



FREIGHT TARIFF RIC 6004

(For cancellations, see Item 1.00, this tariff)

NAMING

GENERAL CAR DEMURRAGE RULES AND CHARGES

As provided in Section 1 herein

STORAGE RULES AND CHARGES

As provided in Section 2 herein

SPECIAL CAR DEMURRAGE RULES AND CHARGES

As provided in Section 3 herein

CAR DEMURRAGE RULES AND CHARGES

ON

COAL AND COAL PRODUCTS

As provided in Section 4 herein

APPLYING AT ALL POINTS ON CARRIERS

SHOWN AS PARTICIPANTS HEREIN

(Except as otherwise provided)

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular items.

ISSUED: January 21, 2009

EFFECTIVE: March 1, 2009

ISSUED BY

RAILINC, AGENT
7001 WESTON PARKWAY, SUITE 200
CARY, NC 27513

<p>PLAN OF TARIFF</p> <p>SECTION 1- Exceptions to General Car Demurrage Rules and Charges</p> <p>SECTION 1 - General Car Demurrage Rules and Charges</p> <p>SECTION 2 - Exceptions to Storage Rules and Charges</p> <p>SECTION 2 - Storage Rules and Charges</p> <p>SECTION 3 - Exceptions to Special Car Demurrage Rules and Charges</p> <p>SECTION 3 - Special Car Demurrage Rules and Charges</p> <p>SECTION 4 - Car Demurrage Rules and Charges on cars used in handling coal or coal products.</p> <p>Note - The application of this tariff will be governed by the precise terms and conditions stated elsewhere herein, and not by this item.</p>	<p>ITEM 2.10</p> <p style="text-align: center;">LIST OF PARTICIPATING CARRIERS ALPHABETIZED BY STANDARD CARRIER ABBREVIATION (See Note, this item)</p> <p>AA - Ann Arbor Railroad1605, 1606</p> <p>ACJR - Ashtabula Carson Jefferson Railroad Company, Inc.</p> <p>AKDN - Acadiana Railway Company37</p> <p>AM - Arkansas and Missouri Railroad Company35</p> <p>APNC - Appanoose County Community Railroad</p> <p>AR - Aberdeen & Rockfish Railroad Company</p> <p>ASRY - Ashland Railway, Inc.</p> <p>ATLT - AT&L Railroad Company, Inc.</p> <p>AUAR - Austin Area Terminal Railroad</p> <p>AZER - Arizona Eastern Railway Company</p> <p>BCLR - Bay Colony Railroad Corporation</p> <p>BJRY - Burlington Junction Railway</p> <p>BLR - Blacklands Railroad, The</p> <p>BRC - Belt Railway Company of Chicago, The</p> <p>BVRY - Brandywine Valley Railroad Company</p> <p>CALA - Carolina Southern Railroad, A Division of the Baltimore & Annapolis Railroad Company</p> <p>CBRW - Columbia Basin Railroad Company, Inc.</p> <p>CBRY - Copper Basin Railway, Inc.4005</p> <p>CCT - Central California Traction Company</p> <p>CHAT - Chattahoochee & Gulf Railroad Co. Inc.....130</p> <p>CIC - Cedar Rapids and Iowa City Railway Company75</p> <p>CIRR - Chattahoochee Industrial Railroad115</p> <p>CLC - Columbia & Cowlitz Railway Company34, 138</p> <p>CLP - Clarendon and Pittsford Railroad Company, The[2]</p> <p>COEH - Conecuh Valley Railroad.....130</p> <p>COER - American Rail Heritage Ltd., d/b/a Crab Orchard and Egyptian Railroad150</p> <p>CSS - Chicago SouthShore & South Bend Railroad.....[39], 33, 2325</p> <p>CWRO - Cleveland Works Railway Company</p> <p>DC - Delray Connecting Railroad Company[2], 164, 165</p> <p>DQE - DeQueen and Eastern Railroad Company34, 166</p> <p>DVS - Delta Valley & Southern Railway Company</p> <p>ECBR - East Cooper & Berkeley Railroad Company2325</p> <p>EEC - East Erie Commercial Railroad174, 1650</p> <p>EJE - Elgin, Joliet and Eastern Railway Company ...176, 181, 182, 2325</p> <p>ELS - Escanaba and Lake Superior Railroad Company</p> <p>FWWR - Fort Worth & Western Railroad</p> <p>GMR - Georgia Midland Railroad, Inc.</p> <p>GMRC - Green Mountain Railroad Corporation33</p> <p>GTRA - Golden Triangle Railroad34, 200, 2325</p> <p>GU - Grafton and Upton Railroad Company201</p> <p>GWRC - Georgia Woodlands Railroad Company30</p> <p style="text-align: center;">(Continued on next page)</p>																										
<p>ITEM 1.00</p> <p style="text-align: center;">CANCELLATION NOTICE</p> <p>Freight Tariff RIC 6004 cancels Freight Tariff ASLG 6004-A, as supplemented, in its entirety effective with the effective date of Freight Tariff RIC 6004.</p> <p>Provisions formerly shown in Freight Tariff ASLG 6004-A, as supplemented, and not brought forward in Freight Tariff RIC 6004 are hereby canceled.</p>																											
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<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - LIMITED</p>
