

**FT MRL 8000-D**  
**(Cancels FT MRL 8000-C)**

# **MONTANA RAIL LINK, INC.**



## **FREIGHT TARIFF MRL 8000-D**

**(Cancels Freight Tariff MRL 8000-C)**

NAMING  
LOCAL RATES AND DISTANCES  
SWITCHING  
AND  
MISCELLANEOUS RULES AND CHARGES  
APPLYING  
AT AND BETWEEN STATIONS  
ON  
MONTANA RAIL LINK, INC.

### **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: December 1, 2008**

**EFFECTIVE: January 1, 2009**

#### **ISSUED BY**

Howard E. Nash  
Executive Director of Marketing  
Montana Rail Link, Inc.  
P. O. Box 16390  
101 International Way  
Missoula, MT 59808





**FT MRL 8000-D**

PART 1 RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL	PART 1 RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL
<p><b>ITEM 1</b></p> <p align="center"><b>CANCELLATION NOTICE</b></p> <p>This tariff cancels and supersedes Freight Tariff MRL 8000-C and all supplements issued thereto.</p> <p>Provisions formerly shown in Freight Tariff MRL 8000-C and not brought forward in Freight Tariff MRL 8000-D are hereby canceled.</p>	<p><b>ITEM 9</b></p> <p align="center"><b>DISPOSITION OF FRACTIONS</b></p> <p>(1) Fractions resulting from the application of percentage increases or reductions will be dropped if less than a half cent and increased to the next whole cent if a half-cent or more.</p> <p>(2) When carload rates or charges expressed in whole dollars are increased or reduced under percentage increases or reductions, fractions of dollars resulting from the application of such percentage increase or reduction will be dropped if less than fifty (50) cents and increased to the next whole dollar if fifty (50) cents or more, except as provided in Paragraph (3).</p> <p>(3) On carload rates or charges expressed in whole dollars or in dollars and cents per carload in an amount of fifty (50) dollars or less, charges will be determined as provided in Paragraph (1) and the provisions of Paragraph (2) will not apply.</p>
<p><b>ITEM 2</b></p> <p align="center"><b>EXEMPT FROM REGULATION</b></p> <p>Except as otherwise provided, prices, rules and regulations in connection with transportation of commodities contained herein, to the extent exempted from regulation by the STB or former ICC under Orders in Ex Partes 346 and 394, have application for account those carriers parties to this tariff.</p>	
<p><b>ITEM 4</b></p> <p align="center"><b>CAPACITIES, LENGTHS, AND DIMENSIONS OF CARS</b></p> <p>For marked capacities, lengths, dimensions and cubical capacities of cars, see Official Railway Equipment Register, The Railway Equipment and Publishing Company, Agent, RER 6414-Series.</p>	
<p><b>ITEM 5</b></p> <p align="center"><b>DESCRIPTION OF GOVERNING CLASSIFICATION</b></p> <p>This tariff is governed by the Rules in Tariff UFC 6000-Series, Uniform Freight Classification, National Railroad Freight Committee, Agent.</p>	
<p><b>ITEM 8</b></p> <p align="center"><b>APPLICATION OF INCREASES</b></p> <p>Except as otherwise provided, rates and charges shown herein are subject to selective increases.</p>	<p><b>ITEM 10</b></p> <p align="center"><b>STATION LISTS AND CONDITIONS</b></p> <p>This tariff is governed by the Official Railroad Station List OPSP 6000-Series, Station List Publishing Company, Agent, to the extent shown below:</p> <p><b>PREPAY REQUIREMENTS AND STATION CONDITIONS</b></p> <p>For additions and abandonment's of stations, and, except as otherwise shown herein, for prepay requirements, conditions as to acceptance or delivery of freight, and changes in station facilities. When a station is abandoned as of a date specified in the above named tariff, the rates from and to such station as published in this tariff are inapplicable on and after that date.</p>
	<p><b>ITEM 15</b></p> <p align="center"><b>EXPLOSIVES AND OTHER DANGEROUS ARTICLES</b></p> <p>For rules and regulations governing the transportation of explosives and other dangerous articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Tariff and BOE 6000-Series.</p>
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	

**FT MRL 8000-D**

<p align="center"><b>PART 1 RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</b></p>	<p align="center"><b>PART 1 RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</b></p>
<p><b>ITEM 20</b></p> <p align="center"><b>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</b></p> <p>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.</p>	<p><b>ITEM 75</b></p> <p align="center"><b>ROUTING INSTRUCTIONS</b></p> <p>Except when otherwise handled at carrier's convenience, traffic while on the rails of the MRL moving under rates named in this tariff will be handled via the most direct route from point where received from consignor or connecting line to point where delivered to consignee or connecting line.</p>
<p><b>ITEM 25</b></p> <p align="center"><b>TERMINAL OR TRANSIT PRIVILEGES OR SERVICES</b></p> <p>Shipments made under the rates contained in this tariff are entitled also to terminal and transit services and privileges, and are subject to the charges, allowances, rules and regulations legally applicable thereto, as provided in separate lawfully published tariffs or other instruments.</p>	<p><b>ITEM 80</b></p> <p align="center"><b>CAR DELIVERY</b></p> <p>Delivery of car(s) to a consignor/consignee shall be at the MRL's ordinary operating convenience. Ordinary operating convenience is defined as the time which is most advantageous to the MRL in relation to its coordinated and harmonious switching activities in a particular switching zone.</p>
<p><b>ITEM 30</b> [A]</p> <p align="center"><b>CAR DEMURRAGE AND STORAGE</b></p> <p>Except as otherwise provided in this tariff, Car Demurrage and Storage Rules and Charges in Freight Tariff ASLG 6004-Series apply.</p>	<p><b>ITEM 85</b></p> <p align="center"><b>PACKAGE AND LOADING REQUIREMENTS</b></p> <p>Transportation charges named in this tariff apply only when shipments are packed and loaded in accordance with the requirements published in Tariff, AAR Loading Rules and UFC 6000-Series. Shipments not packed and loaded in accordance with the requirements published in the UFC will not be accepted.</p>
<p><b>ITEM 40</b></p> <p align="center"><b>CONSECUTIVE NUMBERS</b></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. 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>	<p><b>ITEM 90</b></p> <p align="center"><b>HOLIDAYS</b></p> <p>Wherever reference is made in this tariff to "Holidays", it shall mean only the days listed in Item 525, Freight Tariff ASLG 6004-Series.</p>
<p><b>ITEM 50</b></p> <p align="center"><b>METHOD OF CANCELING ITEMS</b></p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel corresponding numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.</p> <p>Example: Item 445-A cancels Item 445 and Item 365-B cancels Item 365-A in a prior supplement which in turn canceled Item 365.</p>	
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	

**FT MRL 8000-D**

<p align="center"><b>PART 1 RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</b></p>	<p align="center"><b>PART 1 RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</b></p>
<p><b>ITEM 210</b></p> <p align="center"><b>FREIGHT DAMAGED IN TRANSIT BETWEEN STATIONS ON THE MRL</b></p> <p>Shipments damaged in transit and refused by consignees will be returned to shippers free of any charges, provided that such damage is owing to causes for which the MRL is wholly responsible. Routing for the return movement will be applicable only via the reverse of the route over which the inbound shipment is moved, except in the case of emergency routing orders; or, at the MRL's option, shipment will be forwarded to a point on its line that offers the best facilities or opportunities for advantageous disposal.</p>	<p><b>ITEM 215 (Cont'd)</b></p> <p align="center"><b>STOPOFFS TO COMPLETE LOADING OR PARTLY UNLOAD</b></p> <p>Note - Shipments in bulk may be partly unloaded in transit provided the entire contents of a compartment are unloaded at one stopover station, by one party. A partial unloading of a compartment will not be permitted.</p>
<p><b>ITEM 215</b></p> <p align="center"><b>STOPOFFS TO COMPLETE LOADING OR PARTLY UNLOAD</b></p> <p>Carload shipments may be stopped in transit to complete loading or to partly unload at a charge of \$310.00 per car per stop, subject to the following:</p> <p><b>A. GENERAL RULES</b></p> <ol style="list-style-type: none"> <li>(1) Bill of lading must show the station or stations at which the shipment is to be stopped to complete loading or to partly unload and the party to be notified at each station where shipment is stopped.</li> <li>(2) The stopover station or stations must be in direct line of movement from origin to destination.</li> <li>(3) When shipment is stopped to complete loading, no freight may be removed at the stopover station. When shipment is stopped to partly unload, no additional freight may be loaded at the stopover station.</li> <li>(4) The freight remaining in car at stopover station must be properly braced and stowed by the party doing the loading or unloading to prevent loss or damage.</li> </ol> <p><b>B. EXCEPTIONS</b></p> <p>The provisions of this Item will not apply on:</p> <ol style="list-style-type: none"> <li>(1) Shipments consigned to "Shippers Order", nor on shipments moving on straight uniform Bill of Lading when billed to deliver only on shippers' written or telegraphic order.</li> <li>(2) Shipments having origin and destination within the same switching district.</li> <li>(3) Shipments moving under executed Section 7 of Uniform Bill of Lading.</li> <li>(4) Shipments in bulk, unless suitably compartmentalized (See Note).</li> <li>(5) Shipments of livestock.</li> <li>(6) Shipments moving under refrigeration.</li> </ol> <p align="center">(Continued in next column)</p>	<p><b>ITEM 220</b></p> <p align="center"><b>REFUSED OR UNCLAIMED FREIGHT</b></p> <p align="center"><b>NONPERISHABLE FREIGHT</b></p> <p>When the consignee refuses to accept freight, or if freight is unclaimed five days after notice of arrival has been duly sent or given, consignor will be sent a notice showing:</p> <p style="padding-left: 40px;">Name of consignee Description of freight Point of origin and date of shipment Whether property has been refused or remains unclaimed and should also state that if disposition be not arranged for, the property will be subject to sale as provided in Section 4, Paragraph (b) of the Uniform Bill of Lading as published in the UFC.</p> <p align="center"><b>PERISHABLE FREIGHT</b></p> <p>When necessary to prevent loss or waste, perishable freight which is refused, unclaimed or undelivered may be sold at the discretion of the MRL, without advertising and without further notice, as provided in Section 4, Paragraph (c) of the Uniform Bill of Lading as published in the UFC.</p>
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	<p><b>ITEM 225</b></p> <p align="center"><b>DIVERSIONS OR RECONSIGNMENTS</b></p> <p>Diversions or reconsignments related to traffic moving to, from or via from Montana Rail Link, Inc. and BNSF Railway must be placed through the BNSF Railway Customer Service Center.</p> <p>Telephone 1-800-316-7113 or facsimile, 1-800-363-5690 or 1-800-363-5610.</p> <p>Diversions or reconsignments related to traffic to or from Montana Rail Link, Inc., via BNSF Railway. and Union Pacific Railroad must be placed through the Montana Rail Link Customer Service Center in Missoula, MT. Telephone 1-800-338-4750 or facsimile 1-800-541-9475.</p>

