



UP 4051-C

Item: 70-D
GRAIN CAR ALLOCATION SYSTEM

CHANGE KEY: A-Add; C-Change; D-Decrease; I-Increase; and X-Expire

For billing purposes use the following rate authority: UP 4051-C-70-D

STCC/GROUP	STCC	DESCRIPTION
GCAS STCC GROUP		
	01131	Barley
	01132	Corn Exc.Popcorn See 01152
	01133	Oats
	01135	Rye
	01136	Sorghum Grains
	01137	Wheat Exc.Buckwheat See 01139
	01139	Grain,Nec
	01142	Flaxseeds
	01144	Soybeans (Soya Beans)
	01149	Oil Kernels,Nuts Or Seeds,Nec Exc.Edible Tree Nuts See 01298 Or 20712
	2041952	Corn, Crushed
	2041953	Corn, Rolled, Hulled, Other Than Canned
	2041977	Millet, Hulled
	2041979	Corn, Cracked
	2041981	Corn, Ear, Ground With Cob

GENERAL RULE ITEM 70
GRAIN CAR ALLOCATION SYSTEM RULES

SECTION 1: GENERAL DISTRIBUTION

General Distribution is used by Union Pacific to supply covered hoppers in a systematic manner for loading of whole grains (see STCC Group for commodity listing) on the Union Pacific. General Distribution may also be used on other railroads reached by reciprocal switch, or on participating short line carriers (see Section 6 for complete list).

Union Pacific will evaluate covered hopper supply and establish a General Distribution status of Open or Matrix.

Open: The GD status when demand for cars is current or when cars are in storage. Customers can order cars at any time during this status. Each location may have one GD order at a time for up to the number of cars they can spot. When the cars for the first order are placed that shipping location may place another order.

Matrix: The GD status will be Matrix when supply is tight and Union Pacific is not able to fill all demand. Customers are not free to order GD cars under this status; they will be offered cars, as they are available. GD uses a matrix to offer cars on a rotation or "turn" basis. The matrix is a listing of all shipping locations that are registered in the Grain Car Allocation System. New customers that register will be given the next number on the matrix. The matrix is separated into 3 large geographic regions (see Location Groups for a definition of origin regions). All shipping locations were assigned a random sequence number when the system was implemented. Union Pacific will evaluate car supply and Email an offer of cars to the next shipping location(s) on the matrix. The offer is approximately 7 to 14 day advance notice of car availability. Each location will have two days to order all or a portion of the cars their facility is registered to receive. Customer has no obligation to order cars but will not have another opportunity until the next rotation of the matrix or until GD is Open.

Ordering General Distribution Cars: Orders can be placed on the Union Pacific website. GD orders are for immediate delivery, no preferred want dates are accepted.

Registration: To register or change a location contact Union Pacific Agricultural Products Asset Management.

Guarantee and Penalty Provisions: Car placements will be made when cars are available, not on a guaranteed basis; therefore no penalties will be applicable to Union Pacific for late delivery.

GD orders that are placed and later canceled will be subject to the General Distribution Car Order Cancellation Charge as described at the end of this item. Cancellation penalty will be waived by Union Pacific in the event cars are not delivered within 30 days from date ordered.

Covered hoppers offered for placement will be customer/station specific and no transfers will be allowed.

SECTION 2: GUARANTEED FREIGHT POOL

The Guaranteed Freight Pool program is a partnership agreement between Union Pacific and customers shipping whole grain (see STCC Group commodities listing). Under the agreement, Union Pacific guarantees a monthly supply of empty covered hoppers for loading and the customer guarantees to provide loads of whole grain for each empty supplied. Each agreement is called a Guaranteed Freight Pool and each partner is called a pool operator. All parties to Guaranteed Freight Pool transactions, including pool operators, shippers (if different than pool operators), and intermediaries will be subject to the rules outlined in this tariff item.

