

1. The CPRS with the exception of Station Nos. 6449 to 7253 will pay a mileage allowance of seventeen (17) cents per loaded mile on bulkhead flat cars with mechanical designation "FB" and an inside length of at least 48 feet, 6 inches.
- 

### ITEM 470

#### CP RAIL SYSTEM

##### (STATION NOS. 6353 TO 16930 ONLY)

1. The CPRS will pay a mileage allowance of six and one-half (6.5) cents per mile, loaded and empty, on gondola cars with mechanical designation "GTS" with a capacity of 6000 cubic feet or greater.
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### ITEM 472

#### CP RAIL SYSTEM

1. The CPRS will pay a mileage allowance of six (6) cents per empty or loaded mile for flat cars with mechanical designation "FMS" specially equipped with permanent stakes and bunks for pole loading.
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# TARIFF 6007-L

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

### ITEM 474

#### CP RAIL SYSTEM (STATION NOS. 6353 TO 16930 ONLY)

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

### ITEM 476

#### CP RAIL SYSTEM

- The CPRS will pay a mileage allowance of three (3) cents per empty or loaded mile on all air dump cars designated as type of car "MWD". Mileage will be computed on the basis of the shortest distance over the route of the CPRS based on the freight mileage tables published in tariffs lawfully on file from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line.
- When the transportation begins and ends, i.e., when a car is both loaded and unloaded, within a switching district, no mileage will be allowed. Mileage between industry or public track and freight station at station of origin or destination will not be allowed.

### ITEM 478

#### CP RAIL SYSTEM

- The CPRS will pay an allowance of four (4) cents per loaded and empty mile for flat cars with mechanical designation "FM" when equipped 100 ton trucks and having a normal capacity of 195,000 pounds or over carrying reporting marks "JTHX" in car Series 1001 through 1012.

### ITEM 482

#### CP RAIL SYSTEM

- The CPRS will pay an allowance of five (5) cents per mile for bulkhead flat cars with mechanical designation "FB" and inside length of at least 48 feet, 6 inches but not exceeding 61 feet, 0 inches; and six (6) cents per mile for bulkhead flat cars with mechanical designation "FB" and inside length in excess of 61 feet, 0 inches.

### ITEM 484

#### CSX TRANSPORTATION, INC.

- Mileage allowances for account CSXT on LOADED cars will be as follows:

TYPE OF CAR	DESIGNATING SYMBOLS (SEE NOTE 1)	MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE (SEE NOTE 4)
FLAT (See Note 5)	"FMS" of 280,000 lb and over nominal capacity equipped with permanent chain tie-down devices .....	37.6
	"FD", "FW" .....	8.0
	"FM" of 200,000 lb and over nominal capacity .....	8.0
	"FB" (see Note 2) .....	10.0
	"FB" (see Note 3) .....	12.0
GONDOLA	"GA", "GD", "GH", "GS", "GT", "GW", also the foregoing symbols with letter "R" affixed .....	3.0
	"GB", also the foregoing symbols with letter "R" affixed .....	1.2
HOPPER	"HFA", "HK", "HM", "HMA", "HT", "HTA", also the foregoing symbols with letter "R" affixed .....	7.6
REFRIGERA- TOR	"RS" .....	10.0
	"RB", "RBL" .....	31.3
	"RP", "RPL" .....	24.0
STOCK	"SC", "SM" .....	4.6
SPECIAL	"LO" .....	(see Item 621)
	"LM" .....	11.0
	"LP" .....	3.0
	"LF" .....	24.0
	"LG" .....	11.0
	"LU" .....	32.2
	"LS" .....	8.0
"LRC" .....	10.0	
ALL OTHER FREIGHT CARS	.....	1.2

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# TARIFF 6007-L

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

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### ITEM 484 *CONT'D*

#### CSX TRANSPORTATION, INC.

##### EXPLANATION OF NOTES

1. Designating symbols (mechanical designations) will be assigned to car owner or lessee by the Secretary, Technical Services, Association of American Railroads, upon written application.
  2. Applicable on cars with inside length of at least 48 feet, 6 inches, but not exceeding 61 feet, 0 inches.
  3. Applicable on cars with inside length exceeding 61 feet, 0 inches in length.
  4. Mileage will be computed as follows:
    - A. Mileage will be computed on the basis of the shortest distance over the routes of these carriers based on freight mileage table published by CSXT, from the station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line.
    - B. When the transportation begins and ends, i.e., when a car is both loaded or unloaded within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.
  5. An allowance of eight (8) cents per mile will be paid for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs for handling packaged units of lumber and building materials.
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### ITEM 486

#### CSX TRANSPORTATION, INC.

1. The handling of EMPTY cars for account CSXT will be as follows:
    - A. The provisions of Item 615 and 616 WILL NOT apply.
    - B. A Mileage Rate Allowance WILL NOT be made for the empty movement of cars.
    - C. When a car is released from load on CSXT, the empty car will be returned via the reverse of the loaded route to the origin stations of the last loaded movement. If the owner or lessee of the car desires movement via a different route or to a station other than the origin of the last loaded movement, empty billing instructions must be given to CSXT prior to release of the empty car, otherwise, the Diversion Section of Tariff CSXT 8100 Series, or successor publications will apply.
    - D. Empty cars will be handled without charge if the empty movement is immediately preceded by a revenue line-haul movement on CSXT within the previous 90 days; otherwise, the empty movement will be subject to charges in Tariff CSXT 6050 Series, or successor publications, except as follows:
      1. In all cases, empty cars moving on their own wheels, will subject to charges in Tariff CSXT 6050 Series, or successor publications that meet at least one of the following criteria:
        - a. New cars or cars that are restencilled with new initials and/or numbers.
        - b. Cars not listed in UMLER.
        - c. Cars moving for scrapping or sale.
      2. Empty cars received in interchange from another railroad that are consigned to shop facilities for cleaning, lining, relining, maintenance, modification or repair, where the interchange and the shop facility is located at the same station, will be subject to the provisions of Tariff CSXT 8100 Series, or successor publications.
      3. Empty cars that are handled without charge which are consigned to repair facilities for cleaning, lining, relining, maintenance, modification or repair will be subject to the provisions of Tariff CSXT 6050 Series, or successor publications.
      4. Cars "bad ordered" on CSXT will be moved as directed under the provisions of AAR Circular No. OT-16.
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### ITEM 488

#### ELGIN, JOLIET AND EASTERN RAILWAY COMPANY

1. The provisions of Item 615 Series or other provisions for the movement or handling of empty freight cars, other than tank cars, without charge, to or from facilities for cleaning, lining, relining, maintenance, modification, repair or storage, will not apply to such cars moving to or from facilities acting as agent for the car owner and located at stations served by this railroad unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the EJE. In all other circumstances, the published tariff charges in Tariff EJE 4193 or 6024 Series for movement of empty cars on their own wheels to and from repair or storage facilities acting as agent for the owner shall apply.
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### ITEM 490

#### ELGIN, JOLIET AND EASTERN RAILWAY COMPANY

1. The EJE will pay an allowance of four (4) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps, providing adjustable tie-downs or other equipment suitable for handling packaged units of lumber and building products.
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**TARIFF 6007-L**

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

**ITEM 492**

**FLORIDA EAST COAST RAILWAY COMPANY (See Note 2)**

1. Except as otherwise provided in this item, the rules, allowances and other provisions of Section 2, of this tariff, will apply.

TYPE OF CAR	DESIGNATING SYMBOLS (SEE NOTE 1)(FOR EXPLANATION OF SYMBOLS, SEE 625 TO 650, INCLUSIVE)	MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE
FLAT	"FB" (see Note 3. A.).....	10.0
	"FB" (see Note 3. B.).....	12.0
	"FD", "FW".....	8.0
	"FM" of 200,000 lb and over nominal capacity.....	8.0
	"FMS" of 280,000 lb and over nominal capacity equipped with permanent chain tie-down devices.....	37.6
GONDOLA	"GA", "GD", "GH", "GS", "GT", "GW", also the foregoing symbols with letter "R" affixed.....	3.0
	"GB", also the foregoing symbols with letter "R" affixed.....	1.2
HOPPER	"HFA", "HK", "HM", "HMA", "HT", "HTA", also the foregoing symbols with letters "C" or "R" affixed.....	7.6
REFRIGERATOR	"RS".....	10.0
	"RB", RBL.....	31.3
	"RP", RPL.....	24.0
	"RPC".....	24.0
STOCK	"SC", "SM".....	4.6
SPECIAL	"LO".....	(see Item 621)
	"LP".....	3.0
	"LF".....	24.0
	"LG".....	11.0
	"LU".....	32.2
	"LS".....	8.0
ALL OTHER FREIGHT CARS	"LRC".....	10.0
	.....	1.2

**EXPLANATION OF NOTES**

1. Car type "SC" includes cars of former "SF" designation, car type "FM" of 200,000 pounds and over nominal capacity including cars of former "FG" designation. Car type "HK" includes cars of former "HD" designation.
2. Mileage will be computed as follows:
  - A. Mileage will be computed on the basis of the shortest distance over the routes of these carriers based on Freight mileage table published in tariffs lawfully on file, from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line.
  - B. When the transportation begins and ends, i.e., when a car is both loaded or unloaded within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.
  - C. Empty cars will be moved over these carriers as provided in Item 615. No allowance will be made for empty movement of such cars.
3. The FEC will pay mileage allowance on bulkhead flat cars with mechanical designation "FB" as provided below:
  - A. Applies only on cars with inside length of 48 feet, 6 inches but not exceeding 61 feet, 0 inches.
  - B. Applies only on cars with inside length exceeding 61 feet.

**ITEM 494**

**FLORIDA EAST COAST RAILWAY COMPANY**

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

**ITEM 496**

**FLORIDA EAST COAST RAILWAY COMPANY**

1. The FEC will pay an allowance of eight (8) cents per mile for the short line distance of the loaded movement for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center, and chains, cables and clamps providing adjustable tie-downs for handling packaged units of lumber and building products.

