

308269

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. FD 36744

CANADIAN NATIONAL RAILWAY COMPANY
AND GRAND TRUNK CORPORATION
—CONTROL—
IOWA NORTHERN RAILWAY COMPANY

ENTERED
Office of Proceedings
April 29, 2024
Part of
Public Record

**UNION PACIFIC RAILROAD COMPANY'S COMMENTS
AND REQUEST FOR CONDITIONS**

CRAIG V. RICHARDSON
JAMES B. BOLES
TONYA W. CONLEY
TANYA L. SPRATT
Union Pacific Railroad Company
1400 Douglas Street
Omaha, NE 68179
(402) 544-7004

MICHAEL L. ROSENTHAL
Covington & Burling LLP
One CityCenter
850 Tenth Street, N.W.
Washington, DC 20001
(202) 662-6000

Attorneys for Union Pacific Railroad Company

April 29, 2024

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. FD 36744

CANADIAN NATIONAL RAILWAY COMPANY
AND GRAND TRUNK CORPORATION
—CONTROL—
IOWA NORTHERN RAILWAY COMPANY

**UNION PACIFIC RAILROAD COMPANY'S COMMENTS
AND REQUEST FOR CONDITIONS**

Union Pacific Railroad Company submits these comments on the proposed transaction in which Canadian National Railway Company (CNR) and Grand Trunk Corporation (GTC) would acquire control of Iowa Northern Railway Company (Iowa Northern). Union Pacific takes no position on whether the Board should approve the proposed transaction. However, if the Board approves the transaction, it should hold CNR and its U.S. rail operating subsidiaries (collectively, CN) to the commitment “to maintaining existing carrier access to locations in current CN and Iowa Northern voluntary reciprocal switch tariffs.” Application at 7. Specifically, the Board should impose a condition requiring CN to grant existing carriers access via reciprocal switching to existing and new shipper facilities and existing and new commodities at locations listed as open to reciprocal switching in Iowa Northern’s reciprocal switching tariff. The Board should also impose a condition requiring CN maintain “commercially reasonable rates and service” for reciprocal switching.

Union Pacific is seeking conditions because CN’s statements in the Application regarding reciprocal switching are ambiguous and, despite repeated efforts by Union Pacific, CN has refused to clarify those statements to make them meaningful. Union Pacific has access via reciprocal switching to shippers located on Iowa Northern at Manly and Waterloo, Iowa. *See*

Ex. A (Freight Tariff IANR 8001B, Rev. 37). Union Pacific also has access via reciprocal switching to shippers located on CN at Waterloo and Cedar Rapids, Iowa (among other locations). *See* Ex. B (CN 9001-US U, Reciprocal Switching USA, Eff. Mar. 12, 2024). In the Application, CN commits “to maintaining existing carrier access to locations” in the CN and Iowa Northern tariffs, but CN does not expressly address whether it intends to provide existing carriers access to new facilities established at those locations, or existing and new facilities that begin shipping new commodities.

There is ambiguity regarding new facilities and commodities that mainly affects the Iowa Northern tariff. CN’s reciprocal switching tariff is shipper-based—CN’s tariff identifies specific shippers open to reciprocal switching at specified locations and the applicable rate per railcar. The tariff also identifies any commodities excluded from reciprocal switching or subject to non-standard fees. CN’s commitment “to maintaining existing carrier access to locations” in the CN tariff in the context of a shipper-based tariff is clear enough.

Iowa Northern’s reciprocal switching tariff is different from CN’s. Iowa Northern’s tariff does not identify specific shippers open to reciprocal switching; instead, it lists commodities and associated rates per railcar for locations where reciprocal switching is provided. Iowa Northern’s practice has been to expand the list of commodities as necessary to accommodate the needs of existing and new shippers at the identified locations. *Compare* Ex. A *with* Ex. C (Freight Tariff IANR 8001B, Rev. 36).¹ In this context, CN’s commitment “to maintaining existing carrier access to locations” in Iowa Northern’s tariff is ambiguous: CN’s post-merger plan may be to restrict Iowa Northern’s reciprocal switching by making access available only to existing

¹ For example, in Revision 37, Iowa Northern added a rate for Lignin Liquor in Item 1000 and a rate for Organic Wheat in Item 1200.

shippers and commodities, rather than continue Iowa Northern’s pre-merger practice of welcoming new shippers and commodities. The Board should require CN to continue Iowa Northern’s pre-merger practice.

Requiring CN to continue Iowa Northern’s pre-merger practice would appropriately treat the reciprocal switching issue here as one involving “vertical foreclosure” and preservation of “open gateways.” As the Board has recognized, even end-to-end transactions create a risk of vertical foreclosure that should be addressed through open gateways conditions. *See Canadian Pac. Ry.—Control—Kan. City S.*, FD 36500, slip op. at 43 (STB served Mar. 15, 2023) (“A robust and readily enforceable open gateway requirement is the best means to mitigate vertical foreclosure concerns . . .”). The reciprocal switching issue here *is* a vertical foreclosure issue: a combined CN-Iowa Northern will have strong incentives to use new, single-line CN-Iowa Northern routes for traffic the pre-merger Iowa Northern would have switched to Union Pacific at Manly and Waterloo. The Board should thus follow its precedent by ensuring both existing and new shippers served by Iowa Northern at Manly and Waterloo continue to have the option to move goods between Iowa Northern and Union Pacific using reciprocal switching. That is, the Board should impose a condition ensuring CN’s commitment to “to maintaining existing carrier access” to Manly and Waterloo applies to every shipper at those locations, regardless of whether the shipper “had previously chosen an alternative route, shipped a different commodity, or is entirely new.” *See id.* at 70.

CN’s commitment to “maintaining existing carrier access to locations” in the CN and Iowa Northern reciprocal switch tariffs is also ambiguous because CN does not address the financial and operational aspects of its commitment to “maintaining . . . access” to reciprocal switching. *See* Application at 7. By contrast, when CN discusses its “gateway commitment,” it

promises to “provide Iowa Northern-served customers with commercially reasonable rates and service for interline traffic with rail carriers other than CN.” *Id.* CN’s use of the “commercially reasonable” formulation in one context but not the other raises questions about its intent. Despite having concerns about the vague nature of a promise to provide “commercially reasonable rates and service,” Union Pacific recognizes the value in using terminology that acknowledges “access” has financial and operational aspects and that “commercially reasonable rates” are rates “capable of supporting the continued movement of traffic.” *Canadian Pac. Ry.*, slip op. at 71; *see also id.* (“The Board clarifies that the condition to keep gateways open on commercially reasonable terms applies both financially and operationally (physically).”). The Board should thus impose a condition to ensure CN’s commitment “to maintaining existing carrier access to locations in current CN and Iowa Northern voluntary reciprocal switch tariffs” by requiring CN grant existing carriers access via reciprocal switching to existing and new shipper facilities and existing and new commodities at locations listed as open to reciprocal switching in Iowa Northern’s reciprocal switching tariff. The Board should also impose a condition requiring CN to maintain commercially reasonable rates and service for reciprocal switching.

