



**IOWA, CHICAGO & EASTERN RAILROAD  
FREIGHT TARIFF ICE 8100  
CONTAINING RULES AND CHARGES FOR  
SWITCHING AND TERMINAL SERVICES  
APPLYING AT STATIONS ON IOWA, CHICAGO & EASTERN RAILROAD**

**SWITCHING AND TERMINAL SERVICES TARIFF**

**THIS TARIFF IS GOVERNED, EXCEPT AS OTHERWISE PROVIDED, BY THE RULES AND REGULATIONS NAMED IN TARIFF IMRL 6000-SERIES**

**THE PROVISIONS OF THIS TARIFF WILL NOT HAVE AN EFFECT ON THE QUALITY OF THE HUMAN ENVIRONMENT OR ENERGY CONSUMPTION.**

**ISSUED: JANUARY 16, 2006**

**EFFECTIVE: JANUARY 16, 2006**

**ISSUED BY:  
IOWA, CHICAGO, & EASTERN RAILROAD CORPORATION  
140 NORTH PHILLIPS AVENUE  
SIOUX FALLS, SD 57104**

**ICE FREIGHT TARIFF 8100**

**GENERAL RULES AND REGULATIONS**

As this document is revised, numbered items with letter suffixes cancel the last issued item with the same number. Letter suffixes will be used in alphabetical order starting with the letter "A". For example Item 150A cancels Item 150 and Item 1540B cancels Item 1540A which in turn cancelled original Item 1540.

ITEM	REVISION	ITEM	REVISION	ITEM	REVISIONS
1.00	Q	690.00		1260.00	
1.25	D	725.00		1270.00	A
2.00		730.00		1280.00	
200.00		760.00	A (Corrected)	1290.00	CANCELLED
210.00		770.00		1300.00	B
220.00		780.00		1310.00	
225.00	A	800.00		1320.00	
250.00		825.00		1330.00	
260.00				1340.00	
265.00		1000.00	A	1350.00	
270.00		1020.00		1360.00	
290.00		1030.00		1390.00	
300.00		1040.00		1400.00	
310.00		1050.00	A	1410.00	A
320.00		1060.00		1415.00	A
330.00		1070.00	A	1420.00	
340.00		1075.00	CANCELLED	1430.00	
410.00		1080.00		1440.00	
420.00		1090.00		1450.00	
450.00		1100.00			
460.00	A	1130.00	A		
490.00		1140.00			
500.00		1150.00			
510.00		1160.00			
520.00		1180.00			
550.00		1190.00			
560.00		1200.00			
580.00		1210.00			
620.00		1220.00			
630.00		1250.00	A		
650.00					
655.00	A				
680.00					

**ISSUED: APRIL 17, 2008**  
**EFFECTIVE: MAY 7, 2008**  
**EXPIRES WITH:**



**ICE FREIGHT TARIFF 8100**

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**ISSUED:                   SEPTEMBER 13, 2007**  
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**EXPIRES WITH:**

**ICE FREIGHT TARIFF 8100**

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**ITEM 2.00**

**PARTICIPATING CARRIERS**

<b>CARRIER</b>	<b>ABBREVIATION</b>
BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY	BNSF
CANADIAN NATIONAL RAILWAYS	CN
CANADIAN PACIFIC RAILWAY	CPRS
CEDAR RAPIDS AND IOWA CITY RAILROAD COMPANY	CIC
CSX TRANSPORTATION, INC., COMPRISED OF THE FOLLOWING CARRIERS:	CSXT
CARROLLTON RAILROAD	
GAINESVILLE MIDLAND RAILROAD COMPANY	
HANDLING LINE STATIONS	
RICHMOND, FREDERICKSBURG AND POTOMAC RAILWAY COMPANY	
THREE RIVERS RAILWAY COMPANY	
WESTERN RAILWAY OF ALABAMA	
IOWA, CHICAGO & EASTERN RAILROAD CORPORATION	ICE
IOWA INTERSTATE RAILROAD, LTD.	IAIS
IOWA NORTHERN RAILWAY	IANR
KANSAS CITY SOUTHERN RAILWAY COMPANY	KCS
NORFOLK SOUTHERN RAILWAY COMPANY, COMPRISED OF THE FOLLOWING:	NS
ALABAMA GREAT SOUTHERN RAILROAD COMPANY	
ATLANTIC AND EAST CAROLINA RAILWAY COMPANY	
CAMP LEJEUNE RAILROAD COMPANY	
CENTRAL OF GEORGIA RAILROAD COMPANY	
CINCINNATI, NEW ORLEANS AND TEXAS PACIFIC RAILWAY COMPANY	
GEORGIA SOUTHERN AND FLORIDA RAILWAY COMPANY	
HANDLING LINE STATIONS	
NORFOLK AND WESTERN RAILWAY COMPANY	
NORFOLK SOUTHERN RAILWAY COMPANY	
STATE UNIVERSITY RAILROAD COMPANY	
TENNESSEE RAILWAY COMPANY	
UNION PACIFIC RAILROAD COMPANY	UP

**ISSUED:                  JANUARY 16, 2006**  
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**EXPIRES WITH:**

**GENERAL RULES AND REGULATIONS**

**APPLICATION OF RATES AND CHARGES**

Switching charges named herein will apply for switching services performed in the movement of cars over the tracks of ICE. Charges by other carriers will be in addition to the charges named in this tariff.

**ISSUED:                   JANUARY 16, 2006**  
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**EXPIRES WITH:**

**RECIPROCAL SWITCHING**

**APPLICATION OF RECIPROCAL SWITCHING CHARGES**

Reciprocal switching will only be performed on movements specifically shipped from or consigned to the industries named in Items 1010.00 – 1450.00 listed as “open” to reciprocal switching.

Unless otherwise provided, the charges published in this tariff include:

- A. The switching of an empty car to be loaded and the return of the same car loaded.
- B. The switching of a loaded car for unloading and the return of the same car empty.
- C. If a car moves fully or partially loaded in each direction, switching charges will be assessed in each direction.

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**EXPIRES WITH:**

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**GENERAL RULES AND REGULATIONS**

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**NEW ITEM****SHIPPING INSTRUCTIONS (Bill of Lading Information)**

Customers tendering shipping instructions (Bill of Lading Information) to ICE for rail freight transportation are to use Electronic Data Interchange (EDI) when submitting billing information.

**Electronic channels available to customers include:****Electronic Transmission**

- ▶ EDI via VAN (EDI service provider)
- ▶ Flat File via VAN
- ▶ Flat File FTP via ICE
  - (Contact the ICE Waybilling Center at 888-358-7504 or [waybilling@cedaramerican.com](mailto:waybilling@cedaramerican.com) for information and support)

**Web-Based Transmission**

- ▶ EBOL –ICE's free Internet bill of lading system
  - (Contact the ICE Waybilling Center at 888-358-7504 or [waybilling@cedaramerican.com](mailto:waybilling@cedaramerican.com) for information and support)

**Third Party Services**

- ▶ Customers choosing to use third party logistics service are responsible to make arrangements directly with those third party logistics services providers to submit shipping instructions on their behalf via EDI.

**Faxing of Shipping Instructions:**

Although EDI is the preferred method of receiving bill of lading transmissions, the ICE will accept shipping instructions via fax at 866-877-9941. Customers who opt to continue faxing shipping instructions (bill of lading) to ICE will be subject to a charge of \$25 per bill of lading. Charges for providing "fax" billing instructions will be assessed against the party providing the bill of lading.

ICE reserves the right to reject any faxed bill of lading that are illegible, whether due to poor transmission quality, illegible handwriting, or otherwise. ICE will not accept delivery of shipping instructions by US Mail, express service, personal delivery, email, or otherwise.

**Corrections or Changes to Billing:**

Charges for "Fax" shipping instructions do not apply to cancellations, corrections, diversion requests, or reconsignments. Cancellations, changes, or additions to shipping instructions are to continue to be faxed to the Waybilling Center at 866-877-9941. Requests to change shipping instructions need to be submitted on company letterhead and include a contact name and phone number.

- See items 225.00 (bill of lading -change or cancellation) and 7000.00-7080.00 (diversion rules and charges).

All shipments received and accepted are transported subject to all applicable circulars, tariffs, contracts, price quotations, and terms of the Uniform Straight Bill of Lading. The application of rates will be determined by the date and time stamp that the complete shipping instructions are received by the ICE.

**ISSUED:** OCTOBER 31, 2006  
**EFFECTIVE:** JANUARY 1, 2007  
**EXPIRES WITH:**

## GENERAL RULES AND REGULATIONS

## CHANGE: CHANGE IN WORDING

**BILL OF LADING - CHANGE OR CANCELLATION**

Changes to billing or shipping instructions submitted by the consignor, consignee, or owner while shipment is still at origin, prior to movement, is considered a corrected bill of lading. Diversion rules and charges apply after movement of the car has commenced. See Item 7000.00 for diversion rules and charges.

**APPLICATION**

- A. **Shipping instructions are to be provided to the ICE in the form of Electronic Data Interchange (EDI, EBOL). See Item 220.00.**
- B. Any changes to shipping instructions received after movement of car has commenced are subject to diversion rules and charges. See Item 7000.00.
- C. Charges for changes in billing instructions will be assessed against the party providing the bill of lading.
- D. Changes to shipping instructions will only be processed when requests are received by ICE in writing via facsimile to ICE Waybilling Center: (866)-777-9941.
- E. Questions regarding changes in billing should be directed to ICE Waybilling Center: Telephone: (888)-358-7504.

Changes in billing including (but not limited to) the following will be at a rate of \$75 per bill of lading:

1. Change of Shipper or Consignee
2. A Change in Destination
3. Change of car initial or number
4. Addition or subtraction of cars
5. Change of routing
6. A change in party responsible for payment of transportation charges (freight payor) of a shipment.
7. A change of the shipment from "Prepaid" to "Collect" or the reverse.
8. Change in payment terms
9. A change in Commodity Description (STCC code)
10. Cancellation of original shipping documents before the car has been pulled from industry or team tracks at the origin of shipment
11. Cancellation of billing

Customer is responsible for providing correct car numbers for purposes of billing and shipping instructions.

**NOTE:** Correction charges do not include the cost of any additional switching, demurrage/holding, line-haul or other applicable charges that may accrue as a result of the correction.

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**GENERAL RULES AND REGULATIONS**

**CARLOAD FREIGHT ORDERED TO HOLD TRACKS FOR BILLING**

Except as otherwise provided in Item 260.00, freight in carloads loaded at industries on ICE rails and billed to "ICE hold track" or to industry hold or lease tracks for billing and billing is furnished by shipper ordering such cars to be delivered to a connecting line, apply the inter terminal switching charge named for that industry or the charge named in Item 1000.00 whichever is lower.

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**GENERAL RULES AND REGULATIONS**

**CARS HELD FOR BILLING OR FORWARDING INSTRUCTIONS**

**HOLDING CHARGE**

When shippers request cars be removed from an industry, shop, or team track directly served by ICE and are held by ICE awaiting forwarding instructions, they will be subject to a holding privilege charge of \$50 per car. This charge will be accessed against the party physically loading the car and whose name the demurrage is maintained by ICE. The holding privilege charge named herein will not apply when ICE receives forwarding instructions by noon of the day following performance of this service, excluding the holidays of Thanksgiving Day, Christmas Day and New Year's Day.

Cars received by ICE in interchange from industries open to ICE, that are received without forwarding instructions, a holding privilege charge of \$50 per car will be accessed against the party responsible for furnishing the forwarding instructions. If cars are received without billing instructions, charges will apply regardless of day of interchange or time of receipt of forwarding instructions.

**CARS HELD FOR BILLING**

Loaded railcars released from industry on shipper's instructions or received in interchange from industries open to ICE and held on ICE tracks awaiting forwarding instructions will be taken off demurrage and assessed following holding charges. Demurrage Credits cannot be applied to offset holding charges.

Railroad Owned or Controlled Railcars: \$70/demurrage day

Privately Owned or Leased Railcars: \$50/demurrage day

Charges will begin on the day of release/receipt and end the day forwarding instructions are received. Free time will only be allowed on the holidays of Thanksgiving Day, Christmas Day and New Year's Day.

Exceptions will be provided when pulled for Railroad convenience.

**CARS ORDERED BACK TO INDUSTRY**

When cars are removed from industry, shop, or team track and then subsequently ordered back to origin, an intra-terminal switch charge will be assessed in addition to applicable holding charges. (See Item 1000.00)

**ADDITIONAL SWITCHING**

Holding charges do not include additional switching that may be required in moving car to holding tracks to await forwarding instructions.

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**EXPIRES WITH:**

GENERAL RULES AND REGULATIONS

NEW ITEM

**CARLOAD FREIGHT HELD SHORT OF DESTINATION**

Cars held short of destination for any reason not attributable to ICE are subject to a hold charge.

The provisions of this item apply on shipments that are waybilled to one destination which is not directly switched by ICE and the ICE does not maintain demurrage files at the destination affected.

Charge shall be assessed per day or fraction of a day thereof, beginning with the first 12:01 am after hold time begins.

Upon arrival at the hold point, ICE shall notify the consignee of the date and time that hold time begins.

Upon departure from the hold point, ICE shall notify the consignee of the date and time that the hold time ends.

CHARGE: \$50.00 per car, per day

**ISSUED:                   SEPTEMBER 13, 2007**  
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**GENERAL RULES AND REGULATIONS**

**CARS FOUND NOT TO BE COMPLETELY UNLOADED**

Any non-hazardous commodity in carload lots, through no fault of ICE, which is received by ICE as an empty and is found to be a load, will upon request of customer be returned to a specified point on the ICE or to a junction with a connecting line tendering such cars to ICE at a charge of \$3.50 per mile via the route of movement, subject to a minimum charge of \$350.00 per car.

Distances shall be computed using the mileage's published in Tariff ICE 6200-Series.

The applicable intra-terminal switch rate found in ICE 8100 will apply for movement within the same switching district.

This rate will apply only in the absence of any specific point to point commodity rate.

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**EXPIRES WITH:**

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**INTERCHANGE ERROR MOVEMENTS**

Cars loaded or empty, received by ICE in error without forwarding instructions from the delivering carrier, will be returned to the delivering carrier or forwarded to the proper connecting carrier within the same switching district in accordance with AAR car service rule 7.

