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March 13, 2024

Via E-Filing

Cynthia T. Brown  
Chief, Section of Administration  
Surface Transportation Board  
Office of Proceedings  
395 E Street SW  
Washington, DC 20423

Re: STB Docket No. FD 32760, Union Pacific Corporation – Control & Merger –  
Southern Pacific Corporation

Dear Ms. Brown:

Enclosed for e-filing in the above-referenced proceeding is Union Pacific Railroad Company's Reply to BNSF's Petition for Enforcement.

Please contact me should you have any questions regarding the filing.

Sincerely,

David M. Newman

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Docket No. FD 32760 (Sub No. 48)

UNION PACIFIC CORPORATION, UNION PACIFIC RAILROAD COMPANY  
AND MISSOURI PACIFIC RAILROAD COMPANY

-CONTROL AND MERGER-

SOUTHERN PACIFIC RAIL CORPORATION, SOUTHERN PACIFIC  
TRANSPORTATION COMPANY, ST. LOUIS SOUTHWESTERN RAILWAY  
COMPANY, SPCSL CORP. AND THE DENVER AND RIO GRANDE  
WESTERN RAILROAD COMPANY

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**REPLY TO BNSF'S PETITION FOR ENFORCEMENT**

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March 13, 2024

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Exhibit 3 - Excerpts from Supplement 149 to Tariff MP 8170-C

Exhibit 4 - Excerpts from Tariff MP 8170-C

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Docket No. FD 32760 (Sub No. 48)

UNION PACIFIC CORPORATION, UNION PACIFIC RAILROAD COMPANY AND  
MISSOURI PACIFIC RAILROAD COMPANY

-CONTROL AND MERGER-

SOUTHERN PACIFIC RAIL CORPORATION, SOUTHERN PACIFIC TRANSPORTATION  
COMPANY, ST. LOUIS SOUTHWESTERN RAILWAY COMPANY, SPCSL CORP. AND  
THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY

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**REPLY TO BNSF’S PETITION FOR ENFORCEMENT**

BNSF is not entitled to access the Granite Mountain Quarries facility (“GMQ”) because GMQ is not a “2-to-1” Shipper Facility—a facility that was open to Union Pacific, Southern Pacific (“SP”), and no other railroad at the time of the UP/SP merger. BNSF incorrectly equates being located within the switching limits of a “2-to-1” Point with being open to reciprocal switching, and therefore misrepresents GMQ’s status at the time of the merger. The Board should deny BNSF’s petition for enforcement.

**ARGUMENT**

For BNSF to be entitled to reciprocal switching at GMQ’s facility under the Restated and Amended Agreement (“RASA”), the facility must qualify as a “2-to-1” Shipper Facility. The RASA defines “2-to-1” Shipper Facilities as those “that were open to both UP and SP, whether via direct service or via reciprocal switching, joint facility or other arrangements, and no other

railroad when the 1995 Agreement was executed . . .” Ex. B to the Petition at 3. At the time of the UP/SP merger, GMQ was served exclusively by Union Pacific.<sup>1</sup> Additionally, the GMQ facility was not open to SP via reciprocal switching, joint facility, or other arrangements. Because the facts and history show GMQ was open to only UP at the time of the merger, BNSF is not entitled to an order granting it access to GMQ.

**I. Only Union Pacific directly served Granite Mountain Quarries.**

The fact that only UP had direct access to GMQ at the time of the merger is undisputed. GMQ was not served directly by either the St. Louis Southwestern Railway Company (“SSW”), an affiliate of SP, or the Little Rock and Western Railway (“LRWN”) at the time of the UP/SP merger. The only question for the Board’s determination is whether GMQ was open via reciprocal switching.

**II. Granite Mountain Quarries was not open to reciprocal switching.**

GMQ was not open via reciprocal switching at the time of the UP/SP merger, and therefore the GMQ facility does not qualify as a 2-to-1 Shipper Facility under the RASA. At the time of the merger, Supplement 149 to Tariff MP 8170-C (“Supplement 149”) determined which Union Pacific-served facilities were open to reciprocal switching in the Little Rock area.<sup>2</sup> As explained in Supplement 149, reciprocal switching allows a shipper to have access to more than one rail carrier for line haul service—i.e., service “**beyond** the switching limits of a station or industrial district.” Reply Ex. 3 at 5 (emphasis added). Reciprocal switching occurs when the carrier

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<sup>1</sup> GMQ noted that fact during the UP/SP merger proceedings, writing to the Board that “[o]ur rail service is handled by the Union Pacific Railroad.” Reply Ex. 2. The letter also demonstrates that GMQ is part of McGeorge Contracting Co., Inc., a relevant detail addressed later in this filing.

<sup>2</sup> Supplement 149 updated portions of Tariff MP 8170-C that was issued in 1990 by UP under the name of its affiliate, Missouri Pacific (“MP”). If a matter was addressed in Supplement 149, it controlled over Tariff MP 8170-C. On the other hand, if a matter was not addressed in Supplement 149, the requirements in Tariff MP 8170-C controlled. Collectively, the Supplement 149 and Tariff MP 8170-C constituted “the tariff” applicable to the time of the merger. Reply Ex. 1 at 3.

directly serving a facility switches a car to a connecting carrier that will provide the line haul service for the shipper. Supplement 149 specified, “Reciprocal switching will **only** be performed to or from corporations” listed in the tariff, and it contained a list entitled, “LIST OF CORPORATIONS, FIRMS, INDIVIDUALS AND TEAM TRACK LOCATIONS FROM AND TO WHICH RECIPROCAL RATES APPLY,” that named those shippers eligible for reciprocal switching at each station. *Id.* at 5 and 2-4 (the “Reciprocal Switch List”) (emphasis added). GMQ was not listed in the Reciprocal Switch List, and therefore was not open to reciprocal switching at the time of the merger. *Id.* at 2-4.