Placement Periods: Placement periods will be half-month segments of First Half (FH 1st through 15th) and Last Half (LH - 16th through the last day of the month). Pool operators will be required to divide the monthly number of cars guaranteed into half-month segments, with approximately 50% in each half.

Guarantee and Penalty Provisions: Union Pacific guarantees to place or constructively place covered hoppers by the last day of the applicable shipping half-month period provided orders are placed prior to the order deadline and service levels are not exceeded as described in Section 5 below.

In the event Union Pacific fails to place or constructively place cars by the last day of the period, shippers may cancel the order and claim the Guaranteed Freight Failure to Deliver Penalty of \$250 per car. Shipper must submit an Intent to Cancel /Claim on the Union Pacific website 3 PM CT on the last day of the period. Should the last day fall on a Saturday, Sunday, or Railroad Holiday, the shipper must submit an intent to cancel on the preceding business day. Orders will be canceled on the first day of the following period provided Constructive Placement or Actual Placement has not occurred. If placement has not occurred and the order is canceled, Union Pacific will process the claim and issue payment. Claims may be tracked on the Union Pacific website. Cancellation payments shall constitute the full and exclusive remedy to the shipper for failure of Union Pacific to provide empty covered hoppers as described above.

If cars are not placed during the current half (as described in the paragraph immediately above) and order is not canceled by shipper, order will roll to the next period. All rules and guarantees for rolled order apply as if the order was for the next period.

If shipper cancels any or all cars on an order that is not subject to Union Pacific's failure to place or constructively place, as outlined above, or in any way fails to load the cars on the subject order, Union Pacific will claim from shipper a Guaranteed Freight Commitment Shortfall Penalty as described at the end of this item. Shortfall penalty will be claimed for each car that shipper failed to load. Guaranteed Freight Commitment Shortfall Penalty payments shall constitute the full and exclusive remedy to Union Pacific for failure of shipper to load the number of cars on subject car order.

See Section 5 for additional guarantee terms.

Ordering Guaranteed Freight Cars: Orders for Guaranteed Freight cars must be placed prior to order deadline to maintain the guarantee and penalty provisions. Shortfalls in cars ordered for a given month will result in Union Pacific claiming from pool operator a Guaranteed Freight Commitment Shortfall Penalty as described at the end of

this item.

Pool operators must place car orders against the total number of cars required by the tenth calendar day preceding the shipping period. Should the tenth day preceding the period fall on a Saturday, Sunday, or Railroad Holiday, the shipper will have until the next business day to place orders.

Applicable tariffs provisions regarding demurrage will begin on the actual placement date or the requested placement date, whichever is later.

Car orders must be placed on the Union Pacific Website.

The intent in the Guaranteed Freight Pool program is for one order to be made off of one pool. If, in isolated instances only, a shipper needs a unit size that is not currently available in full from pools participating in the program and offering car capacity to the market, one of the following two exceptions may be utilized to accommodate this need:

- (a) Orders from up to three (3) Guaranteed Freight pools may be utilized together to form a larger combined unit size provided, however, that Union Pacific Car Management is notified by shipper after the orders are placed of the specific orders that need to be combined into the single larger unit. The combined orders will be individually guaranteed, not the larger combined unit.
- (b) An individual Guaranteed Freight pool order and an individual General Distribution order may be utilized together to form a larger combined unit size provided, however, that that Union Pacific Car Management is notified by shipper after the orders are placed of the specific orders that need to be combined into the single larger unit. Only the Guaranteed Freight pool order will be guaranteed, not the larger combined unit. The General Distribution system matrix status must be Open in order to use this option.

Union Pacific reserves the right to modify, further restrict, replace, or remove these exceptions at its discretion.

Guaranteed Freight pool orders may not be combined with voucher or shuttle car orders.

