THE CEDAR RAPIDS AND IOWA CITY RAILWAY COMPANY

CIC RULES BOOK CIC 6100A (NEW)

(CANCELS AND REPLACES FREIGHT TARIFF CIC RULES BOOK 6100)

COVERING
RULES, REGULATIONS AND SPECIAL CHARGES GOVERNING THE TRANSPORTATION OF FREIGHT
AND
LOCAL AND JOINT LINE SWITCHING CHARGES AND ABSORPTIONS
INCLUDING
LISTS OF BUSINESS AND INDUSTRIES REACHED BY
THE CEDAR RAPIDS AND IOWA CITY RAILWAY COMPANY

Updates can be found at HTTP://www.crandic.com

ISSUED: AUGUST 3, 2005 **EFFECTIVE: August 24, 2005**

Issued By J.S. Woods, Cedar Rapids & Iowa City Railway, 2330 12th Street, SW, Cedar Rapids, IA 52404

CIC RULES BOOK 6100

TABLE OF CONTENTS

Section 1 – Introduction

Item 100 – CIC Web Site
Item 110 – Explanation of Abbreviations and Reference Marks
Item 120 – Method of Canceling Items
Item 130 – Notification of Changes

Section 2 – General Rules and Regulations

Item 1000 – Application of this Tariff
Item 1010 – Description of Governing Classifications
Item 1020 – Station List and Conditions Items
Item 1040 – Explosives and Dangerous Articles
Item 1060 – Reference to Tariff, Items, Notes and Rules
Item 1080 – Application of Items to Non-Regulated Traffic
Item 1100 – Consecutive Numbers
Item 1120 – Car Capacity
Item 1140 – Team Track Usage (Effective August 24, 2005)

Section 3 – Specific Rules and Regulations Without Charges

Item 2000 – Charges Payable in United States Funds (Effective August 24, 2005)
Item 2020 – Deductible on Loss or Damage
Item 2040 – Defective Cars, Minimum Weights on Shipments Loaded In
Item 2060 – Definition of “Intrastate” and “Interstate” Traffic
Item 2080 – Mileage Allowance Application (Effective August 24, 2005)
Item 2100 – Receipt and Delivery of Freight, Restrictions On
Item 2120 – Refused or Unclaimed Freight (Effective August 24, 2005)
Item 2140 – Rule Governing Security-Type Seals Application
Item 2160 – Return of Refused or Rejected Shipments
Item 2180 – Cargo Loss, Damage and Delay Provisions/Liability Restriction; Claim Filing Related Thereto
Item 2200 – Rule Governing Transportation of Railway Passenger Cars
Item 2220 – Price Authority Required Prior to Shipment
Item 2240 – Railcar Release Requirements (Effective January 1, 2006)
Item 2260 – Bill of Lading Requirements (Effective August 24, 2005)

Section 4 – Specific Rules and Regulations With Charges

Item 3000 – Charge – Car(s) Ordered Not Used
Item 3020 – Charge – Attendants/Riders Accompanying Freight Shipments
Item 3040 – Charge – Traffic of Exception Dimensions or Weight
Item 3060 – Charge – Failure to Complete Unloading of Railcars, Including Dunnage in Boxcars
Item 3080 – Charge – Special Freight Service Request (Effective August 24, 2005)
Item 3100 – Charge – For Turning Cars
Item 3120 – Charge – On Cars Received Without Necessary Data
Item 3140 – Charge – Fuel Surcharge (Effective August 24, 2005)
Item 3160 – Charge – Diversions, Reconsignments and Cancelled Bills of Lading (Effective August 24, 2005)
Item 3180 – Charge – Weighing, Re-Weighing or Weight Agreements (Effective August 24, 2005)
Item 3200 – Charge – Overloaded or Improperly Loaded Cars
Item 3220 – Charge – Stopping Cars in Transit to Finish Loading or Unloading, or for Partial Loading or Unloading

Section 5 – Demurrage Rules

Item 4000 – Demurrage Rules, Governing Authorities

TABLE OF CONTENTS – CONTINUED

Section 6 – Local and Joint Switching Charges and Absorptions, Including List of Open Industries

Item 5000 – General Application of Switching Charges
Item 5010 – Application for Loaded Cars
Item 5020 – Application for Empty Cars
Item 5030 – Application of Switching Charges for Special Equipment (Effective August 24, 2005)
Item 5035 – Special Switching Service Request (Effective August 24, 2005)
Item 5040 – Definition of Reciprocal Switching & Open Industries (Effective August 24, 2005)
Item 5050 – Reciprocal Switching Charges (Effective September 1, 2005)
Item 5060 – Definitions of Inter-Terminal, Intra-Terminal and Intra-Plant Switching (Effective August 24, 2005)
Item 5070 – Inter-Terminal, Intra-Terminal and Intra-Plant Switching Charges (Effective August 24, 2005)
Item 5080 – Switching Charges on Cars Received From Connecting Railroads In Error (Effective Aug. 24, 2005)
Item 5090 – Distances Between Industries and Points of Interchange (Effective August 24, 2005)
Item 5100 – Absorption of Connecting Line Switch Charges (Effective August 24, 2005)

Section 7 – Distances Between Stations on CIC and Points of Interchange with Connecting Carriers

Item 6000 – List of Stations and Distance From Cedar Rapids, IA and Iowa City, IA
Item 6020 – Points of Interchange and Name of Carriers Interchanged With

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CIC Rules Book 6100

SECTION 1 – Introduction

Item 100 – CIC Web Site

This Rules Book is available on the Internet for viewing or printing at www.crandic.com. CIC has provided a link to the Adobe Acrobat Reader software allowing you to print a copy if desired. If, at this time, your are not prepared to obtain a copy of this book from the CRANDIC web site, then a hard copy will be mailed to you, provided you furnish a formal written request to the addressed listed below. This formal request in required on an annual basis in accordance with the recent Surface Transportation Board decision under Ex Parte 528, Disclosure, Publication and Notice of Change of Rates and Other Service Terms for Rail Common Carriage.