<p align="center"><b>PART 1 RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</b></p>	<p align="center"><b>PART 1 RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</b></p>
<p><b>ITEM 230</b> [!]</p> <p align="center"><b>RULES GOVERNING OVERLOADED CARS</b></p> <p align="center"><b>OVERLOADED CARS DISCOVERED AT ORIGIN OR FIRST AVAILABLE SCALE</b></p> <p>When car is discovered to be overloaded at point of loading or first available scale, shipper will be required to unload the excess and a combined switching and reweighing charge of \$530.00 per car will be assessed. Railroad will have final ruling on car movement after overload is determined in order to ensure safety.</p> <p align="center"><b>FORWARDING TO ORIGINAL DESTINATION</b></p> <p>The excess from an overloaded car may be forwarded from point of unloading:</p> <p>(a) As a balance of a lot at carload rates from point of origin to destination when shipment consists of a commodity from which part lot privileges are provided by lawfully published tariffs or other instruments.</p> <p>(b) If part lot privileges do not apply, another car may be shipped from the same point of origin loaded sufficiently light to pick up the excess removed en route and the entire carload after consolidation will be subject to freight charges at the carload rate and minimum weight applicable from point of origin to destination.</p> <p>In addition to freight charges for either (a) or (b) charges for stopping-in-transit to part load applicable at the intermediate point of unloading the excess will be assessed.</p> <p align="center"><b>DISPOSITION AT POINT OF UNLOADING</b></p> <p>When the excess from an overloaded car is disposed of at point on the MRL, freight charges will be assessed at the carload rate on the total weight (including the excess) from origin to destination.</p> <p align="center"><b>RETURN TO SHIPPING POINT</b></p> <p>When the excess from an overloaded car is returned to the point of origin, charges will be assessed based on the roundtrip distance between the point of origin and the point where the overload is discovered as follows: See Freight All Kinds, Item 600.</p> <p align="center"><b>TRANSFER PERFORMED BY MRL OR ITS AGENT</b></p> <p>When the transfer of freight from overloaded cars is performed by the MRL or its agent, the shipper will be assessed the actual cost of such transfer.</p> <p align="center">(Continued in next column)</p>	<p><b>ITEM 230 (Cont'd)</b></p> <p align="center"><b>RULES GOVERNING OVERLOADED CARS (CONT.)</b></p> <p align="center"><b>SHIPPER'S FAILURE TO COMPLY</b></p> <p>If, within forty-eight (48) hours (exclusive of Saturdays, Sundays and Holidays) after notice is given, the shipper fails or refuses to give the instructions contemplated by these rules, the MRL will adjust the lading so that it may be safely moved to destination at the lowest applicable freight charge, and all charges associated with the overload, including demurrage, will follow the shipment as advance charges.</p> <p>If by reason of the character, construction or age of equipment furnished or defective condition of roadway, the minimum carload weight specified cannot be loaded, the minimum weight to be charged for on shipments loaded under these circumstances, shall not exceed the safe loading capacity as determined by the Operating Department.</p> <p>In instances where this rule is applied, each waybill must carry a full explanation showing the necessity therefore and also complete reference to the advice from the Operating Department concerning such defect.</p> <p><b>ITEM 240</b></p> <p align="center"><b>MINIMUM WEIGHT IN CONNECTION WITH DEFECTIVE CARS OR DEFECTIVE ROADWAY</b></p> <p>If by reason of the character, construction or age of equipment furnished or defective condition of roadway, the minimum carload weight as specified cannot be loaded, the minimum weight to be charged for on shipments loaded under these circumstances, shall not exceed the safe loading capacity as determined by the Operating Department.</p> <p>In instances where this rule is applied, each waybill must carry a full explanation showing the necessity therefore and also complete reference to the advice from the Operating Department concerning such defect.</p>
<p align="center">For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	

<p style="text-align: center;"><b>PART 1 RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</b></p>	<p style="text-align: center;"><b>PART 1 RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</b></p>
<p><b>ITEM 250</b></p> <p style="text-align: center;"><b>RULES GOVERNING FURNISHING OF EQUIPMENT OF SIZE DIFFERENT THAN ORDERED</b></p> <p style="text-align: center;"><b>FURNISHING CAR OF GREATER CAPACITY THAN ORDERED</b></p> <p>(Applies on articles moving under rates subject to graduated scale of minimum weights dependent upon the length or the capacity of the car.)</p> <p>When equipment of a certain capacity or dimension is ordered by shipper for loading, and the MRL cannot promptly furnish equipment as ordered, and for its own convenience does provide a car of greater capacity or dimensions other than that ordered, such car may be used on the basis of minimum carload weight fixed for cars of the dimensions or capacity ordered by shipper, actual weight to apply if greater, provided the car ordered would have contained the shipment.</p> <p>If a car of smaller capacity than that ordered by the shipper is furnished, the small car may be used on basis of actual weight, when loaded to its full visible capacity, but not less than the established minimum weights for the length and capacity of car used.</p>	<p><b>ITEM 270</b></p> <p style="text-align: center;"><b>CONSIGNEE'S OBLIGATION TO UNLOAD RAIL CARS</b></p> <p>Rules 14 and 27 of the Uniform Freight Classification obligates consignees of carload freight to completely unload from such cars, at their expense, all dunnage, debris, or other foreign matter connected with the inbound shipment so as to return rail freight cars to the MRL in a condition for loading by another shipper without further unloading.</p> <p>When MRL becomes aware of the breach by a consignee of its duty to unload completely, the MRL shall not pull the car but leave it at the consignee's tracks on demurrage in accordance with applicable tariffs until the consignee has fulfilled its unloading obligation. When MRL becomes aware that a consignee has placed debris into a car released as empty, such car shall be refused and held on demurrage or the consignee will be billed for the transportation and disposal of refuse.</p>
<p><b>ITEM 260</b></p> <p style="text-align: center;"><b>LIMITED LIABILITY</b></p> <p>Liability for loss or damage or delay to shipments transported by MRL is limited to \$10,000.00 per loaded car. If full liability for each car is desired, an additional charge of \$500.00 per loaded car will be assessed. When full liability is required, it must be so indicated on Bill of Lading. Railroad shall not be liable for any loss, damage or injury caused by an act of God, the public enemy, act of the Customer, a public authority, or inherent vice or nature of the goods. Railroad shall not be liable for any loss, damage or injury due to improper loading. Pursuant to 49 U.S.C. 11706(e), all claims against Railroad must be brought within nine months and all civil actions against Railroad must be brought within two years.</p>	<p><b>ITEM 300</b></p> <p style="text-align: center;"><b>CHARGE - SPECIAL TRAIN SERVICE</b></p> <p>A. Definition:</p> <ol style="list-style-type: none"> <li>(1) A train which is operated on an expedited schedule or under special service or transportation requirement specified by the consignor, consignee or the agent of either.</li> <li>(2) A train which is assembled in accordance with instructions given to a rail carrier by the consignor, consignee or the agent of either.</li> <li>(3) A train which is necessary in order to comply with service or other transportation requirements specified by any party to the movement.</li> <li>(4) If the special train has cars for more than one destination, each stop will constitute a special run and charges for the special movement will be assessed from shipping point to first destination, from first destination to second destination, each as a separate and complete transaction.</li> </ol> <p style="text-align: center;">(Continued on next page)</p>
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	

<p align="center"><b>PART 1 RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</b></p>	<p align="center"><b>PART 1 RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</b></p>
<p><b>ITEM 300 (Cont'd)</b></p> <p align="center"><b>CHARGE - SPECIAL TRAIN SERVICE</b></p> <p>B. Requirements for Special Train Service:</p> <p>Consignee, consignor or the agent of the consignee or consignor must request this service in writing or by electronic device to an MRL Marketing representative. Requests must be made in sufficient time to enable this carrier and all other carriers to consummate whatever arrangement or agreement which may be necessary to facilitate the movement of such trains. Requests should include, but are not limited to the following information:</p> <p style="padding-left: 40px;">Date service is required or service window, if applicable; routing, including origin and destination; Car initials(s) and number(s); Letter of Authorization to bill charges, including appropriate patron codes, etc.</p> <p>Upon request, service will be provided at the convenience of all carriers involved in the movement.</p> <p>MRL charges are as follows and will be calculated over the actual distance (route) operated by the special train at a charge of \$47.00 per mile subject to a minimum charge of \$5,200.00 per car. This charge is in addition to published or contract freight rates. Charges for other carriers involved in joint line or local movements will be handled under the provisions of Accounting Rule 11.</p> <p>Switching charges will be assessed as provided in Special Switching Service Items in this tariff. This tariff will be utilized for all special train movement distances on MRL using actual route of the movement.</p>	<p><b>ITEM 310</b></p> <p>[1]</p> <p align="center"><b>STORAGE OF ALL EMPTY OR LOADED RAILROAD AND PRIVATE CARS</b></p> <p>For the charge of \$2.00 per day for each Railroad or Private car, with a 30 day minimum storage charge, Montana Rail Link, Inc., may, upon request, store railroad cars on its tracks subject to the following provisions:</p> <ol style="list-style-type: none"> <li>(1) One switch charge of \$350.00 per car applies (See Note 1).</li> <li>(2) Sufficient track space is available.</li> <li>(3) MRL is relieved of any car hire and per diem from the time of interchange until the cars are delivered to the connecting carrier.</li> <li>(4) Storage charges for loaded cars are in addition to any applicable freight charges for the movement of the cars.</li> <li>(5) Parties using this item agree to indemnify and hold harmless MRL and its affiliates, their employees, agents, officers, members and managers from and against any and all claims, administrative proceedings, lawsuits and damages, and agrees to reimburse MRL for any costs, lawsuits, obligations, judgments, debts and expenses of any nature, including attorneys' fees, suffered or incurred by MRL arising out of or resulting breach of the provisions of this Item or from acts or omissions in performing its obligations.</li> <li>(6) MRL reserves the right to terminate storage of cars under this item with 15 days written notice.</li> <li>(7) When special movement is requested, not considered normal switching and storage service, additional charges will be applied.</li> </ol> <p>Note 1- No switch charge will apply if cars are stored free as stipulated by a lease termination provision.</p>
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	

**FT MRL 8000-D**

<b>PART 1 RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</b>	<b>PART 1 RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</b>
<p><b>ITEM 311</b> [A] <b>STORAGE OF EMPTY OPEN TOP HOPPERS CARS FOR PETROLEUM SERVICE</b></p> <p>For the storage of either railroad-owned or private empty open top hoppers car(s) consigned or ordered for delivery to Customers at Laurel and Billings, MT or at station held for storage the following provisions apply:</p> <ol style="list-style-type: none"> <li>(1) Storage charges will accrue from the time car(s) arrive at serving yards of Laurel or Billings, MT and will end when car(s) are moved to private Track, spotted for loading or interchanged.</li> <li>(2) Storage charges on Railroad-Owned equipment shall be seventy-five (\$75) Dollars per day or fraction thereof for each Railroad-Owned car.</li> <li>(3) Storage charges on Private equipment shall be sixty (\$60) Dollars per day or fraction thereof for each Private car.</li> </ol> <p>This item supersedes provisions of Tariff ASLG 6004-Series.</p>	<p><b>ITEM 410 (Cont'd)</b> <b>INTERMEDIATE APPLICATION ORIGIN</b></p> <p>Note 1 - When by reason of branch or diverging lines there are two or more "next beyond" points, apply the rate from the next point beyond (in this tariff) when, on that article to the same destination via the same route, results in the lowest charge.</p> <p>Note 2 - If the intermediate point is located between two points from which commodity rates on the same article via the same route are published in this tariff, apply via that route from the intermediate point the rate from the next point in either direction which results in the higher charge. In applying this note, if there are two or more next beyond points due to branch or diverging lines, eliminate all such next beyond points except the point from which the lowest charge is applicable.</p>
<p><b>ITEM 400</b> <b>ALTERNATION - CARLOAD RATES - VARYING MINIMUM RATES</b></p> <p>When two or more carload rates are provided in the same rate item for application on the same commodity from and to the same points, apply rate which results in the lowest charge based upon the actual or authorized estimated weight of the shipment, but not less than the minimum weight published in connection with the rate used.</p>	<p><b>ITEM 420</b> <b>INTERMEDIATE APPLICATION DESTINATION</b></p> <p>Subject to the provisions of Notes 1 and 2 below, from any point of destination to which a commodity rate on a given article from a given point of origin and via a given route is not named in this tariff, which point is intermediate to a point to which a commodity rate on said article is published in this tariff via a route through the intermediate point over which such commodity rate applies from the same point to origin, apply to such intermediate point from such point of origin and via such route the commodity rate in this tariff on said article to the next point beyond to which a commodity rate is published herein on that article from the same point of origin via the same route.</p> <p>Note 1 - When by reason of branch or diverging lines there are two or more "next beyond" points, apply the rate from the next point beyond (in this tariff) which on that article from the same point of origin via the same route, results in the lowest charge.</p> <p>Note 2 - If the intermediate point is located between two points to which commodity rates on the same article via the same route are published in this tariff, apply via that route to the intermediate point the rate from the next point in either direction which results in the higher charge. In applying this note, if there are two or more next beyond points due to branch or diverging lines eliminate all such next beyond points except the point to which the lowest charge is applicable.</p>
<p><b>ITEM 410</b> <b>INTERMEDIATE APPLICATION ORIGIN</b></p> <p>Subject to the provisions of Notes 1 and 2 below, from any point of origin from which a commodity rate on a given article to a given destination and via a given route is not named in this tariff, which point is intermediate to a point from which a commodity rate on said article is published in this tariff via a route through the intermediate point over which such commodity rate applies to the same destination, apply from such intermediate point to such destination and via such route the commodity rate in this tariff on said article from the next point beyond from which a commodity rate is published herein on that article to the same destination via the same route.</p> <p align="center">(Continued in next column)</p>	<p><b>ITEM 430</b> <b>STRAIGHT OR MIXED CARLOAD APPLICATION</b></p> <p>Where individual commodity descriptions herein include two or more articles subject to the same carload rates, such rates are applicable upon straight or mixed carload shipments of the articles named, unless otherwise specifically indicated therein.</p>
<p align="center">For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	