[a] GF orders made in unit train quantities (75,100 or 110) must be shipped as a complete unit train to a single destination or gateway. Exception may be granted with advance approval by the Ag Asset Management Team. Unit orders that are shipped to multiple destinations or multiple gateways without prior permission will be rated at the single car freight rate.

Location Transfers: Requests for a change of shipping location may be made after a car order is placed. Transfers will be allowed at the discretion of Union Pacific. Requestor will be subject to the Car Order Origin Transfer Charge as described at the end of this item. Car Order Origin Transfers must be requested on the Union Pacific website. Union Pacific reserves the right to void guarantee when transferring orders. Shipper will be notified if placement guarantee is void. In the event that the guarantee is removed, the guarantee and penalty provisions will be void for only the placement period in which the order is transferred. If the cars are not placed by the end of the placement period, the guarantee is reestablished in the next placement period.

Freight bill must be issued by and paid to Union Pacific. Failure to provide a road haul movement or failure to ship whole grains as defined in STCC Group will result in a Guaranteed Freight Commitment Shortfall Penalty as described at the end of this item. If furnished equipment is used offline, shipper is subject to charges as described in General Rule Item 120 of this tariff.

Special Guarantee Waiver Provision: Union Pacific may elect to waive the guarantee on any or all Guaranteed Freight orders. Union Pacific Agricultural Products Asset Management will exercise this option on the last business day of the period. Affected customers will be notified of the waiver prior to 1:00 PM CT on the last business day of the period. Customer will have until 5 PM CT to cancel the order. Penalties on canceled orders may be claimed as stated above. Orders with a waived guarantee under this provision that are not canceled will be filled as operations permit without any guarantee.

By placing a car order in connection with the Guaranteed Freight Pool program, the Pool Operator warrants that the loading location will accept the cars for placement.

SECTION 3: CAR SUPPLY VOUCHERS

Car Supply Vouchers provide all Union Pacific customers with a method to obtain a guaranteed supply of covered hoppers for loading of whole grain (see STCC Group for commodity listing). Vouchers will be offered each Monday (with some exceptions) in the form of an auction.

Placement Periods: Vouchers will be offered for guaranteed placement of cars in future placement periods defined as Half Month or Week of. Half Month vouchers will cover two placement periods; First Half (FH 1st through 15th) and Last Half (LH 16th through last day of the month). Week of vouchers will cover a specified week (Sunday through Thursday).

[c] Auction: Weekly auctions will be conducted on the Union Pacific Web Site. Union Pacific will allocate a specific number of cars for each type of voucher and each region; no cars will be added to that allocation. The allocated cars will be auctioned off over multiple weeks until all cars are offered or sold. Customers desiring to bid must contact Union Pacific Agricultural Products Asset Management to register. Union Pacific will only accept bids via the web site. Each lot will specify the number of cars, region and placement period. Bidders will have until 2 PM CT on the day of the auction to submit a bid. Bids must be in whole US dollars and for \$10 or more. At the close of bidding, all winners will be notified. Notifications will include the Voucher number(s), payment amount, due date and remittance instructions. Winning bid amounts will be available via the Union Pacific Web site.

Premium & Deposit: The payment amount will consist of the total premium bid and \$300 deposit per car. Deposit will be deducted from freight bill when cars are shipped. Customer will have two business days to transfer the total amount due to Union Pacific's designated bank. All deposits and premiums shall be remitted in US funds. After payment is received, Union Pacific will issue the Voucher(s).

Guarantee and Penalty Provisions: Union Pacific guarantees to place or constructively place the specified number of covered hopper cars during the specified placement period provided the Voucher holder places a car order prior to the order deadline and service levels are not exceeded as described in Section 5 below.