### **III. BNSF confuses inter-terminal switching with reciprocal switching.**

BNSF’s Petition confuses reciprocal switching with inter-terminal switching. Under Supplement 149, GMQ was allowed to take advantage of Union Pacific’s rates for inter-terminal switching when moving certain commodities to certain locations served by other rail carriers within the Little Rock-North Little Rock switching district. Eligibility for inter-terminal rates is very different from being open to reciprocal switching. As explained in Supplement 149, unlike reciprocal switching, which creates an opportunity for line haul service, inter-terminal switching allows only for movements between points “**within** the switching limits of a station or industrial switching district.” *Id.* at 5 (emphasis added). To ensure inter-terminal switching could not be abused to circumvent the tariff’s limits on reciprocal switching, Supplement 149 specified that inter-terminal switching could “**not** be performed as the beginning or ending of a line-haul transportation service.” *Id.* (emphasis added).

In its Petition, BNSF erroneously asserts that Tariff MP 8170-C allowed “SP [to] also access the Facility indirectly via UP reciprocal switch . . . .” Petition at 7.<sup>3</sup> This assertion is

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<sup>3</sup> In the letter writing campaign between BNSF and UP prior to the filing of this action, both railroads misread the applicable tariff. On April 12, 2023, Mr. Mike Martucci, BNSF’s Manager Contracts and Joint Facilities, asserted

incorrect because GMQ is not included in the Reciprocal Switch List for either the Little Rock or North Little Rock stations.<sup>4</sup> Reply Ex. 3 at 2-4. BNSF simply ignores this fact and does not address the absence of GMQ from the Reciprocal Switch List in Supplement 149.<sup>5</sup>

Instead, BNSF attempts to rely on Tariff MP 8170-C’s language defining the switching limits of the Little Rock and North Little Rock stations. Tariff MP 8170-C’s Section 5, entitled “Definition of Switching Limits,” defined the switching limits of the Little Rock and North Little Rock stations based on a set of mileposts. Reply Ex. 4. The switching limits definition also contained a paragraph creating a special, limited exception for GMQ, stating GMQ “will be considered in the switching limits of Little Rock—North Little Rock” on all shipments of certain commodities to stations within the switching limits served by SSW or LRWN, but not Union Pacific. *Id.* The exception allowed GMQ to take advantage of Union Pacific’s tariff rate for inter-terminal switching on limited types of movements even though it was actually located outside the milepost boundaries that defined the Little Rock-North Little Rock switching limits. Reply Ex. 1 at 3-4.

BNSF fundamentally misconstrues the language of the tariff and conflates UP’s provision of rates for inter-terminal switching with entitlement to reciprocal switching. BNSF uses the definition of the switching limits to assert that “SP could also access [GMQ] indirectly via UP

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that “McGregor Contracting was formerly Granite Mountain Quarries (a pre-merger customer) and defined in the former MP tariff as open to both the MP and SSW.” In response, Mr. Chris Sanford, UP’s Senior Manager Commercial & Interline Strategy, wrote back that GMQ was open to reciprocal switching by both SP and Little Rock & Western Railway (“LRWN”). Reply Ex. 1 at 5. For reasons explained in the text, Mr. Sanford was incorrect. Had he been correct, BNSF still would have had no right to access GMQ, because GMQ would be a 3-to-2 facility.

<sup>4</sup> GMQ’s corporate name, McGeorge Contracting, is also not identified in the Reciprocal Switch List.

<sup>5</sup> In its letter dated June 20, 2023, BNSF noted that UP granted access to the 3M facility in the vicinity of Little Rock following the merger. Ex. D to Petition at 3. UP did grant BNSF access to the 3M facility because it was specifically listed as open on the Reciprocal Switching List. Reply Ex.3 at 3. (identifying “Minnesota Mining & Mfg. Co. (3M Company)”). As opposed to GMQ, which was not listed.

reciprocal switch, subject to certain limitations.” Petition at 7. As the Board has recognized previously, inclusion of a facility within the limits of a switching district, and thus its eligibility for inter-terminal switching, has no bearing on the facility’s access to reciprocal switching. *See Union Pac. Corp.- Control & Merger-S. Pac. Rail Corp. (Decision No. 106)*, FD 32760, 2013 WL 6709741, \*6 (Dec. 20, 2013) (a facility being within switching district “does not necessarily mean that it is entitled to reciprocal switching”). *aff’d by G3 Enters., Inc. v. Surface Transp. Bd.*, 678 F. App’x 562, 564 (9th Cir. 2017). Although GMQ was within the Little Rock-North Little Rock switching district, it was not open to reciprocal switching because it was not included in the Reciprocal Switch List. Therefore, it is not a 2-to-1 facility.<sup>6</sup>

#### **IV. LRWN only conducts inter-terminal moves.**

UP’s business records for the GMQ facility are consistent with the tariff and its allowance of inter-terminal switching. Its records indicate that UP has interchanged with LRWN on more than a hundred inter-terminal moves for GMQ, and UP billed LRWN the inter-terminal switching charge for loaded cars on these moves. Reply Ex. 1 at 4. UP has no records of reciprocal switching for GMQ. *Id.*

Even though GMQ is not listed as open to LRWN in UP’s current reciprocal switching circular, an inter-terminal move occurred as recent as February 2024; further confirming the difference between inter-terminal and reciprocal switching. *Id.* UP’s limited inter-terminal