**FT MRL 8000-D**

<p align="center"><b>PART 1 RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</b></p>	<p align="center"><b>PART 2 SECTION 1 SPECIFIC COMMODITY RATES</b></p>
<p><b>ITEM 450</b></p> <p align="center"><b>CALCULATION OF DISTANCES ON MRL</b></p> <p>In calculating mileage to be used in connection with distance rates in Part 2, Sections 1 and 2, the mileage between stations shown in Part 2, Section 3 shall apply.</p> <p>Pages 15 and 16 contain matrixes indicating the distance in miles between key points on the MRL computed over the shortest route. To use this table, first locate one station in the heading column and then the other station in the sideline column. The number at the intersection will be the distance that governs.</p> <p>Pages 17 through 20 contain the distances between all stations, and all Industry Tracks outside station limits, located on the MRL. Tables "A" through "E" comprise the MRL main lines. Tables "F" through "K" comprise Branch Lines and Industrial Spurs. The distances shown on these Tables may be used in conjunction with the mileage matrix on pages 13 and 14 or may be used to calculate the entire distance.</p> <p>If the cumulative distances shown on Pages 17 through 20 are not the same as the distances shown on mileage matrixes on Pages 15 and 16, the cumulative distances shown on Pages 27 through 20 shall apply.</p> <p>In computing mileage, all fractions should be retained until final result is obtained, then fractions of less than five tenths (0.5) shall be dropped and fractions of five tenths (0.5) or more shall be treated as one mile.</p>	<p><b>ITEM 500</b> [1]</p> <p><b>COMMODITY:</b></p> <p>Petroleum products in tank cars, and petroleum byproducts (including molten sulfur)</p> <p><b>BETWEEN:</b> Laurel, MT <b>AND</b> Billings, MT</p> <p><b>RATES:</b> \$573.00 per car</p> <p>Railroad will <b>not</b> pay full mileage</p>
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	

**FT MRL 8000-D**

PART 2 SECTION 2 DISTANCE COMMODITY RATES	PART 2 SECTION 2 DISTANCE COMMODITY RATES																																				
<p><b>ITEM 600</b> [I]</p> <p><b>COMMODITY:</b></p> <p>FREIGHT, ALL KINDS</p> <p><b>BETWEEN:</b> All MRL Stations</p> <table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width:30%;">DISTANCE</th> <th style="width:70%;">RATES</th> </tr> </thead> <tbody> <tr><td align="center">0 - 100</td><td align="center">1450</td></tr> <tr><td align="center">101 - 200</td><td align="center">1600</td></tr> <tr><td align="center">201 - 300</td><td align="center">1750</td></tr> <tr><td align="center">301 - 400</td><td align="center">2300</td></tr> <tr><td align="center">401 - 500</td><td align="center">2500</td></tr> <tr><td align="center">501 - 600</td><td align="center">2800</td></tr> <tr><td align="center">601 and over</td><td align="center">3000</td></tr> </tbody> </table> <p style="margin-top: 10px;">Note 1 - Rates in this item have no application on commodities for which rates are provided in this tariff for a line-haul movement. Including no minimum weights.</p> <ul style="list-style-type: none"> <li>● Distance in miles.</li> <li>● Rates in Dollars per Car.</li> <li>● Railroad will not pay mileage for private cars used under his item.</li> <li>● Subject to Item 1121 (FSC).</li> </ul>	DISTANCE	RATES	0 - 100	1450	101 - 200	1600	201 - 300	1750	301 - 400	2300	401 - 500	2500	501 - 600	2800	601 and over	3000	<p><b>ITEM 610</b> [C]</p> <p><b>COMMODITY:</b></p> <p>GAS, LIQUEFIED PETROLEUM (STCC 29 121 90) ASPHALT, BY-PRODUCTS OR PETROLEUM, LIQUID (STCC 29 116 10)</p> <p><b>BETWEEN:</b> Between Billings, East Billings and Laurel, MT</p> <table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width:30%;">AND</th> <th style="width:70%;">RATES</th> </tr> </thead> <tbody> <tr><td align="center">Livingston, MT</td><td align="center">\$1,050.00</td></tr> <tr><td align="center">Logan, MT.</td><td align="center">\$1,250.00</td></tr> <tr><td align="center">Helena, MT</td><td align="center">\$1,500.00</td></tr> <tr><td align="center">Missoula, MT.</td><td align="center">\$1,850.00</td></tr> <tr><td align="center">Victor, MT.</td><td align="center">\$2,150.00</td></tr> <tr><td align="center">Ronan, MT.</td><td align="center">\$2,150.00</td></tr> <tr><td align="center">Polson, MT.</td><td align="center">\$2,150.00</td></tr> <tr><td align="center">Superior, MT.</td><td align="center">\$2,300.00</td></tr> <tr><td align="center">Woodlin, MT</td><td align="center">\$2,350.00</td></tr> </tbody> </table> <ul style="list-style-type: none"> <li>● Railroad will not pay mileage.</li> <li>● Rate in Dollars and Cents per Car.</li> <li>● Subject to Item 1121 (FSC).</li> </ul>	AND	RATES	Livingston, MT	\$1,050.00	Logan, MT.	\$1,250.00	Helena, MT	\$1,500.00	Missoula, MT.	\$1,850.00	Victor, MT.	\$2,150.00	Ronan, MT.	\$2,150.00	Polson, MT.	\$2,150.00	Superior, MT.	\$2,300.00	Woodlin, MT	\$2,350.00
DISTANCE	RATES																																				
0 - 100	1450																																				
101 - 200	1600																																				
201 - 300	1750																																				
301 - 400	2300																																				
401 - 500	2500																																				
501 - 600	2800																																				
601 and over	3000																																				
AND	RATES																																				
Livingston, MT	\$1,050.00																																				
Logan, MT.	\$1,250.00																																				
Helena, MT	\$1,500.00																																				
Missoula, MT.	\$1,850.00																																				
Victor, MT.	\$2,150.00																																				
Ronan, MT.	\$2,150.00																																				
Polson, MT.	\$2,150.00																																				
Superior, MT.	\$2,300.00																																				
Woodlin, MT	\$2,350.00																																				
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>																																					

**FT MRL 8000-D**

PART 2 SECTION 2 DISTANCE COMMODITY RATES	PART 2 SECTION 2 DISTANCE COMMODITY RATES																
<p><b>ITEM 620</b> [I]</p> <p><b>COMMODITY:</b></p> <p>GRAIN, viz.: Barley (STCC 01 131), Corn (STCC 01 132), Oats (STCC 01 133), Rye (STCC 01 135), Wheat (STCC 01 137), and Grain Products, By- Products, and Grain Screenings loaded in covered hopper cars.</p> <p><b>BETWEEN:</b> All MRL Stations</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:50%;">DISTANCE</th> <th style="width:50%;">RATES</th> </tr> </thead> <tbody> <tr> <td align="center">0 - 100</td> <td align="center">1080</td> </tr> <tr> <td align="center">101 - 200</td> <td align="center">1238</td> </tr> <tr> <td align="center">201 - 300</td> <td align="center">1448</td> </tr> <tr> <td align="center">301 - 400</td> <td align="center">1636</td> </tr> <tr> <td align="center">401 - 500</td> <td align="center">1835</td> </tr> <tr> <td align="center">501 - 600</td> <td align="center">1971</td> </tr> <tr> <td align="center">601 and over</td> <td align="center">2130</td> </tr> </tbody> </table> <ul style="list-style-type: none"> <li>• Distance in miles.</li> <li>• Rate in Dollars per Car.</li> <li>• When cars with gross weight on rail limitations exceeding 268,000 lbs., but less than 286,000 lbs., are used, the rate shall be calculated by increasing the above amounts by .09 (9%).</li> <li>• Subject to Item 1121 (FSC).</li> </ul>	DISTANCE	RATES	0 - 100	1080	101 - 200	1238	201 - 300	1448	301 - 400	1636	401 - 500	1835	501 - 600	1971	601 and over	2130	<p><b>ITEM 710</b></p> <p><b>COMMODITY:</b></p> <p>LOCOMOTIVES, not moved on own wheels (STCC 37 411 15)</p> <p><b>BETWEEN:</b> All MRL Stations</p> <p><b>RATES:</b> (1) 520 cents per rail mile (2) 387 cents per CWT (3) \$1878 per car [I]</p> <p>(1) Rates apply on first 132,000 lbs. (2) Rates apply on any weight in excess of 132,000 lbs. (3) Minimum charge per car.</p> <ul style="list-style-type: none"> <li>• Subject to Part 2, Section 2, MRL 8000-D.</li> <li>• Subject to Item 775.</li> <li>• Subject to Item 1121 (FSC).</li> </ul>
DISTANCE	RATES																
0 - 100	1080																
101 - 200	1238																
201 - 300	1448																
301 - 400	1636																
401 - 500	1835																
501 - 600	1971																
601 and over	2130																
<p><b>ITEM 700</b> [I]</p> <p><b>COMMODITY:</b></p> <p>LOCOMOTIVES, used, moving on own wheels, but not under own power (STCC 37 411) LOCOMOTIVE CRANES, on own wheels, but not under own power DERRICK CARS, used, moving on own wheels</p> <p><b>BETWEEN:</b> All MRL Stations</p> <p><b>RATES:</b> \$1437 per unit plus 430 cents per rail mile</p> <ul style="list-style-type: none"> <li>• Subject to Part 2, Section 2, MRL 8000-D.</li> <li>• Subject to Item 775.</li> <li>• Subject to Item 1121 (FSC)</li> </ul>	<p><b>ITEM 720</b></p> <p><b>COMMODITY:</b></p> <p>LOCOMOTIVE PARTS (STCC 37 413) RAILROAD CAR WHEELS (STCC 37 426) PARTS or ACCESSORIES for railroad cars</p> <p><b>BETWEEN:</b> Any two points served by MRL</p> <p><b>RATES:</b> (1) 520 cents per rail mile (2) 138 cents per CWT (3) \$880 per car [I]</p> <p>(1) Rates apply on first 50,000 lbs. . (2) Rates apply on weight in excess of 50,000 lbs. same car. (3) Minimum charge per car.</p> <ul style="list-style-type: none"> <li>• Subject to Part 2, Section 2, MRL 8000-D.</li> <li>• Subject to Item 1121 (FSC).</li> </ul>																
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>																	