In the event Union Pacific fails to place or constructively place Voucher cars by 11:59 PM on the last day of the applicable period, Voucher owner may claim a late penalty of \$50 per car per day up to a maximum of \$400 per car. The applicable payment will accrue on each day including Saturdays, Sundays, and Holidays and will terminate upon placement or constructive placement. Claims must be submitted on the Union Pacific website. Late claim payments shall constitute the full and exclusive remedy to the Voucher holder for failure of Union Pacific to provide covered hoppers as described on the Voucher; however, the Voucher entitlement to placement of cars will be honored. All Voucher guarantee claims for late placement must be submitted no later than 60 days after car placement or claim will be denied.

Vouchers that are not filled within the placement period will count along with all other orders toward the service levels in future periods.

See Section 5 for additional guarantee terms.

[c] Voucher Sizes: Half-month vouchers will be offered in lots of single cars (unit size = 1) or unit trains (unit size = 100). Singles may be ordered and billed in any size up to 69 cars. To provide flexibility, unit train Vouchers will be sold as 100 but may be ordered as 75, 100 or 110. Voucher shipments must be made in the same quantity as the order - 100 cars ordered = 100 cars shipped. Deposit will be based on 100 cars (\$30,000) and will be completely refunded when unit train is shipped.

[c] Week of Vouchers will be offered as unit trains (unit size = 100). Unit train Vouchers may be ordered as 75, 100 or 110.

Regions: Half Month Vouchers are region specific and the Voucher is only valid at a shipping location within its specified region. (See Location Groups for definition of origin regions). Week of Vouchers are not region specific.

[c] Combinations/Splits: On lots that include multiples of single cars, one Voucher will be issued with multiple car orders accepted to equal the total number on the voucher. Single car vouchers can be split or combined as needed without charge. Requests to combine or split Vouchers must be entered on the Union Pacific website. Unit train vouchers cannot be split or shipped in single car quantities,

Ownership Transfer: Vouchers may be assigned without prior consent of Union Pacific. The assignee shall assume all rights, responsibilities and obligations of the assignor. Union Pacific must be notified of ownership transfers to allow new assignee to order cars. Ownership Transfer notifications must be entered on the Union Pacific website. There is no charge associated with ownership transfers.

Region Transfers: At the discretion of Union Pacific, Half Month Vouchers may be transferred from one region to another. Requestor will be subject to the Voucher Region Change Fee as described at the end of this item. Voucher Region Change Fee must be paid at the time of the region change.

Ordering Voucher Cars: Orders for placement of Voucher cars must be placed prior to order deadline to maintain the guarantee and penalty provisions. If no order is placed prior to the voucher expiration date (see below), then the voucher will be considered canceled and the deposit will be forfeited.

Half Month Voucher Orders: Orders must be placed at least 7 days prior to the shipping period to maintain the placement guarantee and penalty provisions. Shipping location must be within Voucher Region (see section 6). Preferred want dates within the placement period will be accepted for all but the last three days of the period. Voucher will expire if no order is placed by the 5th calendar day of the shipping period.

Week of Voucher Orders: Orders must be placed at least 4 days prior to the shipping period to maintain the placement guarantee and penalty provisions. Should the guarantee order deadline day fall on a Saturday, Sunday, or Union Pacific Holiday, the car order deadline shall be the next business day. Preferred spotting dates must be within the placement period (Sunday-Thursday). Voucher will expire if no order is placed by the 2nd calendar day of the shipping period.

Applicable tariffs provisions regarding demurrage will begin on the actual placement date or the requested placement date whichever is later.

By placing a car order in connection with a Union Pacific Voucher, the Voucher holder warrants that the loading location will accept the cars for placement.

Location Transfers: Requests for a change of shipping location may be made after a car order is placed. Transfers within a region will be allowed at the discretion of Union Pacific. Requestor will be subject to the Car Order Origin Transfer Fee as described at the end of this item. Car Order Origin Transfers must be requested on the Union Pacific website. Shipper will be notified if placement guarantee is void. Union Pacific reserves the right to void guarantee when transferring orders. In the event that the guarantee is removed, the guarantee and penalty provisions will be void for only the placement period in which the order is transferred. If the cars are not placed by the end of the placement period, the guarantee is reestablished in the next placement period.