<p>ITEM 5</p> <p align="center">GENERAL APPLICATION</p> <p>The rules and charges published in this tariff are the separately established rules and charges of each of the participating carriers and apply at all points of the participating carries, except as otherwise provided. The disposition of a car at its point of detention determines the purpose for which the car is held and the rules applicable thereto, except where there are specific provisions to the contrary.</p>	<p>ITEM 30</p> <p align="center">PAYMENT TERMS (Applies only for carriers named in this item)</p> <p>All charges contained herein will be billed by the railroad and paid by the responsible party in U. S. funds, in full, within seven (7) days after receipt of invoice.</p> <p>A finance charge of one percent (1%) per month will apply on all invoice balances which remain unpaid beyond the payment terms prescribed in this item.</p> <p>GWRC - Georgia Woodlands Railroad</p>
<p>ITEM 10</p> <p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p> <p>For explanation of abbreviations and reference marks not explained in individual items of this tariff, as amended, see Items 999950 (Explanation of Abbreviations) and 999960 (Explanation of Reference Marks).</p>	
<p>ITEM 15</p> <p align="center">SUPPLEMENTS AND REISSUES</p> <p>Where reference is made in this tariff, or supplements, to other publications for rates or other information, it includes "Supplements thereto and successive issues thereof."</p> <p>Where reference is made in this tariff to items it includes "reissues" of such items.</p>	
<p>ITEM 20</p> <p align="center">METHOD OF CANCELING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel corresponding numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.</p> <p>Example: Item 25-A cancels item 25 and item 50-B cancels item 50-A in a prior supplement which in turn canceled item 50.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 CAR DEMURRAGE RULES AND CHARGES	SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 31</p> <p style="text-align: center;">APPLICATION</p> <p>Except where provided to the contrary, Demurrage Rules and Charges in Section 1 apply to all railroad and privately-owned cars held for or by consignors and consignees for any purpose.</p>	<p>ITEM 33</p> <p style="text-align: center;">APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM (Exception to Items 800 and 1410)</p> <p>Cars subject to Average Agreement Plan, Item 800, when as the result of the act of neglect of any railroad, cars originating at the same point, moving via the same route and consigned to one consignee at one point are bunched and tendered for delivery by this railroad in accumulated numbers in excess of daily shipments, consignee shall be allowed such free time as he would have been entitled to had the cars not been bunched, to the extent that demurrage charge assessed on such cars for detention beyond the cancelable debit day period may be adjusted, but when any car is released before the expiration of free time, the free time on the next car will be computed from the first 7:00 AM following such release; provided, however, no allowance will be made unless claim is presented in writing to this railroad's agent within thirty (30) days, exclusive of Saturdays, Sundays and holidays after the date on which bill for demurrage is rendered, supported by a statement certifying car initial and number and the date and point of shipment of each car involved in the bunching claim, as well as evidence of payment of bill as rendered. The date of shipment shall be the date forwarding or reforwarding directions are furnished the railroad for movement of the car to the point of unloading, and the point of shipment is where the forwarding or reforwarding directions are effected for movement of the car to the point of unloading.</p> <p>Chicago SouthShore and South Bend Railroad[39] Green Mountain Railroad Company Terminal Railroad Association of St. Louis Vermont Railway, Inc.</p>
	<p>ITEM 34</p> <p style="text-align: center;">APPLIES ONLY FOR ACCOUNT OF CARRIERS NAMED IN THIS ITEM (Exception to Items 815 and 900)</p> <p>After the expiration of free time allowed, a charge of \$20.00 per car per day, or fraction of a day, will be made until the car is released.</p> <p>Columbia & Cowlitz Railway Company DeQueen and Eastern Railroad Company Golden Triangle Railroad Mississippi & Skuna Valley Railroad Company</p> <p>(The above exception applies to charges only. All other provisions of Items 815 and 900 continue to apply.)</p>