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<sup>6</sup> BNSF’s contention that Little Rock is a “2-to-1” Point is irrelevant. Under the RASA, a “2-to-1” Point is a point with at least one “2-to-1” Shipper Facility. Ex. B to Petition, RASA at 2-3. But not all shippers at 2-to-1 Points are “2-to-1” Shipper Facilities that gained access to BNSF as a result of the UP/SP merger because not all shippers within 2-to-1 Points were actually open to rail service by UP, SP, and no other railroad. 2-to-1 access was facility specific. *Union Pac. Corp.-Control & Merger-S. Pac. Rail Corp. (Decision 44)* 1 S.T.B. 233, 390-91 (1996) (“When no third carrier is present, applicants have designated **plants** with access to both UP and SP, either directly or through reciprocal switching, as 2-to-1 points, and have granted BNSF **access to those plants** via trackage rights, as a replacement carrier for SP.”) (emphasis added). *See also*, Ex. B to Petition, RASA at 2-3 (defining 2-to-1 Point simply as the “geographic locations at which at least one “2-to-1” Shipper Facility is located,” and thereafter providing for “the process for identifying “2-to-1” Shipper Facilities open to BNSF as a result of the conditions imposed on the UP/SP merger.”)

switching for GMQ does not make the facility open access under the RASA<sup>7</sup> or the Board's merger conditions.

### CONCLUSION

BNSF is not entitled to access GMQ because it is not a "2-to-1" Shipper Facility under the RASA. GMQ was neither accessed directly by a carrier other than Union Pacific, nor open via reciprocal switching. BNSF's claim that eligibility for inter-terminal switching rates is the equivalent of reciprocal switching access is incorrect and unsupported by the actual tariff and operational history of the facility. For the reasons stated herein, Union Pacific asks the STB to deny BNSF's request to grant it direct access to the Granite Mountain Quarries.

Respectfully submitted,

UNION PACIFIC RAILROAD COMPANY

/s/ David M. Newman

DAVID M. NEWMAN

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March 13, 2024

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<sup>7</sup> In its Petition for Enforcement, BNSF argues that the STB has continuing jurisdiction to resolve this dispute. Petition at 9. UP agrees that the STB can resolve this dispute but does not intend to waive its position that disputes such as this arising under RASA should be resolved through private arbitration. Utilization of the parties' agreed arbitration process would relieve the Board of these unnecessary actions.

**CERTIFICATE OF SERVICE**

I hereby certify that on this 13th day of March, 2024, I caused a copy of the foregoing document to be served electronically or by first-class mail, postage prepaid, on all parties of record in this proceeding.

/s/ David M. Newman

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Docket No. FD 32760 (Sub No. 48)

UNION PACIFIC CORPORATION, UNION PACIFIC RAILROAD COMPANY AND  
MISSOURI PACIFIC RAILROAD COMPANY

- CONTROL AND MERGER -

SOUTHERN PACIFIC RAIL CORPORATION, SOUTHERN PACIFIC TRANSPORTATION  
COMPANY, ST. LOUIS SOUTHWESTERN RAILWAY COMPANY, SPCSL CORP. AND  
THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY

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**VERIFIED STATEMENT OF  
RYAN J. PICHLER**

My name is Ryan Pichler. I am the Senior Manager for Interline and Short Line Development for Union Pacific Railroad Company (“UP”), a position I have held since November of 2023. In my current position, I am responsible for responding to BNSF requests for access to “2-to-1” facilities under the “2-to-1 Point Identification Protocol” in the March 1, 2002, Restated and Amended Settlement Agreement (the RASA) between Union Pacific Railroad Company and BNSF Railway Company (BNSF). I began my career with Union Pacific in 2002 and have held management positions in UP’s Marketing and Sales Department.

In my duties as Senior Manager for Interline and Short Line Development, I assist in managing various aspects of UP's relationship with other Class I carriers and overseeing the accuracy of UP's reciprocal switching circular. I have become accustomed to applying the tariffs for UP’s predecessor railroads including, the Missouri Pacific Railroad Company (“MP”).

I am submitting this statement to address assertions by petitioner BNSF claiming it is entitled to direct access to the Granite Mountain Quarries (“GMQ”) in Sweet Home, Arkansas.

This statement will be easier to understand if I begin by explaining a few terms: reciprocal switching, a switching district, and inter-terminal switching.

“Reciprocal switching” is an arrangement between carriers where the carrier physically serving the industry performs switching service for delivering or picking up cars on behalf of the other carrier on shipments having an immediately preceding or following line-haul movement via the other carrier. When a customer is “open” to reciprocal switching, it means the carrier physically serving the customer will switch that customer's traffic to or from the carrier performing the line-haul movement. UP, and its predecessor railroad MP, published tariffs that included a list of the customers for which it will perform reciprocal switching at particular facility locations. In its tariffs, UP and its affiliate MP have consistently stated that it will provide reciprocal switching only to or from UP customers that are specifically listed in those publications. UP’s practice of providing reciprocal switching only to or from specifically listed customers is consistent with the practice followed by BNSF, as well as the practices followed by CSX Transportation, Norfolk Southern Railway, and many other carriers.

“Switching districts,” or “switching limits,” determine whether a movement originates and terminates in the same district, and thus whether a customer can move traffic at a carrier's tariff rates for “intra-terminal” or “inter-terminal” switching, rather than a line-haul rate. “Inter-terminal” switching involves movements that originate on one railroad and terminate on another within the switching district. Before 2001, UP defined the limits of its switching districts based on physical landmarks — *i.e.*, mileposts or customer facilities.

On UP, a customer's status as open or closed to reciprocal switching is independent of the definition of switching districts and vice versa. All customers within the same switching

district can take advantage of UP's inter-terminal rates, but UP has consistently made clear that it provides reciprocal switching only to customers specifically listed in its reciprocal switching circular. My understanding is that this is consistent with other Class I railroads.