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# TARIFF 6007-L

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

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### ITEM 498

#### FOX VALLEY & WESTERN LTD

1. The FVW will pay an allowance of four and one-half (4.5) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs or other equipment suitable for handling packaged units of lumber and building products.
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### ITEM 500

#### FOX VALLEY & WESTERN LTD

1. The FVW will pay an allowance of one and one-half (1.5) cents per mile on gondola cars with mechanical designation "GBS" marked TPPX 30101-30152 and TPPX 40101-40150.
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### ITEM 505

#### GATEWAY WESTERN RAILWAY COMPANY

1. The GWWR 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
- 

### ITEM 506

#### GATEWAY WESTERN RAILWAY COMPANY

1. The provisions of Item 615 Series or other provisions for the movement or handling of empty freight cars, other than tank cars, without charge to or from facilities for storage will not apply to such cars moving to or from facilities served by the GWWR unless the empty movement is immediately preceded by or followed by a loaded revenue movement via GWWR. In all other circumstances, the published charges in the UFC 6000 Series for movement of empty cars on their own wheels shall apply.
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### ITEM 511

#### HIGH POINT, THOMASVILLE AND DENTON RAILROAD COMPANY

1. The High Point, Thomasville and Denton Railroad Company will pay an allowance of five (5) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs or other appurtenances for handling packaged units of lumber and building products.
- 

### ITEM 522

#### IOWA NORTHERN RAILWAY COMPANY

1. The provisions of Item 615-Series or other provisions for the movement or handling of empty freight cars, other than tank cars, without charge from or to Transco facilities at "Oelwein, Iowa or General Electric Railcar facilities at Waterloo, Iowa for cleaning, lining, relining, maintenance, modification, repair or storage, will not apply to such cars moving via this railroad when from or to these facilities unless the empty movement is immediately preceded by or followed by a loaded revenue movement via Iowa Northern Railway Company. In all other circumstances the published tariff charges in IANR Tariff 3000-Series for movements of empty cars on their own wheels from or to these repair or storage facilities shall apply.
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**TARIFF 6007-L**

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

**ITEM 524**

**KANSAS CITY SOUTHERN RAILWAY COMPANY**

TYPE OF CAR	DESIGNATING SYMBOLS (SEE NOTE 1)(FOR EXPLANATION OF SYMBOLS, SEE ITEMS 625 TO 650, INCLUSIVE)	MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE
FLAT	"FD", "FW" .....	8.0
	"FM" of 200,000 lb and over nominal capacity .....	8.0
	"FB" (See Note 3) .....	10.0
	"FB" (See Note 4) .....	12.0
	"FMS" of 280,000 lb and over nominal capacity equipped with permanent chain tie-down devices (See Note 5) .....	37.6
GONDOLA	"GA", "GD", "GH", "GS", "GT", "GW" (See Note 2) .....	3.0
	"GB" (See Note 2) .....	1.2
HOPPER	"HFA", "HK", "HM", "HMA", "HT", "HTA" (See Note 2) .....	7.6
REFRIGERATOR	"RS" .....	10.0
	"RB", "RBL" .....	27.5 <sup>1</sup>
	"RB", "RBL" .....	31.3
	"RP", "RPL" .....	24.0
	"RPC" .....	24.0
	"RC" .....	27.5 <sup>1</sup>
STOCK	"RC" .....	31.3
	"SC", "SM" .....	4.6
SPECIAL	"LM" .....	11.0
	"LO" .....	(see Item 621)
	"LP" .....	3.0
	"LF" .....	24.0
	"LG" .....	11.0
	"LU" .....	28.2 <sup>1</sup>
	"LU" .....	32.2
	"LS" .....	8.0
"LRC" .....	10.0	
ALL OTHER FREIGHT CARS	.....	1.2

**EXPLANATION OF NOTES**

1. Car type "SC" includes cars of former "SF" designation, car type "FM" of 200,000 pounds and over nominal capacity includes cars of former "FG" designation. Car types "HK" includes cars of former "HD" designation.
2. Mileage allowances named will also apply on cars carrying letters "R" and "S" affixed to the foregoing symbols.
3. Applicable on cars with inside length of at least 48 feet, 6 inches, but not exceeding 61 feet, 0 inches.
4. Applicable on cars with inside length exceeding 61 feet, 0 inches.
5. To qualify for this allowance, lessor or lessee must furnish list of initials and numbers of cars fitting "FMS" designation.

**EXPLANATION OF RERERENCE MARKS**

- <sup>1</sup> Applies per actual loaded mile only.

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# TARIFF 6007-L

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

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### ITEM 526

#### KANSAS CITY SOUTHERN RAILWAY COMPANY

1. In computing distances from, to or via KCS on traffic routed via New Orleans, LA, interchanged at Shrewsbury, LA, deduct 5.4 miles from the actual distance to and from New Orleans, LA on the Kansas City Southern Railway.
  2. All traffic between West Lake, LA on KCS and interchange with UP will be made at De Quincy, LA in lieu of Lake Charles, LA, for carriers convenience and to facilitate industries located at West Lake, LA. KCS will not pay mileage allowance between West Lake, LA and De Quincy, LA, when cars are moving under provisions of UP reroute orders.
- 

### ITEM 527

#### KANSAS CITY SOUTHERN RAILWAY COMPANY

1. The KCS will pay an allowance of nine (9) cents per mile for the short line distance of the loaded movement for flat cars specially equipped with bulkhead ends, a steel "A" frame down the center and chains, cables and clamps providing adjustable tie-downs for handling packaged units of lumber and building products. (To qualify for this allowance, lessor or lessee must furnish list of initials and numbers of cars fitting designation described above.)
- 

### ITEM 528

#### KANSAS CITY SOUTHERN RAILWAY COMPANY

1. Provisions of Item 615 Series, or any other provisions allowing for free switching service of an empty freight car (or cars) to or from shop facilities for cleaning, lining, relining, maintenance, modification or repair will not apply to and from shop facilities served by Kansas City Southern Railway. Matter of switch charge will be handled by contractual agreement between Kansas City Southern Railway repair shop owner(s).
- 

### ITEM 529

#### KANSAS CITY SOUTHERN RAILWAY COMPANY

1. Empty "LO" type cars which have moved from point of unloading to a privately-owned or leased track for storage will be moved without charge from a storage point to another point on this line for loading upon surrender or written instructions to the railroad agent at the point of storage.
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### ITEM 530

#### KANSAS CITY SOUTHERN RAILWAY COMPANY

1. The provisions of Item 615 Series, or other provisions for the line haul movement of empty freight cars, other than tank cars, without charges, will not apply to, from or via the KCS. Unless the empty movement is immediately preceded by or immediately followed by a revenue line haul movement via KCS in all other circumstances, the published tariff charges for movement of empty cars on their own wheels will apply.
- 

### ITEM 540

#### NORFOLK SOUTHERN RAILWAY COMPANY (EXCEPTION TO ITEM 615, PART A, B, C) (See NOTE 1)

When a car is released from load on NS, the empty will be returned via the reverse of the loaded route to the origin station of the last loaded movement. If the owner or lessee of the car desires movement via a different route or to a station other than the origin of the last loaded movement, empty billing instructions must be sent prior to release of the empty car via FAX to:

FAX: 404-580-6092  
Norfolk Southern Railway Company  
Agency Operation Center  
125 Spring Street South West  
Atlanta, GA 30303

If the owner or lessee requests movement via a different route, or to a station other than the origin of the last loaded movement, after release of the empty car, diversion provisions and charges, as named in Norfolk Southern Tariff 8002 series, are applicable. (See Exception 1.)

#### EXPLANATION OF NOTE

1. If subject car has last contained Hazardous Materials, shipping paper must be furnished at the point of origin of the empty car for all moves whether they are reverse route or not.
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# TARIFF 6007-L

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

### ITEM 540 *CONT'D*

#### NORFOLK SOUTHERN RAILWAY COMPANY EXCEPTION

1. The empty car will be allowed one diversion on Norfolk Southern without charge. All subsequent diversions on Norfolk Southern will be charged at the applicable diversion charge and be subject to rules governing diversions in NS 8002 series. Instructions to divert car should be sent on company letterhead paper and faxed to the following:

FAX: 404-589-6233  
Norfolk Southern Railway Company  
National Customer Service Center  
125 Spring Street South West  
Atlanta, GA 30303

Provisions of Item 615 authorizing free movement of empty cars via Norfolk Southern Will apply only when immediately preceded or immediately followed by a line-haul revenue movement via Norfolk Southern. A second or subsequent diversion will initiate a new empty movement from the diversion point to final destination which will be billed at rates applying on commercial shipments of empty cars on own wheels unless the empty movements are both immediately preceded and immediately followed by line-haul revenue movements via Norfolk Southern.

### ITEM 542

#### NORFOLK SOUTHERN RAILWAY COMPANY

1. The provisions of Item 615 Series, or other provisions for the movement of empty freight cars other than tank cars will not apply to such cars moving to, from or via the Norfolk Southern Railway Company unless the empty movement is immediately preceded by or immediately followed by a revenue line haul movement via Norfolk Southern Railway Company. In all other circumstances, charges in Tariff NS 4358 Series for movement of empty cars on their own wheels will apply. (See Exception 1)

#### EXCEPTION

1. All new or restencilled cars moving on their own wheels, except tank cars from car manufacturer(s) (builder(s)) or repair shops to car owner or customer will be subject to charges published in Tariff NS 4358 Series. For tank cars moving on their own wheels provisions in Section 1 of Item 190 Series will apply.

### ITEM 544

#### APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM (NS)

1. The provisions of Items 625 and 650 will not apply on privately-owned freight cars carrying reporting marks DODX 39810 through 39829, or other depressed center flat cars equipped with permanently fixed container or containers and framework as a shield against radioactive materials.

Alabama Great Southern Railroad Company  
Atlantic and East Carolina Railway Company  
Camp Lejeune Railroad Company  
Central of Georgia Railroad Company  
Chesapeake Western Railway  
Cincinnati, New Orleans and Texas Pacific Railway Company  
Georgia Southern and Florida Railway Company  
Handling Line Stations  
Norfolk and Western Railway Company  
Norfolk Southern Railway Company  
State University Railroad Company  
Tennessee Railway Company

### ITEM 545

#### NORFOLK SOUTHERN CORPORATION

1. The NS will pay an allowance of four (4) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs suitable for handling packaged units of lumber and building products.

### ITEM 546

#### NORFOLK SOUTHERN RAILWAY COMPANY (SEE NOTES 5, 9 AND 10)

TYPE OF CAR	DESIGNATING SYMBOLS (SEE NOTE 1)(FOR EXPLANATION OF SYMBOLS, SEE ITEMS 625 TO 650, INCLUSIVE)	MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE
FLAT	"FMS" of 280,000 lb and over nominal capacity equipped with permanent chain tie-down devices.....	37.6
	"FD", "FW".....	8.0
	"FM" of 200,000 lb and over nominal capacity.....	8.0
	"FB" (See Note 3) .....	10.0
	"FB" (See Note 4) .....	12.0
GONDOLA	"GA", "GD", "GH", "GS", "GT", "GW" (See Note 2)	3.0
	"GB" (See Note 2)	1.2

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

**ITEM 546 CONT'D**

TYPE OF CAR	DESIGNATING SYMBOLS (SEE NOTE 1)(FOR EXPLANATION OF SYMBOLS, SEE ITEMS 625 TO 650, INCLUSIVE)	MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE
HOPPER	"HFA", "HK", "HM", "HMA", "HT", "HTA" (See Note 2) .....	7.6
REFRIGERA- TOR	"RS" .....	10.0
	"RB", "RBL" .....	27.5 <u>1</u>
	"RP", "RPL" .....	24.0
	"RPC" .....	24.0
STOCK	"SC", "SM" .....	4.6
SPECIAL	"LO" .....	(see Item 621 and Notes 6, 7 and 8)
	"LM" .....	11.0
	"LP" .....	3.0
	"LF" .....	24.0
	"LG" .....	11.0
	"LU" .....	28.2 <u>1</u>
	"LS" .....	8.0
ALL OTHER FREIGHT CARS	"LRC" .....	10.0
		1.2

**EXPLANATION OF NOTES**

1. Designating symbols (mechanical designations) will be assigned to car owner or lessee by the Secretary, Technical Services, Association of American Railroads, upon written application.
2. Mileage allowance named will also apply on cars carrying letters "R" and "S" affixed to the foregoing designating symbols.
3. Applicable on cars with inside length of at least 48 feet, 6 inches, but not exceeding 61 feet, 0 inches.
4. Applicable on cars with inside length exceeding 61 feet, 0 inches.
5. Mileage will be computed as follows:
  - A. Mileage will be computed on the basis of the shortest distance over the routes of the lines named in this item, based on the freight mileage tables published in tariffs lawfully on file from station of origin at which received from connecting line to destination station or station at which delivered to connecting lines.
  - B. When the transportation begins and ends, i.e., when a car is both loaded or unloaded within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.
  - C. Empty cars will be moved over the NS as provided in Item 615. No allowance will be made for empty movement of such cars.
  - D. Except as otherwise provided above, the rules, allowances and other provisions of Section 2 of this tariff will apply.
6. Norfolk Southern Railway Company will pay twenty-two and one-half (22.5) cents per mile on the following covered hoppers:  
SAUX 604, 606-609.
7. Norfolk Southern Railway Company will pay the following mileage allowances on the following "LO" covered hoppers:

CARS	ALLOWANCE (CENTS PER MILE)
"ACFX" 46486, 46500	28.5
"ACFX" 46488, 46494	26.9
"ACFX" 46489, 46493	26.0
"ACFX" 46491	22.7
"ACFX" 46497	29.4
"ACFX" 46504	27.7
"ACFX" 46507	30.2
"ACFX" 46510	25.2
"ACFX" 49165	36.9
"PLWX" 23250, 23259, 23270, 23271, 23290, 23298, 23310, 23315, 23318, 23320, 23327	22.0

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

**ITEM 546 CONT'D**

8. Mileage allowance will not be paid by the Norfolk Southern Railway Company (nor by the Burlington Northern and Santa Fe Railway or Norfolk Southern Railway Company on all traffic moving via BNSF alternate route between Des Moines, IA on the one hand and Hannibal or St Louis, MO on the other and outlined in Item 1212 Series of Tariff RRRRA 6000 Series, on shipments of the following commodities in "LO" covered hopper cars:

STCC	COMMODITY DESCRIPTION
01-13	Grain
01-144	Soybeans
01-149-40	Seeds, Sunflower
20-923	Soybean cake, flour, grits, meal or other by-products
20-914-41	Cottonseed meal
20-914-55	Cottonseed oil foots, sediments or tank bottoms, liquid or solidified
20-914-66	Cottonseed hulls not pelletized
20-939-14	Peanut meal
20-939-15	Linseed (Flaxseed) oil cake or meal
20-939-16	Sunflower meal
20-939-17	Peanut oil cake or meal, including crushed or ground cake, or cake screenings
20-939-34	Guar meal or guar bean meal
20-939-39	Canola meal
20-939-73	Peanut hulls

9. Payment of Mileage allowances are not applicable on RBOX, ABOX and GONX cars.

10. Payment of mileage allowance is not applicable on the following commodities: STCC No. 11 (X), 10 1 (X), 29 914 (X), 49 173 07.

**EXPLANATION OF REFERENCE MARKS**

1. Applies per actual loaded mile only.

**ITEM 547**

**NORFOLK SOUTHERN RAILWAY COMPANY**

1, When it is necessary to move a loaded private car to/from shop or repair facilities located on NS, NS will pay mileage payments not to exceed the amount that would have been earned had the car not required additional rail movements to/from shop or repair facilities, provided that the mileage allowances for the loaded movement are not elsewhere restricted.

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

**ITEM 548**

**NORFOLK SOUTHERN RAILWAY COMPANY**

1. Where private cars other than tank cars are placed for loading at stations for which approval has not been granted in accordance with Item 605, Paragraphs 1 and 2, they will not be eligible for mileage payments unless specifically authorized before placement.

**ITEM 555**

**ST RAIL SYSTEM (NOTE 3)**

TYPE OF CAR	DESIGNATING SYMBOLS (SEE NOTE 1)(FOR EXPLANATION OF SYMBOLS, SEE ITEMS 625 TO 650, INCLUSIVE)	MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE
FLAT	"FD", "FW".....	8.0
	"FM" of 200,000 lb and over nominal capacity.....	8.0
	"FB" (Exception 3).....	8.0
	"FMS" of 280,000 lb and over nominal capacity equipped with permanent chain tie-down devices.....	37.6
GONDOLA	"GA", "GD", "GH", "GS", "GT", "GW" (Note 2).....	3.0
	"GB" (Note 2).....	1.2
HOPPER	"HFA", "HK", "HM", "HMA", "HT", "HTA" (Note 2).....	7.6
REFRIGERATOR	"RS".....	10.0
	"RB", "RBL".....	(See Item 620)
	"RP", "RPL".....	24.0
STOCK	"SC", "SM".....	4.6
SPECIAL	"LO".....	(see Item 621)
	"LM".....	11.0
	"LP".....	3.0
	"LF".....	24.0
	"LG".....	11.0

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	"LU" ..... "LS" ..... "LRC" .....	(see Item 620) 8.0 10.0
ALL OTHER FREIGHT CARS	.....	1.2

### EXPLANATION OF NOTES

1. Designating symbols (mechanical designations) will be assigned to car owner or lessee by the Secretary, Technical Services, Association of American Railroads, upon written application.
2. Mileage allowances named will also apply on cars carrying letters "R" and "S" affixed to the foregoing designating symbols.
3. Mileage to be determined as follows:
  - A. Mileage to be computed on the basis of the shortest distance over the routes of the ST Rail System, based on the freight mileage tables published in tariffs lawfully on file, from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line.
  - B. When the transportation begins and ends, i.e., when a car is both loaded and unloaded within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.
  - C. Empty cars will be moved over the ST Rail System, as provided in Item 615. No allowance will be made for empty movement of such cars.
  - D. Except as otherwise provided above, the rules, allowances and other provisions of Section 2 of this tariff will apply.

### EXCEPTIONS

1. Provisions of this item will not apply when the applicable freight tariff provides that shipper must supply equipment and that no mileage allowance will be paid.
2. Mileage allowance provided in this item will not apply to new cars or newly acquired cars moving prior to their first loaded move in commercial service, nor will the allowance be paid on cars moving for sale or as scrap. Such movements will be subject to applicable rates named in UFC 6000 Series or in state classification tariffs where state rates apply, or other applicable tariffs.
3. Ten (10.0) cents per loaded mile will be allowed on flat cars specially equipped with bulkheaded ends, and/or a steel "A" frame and/or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs, or other appurtenances for handling packaged units of lumber or building products.

## ITEM 560

### ST RAIL SYSTEM

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

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# TARIFF 6007-L

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

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### ITEM 565

#### ST RAIL SYSTEM

(Refrigerator cars owned or controlled by a railroad bearing railroad reporting marks and AAR designation "RS")

1. If the aggregate empty mileage for such cars of any railroad exceeds the aggregate loaded mileage on the ST for the twelve-month period beginning October 1 of each year, such excess empty mileage for that period shall be paid for at the rate of 10 cents per mile plus an amount equal to the excess empty mileage paid by the ST on such cars.
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### ITEM 570

#### TOLEDO, PEORIA AND WESTERN RAILWAY CORPORATION

1. The provisions of Item 615 Series, or other provisions for the movement of empty freight cars, other than tank cars, without charge to or from facilities for cleaning, lining, relining, maintenance, modification, repair, or storage and also cars moving for scrapping, dismantling, or retiring purposes, will not apply to such cars moving to or from facilities served by the Toledo, Peoria and Western Railway Corporation. For application of charges, see Tariff TPW 9300 Series.
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### ITEM 575

#### UNION PACIFIC RAILROAD COMPANY

1. The carriers named herein will pay an allowance of seventeen (17) cents per loaded mile on the following types of cars:

Bulkhead flat cars with mechanical designation "FB" or "FBS" with inside length of at least 48' 6";

Flat cars specially equipped with bulkhead ends, a steel "A" frame down the center and chains, cables and clamps providing adjustable tie-downs, for handling packaged units of lumber and building products; Flat cars specially equipped with bulkhead ends, a steel center beam down the center and equipment suitable for handling packaged units of lumber and building products.

- A. Mileage to be computed on basis of the shortest distance over the routes of these carriers based on freight mileage tables published in tariffs lawfully on file from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting lines.
  - B. When the transportation begins and ends, i.e., when a car is both loaded and unloaded, within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.
  - C. Except as otherwise provided in Item 615 Series, cars covered by this item will be moved empty without charge between stations or junction points on the UP. No allowance will be made for mileage of such cars during empty movement.
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### ITEM 576

#### UNION PACIFIC RAILROAD COMPANY

1. The provisions of Item 615 Series will not apply on privately-owned freight cars carrying reporting marks DODX 39810 through 39829, or other depressed center flat cars equipped with permanently fixed container or containers and framework as a shield against radioactive materials.
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### ITEM 577

#### UNION PACIFIC RAILROAD COMPANY (STATIONS 5 TO 7572 AND 7750 TO 35045 ONLY)

1. The UP will pay an allowance of four (4) cents per loaded and empty mile for flat cars with mechanical designation "FM" when equipped with 100 ton trucks and having a nominal capacity of 195,000 pounds or over carrying reporting marks JTHX in car series 1001 through 1012.
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### ITEM 578

#### UNION PACIFIC RAILROAD COMPANY

1. The provisions of Item 615 Series, or other provisions for the movement of empty freight cars, other than tank cars, without charge to or from facilities for cleaning, lining, relining, maintenance, modification or repair or storage, will not apply to such cars moving to or from UP, unless the empty movement is immediately preceded by or followed by a loaded revenue movement via UP (Note 1). In all other circumstances, the charges published in Tariff UP 3012 Series, will apply to the movement of empty cars, on their own wheels, to and from repair or storage facilities. When the empty car moves outbound from the repair facility to a UP station for immediate loading, no charge will be made.

#### EXPLANATION OF NOTES

1. The loaded revenue movement qualifying cars for free empty movement must be made not more than six (6) months prior to the empty car movement from or to the repair or storage facility.
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## SECTION 2 EXCEPTIONS TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS

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### ITEM 579

#### UNION PACIFIC RAILROAD COMPANY

1. The UP will pay an allowance of one and one-half (1.5) cents per mile on gondola cars with mechanical designation "GBS" marked TPPX 30101-30152 and TPPX 40101-40150.
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### ITEM 581

#### UNION PACIFIC RAILROAD COMPANY

(Applies only on shipments of grain; oil kernels, nuts or seeds; and field seeds with STCC numbers beginning with 01 13, 01 14 and 01 15 as listed in Tariff STCC 6001-Series)

1. The UP will pay the mileage rate allowance on special car type "LO" as provided in Item 621, subject to a maximum mileage rate allowance of 40 cents per actual loaded mile.
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### ITEM 583

#### UNION PACIFIC RAILROAD COMPANY

1. The provisions of Item 615 Series or other provisions for the movement or handling of empty freight cars, other than tank cars, without charge to or from facilities for storage will not apply to such cars moving to or from facilities served by UP unless the empty movement is immediately preceded by or followed by a loaded revenue movement via UP. In all other circumstances, the published charges in Tariff UP 4902 Series for movement of empty cars on their own wheels shall apply.
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### ITEM 585

#### UNION PACIFIC RAILROAD COMPANY

(APPLIES ONLY ON SHIPMENTS OF CONSTRUCTION MATERIALS AND MINERALS WITH STANDARD TRANSPORTATION COMMODITY CODE NUMBERS AS SHOWN WHILE ON THE RAILS OF THE UP)

1. The UP will not pay mileage allowance of any kind on STCC 32 411 (X), 14 711 (X) and 14 219 (X).

#### EXPLANATION OF REFERENCE MARKS

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

### ITEM 591

#### UNION PACIFIC RAILROAD COMPANY

(APPLIES ONLY ON SHIPMENTS OF GRAIN PRODUCTS, WITH STANDARD TRANSPORTATION COMMODITY CODE NUMBERS SHOWN IN PARAGRAPHS 1 AND 2 OF THIS ITEM, WHILE ON THE RAILS OF THE UP)