The following charges will be accessed against the delivering carrier:

<u>Carrier</u>	<u>Charge (per car)</u>
CN	\$435.00
CPRS	\$435.00
EJE	\$450.00
All other carriers:	\$400.00

**DELAY IN SUPPLYING INSTRUCTIONS:** Cars held awaiting disposition or forwarding instructions will be subject to an additional charge of \$18.00 per day or fraction thereof. (this charge will be accessed against the delivering carrier) following the first 12:01 am after notice is given to the delivering carrier.

**ADDITIONAL CHARGES:** Switching charges accessed by an intermediate switch carrier between ICE and the road delivering car to ICE in error are absorbed in the error in delivery charge.

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**CHARGE FOR TURNING CARS**

When it is desired that cars be placed for loading or unloading at destination or intermediate stop off points from a particular side or end of car, the car must be placarded on both sides and notation made on the bill of lading or shipping order as follows:

**NOTICE TO CARRIER**

**DELIVER CAR FROM SIDE OR END SPECIFIED BY PLACARD**

If shipping document carries a notation that the car was placarded and the placard has disappeared, the charge for turning will not apply.

The following charges will apply to improperly placarded cars that ICE is requested to turn after initial placement:

1. If turned within the confines of an industry, apply the specific intra-plant switching charge.
2. If turned on ICE tracks within the switching district of the destination or stop-off point, apply the specific intra-terminal switching charge.
3. If turned outside the switching district of the destination or stop off point, apply a charge of \$16.00 per car mile, subject to a minimum charge of \$400.00 per car for the round trip distance to and from the turning location. Distance to be determined by tariff ICE 6200-series.

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**GENERAL RULES AND REGULATIONS**

**CHARGE FOR USE OF SPECIAL TYPE OF HEAVY CAPACITY FLAT CARS**

A charge of \$540.00 per car used in addition to the regular local switching rates named herein will be made for each car used both originating and terminating within the same switching district for movement of which ICE furnishes flat cars bearing AAR mechanical designation of "FG" or "FW" or any capacity, and cars of designation "FM" of 151,000 lbs. or over nominal capacity; and a charge of \$1645.00 per car used on flat cars bearing mechanical designation of "FD" as named in the official railway equipment register.

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**GENERAL RULES AND REGULATIONS**

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**CHARGES FOR SWITCHING RAILWAY EQUIPMENT MOVED ON OWN WHEELS**

Railway equipment, passenger cars and locomotives moving on own wheels are subject to the following switching charges:

Empty passenger cars including, but not limited to baggage, express, mail, parlor, hotel, dining private cars or coaches will be subject to a switching charge of \$395.00 per car. This charge will apply on intermediate, inter-terminal, intra-terminal and intra-plant switch movements and will not alternate with charges named in any other Item of this tariff. This charge will be in addition to any line haul charge when delivered to a connecting line for line haul movement.

Dead locomotives, locomotives and tenders combined, wrecking cranes, derricks, locomotive cranes, pile drivers, hoists, shovels and scale test cars on own wheels will be subject to a switching charge of \$465.00 per unit.

When handled in special switching service requiring the assignment of a crew and locomotive, these charges will be in addition to special switching charges named in Item 760.00 of this tariff.

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**GENERAL RULES AND REGULATIONS**

**COMMODITIES IN TANK CARS**

Weights and charges on commodities transported in tank cars will be based upon the full gallon capacity of the car used subject to rule 35 of tariff UFC 6000-series, except when charges are in dollars and cents per car, charges in dollars and cents per car will apply.

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**GENERAL RULES AND REGULATIONS**

**CONTRACTURAL AGREEMENT ON RECIPROCAL SWITCHING**

Reciprocal switching charges named in IMRL or ICE tariffs, other than those paid by the consignor or consignee, may be modified by contractual agreements between ICE and other line haul carriers.

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**GENERAL RULES AND REGULATIONS**

**DEFINITION OF SWITCHING LIMITS**

Switching limits at stations on ICE will be confined to the most distant industry listed from the point of interchange with connections shown within the station.

Switching charges within the station will not apply on traffic originating or destined beyond the industries listed.

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**DEFINITION OF OTHER TERMS**

**ACTUAL PLACEMENT:** A term generally applied to placing a car at designated loading or unloading area.

**ASSIGNED CAR:** A specific car, assigned to a specific customer, at a specific location for their exclusive loading.

**CARS HELD:** When cars are held enroute because of any condition attributable to the consignor or consignee.

**CONSIGNEE:** The party to whom articles are shipped.

**CONSIGNOR:** The party by whom articles are shipped.

**CONSTRUCTIVE PLACEMENT:** When due to some disability on the part of the consignor or consignee, a car can not be placed for loading or unloading at a point previously designated by the consignor or consignee, and it is placed elsewhere, it is considered to be under constructive placement and subject to demurrage rules and charges, the same as if it were actually placed at the designated point.

**CREDIT:** Free demurrage day credits can only be earned on railroad owned or controlled cars released.

**DEMURRAGE DAY:** A 24 hour period or part thereof, commencing the day after tender.

**DISPOSITION:** Information, including forwarding instructions or release which allows the railroad to either tender or release the car from the consignor or consignee's demurrage account.

**EMPTY RELEASE INFORMATION:** Advice by the consignee given to the railroad that a car is unloaded and available to be picked up. Information must include identity of the consignee, party furnishing the data and, car initial and number.

**FORWARDING INSTRUCTIONS:** Shipping instructions given to the railroad at the point of loading containing all information required to transport the shipment to final destination.

**GRAIN:** When the term "grain" is used in the tariff it shall be understood to mean those commodities listed in Item 900.00 of Tariff ICE 4024-series.

**GRAIN PRODUCTS:** When the term grain products is used in this tariff it shall be understood to mean those commodities listed in Item 900.00 of Tariff ICE 4025-series.

**INTERMEDIATE SWITCHING:** The movement of cars in switching service from the interchange tracks of one carrier to the interchange tracks of the same carrier or another carrier, from, to or between points in the same switching district on which ICE neither originates or terminates the shipment nor receives a line-haul.

**INTER-TERMINAL SWITCHING:** Switching service between industries facilities or track locations reached by ICE and interchanged with other railroads with both the origin and destination located within the same switching district.

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**GENERAL RULES AND REGULATIONS**

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**DEFINITION OF OTHER TERMS**

**INTRA-PLANT SWITCHING:** The movement of cars, loaded or empty, from one location within an industry to another location within the same industry.

**INTRA-TERMINAL SWITCHING:** Switching service between industries, facilities or track locations reached by ICE located within the same switching district.

**LEASE TRACK:** A track assigned to the user through written agreement. Lease tracks will be treated the same as private tracks.

**LOADING:** The complete or partial loading of a car in conformity with ICE loading and clearance rule and furnishing forwarding instructions.

**LOADED CAR:** A completely or partially loaded car.

**NOTIFICATION:** Advice to customer or railroad of the cars availability.

**PARTIAL UNLOADING:** The partial unloading of a car and furnishing of forwarding instructions.

**PRIVATE CAR:** A car bearing other than a railroad reporting mark and which is not a railroad controlled car.

**PRIVATELY OWNED OR SHIPPER OWNED:** Where reference is made in tariffs or circulars to this tariff the term "privately owned or shipper owned" shall mean equipment that is not under lease to or controlled by a railroad.

**PRIVATE TRACKS:** Any trackage which is not owned or leased by the railroad.

**PUBLIC DELIVERY TRACK:** Any track open to the general public for loading and unloading.

**RAILROAD CONTROLLED CAR:** A car bearing a railroad reporting mark or a car bearing other than a railroad reporting mark provided to the railroad directly by the car owner or lessor for use by the railroad in serving any of its customers.

**RECIPROCAL SWITCHING:** Means switching of carload freight between industries on the tracks of ICE as named herein and the point of interchange with connecting rail lines, when such traffic either precedes or follows a line-haul movement.

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GENERAL RULES AND REGULATIONS

**DEFINITION OF OTHER TERMS**

**RECONSIGNMENT:** An order from the consignor to bill a car to other than the original consignee. (an order to turn over the car to another party, that does not require an additional movement of the car, is not a reconsignment).

**REBILL:** A new document by which the entire original shipment is forwarded in the same car to another destination.

**RELEASE:** Loaded car(s), release will be considered when full forwarding instructions to final destination are received. Empty, unloaded car(s), release will be considered only when written notice is received by ICE service center, stating that car is empty and ready to be pulled from customer's placement site.

**SHOP FACILITY:** A shop facility is one approved by the AAR for rail car repair sufficient to meet interchange standards.

**TIME:** Local time is applicable.

**UNLOADING:** The complete unloading of a car and advice received from the consignee that the car is empty and available to the railroad.

**ISSUED:** JANUARY 16, 2006  
**EFFECTIVE:** JANUARY 16, 2006  
**EXPIRES WITH:**

**GENERAL RULES AND REGULATIONS**

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**EMPTY CARS ORDERED, BUT NOT LOADED**

If a car order is placed for empty car(s) for loading and the service of constructive or actual placement has been performed and the car(s) are subsequently released back to the carrier without being loaded and billed via ICE, the published intra-terminal or inter-terminal switching charge per car, in addition to applicable demurrage or detention charges, will be assessed to the party ordering the equipment.

If instructions are received to cancel the car order while car(s) are enroute but have not yet been constructively or actually placed, a charge of \$80.00 per car will be assessed to the party ordering the equipment.

Exception: not applicable to car(s) ordered for shipments of grain and or grain products. See ICE 4024-Series and ICE 4025-Series, Item 320.00 for applicable charges.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

GENERAL RULES AND REGULATIONS

**EMPTY CARS RETURNED, UNFIT FOR LOADING**

When an empty car is received from a connecting carrier for loading by an industry located on ICE, and is refused by the industry because the car is not in proper condition to load and must be returned to the connecting carrier, the inter-terminal switching charge will be assessed against the connecting carrier. The charge will be made in one direction only.

**When an ICE owned or controlled empty car is returned to the ICE and is refused by an industry because the car is not in proper condition to load, the following will apply:**

**Last Consignee is responsible for the unloading of the lading from a car and must remove all lading, dunnage, blocking, bracing, strapping and all other materials that were part of the inbound shipment. Consignee is also responsible for closing of all gates and hatches, securing of interior equipment and closing of doors.**

**When cars are found to be in violation, subsequent shipper shall notify ICE electronically that a car or cars are unfit for loading due to not being completely unloaded by the last consignee. Digital photos of inside condition of car along with car number would be appreciated.**

**A charge of \$750.00 per car will be assessed to the last known consignee (person, party firm or corporation) who last unloaded the car and shall be obligated to pay for the cleaning service. The last known consignee shall be notified and the car(s) shall be held on demurrage with no free time or credits until cleaning, disposal and release for re-loading has been accomplished.**

**ISSUED: FEBRUARY 8, 2008  
EFFECTIVE: MARCH 1, 2008  
EXPIRES WITH:**

**GENERAL RULES AND REGULATIONS**

**EXPLANATION OF REFERENCE MARKS**

- (I) Denote increases in rates, charges or restrictions on services.
- (D) Denotes reductions in rates, charges or removal of restrictions.
- (N) Denotes changes in wording that result in neither increases nor reductions in rates, charges or services.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

**GENERAL RULES AND REGULATIONS**

**FREIGHT-IN-BOND**

Cars containing freight-in-bond to be switched locally will not be accepted from connecting lines until a permit to receive goods has been issued to the consignee by the United States collector of customs.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

**GENERAL RULES AND REGULATIONS**

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**FIRST PLACEMENT CONSTITUTES DELIVERY**

When cars are placed for loading or unloading on assigned sidings, team tracks or at warehouses, mills or elevators or other industries or locations reached by ICE, such placement shall constitute delivery of the car for loading or unloading. Any subsequent switching movement within the prescribed switching limits of the station at which the service is performed will be subject to industrial switching charges provided elsewhere in this tariff.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

**GENERAL RULES AND REGULATIONS**

**FURNISHING CARS FOR INDUSTRIAL SWITCHING**

ICE will not undertake to furnish cars of any particular size or dimension when for use in industrial switching. When cars, other than ordinary equipment are found to be used in industrial switching, apply charges provided in Item 580.00.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

**GENERAL RULES AND REGULATIONS**

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**IMPACT TESTING**

ICE will, when suitable arrangements can be made, furnish a locomotive, crew and sufficient empty cars on not less than five days notice for the purpose of impact testing or load and tie down configuration to determine suitability for regular usage.

A minimum charge of \$800.00 will be made for motive power and crew necessary to conduct the test. For each hour in excess of eight (8) hours and not to exceed four (4) additional hours a charge of \$150.00 per hour will be made. After a total of twelve hours has elapsed, a new crew will be assigned and the charges start as a new test.

For each car furnished by ICE whether for load bearing or as impact cars a charge of \$185.00 per car per hour will be made. This charge includes the cost of moving the car(s) to and from the test location and all switching necessary to conduct the test. Demurrage will not apply when cars are held for such tests.

All charges will accrue whether or not the test is successful. Not less than five days notices to ICE is required and impact test service will be subject to availability of equipment and crew.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

**ICE FREIGHT TARIFF 8100**

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**PAGE 1 OF 1**

**ITEM 560.00**

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**GENERAL RULES AND REGULATIONS**

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**INTRA STATE APPLICATION OF TARIFF**

This tariff is also applicable on intrastate traffic, except where specifically provided for to the contrary in individual items.

Intra state traffic means traffic moving wholly with the states of: Illinois, Iowa, Minnesota, Missouri and Wisconsin.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

**GENERAL RULES AND REGULATIONS**

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**LIMITED USE OF EQUIPMENT FOR INDUSTRIAL SWITCHING MOVEMENTS**

Industrial switching rates and charges published in this tariff apply to shipments which are both loaded and unloaded within the same switching district, only when loaded in or on ordinary equipment.

Ordinary equipment means:

1. Box cars not exceeding 52 feet 6 inches in length, inside measurement, but not including box cars of any length which are insulated or equipped with any type of loading devices or cars with a mechanical designation of "XF".
2. Flat cars not exceeding 54 feet in length and having a marked capacity not greater than 180,000 pounds but not including flat cars of any length equipment with racks, frames, bulkheads, tie-down devices, hoods or other appurtenances extending above the deck of the car nor on special type flat cars with a mechanical designation of FD, FG, FW or FRM as listed under the heading of heavy capacity and special type flat cars in the official railway equipment register.
3. Gondola cars having marked capacity not greater than 180,000 lbs., but not including gondola cars of any length equipped with covers, hoods, containers or cradle floors.
4. Open top hopper cars not exceeding 60 feet in length, inside measurement or having a stenciled load limit greater than 190,000 pounds.
5. Cars other than described above owned, leased or controlled by consignor's or consignee's.