Marketing Manager
Cedar Rapids and Iowa City Railway Company
2330 12th Street SW
Cedar Rapids, IA 52404

Item 110 – Explanation of Abbreviations and Reference Marks

ABBREVIATION	EXPLANATION
ASLRRA	American Short Line and Regional Railroad Association
BNSF	Burlington Northern Santa Fe Railroad
BOE	Bureau of Explosives
CFR	Code of Federal Regulations
CIC	Cedar Rapids and Iowa City Railway
CN	Canadian National Railroad
IAIS	Iowa Interstate Railroad
IANR	Iowa Northern Railroad
NSO	National Service Order
OPSL	Official List of Open and Prepay Stations
RER	Official Railway Equipment Register
STB	Surface Transportation Board
UFC	Uniform Freight Classification
UP	Union Pacific Railroad
US	United State of America
WTL	Western Trunk Lines Committee

REFERENCE MARK	EXPLANATION
1	Applies only when charges are absorbed by line haul carriers
2	Applied only when charges are paid by consignee or consignor

Item 120 – Method Of Canceling Items

As this book is revised, numbered items with letter suffixes will be used in alphabetical sequence starting with A. Example: Item 3000-A cancels item 3000, and item 3000-B cancels item 3000-A in the prior revision.

Item 130 – Notification of Changes

1. As items in this book are revised, the remarks “Increase, Reduction or Change in Wording” will be shown in parenthesis to the right of the effective date of the item.

   Example: **Item 1000 – Description of Governing Classification**
   Issued May 1, 2002 – Effective June 1, 2002 (Change in Wording)

2. In addition, the effective date of the revised item will be added in parenthesis to the Table of Contents page to identify which item(s) have been changed.

   Example: Item 1000 – Description of Governing Classification (Effective June 1, 2002)

SECTION 1 – Introduction (continued)

Item 130 – Notification of Changes (continued)

3. The paragraph that has been changed within the item will contain one of the following referenced marks placed at the end of the paragraph.

   (A) Denotes Increase
   (B) Denotes Reduction
   (C) Denotes Change in Wording

SECTION 2 – General Rules and Regulations

Item 1000 – Application of this Tariff

Unless otherwise provided herein, the provisions of this tariff will not supersede those published in other CIC tariffs or contracts which are specific to either customers, commodities or locations on CIC.

Item 1010 – Description of Governing Classifications

The term “Uniform Freight Classification”, when used herein means UFC 6000-series

Item 1020 – Station List and Conditions Items

This Rules Book is governed by OPSL 6000-series to the extent shown below:

A. For the addition and abandonment of stations and, except as otherwise provided herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight, and changes in stations facilities. When a station is abandoned as of a specified date in OPSL-6000-series, the rates from and to such station are inapplicable on and after that date.

B. For geographical location of stations.

C. For the identification of stations when stations are shown or referred to by numbers.

Item 1040 – Explosives and Dangerous Articles

For rules, regulations and restrictions governing the acceptance and / or transportation of explosives and other dangerous articles, see BOE 6000-series.

Item 1060 – Reference to Tariff, Items, Notes and Rules

Where reference is made to items, notes, rules, other tariffs, etc., such references are continuous and include supplements to and successive issues of such items, notes, rules, other tariff, etc.

Item 1080 – Application of Items to Non-Regulated Traffic

On non-regulated rail traffic, such as those transported under an exempt transportation contract, under an exempt rate quotation, or under an exempt rate memorandum, the provisions of this Rules Book shall apply, except to the extent that special provisions for accessorial services provided by CIC are stated within those rate agreements.

Item 1100 – Consecutive Numbers

Where consecutive numbers are represented in this Rules Book by the first and last numbers connected by the work “to” or a hyphen, they will be understood to include both of the numbers shown and all numbers in between.

SECTION 2 – General Rules and Regulations (continued)

Item 1120 – Car Capacity

For marked capacities, lengths, and dimensions of cars, see "Official Railway Equipment Register", STB RER 6412 series, RER. Publishing Corporation, Agent. For gallon capacities of tank cars, see tariff WTL 6300 series.

Item 1140 – Team Track Usage
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording)

Existing team track service, including loading or unloading platforms and other structures, are available for use by shippers for non-hazardous commodities on a pro-rata shared usage basis, at the sole cost, risk, and expense of customers using the team track facilities. By using such facilities, customers agree to indemnify, defend and hold harmless CIC from all claims, costs, and expenses, and to assume all risk, responsibility and liability for death, personal injury, or property damage arising from, related to, or in any manner caused by, in whole or in part, the use of such team track facilities. CIC will not permit hazardous or dangerous commodities to be loaded or unloaded at public delivery or team tracks. This policy includes all bulk shipments, or shipments in containers which exceed 110-gallon capacity of hazardous materials, substances or wastes. All team track users must sign a letter of acknowledgement stating they understand the terms of this item, and that they will comply with all of CIC's personal protective equipment policies, as well as obtain operating permits as required from the CIC Yard Manager. Further, team track users are responsible for the clean-up of all excess dunnage or scrap generated during the loading or unloading of their rail cars. If the team track users fails to clean-up all such dunnage or scrap, CIC shall bill the party performing the unloading a penalty charge of $200.00 per car, plus the actual cost incurred by CIC to remedy the situation. (C)

SECTION 3 – Specific Rules and Regulations Without Charges

ITEM 2000 – Charges Payable in United States Funds
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording)

All charges assessed under this Rules Book are to be paid in US Dollars or its equivalent. Unless otherwise provided for in an applicable rate document, the credit and collection terms set forth in 49 CFR Part 1320, in effect as of December 31, 1995, shall apply to freight and other charges owed to CIC. Note: The CIC credit period shall be 30 days, after which a service charge of 18% per annum shall apply. (C)

ITEM 2020 – Deductible on Loss or Damage

No claim for the physical loss or damage to any shipment transported by CIC shall be made or filed by a customer for amounts less than $250.00. If customer's proven loss or damage is in excess of $250.00, then $250.00 shall be deducted from any claim amount paid by the carrier.

ITEM 2040 – Defective Cars, Minimum Weights on Shipments Loaded In

If, by reason of the character, construction, or age of equipment furnished by customers, the minimum carload weight, as specified in the tariffs or classifications, cannot be loaded, the minimum weights to be charged for shipments loaded therein shall not exceed the safe loading capacity as determined by the CIC operating department.

