

FT AA 8030-E
(Cancels FT AA 8030-D)

ANN ARBOR RAILROAD

FREIGHT TARIFF AA 8030-E

(Cancels Freight Tariff AA 8030-D)

**LOCAL AND JOINT FREIGHT TARIFF
NAMING
RATES AND RULES GOVERNING TERMINAL SERVICE
SWITCHING ABSORPTION AND ALLOWANCE
AND
LIST OF INDUSTRIES
ON
ANN ARBOR RAILROAD SYSTEM
AND CONNECTING LINES**

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

ISSUED: August 26, 2005

EFFECTIVE: September 15, 2005

ISSUED BY:

Louis A. Weckwert
Ann Arbor Railroad
P. O. Box 380
Howell, MI 48844

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

CONTENTS	RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS																
<p>SUBJECT:</p> <ul style="list-style-type: none"> Absorption Rules and Regulations Cancellation Notice Explanation of Abbreviations and Technical Terms Explanation of Reference Marks General Rules and Regulations Inter-Terminal Switching Charges Intra-Terminal Switching Charges List of Carriers List of Industries Miscellaneous Switching Charges Road Haul (Reciprocal) and Industrial (Local) Switching Charges Special Rules and Regulations 	<p>ITEM 5</p> <p style="text-align: center;">DESCRIPTION OF GOVERNING CLASSIFICATIONS AND EXCEPTIONS THERETO</p> <p>The terms "UFC", "UFC and Exceptions thereto", "governing classification" or "governing classification and exceptions thereto" when used in this tariff mean respectively: Tariff UFC 6000-series also exceptions thereto published in Tariff RPS 2009.</p>																
<p style="text-align: center;">ADDITIONAL CANCELLATION NOTICE</p> <p>Firms or individuals shown in tariff cancelled hereby and not shown herein have been omitted account same having gone out of business or having changed location or name.</p>	<p>ITEM 10</p> <p style="text-align: center;">STATION LIST AND CONDITIONS</p> <p>This tariff is governed by the Official Railroad Station List, OPSL 6000-series, Railinc, Agent, to the extent shown below:</p> <p style="text-align: center;">PREPAY REQUIREMENTS AND STATION CONDITIONS</p> <p>For additions and abandonment of stations and, except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight and charges in station facilities.</p> <p>When a station is abandoned as of a date specified in the above named tariff, the rates from and to such stations as published in this tariff are inapplicable on and after that date.</p>																
<p style="text-align: center;">LIST OF CARRIERS</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Carrier</th> <th style="text-align: left;">Abbreviation</th> </tr> </thead> <tbody> <tr> <td>Ann Arbor Railroad.....</td> <td>AA</td> </tr> <tr> <td>CSX Transportation.....</td> <td>CSXT</td> </tr> <tr> <td>Canadian National Railways.....</td> <td>CN</td> </tr> <tr> <td>Indiana and Ohio Railway.....</td> <td>IORY [A]</td> </tr> <tr> <td>Norfolk Southern Railway Company.....</td> <td>NS</td> </tr> <tr> <td>Tuscola and Saginaw Bay Railway Company....</td> <td>TSBY [A]</td> </tr> <tr> <td>Wheeling and Lake Erie Railway.....</td> <td>WE</td> </tr> </tbody> </table>	Carrier	Abbreviation	Ann Arbor Railroad.....	AA	CSX Transportation.....	CSXT	Canadian National Railways.....	CN	Indiana and Ohio Railway.....	IORY [A]	Norfolk Southern Railway Company.....	NS	Tuscola and Saginaw Bay Railway Company....	TSBY [A]	Wheeling and Lake Erie Railway.....	WE	<p>ITEM 15</p> <p style="text-align: center;">CONSECUTIVE NUMBERS</p> <p>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.</p> <p>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.</p>
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<p style="text-align: center;">LIST OF INDUSTRIES SERVED BY AA</p> <p>INDUSTRY</p> <p>ANN ARBOR, MICHIGAN Burt Forest Products Co. Fingerle Lumber Co. 84 Lumber</p> <p>DUNDEE, MICHIGAN Holcim (US) Inc. [A] Clean Tech, Inc.</p> <p>PITTSFIELD, MICHIGAN University of Michigan (Food Stores)</p> <p>SALINE, MICHIGAN Visteon</p> <p>TEMPERANCE, MICHIGAN Midwest Drywall Products</p> <p>TOLEDO, OHIO (See Note) Daimler Chrysler Laskey Road Team Track M&M Restaurant Supply Co. Alfagreen Supreme [A] Ottawa Yard Automobile Loading/Unloading Facility [A] Viking Paper Co.</p> <p>Note - Reciprocal switching is performed at Toledo, OH only.</p> <p>(Industries formerly shown herein and not brought forward are hereby eliminated.)</p>	<p>ITEM 20</p> <p style="text-align: center;">NATIONAL SERVICE ORDER TARIFF</p> <p>This tariff is subject to provisions of the various Service Orders and General Permits as shown in National Service Order Tariff NSO 6100.</p>																
	<p>ITEM 25</p> <p style="text-align: center;">METHOD OF CANCELLING ITEMS</p> <p>As this tariff is supplemented, numbered items and 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 sequences starting with A.</p> <p>Example: Item 455-A cancels 455 and Item 365-B cancels 365-A in a prior supplement, which in turn cancelled Item 365.</p>																

