

FT CMR 8000-A  
(Cancels FT CMR 8000)

# CENTRAL MIDLAND RAILWAY COMPANY

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## FREIGHT TARIFF CMR 8000-A (Cancels Freight Tariff CMR 8000)

NAMING  
RULES, CHARGES AND REGULATIONS  
GOVERNING SWITCHING  
ALSO  
MISCELLANEOUS RULES AND CHARGES  
FROM, TO, AND WITHIN  
THE STATIONS  
IN MISSOURI  
OPERATED BY  
AND FOR ACCOUNT  
CENTRAL MIDLAND RAILWAY COMPANY

### LOCAL TARIFF

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

ISSUED: November 11, 2009

EFFECTIVE: December 1, 2009

#### ISSUED BY

D. J. Fellon, President  
Central Midland Railway Company  
21778 Highview Ave.  
Lakeville, MN 55044

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			<b>ITEM 60</b>  <b>METHOD OF CANCELLING ITEMS</b>  As this tariff is supplemented, numbered items with lettered suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequences starting with A. For example: Item 100-A cancels Item 100 and Item 200-B cancels Item 200-A in a prior supplement, which in turn cancelled Item 200.

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

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<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-UNLIMITED</b></p>	<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-UNLIMITED</b></p>
<p><b>ITEM 100</b></p> <p align="center"><b>LIMITATIONS</b></p> <p>All cars delivered to CMR are received only upon the condition that there is room for them upon the tracks to which they are consigned, and the cars are subject to delays incident in switching and unavoidable causes.</p> <p>Cars with bulged sides, excessive dimensions, or leaning cars that can not be placed where consigned because of sharp curves or danger of striking structures, will be placed upon the nearest acceptable track for loading and/or unloading.</p>	<p><b>ITEM 120</b></p> <p align="center"><b>MILEAGE ALLOWANCE</b></p> <p>When loaded or empty private cars are handled by CMR, mileage payments will not be allowed except by written agreement. When railroad loaded or empty cars are handled by CMR in switching service consigned to customers located within a switching district, mileage payments will not be allowed.</p>
<p><b>ITEM 110</b></p> <p align="center"><b>COLLECTION OF CHARGES</b></p> <p>All charges assessed to customers are due in US currency within 15 days of invoice date. All invoices are subject to a 1.5% per month finance charge if unpaid within 30 days from the date of invoice. In the event of a dispute, customers shall provide written notice within 30 days from the date of the bill, specifying the bill number and the basis for the dispute. Customers responsible for original charges shall also be responsible for all additional collection costs, including attorney fees and court costs, if CMR is required to collect in this manner. CMR may at its sole discretion require prepayment of services.</p> <p>Customers may remit charges to CMR via electronic methods; however customer shall bear all related charges assessed by customer's financial institutions. Electronic remittances will be made in conformance with instructions provided by CMR.</p> <p>Customers will be assessed a \$30.00 service charge or the maximum allowed by law on all checks returned unpaid by customer's financial institution for non-sufficient or uncollected funds. Additionally interest charges, as described in this item, will be assessed if returned check results in charges collected by CMR outside of credit terms.</p> <p>CMR shall not accept responsibility for failure by customer to provide purchase order numbers or similar customer internal documentation authorizing CMR to provide services. CMR shall attempt to provide customer with information used in customer's internal accounting processes but inability to provide requested information or the inability to comply with customer's internal documentation procedures will in no way remove customer's obligation to pay charges within credit terms assessed pursuant to applicable tariffs or contracts.</p> <p>Exception: All charges assessed to other railroads for switching and similar services will be collected according to the terms of applicable contracts and the Railway Accounting Rules.</p>	<p><b>ITEM 130</b></p> <p align="center"><b>RELEASE OF OPEN TOP LOADS</b></p> <p>Customers must arrange with CMR for an inspection of shiftable, open top loads prior to their release. Open top loads must be loaded in conformance to the current edition of the OTLR.</p>