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SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 35</p> <p>ARKANSAS AND MISSOURI RAILROAD COMPANY (Exceptions to Demurrage Rules and Charges in Sections 1 through 5)</p> <p>Twenty-four (24) hours free time will be allowed for unloading or loading cars. Free time will be computed from the actual or constructive placement of a car, subject to the following qualifications. The railroad will give consignee or consignor one (1) hour from the time of notification, by electronic mail (e-mail) (stating cars are available and on hand to be spotted), to choose either constructive placement or actual placement, by returning message via e-mail to confirm receipt and spotting instructions. Such notification shall not be given earlier than 0700 hours nor later than 1700 hours. If no response is received by return e-mail within one (1) hour, constructive placement will be assumed. Detention charge will start after free time has expired. Notification of release must be given by instructions through the RailConnect® system to railroad. Detention will be charged at the rate of \$60.00 per car per 24 hour period or fraction of a 24 hour period after the free time has expired for mechanical refrigerated boxcars. Detention will be charged at the rate of \$50.00 per car per 24 hour period or fraction of a 24 hour period after the free time has expired for all cars other than mechanical refrigerated boxcars, except cars containing Hazardous Materials (STCC 49 series, except Ammonium Nitrate STCC 49 183 XX and 49 186 XX) charge will be \$150.00 per car per 24 hour period or fraction of a 24 hour period after the free time has expired. Saturdays, Sundays, and holidays will be charged detention if free time has expired. Holidays will be New Year's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day.</p>	<p>ITEM 37</p> <p>ACADIANA RAILWAY COMPANY (Exception to Items 610, 815 and 900)</p> <p>Forty-eight (48) hours free time will be allowed for loading, and forty-eight (48) hours free time will be allowed for unloading.</p> <p>Free time will be computed from the first 7:00 AM after placement. For the purpose of computing free time holidays will be excluded. After expiration of free time allowed, a charge of \$80.00 per car per day, or fraction of a day, will be made until the car is released to the railroad.</p>
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SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 75</p> <p>CEDAR RAPIDS AND IOWA CITY RAILWAY COMPANY (Exception to Item 765, Paragraphs 2 and 5)</p> <p>Privately-owned cars, loaded or empty, which are first held on tracks of this railroad under constructive placement will be subject to demurrage rules and charges of this tariff after expiration of free time until such time car is actually placed.</p>	<p>ITEM 138</p> <p>COLUMBIA & COWLITZ RAILWAY COMPANY</p> <p>Demurrage rules and charges published herein will not apply on cars of CLC Railway Company ("CLC") placed for loading/unloading at stations on the Columbia & Cowlitz Railway Company.</p>
<p>ITEM 115</p> <p>CHATTAHOOCHEE INDUSTRIAL RAILROAD</p> <p>Demurrage rules and charges published herein will NOT apply on cars in CIRR series 4000 and 5200. These cars are not used in interchange service.</p>	<p>ITEM 142</p> <p>APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM (Exception to Items 805, 815, and 900)</p> <p>Demurrage charges of \$5.00 for each of the first four chargeable days, \$10.00 for each of the next two days and \$15.00 for each subsequent day will apply on private cars carrying reporting marks BS, BSC, and BSCO held for disposition on railroad tracks.</p> <p>Patapsco & Back Rivers Railroad Company</p>