**FT MRL 8000-D**

PART 2 SECTION 2 DISTANCE COMMODITY RATES	PART 2 SECTION 2 DISTANCE COMMODITY RATES
<p><b>ITEM 730</b> [ ]</p> <p><b>COMMODITY:</b></p> <p>RAILWAY PASSENGER CARS, moved on own wheels (baggage, dining, chair, coach, parlor, power, or sleeping cars, used) (STCC 37 421) RAILWAY CABOOSE CARS, used (STCC 37 422 33)</p> <p><b>BETWEEN:</b> All MRL Stations.</p> <p><b>RATES:</b> \$1020 for any distance up to 100 miles plus an additional 470 cents per rail mile for any distance over 100 miles</p> <ul style="list-style-type: none"> <li>• Subject to Part 2, Section 2, MRL 8000-D</li> <li>• Subject to Item 775.</li> <li>• Subject to Item 1121 (FSC).</li> </ul>	<p><b>ITEM 750</b> [ ]</p> <p><b>COMMODITY:</b></p> <p>RAILWAY CARS or CAR BODIES, not moved on own wheels (STCC 37 422 19, 37, 95)</p> <p><b>BETWEEN:</b> Any two points served by MRL</p> <p><b>RATES:</b> 350 cents per rail mile, Minimum charge \$880.00 per car</p> <ul style="list-style-type: none"> <li>• Subject to Part 2, Section 2, MRL 8000-D.</li> <li>• Subject to Item 775.</li> <li>• Subject to Item 1121 (FSC).</li> </ul>
<p><b>ITEM 740</b> [ ]</p> <p><b>COMMODITY:</b></p> <p>RAILWAY FREIGHT CARS, NEC, moving on own wheels (STCC 37 422, Except 37 422 19, 37 422 51, 37 422 95) (STCC 37 424, 41 113, Except 41 113 56) RAILWAY MAINTENANCE EQUIPMENT (STCC 37 424)</p> <p><b>BETWEEN:</b> All MRL served Stations.</p> <p><b>RATES:</b> 350 cents per rail mile, Minimum charge per car \$880.00</p> <ul style="list-style-type: none"> <li>• Subject to Part 2, Section 2, MRL 8000-D.</li> <li>• Subject to Item 775.</li> <li>• Subject to Item 1121 (FSC).</li> </ul>	<p><b>ITEM 775</b> [ ]</p> <p align="center"><b>SPECIAL RULES APPLICABLE TO ITEMS 700, 710, 720, 730, 740 and 750</b></p> <ol style="list-style-type: none"> <li>(1) All freight charges must be prepaid.</li> <li>(2) Shipper shall be responsible for any charges for inspection or repairs at origin or en route that may be necessary to ensure that the equipment is in safe operating condition for movement on own wheels in regular freight train service.</li> <li>(3) Rates do not include any MRL liability for loss or damage in transit. Rates are good only when shipper makes following declaration on the bill of lading: <p align="center">"In consideration of reduced rate offered by MRL, shipper hereby expressly releases MRL from responsibility for any or all loss or damage in transit."</p> </li> <li>(4) Rates apply only when the condition of the equipment permits movement entirely in regular freight train service.</li> <li>(5) If the condition of the equipment is such that it cannot be handled in regular freight train service, shipper may request movement in special train service at the charges provided in Item 300 which charges are in addition to any charges due hereunder.</li> <li>(6) Shipper, at his expense, is free to obtain insurance protection against the risk of loss or damage in transit.</li> <li>(7) Attendants accompanying equipment must obtain permission of MRL in writing. Each attendant must complete and sign an indemnity release form, in lieu of UFC Rule 43, prior to movement on MRL. If shipper desires to have a rider or attendant accompany the movement of any equipment covered by these items, MRL will permit one person per car to ride for a charge of \$300.00.</li> </ol>
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	

**FT MRL 8000-D**

**PART 2  
SECTION 3  
DISTANCES IN MILES BETWEEN KEY POINTS**

<b>Short Line Mileage</b>	<i>Between</i>							
	<b>And</b>	<b>State</b>	<b>Billings</b>	<b>Garrison</b>	<b>Helena</b>	<b>Laurel</b>	<b>Missoula</b>	<b>Sandpoint</b>
Agency	MT	404	114	165	389	46	158	224
Arlee	MT	385	96	147	371	28	140	206
Avon	MT	276	13	38	261	82	271	337
Bass	MT	383	94	145	368	26	215	281
Bearmouth	MT	319	29	80	304	39	229	295
Belgrade	MT	150	139	89	135	208	397	464
Big Timber	MT	81	208	158	66	277	466	533
<b>Billings</b>	MT	<b>0</b>	289	238	15	358	547	613
Blossburg	MT	259	30	21	274	99	288	354
Bonner	MT	352	62	113	337	6	196	262
Bozeman	MT	140	149	98	126	217	407	473
Cedars	MT	418	129	180	403	60	158	225
Charlo	MT	415	126	177	400	57	158	224
Clark Fork	ID	522	233	284	507	165	25	91
Clarkston	MT	179	111	60	164	179	368	435
Clinton	MT	341	52	103	326	17	206	272
Columbus	MT	40	249	198	25	317	507	573
Cyr	MT	400	110	161	385	42	177	243
Darby	MT	422	133	184	407	64	254	320
DeSmet	MT	364	75	126	349	7	183	249
Dixon	MT	402	113	164	387	44	145	211
Drummond	MT	309	20	71	294	49	238	304
Dunham	MT	428	139	189	413	70	171	237
East Helena	MT	234	55	4	219	124	313	379
Eddy	MT	449	160	211	434	91	98	164
Elliston	MT	267	22	29	252	90	280	346
Evaro	MT	375	86	137	360	17	183	249
Fort Harrison	MT	243	47	4	228	115	304	371
Frenchtown	MT	375	86	137	360	17	194	260
<b>Garrison</b>	MT	289	<b>0</b>	51	274	68	258	324
Gold Creek	MT	297	7	58	282	61	250	317
Hamilton	MT	405	116	167	390	47	237	303
Harrison	MT	193	153	103	178	222	411	478
<b>Helena</b>	MT	238	51	<b>0</b>	224	119	309	375
Huntley	MT	13	302	251	28	370	560	626
Kootenai	ID	545	256	307	530	188	2	68
<b>Laurel</b>	MT	15	274	224	<b>0</b>	343	532	599
Laurel Yard	MT	14	276	225	1	344	533	600
Livingston	MT	115	174	123	101	242	432	498
Lockwood	MT	7	296	245	22	364	554	620
Logan	MT	165	125	74	150	193	383	449
Lolo	MT	369	79	130	354	11	200	267
Lothrop	MT	389	100	151	374	32	208	274
Louisville	MT	227	62	11	213	130	320	386

For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.

**FT MRL 8000-D**

**PART 2  
SECTION 3  
DISTANCES IN MILES BETWEEN KEY POINTS**

<b>Short Line Mileage</b>	<i>Between</i>							
	<b>State</b>	<b>Billings</b>	<b>Garrison</b>	<b>Helena</b>	<b>Laurel</b>	<b>Missoula</b>	<b>Sandpoint</b>	<b>Spokane</b>
Manhattan	MT	159	130	79	144	198	388	454
McQuarrie	MT	345	56	106	330	13	196	262
<b>Missoula</b>	MT	358	68	119	343	<b>0</b>	189	256
Montana City	MT	238	60	9	223	128	317	384
Nine Mile	MT	384	95	146	369	27	203	269
Noxon	MT	501	212	263	486	143	46	113
Pablo	MT	427	138	189	412	69	170	236
Paradise	MT	300	139	190	414	71	119	185
Park City	MT	22	267	216	8	335	525	591
Perma	MT	416	127	178	401	58	131	198
Phosphate	MT	293	4	55	278	65	254	320
Pipeline	MT	458	168	219	443	100	89	156
Pipestone	MT	210	170	119	195	238	427	494
Plains	MT	434	145	196	420	77	113	179
Polson Yard	MT	426	136	187	411	68	169	235
Ravalli	MT	395	106	157	380	37	152	218
Rivulet	MT	406	117	168	391	48	170	237
Ronan	MT	346	133	184	407	64	165	231
<b>Sandpoint</b>	ID	547	258	309	532	189	<b>0</b>	66
Sappington	MT	184	144	93	169	212	402	468
Schilling	MT	371	81	132	356	13	189	255
Spire Rock	MT	215	175	124	200	243	433	499
<b>Spokane</b>	WA	613	324	375	599	256	66	<b>0</b>
St. Regis	MT	436	146	197	421	78	141	207
Stanley	MT	183	106	55	168	175	364	430
Stevensville	MT	387	98	149	372	29	219	285
Superior	MT	425	136	187	410	67	151	218
Thompson Falls	MT	460	171	222	445	102	87	154
Three Forks	MT	171	131	80	156	200	389	455
Toston	MT	194	95	44	179	164	353	419
Townsend	MT	205	84	33	190	152	342	408
Trident	MT	171	119	68	156	187	377	443
Trout Creek	MT	482	193	244	468	125	65	131
Twin Bridges	MT	229	189	138	214	257	447	513
Victor	MT	393	104	155	378	36	225	291
Waterloo	MT	214	174	123	199	243	432	498
Weeksville	MT	442	153	203	427	84	105	172
Westfall	MT	415	125	176	400	57	162	228
Whitehall	MT	203	163	112	188	231	421	487
Willow Creek	MT	177	137	86	162	205	408	475
Winston	MT	218	71	20	203	139	329	395
Woodlin	MT	456	167	218	442	99	91	157
Yegen	MT	8	282	231	7	350	539	606

For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.

**FT MRL 8000-D**

**PART 2  
SECTION 3  
DISTANCES BETWEEN STATIONS**

<b>Table A</b>				<b>Table B</b>			
Distance from Jones Jct.	<b>Main Line</b>		Distance from Spokane	Distance from Jones Jct.	<b>Main Line</b>		Distance from Spokane
	Jones Jct. to Spokane				Jones Jct. to Spokane		
	Stations	State			Stations	State	
0.0	<b>Jones Jct.</b>	MT	658.5	128.1	<b>Downer</b>	MT	530.5
	1.6				0.5		
1.6	<b>Coors Spur</b>	MT	656.9	128.5	<b>Burkland Spur</b>	MT	530.0
	1.6				2.8		
3.2	<b>Huntley</b>	MT	655.3	131.3	<b>Livingston</b>	MT	527.2
	6.1				25.0		
9.3	<b>Lockwood</b>	MT	649.2	156.3	<b>Bozeman</b>	MT	502.2
	2.4				9.5		
11.7	<b>Airco Spur</b>	MT	646.8	165.8	<b>Belgrade</b>	MT	492.7
	1.1				9.4		
12.7	<b>Exxon Yard</b>	MT	645.8	175.2	<b>Manhattan</b>	MT	483.3
	0.1				5.3		
12.8	<b>Dyce Chemical Spur</b>	MT	645.7	180.5	<b>Logan</b>	MT	478.0
	0.0				5.9		
12.8	<b>Brick Yard Spur</b>	MT	645.7	186.4	<b>Trident</b>	MT	472.1
	0.7				8.3		
13.5	<b>East Billings</b>	MT	645.0	194.7	<b>Clarkston</b>	MT	463.8
	2.4				4.4		
15.9	<b>Billings</b>	MT	642.6	199.1	<b>Stanley</b>	MT	459.5
	2.4				11.1		
18.3	<b>Billings Industrial Park</b>	MT	640.2	210.1	<b>Toston</b>	MT	448.4
	2.2				11.1		
20.5	<b>PM Ag/Cenex Spur</b>	MT	638.0	221.2	<b>Townsend</b>	MT	437.3
	0.2				1.2		
20.7	<b>Long Spur</b>	MT	637.8	222.4	<b>West Townsend</b>	MT	436.1
	3.0				11.8		
23.7	<b>Yegen</b>	MT	634.8	234.2	<b>Winston</b>	MT	424.3
	4.3				9.1		
28.0	<b>Mossmain</b>	MT	630.5	243.3	<b>Louisville</b>	MT	415.2
	1.6				6.6		
29.6	<b>Laurel Yard</b>	MT	628.9	249.9	<b>East Helena</b>	MT	408.6
	1.2				4.4		
30.8	<b>Laurel</b>	MT	627.7	254.3	<b>Helena</b>	MT	404.2
	7.5				4.2		
38.3	<b>Park City</b>	MT	620.2	258.5	<b>Ft. Harrison</b>	MT	400.0
	17.9				16.4		
56.2	<b>Columbus</b>	MT	602.3	274.9	<b>Blossburg</b>	MT	383.6
	40.6				8.3		
96.8	<b>Big Timber</b>	MT	561.7	283.2	<b>Elliston</b>	MT	375.3
	31.3				8.8		
128.1	<b>Downer</b>	MT	530.5	292.0	<b>Avon</b>	MT	366.5
					13.2		
				305.2	<b>Garrison</b>	MT	353.3

For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.