Respectfully submitted,

CRAIG V. RICHARDSON
JAMES B. BOLES
TONYA W. CONLEY
TANYA L. SPRATT
Union Pacific Railroad Company
1400 Douglas Street
Omaha, NE 68179

/s/ Michael L. Rosenthal
MICHAEL L. ROSENTHAL
Covington & Burling LLP
One CityCenter
850 Tenth Street, N.W.
Washington, DC 20001
(202) 662-6000

Attorneys for Union Pacific Railroad Company

April 29, 2024

CERTIFICATE OF SERVICE

I hereby certify that on this 29th day of April, 2024, I served a copy of the foregoing document by electronic mail on all parties of record on the official service list for Docket No. FD 36744.

/s/ Michael L. Rosenthal

IANR 8001B

IOWA NORTHERN RAILWAY COMPANY

FREIGHT TARIFF IANR 8001B

Rev 37 – Commodity Additions

**SWITCHING TARIFF
NAMING
AVAILABLE AT AND BETWEEN POINTS
ON THE IOWA NORTHERN RAILWAY (IANR)**

Governed by Uniform Freight Classification, STB 6000-Series, Uniform Freight Classification Committee, Agent,
Supplements thereto or successive issues thereof.

NOTICE

The provisions published herein will, if effective, not result in an effect on the quality of the human environment.

Issued: August 10, 2023

Effective: August 10, 2023

ISSUED BY:

Sales & Marketing
Iowa Northern Railway Company
201 Tower Park Drive
Waterloo, IA 50701

IANR 8001B

TABLE OF CONTENTS

Item 2	Description of Governing Classification and Exceptions
Item 5	Exemption from Regulation Box Car Traffic
Item 50	Application of Switching Rates or Charges
Item 100	Explanation of Terms
Item 105	Switching Charge on Loaded Cars Held for Instructions
Item 125	Intra Terminal Switching Charges
Item 130	Date of Absorbed Switching Charges
Item 150	Non Absorption of Intermediate Carrier's Switch Charge
Item 160	Dimensional Shipments

Section 1	Reciprocal Switching Charges
Item 1000	Manly Terminal, Manly, IA
Item 1150	Viafield Elevator, Manly, IA
Item 1200	Manly Yard, Manly, IA
Item 1225	Manly Logistics Park, Manly, IA
Item 1250	Bryant Yard, Waterloo, IA

Section 2	INTRA-PLANT, INTRA-TERMINAL AND MISCELLANEOUS SWITCHING
Item 2000	Intra-Plant Switching Movements
Item 2150	Intra-Terminal Switching Movements
Item 2200	Inter-Terminal Switching Movements
Item 2250	Moving Cars to Execute Other Requests

Explanation of Abbreviations

Intentionally Left Blank

IANR 8001B

Item 2 **Description of Governing Classification and Exceptions**

The term "Uniform Freight Classification", when used herein means STB UFC 6000-Series.

Item 5 **Exemption from Regulation Box Car Traffic**

Pursuant to the orders of the Surface Transportation Board in Ex Parte 346 (Sub No. 8), Exemption from Regulation – Boxcar Traffic, 367 STB 424, 367 STB 747, rates, charges, rules and regulations in connection with the transportation of commodities in box cars, to the extent of the exemption from regulation in cited Commission orders, will have no application on commodities transported in box cars to that extent.

Item 50 **Application of Switching Rates or Charges**

Except as otherwise provided, switching rates or charges named herein will cover the handling of cars loaded one way and empty the other. If cars are loaded in both directions, regular rate or charge will be assessed for each loaded movement.

Rates apply on non-unit or shuttle train traffic. For rates on unit or shuttle train shipments, please contact IANR Marketing & Sales Department

Item 100 **Explanation of Terms**

DELIVERING CARRIER: The railroad which causes delivery of consignment to connecting railroad.

DIVERSION/RECONSIGNMENT:

(A) A change in the name of the consignee;

(B) A change in the name of the consignor;

(C) A change in the destination;

(D) A change in the route at the request of the consignor, consignee or owner;

(E) Any other instruction given by consignor, consignee or owner necessary to effect delivery and requiring in addition to or a change in billing, or an additional movement of the car, or both.

INDUSTRIAL SWITCH: Intra-Terminal and Inter-Terminal switching service not immediately associated with road-haul service.

INTERCHANGE TRACK: Tracks on which cars are exchanged between connecting lines.

INTERMEDIATE CARRIER: The railroad which handles the consignment between the delivering and receiving railroad.

INTERMEDIATE SWITCH: Where IANR performs intermediate service between any two carriers.

INTER-TERMINAL SWITCH: Movement from a location on one carrier to the track connection with a different carrier within the limits of the same station.

INTRA-PLANT SWITCH: An Intra-Terminal switch within the confines of the same plant.

INTRA-TERMINAL SWITCH: Movement from one location to another location on the same carrier within the limits of the same station.

PRIVATE SIDING: A track of other than carrier ownership under the exclusive use or control of the owning party.

RECEIVING CARRIER: The railroad which receives consignment from connecting railroad.

RECIPROCAL SWITCHING: The movement of a loaded car from any elevator, warehouse, industry or place of business located on or adjoining any side track (not including team tracks or tracks serving warehouses owned by this company) to any connecting railroad at a junction point when destined to points outside the switching limits, or the movement of a loaded car from any connecting railroad at a junction point to any elevator, warehouse, industry or place of business located on or adjoining any side track (not including team tracks or tracks serving warehouses owned by this company), when originating at points outside of switching limits.

IANR 8001B

ROAD-HAUL TRAFFIC: Shipments to or from a point outside the limits of the switching district, except as otherwise provided.

TEAM TRACK: A track of carrier ownership provided for the use of the public to load or unload carload freight.