Attached hereto are several portions of the applicable MP tariff published by UP. The tariff was entitled Supplement 149 to Tariff MP 8170-C, effective December 2, 1994 ("Supplement 149") (attached hereto and marked as Exhibit 3). As its title suggests, this tariff supplemented the original MP Switching Tariff, entitled Tariff MP 8170-C, effective June 25, 1990 ("MP 8170-C") (attached hereto and marked as Exhibit 4). Supplement 149 updated portions of the Tariff MP 8170-C that was issued in 1990. If a matter was addressed in Supplement 149, it controlled over Tariff MP 8170-C. On the other hand, if a matter was not addressed in Supplement 149, the requirements in Tariff MP 8170-C controlled. Collectively, the Supplement 149 and Tariff MP 8170-C constituted "the tariff" applicable to the time of the UP/Southern Pacific ("SP") merger.

MP 8170-C established the switching limits of the stations in Arkansas based on a set of mileposts. Facilities within the defined switching limits were open for inter- and intra-terminal switching only. The tariff used the same mile posts for the switching limits of both the Little Rock and North Little Rock stations.

The GMQ facility on the Drury Spur is physically not within the mileposts used to define the Little Rock and North Little Rock switching limits. Therefore, to enable the GMQ facility to use inter-switching rates, the definition of the switching limits included an exception stating, "[GMQ], Drury Spur, AR, will be considered in the switching limits of Little Rock—North Little Rock, AR, on [carload] shipments of Sand, Gravel, Stone,

including Rip Rap, and articles taking same rates or related thereto.” This paragraph was an exception to the milepost boundaries of the switching limits.

The exception only applied to those certain commodities moving to certain points on the St. Louis Southwestern Railway Co. (“SSW”, an SP affiliate), and Little Rock Western Railway (“LRWN”), a short line. The exception brought GMQ into the Little Rock-North Little Rock stations and meant that GMQ could utilize UP’s inter-terminal switching rates when UP switched with SP and LRWN for those certain commodities going to non-UP served stations within the Little Rock area. Being within the switching limits did not mean the facility was open for reciprocal switching. UP switched with LRWN for an inter-terminal move for GMQ as recently as February 2024.

In terms of reciprocal switching, UP published Supplement 149, which included a specific list of corporations “from and to which reciprocal rates apply.” As shown in Supplement 149, GMQ is not listed in either the lists for the Little Rock station or the North Little Rock station. It is also not listed under its affiliate name of McGeorge Contracting. Notably, the 3M facility is listed in the Little Rock station list.

In consultation with other UP employees, I reviewed certain UP business records related to the GMQ facility. Those records indicate that UP has interchanged with LRWN on more than a hundred inter-terminal moves for GMQ, and UP billed LRWN the terminal switching charge for loaded cars on these moves. UP has no records of reciprocal switching for GMQ. I reviewed UP’s current reciprocal switching circular and noted that GMQ is not listed as open to LRWN for interchange with UP.

A verified statement from Haskell Dickinson on behalf of GMQ submitted in support of the UP/SP merger was located within UP’s business records for the UP/SP

merger. A true and correct copy of the verified statement is attached hereto and marked as Exhibit 2. That statement indicates that the GMQ is owned by McGeorge Contracting Co., Inc. It also states, “Our rail service is handled by the Union Pacific Railroad.”

In its original request to service GMQ dated April 12, 2023, BNSF asserted that GMQ was “defined in the former MP tariff as open to both the MP and SSW.” My former colleague, Chris Sanford, conducted the initial review of that request. Mr. Sanford is now retired. In UP’s initial response signed by Mr. Sanford, he noted BNSF’s assertion was in error because LRWN also had the same access as SSW, thus three railroads had access to GMQ. He mistakenly stated that access included “reciprocal switching” for the three railroads. I continued that mistake in my December 11, 2023 letter to BNSF.

Following BNSF’s filing, I re-reviewed the applicable tariff, including Supplement 149, and determined that GMQ was not open to reciprocal switching. It could only take advantage of UP’s rates for inter-terminal switching within the district due to the exception included in the switching limits definition.

#### **VERIFICATION**

I, Ryan Pichler, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Reply Verified Statement.

Executed on March 13, 2024.

*s/ Ryan Pichler*

# Mc GEORGE CONTRACTING COMPANY, INC.

*General Contractors*



*Pine Bluff, Arkansas*

P. O. Box 7008

VERIFIED STATEMENT

71611-7008

OF

HASKELL DICKINSON  
on behalf of  
GRANITE MOUNTAIN QUARRIES

I am a corporate Vice President for McGeorge Contracting Co., Inc. and a member of the Executive Committee, which manages crushed stone aggregate production and sales at Granite Mountain Quarries.

We are located five miles south of Little Rock, Arkansas at Sweet Home, on Drury Spur.

Granite Mountain transports its aggregates to market by truck and rail, with specialty orders by barge. Our rail service is handled by the Union Pacific Railroad. Our market area is south Arkansas, north Louisiana and east Texas.

These aggregates are used for rail ballast, concrete, asphalt, road base and bank stabilization (riprap). While cyclical, our annual sales, by rail transport normally exceed one million ton to 10,000 car loads.

We are looking forward to the merger of the Up and the SP. It will afford us the opportunity to sell rail ballast to the SP roadbeds in our market area and a variety of aggregates to the new, market areas served by the merged company from Memphis to Houston, new areas in north Louisiana and hopefully, Mexico.

We also believe that the merger into a single line will give us a bigger pool of gondolas and hoppers to serve our market more dependably.

Finally, we hope that the economy of the merger and the shorter routes into our market area, will mean more competitive freight rates with other facilities, which compete with us but are served by other carriers. Into Memphis for instance, or Houston.

The bottom line is that this UP/SP merger will give our company new opportunities for growth and prosperity and we support their efforts to build a better railroad.

VERIFICATION

I, HASKELL L DICKINSON, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed on Oct 20 / 1995.