<p align="center">RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</p>										
<p>ITEM 35</p> <p align="center">DEFINITIONS</p> <p>HOLIDAYS mean the following (See Note):</p> <table border="0"> <tr> <td>New Year's Eve</td> <td>Labor Day</td> </tr> <tr> <td>New Year's Day</td> <td>Thanksgiving Day</td> </tr> <tr> <td>Washington's Birthday</td> <td>Friday after Thanksgiving</td> </tr> <tr> <td>Memorial Day</td> <td>Christmas Eve</td> </tr> <tr> <td>Independence Day</td> <td>Christmas Day</td> </tr> </table> <p>Note: If a holiday falls on a Sunday, the following Monday will be observed as the holiday. If a holiday falls on a Saturday, the preceding Friday will be observed as the holiday.</p> <p>INDUSTRIAL SWITCHING is switching, other than reciprocal switching, performed at an industry for the purpose of placing of car(s) for loading or unloading or for the removal of car(s) that were previously placed for loading or unloading. This service will be performed without additional charge when AA has or will have a line haul movement in subject car(s) <u>immediately preceding or succeeding</u> the move into or out of the point at which the service is performed. Services required, in addition to the foregoing, will be subject to applicable Switching Rules and Charges herein.</p> <p>INTERCHANGE TRACKS are tracks on which cars are exchanged between AA and connecting Railroads.</p> <p>INTER-TERMINAL SWITCHING is a switching movement from a track of one road to a track of another road when both tracks are within the switching limits of the same station or industrial switching district.</p> <p>INTRA-TERMINAL SWITCHING is a switching movement (other than intra-plant switching) of traffic from one track to another of the AA having origin and destination within the switching limits of one station or industrial switching district.</p> <p>INTER-PLANT SWITCHING is a switching movement (other than intra-plant switching) between plants or units of a single industry from one track to another of the same railroad within the switching limits of one station or industrial switching district.</p> <p>INTRA-PLANT SWITCHING is a switching movement from one track to another or between two locations on the same track within the confines of the same (single) plant or industry.</p> <p>NORMAL OPERATING OR SERVICE HOURS is five (5) days per week, Monday through Friday, excluding holidays as defined herein.</p> <p>PRIVATE SIDING OR INDUSTRIAL TRACK is a track serving a particular industry, which industry or its predecessor constructed the track or contributed money, material and (or) labor toward its construction.</p> <p>RECIPROCAL SWITCHING is an arrangement between carriers serving the same station or switching district where the carrier physically serving the industry performs switching service for loading or unloading on behalf of the other carrier on shipments having an immediately preceding or following line-haul movement via the other carrier.</p> <p>ROAD OR LINE-HAUL is a revenue movement between stations that are not located within the switching limits of the same station.</p> <p>TEAM TRACK is a track constructed by this Company for use of the general public.</p>	New Year's Eve	Labor Day	New Year's Day	Thanksgiving Day	Washington's Birthday	Friday after Thanksgiving	Memorial Day	Christmas Eve	Independence Day	Christmas Day	<p>ITEM 45</p> <p align="center">DEFINITION OF SWITCHING LIMITS</p> <p>Where the switching limits of a station is not specifically defined in this tariff, the switching limits of such station will include tracks located within the corporate limits of the city, town or village.</p> <hr/> <p>ITEM 50</p> <p align="center">WHEN NO SWITCHING CHARGE IS NAMED</p> <p>Except as otherwise provided under Items 55 and 60, where no switching charge is provided in this Tariff, switching service will not be performed.</p> <hr/> <p>ITEM 55</p> <p align="center">NEW INDUSTRIES</p> <p>Until such time as this Tariff may be lawfully corrected on new industries that have taken over or have subsequently located adjacent to industries to and from which rates are specifically provided for herein, the rate to or from such new industry will be the same as to or from industrial facilities similarly located, published and specifically provided for in this tariff.</p> <hr/> <p>ITEM 60</p> <p align="center">SWITCHING FOR OTHER THAN SIDING OWNER</p> <p>Except as provided under Item 55 above, switching rates published in tariff between industries having private side tracks on the AA, and junction of connecting lines apply only on cars containing freight belonging to the rightful owner or lessee of the switch; or for other parties using the facilities named for traffic connected with the business of party owning or in control of such siding. Except as noted in this rule, on cars consigned to or loaded by parties other than the actual owners or lessees of industrial siding, the charge will be the same as published in tariff, as amended, to or from Public Team Tracks. For other than the owner or lessee to use an industrial siding, permission of owner or lessee must be secured as well as that of the Ann Arbor Railroad's Superintendent of Transportation..</p> <hr/> <p>ITEM 65</p> <p align="center">FREIGHT CONSIGNED "SHIPPER'S ORDER"</p> <p>Cars with lading which are billed "Shipper's Order" will not be received from connecting lines and delivered at locations shown herein until the road receiving the road haul has taken up the order bill of lading and prepaid the necessary switching charges.</p> <hr/> <p>ITEM 70</p> <p align="center">IDLER OR TRAILER CAR</p> <p>Switching charge on Idlers or Trailers will be the same as on loaded cars.</p>