ITEM 2060 – Definition of "Intrastate" and "Interstate" Traffic

A. The term "Intrastate Traffic" applies to traffic having origin, destination and transportation within the same state.

B. The term "Interstate Traffic" applies to traffic having origin in one state and destination in another, or having origin and destination within the same state when transported via a route operating through another state.

ITEM 2080 – Mileage Allowance Application
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording)

By use of rates making reference to this Rules Book, shipper warrants that its interest in the equipment used under rates subject to this Rules Book is sufficient to permit it to waive full payment of mileage allowance. Shipper will, and CIC will

SECTION 3 – Specific Rules and Regulations Without Charges (continued)

ITEM 2080 – Mileage Allowance Application (Continued)

not be liable for mileage allowances. In the event that a party other than the shipper using these rates submits a claim to CIC for mileage allowance payments in excess of CIC's obligation under this tariff, shipper shall, at CIC's option, either (1) release, defend and indemnify CIC from said claim including attorney's fees and cost of litigation, or (2) reimburse CIC for excess mileage allowances paid by CIC within thirty (30) days of notice from CIC. (C)

ITEM 2100 – Receipt and Delivery of Freight, Restrictions On

Nothing in tariffs to which CIC is a party shall require CIC to receive or deliver any carload or less than carload shipment when such receipt or delivery is impracticable because of any riot, strike, picketing or other labor disturbance.

ITEM 2120 – Refused or Unclaimed Freight
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording)

The following practice will be followed in the handling or freight which is refused or unclaimed.

> All Freight Consignees, as described in the waybill, will be notified promptly of the arrival of shipment at destination. In case of refusal by consignee to accept the freight, or if freight is unclaimed five days after notice of arrival has been sent or given, consignor will be sent a notice showing the name of consignee, description of freight, point of origin and date of shipment. This notice will also state substantially that if disposition is not arranged for, at CICs' sole discretion, the property will be: 1) subject to sale as provided for in Section 4 Paragraph (b) of the Uniform Bill of Lading as published in Tariff UFC 6000-series, or 2) at shipper's expense be reverse routed to origin by CIC. (C)

ITEM 2140 – Rule Governing Security-Type Seals Application

It is the shipper's responsibility to protect the safety and integrity of their lading, including but not limited to, the application of security-type seals to shipments for prevention of unauthorized access to lading. While in its custody, CIC acknowledges its responsibility to maintain the integrity of the lading commensurate with its applicable common carrier or contract carrier obligation. However, the mere presence of a broken seal or missing seal, alone does not deem the lading to be contaminated or adulterated. Accordingly, CIC will not acknowledge responsibility for alleged contamination or adulteration unless there is evidence to support the same. Likewise, the shipper is responsible to provide documentary evidence that each shipment is properly protected with security seals prior to release at origin.

ITEM 2160 – Return of Refused or Rejected Shipments

When a shipment has reached destination but is refused or rejected and not unloaded and is returned to the original point of shipment, the return shipment will be subject to the rate, minimum weight and route from of the original shipment.

ITEM 2180 – Cargo Loss, Damage and Delay Provisions / Liability Restrictions; Claim Filing Related Thereto

Carrier* will not be liable for loss, damage or delay to lading cause by an Act of God, a public enemy, the authority of law, labor strikes, acts of civil disobedience, the inherent nature or character or the lading, natural shrinkage, an act or default of the shipper/consignor, owner or consignee/receiver, or from any cause whatsoever which occurs while the lading is not the actual physical custody and control of the Carrier.

Shipper is responsible for proper and lawful packaging, loading, stacking, blocking, bracing, and ventilation of the cargo. Shifting of a load en-route is, of itself, not evidence of Carrier mishandling. If other than a railcar with mechanical protection against heat and cold is requested by the shipper/consignor, Carrier is not responsible for the deterioration of the products which may occur because of temperature within the railcar. Shipper is responsible for affixing a seal to each railcar door or hatch.

Shipper acknowledges and accepts the inherent tendency of perishable goods to deteriorate or decay. Carrier is not liable for the decline of good as is reasonably expected to occur while en-route. Carrier is not liable for the decline of goods attributable to disease or decay within the goods when loaded.

SECTION 3 – Specific Rules and Regulations Without Charges (continued)

ITEM 2180 – Cargo Loss, Damage & Delay Provisions / Liability Restrictions; Claim Filing Related Thereto (contd)

Carrier is not liable for shortage of lading unless there is physical evidence of unauthorized forced entry into the vehicle while in the carrier's possession. Shortage claims must be verified and supported by an actual tally of the package loaded at origin and an actually tally of packages unloaded at destination. Origin and destination seal records must be furnished. carrier agrees to transport shipments with reasonable dispatch. Carrier does not guarantee rail service within any particular time frame. Carrier's maximum liability of cargo is the lower of its original cost or the cost of the replacement. Carrier is not liable for special or consequential damages or for damages due to market decline. Carrier will not be responsible for any loss, damage or delay to cargo that occurs outside of the US.

A claimant must mitigate its damage by acceptance of damaged cargo unless the goods are totally worthless. A claimant may not abandon damaged goods to Carrier when the damaged lading retains more than minimal value. Product that is abandoned to Carrier in an undamaged condition will be sold and the salvage proceeds only, less salvage expenses, will be remitted to the owner.

There shall be no presumption of carrier fault for the loss, damage or delay of cargo. The burden of proof to establish the fault of Carrier is upon the claimant. Carrier is not liable for any loss, damage, or delay of cargo, except where Carrier's intentional act(s), omission(s), or gross negligence is the direct and proximate cause of the injury. If Carrier's act or omission is not the sole cause of the injury but contributes to the loss, damage or delay to the cargo, then Carrier will be liable only for that portion of the injury as corresponds to its comparative fault.

Carrier's maximum liability for lading in each railcar is $100,000.00. CIC will not be liable for damage where CIC's liability is determined to be less that $250.00 per railcar. No claim will be filed or paid for injury to lading of less than $250.00 per railcar.

As a condition precedent for recovery against the Carrier, a claim for loss, damage or delay to the cargo must be filed within three months of the date of the delivery of the cargo. Should Carrier decline a claim, suit thereon may not be brought more than six months after the date of Carrier's written declination. Federal carrier law governs the determination of liability; no State or common law causes of action will be recognized. A lawsuit against Carrier based on indemnification must satisfy the aforestated time limitations for filing a claim and for initiating a lawsuit.