1. The UP will pay the mileage allowance on special car type "LO" as provided in Item 621, subject to a maximum mileage allowance of fifteen (15) cents per loaded mile when containing commodities with the following Standard Transportation Commodity Code Numbers:

01-131	01-136	01-144	20-419-79
01-132	01-137	01-149	20-419-81
01-133	01-139-30	20-419-52	
01-135	01-139-40	20-419-53	

2. The UP will pay the mileage allowance on special car type "LO" as provided in Item 621, subject to a maximum mileage allowance of twenty-four (24) cents per loaded mile when containing commodities with the following STCC Numbers:

01-134	20-411	20-449	20-914
01-141	20-412	20-45	20-921
01-143	20-413	20-465	20-923
01-151	20-414	20-467	20-931
01-152	20-415	20-469	20-933
01-159	20-416	20-621	20-939
01-191	20-418	20-823	20-941
01-196	20-419	20-831	20-942
01-199	20-421	20-832	20-999-39
01-294	20-441	20-839	
01-295	20-442	20-859	
01-34	20-443	20-911	

3. The Standard Transportation Commodity Code Numbers referred to are as described (and also embrace all articles assigned additional digits listed thereunder) in Tariff STCC 6001 Series.
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**SECTION 2  
EXCEPTIONS TO APPLICATION AND RULES  
APPLIES ON CARS OTHER THAN TANK CARS**

**ITEM 592**

**UNION PACIFIC RAILROAD COMPANY WHICH CONSISTS OF CARRIERS NAMED IN (NOTE 3)**

TYPE OF CAR	DESIGNATING SYMBOLS (SEE NOTE 1)(FOR EXPLANATION OF SYMBOLS, SEE ITEMS 625 TO 650, INCLUSIVE)(SEE NOTE 1)	MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE
FLAT	"FD", "FW" .....	8.0
	"FM" of 200,000 lb and over nominal capacity .....	8.0
	"FMS" of 280,000 lb and over nominal capacity equipped with permanent chain tie-down devices .....	37.6
GONDOLA	"GA", "GD", "GH", "GS", "GT", "GW" (See Note 2) .....	3.0
	"GB" (See Note 2.) .....	1.2
HOPPER	"HFA", "HK", "HM", "HMA", "HT", "HTA" (See Note 2) .....	7.6
REFRIGERATOR	"RS" .....	10.0
	"RB", "RBL", "RPC" .....	(See Item 620)
	"RP", "RPL" .....	24.0
STOCK	"SC", "SM" .....	4.6
SPECIAL	"LO" .....	(see Item 621)
	"LM" .....	11.0
	"LP" .....	3.0
	"LF" .....	24.0
	"LG" .....	14.0
	"LU" .....	(see Item 620)
ALL OTHER FREIGHT CARS	"LS" .....	8.0
	"LRC" .....	10.0
	.....	1.2

**EXPLANATION OF NOTES**

1. Designating symbols (mechanical designations) will be assigned to car owner or lessee by the Secretary, Technical Services, Association of American Railroads, upon written application.
2. Mileage allowances named will also apply on cars carrying letters "R" and "S" affixed to the foregoing designating symbols.
3. Mileage will be computed as follows:
  - A. Mileage will be computed on the basis of the actual distance over the routes of the individual lines shown in Paragraph E of this note based on freight mileage tables published in tariffs lawfully on file, from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line.
  - B. When the transportation begins and ends, i.e., when a car is both loaded and unloaded within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.
  - C. Except as otherwise provided in tariff and specifically as shown in Item 615, cars covered by this item will be moved empty without charge between stations or junction points on the lines named in Paragraph E of this note. No allowance will be made for mileage of such cars during empty movement.
  - D. Except as otherwise provided above, the routes, allowances and other provisions of Section 2 of this tariff will apply.
  - E. Doniphan, Kensett and Searcy Railway.  
Union Pacific Railroad Company.

**ITEM 593**

**UNION PACIFIC RAILROAD COMPANY  
(EXCEPTION TO ITEM 615)**

1. Provisions of Item 615 for movement of empty private freight cars, other than tank cars, free of line haul charge from or to shop facilities for cleaning, lining, relining, maintenance, modification or repair to or from a storage facility will not apply unless:
  - A. The empty movement into a shop or storage facility is immediately preceded by a UP loaded revenue line-haul movement. If not immediately preceded by a UP loaded revenue line-haul movement, empty private freight car charges in Tariff UP 4703-series, Item 4000 are applicable to the inbound empty movement. (NOTE 1).
  - B. The empty movement out of a shop or storage facility is immediately followed by a UP loaded revenue line-haul movement. If not immediately followed by a UP loaded revenue line-haul movement, empty private freight car charges in Tariff UP 4703-series, Item 4000 are applicable to the outbound empty movement. (NOTE 1).

**EXPLANATION OF NOTES**

1. Movements from shop to shop, shop to repair facility, shop to storage facility or vice versa will not be moved for free. Charges in Tariff UP 4703-series, Item 4000 are applicable.

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# TARIFF 6007-L

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

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### ITEM 595

#### WINSTON SALEM SOUTHBOUND RAILWAY COMPANY

1. The Winston Salem Southbound Railway Company will pay an allowance of five (5) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs or other appurtenances for handling packaged units of lumber and building products.
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### ITEM 597

#### WISCONSIN CENTRAL, LTD FOX VALLEY AND WESTERN, LTD

1. For account of Wisconsin Central, Ltd. and/or Fox Valley and Western, Ltd., Item 615 Series or any other item herein for the linehaul movement of empty private freight cars, other than tank cars free of linehaul charge from or to shop facilities for cleaning, lining, relining, maintenance, modification or repair or, to or from a storage facility, will not apply unless the empty movement to or from the shop or the storage facility is in the direct reverse route of a WC and/or FVW loaded revenue linehaul movement which immediately preceded that empty movement to the shop or storage facility. If the movement to or from the shop or storage facility is free of linehaul charge then a switch charge (inbound and/or outbound, respectively) will be assessed against the shop or storage facility in accordance with applicable switching tariffs.
  2. If the linehaul movement either to or from a shop or a storage facility is not free because of the conditions stated above, then the rates specified in Item 475 Series of Tarif WC 3001 Series will apply to that chargeable linehaul movement to and/or from a shop or storage facility. Such charge will be assessed against and collected from the car owner as reflected in the AAR UMLER registration on the date of delivery of the car to the shop or storage facility.
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### ITEM 605

#### USE OF PRIVATE CARS AND PAYMENT OF MILEAGE

1. Reporting marks will be assigned for use on cars other than tank cars only by the Secretary, Business Services, Association of American Railroads. As a condition for the assignment and retention of reporting marks, applicants must be subscribers to the AAR Mechanical Interchange Agreement and all cars bearing such reporting marks must be properly registered in the Universal Machine Language Equipment Register (UMLER).
  2. Application for use of cars bearing such reporting marks shall state the name of the owner (assignee of reporting marks) and lessee, if leased, and the station or stations and industry or industries at which loads are intended to originate, and the name of the first line haul carrier or carriers. The application will be transmitted by the applicant to the originating line haul carrier(s) for approval. Application for approval for shipper provided cars cannot be denied by the carriers except for reasons of safety, mechanical factors or inadequate storage space.
  3. After reporting marks are approved, the cars may be used by the owner or lessee for the origination of traffic only at the station or stations on the carrier or carriers that granted application approval. As to use of the cars for the origination of traffic at some other station or stations, or some other carrier or carriers, application must be made by the owner or lessee to the originating carrier.
  4. After reporting marks have been assigned, they may be used on any cars that meet the requirements of the AAR Mechanical Interchange Rules and which are properly registered in UMLER.
  5. The number of cars of any type shall not be increased nor shall destroyed cars be replaced without specific authority granted by the originating line haul carrier(s).
  6. Mileage allowance must be reported to the car owner (person or company at a single address, to whom the reporting marks are assigned) within one (1) month and ten (10) days from the last day of the month in which it is earned including payment for cars on hand at the end of that month.
  7. Mileage allowance for the use of cars will be paid only to the person or company, at a single address, to whom the reporting marks are assigned provided cars are properly equipped and marked with the assigned reporting marks and car number and provided further:
    - A. The marked capacity and assigned reporting marks are properly submitted, not later than the date of installation of cars in service, to the Official Railway Equipment Register for publication in the next succeeding issue.
    - B. Refrigerator cars of private ownership are handled in conformity with the provisions of Rule 36 (or successive issues) Perishable Protective Tariff PPT 619.
    - C. A description of each car is furnished to the Secretary, Business Services, AAR, as required in the Universal Machine Language Equipment Register for the assignment of application mileage allowances. Such information must be received by the Secretary not later than 5:00 PM, E.T. on the last day of the month prior to the month in which the cars are placed in service except, submissions requiring data entry by AAR staff must be received by the 25th day of the month. When the last day of the month falls on a Saturday, Sunday or a holiday, such information must be received by 5:00 PM on the last working day prior to the last day of the month except submissions requiring data entry by AAR staff must be received by the 25th day of the month. Cars registered with a transportation code "S", "X", or "Y" are not eligible for mileage allowances and will be assigned a zero rate.
  8. Reporting marks assigned to private car owners will consist of four letters including the final letter "X".
  9. Assigned reporting marks must be painted or stenciled on the body of the car. When reporting mileage allowances, carding, placarding or boarding of cars will not be recognized.
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# TARIFF 6007-L

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

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### ITEM 605 *CONT'D*

#### USE OF PRIVATE CARS AND PAYMENT OF MILEAGE

10. NOTE:

Application for the use of private cars on Norfolk Southern Railway Company shall not be sent to the Secretary, Business Services of the Association of American Railroads but shall be mailed or sent by telecopier in lieu thereof to: Director Car Distribution and Utilization, 185 Spring Street, Atlanta, GA 30303. The telecopier number is 404-529-1645. For cars having a mechanical designation of "LO" (except for proto-type "LO" cars) such applications are hereby granted and therefore applications are unnecessary. Norfolk Southern Railway Company reserves the right to terminate or deny authorization for reasons of safety, mechanical factors or inadequate storage space.

11. NOTE:

When applications are required, they must be submitted on form OT-5, a sample of which is attached as Exhibit A to Circular OT-5 Series which may be found in the Official Railway Equipment Register (ORER). A list of addresses to mail the applications directly to the line haul carrier is contained in the ORER in the section title "List of Railways, Private Car Companies and Transportation Lines and officers in charge of."

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### ITEM 606

#### DEDUCTIONS AND MILEAGE CLAIM HANDLING PROCEDURES

1. Deductions by Railroads to Private Car Owners:

- A. Mileage allowed in error, by a railroad, including but not limited to, mileage allowed at incorrect rates for any reason, may be deducted from the car owner's account within twenty-four (24) months from the last day of the month for which the mileage was reported as earned, but not later. A railroad may render an invoice for mileage allowed in error at any time within twenty-four (24) months from the last day of the month for which the mileage was reported as earned. Except as provided for in paragraph 3, an owner-lessor of a private car must remit within eight (8) months after the invoice is presented the entire amount of any invoice issued to it.
- B. Deductions for amounts of \$25.00 or less shall not be taken after the expiration of two (2) months and ten (10) days from the last day of the month the mileage was earned.