<p>ITEM 130</p> <p>APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM (Exception to Item 900)</p> <ol style="list-style-type: none"> 1. On cars not subject to Average Agreement Plan, Item 800 and for detention not subject to Item 1405 (Strike Interference), after expiration of free time allowed or without free time allowance, when none is provided, charge of \$40.00 per car per day, or fraction of a day, will be made until car is released. 2. The applicable charge will accrue on all Saturdays, Sundays and holidays subsequent to the first chargeable day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable day begins to run, except as otherwise provided in Items 1225 or 1400 through 1440. <p>Chattahoochee & Gulf Railroad Co. Inc. Conecuh Valley Railroad Laurinburg and Southern Railroad Company Nash County Railroad Three Notch Railroad Co. Inc. Wiregrass Central Railroad Company, Inc. Yadkin Valley Railroad Company</p>	<p>ITEM 150</p> <p>CRAB ORCHARD AND EGYPTIAN RAILROAD (Exception to Item 610)</p> <p>Forty-eight (48) hours free time will be allowed for loading and unloading as defined in Items 1000 through 1140.</p>
	<p>ITEM 164</p> <p>DELRAY CONNECTING RAILROAD COMPANY (Exception to Item 800)</p> <p>Item 800 Average Agreement Plan will NOT apply on cars, other than those owned or leased by the industry, loaded and unloaded in interplant switching service. (See Note)</p> <p>Note - Interplant switching is defined as a switch movement between plants or units of an industry located within the confines of the limits of this railroad at Detroit and River Rouge (Zug Island), MI.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<p>ITEM 165</p> <p align="center">DELRAY CONNECTING RAILROAD COMPANY (Exception to Item 610)</p> <p>Saturdays, Sundays, and holidays will be included in computing time and charges on cars in interplant switching (see Note), other than those owned or leased by the industry.</p> <p>Note - Interplant switching is defined as a switch movement between plants or units of an industry located within the confines of the switching limits of this railroad at Detroit and River Rouge (Zug Island), MI.</p>	<p>ITEM 174</p> <p align="center">EAST ERIE COMMERCIAL RAILROAD (Exceptions to Items 815 and 900)</p> <p>The demurrage charge of \$60.00 per car, per day will not apply on all cars held for unloading or loading for all firms or industries serviced by this railroad. Charge of \$30.00 per car, per day or fraction thereof will apply in lieu thereof.</p>
<p>ITEM 166</p> <p align="center">DEQUEEN AND EASTERN RAILROAD COMPANY</p> <p>Demurrage rules and charges published herein will NOT apply on cars owned or leased by the DQE and/or TOE Railroad Companies placed for loading or unloading.</p>	<p>ITEM 176</p> <p align="center">ELGIN, JOLIET AND EASTERN RAILWAY COMPANY (Exception to Item 610)</p> <p>When intraplant switching service is required at industrial locations on Saturdays, Sundays or holidays, such days will be included in computing time and charges on cars in intraplant switching service, other than those owned or leased by the industry.</p>
	<p>ITEM 181</p> <p align="center">ELGIN, JOLIET AND EASTERN RAILWAY COMPANY (Exception to Item 900)</p> <p>1. On cars not subject to Average Agreement Plan, Item 800 and for detention not subject to Item 1405 (Strike Interference), after expiration of free time allowed or without free time allowance, when none is provided, the following charges per car per day, or fraction of a day, will be made until car is released:</p> <p align="center">\$20.00 for each of the first four chargeable days, \$30.00 for each of the next two days, \$60.00 for each subsequent day.</p> <p>2. The applicable charge will accrue on all Saturdays, Sundays and holidays subsequent to the first chargeable day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable day begins to run, except as otherwise provided in Items 1225 or 1400 through 1440.</p>
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<p>ITEM 182</p> <p align="center">ELGIN, JOLIET AND EASTERN RAILWAY COMPANY (Exception to Item 1225)</p> <p>When empty cars are placed on orders or appropriated but not used in transportation service, demurrage will be charged for all detention, including Saturdays, Sundays and holidays, from actual or constructive placement or appropriation until date and time advice is given to authorized personnel of this railroad, either by telephone or in writing, that such cars will not be used and are available to this railroad (See Notes 1 and 2).</p> <p>In the application of this item a demurrage day consists of a twenty-four (24) hour period or fraction thereof computed from the hour of actual or constructive placement of the car or appropriation, except that on cars placed in advance of the date for which ordered for loading, time will be computed from 7:00 AM of the day for which so ordered.