Item 105 **Switching Charge on Loaded Cars Held for Instructions**

In the absence of specific provisions, the following will apply:

When on shipper's order, loaded cars are removed from industry or team tracks and held by carrier awaiting instructions, refer to Item 233 of IANR Rules Book 3001E or subsequent publications for applicable charges.

Item 125 **Switching Charges**

This Item is applicable only for the movement of cars at origin and destination stations. It is NOT for switching to other industries or railroads.

(A) Loads Removed Only: Charge is \$150 per car

(B) Loads Removed and Empties Placed: Charge is \$185 for the first car, and \$50 per car for each additional car coupled in series to the first.

(NO CHARGE FOR PLACING EMPTIES)

(C) Loads Moved to New "Spot": At terminal destination, the charge for moving to a different car for unloading other than the next car lined up in series is \$65 per car. If "skipped" load(s) must be held over to the following day, the loads removed switch charge will be applied as cars are switched for the next day's line-up series.

Item 130 **Date Of Absorbed Switching Charges**

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

Item 150 **Non Absorption of Intermediate Carrier's Switch Charge**

Unless specifically indicated, all rates in this tariff do not include intermediate switch charges.

Item 160 **Dimensional Shipments**

For carloads exceeding Plate F equipment (as published in "The Official Railway Equipment Register") or over 286,000 pounds in weight, including any other shipment which requires a special clearance of "Dimensional Movement File" NOT listed below by STCC, please call (319) 888-7070 for pricing.

IANR 8001B

SECTION 1
RECIPROCAL SWITCHING (See Item 100)
(Rates in Dollars Per Car Except as Noted)

Item 1000 Between Manly Terminal and UP at Manly, IA

Applicable only between Manly Terminal and Manly UP on commodities listed:

<u>District</u>	<u>Commodity</u>	<u>STCC</u>	<u>RATE</u>
MT to Manly UP	Natural Gasoline, Only Suitable for Blending, Mixing, Refining	1321110	\$567
	Grease, Animal NEC	2013945	\$510
Item 1000	ALL FAT-GREASE	20143XX	\$510
	Liquid Animal Feed	2042135	\$567
	Corn Oil Liq or Solidified	2046510	\$512
	DDG	2085940	\$512
	ALL OIL - Corn or Soybean	20923XX	\$510
	Sludge of Veg Fat or Oils	2093395	\$510
	Oil Foots, Sediments or Tank Bottoms	2093990	\$510
	Lignin Liquor	2611215	\$510
	Caustic Soda > 55% Concentrate	2812219	\$567
	Sodium Methylate	2812350	\$567
	Sodium Nitrate	2812336	\$512
	Calcium Chloride	2812632	\$510
	Methyl Naphthalene	2815204	\$567
	Acetone	2818105	\$567
	Diesel Exhaust Fluid	2818142	\$567
	Urea Liquor (32%)	2818146	\$567
	Butanol	2818414	\$567
	Butyl Alcohol	2818416	\$567
	Methanol	2818426	\$567
	Ethanol	2818446	\$567
	Glycerine, Crude (Spent Lye) Concentrated	2818510	\$510
	Glycerine, Crude (Spent Lye) Not Concentrated	2818515	\$510
	Glycerine Other than Crude	2818520	\$510
	Sulphuric Acid	2819315	\$567
	Iron Chloride, Other than Crude, Liq, Iron Muriate	2819522	\$567
	Iron Chloride, Crude, Liq, not less than 50% Water	2819523	\$567
	Phosphatic Fertilizer Solution	2871450	\$567
	Herbicide	2879963	\$567
	Sodium Chloride	2899112	\$567
	Fatty Acid Esters of Veg, Fish or Animal Oil	2899415	\$512
	Methyl Esters from Veg Oil for Diesel Fuel & Blending	2899416	\$567
	Gasoline, Nec	2911190	\$567
	Petroleum Distallate Fuel Oil or Gas Oil, not for Illuminating Purposes	2911315	\$567
	Petroleum Condensate	2911976	\$567
	Petroleum Naphtha	2911982	\$567
	Propane Gas Liquified	2912111	\$567
	Liquified Petroleum Gas (LPG), Compressed	2912190	\$567
	LQD	2912190	\$567
	Ceramic Proppant	3295975	\$510

Item 1150 Between Viafield Manly, IA and UP at Manly, IA

Applicable only between Viafield and Manly UP on commodities listed:

			Rate
Manly UP to Viafield Manly	<u>Commodity</u>	<u>STCC</u>	
Item 1150	Salt	1471510	\$510
	Soybeans	0114410	\$680
	Corn	0113215	\$680

Item 1200 Between Manly Yard and Manly, IA

Applicable only between Manly Yard (Including TrinityRail Shop Tracks) and UP on commodities listed:

	<u>Commodity</u>	<u>STCC</u>	
Manly Yard to Manly UP Item 1200	Empty Cars	3742217/3742297	\$275
	Frac Sand - Singles	44132/144133/14413	\$510
	Frac Sand - Unit Train	44132/144133/14413	\$623
	Sand Empty	3742212	\$283
	Bulk Sugar	2062110	\$340
	Lumber	2421184	\$510
	Structural Beams, Joists, Girders	2439120	\$510
	Transformer	3612911	\$1,700
	Organic Corn	0113210/0113231	\$510
	Organic Wheat	00113715	\$510

Item 1225 Between Manly Logistics Park and UP Manly, IA

Applicable only between Manly Logistics Park and UP at Manly, IA on commodities listed:

Manly UP to Manly	<u>Commodity</u>	<u>STCC</u>	
Logistics Park	Steel	3312XXX	\$612
Item 1225			

Item 1250 Between Bryant Yard Waterloo, IA

Applicable only between IANR Bryant Yard - Waterloo and UP at Waterloo, IA on commodities listed:

IANR 8001B

	<u>Commodity</u>	<u>STCC</u>	
Bryant Yard to UP Waterloo	Tomato Paste	2033615	\$330
Item 1250	Bagged Salt-Sodium Chloride	2899113	\$330
	Magnesium Chloride	2812659	\$330
	Calcium Chloride	2812632	\$330
	Lignin Liquor	2611215	\$330
	Waste oil	4025198	\$385
	Plastic	2821142	\$330
	Diatomaceous Earth	1491825	\$330

SECTION 2
INTRA-PLANT, INTRA-TERMINAL, INTER-TERMINAL AND MISCELLANEOUS SWITCHING
(See Item 100)
(Rates in Dollars Per Car Except as Noted)

Item 2000 Intra-Plant Switching Movements

Except as otherwise provided, a charge of \$185 per car will be assessed for each intra-plant movement.