	<p><b>ITEM 140</b></p> <p align="center"><b>ORDERING CARS</b></p> <p>Customers shall order from CMR all cars desired for loading on tracks of CMR or industry tracks connected to CMR and should specify class of car, lading, weight, destination, route, and want date. At its sole discretion, CMR may require car orders to be submitted by customers via an approved electronic method supported by CMR. Approved methods include Shipper Connect. If a customer is required to submit car orders by an approved electronic method, a charge of \$20.00 will be assessed for each manual or facsimile submission. This charge will be assessed to the car ordering party. Car orders submitted by telephone will not be accepted.</p>
	<p><b>ITEM 150</b></p> <p align="center"><b>CARS ORDERED BUT NOT USED</b></p> <p>When, on behalf of a customer, CMR orders a car from a foreign carrier for loading and customer refuses or rejects the car for reasons other than car is unfit for loading, a charge equal to the supplying carrier's car cancellation charge plus 5 percent will be assessed to the customer ordering the car from CMR.</p> <p>Additionally when a car has been switched or placed by CMR and customer subsequently rejects the car for reasons other than the car is unfit for loading, a switching charge of \$150.00 will be assessed to the customer ordering the car from CMR or a foreign carrier.</p> <p>Demurrage rules, charges, and regulations will apply to rejected cars in the same manner as other cars as published in CMR 6004-series.</p>
<p align="center">For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-UNLIMITED</b></p>	<p align="center"><b>SECTION 1 MISCELLANEOUS RULES AND CHARGES</b></p>
<p><b>ITEM 160</b></p> <p align="center"><b>CARS ORDERED BUT NOT USED IN SUPPLYING CARRIER LINEHAUL</b></p> <p>When, on behalf of a customer, CMR orders a car from a foreign carrier for loading and customer loads and routes the car in such a manner that the supplying carrier is not in the linehaul, a charge equal to the supplying carrier's car offline use charge plus 5 percent will be assessed to the customer ordering the car from CMR.</p>	<p><b>ITEM 1000</b></p> <p align="center"><b>INTERCHANGE ERROR MOVEMENTS</b></p> <p>When empty or loaded cars are received from a foreign carrier without proper forwarding paperwork, the cars will be returned to the delivering carrier or forwarded to the proper carrier, within the same switching district, at a charge of \$100.00 per car. Charge for this service will be assessed against the carrier delivering the cars to CMR.</p> <p>In addition, applicable tariff charges assessed against CMR by an intermediate switching carrier will be added to and become part of the CMR charge.</p> <p>CMR shall not be liable for any setback, switching, or linehaul charges assessed another carrier resulting from billing errors by a customer or by a carrier which is not affiliated with CMR.</p>
	<p><b>ITEM 1010</b></p> <p align="center"><b>CHARGES FOR MOVEMENT OF REVENUE EMPTY CARS</b></p> <p>A charge of \$1.10 a mile will be assessed for transportation of empty freight cars moving on their own wheels, minimum charge \$250.00 per car.</p> <p>Exception: This item will not apply to empty cars that are consigned to customers on CMR lines for the purpose of loading. However private empty cars consigned to customers for loading but subsequently shipped as an empty will be assessed empty freight car charges for both trips.</p> <p>Exception: This item will not apply to empty cars received from another railroad with which the CMR has an agreement covering charges for empty equipment.</p>
	<p><b>ITEM 1020</b></p> <p align="center"><b>LOADS REQUIRING CLEARING OF ADJACENT TRACKS</b></p> <p>Loads that because of excessive width or length require clearing tracks adjacent to the track on which said load moves will be assessed a charge of \$300.00 for each track cleared.</p>
	<p><b>ITEM 1030</b></p> <p align="center"><b>IDLER OR TRAILER CARS</b></p> <p>Idler or trailer cars may be required by the engineering and/or operating departments of CMR, if in their judgment an idler or trailer car is required for safe operation.</p> <p>Idler or trailer cars will be subject to the same charges, rules, and regulations as are applied to loaded cars.</p>
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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<b>SECTION 1 MISCELLANEOUS RULES AND CHARGES</b>	<b>SECTION 1 MISCELLANEOUS RULES AND CHARGES</b>