</p> <p>When a car so ordered and placed on a public track is not used, and no advice from the party who ordered the car has been received within forty-eight (48) hours, exclusive of Saturdays, Sundays and holidays, from the first 7:00 AM after demurrage charges begin, the car may be removed and treated as released at the time of removal.</p> <p>In the event a car is rejected account not suitable for loading, this item will not apply if the party ordering the car advises this railroad of rejection and condition that caused car to be rejected within twenty-four (24) hours (seventy-two (72) hours in the case of a covered or enclosed car), exclusive of Saturdays, Sundays and holidays, after actual placement or after constructive placement on shipper-owned or leased tracks. (See Notes 1 and 2).</p> <p>If rejection has not been made within the time specified in the previous paragraph, demurrage will be charged for all detention, computed as set forth in this item.</p> <p>Note 1 - When advice cannot be furnished because of authorized personnel of this railroad not being on duty to accept the advice, the party ordering the car will have until 9:00 AM of the next day on which this railroad has such personnel on duty to furnish the advice and the car will be released at the time during the railroad's off-duty hours such party was ready, willing and able to furnish the advice.</p> <p>Note 2 - Industries performing switching service for themselves or other parties must, in addition to advising this railroad that cars will not be used in transportation service for loading, return such cars to the industrial interchange track.</p>	<p>ITEM 200</p> <p align="center">GOLDEN TRIANGLE RAILROAD</p> <p>Demurrage rules and charges published herein will NOT apply to cars of Norfolk Southern Railway Company and BN Railroad Company, ownership leased to shippers for storage of commodities.</p> <hr/> <p>ITEM 201</p> <p align="center">GRAFTON AND UPTON RAILROAD COMPANY (GU) (Exception to Charges in Items 610, 815 and 900)</p> <p>Forty-eight hours free time will be allowed for loading and unloading.</p> <p>After the expiration of free time allowed, a charge of \$90.00 per car per day, or fraction of a day, will be made until the car is released.</p> <p>The applicable charge will accrue on all Saturdays, Sundays or holidays subsequent to the first chargeable or debit day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable day begins to run, or debit day begins to accrue. (On cars subject to Average Agreement, charges which accrue after the fourth debit day may not be offset by credits.)</p> <p>(The above exception applies to free time and charges only. All other provisions of Items 610, 815 and 900 continue to apply.)</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 204</p> <p>GREAT WESTERN RAILWAY COMPANY (Exception to Items 610, 815 and 900)</p> <p>Forty-eight (48) hours free time will be allowed for loading and unloading. Free time to be computed from the first 7:00 AM after placement, or after proper notification has been sent or given where required. For the purpose of computing free time, Saturdays, Sundays and holidays will be excluded.</p> <p>After expiration of free time allowed, demurrage charge of \$50.00 per car per day, or fraction of a day, will be made until the car is released.</p> <p>The applicable charge will accrue on all Saturdays, Sundays and holidays subsequent to the first chargeable/debit day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable/debit day begins to run.</p>	<p>ITEM 222</p> <p>LAKE SUPERIOR & ISHPEMING RAILROAD COMPANY</p> <p>Demurrage rules and charges published herein will NOT apply:</p> <p>During months of November, December, January, February, and March of each year on hopper bottom or cars of this company loaded with frozen or when originating at points on the Lake Superior & Ishpeming Railroad Company and destined to points on the Lake Superior & Ishpeming Railroad as published in Lake Superior & Ishpeming Railroad Company's Freight Tariff LSI 4000-Series.</p> <p>On cars of the Lake Superior & Ishpeming Railroad Company placed for loading of sawdust.</p>