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SWITCHING RULES AND CHARGES	MISCELLANEOUS SWITCHING RULES AND CHARGES																
<p>ITEM 105</p> <p style="text-align: center;">RECIPROCAL SWITCHING</p> <p>The AA will perform reciprocal switching between connections and industries to the extent indicated in "LIST OF INDUSTRIES" contained in this tariff at a charge of \$305.00 per car.</p>	<p>ITEM 130</p> <p style="text-align: center;">INTERCHANGE ERROR MOVEMENT</p> <p>1. Cars received by the AA in error or without necessary forwarding direction will be handled in accordance with AAR car service Rule 7.</p> <p>2. If cars are returned to the tendering carrier, or forwarded to the proper carrier, the AA will assess the tendering carrier a charge of:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Carrier:</td> <td style="width: 50%;">Charge:</td> </tr> <tr> <td>CN</td> <td>\$435.00 per car [I]</td> </tr> <tr> <td>CSXT</td> <td>\$100.00 per car</td> </tr> <tr> <td>NS</td> <td>\$100.00 per car</td> </tr> </table> <p>3. Cars held, awaiting disposition or for necessary data for forwarding, will be subject to an additional charge (assessed against the tendering carrier), following the first 12:01 AM after which written notice is given the tendering carrier.</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Carrier:</td> <td style="width: 50%;">Charge:</td> </tr> <tr> <td>CN)</td> <td>(\$25.00 per car per day or</td> </tr> <tr> <td>CSXT)</td> <td>(fraction thereof.</td> </tr> <tr> <td>NS)</td> <td>(</td> </tr> </table>	Carrier:	Charge:	CN	\$435.00 per car [I]	CSXT	\$100.00 per car	NS	\$100.00 per car	Carrier:	Charge:	CN)	(\$25.00 per car per day or	CSXT)	(fraction thereof.	NS)	(
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<p>ITEM 110</p> <p style="text-align: center;"><u>SWITCHING WITHIN NORMAL OPERATING OR SERVICE HOURS AS DEFINED IN ITEM 35</u></p> <p>1. <u>During this period, each customer will be entitled to one (1) industrial switch per day, not to exceed one (1) hour duration.</u></p> <p>2. If a customer requires industrial switching that exceeds one (1) hour or requires an additional switch within the same day, the following will apply:</p> <p>A. For continuous switching that exceeds one (1) hour, the charge will be \$150.00 per hour for each additional hour or fraction thereof.</p> <p>B. If an additional switch is required within the same day or switch is required outside of normal operating or service hours, the following will apply:</p> <p>a. To request a second switch within the same day during normal operating or service hours, contact the AA's Superintendent of Transportation by 1200 hours on the day preceding the required second switch or, if circumstances are as such that this not practical, notify the Superintendent of Transportation's office as soon as possible. To request a switch outside of normal operating or service hours, see Item 100, Paragraph 3.</p> <p>3. Charges will be assessed for the requested special switching service in accordance with Freight Tariff AA 9038-series, <u>Rule 8 or 9</u>. These charges will be in addition to any other chargeable services performed in connection therewith.</p>	<p>ITEM 140</p> <p style="text-align: center;">STATIONS AT WHICH ABSORPTION RULES APPLY</p> <p>The AA will absorb reciprocal switching charges of connections as indicated below:</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">STATION</th> <th style="text-align: left;">CARRIER</th> </tr> </thead> <tbody> <tr> <td>Milan, MI</td> <td>NS</td> </tr> <tr> <td>)</td> <td></td> </tr> <tr> <td>Toledo, OH)</td> <td>CSXT</td> </tr> <tr> <td>)</td> <td>CN</td> </tr> <tr> <td>)</td> <td>NS</td> </tr> </tbody> </table>	STATION	CARRIER	Milan, MI	NS)		Toledo, OH)	CSXT)	CN)	NS				
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<p>MISCELLANEOUS SWITCHING RULES AND CHARGES</p>	<p>ITEM 150</p> <p style="text-align: center;">INDIVIDUAL TARIFFS</p> <p>(a) If the tariffs of this Company or of its connections provide that the published rate will not include switching charges at either point of origin or destination, this Company will not absorb any switching charges on traffic covered by such tariffs.</p> <p>(b) <u>Switching charges not absorbed per paragraph (a) above will be in addition to any other chargeable services performed in connection therewith.</u></p>																
<p>ITEM 120</p> <p style="text-align: center;">CARS RECONSIGNEE AND RETURNED TO TERMINAL YARD</p> <p>When cars are switched from connections, placed for delivery to consignee and later reconsigned for road-haul via the AA, subject to published joint through rate from original point of shipment to ultimate destination, the same charge will be made for return of car to terminal yard as for original movement from connecting line, providing specific charge is not already in effect.</p>																	