All claims must be in writing and include the following:

Information identifying the rail shipment, including car initial and number, shipper's/consignor's and consignee's/receiver's name, address and telephone number, shipping date and commodity.

Origin records or certification on the condition and quantity of the lading at the time the goods were received from the origin carrier.

Destination records or certification on the condition and quantity of the lading at the time the goods were received from the destination carrier.

A demand for payment of a specific amount, including the formula or basis on which the damages are calculated, plus, evidence in support of the calculation.

Documentation as to disposition of damaged lading and the salvage proceeds therefrom.

All freight loss, damage or delay claims filed with CIC are to be mailed to:

Agent
Cedar Rapids and Iowa City Railway
2330 12th Street SW
Cedar Rapids, IA 52404

*As used in this item, "Carrier" includes CIC and all of its connecting line haul and switching railroads.

SECTION 3 – Specific Rules and Regulations Without Charges (continued)

ITEM – 2200 Rule Governing Transportation of Railway Passenger Cars

Except as otherwise provided, CIC will not accept for transportation over its line, placement or storage on its tracks, any railway passenger car or railroad business car, with or without passengers.

ITEM - 2220 – Price Authority Required Prior to Shipment

CIC will issue freight bills based on rates that are in effect at the time shipments are tendered to it for movement. The applicable price authority should be shown on the Bill of Lading. CIC, at its own discretion, may not allow backdated

pricing to cover carload shipments where the customer tendered a shipment prior to a price agreement being reached, or after a price agreement expired. If no other price is in place at the time of movement, existing public prices will be used. For joint line shipments, if an existing price is not in place; CIC may rate and bill these as Rule 11 shipments.

ITEM 2240 – Railcar Release Requirements
Issued August 3, 2005 – Effective January 1, 2006 (Change in Wording, Reduction)

For purposes of this item, the following definitions shall apply:

Transaction - The exchange of information between CIC and one of the parties to a shipment related to the transportation of that shipment.

Payer of Freight – The party responsible for freight charges as indicated on the bill of lading.

Dimensional Load – To classify as a dimensional load a shipment must be higher, wider, longer or heavier than a standard rail shipment or a combination of those factors.

Car Movement Instructions – Instructions provided by the shipper or receiver to move a car via reciprocal switch, intra -terminal switch, inter-terminal or intra-plant switch service, or via freight service with a Bill of Lading.

Effective January 1, 2006, CIC requires all Car Movement Instructions to be provided electronically. The following is a list of acceptable electronic transactions for Car Movement Instructions:

- EDI 404, 858 or 204
- Flat file conversion to an EDI 404 message
- Shipping instructions on www.crandic.com

NOTE: Email instructions and facsimiles are not electronic transactions.

For cars released in reciprocal switch, intra-terminal switch, inter-terminal or intra-plant switch service where a Bill of Lading is not required, the following information must be provided:

1. Origin
2. Shipper
3. Car initial & Car Number
4. Destination
5. Route
6. Consignee
7. Empty/Load Status
8. Contents (Commodity)
9. Estimated Weight

Note: Any additional information required for Customs, the transportation of dangerous or hazardous materials, or dimensional shipments, where applicable, will also be required to release cars.

Bills of Lading requirements are detailed in Item 2260 of this tariff.

If Car Movement Instructions are provided to CIC through a means other than electronic, a fee of $8 per railcar will be applied on top of regular charges for the movement. On Bill of Lading traffic where CIC is the first line haul carrier in the route of movement, all charges will be assigned to the payer of freight regardless of whether or not they initiated the

SECTION 3 – Specific Rules and Regulations Without Charges (continued)

ITEM 2240 – Railcar Release Requirements (continued)
Issued August 3, 2005 – Effective January 1, 2006 (Change in Wording, Reduction)

transaction. On all other instructions, charges will be assigned to the industry providing the shipping instructions. The charge will be accrued solely by CIC.

Before CIC will pull a released railcar, the shipper must release the railcar(s) electronically. In the event that a railcar is released (regardless of loaded or empty status) to CIC and is not available at the time of pull due to any reason attributable to the customer, a charge of $200.00 per released railcar will apply.

NOTE: Customers who advise CIC of a planned system outage at least forty eight (48) hours in advance of the outage will be exempt from charges for a period of up to twenty four (24) hours starting from the beginning of the outage as notified by the customer. Dimensional loads are exempt from this Item 2240. (B, C)

ITEM 2260 – Bill of Lading Requirements
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording)

The standard billing of lading for shipping on CIC shall be per Tariff UFC 6000-series. The shipper must provide CIC with a standard form freight bill of lading before CIC is obliged to ship any car or place the shipment into HOLD status at any point. This bill of lading should be sent electronically as per Item 2240 and contain the following data elements: (C)

1. Car initial
2. Car number
3. Shipper Name
4. Origin Name
5. Consignee Name
6. Destination Name
7. Route
8. Commodity Description
9. Quantity
10. Net Weight
11. Unit of Measure
12. Dangerous Documentation
13. Payment Code
14. Weight Terms
15. Customer's Reference Number
16. Customs information
17. Payer of Freight
18. Rule 11 or Through Rate
19. Equipment Type Ordered

SECTION 4 – Specific Rules and Regulations With Charges

ITEM 3000 – CHARGE – Car(s) Ordered Not Used

A cancellation charge of $275.00 per car will be applied whenever a car that is already applied to a car order and that car order is canceled, reduced or changed. One of the following conditions must be met before the charge(s) are applicable:

1. If the car order is for equipment furnished by CIC, the car must be spotted at industry at the time the order is canceled, reduced or changed.

2. If the car order is for equipment furnished by a foreign carrier, cars must be placed on the interchange track to CIC, or already received by CIC, or spotted at industry at the time the order is canceled, reduced or changed.

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ITEM 3000 – CHARGE – Car(s) Ordered Not Used

3. If the car order is for equipment furnished by CIC to a foreign carrier, cars must be placed on interchange track or already delivered at the time the order canceled, reduced or changed (See NOTE).

NOTE: CIC will not absorb any charges assessed by a foreign line carrier for the handling of a car ordered and note used. Any charges assess by the foreign line carrier will be billed to the party canceling the order.