Billing Voucher Shipments: Customers must use an approved electronic method for billing voucher shipments **and must ensure the voucher number is properly entered on the waybill.**

Deposits will only be refunded as a reduction of Freight charges to the payer of freight. Shipments billed without proper reference to the Voucher Number will be subject to loss of \$300 deposit. If for any reason the deposit is not deducted from the freight charges, requests for adjustment/correction must be made within 120 days of Freight bill. Requests must be made to Union Pacific Agricultural Products Asset Management.

When shipments are made in connection with a unit voucher, billing must be from one origin to one destination on one bill of lading. Failure to bill the unit in the quantity specified on the voucher will result in forfeiture of the deposit. Half-month Voucher shipments of singles can be made in any size up to 69 cars. Voucher shipments cannot be combined with other vouchers or other supply methods.

Shipments cannot be made with less than 92% of the cars stated on the Voucher. In the event of bad order cars, or other circumstances necessitating shipments being made with less than the number of cars stated on the Voucher,

reference to the Voucher should be made on the original shipment. On Vouchers Units (25 or more), the \$300 deposit will be deducted in full at the time of the original shipment, no reference to the Voucher number should be made when shipping follow cars, and no reduction will be made on the freight bill covering these cars. Customer may request approval from Agricultural Products Marketing to move follow cars at the same rate when shipped to the same destination as the Voucher.

Freight bill must be issued by and paid to Union Pacific. Failure to provide a road haul movement or failure to ship whole grains as defined in STCC Group will result in loss of deposit. If furnished equipment is used offline, shipper is subject to charges as described in General Rule Item 120 of this tariff.

SECTION 4: SHIPMENTS TO MEXICO

Customer must indicate border crossings when placing car orders for covered hoppers for shipment of whole grains and grain products to Mexico. If the car order is not properly identified with the border crossing, Union Pacific reserves the right to void the guarantee and penalty provisions for the placement period.

SECTION 5: ADDITIONAL GUARANTEE TERMS

When destined to elevators located on other carriers, Union Pacific will consider placement to be 24 hours from the time of delivery to the other carrier and no penalty will be paid by Union Pacific on guaranteed orders when such carrier fails to place the car within the specified time.

When a car is placed for loading and rejected by the shipper, a replacement car will be furnished as promptly as operations permit. No penalty will be paid by Union Pacific on guaranteed orders for failure to place a substitute car during the specified shipping period.

Guarantee involving placement of cars at origin facilities will be governed by existing track, line and service capacity at existing service levels. Customer's combined Shuttle, Cycle, Voucher, Guarantee Freight, and General Distribution car orders along with car orders carried over from prior periods may not exceed the customer's track capacity and existing service level. Should this situation occur, the Union Pacific reserves the right to void the placement guarantee on orders that exceed existing track and service levels.

In the event customers combined orders exceed four units per half, Union Pacific reserves the right to remove the guarantee provisions from all orders in excess of four. These orders will be considered to have exceeded service levels.

Union Pacific will contact the loading elevator when track and service levels are exceeded. The loading elevator must select which orders will retain their placement guarantee. It is the responsibility of the elevator to communicate with the pool or voucher owner. Orders that exceed service levels and have lost their guarantee may have one of the following options: 1) transferred free of charge to another location or 2) rolled to the next period. Orders rolled to the next period may reestablish placement guarantees and penalty provisions as described in other sections of this item.

Union Pacific reserves the right to prioritize orders within and between car supply methods including programs not defined in this tariff. This prioritization may include filling orders that are subject to penalties prior to orders where penalty exposure has been incurred. Any prioritization shall not affect customer rights to liquefied damages as provided in this tariff.

Union Pacific's consideration of liability on both Guaranteed Freight Pool and Voucher claims will be based on the placement of cars that Union Pacific applied to a shipper's car order(s). The manner in which shipper billed shipments will not be a factor.