<p style="text-align: center;">MISCELLANEOUS SWITCHING RULES AND CHARGES</p>	<p style="text-align: center;">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, ETC.</p>								
<p>ITEM 160</p> <p style="text-align: center;">EXCEPTIONS</p> <p>These rules will not apply:</p> <p>(a) When in conflict with special rules governing the absorption of switching charges at certain AA stations as specifically provided for herein.</p> <p>(b) The AA will not absorb other railroad switching charges on transit traffic at the point at which the transit privilege is granted, except as otherwise specifically provided for herein, or as provided for in the transit tariff governing the privilege granted.</p> <p>(c) If, after a car is turned over to another railroad to effect delivery at destination, it is reconsigned to a point beyond, the AA will not absorb any of such roads switching charge at the reconsigning point.</p> <p>(d) The AA will not absorb any special service switching charges assessed by other railroads.</p>	<table border="0"> <thead> <tr> <th style="text-align: left;">ABBREVIATION</th> <th style="text-align: left;">EXPLANATION</th> </tr> </thead> <tbody> <tr> <td>[A]</td> <td>- - Addition</td> </tr> <tr> <td>[I]</td> <td>- Increase</td> </tr> <tr> <td>[R]</td> <td>- Reduction</td> </tr> </tbody> </table> <p>(<u>Underscored</u> portion denotes change.)</p>	ABBREVIATION	EXPLANATION	[A]	- - Addition	[I]	- Increase	[R]	- Reduction
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<p>Item 200</p> <p style="text-align: center;">CARS ORDERED BUT NOT LOADED</p> <p>When order for cars for loading is canceled or car is returned empty, the following charges will be assessed against the person, firm or corporation ordering such car:</p> <table border="0"> <tr> <td>When car is received by AA but not spotted at plant.....</td> <td style="text-align: right;">\$125.00</td> </tr> <tr> <td></td> <td style="text-align: right;">per car</td> </tr> <tr> <td>When car is received and spotted at plant.....</td> <td style="text-align: right;">\$225.00</td> </tr> <tr> <td></td> <td style="text-align: right;">per car</td> </tr> </table> <p>(Charges will not apply on cars refused or rejected account defective or unfit for loading - see Item 210.)</p>	When car is received by AA but not spotted at plant.....	\$125.00		per car	When car is received and spotted at plant.....	\$225.00		per car	
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<p>Item 210</p> <p style="text-align: center;">CARS NOT SUITABLE FOR LOADING</p> <p>When cars ordered for loading are refused or rejected on account not being in proper condition to load, a charge of \$150.00 per car will be assessed against the carrier furnishing such car.</p>									
<p>ITEM 230</p> <p style="text-align: center;">CARS RETURNED ACCOUNT SHIPPER'S ERROR CARS RETURNED AFTER BEING RELEASED</p> <p><u>On cars that are released, loaded or empty, moved beyond plant limits and subsequently returned to customer to complete loading or unloading, or for any other reason not attributable to this railroad, the following charges will apply (See Notes 1 and 2):</u></p> <p style="text-align: center;">\$400.00 per car [I]</p> <p>Note 1. These charges will not apply when cars have been delivered to connecting lines. Charges for these services will be those published in governing tariffs.</p> <p>Note 2. No switching charges will be absorbed, and such charges will be in addition to the charge shown above. [A]</p>									