2. Claims Issued by Private Car Owners to Railroads:

- A. A private car owner must, within twenty-four (24) months from the last day of the month the completed cycle was reported, present any claim for mileage allowance discrepancies, including incorrect rates to the applicable rail carrier in the prescribed AAR format, as published in AAR Circular No. CT-3 Series in the Official Railway Equipment Register. Claims not presented in required format will not be processed. The railroad receiving the claim must within four (4) months from the date on which the claim was presented allow it in whole or in part, or decline it. The private car owner may reissue its claim, if applicable, within four (4) months from the last day of the four (4) month period allowed the railroad which handled the claim prior to reissuance. The railroad receiving the reissued claim must within four (4) months from the date on which the reissued claim was presented allow it in whole or in part or decline it. If the railroad fails to handle the original or reissued claim within the prescribed time limits, it will constitute a valid claim as last presented and must be honored by the railroad to which presented. Claims for amounts of \$25.00 per car per cycle or less shall not be issued. The \$25.00 limit is not applicable where no miles were reported for the railroad cycle.

3. Claims by Owners-Lessors:

- A. If a railroad takes a deduction against or issues an invoice to an owner-lessor for mileage allowed in error, including, but not limited to, mileage allowed at incorrect rates for any reason, but the erroneous allowance payment is not recoverable by the owner-lessor as defined below, the owner-lessor may present a claim for the recovery of the amounts deducted by the railroad or the cancellation of an unpaid invoice within two (2) years of receiving notice of the railroad's deduction or invoice. For application of this tariff provision, an owner-lessor may claim that an erroneous mileage payment is "not recoverable" only when (a) the erroneous mileage payment was actually paid or credited by the owner-lessor to a lessee (except those lessees whose primary business is the leasing of cars to entities other than those within a lessee's corporate family and who ship only incidentally) irrespective of whether the lessee subsequently paid or credited the mileage allowance payment to a sublessee; (b) the erroneous allowance payment cannot be recovered from the lessee because the lessee has declared bankruptcy or sought reorganization or is no longer a lessee of the owner-lessor; (c) the owner-lessor exercised timely efforts to recover the erroneous allowance payment beginning within ninety (90) days of receiving notice of the railroad's deduction or invoice, and (d) the owner-lessor undertook diligent collection efforts to recover the erroneous allowance payments until eight (8) months from the date of such notice or invoice or until the earlier date of initiation of bankruptcy/reorganization proceedings, including making demands for payment and taking deductions against lessee's accounts. Such a claim must be accompanied by a certificate signed by an officer or other person specifically authorized to sign the certificate of the owner-lessor stating how the claim satisfied each of the requirements set forth above, together with documents reflecting the owner-lessor's collection efforts. If, using reasonable efforts, the railroad is unable to determine whether the lessee's primary business is the leasing of cars to entities other than those in the lessee's corporate family, it shall consult with the owner-lessor, which shall provide the railroad with any evidence of the lessee's shipping activities which may be available to the owner-lessor using reasonable efforts. The owner-lessor shall provide the railroad with an assignment of the owner-lessor's claims and rights to collect the amount not recovered upon payment of the claim or cancellation of the invoice by the railroad.
  - B. If the railroad had deducted the amount of an erroneous allowance payment from an owner-lessor, the railroad must remit to the owner-lessor the amount deducted within four (4) months of its receipt of a properly presented, valid claim from the owner-lessor.
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# TARIFF 6007-L

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

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### ITEM 610

#### COMPUTATION OF MILEAGE

1. Mileage will be computed on the basis of actual distance based on freight mileage tables of the individual lines parties to this tariff, lawfully on file, via the route of movement from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line without deduction of mileage through switching district. (See Note).
2. When the transportation begins and ends, i.e., when a car is both loaded and unloaded, within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.

#### EXPLANATION OF NOTES

1. The intent of the clause "without deduction of mileage through switching districts" is to insure mileage being allowed for the full distance the car moves, via route of movement from freight station of origin to freight station to which destined. When there are two or more freight stations on a road within a switching district, mileage will be paid to or from the station within such district at which the car is actually loaded or unloaded or at which it is received from or delivered to connecting line.
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### ITEM 615

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

##### PART A

##### APPLIES ONLY TO REFRIGERATOR CARS PROVIDED BY RAILROADS

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)

- 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)

- 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.
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# TARIFF 6007-L

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

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### ITEM 615 *CONT'D*

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

#### 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:
  - 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.
  - 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 Exception 1), 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.
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# TARIFF 6007-L

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

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### ITEM 616

#### 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.
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**TARIFF 6007-L**

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

**ITEM 620**

**MILEAGE RATE ALLOWANCES  
(APPLIES ONLY ON CARS OTHER THAN TANK CARS)  
(SEE NOTES 3 AND 4)**

TYPE OF CAR	DESIGNATING SYMBOLS (SEE NOTE 1)(FOR EXPLANATION OF SYMBOLS, SEE ITEMS 625 TO 650, INCLUSIVE) (See Note 1)	MILEAGE RATE ALLOWANCE IN CENTS PER LOADED AND EMPTY MILE (except as noted)
FLAT	"FD", "FW".....	4.0
	"FM" of 200,000 lb and over nominal capacity.....	4.0
	"FMS" of 280,000 lb and over nominal capacity equipped with permanent chain tie-down devices.....	37.6 <sup>1</sup>
GONDOLA	"GA", "GD", "GH", "GS", "GT", "GW" (See Note 2).....	1.5
	"GB" (See Note 2).....	0.6 <sup>6</sup> (6 mills)
HOPPER	"HFA", "HK", "HM", "HMA", "HT", "HTA" (See Note 2).....	3.8
REFRIGERATOR	"RS".....	5.0
	"RB", "RBL".....	27.5 <sup>2</sup>
	"RB", "RBL".....	31.3 <sup>3</sup>
	"RP", "RPL".....	12.0
	"RPC".....	24.0 <sup>1</sup>
	"RC".....	27.5 <sup>4</sup>
	"RC".....	27.5 <sup>2-6</sup>
STOCK	"SC", "SM".....	2.3
	"LM".....	5.5
SPECIAL	"LP".....	1.5
	"LF".....	12.0
	"LG".....	5.5
	"LU".....	28.2 <sup>2</sup>
	"LU".....	32.2 <sup>3</sup>
	"LS".....	4.0
	"LRC".....	5.0
ALL OTHER FREIGHT CARS	.....	0.6 <sup>6</sup> (6 mills)

**EXPLANATION OF NOTES**

1. Designating symbols (mechanical designations) will be assigned to car owner or lessee by the Secretary, Technical Services, Association of American Railroads, upon written application.
2. Mileage allowances named will also apply on cars carrying letters "R" and "S" affixed to the foregoing symbols.
3. The mileage allowances published herein are not applicable to cars bearing reporting marks ABOX, GONX and RBOX.
4. The provisions of this item are not applicable for account CSXT.

**EXPLANATION OF REFERENCE MARKS**

- <sup>1</sup> Applies per actual loaded mile only.
- <sup>2</sup> Mileage Rate Allowance in cents per actual loaded mile.
- <sup>3</sup> Mileage Rate Allowance in cents per short route loaded mile.
- <sup>4</sup> Mileage rate allowance in cents per actual loaded mile for account of UP.
- <sup>5</sup> Applicable only for account of BNSF, CN, CSP.
- <sup>6</sup> Mileage Rate Allowance will not apply via or in connection with CPRS.

# TARIFF 6007-L

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

### ITEM 621

#### MILEAGE RATE ALLOWANCE ON SPECIAL CAR TYPE "LO"

ORIGINAL COST OR FAIR MARKET VALUE (See Notes 2, 3, 4 and 5) COST BRACKET	MILEAGE RATE ALLOWANCE IN CENTS FOR ACTUAL LOADED MILE	
	AGE (See Notes 1 and 6) YEARS 1 THROUGH 30	AGE (See Notes 1 and 6) OVER 30 YEARS
0-1000	10.1	9.7
1001-2000	10.9	9.8
2001-3000	11.7	9.8
3001-4000	12.6	9.9
4001-5000	13.4	10.0
5001-6000	14.3	10.1
6001-7000	15.1	10.1
7001-8000	15.9	10.2
8001-9000	16.8	10.3
9001-10000	17.6	10.4
10001-11000	18.5	10.5
11001-12000	19.3	10.5
12001-13000	20.1	10.6
13001-14000	21.0	10.7
14001-15000	21.8	10.8
15001-16000	22.7	10.8
16001-17000	23.5	10.9
17001-18000	24.3	11.0
18001-19000	25.2	11.1
19001-20000	26.0	11.2
20001-21000	26.9	11.2
21001-22000	27.7	11.3
22001-23000	28.5	11.4
23001-24000	29.4	11.5
24001-25000	30.2	11.5
25001-26000	31.1	11.6
26001-27000	31.9	11.7
27001-28000	32.7	11.8
28001-29000	33.6	11.9
29001-30000	34.4	11.9
30001-31000	35.3	12.0
31001-32000	36.1	12.1
32001-33000	36.9	12.2
33001-34000	37.8	12.2
34001-35000	38.6	12.3
35001-36000	39.4	12.4
36001-37000	40.3	12.5
37001-38000	41.1	12.5
38001-39000	42.0	12.6
39001-40000	42.8	12.7
40001-41000	43.6	12.8
41001-42000	44.5	12.9
42001-43000	45.3	12.9
43001-44000	46.2	13.0
44001-45000	47.0	13.1
45001-46000	47.8	13.2
46001-47000	48.7	13.2
47001-48000	49.5	13.3
48001-49000	50.4	13.4
49001-50000	51.2	13.5

# TARIFF 6007-L

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

### ITEM 621 *CONT'D*

#### MILEAGE RATE ALLOWANCE ON SPECIAL CAR TYPE "LO"

ORIGINAL COST OR FAIR MARKET VALUE (See Notes 2, 3, 4 and 5) COST BRACKET	MILEAGE RATE ALLOWANCE IN CENTS FOR ACTUAL LOADED MILE	
	AGE (See Notes 1 and 6) YEARS 1 THROUGH 30	AGE (See Notes 1 and 6) OVER 30 YEARS
50001-51000	52.0	13.6
51001-52000	52.9	13.6
52001-53000	53.7	13.7
53001 and over	54.6	13.8