ITEM 3020 – CHARGE – Attendants/Riders Accompanying Freight Shipments

This item applies for transportation in freight service of each attendant/rider accompanying freight shipments where such transportation is reasonably required. This item will only apply when advance arrangements have been made with the CIC Agent. Each attendant/rider accompanying the shipment must sign a CIC Release Form in accordance with Rule 43 of freight Tariff UFC 6000-series prior to shipment. The Bill of Lading covering the freight shipment must indicate when attendant/rider will accompany the shipment, number of such attendants/riders and points between which they are to accompany the shipment. CIC is not required to furnish special accommodations for the person(s) riding freight trains. The one-way charge for each attendant/rider will be $200.00.

ITEM 3040 – CHARGE – Traffic of Exceptional Dimension or Weight

Charges published in this tariff will not apply in connection with traffic of exceptional dimensions or weight. Rates for these movements must be requested from CIC's Marketing Manager. Dimensional traffic is handled subject to restrictions as determined by CIC's Agent. Additional work performed by CIC to facilitate line haul movement of dimensional traffic is chargeable and in addition to the line haul charges. These services may include the removal and replacement of tilt switch stands, targets, dwarf signals, reinforcing of bridges or track, as well as any extra work that may be required to ensure the safe handling of traffic. If for safety reasons, CIC representatives are required to accompany the dimensional shipment, additional charges will be assessed for this service. Charge assessed for all these services will be based on actual costs incurred by CIC.

ITEM 3060 – CHARGE – Failure to Complete Unloading of Railcars, Including Dunnage in Boxcars

Governing freight classifications in the US require that to complete unloading, a consignee (the party unloading the railcar) must remove all lading and non-railway owned dunnage, blocking bracing, strapping, and any other non-railway owned material that was not part of the shipment (unless otherwise provided by the rate authority or other similar written agreement. To prevent rejection of CIC supplied cars by customers on account of violation of these provisions, all CIC owned or leased cars must be clean and suitable for immediate reloading. On shipments where the party unloading the car refuses or fails to remove all such lading and securing devices, secure interior loading devices and close doors, CIC shall bill to the original Shipper/Consignor served by CIC a penalty charge of $200.00 per car, plus the actual cost by CIC to remedy the situation.

ITEM 3080 – CHARGE – Special Freight Service Request
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording)

Special freight service is defined as freight service other than required by ordinary operating convenience. Ordinary operating convenience contemplates freight service as required by rail traffic volume to an industry or the interchanges stated in Item 6020, but in no case more than once per day and that occurring only when CIC has regularly scheduled freight service. CIC may, at its sole discretion, offer additional freight service when necessitated by the rail traffic volume or operating convenience. NOTE: Special freight service will be provided subject to the availability of motive power and crews, and will be provided at the sole discretion and option of CIC. (C)

When special freight service is requested requiring assignment of an engine and crew out of routine service, a charge will be made for each such request as follows: $400.00 per hour, or fraction thereof, subject to a minimum charge of $1600.00. Charges will be made against the party requesting the special freight service, and will be in addition to all other applicable charges**.** (C)

SECTION 4 – Specific Rules and Regulations With Charges (continued)

ITEM 3100 – CHARGE – For Turning Cars

When orders are received from consignee to turn loaded cars around that has not been placarded to indicated from which side it must be unloaded and, as a result, is improperly set for unloading and requires additional service to turn the car around, such service will be performed where facilities are available at the rate of $400.00 per car. When orders are received from consignor to turn empty car around, for their convenience, after it has been placed for loading, such service will be performed where facilities are available at the rate of $400.00 per car.

ITEM 3120 – CHARGE – On Cars Received Without Necessary Data

From Connecting Railroads: When a car, empty or loaded, is received from a connecting line without necessary data for forwarding and must be classified to a hold track, a $200.00 per car charge will be assessed against that delivering carrier. In addition, a $30.00 per day holding fee will be assessed against the delivering carrier for each day the car is held awaiting forwarding instructions. NOTE: The character of the necessary data will be determined by this carrier in accordance with the conditions of service.
From Shippers: When, on shipper instructions, cars are removed from an industry, repair facility or team track without forwarding instructions on cars moving in reciprocal switch service, or a complete bill of lading on cars moving in line haul service, a charge of $80.00 per car will be assessed against the party responsible for furnishing such instructions. On loaded cars, the charge will be assessed against the party physically loading the car and in whose name the demurrage is maintained by CIC. If cars are subsequently ordered back to an industry, repair facility or team track, the applicable switching charges will be assessed.

ITEM 3140 – CHARGE – Fuel Surcharge
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording, Reduction)

In accordance with the table below, a fuel surcharge shall be assessed on the freight charges of in order to off-set increased fuel costs:

1. All carload traffic originating on CIC where billing is performed by CIC.
2. All joint line carload traffic handled by CIC on a Rule 11 basis.
3. All joint line carload traffic terminating on CIC where billing and the rate authority is issued by CIC.

Miscellaneous and accessorial charges shall not be subject to this fuel surcharge.

The surcharge will be billed against the party paying the freight charges.

The provisions of this surcharge apply on shipments of all commodities as follows:

The formula for determining the fuel surcharge is based on the monthly average price of West Texas Intermediate Crude Oil (WTI Average Price), an industry standard for tracking oil prices. The WTI Average Price for a given calendar month is determined by adding the daily WTI prices published in the Wall Street Journal during a calendar month, and dividing the result by the number of days so published. The result is rounded to the nearest cent.