**FT MRL 8000-D**

**PART 2  
SECTION 3  
DISTANCES BETWEEN STATIONS**

<b>TABLE C</b>				<b>Table D</b>			
Distance from Jones Jct.	<b>Main Line</b>		Distance from Spokane	Distance from Jones Jct.	<b>Main Line</b>		Distance from Spokane
	Jones Jct. to Spokane				Jones Jct. to Spokane		
	Stations	State			Stations	State	
305.2	<b>Garrison</b>	MT	353.3	433.9	<b>Cedars</b>	MT	224.6
	3.9				7.0		
309.1	<b>Phosphate</b>	MT	349.4	440.9	<b>Superior</b>	MT	217.6
	3.4				10.6		
312.5	<b>Gold Creek</b>	MT	346.0	451.5	<b>St. Regis</b>	MT	207.0
	12.5				1.3		
325.0	<b>Drummond</b>	MT	333.5	452.8	<b>TriTimber</b>	MT	205.7
	9.4				20.7		
334.4	<b>Bearmouth</b>	MT	324.1	473.5	<b>Paradise</b>	MT	185.0
	22.5				6.0		
356.9	<b>Clinton</b>	MT	301.6	479.5	<b>Plains</b>	MT	179.0
	3.8				7.5		
360.7	<b>McQuarrie</b>	MT	297.8	487.0	<b>Weeksville</b>	MT	171.5
	6.8				7.1		
367.5	<b>Bonner</b>	MT	291.0	494.1	<b>Eddy</b>	MT	164.4
	0.5				7.4		
368.0	<b>Stimson Lumber Spur</b>	MT	290.5	501.5	<b>Woodlin</b>	MT	157.0
	5.6				1.3		
373.6	<b>Missoula</b>	MT	284.9	502.9	<b>Pipeline</b>	MT	155.7
	4.5				1.0		
378.1	<b>Rainglow</b>	MT	280.4	503.8	<b>ThoRivLumber</b>	MT	154.7
	0.6				1.2		
378.7	<b>Momont</b>	MT	279.8	505.0	<b>Thompson Falls</b>	MT	153.5
	1.5				22.5		
380.2	<b>DeSmet</b>	MT	278.3	527.5	<b>Trout Creek</b>	MT	131.0
	6.3				18.5		
386.5	<b>Schilling</b>	MT	272.0	546.0	<b>Noxon</b>	MT	112.5
	4.4				21.3		
390.9	<b>Frenchtown</b>	MT	267.6	567.3	<b>Clark Fork</b>	ID	91.2
	9.2				23.1		
400.1	<b>Nine Mile</b>	MT	258.4	590.4	<b>Kootenai</b>	ID	68.1
	5.0				1.8		
405.1	<b>Lothrop</b>	MT	253.4	592.2	<b>Sandpoint</b>	ID	66.3
	10.5				66.3		
415.6	<b>Cyr</b>	MT	242.9	658.5	<b>Spokane</b>	WA	0.0
	6.3						
421.9	<b>Rivulet</b>	MT	236.6				
	8.6						
430.5	<b>Westfall</b>	MT	228.0				
	3.4						
433.9	<b>Cedars</b>	MT	224.6				
	7.0						

For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.

**FT MRL 8000-D**

**PART 2  
SECTION 3  
DISTANCES BETWEEN STATIONS**

<b>Table E</b>				<b>Table G</b>			
Distance from DeSmet	<b>Alternate Main Line</b>		Distance from Paradise	Distance from Sappington	<b>Harrison</b>		Distance from Harrison
	DeSmet to Paradise				Industrial Spur		
	Stations	State			Stations	State	
0.0	<b>DeSmet</b>	MT	64.1	0.0	<b>Sappington</b>	MT	9.7
	10.6				9.7		
10.6	<b>Evaro</b>	MT	53.5	9.7	<b>Harrison</b>	MT	0.0
	10.5						
21.1	<b>Arlee</b>	MT	43.0				
	9.7						
30.8	<b>Ravalli</b>	MT	33.3				
	7.0						
37.8	<b>Dixon</b>	MT	26.3				
	13.8						
51.6	<b>Perma</b>	MT	12.5				
	12.5						
64.1	<b>Paradise</b>	MT	0.0				
<b>Table F</b>				<b>Table H</b>			
Distance from Logan	<b>Logan to Spire Rock</b>		Distance from EOT Spire Rock	Distance from Whitehall	<b>Whitehall to Twin Bridges</b>		Distance from Twin Bridges
	Branch Line				Branch Line		
	Stations	State			Stations	State	
0.0	<b>Logan</b>	MT	51.0	0.0	<b>Whitehall</b>	MT	26.1
	6.5				11.4		
6.5	<b>Three Forks</b>	MT	44.5	11.4	<b>Waterloo</b>	MT	14.7
	5.8				14.7		
12.3	<b>WillowCreek</b>	MT	38.7	26.1	<b>Twin Bridges</b>	MT	0.0
	6.8						
19.1	<b>Sappington</b>	MT	31.9				
	19.1						
38.2	<b>Whitehall</b>	MT	12.8				
	6.7						
44.9	<b>Pipestone</b>	MT	6.1				
	5.1						
50.0	<b>Spire Rock</b>	MT	1.0				
	0.7						
50.7	<b>End of Track</b>	MT	0.3				
<b>Table I</b>				<b>Table J</b>			
Distance from East Helena	<b>Montana City</b>		Distance from Montana City	Distance from Missoula	<b>Missoula City</b>		Distance from EOT Darby
	Industrial Spur				Branch Line		
	Stations	State			Stations	State	
0.0	<b>East Helena</b>	MT	4.3	0.0	<b>Missoula</b>	MT	64.7
	4.3				11.0		
4.3	<b>Montana City</b>	MT	0.0	11.0	<b>Lolo</b>	MT	53.7
					14.5		
				25.5	<b>Bass</b>	MT	39.2
					3.7		
				29.2	<b>Stevensville</b>	MT	35.5
					6.4		
				35.6	<b>Victor</b>	MT	29.1
					11.7		
				47.3	<b>Hamilton</b>	MT	17.4
					16.9		
				64.2	<b>Darby</b>	MT	0.5
					0.5		
				64.7	<b>End of Track</b>	MT	0.0

For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.

**PART 2  
SECTION 3  
DISTANCES BETWEEN STATIONS**

**Table K**

Distance From Dixon	Dixon to Polson		Distance from EOT Polson
	Branch Line		
	Stations	State	
0.0	<b>Dixon</b>	MT	29.2
	1.6		
1.6	<b>Agency</b>	MT	27.6
	11.4		
13.0	<b>Charlo</b>	MT	16.2
	6.9		
19.9	<b>Ronan</b>	MT	9.3
	5.1		
25.0	<b>Pablo</b>	MT	4.2
	0.7		
25.7	<b>Dunham</b>	MT	3.5
	7.5		
27.6	<b>Salish</b>	MT	1.4
	1.2		
29.0	<b>Polson</b>	MT	0.2
	0.2		
29.2	<b><i>End of Track</i></b>	MT	0.0

Points shown in *italics* for information only. Not a station.

**PART 3  
SECTION 1  
SWITCHING RULES AND CHARGES**

**ITEM 800**

**APPLICATION AND DEFINITIONS**

Except as otherwise provided, switching charges named will apply for handling loaded cars one way and empty the other. If cars moved empty in both directions, charges for one way movement will apply. If cars are moved empty one way and not returned, they will be charged as if loaded and switching of other cars loaded will not be considered as offsetting one way movement of empty cars. If cars are loaded in both directions, the applicable charge will be assessed for each loaded movement.

**DEFINITIONS**

- (a) Intra-Plant Switching - A switching movement of cars, loaded or empty, from one track to another track or between two points on the same track, within the same plant or industry without leaving the tracks of the same plant or industry.
- (b) Intra-Terminal Switching -A switching movement (other than intra-plant switching) from one track to another track of the same carrier, within the switching limits of one station or industrial switching district.
- (c) Inter-Terminal Switching - A switching movement from a track of one carrier to a track of another carrier when both tracks and movement are within the switching limits of the same station or industrial switching district.

For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.

**FT MRL 8000-D**

PART 3 SECTION 1 SWITCHING RULES AND CHARGES	PART 3 SECTION 1 SWITCHING RULES AND CHARGES
<p><b>ITEM 810</b></p> <p align="center"><b>NON-APPLICATION OF INTRA-PLANT SWITCHING CHARGES</b></p> <p>The intra-plant switching charges provided in this tariff will not apply when a car is moved back to the same location on the same track or to a different location on the same track (see Note). Such movement must occur as a result of pulling outbound carloads or empties previously unloaded, or placing inbound carloads for unloading or empties for loading.</p> <p>Note: Movement to a different location on the same track must be incidental to and necessary in connection with removal or placement of other loaded or empty cars</p>	<p><b>ITEM 845</b> [!]</p> <p align="center"><b>EMPTY CARS OF PRIVATE OWNERSHIP UPON WHICH EMPTY MOVEMENT IS ORDERED</b></p> <p>Except as otherwise provided, empty cars of private ownership upon which empty movement is ordered between two points in the same switching district, will, if the empty movement is not preceded by or followed by a loaded movement under either line-haul or switching rates of the MRL, will be subject to the same charge as named in this tariff for the same car if moving loaded between the same points. (See Exception)</p> <p>Exception - For switching empty tank cars between railroad's, industry's, or car owner's storage tracks, any other switching of empty tank cars between any two locations within the yard of an industry's or car owner's plant, AND, industry's or car owner's loading or unloading tracks, a charge of \$265.00 per car will apply.</p>
<p><b>ITEM 820</b></p> <p align="center"><b>RE-SWITCHING</b></p> <p>Except as otherwise provided, cars handled in line-haul service may be re-switched under original load or for partial loading or unloading at the applicable intra-terminal switch rates.</p>	<p><b>ITEM 850</b></p> <p align="center"><b>EMPTY CARS FURNISHED BY CARRIER AND RETURNED WITHOUT LOAD</b></p> <p>When an empty car is ordered for loading and the service of switching or placing has been performed and the car is not loaded but returned to the MRL empty, an intra-terminal switch charge will be assessed. This charge will be collected from the person, firm or corporation ordering such car.</p>
<p><b>ITEM 840</b> [!]</p> <p align="center"><b>SET-BACK SERVICE ON GRAIN, SOYBEANS OR SEEDS</b></p> <p>When cars which have been loaded at elevators or warehouses are removed therefrom and are subsequently set-back to such elevators or warehouses because of failure to meet grade, a charge of \$265.00 per car will be made for such switching service.</p> <p>The switching charge for set-back service will only apply within the switching limits of the station at which the elevator or warehouse is located.</p>	<p><b>ITEM 860</b></p> <p align="center"><b>CHARGES ON ARTICULATED CARS</b></p> <p>When shipments are loaded in or on articulated cars (two or more units permanently or temporarily joined together), the switching charges published in this tariff will apply separately to each unit of the articulated equipment.</p>
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	

**FT MRL 8000-D**

PART 3 SECTION 1 SWITCHING RULES AND CHARGES	PART 3 SECTION 1 SWITCHING RULES AND CHARGES
<p><b>ITEM 870</b></p> <p align="center"><b>CHARGES ON IDLER CARS</b></p> <p>When, because of excessive dimensions, an idler car is required, each car shall be considered a separate shipment and the applicable switch charge will be assessed for each car in the shipment.</p>	<p><b>ITEM 890</b></p> <p align="center"><b>INDUSTRY NAME CHANGE</b></p> <p>When a firm or industry changes its name or a change in ownership occurs, switching charges as shown in this tariff will apply in connection with the successor at the same location.</p>
<p><b>ITEM 875</b> [I]</p> <p align="center"><b>SWITCHING AND HOLDING CHARGES ON CARS HELD FOR INSTRUCTIONS</b></p> <p>When on shipper's order, loaded cars, or empty cars moving on own wheels at tariff rates, are removed from industry or team tracks and are held by MRL awaiting forwarding directions, a holding charge of \$265.00 per car will be assessed against the party responsible for furnishing the forwarding directions. If a car is subsequently ordered returned to consignor's tracks, the applicable intra-terminal switching charge will be assessed to return to consignor's tracks.</p> <p>The term "forwarding directions" will be as defined in Tariff ASLG 6004-Series, Item 1005.</p> <p>The charges provided in this item are in addition to applicable demurrage and storage charges as named in Tariff and ASLG 6004-Series and will not be absorbed in whole or in part.</p> <p>Note - The provisions of this item shall not be construed as authorization to charge any connecting carrier for railroad error moves.</p>	<p><b>ITEM 895</b></p> <p align="center"><b>SWITCHING CHARGES FOR TURNING CARS TO PERMIT LOADING OR UNLOADING AT STOP-OFF POINTS OR DESTINATIONS FROM A PARTICULAR SIDE OR END</b></p> <p>(1) In instances where it is desired that freight in carloads be placed on delivery tracks for loading at stop-off points or unloading at stop-off points or destinations from one particular side or end of car, cars must be properly placarded on both sides and notations made on bills of lading and waybill substantially as follows:</p> <p align="center">NOTICE TO CARRIER</p> <p>Deliver car for loading or unloading from door or end specified by placard.</p> <p>(2) On freight in carloads, not properly placarded on both sides of car to load or 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 loading or unloading from opposite side or end of car, the following shall apply:</p> <p align="center">CHARGES (See Note)</p> <p>(a) If the car is turned at a "Y" or turn-table within the confines of an industry, apply the intra-plant switching charges to and from the point turned.</p> <p>(b) If the car is turned at a "Y" or a turntable within the same switching district, but outside the confines of the industry apply intra-terminal switching charges to and from the point turned.</p> <p>(c) If the car is turned at a "Y" or turntable located outside the switching district and the round-trip distance to and from the "Y" or turn-table, the charge assessed is based on the mileage rate in Item 600 (Freight All Kinds).</p> <p>Note - If 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><b>ITEM 880</b></p> <p align="center"><b>RELEASE OF CARS</b></p> <p>When a shipper or consignee instructs the release of a car previously placed for loading or unloading, but MRL is unable to remove the car because the loading or unloading of the car has not been completed or for other reasons not attributable to MRL, an intra-terminal switch charge will be assessed.</p>	
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	