#### EXPLANATION OF NOTES

1. Age of car is calculated upon year of construction. Age is determined by subtracting the year of construction (built/rebuilt) from the current calendar year plus 1, (e.g., <2000-1988> + 1 = 13, or 1 through 30 age bracket).
2. (1) Assignment of owned or leased cars to value groups will be determined by the original buyer by the manufacturer's invoice price at the time of original installation into service. In the case of a manufacturer-lessor, the fair market value or the value which was certified, or would have been certified, for investment tax credit purposes shall be substituted therefore. In either of the above cases, initial into service transportation costs, capitalized original lining costs, capitalized additions and capitalized betterments shall be added to the value, if applicable, and if not already included in the original cost or the original fair market value figures. Values other than invoice price shall be identified in accordance with the current AAR UMLER format at the time cars are submitted to the Secretary, Business Services, AAR, for the registration in the UMLER file (see Note 5).  
 (2) The rebuilt year and rebuilt valuation of a private car will be utilized for the purpose of computing applicable mileage allowances subject to the following conditions:
  - A. The car must be rebuilt in accordance with the current requirements of Rule 88, Section C of the Office Manual, and Sections A and B of the Field Manual, AAR Interchange Rules. Application for official rebuilt status must be filed with the AAR Technical Services and written formal approval received prior to registering such car in the UMLER file with rebuilt age and valuation data.
  - B. Assignment of owned or leased rebuilt cars to value groups will be determined as outlined in paragraph (1) herein, except that the maximum valuation of a rebuilt car shall not exceed the lesser of: 75% of the original cost of a comparable new car; or 75% of the calculated replacement cost of the rebuilt car prior to rebuilding, as computed per AAR Interchange Rule 107.
3. All car ages and values submitted are subject to verification by the AAR, and audit by the AAR or the owner's independent public accountant upon reasonable request by the AAR. If the car owner elects to have the audit performed by its independent public accountant, such audit must be performed in a timely fashion in the manner prescribed by the AAR, will be performed at the car owner's expense and must be duly certified by the car owner's auditor as representing the true value of all cars included in such audit. Depreciation will be applied annually from the original date of construction or date rebuilt. Failure of the car owner to furnish the required car valuation data to the AAR UMLER file, to arrange for the requested audit, or to correct errors determined as a result of such audit, will result in such car(s) being assigned to the lowest applicable mileage allowance rate group.
4. For cars built or rebuilt subsequent to December 31, 1977, all values reported to the AAR UMLER file must be stated in equivalent U.S. dollars based upon the applicable exchange rate at the time such cars were built or rebuilt. Subsequent capitalized additions and betterments reported to UMLER must also be stated in equivalent U.S. dollars at the time such improvements were made.
5. (1) Into-service transportation costs are those freight charges associated with the movement of a car that is ready for its first load to the location of the car's original installation into service. Other transportation charges incurred during construction (e.g., to a facility which installs the original lining, etc.) may be included in the ledger value provided that the cost is capitalized.  
 (2) A capital expenditure is an expenditure intended to benefit future periods in contrast to a revenue expenditure/current expense which benefits a current period. It is an addition to a capital asset and is initially reflected on the balance sheet. A capital expenditure normally is subject to depreciation in future years.  
 (3)
  - A. An addition or betterment has the effect of:
    1. extending the useful life of a car beyond the life projected when the car was entered into service; or
    2. increasing a car's normal use beyond that which was in effect when the car was entered into service; or
    3. lowering the operating costs beyond that which was in effect at the time the car was entered into service (e.g., enhance safety, etc.).
 Any repair that maintains a car in its customary state of operating efficiency is NOT an addition or betterment.
  - B. An addition is the installation of a new component of a car (not a replacement) which meets the above tests. The value registered in UMLER shall be the cost of the component added, including labor.
  - C. A betterment is the replacement of a component of a car with a superior component. The value registered in UMLER for a betterment should not exceed the cost of the superior component, including labor minus (1) the original value of the component that was replaced (i.e., retired) and (2) the cost (i.e., expense) incurred in removing the old component.
  - D. When a unit of property is removed from a car (i.e., partial retirement), the ledger value registered in UMLER shall be reduced by the original value of the unit removed.
  - E. Any cost recovered under AAR Defect Car Billing, if applicable must be deducted from the cost of an addition or betterment.

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

**ITEM 621 CONT'D**

**MILEAGE RATE ALLOWANCE ON SPECIAL CAR TYPE "LO"**

**EXPLANATION OF NOTES**

- 6 1. When an owner: (1) makes a valuation correction to the UMLER file; or (2) changes the mechanical designation of cars registered in the UMLER file; and such changes result in an increase or decrease in the mileage allowance rates, the Secretary, Business Services, AAR, will be so notified and the increase or decrease will be applied retroactively. Once cars have been reported the UMLER file, any of the foregoing corrections or changes that result in a retroactive increase or decrease in the mileage allowance rates will be identified by the Secretary. The car owner is required to furnish the Secretary documented proof of the basis of the correction or change and advise as to any applicable mileage allowance adjustments which are required.
  2. Retroactive Mileage Allowance Decrease: Within five (5) months from the date of a change to the UMLER file resulting in a retroactive mileage allowance rate decrease, the owner will notify all using carriers of such decrease with either supporting details or a summary of the over-collections, with a copy to the Secretary. After receiving such notification, the using carrier shall deduct such amount(s), in the next open mileage reports to the car owner, plus fifteen (15) percent to reimburse the handling road for audit and associated administrative expenses. If the owner fails to send notification to the users within five months, the Secretary shall notify carriers of the car initial(s) and number(s) involved and the user(s) shall make an adjustment, as described above.
  3. Retroactive Mileage Allowance Increase: Within five (5) months from the date of a change to the UMLER file resulting in a retroactive mileage allowance rate increase, the owner will notify all using carriers of such increase with either supporting details or a summary of the under-collections, with a copy to the Secretary. After receiving such notification, the using carriers shall add such amount(s) in their next open mileage reports to the car owner, less fifteen (15) percent to reimburse the handling roads for audit and associated administrative expense. No retroactive mileage allowance rate increase will be applicable if the owner fails to notify the using carriers of such increase within five (5) months from the date of a change to the UMLER file.
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**ITEM 625**

**FLAT CAR TYPE "F"**

1. Definition and Designating Symbols are as follows:

"FB"-Bulkhead flat cars, equipped with fixed or permanently attached moveable bulkheads or ends a minimum of three (3) feet in height and flat floor for general commodity loading.

"FD"-Depressed center flat car of special construction having the portion of floor extending between trucks depressed to provide necessary overhead clearance for lading.

"FM"-Ordinary flat car for general service. This car has flooring laid over the sills and without sides or ends.

"FW"-Flat car with hole to enable lading to be lowered due to clearance limits.

**EXPLANATION OF NOTES**

1. Where cars are equipped with permanent constant tension devices, permanent tie-down chains, permanent racks for stowing parts, or are specially modified or equipped to provide for loading of a particular commodity, the letter "S" should be affixed to the application designating letters. Such special equipment must be reported in the fitting code field in the AAR UMLER file and the appropriate notation made in the Official Railway Equipment Register RER 6413 Series.
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**ITEM 630**

**REFRIGERATOR CAR TYPE CLASS "R"**

1. Definition and Designating Symbols are as follows:

"RB"-Bunkerless Refrigerator car similar in design to an "RS" car with or without ventilating devices and with or without devices for attaching portable heaters. Constructed with a minimum of 3 inches of insulation in sides and ends and 3.5 inches in floor and roof based on the insulation requirements given in AAR Supplement to Manual Place C-2 or a thickness reduced in proportion to the thermal conductivity of the insulation.

"RBL"-Car similar in construction to an "RB" type car, but equipped in addition with adjustable loading or stowing device. (See Note 1)

"RP"-Mechanical Refrigerator car equipped with or without means of ventilation and provided with apparatus for furnishing protection against heat and/or cold. Apparatus operated by power other than from the car axle.

"RPC"-Mechanical refrigerator car similar in design to an "RP" but equipped with permanently affixed container(s).

"RPL"-Mechanical Refrigerator. Similar to "RP" but equipped in addition with adjustable loading or stowing devices.

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# TARIFF 6007-L

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

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### ITEM 630 *CONT'D*

#### REFRIGERATOR CAR TYPE CLASS "R"

1. Definition and Designating Symbols are as follows: *CONT'D*

"RC"-A cryogenic powered co2 refrigerator car. (Applicable only for account of UP).

"RC"-Refrigerator car similar to an "RB" car using a cryogen to produce temperatures to transport frozen commodities. (Applicable only for account of AM, BNSF, CN, KCS and UP).

"RS"-Bunker Refrigerator car equipped with ice bunkers. Designed primarily for use of chunk ice and with or without means of ventilation.

#### EXPLANATION OF NOTE

1. Cars equipped with interior side rails only, built new, rebuilt or classified on and after January 1, 1966, in order to qualify for the "RBL" designation, shall have a minimum of four (4) useable side rails on each wall of car each extending from doorway to approximately four (4) feet from end of car.

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### ITEM 635

#### STOCK CAR TYPE CLASS "S"

1. Definition and Designating Symbols are as follows:

"SC"-Car for transportation of livestock equipped with roof, slatted sides and side doors, and double deck. With or without feed and water troughs.

"SM"-Car for transportation of livestock equipped with roof, slatted sides and side doors, and single deck. With or without feed and water troughs.

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### ITEM 640

#### GONDOLA CAR TYPE CLASS "G"

1. Definition and Designating Symbols are as follows:

"GA"-Open Top Car, having fixed sides and ends and drop bottom, consisting of doors hinged crosswise of car to dump between rails.

"GB"-Open Top Car, having fixed sides, fixed or drop ends and solid bottom.

"GD"-Open Top Car, having fixed or drop ends, solid bottom and side equipped with doors, for dumping.

"GH"-Open Top Car, having fixed sides, drop ends and drop bottom, consisting of doors hinged at center sills to dump outside of rails.

"GS"-Open Top Car having fixed sides and ends and drop bottom, consisting of doors hinged at center sills to dump outside of rails.

"GT"-Open Top Car, having high fixed sides and ends and solid bottom, suitable for unloading on dumping machines only.

"GW"-Open Top Well-Hole Car for transportation of special commodities. A solid bottom car, with fixed sides and ends, having one or more openings or depressions provided in floor, permitting the lading to be lowered in order to obtain overhead clearance.

#### EXPLANATION OF NOTES

1. Where cars are equipped with permanent constant tension devices, permanent tie-down chains, permanent racks for stowing parts, or are specially modified or equipped to provide for loading of a particular commodity, the letter "S" should be affixed to the application designating letters. Such special equipment must be reported in the fitting code field in the AAR UMLER file and the appropriate notation made in the Official Railway Equipment Register RER 6413 Series.
  3. If any of the gondola cars are equipped with a roof or are covered for protection of contents the letter "R" should be affixed to the regular symbol to designate its special class of service.
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# TARIFF 6007-L

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

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### ITEM 645

#### HOPPER CAR TYPE CLASS "H"

1. Definition and Designation Symbols are as follows:

"HFA"-Open top self-clearing car, having fixed sides and ends and bottoms consisting of divided hoppers at center with doors hinged lengthwise, dumping outside and/or inside of rail, also one divided hopper, each end, extending from end of car to bolster with doors hinged lengthwise of car and dumping outside of rails.

"HK"-Open top self-clearing car, having fixed sides and ends and bottom consisting of two or more divided hoppers dumping outside and/or inside of rails.

"HM"-Open top self-clearing car, having fixed sides and ends and bottom consisting of two divided hoppers with doors hinged crosswise of car and dumping between rails.

"HMA"-Open top self-clearing car, having fixed sides and ends and bottom consisting of two divided hoppers with doors hinged lengthwise of car and dumping between rails.

"HT"-Open top self-clearing car, having fixed sides, ends and bottom consisting of three or more divided hoppers with doors hinged crosswise of car and dumping between rails.

"HTA"-Open top self-clearing car, having fixed sides and ends and bottom consisting of three or more divided hoppers with doors hinged lengthwise of car and dumping between rails.

#### EXPLANATION OF NOTES

1. Where cars are equipped with permanent constant tension devices, permanent tie-down chains, permanent racks for stowing parts, or are specially modified or equipped to provide for loading of a particular commodity, the letter "S" should be affixed to the application designating letters. Such special equipment must be reported in the fitting code field in the AAR UMLER file and the appropriate notation made in the Official Railway Equipment Register RER 6413 Series.
  3. If any of these hopper cars are equipped with a roof or are covered for protection of contents the letter "R" should be affixed to the regular symbol to designate its special class of service.
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### ITEM 650

#### SPECIAL CAR TYPE CLASS "L"

1. Definition and Designation Symbols are as follows:

"LF"-Flat car equipped to handle one or more demountable containers for the transportation of commodities not under refrigeration. Note- Not applicable to flat cars designed to handle containers in TOFC/COFC service or containers handling set-up vehicles.