The fuel surcharge will be 0.4% of the line haul freight charge for every $1.00 per barrel, or portion thereof, by which the WTI Average Price exceeds $23.00, starting at a WTI Average Price of $23.01. The following schedule provides an example of the new fuel surcharge within the noted WTI Average Price ranges:

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ITEM 3140 – CHARGE – Fuel Surcharge
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording, Reduction)

WTI Average Price Per Barrel	Fuel Surcharge Percentage
$23.00 and Below	No Surcharge
$23.01 - $24.00	0.4%
$24.01 - $25.00	0.8%
$25.01 - $26.00	1.2%
$26.01 - $27.00	1.6%
$27.01 - $28.00	2.0%
$28.01 - $29.00	2.4%
$29.01 - $30.00	2.8%
$30.01 - $31.00	3.2%
$31.01 - $32.00	3.6%
$32.01 - $33.00	4.0%
$33.01 - $34.00	4.4%
$34.01 - $35.00	4.8%
$35.01 - $36.00	5.2%
$36.01 - $37.00	5.6%
$37.01 - $38.00	6.0%
$38.01 - $39.00	6.4%
$39.01 - $40.00	6.8%
$40.01 - $41.00	7.2%
$41.01 - $42.00	7.6%
$42.01 - $43.00	8.0%
$43.01 - $44.00	8.4%
$44.01 - $45.00	8.8%
$45.01 - $46.00	9.2%
$46.01 - $47.00	9.6%
$47.01 - $48.00	10.0%
$48.01 - $49.00	10.4%
$49.01 - $50.00	10.8%
$50.01 - $51.00	11.2%
$51.01 - $52.00	11.6%
$52.01 - $53.00	12.0%
$53.01 - $54.00	12.4%

Each addition $1.00 equals a 0.4% increase.

SECTION 4 – Specific Rules and Regulations With Charges (continued)

ITEM 3140 – CHARGE – Fuel Surcharge
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording, Reduction)

The fuel surcharge shall be applied to each shipment having a bill of lading dated on or after the 1st day of the second calendar month following the calendar month of a given WTI Average Price calculation. The fuel surcharge will change monthly per the table below:

Calendar Month of WTI Average Price	Fuel Surcharge Applied
January	March 1
February	April 1
March	May 1
April	June 1
May	July 1
June	August 1
July	September 1
August	October 1
September	November 1
October	December 1
November	January 1
December	February 1

Notice of current fuel surcharge in effect as well as any changes to the fuel surcharge will be provided on the CIC web site. (C, A, B)

If the price of West Texas Intermediate Crude Oil is ceases to become available from the Wall Street Journal, a substitute measure will be utilized.

In no case will freight charges be reduced below the original freight charges, nor will the application or removal be retroactive.

ITEM 3160 – CHARGE – Diversions, Reconsignments and Cancelled Bills of Lading
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording)

A diversion, reconsignment or cancelled bill of lading is any order received by CIC that requires any change in the original shipping document of a shipment involving:

1. The name of the Consignor and Conginee.
2. The destination stated on the bill of lading (including terminal yard if it is considered the destination).
3. The route.
4. A request to stop a car for the purpose of delivery or re-forwarding.

Orders for diversion, reconsignment or bill of lading will be only be accepted from the Consignor, Consignee, Freight Payer, or their authorized representatives. Diversion, reconsignment and cancellation of bill of lading requests must be made directly to the CIC Agent or CIC Yard Manager, and will only be processed when received by CIC in writing, via fax, or via EDI. Provisions of this tariff will apply only to cars that are in CIC's account as a line-haul carrier. (C)

CIC reserves the right to refuse the diversion request if charges accruing against the consignment are not guaranteed to the satisfaction of CIC. Further, diversions will NOT be permitted under the following conditions:

1. After a car is interchanged to a participating carrier for line haul movement or switching to the consignee.
2. After the car is placed at destination on CIC. Instructions effecting the movement of the car after placement

ITEM 3160 – CHARGE – Diversions, Reconsignments and Cancelled Bills of Lading (continued)
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording)

will constitute a new movement, subject to switching or line-haul charges.
3. Traffic moving under Confidential Contract unless permitted under the provisions of that Contract.
4. On movements requiring CIC to perform an out-of-line haul move. These shipments will be executed as shipments terminating and originating at the diverted station, and be subject to all applicable freight charges.
5. To a station or to a point of delivery against which an embargo is in force.
6. To change the name of the freight payer.
7. This Tariff will not supersede the provisions of any contract or tariff that prevents the car from being diverted.

CIC will make every effort to effect a diversion when a car in is its possession and written instructions are provided. Diversion charges will only apply if the diversion is accomplished. However, CIC will NOT be responsible for:

1. Failure to effect diversion after a car has been interchanged to a connecting carrier.
2. Executing a diversion order on a specific day or at a specific time of day.
3. Additional charges incurred when a diversion cannot be accomplished.
4. Charges accruing on cars delivered to other carriers, other than the absorption of reciprocal switching charges.

A charge of $125.00 per car or per bill of lading (if the entire bill of lading is uniformly changed) will apply on any diversion, reconsignment or cancelled bill of lading actually accomplished or reconsignment (See Notes 1-3).

NOTE 1. If the request is submitted at billed destination prior to placement, the charge will be $200.00.
NOTE 2. If the request involves only pay status (prepaid to collect or vice-versa) the charge will be $85.00.
NOTE 3. All charges exclude the cost of additional switching, demurrage, line haul or other applicable charges accrued as a result of the request. Charges are in addition to the applicable price publications.

Requests to cancel a previous diversion order effecting destination or route will be accepted when provided by authorized parties, provided the car has not reached the billed destination or been Interchanged to another carrier participating in the line haul movement. Cancellations will be subject to a charge of $85.00 per car or per bill of lading. Only one (1) change in destination or route will be permitted. (C)

ITEM 3180 – Weighing, Re-Weighing and Weight Agreements
Issued August 3, 2005 – Effective August 24, 2005 (Increase)

When weights are obtained solely for the assessment of freight charges, no weigh charge will apply. When cars are weighed or re-weighed at the request of a customer, charges for weighing will apply at the rate of $300.00 per weigh. Weighing requests shall be made to the CIC Agent or CIC Yard Manager via Phone, fax or EDI. Intra-plant or Intra-terminal switch charges will apply for the move to the scale in addition to the weigh charge stated herein.

The actual weight of any shipment certified by the carrier and ascertained in accordance with the provisions of this Tariff shall be considered valid for the assessment of freight charges. For the assessment of freight charges, no scale weight shall be used unless obtained on a government inspected and approved scale; and in accordance with the methods and procedures recommended by CIC.