When shipments that are both loaded and unloaded within the same switching district are loaded in cars that are other than ordinary equipment as described in 1 through 5 above, apply the industrial switching charge named in this section plus \$130.00 per car. See notes 1 and 2.

Note 1 – the provisions of this Item will not apply to a movement of a car from one location to another for immediate outbound road-haul movement under a line-haul rate. From one location to another of a car that has just terminated an inbound road-haul movement under a line-haul rate. Apply the applicable industrial switching charges named in this tariff.

Note 2 – on movements of ferrous scrap, applies only on interstate traffic.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

**GENERAL RULES AND REGULATIONS**

**MISUSE OF RAIL EQUIPMENT**

When any rail equipment, owned, leased or controlled by ICE, is loaded and routed via a rail carrier other than ICE or DME, a charge of \$1000.00 per car will be assessed to and payable by the party, person, firm or company responsible for loading such car.

Exception: This charge shall not be assessed when the shipper has received prior approval from the ICE car distributor in Sioux Falls, SD (866) 618-0890.

Note: Not applicable to car(s) ordered for shipments of grain and/or grain products. See ICE 4024-series and ICE 4025-series, Item 355 for applicable charge.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

GENERAL RULES AND REGULATIONS

NEW ITEM

PERISHABLE SHIPMENTS

1. When perishable shipments are received, from connecting line, for line-haul or placement to industry, temperature must be within ten (10) degrees of tolerance to the temperature that is instructed on the waybill and fuel must be no less than 200 gallons with the motor running.
2. When perishable shipments are received, from industries, and empty was furnished by connecting carrier, temperature must be within ten (10) degrees of tolerance to the temperature that is instructed on the waybill and fuel must be no less than 200 gallons with the motor running.
3. If exception to the above are noted, do not refuel, do not attempt to start dead engine or take exceptions to high temperature, for our account. Contact connecting carrier and advise them of exception and car must be delivered to connecting carrier on first available interchange.

Contact Information:

- a. For UP Equipment: Fruit Growers Express (308)-535-4229 or 4482
- b. For BNSF Equipment: Fruit Growers Express (800)-510-6586

ISSUED: JULY 10, 2007  
EFFECTIVE: AUGUST 1, 2007  
EXPIRES WITH:



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**GENERAL RULES AND REGULATIONS**

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**NON APPLICATION OF INTRA-PLANT SWITCHING CHARGES**

The intra-plant switching charges named 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) as a result of pulling out carloads or empties previously unloaded or placing inbound carloads for unloading or empties for loading.

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.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

**RECIPROCAL SWITCHING**

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**NON-APPLICATION OF RECIPROCAL SWITCHING CHARGES**

The provisions applicable to reciprocal switching do not apply to:

1. Railway equipment, empty, moving on own wheels:
  - A. Freight train cars (STCC 37 4220)
  - B. Locomotives or tenders (STCC 37 411) see Item 320.00
  - C. Maintenance or repair cars (STCC 37 424)
  - D. Passenger train cars (STCC 37 421) see Item 320.00
  - E. Street cars or self propelled railroad cars (STCC 37 423)
2. Traffic to or from ICE public team tracks.
3. Railroad company material, moving as scrap via a foreign line railroad in non-revenue service. See Item 770.00

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

**GENERAL RULES AND REGULATIONS**

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**CHANGE: REVISED CREDIT APPLICATION****EXTENSION OF CREDIT AND PAYMENT OF CHARGES****EXTENSION OF CREDIT**

Acceptance by ICE or DME of a tender of a shipment by Customer does not constitute the extension of credit by Cedar American Rail Holdings to Shipper or to party responsible for payment of ICE/DME freight charges ("Payor"). Credit shall only be extended through the Credit Department of Cedar American Rail Holdings. If Cedar American Rail Holdings extends credit, it is granted only as a convenience to the Shipper or Payor and may be revoked by Cedar American Rail Holdings at any time as to any shipment (including those in transit) without notice by CARH. In the event of a revocation of credit affecting any cars in transit, Shipper or Payor must either pay all charges for the cars in transit or make provisions for payment satisfactory to CARH before the cars will be delivered. Any changes in Shipper's or Payor's ownership or financial condition which materially affects Customer's financial standing must be reported to CARH Credit Department. When collection is the responsibility of ICE or DME, credit provisions contained in 49 CFR 1320 will apply.

**CREDIT PAYMENT TERMS**

Where credit has been extended to Shipper or Payor, payment must be received by ICE/DME within fifteen (15) days of the date of the freight bill or invoice.

**NO CREDIT**

Where credit has not been extended to Shipper or Payor, payment of transportation charges must be made to ICE/DME in advance of the shipment in cash.

**DISPUTING BILL**

In the event that Shipper or Payor shall dispute the amount of a bill, Shipper or Payor shall pay to ICE/DME within the credit period the undisputed amount of the bill. Shipper or Payor shall also notify CARH within the credit period of the disputed amount and the basis for the dispute. Payment of bills, or any portion thereof, by Shipper or Payor which later are determined to be incorrect will not prejudice Shipper's or Payor's right to seek a refund within the statutory period.

**COST OF COLLECTIONS**

Cedar American Rail Holdings shall have the right to recover from Shipper or Payor all reasonable costs of collection, including but not limited to reasonable attorneys' fees, in the event of any violation of the credit terms of CARH by Shipper or Payor.

**PREPAID & COLLECT SHIPMENTS CONDITIONS**

With regard to collect bills of lading, the existence of the Payor does not serve to relieve the Shipper and Consignee for their responsibility for the payment of freight and other charges as established by these Conditions of Carriage and law unless otherwise expressly stated by a written agreement. The foregoing shall not affect the Shippers right to secure non-recourse pursuant to Section 7 of the bill of lading. With regard to prepaid bills of lading, the existence of the Payor does not serve to relieve the Shipper for its responsibility for the payment of freight and other charges as established by these Conditions of Carriage and law unless otherwise expressly stated by a written agreement.

**PAYMENT OF FUNDS**

Rates and charges for transportation services provided by Cedar American Rail Holdings, including but not limited to line-haul freight charges, shall be paid in U.S. funds.

**ISSUED:** MARCH 2, 2006  
**EFFECTIVE:** MARCH 2, 2006  
**EXPIRES WITH:**

GENERAL RULES AND REGULATIONS

CHANGE: REVISED CREDIT APPLICATION

PAYMENT OPTIONS

**WIRE TRANSFER PAYMENTS:**

Wells Fargo Bank, Minnesota, N.A.  
ABA Number: 121000248  
Minneapolis, MN 55410  
Iowa, Chicago & Eastern Railroad  
Account Number: 0841762263

**ELECTRONIC FUNDS TRANSFER (EFT):**

Wells Fargo Bank, South Dakota, N.A.  
ABA Number: 091400046  
Minneapolis, MN 55410  
Iowa, Chicago & Eastern Railroad  
Account Number: 0841762263

**AUTOMATED CLEARING HOUSE (ACH):**

Wells Fargo Bank, South Dakota, N.A.  
ABA Number: 091400046  
Minneapolis, MN 55410  
Iowa, Chicago & Eastern Railroad  
Account Number: 0841762263

**PAYMENT BY CHECK:**

Iowa, Chicago & Eastern Railroad  
NW 5277  
PO Box 1450  
Minneapolis, MN 55485-5277

OTHER INFORMATION

**FEDERAL TAX ID NUMBERS:**

01-0600401

If detail for payment is not sent with remittance, please fax detail for payment to (605)-782-1342.

Contact us at (605) 782-1333 should you have any questions about your payment options or for additional information.

**ISSUED:** MARCH 2, 2006  
**EFFECTIVE:** MARCH 2, 2006  
**EXPIRES WITH:**



# CREDIT APPLICATION AGREEMENT

In the event ICE/DME approves the undersigned for credit, the customer undertakes and agrees to conform to the credit terms outlined herein and the conditions regarding the payment of transportation and all other related charges.

CREDIT TERMS
<ul style="list-style-type: none"> <li>All accounts invoiced by ICE or DME are to be paid within 15 DAYS from invoice date. You will be held to these terms regardless of the use of 3<sup>rd</sup> party payment processors and / or the process of paying on receipt of shipments. <b>IF YOU CANNOT COMPLY TO THESE TERMS, PLEASE DO NOT APPLY.</b></li> <li>Failure to settle accounts as required will be considered sufficient cause for immediate cancellation of credit.</li> <li>Payment of freight or miscellaneous charges must not, under any circumstances, be reduced or withheld because of claims against the carrier. Each is to be settled on its own merit and offsetting any other claims against accounts shall be considered sufficient cause for cancellation of credit.</li> <li>All necessary collection, legal (including attorney's fees and costs) and late payment costs will be charged to the account in the event of default or failure to pay for services rendered.</li> </ul>

**CREDITOR YOU ARE APPLYING WITH:** *(Circle One)* **ICE or DME**

**CREDIT LINE REQUIRED PER 15 DAY PERIOD \$**

## COMPANY NAME AND HEADQUARTERS INFORMATION

Name of Company Requesting Credit	Phone:
Company Mailing Address	Fax:
Address Invoices Should Be Sent To: (if different from above)	Website:

## PAYABLES DEPT INFORMATION (Who do we call regarding nonpayment, short pays, etc?)

Contact Name :	Phone:
Title:	Fax:
	Email:

**FULL NAMES OF OWNERS, PARTNERS (Directors & Officers if Corporation)**

Name & Title	Contact Information
Name & Title	Contact Information

**OTHER COMPANY INFORMATION**

Briefly Describe Type or Nature of Business:	
Date Business Started:	Number of Employees:
Primary Commodities to be Shipped:	Estimated Number of Car Loads per Month:

**FORM OF BUSINESS (CHECK APPROPRIATE BOX)**

Proprietorship  Partnership  Corporation  Other \_\_\_\_\_

DUNS NUMBER

TAX PAYER ID NUMBER

**BANK REFERENCE INFORMATION:** Please provide information on all banking relationships. If additional space is required, please attach a separate sheet.

**PRIMARY BANKING INSTITUTION**

Bank Name & Complete Address	Phone:
Bank Contact & Title	Fax:
Other Information	Account Number:

**IS YOUR COMPANY CURRENTLY WORKING WITH OUR MARKETING DEPARTMENT? IF SO, PLEASE PROVIDE THE NAME OF THE MARKETING MANAGER BELOW.**

**TRADE REFERENCES (REQUIRED)**

**IN ORDER TO OBTAIN CREDIT WITH OUR COMPANY, WE MUST RECEIVE THREE POSITIVE REFERENCES IN RESPONSE TO OUR CREDIT REFERENCE REQUESTS. PLEASE LIST AS MANY REFERENCES AS YOU WISH TO BE CONTACTED. ATTACH ADDITIONAL SHEET(S) AS REQUIRED. FAX AND / OR EMAIL ADDRESSES ARE REQUIRED FOR EACH REFERENCE! PLEASE DO NOT USE OTHER RAILROADS AS REFERENCES; THEY WILL NOT BE CONTACTED REGARDING YOUR CREDIT.**

Trade Reference Name	Address	Phone: <input type="text"/> - <input type="text"/> <input type="text"/>
Contact Person:	Nature of Business:	Fax: <input type="text"/> - <input type="text"/> <input type="text"/> Email:

Trade Reference Name	Address	Phone: <input type="text"/> - <input type="text"/> <input type="text"/>
Contact Person:	Nature of Business:	Fax: <input type="text"/> - <input type="text"/> <input type="text"/> Email:

Trade Reference Name	Address	Phone: <input type="text"/> - <input type="text"/> <input type="text"/>
Contact Person:	Nature of Business:	Fax: <input type="text"/> - <input type="text"/> <input type="text"/> Email:

Trade Reference Name	Address	Phone: <input type="text"/> - <input type="text"/> <input type="text"/>
Contact Person:	Nature of Business:	Fax: <input type="text"/> - <input type="text"/> <input type="text"/> Email:

Trade Reference Name	Address	Phone: <input type="text"/> - <input type="text"/> <input type="text"/>
Contact Person:	Nature of Business:	Fax: <input type="text"/> - <input type="text"/> <input type="text"/> Email:

**A complete application for credit must be received AND approved prior to shipments being accepted on our railroad.** Financial Statements for the past two years may be required to support the credit line requested. Further, should credit be granted, customer agrees to provide such credit and financial information as ICE/DME may reasonably request from time to time to update Cedar American Rail Holding's credit files.

I hereby represent that I am authorized to submit the application on behalf of the customer named above, and that the information provided for the purpose of obtaining credit is warranted to be true. I hereby authorize Cedar American Rail Holdings to investigate the references listed pertaining to customer's credit and financial responsibility. I further represent that the customer applying for the credit has the financial ability and willingness to pay for all invoices within established terms.

Thank you for choosing ICE & DME as your transportation provider. Contact us at (605) 782-1333 should you have any questions about the credit application form or process.



\_\_\_\_\_  
**Signature Authorized Signing Officer**  
(Must be an Officer of Business/Company)

\_\_\_\_\_  
**Title**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Signature Name (Please Type or Print)**

\_\_\_\_\_  
**Name of Person Completing Application**

\_\_\_\_\_  
**Phone Number**

**Please Return To: Cedar American Rail Holdings  
Attn: Melissa Hollingshead  
140 North Phillips Avenue  
Sioux Falls, SD 57101  
Phone: (605)-782-1333  
Fax: (605)-782-1342  
Email: mhollingshead@cedaramerican.com**

**GENERAL RULES AND REGULATIONS**

**PRIVATE TRACKS**

No cars will be switched to privately owned tracks for other parties without a written order from the firm, person or corporation who owns, controls, or has use of such tracks.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

**GENERAL RULES AND REGULATIONS**

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**RE-SWITCHING OF UNIT GRAIN TRAINS**

When units of five or more cars which have been loaded with grain, as described in item 900.00 of Tariff ICE 4024-Series, are removed from an elevator, mill or warehouse located on the tracks of this carrier and when through no fault of this carrier a car or cars must be switched re-switched or set-out for any reason, the following shall apply:

**CARS RELEASED AND BILLED**

(See Notes 1 and 2)

When cars have been released to ICE and billing and forwarding instructions have been received, whether or not the service of line haul transportation has commenced a charge of \$250.00 per car switched will be assessed to the elevator, mill, or warehouse who loaded the cars.