Pacific Agricultural Products Asset Management will be responsible for handling all disputes related to this program. In the event that a satisfactory resolution cannot be reached, we are willing to consider use of the National Grain and Feed Association's arbitration process where appropriate.

In the event cars are offered and refused by the customer or other circumstances where Union Pacific has met its equipment supply obligations, Union Pacific reserves the right to void the guarantee and penalty provisions. Guarantees removed for these reasons will not be reestablished.

Empties can be ordered for any registered shipping location as long as Union Pacific receives a line haul movement of whole grain. Cross-town switch movements do not qualify as a line haul. Shipments must originate on the Union Pacific, on other railroads reached by reciprocal switch, or on participating short line carriers (see Section 6 for complete list).

SECTION 6: GENERAL

Reloading of covered hoppers with whole grains (as listed in this section) will only be allowed at the discretion of the Railroad with pre-authorization from Union Pacific Car Management. Cars that are reloaded without specific permission will have to be off-loaded and released empty or a \$500 per car penalty will be assessed to the party loading cars.

The following short line carriers are eligible for participation in this system:

AKDN	ACADIANA RAILWAYRAILWAY
AOK	ARKANSAS-OKLAHOMA RAILROAD
AKMD	ARKANSAS MIDLAND RAILROAD
ATLT	AUSTIN, TODD & LADD
AUAR	AUSTIN AREA TERMINAL
AWRR	AUSTIN & WESTERN RAILROAD
BLMR	BLU MOUNTAIN RAILROAD
BLR	BLACKLANDS RAILROAD CALIFORNIA NORHTERN RAILWAY
CKRY	CENTRAL KANSAS RAILWAY
DGNO	DALLAS GARLAND & NORTHEASTERN RR
DSRR	DELTA SOUTHERN RAILROAD
EIRR	EASTERN IDAHO RAILROAD
IAIS	INTERSTATE RAILROAD (HANCOCK, IA ONLY)
INPR	IDAHO NORTHERN & PACIFIC RAILROAD
KO	KANSAS & OKLAHOMA RAILROAD
KRR	KIAMICHI RAILWAY COMPANY
KSW	KANSAS SOUTHWESTERN RAILWAY
KYLE	KYLE RAILROAD COMPANY
MNA	MISSOURI & NORTHERN ARKANSAS RAILROAD
MNNR	MINNESOTA COMMERCIAL RAILWAY COMPANY
MNRR	MODOC NORTHERN RAILWAY COMPANY
NCRC	NEBRASKA CENTRAL RAILROAD
NEKM	NORTHEASTERN KANSAS & MISSOURI RAILROAD
OLB	OMAHA LINCOLN & BEATRICE
SEKR	SOUTHEAST KANSAS RAILROAD
SKOL	SOUTH KANSAS & OKLAHOMA RAILROAD
SL	SALT LAKE CITY SOUTHERN RAILROAD
SLGG	SIDNEY & LOWE
SLRG	SAN LUIS & RIO GRANDE RAILROAD
SSC	SOUTHERN SWITCHING COMPANY
TNER	TEXAS NORTHEAST RAILROAD
WCRC	WASHINGTON CENTRAL RAILROAD COMPANY
WSOR	WISCONSIN & SOUTHERN RAILROAD
WTJR	WICHITA TILLMAN & JACKSON RAILROAD
WYCO	WYOMING & COLORADO RAILROAD

SECTION 7: FORCE MAJEURE

In the event shipper cannot accept the cars it has ordered or Union Pacific cannot deliver cars it has guaranteed due to or as a result of a force majeure condition, the obligation of the shipper and Union Pacific under this item will be extended at the affected origin(s) for an equivalent length of time as the condition applies to the affected origin(s) (See Exception). Force majeure conditions include, but are not limited to, acts of God, including, but not

limited to, flood, storm, earthquake, hurricane, tornado, or other severe weather or climatic conditions; act of public enemy, war, insurrection, vandalism or sabotage; fire, accident, wreck, derailment, washout or explosion; strike, lockout or labor dispute; shortage of diesel fuel, embargo or AAR service order; closure or origin or destination to reciprocal switching; governmental law, orders or regulation or any like causes beyond shipper's or Union Pacific's control. A change in market conditions or opportunity shall not be considered as a force majeure condition justifying suspension or cancellation of either party's obligations.