<p><b>ITEM 1040</b></p> <p align="center"><b>ARTICULATED CARS</b></p> <p>Each unit of articulated cars, loaded or empty, will be subject to all rules, regulations, and charges as applied to a single railcar.</p>	<p><b>ITEM 1070</b></p> <p align="center"><b>REMOVAL OF SWITCH STANDS</b></p> <p>Loads that because of excessive width or length require the removal of switch stands, signals, or signs will be assessed a charge of \$975.00 for each switch stand, signal, or sign removed.</p> <p>This item will also be applicable for removal of switch stands, signals, or signs for customer purposes other than clearing loads.</p>
<p><b>ITEM 1050</b></p> <p align="center"><b>SPECIAL TRAIN SERVICE</b></p> <p>Cars loaded to excessive height, underhang, width, length, weight, center of gravity, or any combination of these that in the judgment of the engineering and/or operating departments of CMR require excessive special handling for safe movement will be handled in special train service. Special trains are at the sole discretion and operational convenience of CMR. Other cars not requiring special service may, for carrier convenience, be handled by CMR in special trains. Said cars will not accrue additional charges.</p> <p>Special train charges are \$90.00 per mile with a minimum charge of \$5,500.00 in addition to freight and other applicable charges and will be charged to the customer requesting the special train. Special train charges must be prepaid unless agreed otherwise by previous agreement.</p> <p>Circus, carnival, excursion, and other similar trains will only be handled pursuant to previous agreement.</p>	<p><b>ITEM 1080</b></p> <p align="center"><b>RELOADING EQUIPMENT</b></p> <p>Customers may not reload cars made empty by them without first obtaining permission from CMR.</p> <p>Exception: This item will not be applicable to private cars that the customer owns or leases.</p>
<p><b>ITEM 1060</b></p> <p align="center"><b>FAILURE TO STOW LOAD SECUREMENT DEVICES</b></p> <p>When a customer releases empty cars for movement from industry or team tracks and doors, hatches, chains, cables, or other similar devices are not properly secured, and must be secured by CMR employees for safe movement, a charge of \$150.00 per car will be assessed to the customer that released the car for movement.</p> <p>This item does not apply when said devices, because of mechanical defect, cannot be operated as designed, provided that CMR has been informed of the defect at or prior to the release of the car.</p> <p>This item will not obligate CMR to stow load securement devices. CMR may, at its sole discretion, consider the car or track inaccessible if load securement devices are not properly stowed or secured.</p> <p>Loaded cars and hazardous materials cars will not be moved unless all load securement devices are properly secured by customer.</p>	<p><b>ITEM 1090</b></p> <p align="center"><b>FACILITIES CHARGES</b></p> <p>CMR may from time to time, at its sole discretion, make available its own tracks, warehouses, sites, and other similar facilities available for customers to load or unload cars, store empty or loaded cars, or store product. The charges for use of these facilities are in addition to any freight or accessorial charges described in this or any other tariff and charges will be assessed pursuant to the applicable transload tariff or to previous agreement.</p> <p>Carload Connection is a CMR transload facility located at Lackland, MO. Tariff CMR 9300 describing transfer services applies. Shipments must be billed designating Carload Connection as the Care of Party and the appropriate owner or storer of the shipment as the Consignee.</p>
	<p><b>ITEM 1100</b></p> <p align="center"><b>CARS LOADED IN VIOLATION OF CAR DISTRIBUTION ORDERS</b></p> <p>A charge of \$575.00 per car will be assessed against the industry and/or carrier who violates the car distribution orders on file with UMLER placed on CMR owned or leased cars. This charge will be assessed for each occurrence and will be in addition to all other applicable charges.</p>
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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SECTION 1 MISCELLANEOUS RULES AND CHARGES	SECTION 1 MISCELLANEOUS RULES AND CHARGES