Cars which are not billed with balance of original block of cars, ordered and set in for loading, will be charged \$250.00 per car switched and will remain on continuous demurrage until billing or complete forwarding instructions are received.

**CARS NOT RELEASED OR BILLED**

(See Notes 1 and 2)

When cars have been removed from an elevator, mill, or warehouse which have not been released or billed by the shipper, but removed for the convenience of the shipper or carrier a charge of \$250.00 per car switched will be assessed to the elevator, mill, or warehouse who loaded the cars.

NOTE 1: At the station where re-switching occurs, if any car or cars are not forwarded to the same destination or must be returned to the shipper, they will be subject to the demurrage rules and charges provided in this tariff and will remain on continuous demurrage until billing and forwarding instructions are received.

NOTE 2: If any cars removed from an elevator, mill, or warehouse must be returned to the original shipping point or if a unit is broken up and forwarded to different destination points, the rates to be applied will be those published to the specific destinations any switching and/or demurrage charges shall be in addition to the charges named in this item.

**ISSUED:                      JANUARY 16, 2006**  
**EFFECTIVE:                JANUARY 16, 2006**  
**EXPIRES WITH:**

**GENERAL RULES AND REGULATIONS**

**RESTRICTED RECIPROCAL SWITCHING**

When reciprocal switching for a given industry or station is restricted, before ICE will accept the car in interchange it will require the line haul carrier to furnish sufficient documentation to verify that reciprocal switching of the shipment is applicable.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

GENERAL RULES AND REGULATIONS

CHANGE: INCREASE AND CHANGE IN WORDING

SPECIAL SWITCHING

Switching charges named in this tariff apply when service is performed by normal routine operations at the convenience of ICE.

When at the request of consignor or consignee, switching is performed beyond that normally accorded to consignor's or consignee's facilities, a special switch charge will be assessed. Charges will be assessed in addition to the freight charges and all other chargeable services performed in connection therewith.

CHARGE: \$1500.00

Special switching service requires the concurrence of the ICE Operating Department and must be made in writing (or by telephone and confirmed in writing). Requests must be made in time to permit assembly of equipment and personnel and include all pertinent information necessary to the operating department, operating conditions will not permit.

Charges for special switching service will be assessed against the party requesting the service.

If in the judgment of the operating department of ICE, special switching service is necessary in order to comply with the transportation requirements or characteristics of shipment the special switching charges set forth in this item will be assessed to such shipments.

ISSUED: AUGUST 8, 2007  
EFFECTIVE: SEPTEMBER 1, 2007  
EXPIRES WITH:

GENERAL RULES AND REGULATIONS

**SWITCHING CHARGES ON RAILROAD COMPANY MATERIAL**

When articles of railroad company material such as railway cars, locomotives, rail or other articles being disposed of by connecting lines and moving on non-revenue billing via such owner lines to a point of connection with ICE for subsequent movement on switch billing to an ICE industry at the same station, such shipments will be assessed the applicable inter-terminal switch charge provided in this tariff at the station where the movement occurs.

This Item applies only on materials being disposed of as scrap.

**ISSUED:**                   **JANUARY 16, 2006**  
**EFFECTIVE:**               **JANUARY 16, 2006**  
**EXPIRES WITH:**

**GENERAL RULES AND REGULATIONS**

**SWITCHING MORE THAN ONE CAR IN A SHIPMENT**

When more than one car is required for a shipment, or when loaded in or on so-call articulated cars, charges for switching services provided in this tariff will be applied to each car or platform in the articulated unit.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

**GENERAL RULES AND REGULATIONS**

**SWITCHING WITHOUT CHARGE**

No charge will be made for switching carload shipments to or from private or assigned sidings served by ICE or interchange tracks of industries connected with ICE when the switching service immediately precedes or follows a revenue line-haul over ICE.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

**GENERAL RULES AND REGULATIONS**

**TEAM TRACKS**

ICE will not permit delivery of cars on its public team tracks or sidings, except when ICE performs a line haul on such cars into or out of the station where the team track or siding is located.

ICE will not permit hazardous or dangerous commodities described below to be loaded or unloaded at public delivery tracks or teams tracks.

All bulk shipments or shipments in containers which exceed 110 gallon capacity each of hazardous materials, hazardous substances or hazardous wastes as identified in tariff BOE 6000-series, parts 170-179, as assigned a 48 or 49 series in section 3, parts I, II, or III of tariff STCC 6001-series.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

SWITCHING CHARGES

CHANGE: INCREASE

INDUSTRIAL SWITCHING CHARGES – GENERAL

Except as otherwise provided for in specific Items and at stations not specifically provided for herein ICE will assess the charges shown below for switching within the customer industrial limits of the same station.

INTER-TERMINAL	
ALL CARS.....	<b>\$350.00(I)</b> PER CAR
INTRA-TERMINAL	
ALL CARS.....	<b>\$350.00(I)</b> PER CAR
INTERMEDIATE SWITCHING	
ALL CARS.....	<b>\$350.00(I)</b> PER CAR
INTRA-PLANT	
ALL CARS.....	<b>\$150.00(I)</b> PER CAR

ISSUED:                    **SEPTEMBER 21, 2007**  
EFFECTIVE:               **NOVEMBER 1, 2007**  
EXPIRES WITH:

LIST OF INDUSTRIES AND SWITCHING CHARGES

**ALGONA, IA**

**OPEN/CLOSED**

**AGRI-SUPPLIES & SERVICE CO.**  
TEAM TRACK

**CLOSED**

**KOCH MATERIALS**  
832 NORTH MAIN STREET

**CLOSED**

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.  
No physical interchange with UP at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

LIST OF INDUSTRIES AND SWITCHING CHARGES

**BELOIT, WI**

**OPEN/CLOSED**

**ALLIANT ENERGY**

ROCK RIVER GENERATING STATION

**CLOSED**

**FAIRBANKS MORSE ENGINE DIVISION OF**

**B. F. GOODRICH**

701 WHITE

**(2)**

**FRITO –LAY**

2810 KENNEDY DRIVE

**CLOSED**

**UNITED BUILDING CENTER**

3022 MILWAUKEE ROAD

**CLOSED**

**RECIPROCAL SWITCHING**

UP - \$300.00 per car

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

(2) JOINT ICE/UP INDUSTRY, ICE DOES NOT SWITCH FOR UP.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

## LIST OF INDUSTRIES AND SWITCHING CHARGES

<b>BETTENDORF, IA</b>	<b>OPEN/CLOSED</b>
<b>AMERICOLD LOGISTICS</b> 6875 STATE STREET	(3)
<b>BARTON SOLVENTS</b> 204 – 36 <sup>TH</sup> STREET	(3)
<b>GRAFCO INDUSTRIES</b> 2732 – 62 <sup>ND</sup> STREET	(3)
<b>MID AMERICAN ENERGY</b> RIVERSIDE GENERATING STATION	(3)
<b>OLYMPIC STEEL</b> 6425 STATE STREET	(3)
<b>PREMIER FOODS</b> 6885 STATE STREET	(3)

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.  
Carload traffic can also be interchanged with BNSF at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

(3) JOINT ICE/BNSF INDUSTRY, ICE DOES NOT SWITCH FOR BNSF.

**ISSUED:** JANUARY 16, 2006  
**EFFECTIVE:** JANUARY 16, 2006  
**EXPIRES WITH:**

LIST OF INDUSTRIES AND SWITCHING CHARGES

CHANGE: INCREASE

BLOOMING PRAIRIE, MN

OPEN/CLOSED

ARKEMA INC.  
157 WEST HIGHWAY 218 NORTH

LOCAL

SUNRICH  
124 MILL AVENUE SOUTH

LOCAL

CENTRAL COOP SOIL SERVICE

LOCAL

CENTURY PLASTICS

LOCAL

INDUSTRIAL SWITCHING

Apply charges in Item 1000.00 except:

Intra-terminal switching on all commodities between the plant site of Arkema Inc. and Arkema Inc. lease track, **\$100.00(I)** per car.

Intra-plant switching on all commodities at the plant site of Arkema Inc. **\$100.00(I)** per car.

ISSUED:                    SEPTEMBER 21, 2007  
EFFECTIVE:               NOVEMBER 1, 2007  
EXPIRES WITH:

LIST OF INDUSTRIES AND SWITCHING CHARGES

**CAMANCHE, IA**

**OPEN/CLOSED**

**DETERMANN INDUSTRIES, INC.**  
1425 NORTH WASHINGTON

**(3) OPEN**

**RECIPROCAL SWITCHING**

UP - \$289.00 per car (Via Clinton, IA interchange only)

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

(3) JOINT ICE/BNSF INDUSTRY, ICE DOES NOT SWITCH FOR BNSF.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

LIST OF INDUSTRIES AND SWITCHING CHARGES

CHANGE: ADD INDUSTRY

CHARLES CITY, IA

OPEN/CLOSED

FARMERS FEED & GRAINS  
1001 NORTH MAIN AVENUE

CLOSED

VERASUN ENERGY  
1787 QUARRY ROAD

CLOSED

INDUSTRIAL SWITCHING

Apply charges named in Item 1000.00

ISSUED: JANUARY 5, 2007  
EFFECTIVE: JANUARY 5, 2007  
EXPIRES WITH:

**ICE FREIGHT TARIFF 8100**

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**PAGE 1 OF 1**

**ITEM 1075.00 A**

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**LIST OF INDUSTRIES AND SWITCHING CHARGES**

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**CANCELED ACCOUNT OBSOLETE**

**ISSUED:  
EFFECTIVE:  
EXPIRES WITH:**

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LIST OF INDUSTRIES AND SWITCHING CHARGES

**CHILLICOTHE, MO**

**OPEN/CLOSED**

**FARMERS ELECTRIC COOP**  
WEST BUSINESS ROUTE 36

**CLOSED**

**GRAND BUILDERS**  
OLD HIGHWAY 190

**CLOSED**

**PORTER'S BUILDING CENTER**  
2A EAST JACKSON STREET

**CLOSED**

**REED'S SEEDS, INC.**  
1035 INDUSTRIAL ROAD

**CLOSED**

**T&R SOIL SERVICE**  
INDUSTRIAL ROAD

**CLOSED**

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

LIST OF INDUSTRIES AND SWITCHING CHARGES

**CLEAR LAKE, IA**

**OPEN/CLOSED**

**FARMERS COOP ELEVATOR**  
914 – 14<sup>TH</sup> AVENUE NORTH

**CLOSED**

**TOM THUMB, INC.**  
520 – 9<sup>TH</sup> AVENUE NORTH

**CLOSED**

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.  
No physical connection with IATR at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

## LIST OF INDUSTRIES AND SWITCHING CHARGES

CLINTON, IA	OPEN/CLOSED
<b>ADM CORN SWEETNERS</b> 1251 BEAVER CHANNEL PARKWAY	(2), (3)
<b>ADM CLINTON MUNICIPAL DOCK</b> 204 – 15 <sup>TH</sup> AVENUE SOUTH	(2), (3)
<b>ALLIANT ENERGY</b> CLINTON GENERATING STATION	(3) CLOSED
<b>BEMIS CLYSAR INC</b> HIGHWAY 67 SOUTH	(2), (3)
<b>LAMSON &amp; SESSIONS</b> 1001 SOUTH 2 <sup>ND</sup> STREET	(3)
<b>NATIONAL BY-PRODUCTS COMPANY</b> 1423 BEAVER CHANNEL PARKWAY	(3) OPEN
<b>SETHNESS PRODUCTS</b> 1347 BEAVER CHANNEL PARKWAY	(3) OPEN
<b>VERTEX CHEMICAL</b> HIGHWAY 67 SOUTH	(2), (3)

**RECIPROCAL SWITCHING**

UP - \$250.00 per car

**INDUSTRIAL SWITCHING**

Apply charges named in Item (N) 1000.00 except:

Intra-Terminal switching on all commodities, except coal between ADM Corn Sweetners (Main Plant) and ADM lease tracks at ICE yard \$189.00 per car.

Intra-Terminal switching on coal in shipments of not less than five (5) cars between Alliant Energy's Clinton Generating Station and ADM Corn Sweetners (Main Plant) \$112.00 per car.

(2) JOINT ICE/UP INDUSTRY, ICE DOES NOT SWITCH FOR UP.

(3) JOINT ICE/BNSF INDUSTRY, ICE DOES NOT SWITCH FOR BNSF.

**ISSUED:** JANUARY 16, 2006  
**EFFECTIVE:** JANUARY 16, 2006  
**EXPIRES WITH:**

LIST OF INDUSTRIES AND SWITCHING CHARGES

CHANGE: INCREASE

<b>DAVENPORT, IA (LINWOOD, IA IS WITHIN THE DAVENPORT, IA SWITCHING LIMITS)</b>	<b>OPEN/CLOSED</b>
<b>ALTER SCRAP PROCESSING</b> 640 SCHMIDT ROAD	<b>OPEN</b>
<b>BLACKHAWK FOUNDRY &amp; MACHINE</b> 323 SOUTH CLARK STREET	<b>OPEN</b>
<b>CATCH-UP LOGISTICS</b> 4611 KIMMEL DRIVE	<b>CLOSED</b>
<b>CHS INC.</b> 701 EAST FRONT STREET	<b>CLOSED</b>
<b>CITY CARTON COMPANY</b> 4002 KIMMEL DRIVE	<b>OPEN</b>
<b>KOCH MATERIALS</b> 501 EAST FRONT STREET	<b>CLOSED</b>
<b>LEINERS DAVIS COMPANY</b> 7001 BRADY STREET	<b>CLOSED</b>
<b>LAFARGE CORPORATION</b> 301 EAST FRONT STREET	<b>CLOSED</b>
<b>LINWOOD MINING AND MINERALS</b> 11218 UTAH AVENUE	<b>CLOSED</b>

**ISSUED: SEPTEMBER 21, 2007**  
**EFFECTIVE: NOVEMBER 1, 2007**  
**EXPIRES WITH:**

## LIST OF INDUSTRIES AND SWITCHING CHARGES

CHANGE: INCREASE

DAVENPORT, IA (LINWOOD, IA IS WITHIN THE DAVENPORT, IA SWITCHING LIMITS)	OPEN/CLOSED
<b>MARCO</b> 1044 SOUTH DITTMER STREET	OPEN
<b>MURRAY'S WAREHOUSING, INC.</b> 1011 FLORAL LANE	OPEN
<b>MURRAY'S WAREHOUSING, INC.</b> 4811 KIMMEL DRIVE	# OPEN
<b>MONSANTO</b> WEST DAVENPORT YARD	CLOSED
<b>NICHOLS ALUMINUM CASTING</b> 2101 J. M. MORRIS BOULEVARD	CLOSED
<b>OSSIAN CHEMICAL</b> 635 SOUTH ELMWOOD AVENUE	OPEN
<b>PUROLATOR PRODUCTS</b> 4010 KIMMEL DRIVE	CLOSED
<b>NESTLE PURINA PET CARE</b> 433 SOUTH PINE STREET	OPEN
<b>NESTLE PURINA PET CARE</b> 4711 KIMMEL DRIVE	* OPEN
<b>SOLAR PLASTICS</b> 1924 COMENITZ DRIVE	OPEN
<b>TEXPAR</b> RURAL ROUTE 2	CLOSED
<b>UNITED BUILDING CENTERS</b> 6727 NORTH BRADY STREET	CLOSED
<b>WARREN PACKAGING</b> 1730 ROCKINGHAM ROAD	OPEN

ISSUED:                    SEPTEMBER 21, 2007  
EFFECTIVE:               NOVEMBER 1, 2007  
EXPIRES WITH:

GENERAL RULES AND REGULATIONS

CHANGE: INCREASE

DAVENPORT, IA  
(LINWOOD, IA IS WITHIN THE DAVENPORT, IA SWITCHING LIMITS)

**RECIPROCAL SWITCHING**

BNSF - **\$300.00(I)** per car

BNSF - \$475.00 per car (Applies only to Nestle Purina Pet Care, 4711 Kimmel Drive)

BNSF - \$500.00 per car (Applies only to City Carton Company)

Interchange is also maintained with BNSF at Bettendorf, IA.