"LG"-Gondola car equipped to handle one or more demountable containers for the transportation of commodities not under refrigeration.

"LM"-A car equipped with one or more permanently enclosed tanks or containers, provided with one or more openings for loading and equipped for pneumatic or gravity unloading. Car is suitable for handling certain dry powdered or granular commodities, also low viscosity, non-dangerous liquid commodities.

"LO"-A permanently enclosed car, other than a box car, regardless of exterior or interior shape, for handling bulk commodities, with or without insulation and provided with openings for loading through top or sides with weather tight covers or doors. Car may be provided with one or more bottom openings for unloading, with tight fitting covers, doors, valves, or tight fitting slide or gate openings in top or sides and may have one or more compartments. Mechanical or other means may be provided within car to expedite loading or unloading.

"LP"-Open top car having solid bottom and fixed ends equipped with sloping floor or longitudinal floor risers or sidestakes for the handling of pulpwood, and not suitable for general commodity loading.

"LRC"-Box car, heavily insulated, with or without ventilation, with or without hatches, with or without gravity conveyors for loading and unloading. May have cross partitions forming compartments. Designed primarily for the transportation of Solid Carbon Dioxide.

"LS"-A car of special construction having two separable interlocking units which form a car body. Units may be separated and load interposed between and locked in place to form a complete transportation unit.

"LU"-An enclosed car with roof, having a special metal beam of heavy design at top of each side to support a series of retractable overhead side doors and their appurtenances, or other types of doors, running substantially the length of car, which beams also support the roof details. Car may be equipped with special loading devices or racks for handling various commodities.

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# TARIFF 6007-L

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## SECTION 3 APPLIES ONLY ON PRIVATE CARS (APPLICABLE ONLY FOR ACCOUNT OF CSXT)

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### ITEM 1150

#### APPLICATION OF SECTION 3

- A. Between points in Canada.
  - B. Internationally, i.e., between points in Canada and points in the United States. (Applicable only on that portion of the haul within Canada).
  - C. For that portion of the haul in Canada in connection with movements between points in the United States where part of the through route is through Canada. Apply provisions published elsewhere in this tariff.
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#### PART 1 GENERAL RULES

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### ITEM 1200

#### PAYMENT OF MILEAGE ALLOWANCE RATES

Distance allowance rates named in this tariff will be paid in Canadian Funds.

In no case will mileage allowance be paid if an individual rate in a commodity tariff specifies otherwise.

Distance allowance for the use of cars will be paid only to the persons or company to whom the reporting marks are assigned provided cars are properly equipped and marked with the assigned reporting marks and car number, and provided further:

1. The marked capacities and assigned reporting marks are properly submitted, not later than the date of installation of cars in service to the Official Railway Equipment Register RER 6413 Series for publication in the next succeeding issue.
  2. A description of each car is furnished to the Secretary, Business Services, Association of American Railroads, as required in the Universal Machine Language Equipment Register (UMLER) format. Such information must be received by the Secretary not later than the last working day of the month prior to the month in which cars are placed in service.
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### ITEM 1205

#### EXPLANATION OF CAR TYPES AND SYMBOLS FOR CARS

Explanation of car types and symbols are as explained in the Official Railway Equipment Register RER 6413 Series.

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### ITEM 1210

#### CARS OF PRIVATE OWNERSHIP

The term "Cars of Private Ownership", used in this section is defined as cars owned by individuals, firms, corporations or car companies, including cars owned and/or operated by railroad controlled car lines.

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### ITEM 1215

#### COMPUTATION OF MILES

- A. Mileage will be paid on cars that originate or terminate in Canada, while on the rails of CSXT in Canada.
- B. Mileage will be computed on the basis of the direct distance via route of movement:
  1. From origin station or station the car is received from the connecting railroad.
  2. To destination station or station the car is delivered to connecting railroad.
  3. Utilizing miles published in Tariff CSXT 6202.

C. Mileage will not be paid when transportation begins and ends within the same switching district.

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### ITEM 1220

#### CARS NOT SHOWN IN OFFICIAL RAILWAY EQUIPMENT REGISTER

Mileage will not be paid on movements of cars, the marked capacities and assigned reporting marks of which are not properly published in Tariff RER 6413 Series, Publishing Corporation, Agent.

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### ITEM 1225

#### THE ACQUIREMENT OR OWNERSHIP OF A CAR

The acquirement of ownership of a car referred to will be identified by the assigned reporting marks painted or stenciled on the body of the car as evidence of new acquirement or ownership. The carding, placarding or boarding of cars will not be recognized as evidencing their acquirement or ownership.

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### ITEM 1230

#### EMPTY CARS AS COMMERCIAL SHIPMENTS

Mileage will not be paid on movement of empty cars delivered to carriers for transportation as commercial shipments on which transportation charges are assessed.

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# TARIFF 6007-L

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**SECTION 3  
APPLIES ONLY ON PRIVATE CARS  
(APPLICABLE ONLY FOR ACCOUNT OF CSXT)  
PART 1  
GENERAL RULES**

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## **ITEM 1235**

### **NEW CARS**

Mileage will not be paid on empty movements of new or newly acquired cars on order of owner. Transportation charges will be assessed for all empty movement of new or newly acquired cars from point at which manufactured or newly acquired to the point at which cars are first loaded, or to a home point of the owner or of the party who had newly acquired the car, as shown by a change in the permanent reporting marks and on new cars not loaded, but returned empty from home point or point to which billed for loading to original point of manufacture.

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## **ITEM 1240**

### **LEASED CARS**

Mileage will be paid to the car owner on cars leased to, or rented outright by a railroad until the cars have been re-marked with the name and the proper reporting marks of the lessee.

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## **ITEM 1245**

### **REPORTING MARKS**

Reporting marks will be assigned for use on all car types only be the Secretary, Business Services, Association of American Railroads upon written application. Application for reporting marks shall state the name of owners and lessee, if leased, and for cars other than tank cars, the station or stations at which loads are intended to originate and the name of the first line haul carrier or carriers. The latter will be notified and the Secretary will approve or disapprove the application in accordance with the directions of such carrier or carriers; provided, however, that applicants are subscribers to the AAR Mechanical Interchange agreement.

After reporting marks are approved on cars other than tank cars, the cars may be used by the owner or lessee for the origination of traffic only at station or stations on the carrier or carriers that granted such approval to the Secretary. If the owner or lessee desires to use the cars for the origination of traffic at some other station or stations or on some other carrier or carriers, application for permission must be made by the owner or lessee to the Secretary who will approve or disapprove the application in accordance with the directions of such carrier or carriers.

After reporting marks have been assigned, they may be used only on those cars on which specific approval has been given by the Secretary. The number of cars of any type (except tank cars) shall not be increased nor shall destroyed cars be replaced without specific authority from the Secretary, who shall grant or withhold such authority upon instructions of the first line haul carrier or carriers.

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## **ITEM 1250**

### **DESIGNATING SYMBOLS**

Designating Symbols (Mechanical Designations) will be assigned to car owner or lessee by the Secretary, Technical Services, AAR, upon written application.

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# TARIFF 6007-L

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**SECTION 3  
APPLIES ONLY ON PRIVATE CARS  
(APPLICABLE ONLY FOR ACCOUNT OF CSXT)  
PART 2**

**EQUALIZATION OF DISTANCE ON TANK CARS OR PRIVATE OWNERSHIP**

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## ITEM 1300

**APPLICATION**

The regulations authorized in Part 2 will govern equalization of distance on all miles except as noted, on tank cars of private ownership.

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## ITEM 1305

**AGGREGATE EMPTY DISTANCE VERSUS AGGREGATE LOADED DISTANCE**

- A. On CSXT, should the aggregate empty miles operated by the cars of any of the reporting marks assigned to any one person or company exceed the aggregate loaded miles operated by the cars of those reporting marks, at the end of a calendar year, by more than five percent (5%), such excess empty miles must be paid to CSXT by the person or company to whom those reporting marks are assigned at a rate of 53.8 cents per mile, without minimum, upon receipt of advice from CSXT at the end of the period in question that such an amount is due and payable.
- B. Cars not completely unloaded, and where the remainder of the lading is returned from destination to the original shipping points, will not be regarded as loaded cars for purposes of distance equalization.
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## ITEM 1310

**CARS OF DIFFERENT OWNERS TO BE KEPT IN SEPARATE ACCOUNTS**

CSXT will maintain separate and distinct equalization accounts by car owner for private tank cars.

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## ITEM 1315

**ERROR IN REPORTING**

Loaded or empty mileage caused by error of the reporting railway or of another railway, will not be credited or charged in the equalization account of the reporting railway, and the loaded or empty distance which would have been made by the car had there been no error, shall be credited to, or charged in the equalization accounts of the railway or railways via which the car should have moved, provided claims for such adjustment are made within six months from the last day of the month in which the error occurred.

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## ITEM 1320

**CHANGE OF OWNERSHIP**

When a private tank car company or owner discontinues business or disposes of tank car equipment, any excess empty distance balance which has accrued to date of such action, on the tank cars bearing the reporting marks of such company of owner, shall be subject to bill as of that date, unless the new owner who acquires the tank car equipment agrees to assume all of the obligations of the former owner under this arrangement, in which event the loaded or empty distance balance existing at the time of such acquirement shall be transferred to the equalization account of the new owner.

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# TARIFF 6007-L

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**SECTION 3  
APPLIES ONLY ON PRIVATE CARS  
(APPLICABLE ONLY FOR ACCOUNT OF CSXT)  
PART 3**

**DISTANCE ALLOWANCE RATES ON TANK CARS OF PRIVATE OWNERSHIP**

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## ITEM 1400

### APPLICATION

The regulations authorized in Part 3 will govern the payment of distance rate allowance on tank cars of private ownership for loaded miles only, without exception.

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## ITEM 1405

### MILEAGE ALLOWANCE RATES

Mileage allowance for use of tank cars of private ownership will be paid only to the person or company to whom the reporting marks are assigned, not to the lessee, in accordance with the following:

#### International Traffic

- (a) A mileage allowance rate of 59.4 cents per loaded mile will be paid on tank cars of private ownership provided such cars fulfill requirements of Item 1220 of this tariff and are registered in the UMLER file, as specified in Item 195 Series, Mileage Tariff RPS 6007 Series, under original fair market value of \$18,001 and over.
- (b) A distance allowance rate of 13.9 cents per loaded mile will be paid on tank cars of private ownership that do not meet the provisions of paragraph 1. (a).

#### Canadian Traffic

- (a) A distance allowance rate of 59.4 cents per loaded mile (EXCEPTIONS 1 and 2 below) will be paid on Canadian built cars of private ownership, also U.S. built cars of private ownership, assigned to service solely within Canada and sales tax and duty have been paid, provided such cars fulfill requirements of Item 1220 of this tariff and are registered in the UMLER file, as specified in Item 1195 Series, Mileage Tariff RPS 6007 Series, under original fair market value of \$18,001 and over.
- (b) When US built cars of private ownership fulfill the requirements of Item 1220 of this tariff, are used for a temporary period in domestic service in Canada, a distance allowance of 59.4 cents per loaded mile will be paid on cars registered in the UMLER file, as specified in Item 195 Series, Mileage Tariff RPS 6007 Series, under fair market value of \$18,001 and over.
- (c) A distance allowance rate of 13.9 cents per loaded mile will be paid on tank cars of private ownership provided such cars fulfill requirements of Item 1220 of this tariff and do not meet the provisions of paragraph 2 (a) and/or 2(b).

