

Tariff IAIS 3000-W

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# IOWA INTERSTATE RAILROAD, LLC.

FREIGHT TARIFF IAIS 3000-W  
Cancels  
FREIGHT TARIFF IAIS 3000-V

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LOCAL AND  
PROPORTIONAL RATES ON  
COMMODITIES

FROM

TO

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Stations in Illinois and Iowa

Stations in Illinois and Iowa

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COMMODITY TARIFF

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

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## NOTICE

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

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## ISSUED BY:

Vice President and Chief Commercial Officer  
203 2<sup>nd</sup> Street SE, Ste. 500  
Cedar Rapids, IA 52401

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## **Item 5 Description of Governing Classification and Exceptions**

The terms UFC, OPSL, STCC mean respectively:  
Uniform Freight Classification Tariff UFC 6000-Series  
Open and Prepay Station List Tariff OPSL 6000-Series.  
Standard Transportation Commodity Code Tariff STCC 6001-Series

Except as otherwise provided, this tariff is also governed by the following tariffs:  
IAIS T 8000 Series - Switching  
IAIS T 6004 Series – Demurrage  
IAIS T 9003 Series – Mileage based Fuel Surcharge  
IAIS T 6100 Series – Rules

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## **Item 9 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.

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## **Item 10 Station Lists and Conditions**

This tariff is governed by the official list of Open and Prepay Station 6000-Series, STB OPSL 6000-Series, Station List Publishing Company, Agent, to the extent shown below:  
**PREPAY REQUIREMENTS AND STATION CONDITIONS**  
For additions and abandonments of stations, and except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight and changes in station facilities. When a station is abandoned as of a date specified in this above named tariff the rates from and to such station as published in this tariff are inapplicable on and after that date.

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## **Item 20 Reference to Tariffs, Items, Notes, Rules, Etc.**

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

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## **Item 25 Terminal or Transit Privileges or Services**

Shipments made under the rates contained in this tariff are entitled also to terminal and transit services and privileges, and are subject to the charges, allowances, rules, and regulations legally applicable thereto, as provided in separately published, lawfully filed tariffs.

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## **Item 40 Consecutive Numbers**

Where consecutive numbers are represented in this tariff by the first and last number connected by the word “to” or a hyphen they will be understood to include both of the numbers shown. If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.

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## **Item 45 Capacities and Dimensions of Cars**

For marked capacities, length, dimensions and cubical capacities of cars, see the Official Equipment Register, STB RER 6411-Series

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## **Item 50                      Method of Canceling Item**

As this tariff is supplemented, numbered items with lettered suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A. Example: Item 50-B cancels Item 50-A in a prior supplement which in turn canceled Item 50.

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## **Item 55                      Method of Denoting Reissued Matter in Supplements**

Matter brought forward without change from one supplement to another will be designated as "Reissued". To determine the original effective date consult the supplement in which the reissued matter first became effective.

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## **Item 60                      National Service Order Tariff**

This tariff is subject to provisions of various Surface Transportation Board Service Orders and General Permits as shown in Tariff NSO 6100-Series, STB NSO 6100-Series.

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## **Item 65                      Free Time and Destination**

Except as otherwise provided, freight cars used for moving traffic on rates and charges named in this tariff will be subject to demurrage rules and charges provided for in Tariff STB-IAIS-6004 series.

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## **Item 80                      Intermediate Application-Origin**

Subject to the provisions of Notes 1, 2 & 3 below, from any point of origin from which a commodity rate on a given article to a given destination and via a given route is not named in this tariff, which point is intermediate to a point from which a commodity rate on said article is published in this tariff via a route through the intermediate point over which such commodity rate applies to the same destination, apply from such intermediate point to such destination and via such route the commodity rate in this tariff on said article from the next beyond point from which a commodity rate is published herein on that article to the same destination via the same route.

NOTE 1: If the intermediate point is located between two points from which commodity rates on the same article via the same route are published in this tariff, apply via that route from the intermediate point the rate from the next point in either direction which results in the higher charge. In applying this note, if there are two or more "next beyond" points due to branch or diverging lines, eliminate all such "next beyond" points except the point from which the lowest charge is applicable.

NOTE 2: If the class rate on the same article via the same route from the intermediate point produces a lower charge than would result from applying the commodity rate under this item, such commodity rate will apply.

NOTE 3: If there is any other tariff a commodity rate on the same article from the intermediate origin point applicable over the same route to the same destination, the provision of this item are not applicable from such intermediate origin points.

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## **Item 85                      Intermediate Application-Destination**

Subject to the provisions of Notes 1, 2 & 3 below, from any point of destination from which a commodity rate on a given article to a given origin and via a given route is not named in this tariff, which point is intermediate to a point from which a commodity rate on said article is published in this tariff via a route through the intermediate point over which such commodity rate applies to the same origin, apply from such intermediate point to such origin and via such route the commodity rate in this tariff on said article from the next beyond point from which a commodity rate is published herein on that article to the same origin via the same route.

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NOTE 1 If the intermediate point is located between two points from which commodity rates on the same article via the same route are published in this tariff, apply via that route from the intermediate point the rate from the next point in either direction which results in the higher charge. In applying this note, if there are two or more "next beyond" points due to branch or diverging lines, eliminate all such "next beyond" points except the point from which the lowest charge is applicable.