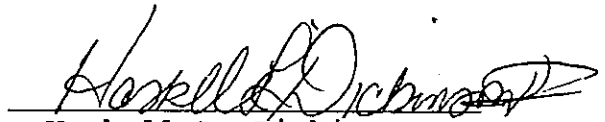
Haskell Dickinson  
Haskell Dickinson

VERIFICATION

State of Arkansas )

County of Pulaski )

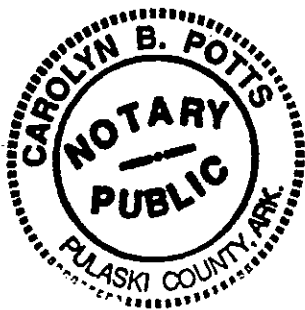
Haskell Dickinson II, being first duly sworn, deposes and says he has read the foregoing document, knows the facts asserted therein, and that the same are true as stated.

  
Haskell L. Dickinson

Subscribed and sworn to before me this 20<sup>th</sup> day  
of October, 1995.

My commission expires:

Oct. 12, 2001



IL CC A-503

**SUPPLEMENT  
TO**

**ICC MP 8170-C**



## **MISSOURI PACIFIC RAILROAD COMPANY**

**SUPPLEMENT 149**

**TO**

**TARIFF MP 8170-C**

(Cancels Supplements 78, 89, 127, 134, 135, 136, 137, 138, 146 and 148)

**Supplement 149 and Special Supplements shown on page 2 herein contain all changes.**

### **LOCATION OF NEW OR CHANGED ITEMS**

The latest complete list of all new or changed items in effective Supplements is published in this Supplement.

**ABSORPTIONS OF SWITCHING AND OTHER TERMINAL CHARGES**

**AND**

**ALLOWANCES**

**AT STATIONS**

**ON**

**MISSOURI PACIFIC RAILROAD  
DONIPHAN, KENSETT & SEARCY RAILWAY**

(Except as Noted in item 325)

**THIS TARIFF APPLIES ON INTRASTATE TRAFFIC IN THE STATES OF ARKANSAS, COLORADO, ILLINOIS, KANSAS, LOUISIANA, MISSOURI, NEBRASKA, OKLAHOMA, TENNESSEE (MEMPHIS) AND TEXAS.**

### **SWITCHING TARIFF**

**ISSUED OCTOBER 17, 1994**

**EFFECTIVE DECEMBER 2, 1994**

**K. H. SCHROEDER**  
Manager-Pricing Services  
Omaha, Nebraska

Issued by  
**G. OSLER**  
Publishing Officer  
1416 Dodge St.  
Omaha, Nebraska 68179

(D.W.C.)

**LIST OF CORPORATIONS, FIRMS, INDIVIDUALS AND TEAM TRACK LOCATIONS  
FROM AND TO WHICH RECIPROCAL RATES APPLY**

**STATION**

Lake Charles ..... LA  
**CORPORATION, FIRM, INDIVIDUAL OR TEAM TRACK LOCATION**  
 [75] Lake Charles Public Elevator .....  
 (DQ-3057)

**▲ STATION**

Lamar ..... MO  
**CORPORATION, FIRM, INDIVIDUAL OR TEAM TRACK LOCATION**  
 Double Circle Farm Supply .....  
 Farmers Exchange .....  
 (DQ-2466)

**[30] STATION**

Laredo ..... TX  
**CORPORATION, FIRM, INDIVIDUAL OR TEAM TRACK LOCATION**  
 Corrigan Dispatch .....  
 (DQ-2870)

**[45] STATION**

Lawton ..... OK  
**CORPORATION, FIRM, INDIVIDUAL OR TEAM TRACK LOCATION**  
 Gordon Cartons .....  
 Larrance Tank Corp .....  
 Wertz Fruit Co .....  
 (DQ-2950)

**[PA] STATION**

Lincoln ..... NE  
**CORPORATION, FIRM, INDIVIDUAL OR TEAM TRACK LOCATION**  
 [24] \*\*\* ABC Electric Co .....  
 [24] \*\*\* Abel Construction Co .....  
 [22] \*\*\* Capital Bridge Co .....  
 [22] Capital Contractors .....  
 [24] \*\*\* Desmond Lumber Co .....  
 [147] Engineered Lumber Systems .....  
 [24] \*\*\* Hinkle-Joyce Hardware Co .....  
 [24] \*\*\* Koser Supply Co .....  
 [22] \*\*\* Mid-West Lumber, Bridge & Supply Co .....  
 [147] \*\*\* Midwest Lumber Supply .....  
 [24] \*\*\* Oak Davis Supply .....  
 [24] \*\*\* Port Huron Machinery Co .....  
 [24] \*\*\* Sullivan Van & Storage .....  
 (DQ-3273)

**STATION**

Little Rock (Also see North Little Rock, AR) ..... AR  
**CORPORATION, FIRM, INDIVIDUAL OR TEAM TRACK LOCATION**  
 ADM Processing Co .....  
 AFCO Building Materials .....  
 Alman, Sol .....  
 AMF Cycle Co .....  
 Arkansas Bitumuls Co .....  
 Arkansas Broom Works .....  
 Arkansas Foundry Co .....  
 Arkansas Power & Light Co:  
 Plant .....  
 Asphalt Products Co .....  
 Barrett-Hamilton Co .....  
 Cash Wholesale Co, Inc:  
 (Sterling Stores Co, Inc) .....  
 Central Terminal Distributing Centers, Inc .....  
 Choctaw, Inc .....  
 Cogger, W.B., Warehouse .....  
 Colonial Baking Co .....  
 Conley, John P. Co .....  
 Criss & Shaver Co .....