CIC may accept shipper's billed weights. Weights authorized by other railroads may be accepted. On such shipments, the shipper will certify to the carrier, the correct gross weight of the shipment on the shipping order or bill of lading. When CIC is origin line haul carrier and a shipment requires customer provided weights to be ascertained at origin, consignor must furnish weight to CIC by third 12:00 AM following the day that the car which contains the shipment is released loaded. Weight must furnished or confirmed in writing by fax or EDI. Following the third 12:00 AM, a charge of $40.00 per car per day or fraction of a day will be assessed to the consignor until the weight is furnished.

Customer-provided weights are subject to correction by CIC or partner railways. However, CIC reserves the right to refuse the weight provided by the customer if it is found at any time that correct weights are not being provided. Where such cars have been weighed by the carriers and are re-weighed or check-weighed at the request of the consignor or consignee and a weight difference is found in excess of the allowable tolerance provided in this tariff, CIC reserves the right to assess freight charges based on the higher weight. (A)

ITEM 3180 – Weighing, Re-Weighing and Weight Agreements (continued)
Issued August 3, 2005 – Effective August 24, 2005 (Increase)

As used herein scale tolerance is defined as the difference in weights due to variation in scales or weighing, which may be permitted without correction of the billed weight. Where freight, the weight of which is not subject to change due to its inherent nature, is re-weighed en route or at destination, no correction will be made in the billed weight except as elsewhere provided herein. When track scaling by CIC or partner railway, the difference between the shipper's bill of lading weight and weight obtained by track scaling does not exceed the tolerance allowance provided herein, no change will be made in the billed weight. On all freight for which the weight is not subject to change in transit, the tolerance shall be one eighth of one per cent (0.125%) of total weight contents of the car. The carriers herein will not be responsible for variances on commodities which, due to their inherent nature, are subject to a weight change in transit. (A)

ITEM 3200 – Overloaded or Improperly Loaded Cars

An overloaded car is defined as a rail car for which either the net weight (actual weight of freight including all other materials incidental to the movement of the goods) is in excess of the car's authorized load limit (defined as the stenciled "load limit" on the car), or the gross weight (combined weight of railcar and freight including all other material incidental to the movement of the goods) is in excess of the track weight limitations at any point along the route of movement.

CARS FOUND TO BE OVERLOADED / IMPROPERLY LOADED:

1. AT POINT OF ORIGIN: If a car is found to be overloaded or improperly loaded, it will not be permitted to go forward. The shipper will be notified and required to adjust the freight or to transfer the excess weight from the car. Shipper will be assessed the applicable Intra-plant, Intra-terminal, or Inter-terminal switch charge subject to a maximum of $400.00.

2. WHILE IN TRANSIT: A car that is found to be overloaded beyond tolerances will not be allowed to go forward until the condition is rectified. CIC will provide the shipper with written confirmation of the overload car. This notification will indicate the car number, contents, location, actual gross weight and acceptable gross weight. Shipper must provide CIC with complete written instructions for the removal of the excess freight within 48 hours of this notification, including weekends and holidays. The removal and disposal of the overloaded portion of the contents of the car is entirely the responsibility of the shipper. In the event shipper fails to provide CIC with written instructions for the removal of the excess freight within 48 hours of notification, CIC reserves the right to arrange for the removal and disposal of the overloaded portion of the contents at full cost to the shipper. Each overloaded car is subject to a charge of $500.00 in addition to applicable switching (subject to a maximum of $450.00 per switch) and demurrage charges. These charges are the responsibility of the shipper. (See NOTES)

3. AT DESTINATION: If a car is discovered as overloaded at destination, each overloaded car will be subject to a charge of $500.00 in addition to applicable switching (subject to a maximum of $450.00 per switch) and demurrage charges. These charges are the responsibility of the shipper. (See NOTES)

NOTE 1**:** In addition all overloads detected en route or at destination, will be assessed additional charges predicated on the amount the car is overloaded:

A: 1000 to 4000 lbs.: $100.00 per car
B: 4001 to 8000 lbs.: $150.00 per car
C: 8001 to 12000 lbs.: $250.00 per car
D: 12001 lbs. +: $600.00 per car

NOTE 2**:** If CIC personnel perform any work adjusting, transferring or removing the freight from the car, the shipper will be responsible for the actual cost of such work, plus an additional 25% for processing charge.
NOTE 3: Shipper will indemnify CIC from liability for any loss of life, personal injury, or damage to property as a result of the overloading or improper loading of railway equipment.

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SECTION 4 – Specific Rules and Regulations With Charges (continued)

ITEM 3220 – Stopping Cars in Transit to Finish Loading or Unloading, or for Partial Loading or Unloading

Carload freight shipments may be stopped in transit on CIC to finish loading or unloading, or for partial load or unloading. The charge for this service will be $300.00 per stop, in addition to regular freight or switching charges, with the bill going to the consignor on the bill of lading. Applicable demurrage and switching charges will apply to all cars stopped for such services.

SECTION 5 – Demurrage

Item 4000 – Demurrage Rules; Governing Authorities

Demurrage for all cars on CIC shall be governed in accordance with Freight Tariff ASLG 6004-series, and Freight Tariff ASLG 6007-series, both published by the American Short Line and Regional Railroad Association. However, to reduce potential demurrage or car storage charges, customers may arrange private car storage agreements with CIC, the issuance of such agreements shall be at the sole discretion of CIC.

SECTION 6 – Local and Joint Switching Charges and Absorptions, Including List of Open Industries

Item 5000 – General Application of Switching Charges
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording)

Except as otherwise provided, rates named in this tariff for switching between connecting lines and industries named apply on shipments consigned to or forward by such industries, and will not apply on shipments forwarded from CIC team track for delivery to connecting lines at point of shipments or received from connecting lines at point of destination for delivery to CIC team track.

Switching service is defined as switching required by ordinary operating convenience. Ordinary operating convenience contemplates switching service as required by rail traffic volume to an industry or the interchanges stated in Item 6020, but in no case more than once per day, and that occurring only when CIC has regularly scheduled switching service. CIC may, at its sole discretion, offer additional switching service when necessitated by rail traffic volume or operating convenience. (C)

Item 5010 – Application for Loaded Cars

Charges herein shown, unless otherwise provided, will cover the handling of cars loaded one way and empty the other. If cars are loaded in both directions, rates named herein will apply for each loaded movement.

Item 5020 – Application for Empty Cars

Empty cars ordered by industries for loading and refused or returned without load will be charged an amount equal to the rate provided for the loaded move.