<p><b>ITEM 1110</b></p> <p align="center"><b>FOREIGN CARS LEASED BY ONLINE CUSTOMERS</b></p> <p>Customers must immediately inform CMR of cars leased from a foreign railroad for the customer's exclusive use.</p> <p>When online customers of CMR lease foreign railroad cars for their exclusive use, hourly payments will be reclaimed against the owner road.</p>	<p><b>ITEM 1160</b></p> <p align="center"><b>STORAGE OF RAIL CARS</b></p> <p>To reduce charges which would otherwise apply, customers may, subject to track availability and at CMR's discretion, negotiate a rail car agreement with CMR for storage of rail cars on CMR trackage. Such agreements will entitle the customer to store a specified number of rail cars at a designated storage location at an applicable storage rate in lieu of demurrage charges pursuant to Tariff CMR 6004-series.</p>
<p><b>ITEM 1120</b></p> <p align="center"><b>DEMURRAGE</b></p> <p>All cars handled under this tariff will be subject to the demurrage rules, charges, and regulations published in CMR 6004-series.</p>	<p><b>ITEM 1170</b></p> <p align="center"><b>TEAM TRACK USAGE</b></p> <p>Existing team track service, including loading/unloading platforms and other non-exclusive CMR facilities, are available for use by shippers for non-hazardous commodities only on a shared usage basis at the sole cost, risk, and expense of customers using such facilities. By using such facilities, customers agree to indemnify, defend and hold harmless CMR from all claims, costs, and expenses and to assume all risk, responsibility liability for death, personal injury, or property damage arising from, related to, or caused by, in whole or in part, the use of such facilities.</p>
<p><b>ITEM 1130</b></p> <p align="center"><b>SUBMITTING SHIPPING INSTRUCTIONS</b></p> <p>Shipping instructions for loaded or empty cars will be submitted by customers via an approved electronic method supported by CMR. Approved methods include EDI 404 or electronic Bill of Lading provided by Shipper Connect. A charge of \$20.00 will be assessed for each manual or facsimile submission. This charge will be assessed to the customer located on CMR. Shipping instructions submitted by telephone will not be accepted.</p>	
<p><b>ITEM 1140</b></p> <p align="center"><b>SWITCHING ORDERS</b></p> <p>Instructions for the release or requests for placements of loaded or empty cars or other similar events will be submitted by customers via electronic method supported by CMR. Approved methods include EDI 404 or electronic messaging provided by Shipper Connect. A charge of \$20.00 will be assessed for each manual or facsimile submission. This charge will be assessed to the customer located on CMR. Switching orders submitted by telephone will not be accepted.</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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<b>SECTION 2 SWITCHING RULES AND CHARGES</b>	<b>SECTION 2 SWITCHING RULES AND CHARGES</b>																																																
<p><b>ITEM 2000</b></p> <p align="center"><b>SPECIAL SWITCHING OR UNSCHEDULED TRAIN SERVICE</b></p> <p>Special switching or unscheduled train service requiring assignment of a locomotive and crew to supplement regularly scheduled switching or train service will be performed only on a customer's request submitted 24 hours in advance. A charge of \$2,500.00 for the first 8 hours or fraction thereof and \$337.50 for each additional hour or fraction thereof will be assessed. A charge of \$400.00 will be assessed for each additional locomotive required. This charge will not apply to additional locomotives that are required to replace locomotives originally assigned due to mechanical defects, track restrictions, carrier convenience, etc. These charges are in addition to other applicable transportation and accessorial charges. Hours will be computed from the time the locomotive and crew are on duty until the special switching service has been performed and the locomotive and crew have returned to the point where they began duty (including convenience of CMR).</p> <p>Special switching or unscheduled train service is subject to the availability of CMR personnel and equipment.</p>	<p><b>ITEM 2030</b></p> <p align="center"><b>LIST OF INDUSTRIES OPEN TO RECIPROCAL SWITCHING</b></p> <p>The listed industries in this item are located on the CMR within the St. Louis, MO Switching District as described in Item 2020 and are open to reciprocal switching</p> <p>When changes in name or ownership occur in the customers listed in this item, this item will be corrected as soon as practical, but until such correction is made, the same charges, rules, and regulations will apply as for the industry previously using the same track.