Exception: In the event that a force majeure is expected to continue for an extended period of time, e.g.; elevator fire or explosion, either railroad or the shipper may cancel General Distribution Car Orders without penalty or charge. With regard to Voucher and Guaranteed Pool orders that are affected by these same extended conditions, these orders may be transferred to another origin without charge or penalty.

APPLICATION AND GENERAL DISTRIBUTION CAR ORDER CANCELLATION CHARGES

GENERAL DISTRIBUTION CAR ORDER CANCELLATION APPLICATION RULES		
1.	GENERAL DISTRIBUTION CAR ORDER CANCELLATION charges are in U.S. dollars Per Car and apply under these conditions:	
	Col 1 Amount	Route Code/Group
STCC Group: GCAS STCC GROUP		
From: GCAS REGION 1 ORIGIN GROUP To: ALL LOCATIONS GROUP	1 100.00	ALL
From: GCAS REGION 2 ORIGIN GROUP To: ALL LOCATIONS GROUP	1 100.00	ALL
From: GCAS REGION 3 ORIGIN GROUP To: ALL LOCATIONS GROUP	1 100.00	ALL

APPLICATION AND GCAS - CAR ORDER ORIGIN TRANSFER CHARGES

GCAS - CAR ORDER ORIGIN TRANSFER APPLICATION RULES		
1.	GCAS - CAR ORDER ORIGIN TRANSFER charges are in U.S. dollars Per Car and apply under these conditions:	
	Col 1 Amount	Route Code/Group
STCC Group: GCAS STCC GROUP		
From: GCAS REGION 1 ORIGIN GROUP To: ALL LOCATIONS GROUP	1 35.00	ALL
From: GCAS REGION 2 ORIGIN GROUP To: ALL LOCATIONS GROUP	1 35.00	ALL
From: GCAS REGION 3 ORIGIN GROUP To: ALL LOCATIONS GROUP	1 35.00	ALL

APPLICATION AND GCAS - GUARANTEED FRT COMMITMENT SHORTFALL PENALTY CHARGES

GCAS - GUARANTEED FRT COMMITMENT SHORTFALL PENALTY APPLICATION RULES		
1.	GCAS - GUARANTEED FRT COMMITMENT SHORTFALL PENALTY charges are in U.S. dollars Per Car and apply under these conditions:	
	Col 1 Amount	Route Code/Group
STCC Group: GCAS STCC GROUP		
From: GCAS REGION 1 ORIGIN GROUP		
To: ALL LOCATIONS GROUP	250.00	ALL
From: GCAS REGION 2 ORIGIN GROUP		
To: ALL LOCATIONS GROUP	250.00	ALL
From: GCAS REGION 3 ORIGIN GROUP		
To: ALL LOCATIONS GROUP	250.00	ALL

APPLICATION AND VOUCHER REGION CHANGE CHARGES

VOUCHER REGION CHANGE APPLICATION RULES		
1.	VOUCHER REGION CHANGE charges are in U.S. dollars Per Car and apply under these conditions:	
	Col 1 Amount	Route Code/Group
STCC Group: GCAS STCC GROUP		
From: GCAS REGION 1 ORIGIN GROUP		
To: ALL LOCATIONS GROUP	250.00	ALL
From: GCAS REGION 2 ORIGIN GROUP		
To: ALL LOCATIONS GROUP	250.00	ALL
From: GCAS REGION 3 ORIGIN GROUP		
To: ALL LOCATIONS GROUP	250.00	ALL

ROUTE CODE	ROUTE GROUP	ROUTE/(JCT CODE)
UP UP 0	ALL	UP
JCT CONN 1	ALL	UP -Any Junction-CONN
JCT CONN 2	ALL	CONN-Any Junction-UP
*CONN: Any foreign carrier with which Railroad interchanges at designated junction.		
*Any Junction: Any junction at which Railroad interchanges with connections.		