<p align="center"><b>PART 3 SECTION 1 SWITCHING RULES AND CHARGES</b></p>	<p align="center"><b>PART 4 WEIGHING AND REWEIGHING</b></p>
<p><b>ITEM 900</b> [!]</p> <p align="center"><b>INTRA-TERMINAL AND INTRA-PLANT SWITCHING</b></p> <p>At: All stations on MRL</p> <p align="center">Intra-Terminal..... \$265.00 Intra-Plant ..... \$265.00</p>	<p><b>ITEM 1000</b></p> <p align="center"><b>SUPERVISION OF SCALES</b></p> <p>When weights obtained on MRL or private scales are used for the assessment of freight charges or for determining tare weights of freight cars, such scales shall be maintained, tested and operated in accordance with track scale specifications and rules approved by the Association of American Railroads.</p>
<p><b>ITEM 930</b> [!]</p> <p align="center"><b>SPECIAL SWITCHING</b></p> <p>When a special movement is requested requiring the assignment of an engine and crew out of routine service, a charge of \$2450.00 for up to eight hours and \$300 per hour or fraction thereof for each additional hour, not to exceed twelve (12) hours within switching limits defined in Item 900. This is in addition to any applicable freight charges on the individual cars(s) or shipments being switched.</p>	<p><b>ITEM 1005</b></p> <p align="center"><b>WHEN CARS MAY BE REWEIGHED</b></p> <ol style="list-style-type: none"> <li>(1) When the lading has been transferred en route, where car has met with an accident, or where for other reasons there is evidence of loss in transit, the MRL will, when practicable, reweigh the car.</li> <li>(2) Carload freight may also be reweighed en route or at destination for the information of the interested carriers and to test the accuracy of the previous weighing.</li> <li>(3) When request is made by consignor or consignee for the reweighing of any car, such reweighing shall be done, whenever practicable, the car to be weighed again, if necessary, subject to Items 1010 and 1020.</li> </ol>
	<p><b>ITEM 1010</b></p> <p align="center"><b>RULES FOR WEIGHING AND REWEIGHING</b></p> <ol style="list-style-type: none"> <li>(1) When weights are obtained for the assessment of freight charges, no charge will be made by the MRL for the service.</li> <li>(2) When weighing and reweighing of cars, either empty or loaded, is at the request of either the consignor or consignee, the other provisions of this item will govern and Paragraph 1 has no application</li> <li>(3) When a car is weighed or reweighed, either empty or loaded, at the request of either consignor or consignee, the service and charges will be in accordance with conditions named below, subject to the rules and carload minimum weights prescribed in lawfully published tariffs or other instruments</li> <li>(4) Except as otherwise provided, a charge, as provided in Item 1020, will be made each time a car is weighed or reweighed either empty or loaded at the request of either consignor or consignee.</li> </ol> <p align="center">(Continued on next page)</p>
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	

**FT MRL 8000-D**

<b>PART 4 WEIGHING AND REWEIGHING</b>	<b>PART 4 WEIGHING AND REWEIGHING</b>
<p><b>ITEM 1010</b></p> <p align="center"><b>RULES FOR WEIGHING AND REWEIGHING</b> (Cont'd)</p> <p>(5) When a consignor or consignee requests that a car containing a commodity which is not subject to shrinkage from its inherent nature be reweighed, this service, whenever practicable, will be performed by the MRL without charge, provided such reweighing discloses error in the billed weight of more than the tolerance provided in Item 1060. When a car contains a commodity which is subject to shrinkage from its inherent nature, no charge will be made if the billed weight is charged, as per Paragraph 5 of Item 1060.</p> <p>(6) When an empty car is weighed at the request of consignor or consignee, a charge will be made for weighing the empty car unless the difference between the stenciled tare and actual tare exceeds the tolerance as provided in Paragraph 4 (b) of Item 1060. This tolerance will not be allowed unless the entire previous lading and all packing debris or residue resulting from the previous lading had been removed before empty car is weighed.</p> <p>(7) When reweighing is requested at destination by either consignor or consignee and requires the weighing of both the loaded and empty car, the tolerance as provided in Paragraph 4 (a) of Item 1060 shall be used and applied to the net weight. If the difference between the net weight thus obtained and the previous net weight is within the tolerance, a charge shall be made for the weighing of both loaded and empty car; if the difference exceeds the tolerance, no charge shall be made for reweighing either the loaded or empty car.</p> <p>(8) When carload shipments, which are provided for in lawfully published tariffs or other instruments at fixed weights, estimated weights, or at per car rates or charges, are weighed or reweighed at the request of consignor or consignee, the charges in Item 1020 will be assessed, regardless of any variation in weights.</p> <p>(9) Where carload shipments are billed at minimum carload weight and are reweighed on request of consignor or consignee, the charge in Item 1020 will be assessed. (For Rules Governing Application, See Item 1010)</p>	<p><b>ITEM 1020</b></p> <p align="center"><b>CHARGE FOR WEIGHING</b></p> <p>ON MRL SCALES.....\$265.00 Per Car [I] (See Notes 1, 2 and 3)</p> <p>Note 1 - If the track scale is located outside the switching limits of the station where the industry is located, line-haul rates to and from the station where the scale is located will apply in addition to the weighing charge.</p> <p>Note 2 - When a car is weighed at destination after actual placement, an intra-terminal switch charge will be assessed for the roundtrip movement and will be in addition to the weighing charge.</p> <p>Note 3 - When a car is weighed en route (at a location other than origin or destination) a stop charge of \$365.00 will be assessed and will be in addition to the weighing charge.</p>
	<p><b>ITEM 1030</b></p> <p align="center"><b>INFORMATION TO BE SHOWN ON SCALE RECORD, WEIGHT CERTIFICATE, WAYBILL, FREIGHT BILL</b></p> <p>A record must be kept for each track scale showing the gross, tare (whether actual or stenciled) and net weights; the date and time weighed; the condition of the weather; whether weighed at rest or in motion; coupled at one or both ends or uncoupled; when actual tare is used, estimated amount of debris in car.</p> <p>The point at which car is weighed and the gross, tare and net weights will be noted on the waybill. When actual tare is used instead of stenciled tare, it should be so specified. The method of ascertaining the weights should also be specified as railroad scale, agreement weight, tariff or other instrument. This information together with the gross, tare and net weights of cars transferred en route, must also show on transfers to connecting lines, on correction sheets when issued, carried on waybills to destination, and shown on freight bills.</p> <p>When MRL receives request from consignor for the result of weighing or reweighing, proper notation should be made on billing accompanying the car to destination.</p> <p>Where weights are obtained for billing purposes under weight agreements which do not provide for use of the gross and tare weights, the gross need not be shown as provided in this Item.</p>
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	

<p align="center"><b>PART 4 WEIGHING AND REWEIGHING</b></p>	<p align="center"><b>PART 4 WEIGHING AND REWEIGHING</b></p>
<p><b>ITEM 1040</b></p> <p align="center"><b>WEIGHTS HOW ASCERTAINED</b></p> <p>(1) When track scale weights are used for the assessment of freight charges weighing must be done by or under the supervision of MRL or MRL representatives or under properly supervised weight agreements.</p> <p>(2) Cars may be weighed at rest:</p> <p>(a) When uncoupled and free at both ends.</p> <p>(b) When coupled at one end and free at the other end, only at points where the scale rails are level and approach rails are level for a distance of fifty (50) feet.</p> <p>(3) Cars may be weighed in motion, coupled or uncoupled, only upon a weighing system, including scale, approach and leaving trackage, properly designed for weighing in this manner and in charge of a qualified weighmaster.</p> <p>(4) Cars loaded with long material, extending from one car to another may be weighed coupled at rest. They may also be weighed coupled in motion on scales of sufficient length to properly weigh together the cars so coupled.</p> <p>(5) The stenciled tare shall be used to arrive at the net weight of the load, except as follows:</p> <p>(a) When the actual tare of a car has been ascertained immediately before loading, it shall be used in lieu of stenciled tare.</p> <p>(b) When a loaded car is weighed after the entire lading of the car has been removed, including all packing and debris resulting from the lading, the actual tare ascertained shall be used in lieu of the stenciled tare. If the car is reloaded by the consignee, the actual tare ascertained shall be used.</p> <p>(6) In deciding between weights obtained on track scales as to which is the more accurate, all of the conditions under which the weights were ascertained must be taken into consideration, including the class of scale, condition, how recently tested, the manner of weighing, whether car was at rest or in motion, coupled or uncoupled, actual or stenciled tare used, the time of weighing, weather conditions and the qualifications of the weigher, giving precedence to that weight obtained under the best conditions.</p>	<p><b>ITEM 1050 (Cont'd)</b></p> <p align="center"><b>WEIGHTS WHERE ASCERTAINED</b></p> <p>(2) Collect shipments of grain, soybeans and seeds should be weighed at destination or as near thereto as practicable.</p> <p>(3) Collect shipments of grain, soybeans and seeds consigned from or to industries at which such shipments are weighed by or under supervision of State Weighmasters or sworn Weighmasters under the supervision of Chambers of Commerce, Boards of Trade, Grain Exchanges, or other like trade boards, which weights are accepted for the assessment of freight charges, will not be weighed except upon request of consignor or consignee, in which event charges as provided in Item 1020 will be assessed.</p> <p>(a) When a shipment requires that weights be ascertained at destination as described in Paragraph 3 above, and such weights are accepted by the carrier for the assessment of freight charges, consignee must furnish weight to the MRL subject to the following:</p> <p>Railroad Owned or Controlled Cars (See Note 1) - Weights must be furnished prior to the expiration of forty-eight (48) hours (exclusive of Saturdays, Sundays and Holidays) from the first midnight following the car's release from demurrage.</p> <p>Private Cars Not Subject to Demurrage - Weights must be furnished prior to the expiration of forty-eight (48) hours (exclusive of Saturdays, Sundays and Holidays) from the first midnight following the car's empty release, OR, one hundred twenty (120) hours (exclusive of Saturdays, Sundays and Holidays) from the first midnight following the car's actual placement, whichever expires first.</p> <p>(b) In the event that weight is not furnished in accordance with Paragraph (a) above, the following will apply:</p> <p>After expiration of time allowed in Paragraph (a), a charge of \$60.00 per car per day (inclusive of Saturdays, Sundays and Holidays), or fraction thereof, will be assessed until such weight is received by MRL.</p>
<p><b>ITEM 1050</b></p> <p align="center"><b>WEIGHTS WHERE ASCERTAINED</b></p> <p>(1) Except where consignors' or consignees' weights are accepted under the terms of Weight Agreements as provided in Item 1100 or in connection with collect shipments of grain, soybeans and seeds, carload freight should be weighed at point of origin or as near thereto as practicable.</p> <p align="center">(Continued in next column)</p>	<p>(c) Weights must be furnished by consignee to authorized railroad personnel in writing or confirmed in writing. If by U.S. Mail, postmark will govern.</p> <p>Note 1- Also applies on private cars subject to demurrage, as provided in Paragraph 1, Item 765, Freight Tariff and ASLG 6004Series.</p>
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	