</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:70%; text-align:center;">NAME</th> <th style="width:30%; text-align:center;">City</th> </tr> </thead> <tbody> <tr><td>Acme Brick Co</td><td>Maryland Heights</td></tr> <tr><td>Alpha Packaging <sup>(1)</sup></td><td>St Louis</td></tr> <tr><td>Chevron Chemical Co</td><td>Maryland Heights</td></tr> <tr><td>Contico International Inc</td><td>St Louis</td></tr> <tr><td>Cott Beverages USA</td><td>Maryland Heights</td></tr> <tr><td>Cupples Co Mfgs</td><td>St Louis</td></tr> <tr><td>Dr. Pepper Seven-Up Inc</td><td>St Louis</td></tr> <tr><td>Engineered Lubricants Co</td><td>Maryland Heights</td></tr> <tr><td>Gannett - USA Today</td><td>Olivette</td></tr> <tr><td>Graham Packaging Co LP</td><td>Maryland Heights</td></tr> <tr><td>GrassWorx LLC <sup>(2)</sup></td><td>St Louis</td></tr> <tr><td>Gusdorf Corp</td><td>Maryland Heights</td></tr> <tr><td>International Paper Co <sup>(3)</sup></td><td>Maryland Heights</td></tr> <tr><td>Kessler Containers Ltd</td><td>St Louis</td></tr> <tr><td>Marchem Corp</td><td>Maryland Heights</td></tr> <tr><td>Meyer Laminates</td><td>Maryland Heights</td></tr> <tr><td>North American Galvanizing Co <sup>(4)</sup></td><td>St Louis</td></tr> <tr><td>Quality Building Products <sup>(5)</sup></td><td>Maryland Heights</td></tr> <tr><td>RM Supply Inc</td><td>Maryland Heights</td></tr> <tr><td>Shell Oil Products US <sup>(6)</sup></td><td>Maryland Heights</td></tr> <tr><td>St. Louis County Water</td><td>St Louis</td></tr> <tr><td>St. Louis Post - Dispatch</td><td>Maryland Heights</td></tr> <tr><td>Univar USA Inc <sup>(7)</sup></td><td>Maryland Heights</td></tr> </tbody> </table> <p>(1) Formerly Benjamin Ansehl Inc                  (2) Formerly Solutia Inc                  (3) Formerly Bardcor; nee Willamette Industries Inc                  (4) Formerly Steel Processing Services Co                  (5) Formerly Marchant Lumber Co Inc                  (6) Formerly Pennzoil Products Co                  (7) Formerly ChemCentral Corp</p>	NAME	City	Acme Brick Co	Maryland Heights	Alpha Packaging <sup>(1)</sup>	St Louis	Chevron Chemical Co	Maryland Heights	Contico International Inc	St Louis	Cott Beverages USA	Maryland Heights	Cupples Co Mfgs	St Louis	Dr. Pepper Seven-Up Inc	St Louis	Engineered Lubricants Co	Maryland Heights	Gannett - USA Today	Olivette	Graham Packaging Co LP	Maryland Heights	GrassWorx LLC <sup>(2)</sup>	St Louis	Gusdorf Corp	Maryland Heights	International Paper Co <sup>(3)</sup>	Maryland Heights	Kessler Containers Ltd	St Louis	Marchem Corp	Maryland Heights	Meyer Laminates	Maryland Heights	North American Galvanizing Co <sup>(4)</sup>	St Louis	Quality Building Products <sup>(5)</sup>	Maryland Heights	RM Supply Inc	Maryland Heights	Shell Oil Products US <sup>(6)</sup>	Maryland Heights	St. Louis County Water	St Louis	St. Louis Post - Dispatch	Maryland Heights	Univar USA Inc <sup>(7)</sup>	Maryland Heights
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<p><b>ITEM 2010</b></p> <p align="center"><b>SWITCHING EQUIPMENT BETWEEN INDUSTRY AND CMR FACILITY</b></p> <p>When customer owned or controlled cars or locomotives are switched by CMR between industry and a facility for purposes of repairs, a charge of \$250.00 per car will be assessed to customer.</p>																																																	
<p><b>ITEM 2020</b></p> <p align="center"><b>ST. LOUIS, MO SWITCHING DISTRICT, DESCRIPTION OF</b></p> <p>Wherever reference is made in this tariff or other CMR instruments to the CMR St. Louis, MO Switching District, said district includes the following CMR stations:</p> <table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width:33%;">Station</th> <th style="width:17%;">State</th> <th style="width:50%;">FSAC</th> </tr> </thead> <tbody> <tr><td>Lackland</td><td>MO</td><td>50128</td></tr> <tr><td>Maryland Heights</td><td>MO</td><td>50130</td></tr> <tr><td>Olivette</td><td>MO</td><td>50120</td></tr> <tr><td>Rock Island Jct.</td><td>MO</td><td>103</td></tr> <tr><td>Vigus</td><td>MO</td><td>50190</td></tr> </tbody> </table>	Station	State	FSAC	Lackland	MO	50128	Maryland Heights	MO	50130	Olivette	MO	50120	Rock Island Jct.	MO	103	Vigus	MO	50190																															