# - Applies only on Sodium Chloride (Common Salt), STCC 28 991 13

\* - Applies only on shipments with STCC 20 471 90, destined to Flagstaff, AZ, Denver, CO or Edmund, OK.)

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00 except:

Intra-Terminal switching on all commodities between Monsanto Davenport lease track and ICE yards- \$191.00 per car.

ISSUED:                    SEPTEMBER 21, 2007  
EFFECTIVE:               NOVEMBER 1, 2007  
EXPIRES WITH:

**ICE FREIGHT TARIFF 8100**

**PAGE 1 OF 1**

**ITEM 1140.00**

**LIST OF INDUSTRIES AND SWITCHING CHARGES**

**DUBUQUE, IA**

**OPEN/CLOSED**

**GEORGIA PACIFIC CORPORATION AND/OR  
GEORGIA PACIFIC COLOR BOX  
2150 KERPER BOULEVARD**

**OPEN**

**RECIPROCAL SWITCHING**

CN - \$350.00 per car

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

**ISSUED: JANUARY 16, 2006  
EFFECTIVE: JANUARY 16, 2006  
EXPIRES WITH:**

LIST OF INDUSTRIES AND SWITCHING CHARGES

EAST MOLINE, IL

OPEN/CLOSED

DEERE & COMPANY AND/OR  
JOHN DEERE – HARVESTER WORKS  
1100 – 13<sup>TH</sup> AVENUE

(1)

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

(1) JOINT ICE/BNSF INDUSTRY, ICE SWITCHING FOR BNSF.

ISSUED: JANUARY 16, 2006  
EFFECTIVE: JANUARY 16, 2006  
EXPIRES WITH:

**ICE FREIGHT TARIFF 8100**

**PAGE 1 OF 1**

**ITEM 1160.00**

**LIST OF INDUSTRIES AND SWITCHING CHARGES**

**EMMETSBURG, IA**

**OPEN/CLOSED**

**AGP**

1121 BROADWAY

(2)

**AG PARTNERS**

1800 EAST 11<sup>TH</sup> STREET

(2)

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

(2) JOINT ICE/UP INDUSTRY, ICE DOES NOT SWITCH FOR UP.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

LIST OF INDUSTRIES AND SWITCHING CHARGES

**FAIRMONT, MN**

**OPEN/CLOSED**

**FAIRMONT TAMPER, HARSCO CORP.**  
415 NORTH MAIN STREET

**CLOSED**

**HANCOR, INC.**  
1001 TIMBERLAKE ROAD

**(2)**

**SOUTHERN MINNESOTA SEED CLEANING**  
601 NORTH ELM STREET

**CLOSED**

**WEIGH-TRONIX**  
1000 NORTH ARMSTRONG DRIVE

**(2)**

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station  
No physical interchange with UP at this station

**INDUSTRIAL SWITCHING**

Apply charges named in Item **(N)** 1000.00

(2) JOINT ICE/UP INDUSTRY, ICE DOES NOT SWITCH FOR UP.

**ISSUED: JANUARY 16, 2006**  
**EFFECTIVE: JANUARY 16, 2006**  
**EXPIRES WITH:**

LIST OF INDUSTRIES AND SWITCHING CHARGES

**FARIBAULT, MN**

**OPEN/CLOSED**

**CROWN CORK & SEAL**  
TEAM TRACK

**CLOSED**

**MET-CON COMPANIES**  
3107 INDUSTRIAL DRIVE

**CLOSED**

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station  
No physical interchange with UP at this station

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

LIST OF INDUSTRIES AND SWITCHING CHARGES

**GARNER, IA**

**OPEN/CLOSED**

**AGRIUM**

2410 VAIL AVENUE

**CLOSED**

**G&G AG SERVICE**

HIGHWAY 18 WEST

**CLOSED**

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

No physical interchange with UP at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

**ISSUED: JANUARY 16, 2006**  
**EFFECTIVE: JANUARY 16, 2006**  
**EXPIRES WITH:**

LIST OF INDUSTRIES AND SWITCHING CHARGES

HAMPSHIRE, IL

OPEN/CLOSED

STOCK COMPONENTS

CLOSED

255 INDUSTRIAL DRIVE

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

ISSUED: JANUARY 16, 2006  
EFFECTIVE: JANUARY 16, 2006  
EXPIRES WITH:

LIST OF INDUSTRIES AND SWITCHING CHARGES

JANESVILLE, WI

OPEN/CLOSED

**FREEDOM PLASTICS**

CLOSED

215 SOUTH ARCH

**GENERAL MOTORS CORPORATION**

(4)

1000 INDUSTRIAL AVENUE

**RECIPROCAL SWITCHING**

WSOR - \$105.00 per car except on coal.

WSOR – Coal - \$355.00 per car

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

(4) JOINT ICE/UP INDUSTRY, UP SWITCHES FOR ICE.

**ISSUED:** JANUARY 16, 2006  
**EFFECTIVE:** JANUARY 16, 2006  
**EXPIRES WITH:**

LIST OF INDUSTRIES AND SWITCHING CHARGES

CHANGE: INCREASE

LIBERTY, MO

OPEN/CLOSED

TEAGUE LUMBER  
339 SOUTH LEONARD

OPEN

RECIPROCAL SWITCHING

BNSF - \$500.00 per car

KCS - \$500.00 per car

UP - \$500.00 per car

INDUSTRIAL SWITCHING

Apply charges named in Item 1000.00

ISSUED: JUNE 12, 2006  
EFFECTIVE: JULY 12, 2006  
EXPIRES WITH:

LIST OF INDUSTRIES AND SWITCHING CHARGES

LYLE, MN

OPEN/CLOSED

NORTHERN COUNTRY COOP  
416 – 1<sup>ST</sup> STREET

CLOSED

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

ISSUED: JANUARY 16, 2006  
EFFECTIVE: JANUARY 16, 2006  
EXPIRES WITH:

LIST OF INDUSTRIES AND SWITCHING CHARGES

CHANGE: ADD INDUSTRY

MASON CITY, IA	OPEN/CLOSED
<b>CARTERSVILLE ELEVATOR</b> 1603 EISENHOWER AVENUE	# OPEN
<b>FREEDOM FUELS, LLC</b> 1492 19th STREET	CLOSED
<b>KEY WHOLESALE BUILDING PRODUCTS</b> 1136 CAROLINA AVENUE SOUTH	CLOSED
<b>MARQUETTE TRANSLOAD</b> TEAM TRACK Marquette, IA	# OPEN

# - Applies only on lumber and forest products with a STCC 24 designation

**RECIPROCAL SWITCHING**

UP - \$500.00 per car

UP - \$400.00 per car (Only applies to Cartersville Elevator)

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

**ISSUED:** NOVEMBER 21, 2006  
**EFFECTIVE:** NOVEMBER 21, 2006  
**EXPIRES WITH:**

**ICE FREIGHT TARIFF 8100**

**PAGE 1 OF 1**

**ITEM 1280.00**

**LIST OF INDUSTRIES AND SWITCHING CHARGES**

**MOLINE, IL**

**OPEN/CLOSED**

**GEORGE EVANS CORPORATION**  
121 – 37<sup>TH</sup> STREET

**(3)**

**WILLIAMS-WHITE & COMPANY**  
600 – 3<sup>RD</sup> AVENUE

**(3)**

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

(3) JOINT ICE/BNSF INDUSTRY, ICE DOES NOT SWITCH FOR BNSF.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

LIST OF INDUSTRIES AND SWITCHING CHARGES

ITEM CANCELLED

ISSUED:                    SEPTEMBER 21, 2007  
EFFECTIVE:               NOVEMBER 1, 2007  
EXPIRES WITH:

## LIST OF INDUSTRIES AND SWITCHING CHARGES

CHANGE: INCREASE

MUSCATINE, IA	OPEN/CLOSED
<b>BANDAG, INC.</b> 6501 – 49 <sup>TH</sup> STREET SOUTH	LOCAL
<b>BEACH BUILDING CENTER</b> 1030 HERSHEY AVENUE	LOCAL
<b>CAM II WAREHOUSE</b> 6110 – 49 <sup>TH</sup> AVENUE	LOCAL
<b>CAM II WAREHOUSE</b> 5210 – 59 <sup>TH</sup> AVENUE WEST	LOCAL
<b>CARGILL</b> 700 OREGON STREET	LOCAL
<b>CHS INC</b> 2637 PETTIBONE AVENUE	LOCAL
<b>DALLAS GROUP OF AMERICA</b> 5000 – 55 <sup>TH</sup> AVENUE WEST	LOCAL
<b>DOANE PRODUCTS</b> 4901 – 59 <sup>TH</sup> AVENUE WEST	LOCAL
<b>GRAIN PROCESSING CORPORATION</b> 1600 OREGON STREET	LOCAL
<b>HEINZ USA</b> 1357 ISETT AVENUE	LOCAL
<b>K A STEEL CHEMICALS</b> 2581 PETTIBONE AVENUE	LOCAL

ISSUED: SEPTEMBER 21, 2007  
EFFECTIVE: NOVEMBER 1, 2007  
EXPIRES WITH:

## LIST OF INDUSTRIES AND SWITCHING CHARGES

## CHANGE: INCREASE

MUSCATINE, IA	OPEN/CLOSED
<b>LETICA CORPORATION</b> 5710 – 49 <sup>TH</sup> STREET SOUTH	LOCAL
<b>BOC GASES</b> 2200 STEWART ROAD	LOCAL
<b>MONSANTO CORPORATION</b> 2500 WIGGINS ROAD	LOCAL
<b>MORGAN TRUCKING</b> 5110 – 59 <sup>TH</sup> AVENUE WEST	LOCAL
<b>MUSCATINE POWER &amp; WATER</b> 1700 INDUSTRIAL CONNECTOR ROAD	LOCAL
<b>NEWCOMB WAREHOUSE COMPANY</b> 3206 HERSHEY AVENUE	LOCAL
<b>NORTHERN GRAVEL COMPANY</b> 2503 STEWART ROAD	LOCAL
<b>ON-TIME</b> 925 HOUSER STREET	LOCAL
<b>PRETIUM PACKAGING</b> 5408 – 61 <sup>ST</sup> AVENUE WEST	LOCAL
<b>RIVER TERMINAL CORPORATION</b> 2579 PETTIBONE AVENUE	LOCAL
<b>SOLUTIA, INC.</b> 2500 WIGGINS ROAD	LOCAL
<b>SLAY TRANSPORTATION</b> 2531 WIGGINS ROAD	LOCAL
<b>STRATEGIC MATERIALS</b> 1200 GRANDVIEW AVENUE	LOCAL
<b>UNION TANK CAR COMPANY</b> 2603 INDUSTRIAL CONNECTOR ROAD	LOCAL

ISSUED: SEPTEMBER 21, 2007  
EFFECTIVE: NOVEMBER 1, 2007  
EXPIRES WITH:

## LIST OF INDUSTRIES AND SWITCHING CHARGES

## CHANGE: INCREASE

MUSCATINE, IA

OPEN/CLOSED

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00 except:

**Intra-Terminal Switching:**

All commodities between industries on the tracks of ICE \$150.00 per car.

All commodities between Grain Processing Corp. and Grain Processing Corp. lease track – **\$120.00(I)** per car.All commodities between Monsanto Company and Monsanto Co. Cam II lease track - **\$175.00(I)** per car.All commodities between Monsanto Company and Monsanto Co. Muscatine yard lease track - **\$240.00(I)** per car.All commodities between Monsanto Company and Monsanto Co. lease track No. 5 - **\$240.00(I)** per car.All commodities between Monsanto Company and Monsanto Co. lease track No. 109 - **\$175.00(I)** per car.

All commodities between Monsanto Company lease track No. 5 and Monsanto Co. lease track No. 109 - \$219.00 per car.

All commodities between Monsanto Company lease track no. 5 and Monsanto Co. Cam II lease track - **\$240.00(I)**Caustic Soda from K. A. Steel Chemicals to Grain Processing Corp. **\$175.00(I)** per car.

Empty tank cars from ICE yards to Union Tank Car Co. – \$115.00 per car

Empty tank cars from Union Tank Car Co. to ICE Yards \$115.00 per car.