Item 2150 Intra-Terminal Switching Movements

Except as otherwise provided, a charge of \$450 per car will be assessed for each intra-terminal movement.

Item 2200 Inter-Terminal Switching Movements

Except as otherwise provided, a charge of \$500 per car will be assessed for each inter-terminal movement.

Item 2250 Moving other cars to execute your request

Moving other cars out of the way on your track in order to pick up or place requested cars that would not otherwise require movement at that time.

Example: Moving a car that does not have valid shipping instructions in order to access a car with valid shipping instructions.

Except as otherwise provided, a charge of \$185 per car will be assessed for moving other cars to execute your requested movement.

Item 2251

Any switching not covered in the above definitions will be assessed a \$250 charge per car

IANR 8001B

EXPLANATION OF ABBREVIATIONS

ICC	Interstate Commerce Commission
IANR	Iowa Northern Railway Company
NSO	National Service Order
OPSL	Official List of Open and Prepay Stations
PC	Per car
RER	Official Railway Equipment Register, The
RPS	Railroad Publication Services
RR	Railroad
STB	Surface Transportation Board
STCC	Standard Transportation Commodity Code
UFC	Uniform Freight Classification
UP	Union Pacific Railroad

A red CN locomotive, number 2959, is shown from a front-three-quarter perspective, traveling on a track. The locomotive has the CN logo on its front and the number 2959 on its top. The background is a blurred image of the locomotive and tracks, with white diagonal lines overlaid.

Optional Services

CN 9001-US

Reciprocal Switching U.S.A.

CN 9001-US U Effective March 12, 2024

Legend



Pricing change



Price Decrease



Price Increase



Text Change



New Item



Policy Change

EFFECTIVE MARCH 12, 2024

Issued March 12, 2024 by Sales and Marketing
935 de la Gauchetière St West
Montréal, Québec H3B 2M9
www.cn.ca

Contents

Switching to/from interchange connections with other rail carriers 4

 Connecting Rail Carrier Interchange 4

 Carrier: Intermediate Carrier’s Switch Charge 4

 Carrier: Intermediate Error Movements 4

Switching – Open Industries..... 5

Regulations 12

Summary of Changes..... 13

Switching to/from interchange connections with other rail carriers

We provide switching services for pick-up and delivery of railcars between your facility and interchange locations where we provide connection to another rail carrier. The other rail carrier provides you with the linehaul service and compensates us for our switching services. However, for any of the additional services detailed below that we are requested to perform, certain fees are assessed.

Connecting Rail Carrier Interchange

When insufficient information is provided to CN to properly continue the movement of a railcar received in interchange, we will assess the following fees to the connecting carrier.

Carrier: Intermediate Carrier's Switch Charge	Item 2000
Except as otherwise provided, when the interchange between CN and the linehaul carrier is effected by an intermediate carrier, applicable tariff charges assessed by the intermediate carrier for the switch movement of a loaded freight car from or to the connecting linehaul carrier or for the return of an empty car to the linehaul carrier will be in addition to the CN reciprocal switching charge.	

Carrier: Intermediate Error Movements	Item 3000
Interchange error – within switching limits If we receive loaded or empty railcars in error or without forwarding instructions from the delivering (erring) carrier, the railcars will be returned to the delivering (erring) carrier or forwarded to the correct connecting carrier within the same switching district. When railcars received in interchange are returned for mechanical or safety reasons, CN will assess the same charge as an interchange error movement.	\$435 per railcar Exceptions: \$520 per railcar for UP \$565 per railcar for all railroads owned by Genesee & Wyoming; list of subscribing carriers as per G&W General Tariff 70067 Plus \$2,200 per railcar if CN receives a car for reciprocal switching to a closed customer Responsibility: erring carrier
Interchange error - outside of switching limits This fee applies when loaded or empty railcars are received from a connecting rail carrier: - in error and CN performs a linehaul service or - without necessary forwarding instructions (examples: EDI 404, 417, 418) and CN performs a linehaul service or - at the incorrect interchange location moving in linehaul service CN will charge a per mile charge to the erring rail carrier to return the railcar(s) to the original interchange point (round trip) or to the nearest	\$3 per mile per railcar (\$300 minimum per railcar) Responsibility: erring carrier

accessible interchange point or destination customer. This charge is in addition to the interchange error charge listed above and only applies to the miles transported outside of the originating switch district limits	
Railcars delivered without shipper information Railcars delivered by a switch carrier for a subsequent revenue move with CN, either in connection with a switch or when CN is the delivering carrier, must be accompanied by supporting shipper information. If railcars are delivered without this documentation, fees will be applied beginning two hours following the request for documentation to the delivering (erring) carrier and continue until the documentation is received.	\$100 per railcar plus \$20 for each 24-hour period Responsibility: erring carrier

Switching – Open Industries	Items 5040 to 5930
The switching rates listed under CN 9001-US are not applicable on shipments of dimensional loads, dangerous/hazardous materials or TIH/PIH shipments. CN requires a full bill of lading (EDI 404, EDI 417, or shipping instructions from CN's eBusiness site for such movements with CN showing in the route.	

Station	Customer	Railroad	Fee per Railcar
ITEM 5040 BATON ROUGE, LA	Exxon Chemical Co. Anhydride Plant, 3700 Scenic Highway	KCS	\$715
	Exxon Company U.S.A., 3700 Scenic Highway ., Gulf States Utilities Road	UP	\$550
	Honeywell International Inc., 2800 Lupine Dr. Solvay USA Inc., 1275 Airline Highway UOP LLC, 1200 Airline Highway	KCS	\$550
	Stupp Corp. (Bayou Coating LLC), 1200 Thomas Rd.	UP	\$550 for inbound shipments \$1,000 for outbound shipments
	84 Lumber Co., 8375 S. Choctaw Dr., Sharp Holmes Building Materials, 7835 Airline Hwy., Sharp	KCS UP	\$625