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<b>SECTION 2 SWITCHING RULES AND CHARGES</b>	<b>SECTION 2 SWITCHING RULES AND CHARGES</b>																																																																																										
<p><b>ITEM 2040</b></p> <p align="center"><b>ABSORPTION OF INTERMEDIATE CARRIER SWITCH CHARGES</b></p> <p>Except as otherwise provided, when CMR switching charges are absorbed in whole or in part by a connecting line-haul carrier, and interchange between CMR and the line-haul carrier is effected by an intermediate switching carrier, applicable tariff charges assessed against CMR by the intermediate switching carrier for the switching movement of a loaded car to a linehaul carrier or for the return of an empty car to a linehaul carrier will be absorbed in the CMR switching charge.</p>	<p><b>ITEM 2060</b></p> <p align="center"><b>SWITCH CHARGES</b></p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:5%;">Part</th> <th style="width:20%;">Station</th> <th style="width:20%;">Connecting Carrier</th> <th style="width:15%;">Rate</th> <th style="width:10%;">Per Car</th> </tr> </thead> <tbody> <tr> <td rowspan="5">A.</td> <td rowspan="5">Lackland</td> <td>BNSF</td> <td>\$543.00</td> <td></td> </tr> <tr> <td>CN</td> <td>543.00</td> <td></td> </tr> <tr> <td>CSXT</td> <td>543.00</td> <td></td> </tr> <tr> <td>KCS</td> <td>543.00</td> <td></td> </tr> <tr> <td>NS</td> <td>543.00</td> <td></td> </tr> <tr> <td rowspan="5">B.</td> <td rowspan="5">Maryland Heights</td> <td>BNSF</td> <td>543.00</td> <td></td> </tr> <tr> <td>CN</td> <td>543.00</td> <td></td> </tr> <tr> <td>CSXT</td> <td>543.00</td> <td></td> </tr> <tr> <td>KCS</td> <td>543.00</td> <td></td> </tr> <tr> <td>NS</td> <td>543.00</td> <td></td> </tr> <tr> <td rowspan="5">C.</td> <td rowspan="5">Olivette</td> <td>BNSF</td> <td>543.00</td> <td></td> </tr> <tr> <td>CN</td> <td>543.00</td> <td></td> </tr> <tr> <td>CSXT</td> <td>543.00</td> <td></td> </tr> <tr> <td>KCS</td> <td>543.00</td> <td></td> </tr> <tr> <td>NS</td> <td>543.00</td> <td></td> </tr> <tr> <td rowspan="5">D.</td> <td rowspan="5">Rock Island Jct</td> <td>BNSF</td> <td>543.00</td> <td></td> </tr> <tr> <td>CN</td> <td>543.00</td> <td></td> </tr> <tr> <td>CSXT</td> <td>543.00</td> <td></td> </tr> <tr> <td>KCS</td> <td>543.00</td> <td></td> </tr> <tr> <td>NS</td> <td>543.00</td> <td></td> </tr> <tr> <td rowspan="5">E.</td> <td rowspan="5">Vigus</td> <td>BNSF</td> <td>543.00</td> <td></td> </tr> <tr> <td>CN</td> <td>543.00</td> <td></td> </tr> <tr> <td>CSXT</td> <td>543.00</td> <td></td> </tr> <tr> <td>KCS</td> <td>543.00</td> <td></td> </tr> <tr> <td>NS</td> <td>543.00</td> <td></td> </tr> </tbody> </table> <p>NOTE: The provisions of Item 2040 (ABSORPTION OF INTERMEDIATE CARRIER SWITCH CHARGES) will apply to all rates found in this item.</p>	Part	Station	Connecting Carrier	Rate	Per Car	A.	Lackland	BNSF	\$543.00		CN	543.00		CSXT	543.00		KCS	543.00		NS	543.00		B.	Maryland Heights	BNSF	543.00		CN	543.00		CSXT	543.00		KCS	543.00		NS	543.00		C.	Olivette	BNSF	543.00		CN	543.00		CSXT	543.00		KCS	543.00		NS	543.00		D.	Rock Island Jct	BNSF	543.00		CN	543.00		CSXT	543.00		KCS	543.00		NS	543.00		E.	Vigus	BNSF	543.00		CN	543.00		CSXT	543.00		KCS	543.00		NS	543.00	
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<p><b>ITEM 2050</b></p> <p align="center"><b>NON ABSORPTION OF CONNECTING CARRIER SWITCH CHARGES</b></p> <p>Except as otherwise provided, when CMR is a line-haul carrier, and switching charges are imposed by connecting carriers on traffic originating or terminating on such connecting carriers, CMR will not absorb the reciprocal switching charges that are imposed by such connecting carriers.</p>																																																																																											
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<b>SECTION 2 SWITCHING RULES AND CHARGES</b>	<b>SECTION 2 SWITCHING RULES AND CHARGES</b>