(Concluded on following page)

**LIST OF CORPORATIONS, FIRMS, INDIVIDUALS AND TEAM TRACK LOCATIONS  
FROM AND TO WHICH RECIPROCAL RATES APPLY**

**STATION**

Little Rock (Also see North Little Rock, AR) (Concluded) ..... AR

**CORPORATION, FIRM, INDIVIDUAL OR TEAM TRACK LOCATION**

Darragh Co .....  
 Dillaha Fruit Co .....  
 Dixie Lumber & Moulding Co .....  
 Dyke Bros .....  
 Essick Mfg Co .....  
 Evans, G.C. Sales .....  
 Finch, Carl, Janitor Supply .....  
 Finckbeiner, C., Inc .....  
 Fine Papers, Inc .....  
 Formpac Div, W.R. Grace Co .....  
 Georgia Pacific .....  
 Grobmyer, J.R., Lumber Co .....  
 Halton, Arch Co (Terminal Warehouse) .....  
 [59] Harcros Chemical .....  
 Hartford Co .....  
 Harty Seed Co .....  
 Hoerner-Waldorf Corp (Cont Div) .....  
 Home Ice Co .....  
 Industrial Lumber Co .....  
 Kelly Brokerage Co (Terminal Warehouse) .....  
 Lamb, Co, W. Lyman .....  
 Linde Air Products Co .....  
 Little Rock Distributing Co .....  
 Little Rock Furniture Mfg Co .....  
 Little Rock Municipal Water Works .....  
 Little Rock Paper Co .....  
 Lloyd, J.T., Co .....  
 Lyon, Frank, Co .....  
 McOsler Gardner Co (Terminal Warehouse) .....  
 Merico, Inc .....  
 [119] Minnesota Mining & Mfg Co (3M Company) .....  
 Monarch Mill & Lumber Co .....  
 Moss Seed Co .....  
 National Biscuit Co .....  
 Niemeyer Feed Mills, Inc .....  
 [22] Northwest Hardwoods .....  
 Ozark Insulating Co, Inc .....  
 Roach Paper Co .....  
 Sears, Roebuck & Co .....  
 Simmons Co .....  
 Smith, A.O. - Inland Steel Co .....  
 Southern Ice Co, Inc .....  
 Southland Building Products Co .....  
 Standard Ice Co .....  
 Stebbins & Roberts .....  
 Sterling Everest Co .....  
 Tenenbaum, A. & Co .....  
 Texas Co, The .....  
 Thibault Milling Co .....  
 Vogel's, Inc .....  
 Wassell Bros .....  
 Wei-Bilt Vulcan Co .....  
 Western Paper Co .....  
 Westinghouse Electric Corp .....  
 Willis Johnson Co .....  
 Winburn Tile Mfg Co .....  
 Wrape, W.R., Stave Co .....

**STATION**

Livonia ..... LA

**CORPORATION, FIRM, INDIVIDUAL OR TEAM TRACK LOCATION**

[103] All corporations, firms or individuals .....  
 (DQ-3148)

**LIST OF CORPORATIONS, FIRMS, INDIVIDUALS AND TEAM TRACK LOCATIONS  
FROM AND TO WHICH RECIPROCAL RATES APPLY**

**▲ STATION**

North Little Rock .....AR

**CORPORATION, FIRM, INDIVIDUAL OR TEAM TRACK LOCATION**

Acme Agricultural Supply Co. ....  
 Ark. Wholesale Furniture Co. ....  
 Arkansas Fertilizer Co (Div Olin-Mathieson Chemical Corp) .....  
 Arkansas Highway Depot .....  
 Arkansas State Warehouse .....  
 Arkansas Supply Co .....  
 Bogard Seed Co .....  
 Bradbar Mfg Co .....  
 Comfort, Inc .....  
 Cooperative Mills, Inc .....  
 Criss & Shaver, Inc .....  
 D. A. Prepack, Inc .....  
 Federal Compress & Warehouse Co (No 2) .....  
 Federal Compress & Warehouse Co (No 3) .....  
 Fell Vaughn Contractor .....  
 Hartford Co .....  
 Hydro Conduit Corp .....  
 Jeffrey Sand Co .....  
 107 Johnson Johnson Advanced Material .....  
 Katterjohn Concrete Products Co .....  
 Ketcher & Co .....  
 Koppers Co .....  
 Kroger Co., The .....  
 Lion Oil Refining Co .....  
 Loket Scrap Processors .....  
 Mechanics Lumber Co .....  
 Midsouth Partitions .....  
 Monntaire Feeds & Vitamins Premixes .....  
 Olin Corp .....  
 28 One Source Home Bldg. Center .....  
 Rands, Inc .....  
 107 Personal Products .....  
 Rasar-West Dist Co .....  
 Southern Compress & Warehouse .....  
 Southern Cotton Oil (Div of ADM) .....  
 141 Southern Farmers Services .....  
 Stauffer Chemical Co .....  
 Tenenbaum, A., Co .....  
 Wonderstate Industries .....

**137 STATION**

Oakdale .....LA

**CORPORATION, FIRM, INDIVIDUAL OR TEAM TRACK LOCATION**

All corporations, firms CANCELLED.  
 (DQ-3247)

**STATION**

Oklahoma City .....OK

**CORPORATION, FIRM, INDIVIDUAL OR TEAM TRACK LOCATION**

28 A & A Warehouse .....  
 28 Acme Brick .....  
 28 Amis Kelly Co .....  
 28 American Mutual Co .....  
 28 American Timber Products .....  
 28 Anthony, C.R. ....  
 28 Apco Oil Co .....  
 28 Apollo Distribution Center .....  
 28 Arrow Bag Co .....  
 28 Awalt, J.P. Co .....  
 28 B & C Distributors .....  
 28 Big E Industries .....  
 28 Big Four Divisions .....  
 28 Butchers Southwest Recyclers .....  
 28 Cardinal Paper Co .....  
 28 232 Carpenter Paper Co .....