Station	Customer	Railroad	Fee per Railcar
	Exxon Chemical Co. Plastics Plant, 11675 Scotland, Maryland Univar Solutions USA Inc., 11109 S. Choctaw Dr., Sharp.	KCS UP	\$725
ITEM 5090 BUTLER, PA	Bennett Supply, River Valley Curtis Trucking, Greenville McCormick, J.S. Co., Branchton	BPRR	\$560 Does not apply on coal (STCC 11-2XX-XX) or coke breeze (STCC 29-9XX-XX)
	Montgomery Truss & Panel Inc., Grove City		\$700
	A.K. Steel Corporation, Butler Scrap Salvage & Surplus Inc., Butler Trinity Industries Inc., Butler		\$445 Does not apply on coal (STCC 11-2XX-XX) or coke breeze (STCC 29-9XX-XX)
	Emsco Inc., Girard		\$755 Does not apply on coal (STCC 11-2XX-XX) or coke breeze (STCC 29-9XX-XX)
ITEM 5100 CEDAR RAPIDS, IA	Cargill Inc. East, 411 - 6th St. N.E. Treehouse Private Brands Inc.	CIC UP	\$300

Station	Customer	Railroad	Fee per Railcar
ITEM 5130 CHICAGO, IL (Including Argo, IL)	Akers Packaging Services Inc., 1037 E. 87th St., Chicago Allied Tube & Conduit Corp.: Midwest Regional (300 E. 151st St., Harvey) and Plant 1 (16100 Lathrop, Harvey) Archer Daniels Midland - Corn Sweeteners, Fordham Yard <i>* Only applicable on shipments originating from or destined to AL, AR, FL, GA, LA (west of Mississippi River), MO (except St. Louis), NC, NM, OK, SC, TN, and TX.</i> Bluelinx Distribution Center, 2101 Dradle Road, University Park, IL <i>* Only applicable on shipments of lumber (STCC 24-211-10 to 24-211-95, 24-996-10) or plywood (STCC 24-321-10 to 24-321-72) originating from the states of ID, MT, OR, WA, and WY with a UP or BNSF routing. Does not apply on this type of traffic originating from Canada or reload points (note Oroville, WA is the exception – switch applies)</i> Bricks, Inc., 3425 S. Kedzie Ave., Chicago BWAY Corp., 4400 West 35th Place, Chicago, 60632 Citgo Petroleum Corp. 3701 S. Cicero Ave., Chicago Clorox Sales Co. Inc., S. Merrimac, Forest View Cook County Lumber Co., 200 E. 130th St., Wildwood Yd. Daubert Chemical Company Inc., 4700 S. Central, Forest View East Balt Commissary Inc, 1801 W. 31st Place, Chicago ELE Corp., 7847 W. 47th, Lyons GCP Applied Technologies Inc., 6050 51st, Forest View Graham Packaging Company LP, 5000 S. Major Ave., Chicago Illinois Brick Co., 821 Seagers Rd., Des Plaines Infineum U.S.A. LP, 8800 W. 71st, Bedford Park (Argo) Ingredion Inc, 6400 Archer Rd., Bedford Park (Argo) Koppers Company Inc., Organic Materials Div., 3800 S. Laramie Ave., Cicero Lagrou Distribution System Inc., 3514 S. Kostner Ave., Chicago South <i>* Applies only on inbound shipments of canned goods originating in CA.</i> Owens Corning Fiberglass Corp., Supply Center, Trumbull Asphalt 5818 Archer Rd., (Argo) Scheck Lumber Company Inc., Broadview <i>* Only open to BNSF - lumber or lumber products</i> Shell Chemical Company, 8800 W. 71st, Bedford Park (Argo)	BNSF CPRS CSS CSXT (BOCT) IAIS NS UP WSOR	\$850

Station	Customer	Railroad	Fee per Railcar
ITEM 5160 DECATUR, IL (Including Mt Zion, IL)	Archer Daniels Midland Co.: East Plant (4666 Faries Pkwy.) and West Plant (Faries Pkwy. & Brush College Rd.) Caterpillar Inc.: N. 22nd St. & E. Pershing Rd/2681 27th St. Fuyao Glass America Inc. Keen Transport Inc., 2681 27th St. Morgan Distributing Inc., 3205 N. 22nd St. Tate & Lyle Ingredients America LLC, 2200 E. Eldorado St.	DREI	\$550 \$800 - Dimensional load shipments to/from Caterpillar Inc. or Keen Transport Inc. (with a signed limited liability form)
		NS	\$475 \$800 – Dimensional load shipments to/from Caterpillar Tractor Co or Keen Transport (with a signed limited liability form)
ITEM 5165 DETROIT, MI	Cadillac Oil Co., 13650 Helen FPT Schlafer Div LLC, 1950 Medbury Street Hoover Treated Wood Products Inc., 7500 E. Davidson Ave. Nexeo Plastics LLC, 12005 Toepfer Rd., Warren, MI	CSXT NS	\$550
ITEM 5190 DUBUQUE, IA	Bimbo Bakeries USA Inc., 25 Main St. Cargill Inc., 1050 Kerper Blvd. (open to the BNSF only - agricultural products only) Dubuque River Terminals Inc., Terminal & Jones Streets Gavilon Grain LLC, East 7th & Commercial	BNSF (via E. Dubuque)	\$325
		CPRS	\$500
ITEM 5195 DULUTH, MN SUPERIOR, WI S. ITASCA, WI SAUNDERS, WI STEELTON, MN	U.S. Steel Corp., Duluth	BNSF CPRS UP	\$360 Does not apply on iron ore (STCC 10-11X-XX) or coal (STCC 11-2XX-XX)

Station	Customer	Railroad	Fee per Railcar
ITEM 5195 DULUTH, MN SUPERIOR, WI S. ITASCA, WI SAUNDERS, WI STEELTON, MN	ArcelorMittal Minorca Mine Inc., Minorca Edwards Oil Inc., Keena Northshore Mining Co, Norshor Jct. U.S. Steel Corp., Mt. Iron United Taconite, Thunderbird North United Taconite, Fairlane	BNSF CPRS UP	\$800 Does not apply on iron ore (STCC 10-11X-XX) or coal (STCC 11-2XX-XX)
	Louisiana-Pacific Corporation, Two Harbors	BNSF UP	\$1,600 Waferboard or wood siding (STCC 24-991-10). Exterior siding (STCC 24-999-06)
ITEM 5500 MEMPHIS, TN 	Harsco Minerals International, 2170 Plant Rd, Memphis Nucor Steel Memphis Inc., 3601 Paul R. Lowry Road OmniSource Southwest LLC, 540 Weakley Ave. Owens Corning Sales LLC, 704 Corrine Ave. Riviana Foods Inc., 2314 South Lauderdale Street Sugar Services, 15 G E Patterson Avenue Valley Products Co., 384 E. Brook Rd.	BNSF CSXT NS UP	\$580
	Drexel Chemical, 2489 Pennsylvania Street Drexel Chemical, 1305 Harbor PMC Biogenix Inc - Plant, 1231 Pope St Southern Cotton Oil Co., 2782 Chelsea Ave. Velsicol Chemical Corp., 1199 Warford St.	BNSF NS UP	\$580