APPENDIX A ORIGIN AND DESTINATION GROUPS

**GROUP NAME
LOCATIONS**

ALL LOCATIONS GROUP

ALBERTA
 AGUASCALIENTES *
 ALASKA *
 ALABAMA *
 ARKANSAS *
 ARIZONA *
 BRITISH COLUMBIA *
 BAJA CALIFORNIA *
 CALIFORNIA *
 CHIAPAS *
 CHIHUAHUA *
 COLIMA *
 COLORADO *
 CONNECTICUT *
 COAHUILA *
 DISTRICT OF COLUMBIA *
 DELAWARE *
 DISTRITO FEDERAL *
 DURANGO *
 ESTADO DE MEXICO *
 FLORIDA *
 GEORGIA *
 GUANAJUATO *
 GUERRERO *
 HIDALGO *
 HAWAII *
 IOWA *
 IDAHO *
 ILLINOIS *
 INDIANA *
 JALISCO *
 KANSAS *
 KENTUCKY *
 LOUISIANA *
 MASSACHUSETTS *
 MANITOBA *
 MARYLAND *
 MAINE *
 MICHOACAN *
 MICHIGAN *
 MINNESOTA *
 MISSOURI *
 MORELOS *
 MISSISSIPPI *
 MONTANA *
 NAYARIT *
 NEW BRUNSWICK *
 NORTH CAROLINA *
 NORTH DAKOTA *
 NEBRASKA *
 NEWFOUNDLAND *
 NEW HAMPSHIRE *
 NEW JERSEY *
 NUEVO LEON *
 NEW MEXICO *
 NOVA SCOTIA *
 NORTHWEST TERRITORIES *
 NEVADA *
 NEW YORK *
 OAXACA *
 OHIO *
 OKLAHOMA *
 ONTARIO *
 OREGON *
 PENNSYLVANIA *
 PRINCE EDWARD ISLAND *
 QUEBEC *
 PUERTO RICO *
 PUEBLA *

QUERETARO *
 QUINTANA ROO *
 RHODE ISLAND *
 SOUTH CAROLINA *
 SOUTH DAKOTA *
 SINALOA *
 SASKATCHEWAN *
 SAN LUIS POTOSI *
 SONORA *
 TLAXCALA *
 TAMAULIPAS *
 TENNESSEE *
 TEXAS *
 UTAH *
 VIRGINIA *
 VERACRUZ *
 VERMONT *
 WASHINGTON *
 WISCONSIN *
 WEST VIRGINIA *
 WYOMING *
 ZACATECAS *

GCAS REGION 1 ORIGIN GROUP

ARKANSAS
 ILLINOIS
 LOUISIANA
 MN, DULUTH
 MISSOURI
 NEW MEXICO
 OKLAHOMA
 TEXAS
 WISCONSIN
Except MO, KANSAS CITY
Except MO, ST JOSEPH

GCAS REGION 2 ORIGIN GROUP

COLORADO
 IOWA
 KANSAS
 MINNESOTA
 MO, KANSAS CITY
 MO, ST JOSEPH
 NEBRASKA
 WYOMING
Except MN, DULUTH

GCAS REGION 3 ORIGIN GROUP

ARIZONA
 COLORADO
 IDAHO
 MONTANA
 NEVADA
 OREGON
 UTAH
 WASHINGTON

* Applies only on traffic billed to or from the noted locations and does not apply to other stations within the switching limits of those locations.