### EXCEPTIONS

1. On Rapeseed Oil-Canola, moving at rates published in Tariff CP 4611-Series, a distance allowance rate of 55.7 cents per loaded mile be paid on tank cars having a capacity exceeding 10,001 imperial gallons, and distance allowance rate of 11.3 cents (Note 12, Item 6000) per loaded mile will be paid on tank cars having a capacity not exceeding 10,000 imperial gallons.
  2. On Rapeseed Oil-Canola, linseed oil, and sunflower seed oil, moving at rates published in Tariff CP 4310-Series, a distance allowance of 56.5 cents per loaded mile will be paid on tank cars having a capacity exceeding 10,001 imperial gallons. A distance allowance of 11.3 cents per loaded mile will be paid on tank cars having a capacity not exceeding 10,000 imperial gallons.
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# TARIFF 6007-L

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**SECTION 3  
APPLIES ONLY ON PRIVATE CARS  
(APPLICABLE ONLY FOR ACCOUNT OF CSXT)  
PART 4**

**EQUALIZATION OF DISTANCE ON COVERED HOPPER CARS ("LO") OF PRIVATE OWNERSHIP**

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## ITEM 1500

**APPLICATION**

The regulations authorized in Part 4 will govern equalization of distance on all miles except as noted, on covered hopper cars ("LO") of private ownership. This tariff will not apply on overhead (Interstate or Intrastate) traffic where portion of the rail haul is in Canada.

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## ITEM 1510

**AGGREGATE EMPTY DISTANCE VERSUS AGGREGATE LOADED DISTANCE**

- A. On CSXT, should the aggregate empty miles operated by the cars of any of the reporting marks, assigned to one person or company, exceed the aggregate loaded miles operated by the cars of those reporting marks, during the period commencing January 1 to December 31 each year, by more than 5%, such excess empty miles must be paid to CSXT by the person or company to whom the reporting marks are assigned at a rate of 34 cents per mile, without minimum, upon receipt of advice from that railway at the end of the period in question that such an amount is due and payable.
- B. Cars not completely unloaded, and where the remainder of the lading is returned from destination to the original shipping point, will not be regarded as loaded cars for purpose of distance equalization.
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## ITEM 1515

**CARS OF DIFFERENT OWNERS TO BE KEPT IN SEPARATE ACCOUNTS**

CSXT will maintain separate and distinct equalization accounts by car owner for private covered hopper cars, ("LO").

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## ITEM 1520

**ERROR IN REPORTING**

Loaded or empty mileage caused by error of the reporting railway or of another railway, will not be credited or charged in the equalization account of the reporting railway, and the loaded or empty distance which would have been made by the car had there been no error, shall be credited to, or charged in the equalization accounts of the railway or railways via which the car should have moved, provided claims for such adjustments are made within six months from the last day of the month in which the error occurred.

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## ITEM 1525

**CHANGE OF OWNERSHIP**

When a private covered hopper company or owner discontinues business or disposes of covered hopper equipment, any excess empty distance balance which has accrued to date of such action, on the covered hoppers bearing the reporting marks of such company or owner, shall be subject to bill as of that date, unless the new owner who acquires the said equipment agrees to assume all of the obligations of the former owner under this arrangement, in which event the loaded or empty distance balance existing at the time of such acquirement shall be transferred to the equalization account of the new owner.

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**TARIFF 6007-L**

**SECTION 3  
APPLIES ONLY ON PRIVATE CARS  
(APPLICABLE ONLY FOR ACCOUNT OF CSXT)  
PART 5**

**DISTANCE ALLOWANCE RATES ON COVERED HOPPER CAR ("LO") OF PRIVATE OWNERSHIP**

**ITEM 1600**

**APPLICATION**

The regulations authorized in Part 5 will govern the payment of distance rate allowance on covered hopper cars ("LO") of private ownership for loaded miles only without exception.

**ITEM 1605**

**KIND OF CAR AND DISTANCE RATE ALLOWANCE**

<b>TYPE OF CAR</b>	<b>Cents per loaded mile</b>
<b>PART 1 International Traffic: -</b>	
Covered Hopper ("LO")	
Cars 30 years of age and over (See Note 1).....	11.6
Cars under 30 years of age and over (See Item 1610)	
Depreciated Original Fair Market Value:	
Nil to \$4,999 .....	15.3
\$5,000 to \$9,999 .....	17.2
\$10,000 to \$14,999 .....	20.0
\$15,000 to \$19,999 .....	22.1
\$20,000 and over .....	25.2
<b>PART 2 Domestic Traffic:</b>	
Covered Hoppers ("LO").....	18.9
<b>PART 3:</b>	
Covered Hoppers ("LO").....	30.3

The provisions of Part 3 are applicable only on shipments of the following commodities:  
Plastic materials or synthetic resins (STCC 28-211-XX)

**EXPLANATION OF NOTES**

1. Age of Car is calculated upon year of construction.

**ITEM 1610**

**ASSIGNMENT OF OWNED OR LEASED CARS TO VALUE GROUPS**

Assignment of owned or leased cars to value groups will be determined by the original cost as represented to the original buyer by the manufacturer's invoice price at the time of original installation into service. In the case of a manufacturer-lessor, the fair market value or the value which was certified, or would have been certified, for investment tax credit purposes shall be substituted therefor. In either of the above cases, initial into-service transportation costs capitalized original lining costs, capitalized additions and capitalized betterments shall be added to the value, if applicable, and if not already included in the original cost or original fair market value figures. Values other than invoice price shall be identified in accordance with the current AAR UMLER format at the time cars are submitted to the Secretary, O-T Division, AAR, for the registration in the UMLER file. All car ages and values submitted are subject to verification by the AAR, and audit by the AAR or the owner's independent public account upon reasonable request by the AAR. If the car owner elects to have the audit performed by its independent public accountant: such audit must be performed in a timely fashion in the manner prescribed by the AAR, will be performed at the car owner's expense, and must be duly certified by the car owner's auditor as representing the true values of all cars included in such audit. Depreciation will be applied annually from the original date of construction. Failure of the car owner to furnish the required car valuation date to the AAR UMLER file, to arrange for the requested audit, or to correct errors determined as a result of such audit, will result in such car(s) being assigned to the lowest applicable mileage allowance rate group.

**TARIFF 6007-L**

**SECTION 3  
APPLIES ONLY ON PRIVATE CARS  
(APPLICABLE ONLY FOR ACCOUNT OF CSXT)  
PART 6  
DISTANCE ALLOWANCE RATES ON FREIGHT CARS OF PRIVATE OWNERSHIP OTHER THAN TANK CARS AND  
COVERED HOPPER CARS ("LO")**

**ITEM 1700**

**APPLICATION**

The regulations authorized in Part 6 will govern the payment of distance rate allowance on cars of private ownership (other than tank cars and covered hopper cars ("LO")).

**ITEM 1705**

**KIND OF CAR AND DISTANCE RATE ALLOWANCE**

<u>TYPE OF CAR</u>	<u>Cents per mile</u>
<b>PART 1</b>	
International Traffic:	
Flat "BLF" .....	4.0
Flat "FD", "FW" .....	4.0
Flat "FM" of 200,000 lbs and over nominal capacity .....	4.0
Special "FB" (Notes 1 and 3) .....	5.0
Special "FB" (Notes 2 and 3) .....	6.0
Special "FMS" of 180,000 lbs nominal capacity and not exceeding 89 feet in length .....	6.0
Gondola "GA", "GD", "GH", "GS", "GT", "GW" (Note 4) .....	1.5
Gondola "GB" (Note 4) .....	.6
Hopper "HFA", "HK", "HMA", "HT", "HTA" (Note 4) .....	3.75
Milk "BM", "BMR" .....	2.5
Refrigerator "BP", "BR", "BS" .....	6.0
Refrigerator "RA", "RS", "RSTC", "RSB" .....	5.0
Refrigerator "RAM", "RSM" .....	5.0
Refrigerator "RB", "RBL" (Note 5) .....	5.9
Refrigerator "RP", "RPL", "RPM" .....	12.0
Stock "SC", "SM" .....	2.25
Special "LM" .....	5.5
Special "LP" .....	1.5
Special "LG" .....	5.5
Special "LS" .....	4.0
Special "LRC" .....	5.0
Special "BMI" .....	5.5
All other freight cars, except tank cars and covered hopper cars ("LO") .....	.6

**EXPLANATION OF NOTES**

1. Applicable on cars with inside length of at least 48 feet 6 inches and less than 60 feet 0 inches.
2. Applicable on cars with inside length of 60 feet 0 inches and over.
3. Applicable only when cars are used for shipments originating in Canada destined to the United States and on their return empty journeys.
4. Distance allowance named will also apply on cars carrying letters "C", "H", "R" and "S" affixed to the foregoing designating symbols.
5. All carriers party hereto, will pay only an allowance of 3.0 cents per mile loaded and empty, on "RBL" refrigerator cars when used on shipments from Canada to the United States.

# TARIFF 6007-L

**SECTION 3  
APPLIES ONLY ON PRIVATE CARS  
(APPLICABLE ONLY FOR ACCOUNT OF CSXT)  
PART 6  
DISTANCE ALLOWANCE RATES ON FREIGHT CARS OF PRIVATE OWNERSHIP OTHER THAN TANK CARS AND  
COVERED HOPPER CARS ("LO")**

## ITEM 1710

### EXCEPTIONS TO ITEM 1705

Applicable only when cars are used for shipments of lumber or articles taking lumber rates or arbitraries over the lumber rates from Western Canada (Armstrong and/or Thunder Bay, ON and west thereof), originating on CP Rail (Canadian Pacific Limited), Canadian National Railways destined to points in the United States.

<u>TYPE OF CAR</u>	<u>KIND OF CAR AND DISTANCE RATE ALLOWANCE</u>	<u>Cents per mile (See Note 1)</u>
Flat	"FB" (See Note 3).....	13.5
	"FB" (See Note 4).....	15.5
Refrigerator	"RB", "RBL", "RS" (See Note 2) .....	6.0
	"RB", "RBL" (See Note 3).....	19.4
	"RS" (See Note 3).....	11.0
	"RB", "RBL" (See Note 4).....	19.4
Special	"RS" (See Note 4).....	11.5
	"LU" (See Note 2).....	6.0
	"LU" (See Note 3).....	19.2
	"LU" (See Note 4).....	19.2

### EXPLANATION OF NOTES

1. No allowance will be made for empty movements.
2. Applicable on cars with inside length of at least 40 feet 0 inches and less than 48 feet 6 inches.
3. Applicable on cars with inside length of at least 48 feet 6 inches and less than 60 feet 0 inches.
4. Applicable on cars with inside length of 60 feet 0 inches and over.

### EXPLANATION OF ABBREVIATIONS

<u>ABBR</u>	<u>EXPLANATION</u>
AAR	Association of American Railroads
CONT'D	Continued
DOT	Department of Transportation
EDI	Electronic Data Interchange
NOS	Numbers
RER	Railway Equipment Register
STCC	Standard Transportation Commodity Code
UFC	Uniform Freight Classification UFC 6000 Series.
UMLER	Universal Machine Language Equipment Register
US	United States