<p><b>ITEM 2070</b></p> <p align="center"><b>INTRA-PLANT SWITCHING</b></p> <p>A charge of \$75.00 per car will be assessed for each movement of cars that have been placed for loading or unloading and subsequently switched at the request of a customer from one location to another location on the same track or from one track to another track within the same industry. Such charges will be assessed against the customer requesting the switch. Intra-plant switching is at the convenience of CMR and will be performed during the normal course of operations.</p> <p>Exception: This item will not be applicable when such movement is incidental and necessary in connection with the removal or placement of other loaded or empty cars.</p>	<p><b>ITEM 3000</b></p> <p align="center"><b>SWITCH ORDERED BUT UNABLE TO BE PERFORMED</b></p> <p>When a switch is ordered but is unable to be performed by CMR because of a customer condition, a charge of \$150.00 per car will be assessed to the customer requesting the switch.</p> <p>Customer conditions that may render a switch unable to be performed include but are not limited to: car not loaded/unloaded as indicated on release, load securement devices not properly stowed, unsafe customer track condition, car damaged by customer, presence of customer placed blue flag, red board or similar signage, locked gates/doors, track full, or any other condition for which CMR has no control.</p> <p>This item will be applicable to any of the following switch orders: release load, release empty, intra-plant, intra-terminal, inter-terminal, turn car, placement requests, or any other similar switching request.</p>
<p><b>ITEM 2080</b></p> <p align="center"><b>INTRA-TERMINAL SWITCHING</b></p> <p>A charge of \$250.00 per car will be assessed for each movement of cars that have been placed for storage, loading or unloading and subsequently switched at the request of a customer from one track to another track within the switching limits of a single station. CMR stations located within in the St. Louis Switching District as described in Item 2020 will be considered as a single station for the purpose of this item. Such charges will be assessed against the customer requesting the switch. Intra-terminal switching is at the convenience of CMR and will be performed during the normal course of operations.</p>	<p><b>ITEM 3010</b></p> <p align="center"><b>TURN CAR SWITCHING</b></p> <p>A charge of \$100.00 per loaded or empty car will be assessed to the customer ordering a car turned. Turn car switching will be in addition to any other switching charges. If the car ordered to be turned is not at a station where turning facilities are available and must be moved out of route, then an additional \$100.00 charge will apply.</p> <p>Turn car switching will only be performed where facilities are available and is at the convenience of CMR and will be performed during the normal course of operations.</p>
<p><b>ITEM 2090</b></p> <p align="center"><b>INTER-TERMINAL SWITCHING</b></p> <p>A charge of \$350.00 per car will be assessed each movement of cars between CMR and another railroad when such movement is within the switching limits of the same station or industrial district.</p> <p>Except as otherwise provided, when CMR performs inter-terminal switching and interchange between CMR and the other switching carrier is effected by an intermediate switching carrier, applicable tariff charges assessed against CMR by the intermediate switching carrier for the switching movement of a loaded car to another switching carrier or for the return of an empty car to another switching carrier will be added to and become part of the CMR switching charge.</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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<b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</b>	
<b>ITEM 99999</b>	
<b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS <sup>(1)</sup></b>	
AAR	Association of American Railroads
BOE	Bureau of Explosives
CFR	Code of Federal Regulations
CMR	Central Midland Railway Company
EDI	Electronic Data Interchange
Etc.	Et cetera
FT	Freight Tariff
i.e.	that is
LB	pound
N.A.	Not Applicable
nee	originally known as
OPSL	Official Railroad Station List, RAILINC, Agent
OTLR	AAR Open Top Loading Rules Manual, AAR, Publisher
RER	Official Railway Equipment Register (R.E.R. Publishing Corporation, Agent)
RIC	RAILINC, Inc.
STB	Surface Transportation Board
STCC	Standard Transportation Commodity Code, RAILINC, Agent
UFC	Uniform Freight Classification
UMLER	Universal Machine Language Equipment Register
U.S.	United States of America
viz.	namely
<p>[A] Addition            [C] Change            [D] Canceled            [ I ] Increase            [R] Reduction            [NC] Brought forward without change</p> <p>(<u>Underscored</u> portion denotes addition/change.)</p> <p><sup>(1)</sup> The two character state abbreviations used in this tariff are those adopted by the postal departments of the United States and Canada.</p>	

END