<p align="center"><b>PART 4 WEIGHING AND REWEIGHING</b></p>	<p align="center"><b>PART 4 WEIGHING AND REWEIGHING</b></p>								
<p><b>ITEM 1060</b></p> <p align="center"><b>WEIGHTS TO GOVERN AND TOLERANCE</b></p> <p>(1) Where carload freight, the weight of which is not subject to change from its inherent nature, is check-weighted or reweighed en route or at destination, no correction will be made in the billed weight except as provided below.</p> <p>(2) If the difference between the original net weight and the weight obtained by reweighing does not exceed the tolerance provided in this item, the first weight will not be changed. If such difference exceeds the tolerance, the car should be weighed a third time if practicable. If the third weighing confirms the original weight within the tolerance, no change will be made. Where the original weight cannot be applied as above, the lower of the second or third weight shall be used where the difference between the second and third weight does not exceed the tolerance.</p> <p>(3) The consignor or consignee shall be permitted to show the actual weight of any shipment, either by means of shippers' authenticated invoice or by weighing the entire load on platform scales or by so weighing a proper portion of uniform or standard weight articles (not less than ten percent (10%) of the lading), weight includes all blocking, packing and debris, resulting from the lading in question. This actual weight will be used to determine freight charges (subject to weight agreements if applicable), provided the difference in weight exceeds the tolerance.</p> <p>(4) (a) The tolerance shall be one percent (1%) of the lading, with minimum of five hundred (500) pounds, on carload freight, except that when ashes, cinders, clay, dolomite, ganister, gravel, mill scale, ore, sand, slag, all stone (not cut), brick, soft drain tile, and metal borings, filings or turnings, are loaded in open cars the tolerance shall be one and one-half percent (1 ½%) of the lading with minimum of five hundred (500) pounds.</p> <p>(b) The tolerance on empty cars shall be as indicated in Note 1, when weighed to ascertain actual tare. (See Exception 1.)</p> <p>(5) Weights of commodities subject to change in weight from their inherent nature properly obtained at or near point of origin, should not be changed, except as provided for in tariffs of the carriers. If obvious error is discovered, each case should be dealt with upon its individual merits, and report made to the originating carrier with all the facts.</p> <p align="center">(Continued on next page)</p>	<p><b>ITEM 1060 (Cont'd)</b></p> <p align="center"><b>WEIGHTS TO GOVERN AND TOLERANCE</b></p> <table border="1" data-bbox="824 331 1459 611"> <thead> <tr> <th data-bbox="824 331 1141 485"> <p>Note 1- When marked tare weight is</p> </th> <th data-bbox="1141 331 1459 485"> <p align="center"><b>TOLERANCE</b> (Allowable difference between actual tare, tare weight and stenciled tare weight.)</p> </th> </tr> </thead> <tbody> <tr> <td data-bbox="824 485 1141 541">50,000 lbs. and under .....</td> <td data-bbox="1141 485 1459 541">300 lbs.</td> </tr> <tr> <td data-bbox="824 541 1141 598">Over 50,000 lbs., but not over 60,000 lbs .....</td> <td data-bbox="1141 541 1459 598">400 lbs.</td> </tr> <tr> <td data-bbox="824 598 1141 611">Over 60,000 lbs. ....</td> <td data-bbox="1141 598 1459 611">500 lbs.</td> </tr> </tbody> </table> <p>Note 2 - The definition of "Tolerance" is the difference in weights due to variation in scales or weighing which may be permitted without correction of the billed weight</p> <p>Exception 1 - Not applicable in connection with empty cars moving in switch service, not related to a prior or subsequent line-haul movement.</p> <hr/> <p><b>ITEM 1070</b></p> <p align="center"><b>OFFICIAL WEIGHTS ON BRAN, ALFALFA MEAL AND PELLETS, ALSO MIDLINGS OR SOYBEAN MEAL</b></p> <p>When bran, alfalfa meal and pellets, also, Middlings or soybean meal, in bulk, carloads, are weighed by or under the supervision of State Weighmasters or sworn Weighmasters under the supervision of Chambers of Commerce, Boards of Trade, Grain Exchanges or other like trade boards, such weights determined at origin will be accepted for the assessment of freight charges at origin on prepaid shipments and such weight determined at destination will be accepted at destination for assessment of freight charges on collect shipments, subject to MRL verification and to the established minimum weight. Where two or more such weights have been obtained on collect shipments, the last such weight will govern.</p> <hr/> <p><b>ITEM 1100</b></p> <p align="center"><b>RULES GOVERNING WEIGHT AGREEMENTS</b></p> <p>(1) When consignors' or consignees' weights of property are accepted and applied by the MRL under weight agreements, properly supervised, such weights should be designated in the prescribed manner on waybills, bills of lading, or weight certificates (See Item 1030), and the property should not be reweighed, except as provided in Item 1005. Proper supervision means the checking of the records of the consignor or consignee by the MRL or its representative to verify the weights and descriptions furnished and the weighing of a sufficient number of cars for verifications.</p> <p align="center">(Continued on next page)</p>	<p>Note 1- When marked tare weight is</p>	<p align="center"><b>TOLERANCE</b> (Allowable difference between actual tare, tare weight and stenciled tare weight.)</p>	50,000 lbs. and under .....	300 lbs.	Over 50,000 lbs., but not over 60,000 lbs .....	400 lbs.	Over 60,000 lbs. ....	500 lbs.
<p>Note 1- When marked tare weight is</p>	<p align="center"><b>TOLERANCE</b> (Allowable difference between actual tare, tare weight and stenciled tare weight.)</p>								
50,000 lbs. and under .....	300 lbs.								
Over 50,000 lbs., but not over 60,000 lbs .....	400 lbs.								
Over 60,000 lbs. ....	500 lbs.								
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>									

<p style="text-align: center;"><b>PART 4 WEIGHING AND REWEIGHING</b></p>	<p style="text-align: center;"><b>PART 4 WEIGHING AND REWEIGHING</b></p>
<p><b>ITEM 1100 (Cont'd)</b></p> <p style="text-align: center;"><b>RULES GOVERNING WEIGHT AGREEMENTS</b></p> <p>(2) When, through examination of the consignors' or consignees' records or by reweighing, investigations disclose error in weights or description shown on original billing the charges shall be adjusted to the proper basis.</p> <p>(3) Forms of weight agreement suitable to the character of the business tendered for transportation shall be in writing and embrace the following general principles:</p> <ul style="list-style-type: none"> <li>(a) The consignor or consignee shall report and certify correct gross classification, and correct description of commodities on bills of weights when obtained on track scales, where such weights are used for billing purposes.</li> <li>(b) The consignor or consignee shall allow the MRL or its representative to inspect the original weight sheets, books, invoices, and records necessary to verify the weights and description of the commodities certified in the bills of lading or weight certificates.</li> <li>(c) The consignor or consignee shall promptly pay to the MRL, bills for all undercharges resulting from the certification of incorrect weights or improper description.</li> <li>(d) When weights of uniform or standard weight articles are based upon averages, the consignor or consignee shall give prompt notice to the MRL when any change is made in the package or material used which will affect the weight arrived at by use of the average.</li> <li>(e) The consignor or consignee shall keep in good weighing condition any and all scales used in determining weights and have track scales tested, maintained and operated in accordance with the track scale specifications and rules approved by the Association of American Railroads, and shall allow the MRL or its representative to inspect and test them.</li> <li>(f) The agreement may be canceled by ten (10) days' notice in writing to either party.</li> <li>(g) All shipments made under the agreement will be subject to rates and charges prescribed in tariffs or rules of MRL.</li> </ul> <p>(4) The national form of weight agreement shall be as shown in Item 1110.</p>	<p><b>ITEM 1110</b></p> <p style="text-align: center;"><b>NATIONAL FORM OF WEIGHT AGREEMENT</b></p> <p>This agreement, entered into by and between _____ and Montana Rail Link, Inc., (MRL).</p> <p>Witnesseth that in consideration of the MRL accepting the weights and descriptions as certified on shipping orders, bills of lading or weight certificates for commodities herein specified as the basis for assessing freight charges, it is hereby agreed:</p> <ul style="list-style-type: none"> <li>(1) The consignor or consignee shall report and certify to the MRL correct gross weights and correct descriptions of commodities on shipping orders, bills of lading, or weight certificates by placing thereon imprint of certification stamp, providing for verification by the MRL, or its representative. When such weights are obtained on track scales, the correct gross, tare and net weights shall be given.</li> <li>(2) When weights of uniform or standard weight articles are based on averages, the consignor or consignee shall give prompt notice to the MRL or its representative when any change is made which will affect the weight arrived at by use of the average, including any change made in package or material used.</li> <li>(3) The consignor or consignee shall keep in good weighing condition all scales used in determining weights, and have track scales tested, maintained, and operated in accordance with the track scale specifications and rules approved by the Association of American Railroads, and shall also allow the MRL or its representative to inspect and test them.</li> <li>(4) The consignor or consignee shall keep his records in such a manner as will permit a correct and complete check, and shall allow the MRL or its representative to inspect the true and original weight sheets, books, invoices and records necessary to verify the weights and descriptions of the commodities certified in the shipping orders, bills of lading or weight certificates.</li> <li>(5) The consignor or consignee shall promptly pay to the MRL, bills for all undercharges from original point of shipment to final destination resulting from certification of incorrect weights or improper description, whether shipment is sold FOB at point of shipment or elsewhere. Overcharges developed from check of consignor's or consignee's records will be promptly paid upon presentation of claim in writing for proper adjustment.</li> <li>(6) Shipments made under this agreement will be subject to rates, charges minimum and estimated weights published in lawfully published tariffs or other instruments, or rules of the carriers interested.</li> </ul> <p style="text-align: center;">(Continued on next page)</p>
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	

<p align="center"><b>PART 4 WEIGHING AND REWEIGHING</b></p>	<p align="center"><b>PART 4 FUEL SURCHARGE</b></p>
<p><b>ITEM 1110</b></p> <p align="center"><b>NATIONAL FORM OF WEIGHT AGREEMENT</b></p> <p>(7) This agreement may be canceled by ten days' notice in writing to either party; it being understood that the consignor or consignee shall permit check of business and pay undercharges on all shipments made prior to cancellation.</p> <p>This agreement applies on _____ shipments of _____ from _____</p> <p align="center"><b>AND</b></p> <p>on _____ shipments of _____ on _____ to MRL.</p> <p>Signed at _____ per _____</p> <p>Date _____, 20 _____</p> <p align="center">_____ (For consignor's or consignee's signature)</p>	<p><b>ITEM 1121</b></p> <p align="center"><b>CARLOAD FUEL SURCHARGE</b></p> <p>A fuel surcharge may be applied to price authorities subject to MRL 8000-D. The surcharge for the following month will be determined the prior month based on the U.S. average price of Retail OnHighway Diesel Fuel for the second prior month. To view Fuel Surcharge go to <a href="http://www.montanarail.com/customer_tools">www.montanarail.com/customer_tools</a> and click on Fuel Surcharges.</p> <p>Carload Fuel Surcharge Rate Based on Retail On-Highway Diesel Fuel (HDF). HDF = Prior Period's monthly average of the U.S. average price of Retail On-Highway Diesel Fuel as reported on the U.S. Department of Energy. <i>EIA Retail OnHighway Diesel Prices</i> can be found on-line at: <a href="http://www.eia.doe.gov">www.eia.doe.gov</a></p>
<p><b>ITEM 1120</b></p> <p align="center"><b>WEIGHT AGREEMENTS FURNISHING WEIGHTS</b></p> <p>(1) When a shipment requires that weight at origin or destination by ascertained by reason of consignor's or consignee's weight agreement, consignor or consignee must furnish weight to MRL subject to the following:</p> <p>Railroad Owned or Controlled Cars (See Note) - Weights must be furnished prior to the expiration of forty-eight (48) hours (exclusive of Saturdays, Sundays and Holidays) from the first midnight following the car's release from demurrage.</p> <p>Private Cars Not Subject to Demurrage - Weights must be furnished prior to the expiration of forty-eight (48) hours (exclusive of Saturdays, Sundays and Holidays) from the first midnight following the car's release, OR, one hundred twenty (120) hours (exclusive of Saturdays, Sundays and Holidays) from the first midnight following the car's actual placement for unloading, whichever expires first.</p> <p>(2) In the event that weight is not furnished in accordance with Paragraph (1) above, the following will apply:</p> <p>A charge of \$60.00 per car, per day (inclusive of Saturdays, Sundays and Holidays), or fractions thereof, will be assessed until such weight is received by MRL.</p> <p>(3) Weights must be furnished by consignee to authorized railroad personnel in writing or confirmed in writing. If by U.S. Mail, postmark will govern.</p> <p>Note - Also applies on private cars subject to demurrage, as provided in Paragraph 1, Item 765, Freight Tariff ASLG 6004-Series.</p>	
<p align="center">For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	