NOTE 2: If the class rate on the same article via the same route from the intermediate point produces a lower charge than would result from applying the commodity rate under this item, such commodity rate will apply.

NOTE 3: If there is any other tariff a commodity rate on the same article from the intermediate origin point applicable over the same route to the same destination, the provision of this item are not applicable from such intermediate origin points.

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**\*Item 90**                      **Traffic to or from Chicago, IL gateway**

Any traffic to or from Chicago, IL rate will be increased by \$100 per car each way.

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**Item 95**                      **Switching Charges**

Freight bill party will be responsible for any/all switching charges, including but not limited to reciprocal or intermediate switch charges.

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**Item 150**

FREIGHT ALL KINDS (except perishables and intermodal shipments deregulated in interstate commerce, livestock, explosives, less-than-carload lot shipments, shipments requiring two (2) or more cars to physical handle lading, requires non-standard equipment, is considered dimensional, heavy or requiring clearances, shipments classified STCC 49, or shipments having a value exceeding \$50,000 per carloads.)

BETWEEN                      Stations on the IAIS in local service (Note 1) or proportional service (Note 2)

RATE                              \$30 per mile, minimum charge \$4000 per car

NOTE 1                          For the purpose of this Item, the term "local service" shall mean a shipment which is both physically loaded and unloaded on the IAIS.

NOTE 2                          "Proportional service" shall mean a shipment which originates or terminates on the IAIS, from or to interchange with connecting lines.

NOTE 3                          At time Bill of Lading is tendered, freight must be collect to an IAIS agent.

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### \*Item 200

LOCOMOTIVES, Diesel, electric, with draft gears, moved on own wheels, but not under own power, in normal revenue train service.

BETWEEN Stations on the IAIS

RATE \$18.30 per mile with a minimum charge of \$2068 per locomotive.

NOTE 1 Cost of preparation of locomotive for movement dead in train shall be borne by shipper.

NOTE 2 Acceptance of locomotives for movement is subject to inspection and approval by IAIS' mechanical inspectors. If in the reasonably exercised judgement of an inspector, the locomotive is in any way unfit to move, or would require movement at reduced speed or other special handling, carrier may refuse to transport until the objections are corrected, if possible.

NOTE 3 Carriers liability for loss or damage to locomotive, including parts or contents thereof, shall not exceed \$100.00 per unit (unit meaning the locomotive, its parts and contents). Shipper shall execute that portion of the Bill of Lading stating "The agreed and declared value of the property is hereby specifically stated by shipper to be not exceeding \$100.00 per unit". (Underscored portion to be filled by shipper.)

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### \*Item 250

RAILWAY CARS, empty, moving on own wheels in normal train service.

BETWEEN Stations on the IAIS

RATE \$3.25 per mile based on actual miles subject to the following conditions:

MINIMUM CHARGE: \$500.00 per car

Note 1 Cars will be accepted for movement only after mechanical inspection and certification for safety by an inspector satisfactory to IAIS. Movement must be completed within ninety (90) days of inspection, or a new inspection may be required.

Note 2 Carriers liability for loss or damage to car, including parts or contents thereof, shall not exceed \$100.00 per unit (unit meaning the car, its parts and contents). Shipper shall execute that portion of the Bill of Lading stating "The agreed or declared value of its property is hereby specifically stated by the shipper to be not exceeding \$100.00 per unit". (Underscored portion to be filled in by Shipper.) IAIS may, at its discretion, permit or require cars to be attended by representatives of owners during transportation, including time awaiting movement in yards and at interchanges.

Note 3 Cars will be subject to storage and/or demurrage charges while held on carrier tracks.

Note 4 Rates provided in this Item do not include turning, switching, or servicing cars except as necessary for carrier convenience during actual movement.

Note 5 Rates in this item do not apply to any passenger car or railroad business car. Please contact IAIS Marketing and Sales at [rates@iaisrr.com](mailto:rates@iaisrr.com) for applicable charges.

Note 6 EXCEPTION: Rates found above, Item 250, are not applicable on empty cars last containing hazardous materials . Please contact [rates@iaisrr.com](mailto:rates@iaisrr.com) for pricing.

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Note 7 Rates found above, Item 250, are not applicable on unit train traffic. For rates on unit train shipments, please contact IAIS Marketing & Sales Department at [rates@iaisrr.com](mailto:rates@iaisrr.com).

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**\*Item 255 Idler Cars**

IDLER CARS, when required will not be provided by Railroad. Idler cars will be charged at a rate of \$2275 per car (loaded or empty).

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**Item 300 Charge, Furnished Equipment Used for Offline Movements**

Please refer to IAIS Rules Tariff 6100 Series Item 137

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### EXPLANATION OF ABBREVIATIONS

Abbreviation	Explanation
IA	Iowa
IAIS	Iowa Interstate Railroad, LLC.
ICC	Interstate Commerce Commission
IL	Illinois
Lbs.	Pounds
NSO	National Service Order (Western Trunk Line Committee Agent)
OPSL	Official List of Open and Prepay Stations (Station List Publishing Company, Agent)
RER	Official Railway Equipment Register (National Railway Publication Company, Agent)
RPS	Railroad Publication Services
STB	Surface Transportation Board
UFC	Uniform Freight Classification