**ISSUED:** SEPTEMBER 21, 2007  
**EFFECTIVE:** NOVEMBER 1, 2007  
**EXPIRES WITH:**

**ICE FREIGHT TARIFF 8100**

**PAGE 1 OF 1**

**ITEM 1310.00**

**LIST OF INDUSTRIES AND SWITCHING CHARGES**

**NEW MILFORD, IL**

**OPEN/CLOSED**

**KENT FEED, INC.**  
1612 SOUTH BEND ROAD

**(5)**

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

(5) ICE/IR INDUSTRY, ICE DOES NOT SWITCH FOR IR.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

LIST OF INDUSTRIES AND SWITCHING CHARGES

<b>NORA SPRINGS, IA</b>	<b>OPEN/CLOSED</b>
<b>CARTERSVILLE, ELEVATOR</b> 1000 WEST DRIVE	<b>CLOSED</b>
<b>CEDAR VALLEY FS, INC.</b> HIGHWAY 18 EAST	<b>CLOSED</b>

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

**ISSUED:** JANUARY 16, 2006  
**EFFECTIVE:** JANUARY 16, 2006  
**EXPIRES WITH:**

**ICE FREIGHT TARIFF 8100**

**PAGE 1 OF 1**

**ITEM 1330.00**

**LIST OF INDUSTRIES AND SWITCHING CHARGES**

**OTTUMWA, IA**

**OPEN/CLOSED**

**BASIC CHEMICAL, LLC**  
1302 WILDWOOD DRIVE

**CLOSED**

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

LIST OF INDUSTRIES AND SWITCHING CHARGES

OWATONNA, MN

OPEN/CLOSED

LAKESIDE FOODS  
900 NORTH CEDAR AVENUE

CLOSED

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

ISSUED: JANUARY 16, 2006  
EFFECTIVE: JANUARY 16, 2006  
EXPIRES WITH:

LIST OF INDUSTRIES AND SWITCHING CHARGES

PINGREE GROVE, IL

OPEN/CLOSED

EDWARD HINES LUMBER  
14N915 ROUTE 20

CLOSED

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

ISSUED: JANUARY 16, 2006  
EFFECTIVE: JANUARY 16, 2006  
EXPIRES WITH:

**ICE FREIGHT TARIFF 8100**

**PAGE 1 OF 1**

**ITEM 1360.00**

**LIST OF INDUSTRIES AND SWITCHING CHARGES**

**PLYMOUTH, IA**

**OPEN/CLOSED**

**NORTHERN IOWA COOP**  
607 EAST MAIN

**CLOSED**

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

**ICE FREIGHT TARIFF 8100**

**PAGE 1 OF 1**

**ITEM 1390.00**

**LIST OF INDUSTRIES AND SWITCHING CHARGES**

**RIVERDALE, IA**

**OPEN/CLOSED**

**ALCOA MILL WORKS**  
4879 STATE STREET

**(6)**

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

(6) JOINT ICE/BNSF INDUSTRY, BNSF SWITCHES FOR ICE

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

LIST OF INDUSTRIES AND SWITCHING CHARGES

ROCK ISLAND, IL

OPEN/CLOSED

ILLINOIS OIL PRODUCTS

(7)

321 – 24<sup>TH</sup> AVENUE

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

(7) JOINT ICE/BNSF INDUSTRY, BNSF DOES NOT SWITCH FOR ICE.

ISSUED: JANUARY 16, 2006  
EFFECTIVE: JANUARY 16, 2006  
EXPIRES WITH:

## LIST OF INDUSTRIES AND SWITCHING CHARGES

**CHANGE IN WORDING**

<b>ROCKFORD, IL</b>	<b>OPEN/CLOSED</b>
<b>ARNTZEN CORPORATION</b> 1025 SCHOOL STREET	<b>CLOSED</b>
<b>CRUMB-COLTON BLOCK COMPANY</b> 208 PEOPLES AVENUE	<b>(2) OPEN</b>
<b>GUNITE FOUNDRY</b> 302 PEOPLES AVENUE	<b>(2) OPEN</b>
<b>KENT FEEDS</b> 1612 SOUTH BEND ROAD	<b>(1) OPEN</b>
<b>KITZMAN'S HOME CENTER LUMBER &amp; BUILDING MATERIALS</b> 1319 KILBURN AVENUE	<b>OPEN</b>
<b>MGF INDUSTRIES</b> 840 – 39 <sup>TH</sup> AVENUE	<b>(1) OPEN</b>
<b>MURPHY LEEK LOGISTICS</b> 200 QUAKER ROAD	<b>(2) OPEN</b>
<b>RELOAD INC.</b> 1165 PRAIRIE HILL ROAD ROCKTON, IL	<b>OPEN</b>
<b>PARKSIDE WAREHOUSE</b> 5960 FALCON ROAD	<b>(1) OPEN</b>
<b>RING CAN CORPORATION</b> 4689 ASSEMBLY DRIVE	<b>(1) OPEN</b>
<b>ROCKFORD TRANSLOAD.</b> 615 SOUTH MAIN STREET	<b>OPEN</b>
<b>TIOGA COATINGS CORPORATION</b> 208 QUAKER ROAD	<b>(2) OPEN</b>

(1) JOINT ICE/IR INDUSTRY, ICE DOES NOT SWITCH FOR IR.

(2) JOINT ICE/IR AND OR CN INDUSTRY, ICE DOES NOT SWITCH FOR IR OR CN.

LIST OF INDUSTRIES AND SWITCHING CHARGES

**CHANGE IN WORDING**

**ROCKFORD, IL**

**RECIPROCAL SWITCH CHARGE FOR OPEN INDUSTRIES, subject to Exception**

BNSF \$300.00 per car  
CN \$300.00 per car  
IR \$300.00 per car  
UP \$300.00 per car

**EXCEPTION:**

KITZMAN'S HOME CENTER LUMBER & BUILDING MATERIALS.  
RELOAD INC. at Rockton, IL, *Note 1*  
ROCKFORD TRANSLOAD

BNSF \$400.00 per car  
CN \$400.00 per car  
IR \$400.00 per car  
UP \$400.00 per car

*Note 1: Except lumber STCC 24 211 XX switch charge shall be \$300.00 per car.*

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

**ISSUED:** AUGUST 25, 2006  
**EFFECTIVE:** SEPTEMBER 14, 2006  
**EXPIRES WITH:**

**ICE FREIGHT TARIFF 8100**

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**PAGE 1 OF 1**

**ITEM 1415.00 A**

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**LIST OF INDUSTRIES AND SWITCHING CHARGES**

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**CHANGE IN WORDING**

**ROCKTON, IL**

For rules and switching charges in connection with Reload Inc. for the account of: BNSF, CN, IR or UP, see Item 1410.00 of this tariff.

**PROVISIONS PREVIOUSLY SHOWN ARE HEREBY ELIMINATED SEE ITEM 1410.00**

**ISSUED: AUGUST 25, 2006**  
**EFFECTIVE: SEPTEMBER 14, 2006**  
**EXPIRES WITH:**

**ICE FREIGHT TARIFF 8100**

**PAGE 1 OF 1**

**ITEM 1420.00**

**LIST OF INDUSTRIES AND SWITCHING CHARGES**

**SHAFFTON, IA**

**OPEN/CLOSED**

**WENDLING QUARRIES**  
HIGHWAY 67

**(3)**

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

(3) JOINT ICE/BNSF INDUSTRY, ICE DOES NOT SWITCH FOR BNSF.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

LIST OF INDUSTRIES AND SWITCHING CHARGES

SHELDON, IA

OPEN/CLOSED

TANKS, LTD.  
TEAM TRACK

CLOSED

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

ISSUED: JANUARY 16, 2006  
EFFECTIVE: JANUARY 16, 2006  
EXPIRES WITH:

LIST OF INDUSTRIES AND SWITCHING CHARGES

SOUTH BELOIT, IL

OPEN/CLOSED

BEHR IRON & METAL  
201 WHEELER AVENUE

(2)

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

(2) JOINT ICE/UP INDUSTRY, ICE DOES NOT SWITCH FOR UP.

ISSUED: JANUARY 16, 2006  
EFFECTIVE: JANUARY 16, 2006  
EXPIRES WITH:

**ICE FREIGHT TARIFF 8100**

**PAGE 1 OF 1**

**ITEM 1450.00**

**LIST OF INDUSTRIES AND SWITCHING CHARGES**

**WELCOME, MN**

**OPEN/CLOSED**

**WATONWAN FARM SERVICE**  
EAST HIGHWAY 263

**(2)**

**RECIPROCAL SWITCHING**

No reciprocal switching is performed at this station.

**INDUSTRIAL SWITCHING**

Apply charges named in Item 1000.00

(2) JOINT ICE/UP INDUSTRY, ICE DOES NOT SWITCH FOR UP.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

**SPECIAL FREIGHT TRAIN SERVICE**

**DEFINITION OF SPECIAL FREIGHT TRAIN SERVICE**

Special freight train service means, a train which is operated on an expedited schedule or under special service or transportation requirements specified by the consignor or consignee at a charge in addition to the regularly applicable freight rate.

**ISSUED: JANUARY 16, 2006**  
**EFFECTIVE: JANUARY 16, 2006**  
**EXPIRES WITH:**

**SPECIAL FREIGHT TRAIN SERVICE**

**REQUESTS FOR SPECIAL FREIGHT TRAIN SERVICE**

Requests for special freight train service shall be made by e-mail, facsimile device or by telephone, confirmed in writing, giving all necessary information to facilitate the movement of the train. ICE reserves the right to restrict or modify any request for this service.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

**SPECIAL FREIGHT TRAIN SERVICE**

**OPERATING AND SERVICE STOPS**

ICE will make normal operating and service stops in connection with this service. ICE will inspect all running gear, draw bars, couplers and other parts covered by the current AAR code of rules governing condition and repair to freight and passenger cars in interchange service.

ICE will not be required to furnish electricity, air conditioning or other unusual services to any passenger type cars handled in Special Train Service, nor will it be required to furnish water to such cars.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

**ICE FREIGHT TARIFF 8100**

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**PAGE 1 OF 1**

**ITEM 4600.00 B**

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**SPECIAL FREIGHT TRAIN SERVICE**

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**CHANGE: ADDITION TO WORDING**

**CHARGES**

The charge for Special Freight Train Service as defined in Item 4500.00 will be \$65.00 per train mile over the actual distance operated, subject to a minimum charge of \$7500.00. Mileage will be determined from Tariff ICE 6200-Series. **Rate is subject to CARH 9002-Series Fuel Surcharge Tariff.**

**ISSUED: APRIL 17, 2008**  
**EFFECTIVE: MAY 7, 2008**  
**EXPIRES WITH:**

GENERAL RULES AND REGULATIONS

**OVERLOADED CARS**

Carload freight must be loaded in conformity with railroad rules and unless otherwise provided in the Official Railway Equipment Register, or tariffs of individual lines, carload freight must not be loaded in excess of the load limit stenciled on rail car, or the Maximum Gross Weight Limitation of the trackage that it travels over.

When a car is discovered to be overloaded at origin, after car has left shippers siding, en route, or at destination on ICE or connecting carriers, the penalty charge named herein will be assessed against the party responsible for overloading the car. These penalties will also apply where a car has been delivered at destination and the out turn weights are used for the settlement of freight charges.

When cars are overloaded and such overloading is discovered at the point of origin, shipper will be required to unload the surplus and the penalty charges named herein will be assessed.

AMOUNT OF OVERLOAD IN EXCESS OF STENCILED LOAD LIMIT FOR CAR USED:	PENALTY CHARGE:
ANY	\$1500.00

These penalty charges include switching charges from the scale track to an unloading track and return to the scale for re-weighing, if excess must be removed. These charges do not include connecting line switch charges or weighing charges, if any. Such charges will be in addition to the penalty charges named herein.

When a car is found to be overloaded while en route, the billing agent will be requested to notify the shipper that the car is overloaded and lading must be transferred or reduced to maximum loading requirements. Disposition of the excess from overloaded cars will be the responsibility of the loading party.

In cases where a car is overloaded and such overloading is not discovered until the car is unloaded at billed destination, freight charges for the entire movement from origin to billed destination will be assessed for the actual weight unloaded at destination, plus the penalty charges provided herein for the portion determined to be in excess of the stenciled load limit of the car used, or the Maximum Gross Weight Limitation of the trackage.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

**GENERAL RULES AND REGULATIONS**

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**OVERLOADED CARS (Continued)**

Twenty-Four (24) hours free time will be allowed on overloaded cars held en route for reduction (prior to actual placement at billed destination) while on ICE, from the first 00:01 AM, exclusive of Saturdays or Holidays after notification is given to the shipper that the car is being held until such time that the load is reduced and is ready for movement. After the expiration of free time, the car will be subject to demurrage as outlined in tariff ICE 8100-Series.

If within forty-eight (48) hours after notice is given, the shipper fails or refuses to arrange for reduction of lading per this rule, the ICE will arrange for reduction of load so that it may be safely moved to destination. Charges for unloading, reloading, forwarding of excess freight, storage and/or demurrage will follow the shipment as advance charges to the party who originally loaded the car.

The party responsible for loading the railcars in excess of load limit of the car, shall be responsible for any costs associated due to mechanical or structural damage to the equipment as well as any and all costs associated to any incidents resulting from failure of this equipment.

The party responsible for loading the railcars in excess of the MGWL of the trackage that car will be traveling over shall be responsible for any costs associated with damage to track and related structures caused by the excess loading of the equipment.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

**ICE FREIGHT TARIFF 8100**

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**PAGE 1 OF 1**

**ITEM 6000.00 A**

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**DEMURRAGE RULES AND CHARGES**

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**ITEM CANCELLED**

**ISSUED: AUGUST 20, 2007**  
**EFFECTIVE: SEPTEMBER 1, 2007**  
**EXPIRES WITH:**

DEMURRAGE RULES AND CHARGES

ITEM CANCELLED

ISSUED: AUGUST 20, 2007  
EFFECTIVE: SEPTEMBER 1, 2007  
EXPIRES WITH:

**ICE FREIGHT TARIFF 8100**

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**PAGE 1 OF 1**

**ITEM 6020.00 A**

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**DEMURRAGE RULES AND CHARGES**

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**ITEM CANCELLED**

**ISSUED: AUGUST 20, 2007**  
**EFFECTIVE: SEPTEMBER 1, 2007**  
**EXPIRES WITH:**

**ICE FREIGHT TARIFF 8100**

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**PAGE 1 OF 1**

**ITEM 6030.00 A**

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**DEMURRAGE RULES AND CHARGES**

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**ITEM CANCELLED**

**ISSUED: AUGUST 20, 2007**  
**EFFECTIVE: SEPTEMBER 1, 2007**  
**EXPIRES WITH:**

DEMURRAGE RULES AND CHARGES

ITEM CANCELLED

ISSUED: AUGUST 20, 2007  
EFFECTIVE: SEPTEMBER 1, 2007  
EXPIRES WITH:

**ICE FREIGHT TARIFF 8100**

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**ITEM 6050.00 A**

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**DEMURRAGE RULES AND CHARGES**

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**ITEM CANCELLED**

**ISSUED: AUGUST 20, 2007**  
**EFFECTIVE: SEPTEMBER 1, 2007**  
**EXPIRES WITH:**

STORAGE RULES AND CHARGES—HAZARDOUS MATERIALS

ITEM CANCELLED

ISSUED: AUGUST 20, 2007  
EFFECTIVE: SEPTEMBER 1, 2007  
EXPIRES WITH:

STORAGE RULES AND CHARGES—ASSIGNED CARS

ITEM CANCELLED

ISSUED: AUGUST 20, 2007  
EFFECTIVE: SEPTEMBER 1, 2007  
EXPIRES WITH:

STORAGE RULES AND CHARGES—PRIVATE CARS

ITEM CANCELLED

ISSUED: AUGUST 20, 2007  
EFFECTIVE: SEPTEMBER 1, 2007  
EXPIRES WITH:

**DIVERSION RULES AND CHARGES****CHANGE: ADDED PROVISION****DEFINITION OF TERM - DIVERSION**

Diversion/Re-consignment is defined as any orders or instructions received by ICE that require ICE to make a change in the original documentation of any shipment, pertaining to changing of name of Consignor or Consignee, the destination, route, or a specific request to stop a car for the purpose of delivery or re-forwarding. Diversion rules and charges apply after movement of the car has commenced. Changes to billing or shipping instructions submitted while shipment is still at origin, prior to movement, is considered a corrected bill of lading, See Item 225.00.