Station	Customer	Railroad	Fee per Railcar
	ADM Growmark, 1811 Dock St. Arbor Preservative Systems LLC 1471 Channel Ave. Archer Daniels Midland Co. - Riverport, 1245 Channel Ave. Barr, W.M. Co.: Plant 1 (2105 Channel Ave.) and Plant 4 (2121 Channel Ave.) Brenntag-Midsouth, 2701 Channel Ave. Candle Lamp, 2483 Harbor Ave. Cargill Inc.: Corn Plant (2330 Buoy); Soybean Plant (1877 Channel) Cone Solvents Inc., 2064 Channel Ave. Ergon Inc., 1989 Channel Ave. Harcross Chemicals, 1585 Harbor Ave. Helm Fertilizer Terminal Inc., 1421 Channel Ave. Macrosource LLC, 2256 Wharf St. Metal Prep, 1836 Dock St. Midsouth Milling, 1145 Channel Ave. Quality Carriers Inc., 1029 Channel Ave. Seeds Inc., 2435 Harbor Ave. Trumbull Asphalt Co. (Owens Corning), 2301 Channel Ave. Vertex Chemical Corp., 2825 Channel St. Univar Solutions USA Inc., 2391 Channel Ave.	CSXT NS	\$580
ITEM 5550 MOBILE, AL	Armstrong World Industries Inc., Baker Street Canfor Southern Pine Inc., 1850 Conception Street Rd. Mobile Rosin Oil, Co., 2469 Bragdon Ave. Riley-Stuart Supply Co., 601 Western Ave., Crichton Univar Solutions USA Inc., 701 Western Dr., Crichton	AGR BNSF CSXT NS	\$550
ITEM 5600 OMAHA, NE (Incl. Council Bluffs, IA)	Monarch Oil Inc., 22nd St. & Ave. H Omaha Box Company, 2501 N. 21st St. Paxton & Vierling Steel, 5th St. & Ave. H	BNSF UP	\$400 The interchange of traffic is limited to a maximum of 25 cars at a time
ITEM 5700 RESERVE, LA	Archer Daniels Midland Co. Cargill Inc.	KCS	\$725 \$475 on shipments of STCC 01132-XX, 01136-XX, 01137-XX, 01144-XX

Station	Customer	Railroad	Fee per Railcar
ITEM 5720 ROCKFORD, IL	Aetna Plywood Inc., 1931 11th St	CPRS	\$400
	Aetna Plywood Inc., 1931 11th St Owens Corning Sales LLC	IR	\$338
ITEM 5760 SHENANGO, PA WALLACE JCT, PA	A.K. Steel Corporation, Butler Curtis Trucking, Greenville Emsco Inc., Girard Montgomery Truss & Panel Inc., Grove City Scrap Salvage & Surplus Inc., Butler Trinity Industries Inc., Butler	CSXT NS	\$595 Does not apply on coal (STCC 11-2XX-XX) or coke breeze (STCC 29-9XX-XX)
	Bennett Supply Co., River Valley	CSXT NS	\$740 Does not apply on coal (STCC 11-2XX-XX) or coke breeze (STCC 29-9XX-XX)
ITEM 5765 SIOUX CITY, IA	Cargill Inc. (Soybean & Oil Refinery), 1660 18th St. Knife River Midwest LLC., 2020 Hawkeye Dr. Standard Readymix Concrete, 1221 Steuben St. State Steel Supply Co. (Sioux City Compressed Steel), 214 Court St.	BNSF DAIR UP	\$400 The interchange of traffic is limited to a maximum of 25 cars at a time
ITEM 5800 TOLEDO, OH	Transco Railway Products	CSXT NS	\$390
ITEM 5820 TUSCOLA, IL	ADM Grain, 920 E. U.S. Hwy. 36	CSXT	\$350 The interchange of traffic is limited to a maximum of 15 cars at a time
ITEM 5910 WATERLOO, IA	John Deere (Waterloo Component Works), 400 Westfield Northland Products Co., 1000 Rainbow Drive UTC Railcar Repair Services LLC, 200 Nevada	IANR UP	\$350 The interchange of traffic is limited to a maximum of 20 cars at a time
ITEM 5930 WISCONSIN RAPIDS, WI	Warehouse Specialists	UP	\$350

Regulations

CN Tariff 9001 Series is applicable at points on CN in North America.

Canadian National Railway Company is issuing this tariff in its own name and for and on behalf of Grand Trunk Western Railroad Company (GTW), Illinois Central Railroad Company (IC), Chicago Central & Pacific Railroad Company (CC), Cedar River Railroad (CEDR), Wisconsin Central Limited (WC), Algoma Central Railway Inc. (AC), Sault Ste. Marie Bridge Company (SSAM), Wisconsin Chicago Link (WCCL), The Pittsburgh & Conneaut Dock Company, BC Rail Partnership (BCOL), Bessemer and Lake Erie Railroad Company (BLE), and these companies doing business under the name of and collectively referred to as CN.

Currency: All charges are assessed in the currency of the country in which the chargeable event occurs unless specifically published.

"CNC 6000" means CN Freight Classification CNC 6000 and the term "UFC 6000" means Uniform Freight Classification UFC 6000 series.

Claims and Liability: All shipments are subject to CN 6600, Claims and Liability Rules and Regulations.

Station List: This tariff is governed by the "OFFICIAL LIST OF OPEN AND PREPAY STATIONS," OPSL 6000 series.

Communications on Tariff Changes: This tariff is subject to change with 30 days' notice, which shall be provided exclusively by direct communication to subscribers of this publication. who have subscribed using the Price Documents tool on CN One (eBusiness) at www.cn.ca. Failure to subscribe shall be considered an absolute waiver to such notice period.

Summary of Changes

Item	Application	Change
5500	Switching: Memphis, TN	Customer name change from CHS to Macrosources LLC at 2256 Wharf St.