(Concluded on following page)

| ITEM                  | SUBJECT                                                                                                            | RULES AND REGULATIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------------|--------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>[127]</b><br>210-A | Item Cancelled.<br>(DQ 3211)                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>[78]</b><br>225-A  | CARS HELD AT<br>CHICAGO<br>HEIGHTS, IL<br>AND ITS<br>SWITCHING<br>DISTRICT                                         | On loaded cars or empty private cars ordered from points of loading or unloading, as the case may be, on connecting carriers at Chicago Heights, IL, and held awaiting final disposition orders, a switching charge of \$140.00 per car will be assessed for this service and accrues to the MP.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>[103]</b><br>240-A | DEFINITION OF<br>TERM<br>RECIPROCAL,<br>INTERMEDIATE,<br>INTER-<br>TERMINAL,<br>INTRA-<br>TERMINAL,<br>INTRA-PLANT | <p>Where the term "reciprocal, intermediate, inter-terminal, intra-terminal or intra-plant" is used herein, it is understood to mean:</p> <p>Reciprocal - A switching movement between a corporation, firm or individual located on tracks of the MP or DKS and the point on the MP or DKS at which car will be delivered to or received from a connecting line on traffic that originates at or is destined to a point beyond the switching limits of a station or industrial switching district via said connecting line moving on revenue billing. (See Exception 1.)</p> <p>Intermediate - A switching movement between a point on the MP at which a car will be received from a connecting line and a point on the MP at which a car will be delivered to a connecting line within the switching limits of a station or industrial switching district.</p> <p>Inter-terminal - A switching movement between a corporation, firm or individual located on tracks of the MP or DKS and the point on the MP or DKS at which car will be delivered to or received from a connecting line on traffic that originates at and is destined to a point within the switching limits of a station or industrial switching district. (See Exception 1)</p> <p>Intra-terminal - A switching movement (other than intra-plant) from one track to another, or between points on the same track, on the MP or DKS, within the switching limits of one station or industrial switching district.</p> <p>Intra-plant - A switching movement from one point to another point on the same track or from one track to another track, within the confines of the same plant or industry without leaving tracks of the industry.</p> <p>EXCEPTION 1. Where interchange is made through an intermediate carrier, the point at which car will be delivered or received is point of interchange with the intermediate carriers.</p> <p>Reference to and explanation of Exception 2 and 3 are hereby ELIMINATED - Tariff, as amended, applies.<br/>(DQ-3146)</p>                                  |
| <b>[78]</b><br>260-B  | GENERAL APPLI-<br>CATION OF<br>CHARGES                                                                             | <p>Reciprocal switching will only be performed to or from corporations, firms or individuals listed herein, subject to restrictive provisions published in connection therewith. Inter-terminal and Intra-terminal Switching as defined in Item 240, will not be performed as the beginning or ending of a line-haul transportation service.</p> <p>Except as specifically provided to the contrary, charges provided in this tariff cover the movement of a loaded car one way and the return of the empty car; or the placing of an empty car and the return of a loaded car. The switching charges will not apply from one station to another station. If cars are loaded in both directions, regular charge will apply on each movement.</p> <p>If an empty car is ordered for loading and the service of switching or placing it has been performed and the car is not loaded but returned to the MP empty, the charge for this service will be \$136.00 and will be collected from the person, firm or corporation ordering such car. Unless otherwise provided for, any other movement of empty cars the charge will be the same as applied to loaded cars.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>[125]</b><br>325-G | NON-APPLICATION<br>OF SWITCHING<br>CHARGES AT<br>SPECIFIC POINTS<br>NAMED                                          | <p>(b) Rates published herein will not apply at Kansas City, MO-KS on Interstate traffic on Crushed Rock, Crushed Stone and/or Crushed Limestone, CL, on traffic destined stations in Kansas or Missouri to which through rates are provided in Tariff ICC SWFB 4319-series or Tariff ICC WTL 4337-series.</p> <p>Rates published herein will not apply on Intrastate traffic on Crushed Rock, Crushed Stone and/or Crushed Limestone, CL, from Leeds, MO, on traffic destined to stations in Missouri to which through rates are provided in Tariff ICC SWFB 4319-series.</p> <p>(c) Intra-Terminal and Inter-Terminal Switching Charges published herein will not apply at Kansas City, MO-KS on commodities named in Tariff ICC WTL 8344-series.</p> <p>(d) The provisions of this tariff will not apply on freight moving wholly within the switching limits of Corpus Christi, TX, where charges for the service to be performed are published in Tariff ICC SWFB 8454-series. For charges and rules to apply, see Tariff ICC SWFB 8454-series.</p> <p>(e) The provisions of this tariff will not apply on freight moving wholly within the switching limits of Houston, TX, where charges for the service to be performed are published in Tariff ICC SWFB 8451-series. For charges and rules to apply, see Tariff ICC SWFB 8451-series.</p> <p>(f) For absorbed switching charges and absorption provisions on import, export and interstate traffic at Galveston and Texas City, TX, see Tariff ICC SWFB 9447-series.</p> <p>(g) This tariff will not apply on freight moving wholly within the switching limits of Beaumont, TX, where charges for the service to be performed are published in Tariff ICC SWFB 8453-series.</p> <p>(h) The switching charges as published in this tariff will apply except as provided in Paragraphs (d) through (g) or except as provided in connection with specific charges on Texas intrastate traffic in Tariff ICC SWFB 6401-series.</p> <p>Provisions formerly shown and not brought forward eliminated.<br/>(DQ-3212)</p> |

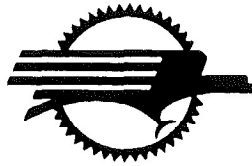
SUBJECT, EXCEPT AS OTHERWISE PROVIDED, TO INCREASES IN RATES AND CHARGES AS PROVIDED IN ITEM 8 (RAIL CARRIER COST RECOVERY TARIFFS).