**FT MRL 8000-D**

<b>PART 5 HAZARDOUS MATERIAL - INHALATION HAZARD AND EXPLOSIVES</b>	<b>PART 5 HAZARDOUS MATERIAL - INHALATION HAZARD AND EXPLOSIVES</b>
<p><b>ITEM 1122</b> [C] <b>STORAGE OF HAZARDOUS MATERIALS</b></p> <p>The MRL does not hold itself out to provide storage of cars containing hazardous materials; however, when it does so as a necessary accommodation to a Consignee, such cars will be held subject to the rules and charges contained in Part 5, this tariff, or as may otherwise be agreed to.</p>	<p><b>ITEM 1126</b></p> <p align="center"><b>REMOVAL OF REFUSED OR REJECTED PRIVATE OR RAILROAD LOADED CARS</b></p> <p>Loaded private cars refused or rejected will not be removed from private tracks until proper forwarding instructions or other disposition are received.</p> <p>Railroad controlled cars will not be removed from private tracks and will remain on demurrage as provided in Tariff ASLG 6004-Series until proper forwarding instructions or other disposition are received.</p> <p>In the event loaded rejected cars are removed from consignee private tracks and must be held on MRL controlled tracks awaiting disposition will be subject to the following:</p> <p>Charges will be assessed from the first hour after notification of constructive placement or notification is sent or given to party entitled to receive same, and continue until forwarding instructions are received. Total hours will be divided by 24 to determine number of days. Charges will be assessed for each day, or fraction of a day, including Saturday, Sunday and holidays. Each chargeable hour, or fraction thereof, will be assessed at the applicable rates in Item 1128.</p>
<p><b>ITEM 1123</b> [C] <b>DEFINITION OF INHALATION HAZARD AND EXPLOSIVES</b></p> <p>This Part covers hazardous commodities that are designated toxic/poison inhalation hazard, inhalation hazard and explosives. For list of applicable STCC numbers for commodities covered by this Part, see Item 1150-Series of BNSF Rules Book 6100A-Series.</p>	<p><b>ITEM 1127</b></p> <p align="center"><b>LOADED PRIVATE OR RAILROAD CARS HELD 15 DAYS AFTER NOTIFICATION OR CONSTRUCTIVE PLACEMENT</b></p> <p>Loaded private or railroad controlled cars held on MRL controlled tracks more than 15 days (See Note 1) after constructive placement or notification, and refused cars will be subject to the following:</p> <p>On day 16, after notification or constructive placement (See Note 1), shipper of record will be contacted for disposition. If disposition is not received within 5 days, on day 6 (See Note 1), cars will be subject to the following provisions:</p> <p>After the expiration of 5 or 21 days (See Note 1), carrier may exercise one of the following options:</p> <p>Car may be reverse routed back to shipper. Shipper will be responsible for all storage or other charges accrued at hold point and freight charges to return car to origin.</p> <p>If considered abandoned, contents may be sold at auction without periodical publication. Proceeds from sale will be used to satisfy all charges including cost of disposal. Shipper will be responsible for any cost not covered by proceeds from sale. Carrier reserves the right to bid at sale.</p> <p align="right">(Continued ion next page)</p>
<p><b>ITEM 1124</b></p> <p align="center"><b>LOADED PRIVATE OR RAILROAD CONTROLLED CARS HELD FOR INITIAL PLACEMENT ON PRIVATE TRACKS</b></p> <p>Loaded Railroad or Private controlled cars, consigned or ordered for delivery on private tracks, which first must be held on railroad tracks under constructive placement, are subject to charges as provided in this section.</p> <p>Storage charges will be computed from the first 9:00 am after notification of constructive placement is sent or given for loaded car, and continue until request for placement on private tracks is received.</p> <p>Each chargeable hour, or fraction thereof, will be assessed the applicable rate as defined in Item 1128.</p>	<p align="center">(Continued ion next page)</p>
<p><b>ITEM 1125</b></p> <p align="center"><b>LOADING OR UNLOADING OF RAILROAD OR PRIVATE CARS</b></p> <p>MRL will not allow the loading or unloading of any commodity listed in this Part on any team track or public track owned or leased by MRL.</p>	
<p>For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>	

**FT MRL 8000-D**

<p align="center"><b>PART 5 HAZARDOUS MATERIAL - INHALATION HAZARD AND EXPLOSIVES</b></p>	<p align="center"><b>ABBREVIATIONS AND REFERENCE MARKS</b></p>																																																																		
<p><b>ITEM 1127 (Cont'd)</b></p> <p align="center"><b>LOADED PRIVATE OR RAILROAD CARS HELD 15 DAYS AFTER NOTIFICATION OR CONSTRUCTIVE PLACEMENT</b></p> <p>If private car is considered abandoned, car owner and lessee of record will be given a certified letter advising car is being held for disposition. Car owner or lessee of record will be responsible for all accrued storage and other charges. If disposition is not received within 5 business days, car and contents may be sold at auction without periodical publication.</p> <p>Note 1 – If any of the specified days shown in this item occur on a weekend or holiday, the first business day after the weekend or holiday will become the specified last day.</p>	<p><b>ITEM 99999</b></p> <p align="center"><b>ABBREVIATIONS AND REFERENCE MARKS</b></p> <p align="center"><b>EXPLANATION OF ABBREVIATIONS</b></p> <table border="0"> <thead> <tr> <th align="left"><b>ABBR:</b></th> <th align="left"><b>EXPLANATION</b></th> </tr> </thead> <tbody> <tr><td>ABBR</td><td>Abbreviations</td></tr> <tr><td>ASLG</td><td>American Short Line Railroad Association</td></tr> <tr><td>BNSF</td><td>BNSF Railway</td></tr> <tr><td>CL</td><td>Carload(s)</td></tr> <tr><td>CO</td><td>Company</td></tr> <tr><td>CORP</td><td>Corporation</td></tr> <tr><td>CWT</td><td>Hundred Weight</td></tr> <tr><td>EOT</td><td>End of Track</td></tr> <tr><td>Etc.</td><td>Et Cetera</td></tr> <tr><td>FSC</td><td>Fuel Surcharge</td></tr> <tr><td>ICC</td><td>Interstate Commerce Commission</td></tr> <tr><td>ID</td><td>Idaho</td></tr> <tr><td>Inc.</td><td>Incorporated</td></tr> <tr><td>lbs.</td><td>Pounds</td></tr> <tr><td>MRL</td><td>Montana Rail Link, Incorporated</td></tr> <tr><td>MT</td><td>Montana</td></tr> <tr><td>NEC</td><td>Not Elsewhere Classified</td></tr> <tr><td>No.</td><td>Number</td></tr> <tr><td>OPSL</td><td>Official Railroad Station List</td></tr> <tr><td>REF</td><td>Reference Marks</td></tr> <tr><td>STB</td><td>Surface Transportation Board</td></tr> <tr><td>STCC</td><td>Standard Transportation Commodity Tariff</td></tr> <tr><td>UFC</td><td>Uniform Freight Classification</td></tr> <tr><td>UP</td><td>Union Pacific Railroad Company</td></tr> <tr><td>Viz.</td><td>Namely</td></tr> <tr><td>WA</td><td>Washington</td></tr> </tbody> </table> <p align="center"><b>EXPLANATION OF REFERENCE MARKS</b></p> <table border="0"> <thead> <tr> <th align="left"><b>REF</b></th> <th align="left"><b>EXPLANATION</b></th> </tr> </thead> <tbody> <tr><td>[A]</td><td>Denotes Addition</td></tr> <tr><td>[C]</td><td>Denotes Change</td></tr> <tr><td>[D]</td><td>Denotes Cancellation</td></tr> <tr><td>[I]</td><td>Denotes Increase</td></tr> <tr><td>[R]</td><td>Denotes Reduction</td></tr> </tbody> </table>	<b>ABBR:</b>	<b>EXPLANATION</b>	ABBR	Abbreviations	ASLG	American Short Line Railroad Association	BNSF	BNSF Railway	CL	Carload(s)	CO	Company	CORP	Corporation	CWT	Hundred Weight	EOT	End of Track	Etc.	Et Cetera	FSC	Fuel Surcharge	ICC	Interstate Commerce Commission	ID	Idaho	Inc.	Incorporated	lbs.	Pounds	MRL	Montana Rail Link, Incorporated	MT	Montana	NEC	Not Elsewhere Classified	No.	Number	OPSL	Official Railroad Station List	REF	Reference Marks	STB	Surface Transportation Board	STCC	Standard Transportation Commodity Tariff	UFC	Uniform Freight Classification	UP	Union Pacific Railroad Company	Viz.	Namely	WA	Washington	<b>REF</b>	<b>EXPLANATION</b>	[A]	Denotes Addition	[C]	Denotes Change	[D]	Denotes Cancellation	[I]	Denotes Increase	[R]	Denotes Reduction
<b>ABBR:</b>	<b>EXPLANATION</b>																																																																		
ABBR	Abbreviations																																																																		
ASLG	American Short Line Railroad Association																																																																		
BNSF	BNSF Railway																																																																		
CL	Carload(s)																																																																		
CO	Company																																																																		
CORP	Corporation																																																																		
CWT	Hundred Weight																																																																		
EOT	End of Track																																																																		
Etc.	Et Cetera																																																																		
FSC	Fuel Surcharge																																																																		
ICC	Interstate Commerce Commission																																																																		
ID	Idaho																																																																		
Inc.	Incorporated																																																																		
lbs.	Pounds																																																																		
MRL	Montana Rail Link, Incorporated																																																																		
MT	Montana																																																																		
NEC	Not Elsewhere Classified																																																																		
No.	Number																																																																		
OPSL	Official Railroad Station List																																																																		
REF	Reference Marks																																																																		
STB	Surface Transportation Board																																																																		
STCC	Standard Transportation Commodity Tariff																																																																		
UFC	Uniform Freight Classification																																																																		
UP	Union Pacific Railroad Company																																																																		
Viz.	Namely																																																																		
WA	Washington																																																																		
<b>REF</b>	<b>EXPLANATION</b>																																																																		
[A]	Denotes Addition																																																																		
[C]	Denotes Change																																																																		
[D]	Denotes Cancellation																																																																		
[I]	Denotes Increase																																																																		
[R]	Denotes Reduction																																																																		
<p><b>ITEM 1128</b></p> <p align="center"><b>CALCULATION OF DEMURRAGE AND STORAGE CHARGES FOR HOLDING PRIVATE AND RAILROAD CONTROLLED CARS ON RAILROAD CONTROLLED TRACKS</b></p> <p>Charges will start on the first 9:00 am after notification. Charges will be assessed for each day, or fraction of a day, including Saturday, Sunday and holidays. Per Item 1126, charges on rejected cars will start on the first hour.</p> <p>Car Type – Loaded Cars Containing Inhalation Hazards Materials or Explosives</p> <p>Applicable Credits..... None            First Chargeable Day..... \$500.00            Subsequent Chargeable Days..... \$1,000.00</p> <p>In addition to above charges, consignees or consignors will be liable for all Federal, State and Local penalties or fines which may be assessed for the holding of private or railroad cars on railroad controlled tracks when party to the bill-of-lading has impeded delivery of the car. Consignees or consignors will be responsible for any cost incurred by MRL for providing protection or surveillance of any commodity listed in this section while held on Railroad property.</p>																																																																			
<p align="center">For explanation of Abbreviations and Reference Marks, see Item 99999 of this tariff.</p>																																																																			