IANR 8001B

IOWA NORTHERN RAILWAY COMPANY

FREIGHT TARIFF IANR 8001B

Rev 36 – Rate Changes

**SWITCHING TARIFF
NAMING
AVAILABLE AT AND BETWEEN POINTS
ON THE IOWA NORTHERN RAILWAY (IANR)**

Governed by Uniform Freight Classification, STB 6000-Series, Uniform Freight Classification Committee, Agent,
Supplements thereto or successive issues thereof.

NOTICE

The provisions published herein will, if effective, not result in an effect on the quality of the human environment.

Issued: May 1, 2023

Effective: May 22, 2023

ISSUED BY:

Sales & Marketing
Iowa Northern Railway Company
201 Tower Park Drive
Waterloo, IA 50701

IANR 8001B

TABLE OF CONTENTS

Item 2	Description of Governing Classification and Exceptions
Item 5	Exemption from Regulation Box Car Traffic
Item 50	Application of Switching Rates or Charges
Item 100	Explanation of Terms
Item 105	Switching Charge on Loaded Cars Held for Instructions
Item 125	Intra Terminal Switching Charges
Item 130	Date of Absorbed Switching Charges
Item 150	Non Absorption of Intermediate Carrier's Switch Charge
Item 160	Dimensional Shipments

Section 1	Reciprocal Switching Charges
Item 1000	Manly Terminal, Manly, IA
Item 1150	Viafield Elevator, Manly, IA
Item 1200	Manly Yard, Manly, IA
Item 1225	Manly Logistics Park, Manly, IA
Item 1250	Bryant Yard, Waterloo, IA

Section 2	INTRA-PLANT, INTRA-TERMINAL AND MISCELLANEOUS SWITCHING
Item 2000	Intra-Plant Switching Movements
Item 2150	Intra-Terminal Switching Movements
Item 2200	Inter-Terminal Switching Movements
Item 2250	Moving Cars to Execute Other Requests

Explanation of Abbreviations

Intentionally Left Blank

IANR 8001B

Item 2 **Description of Governing Classification and Exceptions**

The term "Uniform Freight Classification", when used herein means STB UFC 6000-Series.

Item 5 **Exemption from Regulation Box Car Traffic**

Pursuant to the orders of the Surface Transportation Board in Ex Parte 346 (Sub No. 8), Exemption from Regulation – Boxcar Traffic, 367 STB 424, 367 STB 747, rates, charges, rules and regulations in connection with the transportation of commodities in box cars, to the extent of the exemption from regulation in cited Commission orders, will have no application on commodities transported in box cars to that extent.

Item 50 **Application of Switching Rates or Charges**

Except as otherwise provided, switching rates or charges named herein will cover the handling of cars loaded one way and empty the other. If cars are loaded in both directions, regular rate or charge will be assessed for each loaded movement.

Rates apply on non-unit or shuttle train traffic. For rates on unit or shuttle train shipments, please contact IANR Marketing & Sales Department

Item 100 **Explanation of Terms**

DELIVERING CARRIER: The railroad which causes delivery of consignment to connecting railroad.

DIVERSION/RECONSIGNMENT:

(A) A change in the name of the consignee;

(B) A change in the name of the consignor;

(C) A change in the destination;

(D) A change in the route at the request of the consignor, consignee or owner;

(E) Any other instruction given by consignor, consignee or owner necessary to effect delivery and requiring in addition to or a change in billing, or an additional movement of the car, or both.

INDUSTRIAL SWITCH: Intra-Terminal and Inter-Terminal switching service not immediately associated with road-haul service.

INTERCHANGE TRACK: Tracks on which cars are exchanged between connecting lines.

INTERMEDIATE CARRIER: The railroad which handles the consignment between the delivering and receiving railroad.

INTERMEDIATE SWITCH: Where IANR performs intermediate service between any two carriers.

INTER-TERMINAL SWITCH: Movement from a location on one carrier to the track connection with a different carrier within the limits of the same station.

INTRA-PLANT SWITCH: An Intra-Terminal switch within the confines of the same plant.

INTRA-TERMINAL SWITCH: Movement from one location to another location on the same carrier within the limits of the same station.

PRIVATE SIDING: A track of other than carrier ownership under the exclusive use or control of the owning party.

RECEIVING CARRIER: The railroad which receives consignment from connecting railroad.

RECIPROCAL SWITCHING: The movement of a loaded car from any elevator, warehouse, industry or place of business located on or adjoining any side track (not including team tracks or tracks serving warehouses owned by this company) to any connecting railroad at a junction point when destined to points outside the switching limits, or the movement of a loaded car from any connecting railroad at a junction point to any elevator, warehouse, industry or place of business located on or adjoining any side track (not including team tracks or tracks serving warehouses owned by this company), when originating at points outside of switching limits.

IANR 8001B

ROAD-HAUL TRAFFIC: Shipments to or from a point outside the limits of the switching district, except as otherwise provided.

TEAM TRACK: A track of carrier ownership provided for the use of the public to load or unload carload freight.

Item 105 **Switching Charge on Loaded Cars Held for Instructions**

In the absence of specific provisions, the following will apply:

When on shipper's order, loaded cars are removed from industry or team tracks and held by carrier awaiting instructions, refer to Item 233 of IANR Rules Book 3001E or subsequent publications for applicable charges.

Item 125 **Switching Charges**

This Item is applicable only for the movement of cars at origin and destination stations. It is NOT for switching to other industries or railroads.

(A) Loads Removed Only: Charge is \$150 per car

(B) Loads Removed and Empties Placed: Charge is \$185 for the first car, and \$50 per car for each additional car coupled in series to the first.

(NO CHARGE FOR PLACING EMPTIES)

(C) Loads Moved to New "Spot": At terminal destination, the charge for moving to a different car for unloading other than the next car lined up in series is \$65 per car. If "skipped" load(s) must be held over to the following day, the loads removed switch charge will be applied as cars are switched for the next day's line-up series.

Item 130 **Date Of Absorbed Switching Charges**

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

Item 150 **Non Absorption of Intermediate Carrier's Switch Charge**

Unless specifically indicated, all rates in this tariff do not include intermediate switch charges.

Item 160 **Dimensional Shipments**

For carloads exceeding Plate F equipment (as published in "The Official Railway Equipment Register") or over 286,000 pounds in weight, including any other shipment which requires a special clearance of "Dimensional Movement File" NOT listed below by STCC, please call (319) 888-7070 for pricing.