Item 5030 – Application of Switching Charges for Special Equipment
Issued August 3, 2005 – Effective August 24, 2005 (Change In Wording)

The rates and charges herein apply to shipments which are both loaded and empty within the same switching district only when loaded in equipment within Plate F standards as defined by The Official Railway Equipment Register. When shipments are made within the same switching district in equipment exceeding Plate F standards the rates published herein shall not apply. (C)

Item 5035 – Special Switching Service Request
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording)

Special switching service is defined as switching service other than required by ordinary operating convenience. Ordinary operating convenience contemplates switching service as required by rail traffic volume to an industry or the interchanges

Item 5035 – Special Switching Service Request - Continued
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording)

stated in Item 6020, but in no case more than once per day and that occurring only when CIC has regularly scheduled switching service. CIC may, at its sole discretion, offer additional switching service when necessitated by rail traffic volume or operating convenience. Special switching service will be provided subject to the availability of motive power and crews, and will be provided at the sole discretion and option of CIC. When special switching service is requested requiring assignment of an engine and crew out of routine service, a charge will be made for each such request as follows: $400.00 per hour, or fraction thereof, subject to a minimum charge of $1600.00. Charges will be made against the party requesting the special freight service, and will be in addition to all other applicable charges. **(**C)

Item 5040 – Definition of Reciprocal Switching & Industries Open to Reciprocal Switching
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording)

Reciprocal switching is the movement of a loaded car one way to an industry, and the corresponding return of the empty car from the industry between CIC and direct track connections with UP, CN, BNSF and IANR, only when these carriers are moving such cars in road haul service. Only certain industries in certain zones on CIC in Cedar Rapids, Iowa are considered open to reciprocal switching and published herein. They are:

North Zone – The following industries located between Wilson Avenue, SW and 8th Avenue, SE

Penford Products Company
Cargill West
Suburban Lumber Company

South Zone – The following industries located between Wilson Avenue, SW and 60th Avenue, SW

Archer Daniels Midland Company
PMX Industries

All other industries on CIC are closed to reciprocal switching. (C)

Item 5050 – Reciprocal Switching Charges
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording, Increase)

Charges for reciprocal switching in the North Zone are:

1) $290 per car when the charge is absorbed in part or in whole by line haul carriers. (C, A)
2) $310 per car when charges are paid by consignee or consignor. (C, A)

Charges for reciprocal switching in the South Zone are: (C)

3) $210 per car when the charge is absorbed in part or in whole by line haul carriers.
4) $230 per car when charges are paid by consignee or consignor.

Item 5060 – Definitions of Inter-Terminal; Intra-Terminal and Intra-Plant Switching
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording)

Inter-Terminal Switching refers to a movement between an industry or track located on CIC and a point located on another railway within the switching limits of one station or industrial switching district.

Intra-Terminal Switching is a movement other than intra-plant switching from an industry, track, assigned siding or team track reached by CIC to an industry, track, assigned siding or team track reached by CIC but not to or from interchange with a connecting railroad.

Intra-Plant Switching is any movement of a car or cars from one track to another track, or to and from the same track, within the same plant or industry, and includes empty cars incidental to the movement. (C)

SECTION 6 – Local and Joint Switching Charges and Absorptions, Including List of Open Industries (continued)

Item 5070 – Inter-Terminal; Intra-Terminal and Intra-Plant Switching Charges
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording, Increase)

The rate for all Intra-Plant switching is $125 per railcar movement. (C, A)

The rate for all Inter-Terminal and Intra-Terminal switching is $175 per railcar movement. (C, A)

Item 5080 – Switching Charges on Cars Received from Connecting Railroads in Error
Issued August 3, 2005 – Effective August 24, 2005 (Increase)

At all stations on CIC, on cars received from a connecting railroad in error and ordered returned to the same railroad, the following charges will be applied:

CN	$435.00 per car
IAIS	$250.00 per car
IANR	$250.00 per car
UP	$335.00 per car (A)

Item 5090 – Distances Between Industries and Points of Interchange
Issued August 3, 2005 – Effective August 24, 2005 (Change in Wording)

The distance between industries and points of interchange at Cedar Rapids or CRANDIC, Iowa are three miles or less, except PMX. The distance between certain points of interchange and PMX exceeds three miles. (C))

Item 5100 – Absorption of Connecting Line Switch Charges
Issued August 3, 2005 – Effective August 24, 2005 (Increase)

Where provisions state that other roads switching charges will be absorbed, CIC will absorb up to $290.00 per car of the switching carrier's lawfully published charge. Any carrier's switching charges not absorbed by CIC will be assessed against the party paying the line haul transportation charges. Absorption provisions specific to movements governed by and published in other tariffs, exempt quotations or contracts will take precedence over the provisions of this section. (A)

CIC will not absorb switching charges under the following conditions:

1. Shipments for which CIC does not receive line haul revenue.
2. Shipments moving under rates witch provide that switching charges will not be absorbed.

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SECTION 7 – Distances Between Stations on CIC and Points of Interchange with Connecting Carriers

Item 6000 – List of Stations and Distances from Cedar Rapids, IA and Iowa City, IA

Station	Mileage From Cedar Rapids	Mileage From Iowa City
Amana, IA	19.3	44.8
Cedar Rapids, IA	0.0	25.5
Coralville, IA	23.2	2.3
CRANDIC, IA	0.5	0.5
Fairfax, IA	9.0	9.0
Hills, IA	33.4	7.9
Iowa City, IA	25.5	0.0
Konigsmark, IA	5.5	20.0
Mid River, IA	13.5	12.0
Middle Amana, IA	20.6	46.1
North Liberty, IA	16.9	8.6
Oakdale, IA	19.9	5.6
Pinney, IA	2.1	23.4
Swisher, IA	8.5	17.0
University, IA	25.0	0.5
Waconia, IA	2.6	22.9
Walford, IA	12.5	38.0

Item 6020 – Points of Interchange and Names of Carriers Interchanged With

Interchange Point	Carrier
Cedar Rapids, IA	Canadian National Railroad
Cedar Rapids, IA	Union Pacific Railroad
Cedar Rapids, IA	Iowa Northern Railroad
Iowa City, IA	Iowa Interstate Railroad

END