

SUPPLEMENT
TO
FT AA 8030-E

ANN ARBOR RAILROAD

**SUPPLEMENT 2
TO
FREIGHT TARIFF AA 8030-E**

(Supplement 2 cancels Supplement 1)
(Supplement 2 contains all changes)

**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: April 18, 2007

EFFECTIVE: May 8, 2007

ISSUED BY:

Louis A. Weckwert
Director Marketing Services
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.)

SUPPLEMENT 2 TO TARIFF AA 8030-E

<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 80</p> <p align="center">PREPAYMENT OF SWITCHING CHARGES</p> <p>Carload freight for delivery on a terminal carrier within a switching district will not be delivered to connecting carrier by this Company until all charges assessed are paid or satisfactorily arranged for.</p> <p>Notice that car is or will be held for charges, together with statement of such charges, will be sent by this Company to consignee; also to the agent of the terminal carrier at destination.</p> <p>EXCEPTION - Where switching service is performed on traffic moving under line haul rates which are subject to special detention charges and rules, the switching charges provided in this tariff will be subject to the same detention charges and rules as applicable in connection with the line haul rates and provisions of Freight Tariff ASLG 6004-series (Car Demurrage Rules and Charges), will not apply.</p>	<p>ITEM 90-A (CONT'D)</p> <p align="center">SWITCHING-TURNING OF CARS TO PERMIT UNLOADING CHARGES (See Notes 1 and 2)</p> <p>(b) If the car is turned at a "Y" within the same switching district, but outside the confines of the industry, apply intra-terminal switching charge subject to a minimum charge of \$180.00 per car.</p> <p>(c) If the car must be moved at a "Y" located outside the switching district and the round trip distance to and from "Y" or the turn-table is:</p> <p align="center">50 miles or less \$500.00 per car</p> <p>Note 1 - If the bill of lading carries notation that car has been placarded, and placard has disappeared before placement, the charge named herein will not apply.</p> <p>Note 2 - If the line-haul rate is lower than the charge for turning of the car, the line-haul rate will be assessed.</p>
<p>ITEM 85</p> <p align="center">EXERCISING CARS</p> <p>When the AA is required to exercise (See Note 1) freight cars, such service will be performed and the charges published in this tariff for intra-plant (See Note 2), intra-terminal, or inter-terminal switching, as the case may be, will be assessed.</p> <p>Note 1 - Exercising is defined as the movement of a loaded or empty car for the purpose of preventive maintenance or preventing damage to equipment.</p> <p>Note 2 - When cars are moved over tracks leased by shippers, the intra-plant switching charge will be assessed, provided there is no movement over the railroad-owned tracks.</p>	<p align="center">SWITCHING RULES AND REGULATIONS</p>
<p>ITEM 90-A</p> <p align="center">SWITCHING-TURNING OF CARS TO PERMIT UNLOADING</p> <p>1. In instances where it is desired that freight in carloads be placed on delivery tracks for unloading from one particular side or end of car, cars must be properly placarded on both sides and notation made on bill of lading and waybill substantially as follows:</p> <p align="center">NOTICE TO CARRIER</p> <p align="center">Deliver car for unloading from the door or end specified by placard.</p> <p>2. On freight in carloads, not properly placarded on both sides of car to unload from one particular side or end of car, which shipper or consignee, after initial placement of car, directs carrier to turn and return to the same track for unloading from opposite side or end of car, the following shall apply:</p> <p align="center">SWITCHING-TURNING OF CARS TO PERMIT UNLOADING CHARGES (See Notes 1 and 2)</p> <p>(a) If the car is turned at a "Y" within the confines of an industry, apply the intra-plant switching charge subject to minimum charge of \$95.00 per car.</p>	<p>ITEM 95</p> <p align="center">INTRA-PLANT; INTER-PLANT; INTRA-TERMINAL; INTER-TERMINAL SWITCHING</p> <p>The AA will perform intra-plant switching at charge of.....\$150.00 The AA will perform intra-terminal switching at charge of.....\$180.00 The AA will perform inter-plant switching at charge of.....\$180.00 The AA will perform inter-terminal switching at charge of.....\$350.00</p>
<p align="center">(CONT'D IN NEXT COLUMN)</p>	<p>ITEM 100-A</p> <p align="center">SWITCHING CHARGES OUTSIDE OF NORMAL OPERATING OR SERVICE HOURS</p> <p>1. The provisions of this item are applicable for the purpose of the AA furnishing the necessary engine(s) and crew to perform industrial switching service at other than the normal assigned times when the AA agrees to perform such service.</p> <p>2. Charges will be assessed for each switching service performed and will be in addition to any other chargeable services performed in connection therewith.</p> <p>3. Request for this service should be made to the AA's Superintendent's office, no later than 1200 hours on the day preceding the day on which the service is to be performed, except service on Sunday should be requested no later than the prior Friday and service for a Holiday should be requested no later than the prior day that is not a Saturday or Sunday.</p> <p>4. The charge for the service will be as shown in Freight Tariff AA 9038-series, <u>Rule 8</u>.</p> <p>Note - See Item 110 for Switching Within Normal Hours.</p>

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</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	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-A</p> <p style="text-align: center;">SWITCHING WITHIN NORMAL OPERATING OR SERVICE HOURS AS DEFINED IN ITEM 35</p> <p>1. During this period, each customer will be entitled to one (1) industrial switch per day, not to exceed one (1) hour duration.</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. <u>If continuous switching exceeds three (3) hours, the charge for this service will be as shown in Freight Tariff AA 9038-series, Rule 8.</u></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</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>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 style="text-align: center;">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) Switching charges not absorbed per paragraph (a) above will be in addition to any other chargeable services performed in connection therewith.</p>																
<p>ITEM 120</p> <p style="text-align: center;">CARS RECONSIGNEED 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>																	

MISCELLANEOUS SWITCHING RULES AND CHARGES	EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, ETC.																
<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: center;">-</th> <th style="text-align: center;">-</th> <th style="text-align: left;">EXPLANATION</th> </tr> </thead> <tbody> <tr> <td>[A]</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td>Addition</td> </tr> <tr> <td>[I]</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td>Increase</td> </tr> <tr> <td>[R]</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</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" style="width: 100%;"> <tr> <td style="width: 80%;">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-A</p> <p style="text-align: center;">CARS RETURNED ACCOUNT SHIPPER'S ERROR CARS RETURNED AFTER BEING RELEASED</p> <p>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):</p> <p style="text-align: center;">\$550.00 per car</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.</p>																	