**APPLICATION**

- A. These provisions are applicable only when ICE:
  - 1. Has possession of the car(s) as a line-haul carrier, or has advance waybilling information prior to receiving the car from a connecting carrier. (For provisions to apply when carrier receives a car in interchange from a connecting carrier and is requested to return the car to the same carrier or another carrier at the interchange location, See Item 290.00).
- B. Orders for diversions will only be accepted from:
  - 1. Consignor, Consignee, Freight payer, another railroad participating in the line-haul movement, or Authorized representatives of the Consignor, Consignee, or Freight Payer, effected under these provisions.
- C. To execute a diversion, instructions must be received in time to permit the change to be accomplished and prior to the car having been interchanged with another carrier participating in the line-haul movement, or has been interchanged to a switching railroad.
- D. After a car has reached its billed destination on ICE, diversion orders must be requested prior to the car being:
  - 1. Interchanged to a switching railroad for delivery to the consignee.
  - 2. Actual Placement –Placement of a car in an accessible position for unloading or at a point designated by the consignee, at the billed destination.
- E. Any instructions affecting the movement of the car after actual placement will constitute a new movement, subject to switching or line-haul charges, as the case may be.
- F. Diversion orders must be received prior to the car reaching the billed destination, except as follows:
  - 1. A change in the consignee, if requested prior to the car being actually placed.
- G. Requests requiring ICE to perform an out-of-line haul movement will be handled as a shipment terminating and originating at the diverted station and will be subject to all applicable freight charges.
- H. ICE will not accept diversion orders to a station or to a point of delivery against which an embargo is in force.

**ISSUED:                    MAY 18, 2006**  
**EFFECTIVE:                MAY 18, 2006**  
**EXPIRES WITH:**

**DIVERSION RULES AND CHARGES**

**CHANGE: ADDED PROVISION**

- I. Order Notify Shipments
  - 1. Diversion orders will not be accepted on "order notify" bill of lading consignments.
  - 2. Orders will not be accepted to change the status of a shipment from "Straight bill of lading" consignment to an "Order Notify" bill of lading consignment after the straight bill of lading has been executed.
- J. ICE reserves the right to refuse the diversion request if charges accruing against the consignment are not guaranteed to the satisfaction of ICE.
- K. Diversion requests will only be processed when requests are received by ICE in writing via facsimile to ICE Waybilling Center: (866)-777-9941.
- L. Questions regarding diversions should be directed to ICE Waybilling Center: Telephone: (888)-358-7504
- M. ICE will allow for only one diversion per shipment.**

**ISSUED:                   MAY 18, 2006**  
**EFFECTIVE:               MAY 18, 2006**  
**EXPIRES WITH:**

**DIVERSION RULES AND CHARGES**

**NON-APPLICATION OF DIVERSION RULES**

ICE will not accept a diversion order under these rules that would change its participation in the route from a delivering carrier to an intermediate carrier on movements that ICE receives from another line haul carrier.

In the event that ICE receives a diversion request as described above, it will be handled as follows:

- A. The movement will be considered as terminated at the station where the car is diverted and re-billed from there to affect the diversion order. ICE will accept a new bill of lading for re-routing the car or will utilize the diversion order as a new bill of lading. See Exception.

EXCEPTION: If the diversion station to the connecting line is also the interchange station, the movement will be considered as terminated at that station and ICE will interchange the car to the connecting line. The party requesting the diversion will be required to give billing instructions to that carrier.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

**DIVERSION RULES AND CHARGES**

**ICE RESPONSIBILITY TO AFFECT DIVERSIONS**

- A. ICE will make a diligent effort to execute a desired diversion when the car is in its possession.
- B. ICE will NOT be responsible for failure to execute a diversion after a car has been interchanged to a connecting carrier.
- C. ICE will NOT be responsible for executing a diversion at a specific location under the following conditions:
  - a. When a car has been classified or assembled into a train for outbound movement. In this situation, a car may be diverted at the next classification yard or interchange point and the diversion will be governed by the rules and charges at that location.
  - b. When a car has been placed in "pre-blocked" or "run-through" train service. In this situation, a car may be diverted:
    - 1. When billed to an ICE station, after the car reaches the next classification yard or the billed destination, as the case may be, and the diversion will be governed by the rules and charges in effect at that location.
    - 2. When billed to a non-ICE destination, after the car reaches the next classification yard. If the car is not scheduled to be reclassified prior to interchange to the connecting railroad, the car may not be diverted under the rules and charges provided herein.
- D. ICE will NOT be responsible for executing a diversion order on a specific day or at a specific time of day
- E. ICE will NOT be responsible for additional charges incurred when a diversion cannot be accomplished.
- F. ICE will NOT be responsible for any charges accruing on cars delivered to connecting carriers, other than the absorption of reciprocal switching charges that are authorized by ICE switching absorption provisions.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

**DIVERSION RULES AND CHARGES**

**LINE HAUL FREIGHT CHARGES**

The through rate, local, joint or combination, will be that rate which is applicable from origin to destination, via the diversion station, on the date the shipment is originally billed. Where no published rates are in effect at the diversion station and ICE is required to provide line-haul service to affect a diversion order, a charge of \$3.00 per mile subject to a minimum charge of \$300.00 per car will be assessed to the party requesting the diversion.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

**DIVERSION RULES AND CHARGES**

**TERMINAL SERVICES**

ICE will not be responsible for any charges accruing on cars delivered to connecting railroads, other than the absorption of reciprocal or intermediate switching charges that are authorized by ICE switching absorption provisions.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

**DIVERSION RULES AND CHARGES**

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**HOLDING IN TRANSIT****At other than billed destination:**

1. Notice of arrival will be given to the party on whose order the car is held when the car reaches the holding station.
2. If the car is ordered to the original billed destination or diverted to another destination following the initial hold of the car, it will be subject a diversion charge of \$125 per car for the change in destination.
3. Any additional movement of the car at the station where the car is held:
  - a. If the car is ordered to be moved to another location at the holding station, it will be subject to local switching charges applicable at that station.
  - b. Any additional orders for movement of the car at the holding station will be subject to the local switching charges for each ordered movement of the car.
  - c. If the car is ordered to the original billed destination or diverted to another destination after either of the preceding additional movement, it will be subject to a diversion charge of \$125 per car.

**At billed destination:**

1. Notice for holding a car at destination must be received prior to actual placement of the car.
2. Notice of arrival will be given to the party on whose order the car is held when the car reaches the billed destination.
3. The car will be held at a location on ICE tracks and will be subject to a charge of \$50 per car for the holding privilege. In addition to the charge for the "holding privilege", car will also be subject to the holding charges of \$70 per day.
4. Cars completely unloaded at the billed destination:
  - a. If the car is ordered to the original billed consignee and location, a diversion charge will not be assessed.
  - b. If the car is ordered to other than the billed consignee or location, the change will be subject to a diversion charge of \$125 per car.
  - c. Any additional movement of the car prior to an order for delivery will be subject to the local switching charges.
5. Cars diverted beyond the billed destination:
  - a. Any additional orders for movement of the car prior to an order for diversion will be subject to the local switching charges.
  - b. If the car is diverted beyond the billed destination, it will be subject to a diversion charge of \$125 per car.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

**DIVERSION RULES AND CHARGES**

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**CHANGING A DIVERSION ORDER**

1. Requests to cancel a previous order to change destination, consignee, or route will be subject to an additional diversion charge of \$75 per bill of lading.
2. Only one (1) change in destination or route will be authorized under these rules. Requests for additional changes will be executed as a shipment terminating and originating at the diversion station.
3. Requests to cancel a previous diversion order effecting destination or route will be accepted only from authorized parties, provided the car has not reached the billed destination or been interchanged to a connecting carrier participating in the line-haul movement.
4. If a car that is billed for "stopping in transit", is completely unloaded at the stop-off station, that transaction will be considered a diversion and subject to charges of \$80 per lading.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

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**DIVERSION RULES AND CHARGES**

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**MULTIPLE CAR SHIPMENTS**

- A. Multiple car shipments comprised of more than one car tendered on one bill of lading on one day from one shipper at one origin to one consignee at one destination for movement under line haul rates or charges specifically providing for application on multiple car shipments, will be subject to the diversion rules and charges provided herein. Separation of the multiple car shipment by diversion will not be allowed, except by rate item authorization or as provided in Paragraph B.
- B. If one or more cars of a multiple car shipment go "bad order" after departing the origin station, they may be diverted at the customer's option. Such cars will be subject to the diversion rules and charges as provided herein. The multiple car freight rate originally assessed on the whole shipment will apply on the remaining cars that are not accorded diversion.
- C. Additional exceptions to diversion of multi-car shipments will only be allowed based upon the discretion of ICE Marketing.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

**DIVERSION RULES AND CHARGES**

**ASSESSMENT OF DIVERSION CHARGES**

When the applicable diversion provisions have been met and the line-haul transportation price authorizes diversions, the following diversion charges will apply and will be assessed against the party requesting the diversion.

The following shall constitute a diversion and charges will be at a rate of \$125 per car not to exceed \$500 per bill of lading: See exception.

1. A change in the name of the Consignor
2. A change in the name of the Consignee or in-care of party
3. A change in the destination
4. A change in the route at the request of the consignor, consignee, or owner
5. Change in previous diversion orders
6. Cancellation of original shipping documents after the car has been pulled from industry or team tracks at the origin of shipment
7. Empty cars, except tank cars, being handled in accordance with waybill instructions, diverted prior to arrival at destination or interchange point

EXCEPTION: Applies only in connection with Lumber (STCC 24 21(x)) and only if a change in the consignee and/or consignor is made. No diversion charge will apply when the initial order is received prior to arrival of shipment at the hold track. Second changes in delivery orders will be assessed a diversion charge of \$125 per car.

The following corrections will be at a rate of \$75 per bill of lading:

1. A cancellation of previous diversion orders
2. A change in party responsible for payment of transportation charges (freight payor) of a shipment
3. A change of the shipment from "Prepaid" to "Collect" or the reverse.
4. A change in Commodity Description (STCC code)
5. When a customer overcharge claim is submitted based on a change in the description of the commodity shipped (see Notes 1 and 2)

Note 1 – This change may only be requested when submitted "in writing" along with a "signed" amendment to the original billed of lading address to:

Iowa, Chicago, & Eastern Railroad  
Credit & Collections  
P.O. Box 1260  
140 North Phillips Ave.  
Sioux Falls, SD 57101

Note 2 – Claimant must provide ICE with a signed, amended bill of lading for the shipment(s) involved. In the event the claim is honored, the charge for this service will be deducted from the refund.

NOTE: Diversion charges do not include the cost of any additional switching, demurrage/holding, line-haul or other applicable charges that may accrue as a result of the diversion.

**ISSUED:                      JANUARY 16, 2006**  
**EFFECTIVE:                JANUARY 16, 2006**  
**EXPIRES WITH:**

**WEIGHING RULES AND CHARGES**

**APPLICATION**

1. Applicable at all ICE stations
2. Weighing will be performed where requested, provided it is practicable to do so and scales are available.
3. Weighing charges will be assessed against the party requesting the weight.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

**WEIGHING RULES AND CHARGES**

**CERTIFICATION OF SCALES**

Scales operated under this tariff must conform to the requirements of the Association of American Railroads Scale Handbook.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

**WEIGHING RULES AND CHARGES**

**ASCERTAINMENT OF WEIGHTS**

When scale weights are used for the assessment of freight charges, weighing will be performed by ICE, its agent or under railroad weight agreements.

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

**WEIGHING RULES AND CHARGES**

**CARS PLACED FOR WEIGHING**

When cars are placed for weighing:

- A. Cars may be weighed at rest when:
  - 1. uncoupled and free at both ends or,
  - 2. coupled at one end and free at the other end.
  
- B. Cars may be weighed in motion, coupled or uncoupled, only upon a weighing system designed for weighing in this manner.

**ISSUED:                   JANUARY 16, 2006**  
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**EXPIRES WITH:**

**WEIGHING RULES AND CHARGES**

**METHOD OF DETERMINING TARE WEIGHTS**

When the actual tare weight of a car has been determined, it shall be used to determine the net weight in lieu of the stenciled tare weight, subject to the following.

- A. Immediately before loading, all previous lading, packing or debris is to be removed. On scrap metals (STCC 40 211) loaded in gondola cars, this provision does not have to be met.
- B. Immediately after unloading, all previous lading, packing or debris is to be removed. On scrap metal (STCC 40 211) loaded in gondola cars, only the lading must be removed.

**ISSUED:                   JANUARY 16, 2006**  
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**EXPIRES WITH:**

**WEIGHING RULES AND CHARGES**

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**NOTIFICATION OF AND REQUEST FOR WEIGHTS USED FOR THE ASSESSMENT OF FREIGHT CHARGES**

Scale weights (gross, tare and net) when used for the assessment of freight charges will be furnished without charge to the parties named on the bill of lading or shipping order.