IANR 8001B

SECTION 1
RECIPROCAL SWITCHING (See Item 100)
(Rates in Dollars Per Car Except as Noted)

Item 1000 Between Manly Terminal and UP at Manly, IA
Applicable only between Manly Terminal and Manly UP on commodities listed:

<u>District</u>	<u>Commodity</u>	<u>STCC</u>	<u>RATE</u>
MT to Manly UP	Natural Gasoline, Only Suitable for Blending, Mixing, Refining	1321110	\$567
	Grease, Animal NEC	2013945	\$510
Item 1000	ALL FAT-GREASE	20143XX	\$510
	Animal Grease or Bone Grease	2014310	
	Animal Oil NEC	2014313	
	Animal Tallow or Fat Inedible, Liq	2014350	
	Liquid Animal Feed	2042135	\$567
	Corn Oil Liq or Solidified	2046510	\$512
	DDG	2085940	\$512
	ALL OIL - Corn or Soybean	20923XX	\$510
	Oil Foots, Oil Sediments or Tank Bottoms, Soybean (SOYA BEAN), Liquid or Solidified	2092335	
	Sludge of Veg Fat or Oils	2093395	\$510
	Oil Foots, Sediments or Tank Bottoms	2093990	\$510
	Caustic Soda > 55% Concentrate	2812219	\$567
	Sodium Methylate	2812350	\$567
	Sodium Nitrate	2812336	\$512
	Calcium Chloride	2812632	\$510
	Methyl Naphthalene	2815204	\$567
	Acetone	2818105	\$567
	Diesel Exhaust Fluid	2818142	\$567
	Urea Liquor (32%)	2818146	\$567
	Butanol	2818414	\$567
	Butyl Alcohol	2818416	\$567
	Methanol	2818426	\$567
	Ethanol	2818446	\$567
	Glycerine, Crude (Spent Lye) Concentrated	2818510	\$510
	Glycerine, Crude (Spent Lye) Not Concentrated	2818515	\$510
	Glycerine Other than Crude	2818520	\$510
	Sulphuric Acid	2819315	\$567
	Iron Chloride, Other than Crude, Liq, Iron Muriate	2819522	\$567
	Iron Chloride, Crude, Liq, not less than 50% Water	2819523	\$567
	Phosphatic Fertilizer Solution	2871450	\$567
	Herbicide	2879963	\$567
	Sodium Chloride	2899112	\$567
	Fatty Acid Esters of Veg, Fish or Animal Oil	2899415	\$512
	Methyl Esters from Veg Oil for Diesel Fuel & Blending	2899416	\$567
	Gasoline, Nec	2911190	\$567
	Petroleum Distillate Fuel Oil or Gas Oil, not for Illuminating Purposes	2911315	\$567
	Petroleum Condensate	2911976	\$567
	Petroleum Naphtha	2911982	\$567
	Propane Gas Liquified	2912111	\$567
	Liquified Petroleum Gas (LPG), Compressed	2912190	\$567
	LQD	2912190	\$567
	Ceramic Proppant	3295975	\$510

IANR 8001B

Item 1150 Between Viafield Manly, IA and UP at Manly, IA

Applicable only between Viafield and Manly UP on commodities listed:

Manly UP to Viafield Manly	<u>Commodity</u>	<u>STCC</u>	<u>Rate</u>
Item 1150	Salt	1471510	\$510
	Soybeans	0114410	\$680
	Corn	0113215	\$680

Item 1200 Between Manly Yard and Manly, IA

Applicable only between Manly Yard (Including TrinityRail Shop Tracks) and UP on commodities listed:

Manly Yard to Manly UP	<u>Commodity</u>	<u>STCC</u>	
Item 1200	Empty Cars	3742217/3742297	\$275
	Frac Sand - Singles	144132/144133/144134	\$510
	Frac Sand - Unit Train	144132/144133/144134	\$623
	Sand Empty	3742212	\$283
	Bu k Sugar	2062110	\$340
	Lumber	2421184	\$510
	Structural Beams, Joists, Girders	2439120	\$510
	Transformer	3612911	\$1,700
	Organic Corn	0113210/0113231	\$510

Item 1225 Between Manly Logistics Park and UP Manly, IA

Applicable only between Manly Logistics Park and UP at Manly, IA on commodities listed:

Manly UP to Manly	<u>Commodity</u>	<u>STCC</u>	
Logistics Park	Steel	3312XXX	\$612
Item 1225			

Item 1250 Between Bryant Yard Waterloo, IA

Applicable only between IANR Bryant Yard - Waterloo and UP at Waterloo, IA on commodities listed:

Bryant Yard to UP Waterloo	<u>Commodity</u>	<u>STCC</u>	
Item 1250	Tomato Paste	2033615	\$330
	Bagged Salt-Sodium Chloride	2899113	\$330
	Magnesium Chloride	2812659	\$330
	Calcium Chloride	2812632	\$330
	Lignin Liquor	2611215	\$330
	Waste oil	4025198	\$385
	Plastic	2821142	\$330
	Diatomaceous Earth	1491825	\$330

IANR 8001B

SECTION 2
INTRA-PLANT, INTRA-TERMINAL, INTER-TERMINAL AND MISCELLANEOUS SWITCHING
(See Item 100)
(Rates in Dollars Per Car Except as Noted)

Item 2000 Intra-Plant Switching Movements

Except as otherwise provided, a charge of \$185 per car will be assessed for each intra-plant movement.

Item 2150 Intra-Terminal Switching Movements

Except as otherwise provided, a charge of \$450 per car will be assessed for each intra-terminal movement.

Item 2200 Inter-Terminal Switching Movements

Except as otherwise provided, a charge of \$500 per car will be assessed for each inter-terminal movement.

Item 2250 Moving other cars to execute your request

Moving other cars out of the way on your track in order to pick up or place requested cars that would not otherwise require movement at that time.

Example: Moving a car that does not have valid shipping instructions in order to access a car with valid shipping instructions.

Except as otherwise provided, a charge of \$185 per car will be assessed for moving other cars to execute your requested movement.

Item 2251

Any switching not covered in the above definitions will be assessed a \$250 charge per car

IANR 8001B

EXPLANATION OF ABBREVIATIONS

ICC	Interstate Commerce Commission
IANR	Iowa Northern Railway Company
NSO	National Service Order
OPSL	Official List of Open and Prepay Stations
PC	Per car
RER	Official Railway Equipment Register, The
RPS	Railroad Publication Services
RR	Railroad
STB	Surface Transportation Board
STCC	Standard Transportation Commodity Code
UFC	Uniform Freight Classification
UP	Union Pacific Railroad