**IL CC A-503**

(BREVS IL CC A-92)  
Carriers,

**ICC MP 8170-C**

(Cancels ICC MP 8170-B,  
Also ICC MP 8003-R, ICC MP 8005-Y,  
ICC MP 8034-Q, ICC MP 8090-L, ICC  
MP 8139-B, ICC MP 8180-D and ICC MP 8187-E)



## **MISSOURI PACIFIC RAILROAD COMPANY**

### **TARIFF MP 8170-C**

(Cancels Tariffs MP 8003-R, MP 8005-Y, MP 8034-Q, MP 8090-L,  
MP 8139-B, MP 8170-B, MP 8180-D and MP 8187-E, also see  
Cancellation Notice on page 2 herein)

ABSORPTIONS OF SWITCHING AND OTHER TERMINAL CHARGES  
AND  
ALLOWANCES  
AT STATIONS  
ON

**MISSOURI PACIFIC RAILROAD  
DONIPHAN, KENSETT & SEARCY RAILWAY**

(Except as Noted in Item 325)

THIS TARIFF APPLIES ON INTRASTATE TRAFFIC IN THE STATES OF ARKANSAS, COLORADO, ILLINOIS, KANSAS, LOUISIANA,  
MISSOURI, NEBRASKA, OKLAHOMA AND TENNESSEE (Memphis).

### **SWITCHING TARIFF**

**ISSUED MAY 11, 1990**

**EFFECTIVE JUNE 25, 1990**

**K. H. SCHROEDER**  
Manager-Pricing Services  
Omaha, Nebraska

Issued by  
**G. R. HIX**  
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**SECTION 5  
DEFINITION OF SWITCHING LIMITS**

| ITEM | STATION                           | BETWEEN MILE POST<br>(Except as noted)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | AND MILE POST<br>(Except as noted) |
|------|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| 2520 | Little Rock . . . . AR            | 342.2 on north<br>349.21 on east                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 352.14 on south<br>345.1 on west   |
| 2525 | North Little<br>Rock . . . . . AR | Granite Mountain Quarries, Drury Spur, AR, will be considered in the switching limits of Little Rock--North Little Rock, AR, on CL shipments of Sand, Gravel, Stone, including Rip Rap, and articles taking same rates or related thereto. Applicable only to or from stations on the LRWN and SSW not served by the MP and only on cars switched to or from connection of the MP by Granite Mountain Quarries.                                                                                                                                                                                                                                                                                                                                                                 |                                    |
| 2530 | Livonia . . . . . LA              | 619.6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 622.9                              |
| 2535 | Mabelvale . . . . AR              | 353.15                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 357.15                             |
| 2540 | Marche . . . . . AR               | 353.50<br>(Applicable on Interstate and Intrastate traffic)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 356.68                             |
| 2545 | Marion . . . . . IL               | NORTH: 1111/100 mile.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SOUTH: 2.4 miles.                  |
| 2550 | Mode . . . . . IL                 | NORTH: 2/10 mile.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SOUTH: 23/100 mile.                |
| 2555 | Momence . . . . . IL              | NORTH: 1/3 mile.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SOUTH: 1.5 mile.                   |
| 2560 | Mt Vernon . . . . IL              | NORTH: 0.13 mile.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SOUTH: 1.3 miles.                  |
| 2565 | New Iberia . . . . LA             | 46.494                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 48.86<br>47.1                      |
| 2570 | Newport . . . . . AR              | 258.15                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 262.48                             |
| 2575 | Omaha . . . . . NE                | Beginning at the Metropolis Utilities District plant on the Missouri River and on the tracks of the CNW, Florence, NE, thence south along the west bank of the Missouri River to and including Gibson, NE, on the BN; thence southwest via an imaginary straight line to, but not including, Avery, NE, on the UP; thence west via an imaginary straight line to and including Ralston, NE, and Seymour Park, NE; thence north on 84th Street to and intersection with CNW tracks; thence north via tracks of the CNW to and including the yard of O'Neil Grain, Coal & Feed Co, Rood Siding; thence northeast via an imaginary straight line to and including DeBolt Place, NE on the CNW; thence east via an imaginary straight line to Florence, NE, the place of beginning. |                                    |
| 2580 | Opelousas . . . . LA              | 588.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 591.41                             |
| 2585 | Pine Bluff . . . . AR             | 382.05 on north                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 392.67 on south<br>410.33 on west  |
| 2590 | Smackover . . . . AR              | 476.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 482.06                             |
| 2595 | Stanley . . . . . LA              | 540.35                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 541.5                              |
| 2600 | St Anne . . . . . IL              | SOUTH: 25/44 mile.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SOUTHWEST: 1/3 mile.               |
| 2605 | St Elmo . . . . . IL              | NORTH: 1 mile.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SOUTH: 21/100 mile.                |
| 2610 | Salem . . . . . IL                | 253                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 255                                |
| 2615 | Shelbyville . . . . IL            | NORTH: 8/10 mile.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SOUTH: 15/100 mile.                |
| 2620 | Sullivan . . . . . IL             | NORTH: 23/100 mile.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SOUTH: 21/100 mile.                |
| 2625 | Texarkana<br>. . . . . AR-TX      | Western Limit - Toward Paris, TX<br>Mile Post A-2.73                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                    |
|      |                                   | Southern Limit - Toward Jefferson, TX<br>Mile Post 3.52                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                    |
|      |                                   | Southeastern Limit - Toward Shreveport, LA<br>Mile Post T-70.85                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                    |
|      |                                   | Northeastern Limit - Toward Hope, AR<br>Mile Post 487.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                    |
| 2630 | Thebes . . . . . IL               | NORTH: 33/100 mile.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SOUTH: 36/100 mile.                |
| 2635 | Tuscola . . . . . IL              | NORTH: 66/100 mile.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SOUTH: 34/100 mile.                |
| 2640 | Westville . . . . . IL            | NORTH: 1/4 mile.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SOUTH: 3.7 miles.                  |