When weights are requested on shipments that are rated on a "per car" basis, such weights will be furnished at the charges provided herein. In the event the authority for the line-haul charge is contained in a private document (contract, exempt quotation or any other non-public document), it will be the responsibility of the party requesting the weight to determine from the freight payer if the shipment is moving under a private per car charge. In the event subject freight moves on a per car charge, party requesting weights will pay applicable weighing charge.

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**EXPIRES WITH:**

**WEIGHING RULES AND CHARGES**

**INFORMATION TO BE SHOWN ON SCALE WEIGHT CERTIFICATE**

A record will be kept on the scale weight certificate showing the following.

1. Car initial and number
2. Date and time of weighing
3. Condition of weather
4. Weighed at rest or in motion
5. Coupled at one end, coupled at both ends or uncoupled

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**EXPIRES WITH:**

**WEIGHING RULES AND CHARGES**

**TOLERANCE AND ALLOWABLE TOLERANCE**

Tolerance is the difference in weights due to variation in scales or methods of weighing.

1. Allowable tolerance will be:

- a. On loaded cars, two percent (2%) subject to a minimum of 1,000 pounds.
- b. On empty cars, other than tank cars, 1,000 pounds.

2. Tolerance will NOT apply on:

- a. Empty tank cars.
- b. Loaded cars moving under weight agreement, excluding cars on which track scale weights are used to compute line-haul freight charges.
- c. Cars weighed coupled-in-motion.

**ISSUED:                   JANUARY 16, 2006**  
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**EXPIRES WITH:**

**WEIGHING RULES AND CHARGES**

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**WEIGHING AT NO CHARGE**

Charges for weighing will NOT be made under the following conditions:

- A. When weights are used for the assessment of freight charges.
- B. When a consignor or consignee requests re-weighing of a car containing a commodity which is not subject to shrinkage from its inherent nature and such re-weighing discloses an error in the billed weight of more than the allowable tolerance.
- C. On commodities subject to shrinkage, billed weight will not be changed, unless obvious error is discovered, in which case each situation will be dealt with on its own merits.
- D. When a consignee or consignor requested the weighing of an empty car and such weighing discloses an error in the marked tare weight in excess of the allowable tolerance.
- E. When a consignor or consignee requests the weighing at destination of both the loaded an empty car and the net weight thus obtained exceeds the previous net weight by an amount in excess of the allowable tolerance.
- F. Cars weighed in motion on privately owned scales are subject to the following:
  - 1. Cars must remain coupled during weighing.
  - 2. Movement of cars to or from the scales must be made over trackage normally used for the placement of loaded cars or removal of empty cars in connection with line-haul service or inter-terminal, intra-terminal or intra-plant switching service.
  - 3. Instructions will not be accepted to weigh cars by specific number.
  - 4. Carrier will not maintain records of cars weighed.

**ISSUED:                   JANUARY 16, 2006**  
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**EXPIRES WITH:**

**WEIGHING RULES AND CHARGES**

**WEIGHING PERFORMED BY SWITCHING LINES FOR ICE**

The charge for weighing performed by a switching railroad not participating in the line-haul rate will be assumed by ICE when:

1. ICE requests such weighing for the assessment of freight charges.
2. ICE requests such weighing at the request of the consignor or consignee to determine tolerance and the weighing results in a change in the assessed freight charge.

**ISSUED:                   JANUARY 16, 2006**  
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**EXPIRES WITH:**

**WEIGHING RULES AND CHARGES**

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**SHIPMENTS COVERED BY WEIGHT AGREEMENTS**

Consignor's or Consignee's weights will be accepted as follows:

1. Provided they are authorized, in writing, by ICE or other railroads participating in the line-haul movement.
2. Provided they are designated in the prescribed manner on the bill of lading or shipping order or weight certificate.
3. Carrier may adjust freight charges in the event actual weight discloses an error in the billed weight on cars moving under weight agreements.
4. Carrier may issue undercharges resulting from certification of incorrect weights or improper descriptions.
5. On shipments covered by destination weight agreements.
  - a. Consignee must furnish weight to ICE on:
    1. Cars subject to demurrage, by 11:59 PM on the third day following the day the car is released from demurrage.
    2. Cars not subject to demurrage, by 11:59 PM on the second day following the day the car is released empty or by the fifth day following actual placement, whichever date is earlier.
  - b. In the event the weight is not furnished in accordance with paragraphs a(1) or a(2), the charge for each twenty-four hour period or fraction thereof until the weight is furnished will be \$50.00.
  - c. When more than one car is tendered on one bill of lading, the date on which the last weight is received to enable ICE to determine freight charges for all cars on the bill of lading will govern the assessment of the late charge in (b) above for all cars in the shipment.

**ISSUED:                   JANUARY 16, 2006**  
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**EXPIRES WITH:**

WEIGHING RULES AND CHARGES

CHANGE: INCREASE

CHARGES FOR WEIGHING

(CHARGE IN DOLLAR PER CAR INCLUDING SWITCHING TO AND FROM THE SCALE)

When a car is weighed by ICE the following charges will apply:

- A. When ICE weighs cars on private scales located at the industry of the party requesting weighing the charge will be \$150.00.
- B. When ICE weighs cars on its own scales the charge will be \$400.00.
- C. When ICE weighs cars on private scales not located at the industry of the party requesting weighing, the charge will be **\$400.00(I)**.

Note 1 - When a request is made to weigh a car(s) at origin or destination in connection with a line-haul movement and a scale is not available, the car may be weighed at another location, provided the request is made in time and scales are available via the route of movement.

Note 2 – When the weighing service must be performed on scales located at points outside the route of line haul movement between the origin and destination, a charge of \$3.00 per rail mile for the total distance to and from the scale, subject to a minimum charge of \$75.00 per car will apply in addition to the weighing charge named in this Item. Distances to be determined by the use of Tariff ICE 6200-Series.

Note 3 - When weighing is in connection with industrial switching, the inter-terminal, intra-terminal or intra-plant switching charge will be in addition to the weighing charges named herein.

ISSUED: FEBRUARY 8, 2008  
EFFECTIVE: MARCH 1, 2008  
EXPIRES WITH:

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**ABSORPTION OF CONNECTING LINE SWITCHING CHARGES**

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**APPLICATION OF SWITCHING ABSORPTION**

1. Where provisions in this section provide that switching charges of other railroads will be absorbed, ICE will pay to the switching railroads their published switching charge, subject to such limitations as may be prescribed herein.
2. Amounts of other railroad switching charges not absorbed by ICE will be assessed against the party paying the line-haul transportation charges, unless arrangements are made to the contrary.

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**EXPIRES WITH:**

**ABSORPTION OF CONNECTING LINE SWITCHING CHARGES**

**ABSORPTION OF SWITCHING CHARGES**

1. Where stated that other roads switching charges will be absorbed, ICE will pay the switching carrier their lawfully published switching charge, except as otherwise provided.
2. Any carriers switching charges not absorbed by ICE will be assessed against the party paying the line-haul transportation charge.
3. Absorption provisions specific to movements governed by and published in other tariffs will take precedence over the provisions published in this tariff.
4. ICE will not absorb switching charges when an intermediate switch road is used to affect an interchange with another railroad with which ICE maintains a direct interchange at the same station or switching district.

**ISSUED:                   JANUARY 16, 2006**  
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**EXPIRES WITH:**

**ABSORPTION OF CONNECTING LINE SWITCHING CHARGES**

**SHIPMENTS REQUIRING THE USE OF TWO OR MORE CARS**

When more than one car is required for a shipment or when loaded in or on so-called articulated cars, switching absorption's, if any, will only apply to one car. Switching charges on the balance of the cars will not be absorbed (Not applicable on shipments moving on rates which by their application require the use of more than one car).

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:             JANUARY 16, 2006**  
**EXPIRES WITH:**

**ABSORPTION OF CONNECTING LINE SWITCHING CHARGES**

**DATE TO DETERMINE ABSORBED SWITCHING CHARGES**

The absorption of switching charges applicable, whether absorbed in whole or in part, will be the charge in effect on the date of the actual physical interchange of the loaded car.

**ABSORPTION**

**ISSUED:                   JANUARY 16, 2006**  
**EFFECTIVE:               JANUARY 16, 2006**  
**EXPIRES WITH:**

**ABSORPTION OF CONNECTING LINE SWITCHING CHARGES**

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**ALBERT LEA, MN**

UP – All commodities except GRAIN – Switching is absorbed.

UP – GRAIN as described in Item 900.00 of Tariff ICE 4024-Series. ICE will NOT absorb switch charges.

**BELOIT, WI**

UP – All commodities – Switching is absorbed.

Exception: Does not apply to commodities of grain as found in tariff ICE 4024-Series, Item 900.00.  
See ICE 4024-Series tariff for maximum switch absorption of grain.

**CAMANACHE, IA**

UP – All commodities – Switching is absorbed.

Exception: Does not apply to commodities of grain as found in tariff ICE 4024-Series, Item 900.00.  
See ICE 4024-Series tariff for maximum switch absorption of grain.

**CHICAGO, IL**

BNSF – All commodities – Switching is absorbed.

BOCT – All commodities – Switching is absorbed.

BRC – All commodities – Switching is absorbed.

CN - All commodities – Switching is absorbed.

CPRS – All commodities – Switching is absorbed.

CRL – All commodities – Switching is absorbed.

CSL – All commodities – Switching is absorbed.

CSS – All commodities – Switching is absorbed.

CSXT – All commodities – Switching is absorbed.

EJE – All commodities – Switching is absorbed.

IAIS – All commodities – Switching is absorbed.

IHB – All commodities – Switching is absorbed.

ICE will absorb a maximum of \$195.00 per car on 25 car units.

MJ – All commodities – Switching is absorbed.

NS – All commodities – Switching is absorbed.

WC – All commodities – Switching is absorbed.

Exception: Does not apply to commodities of grain as found in tariff ICE 4024-Series, Item 900.00.  
See ICE 4024-Series tariff for maximum switch absorption of grain.

**CHILLICOTHE, MO**

MNC – All commodities except GRAIN – Switching is absorbed.

MNC – Does not apply to commodities of grain as found in tariff ICE 4024-Series, Item 900.00.  
See ICE 4024-Series tariff for maximum switch absorption of grain.

MNC – GRAIN PRODUCTS as described in Item 900.00 of tariff ICE 4025-Series.

ICE will absorb a maximum of \$70.00 per car.

**ISSUED:                      JANUARY 16, 2006**  
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**EXPIRES WITH:**

**ABSORPTION OF CONNECTING LINE SWITCHING CHARGES**

**CLINTON, IA**

UP – All commodities except GRAIN and GRAIN PRODUCTS – Switching is absorbed.

UP – Does not apply to commodities of grain as found in tariff ICE 4024-Series, Item 900.00.

See ICE 4024-Series tariff for maximum switch absorption of grain.

UP – GRAIN PRODUCTS as described in Item 900.00 of Tariff ICE 4025-Series.

ICE will NOT absorb any switching charges originating or terminating at ADM Corn Sweeteners.

**DUBUQUE, IA**

CN – All commodities except GRAIN – Switching is absorbed.

CN – Grain as found in tariff ICE 4024-Series, Item 900.00. ICE will NOT absorb any switching charges.

**FARIBAULT, MN**

UP – All commodities – Switching is absorbed.

Exception: Does not apply to commodities of grain as found in tariff ICE 4024-Series, Item 900.00.

See ICE 4024-Series tariff for maximum switch absorption of grain.

**JANESVILLE, WI**

UP – All commodities – Switching is absorbed.

WSOR – All commodities– Switching is absorbed.

Exception: Does not apply to commodities of grain as found in tariff ICE 4024-Series, Item 900.00.

See ICE 4024-Series tariff for maximum switch absorption of grain.

**KANSAS CITY, MO**

BNSF – All commodities – Switching is absorbed.

KCS – All commodities – Switching is absorbed.

NS – All commodities – Switching is absorbed.

UP – All commodities – Switching is absorbed.

Exception: Does not apply to commodities of grain as found in tariff ICE 4024-Series, Item 900.00.

See ICE 4024-Series tariff for maximum switch absorption of grain.

**MASON CITY, IA**

IATR – All commodities – Switching is absorbed.

UP – All commodities – Switching is absorbed.

Exception: Does not apply to commodities of grain as found in tariff ICE 4024-Series, Item 900.00.

See ICE 4024-Series tariff for maximum switch absorption of grain.

**MINNEAPOLIS, MN**

BNSF

CPRS

MNNR

CN

UP

NOTE: Switching charges on commodities of grain as found in tariff ICE 4024-Series, Item 900.00, will not be absorbed unless specified otherwise in tariff ICE 4024-Series.

**ISSUED: JANUARY 16, 2006**

**EFFECTIVE: JANUARY 16, 2006**

**EXPIRES WITH:**

**ABSORPTION OF CONNECTING LINE SWITCHING CHARGES**

**NORA SPRINGS, IA**

IANR – GRAIN as described in Item 900.00 of Tariff ICE 4024-Series.  
ICE will NOT absorb any switching charges.

**OTTUMWA, IA**

BNSF – All commodities – Switching is absorbed.  
Exception: Does not apply to commodities of grain as found in tariff ICE 4024-Series, Item 900.00.  
See ICE 4024-Series tariff for maximum switch absorption of grain.

**OWATONNA, MN**

DME – (Via UP) All commodities except GRAIN – Switching is absorbed.  
DME – (Via UP) GRAIN – Switching charges are not absorbed.

**ROCKFORD, IL**

BNSF – All commodities – Switching is absorbed.  
CN – All commodities – Switching is absorbed.  
IR – All commodities – Switching is absorbed.  
UP – All commodities – Switching is absorbed.  
Exception: Does not apply to commodities of grain as found in tariff ICE 4024-Series, Item 900.00.  
See ICE 4024-Series tariff for maximum switch absorption of grain.

**ST. PAUL, MN**

BNSF – All commodities – Switching is absorbed  
CPRS - All Commodities – Switching is absorbed  
MNNR – All Commodities – Switching is absorbed  
Exception: Does not apply to commodities of grain as found in tariff ICE 4024-Series, Item 900.00.  
See ICE 4024-Series tariff for maximum switch absorption of grain.

**SHELDON, IA**

UP – All commodities except GRAIN – Switching is absorbed.  
UP – GRAIN – Switching charges are not absorbed

**ISSUED:                   JANUARY 16, 2006**  
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