<p>ITEM 210</p> <p>HEART OF GEORGIA RAILROAD, INC. (Exception to Items 610 , 815 and 900)</p> <p>Free time will be computed from the first 0001 hours after placement or after proper notification has been sent or given where required. For the purpose of computing free time, Sundays and holidays will be excluded.</p> <p>After the expiration of free time allowed, the following charges per car per day, or fraction of a day, will be made until the car is released:</p> <p>\$30.00 for each of the first two chargeable days, \$40.00 for each of the next two days, \$60.00 for each subsequent day.</p> <p>The applicable charge will accrue on all Sundays and holidays subsequent to the first chargeable/debit day, including a Sunday or holiday immediately following the day on which the first chargeable/debit day begins to run.</p>	<p>ITEM 224</p> <p>APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM (EXCEPTION TO ITEM 610)</p> <p>When local and/or intraplant switching service is required at industrial locations on Saturdays, Sundays or holidays, such days will be included in computing time and charges no cars in local and/or intraplant switching service, other than those cars owned or leased by industry.</p> <p>The Lake Terminal Railroad Company</p>
<p>ITEM 215</p> <p>KNOXVILLE & HOLSTON RIVER RAILROAD CO. INC. (Exception to Items 610 and 900)</p> <p>1. On cars not subject to Average Agreement Plan, Item 800 and for detention not subject to Item 1405 (Strike Interference), after expiration of free time allowed (Twenty four (24) hours free time will be allowed for loading and unloading. Free time to begin after placement, constructive or actual.) or without free time allowance, when none is provided, charge of \$30.00 per car per day, or fraction of a day, will be made until car is released.</p> <p>2. The applicable charge will accrue on all Saturdays, Sundays and holidays subsequent to the first chargeable day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable day begins to run, except as otherwise provided in Items 1225 or 1400 through 1440.</p>	<p>ITEM 225</p> <p>LAKE TERMINAL RAILROAD COMPANY (Exception to Items 610 and 800)</p> <p>Ninety-six (96) hours free time will be allowed at Lorain, OH, for unloading ferro-manganese in specially equipped open-top hopper cars. Such cars will not be subject to Item 800, Average Agreement Plan.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center">SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES</p>	<p align="center">SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 226</p> <p align="center">LANCASTER AND CHESTER RAILWAY COMPANY (Exception to Item 1410)</p> <p>The Lancaster and Chester Railway Company will only grant relief from bunching when causes are directly attributable to itself and respective of (b) and (c) below, allowance to be formulated in the following manner:</p> <p>Consignee shall be allowed free time as he would have been entitled to had the cars not been bunched, but when any cars are released prior to the expiration of free time, the free time on same number of next cars, or lesser number of cars remaining will be computed from the first 7:00 AM following such release.</p> <p>However this railroad will NOT grant relief from bunching tantamount the following causes:</p> <p>(a) When this railroad receives car from connecting carrier in bunched condition, same resulting from the act, neglect or failure of other carriers and same cars are tendered by this railroad for placement in sequence of their receipt from connecting carrier.</p> <p>(b) When bunched cars are ordered by receiver placed at random or out-of-sequence respective to the shipping dates of same cars.</p> <p>(c) Or when the number of cars construed to be bunched and tendered for placement are not in excess of consignee's normal ability to receive and unload same.</p>	<p>ITEM 229</p> <p align="center">LITTLE ROCK PORT RAILROAD (Exceptions to Item 610)</p> <p>Seventy-two (72) hours free time will be allowed for each car for unloading as defined in Items 1100 through 1400.</p> <p>Seventy-two (72) hours free time will be allowed for each car for loading as defined in Items 1000 through 1035.</p>
<p>ITEM 226.1</p> <p align="center">LANCASTER AND CHESTER RAILWAY COMPANY (Exception to Charges in Items 815 and 900)</p> <p>After the expiration of free time allowed, the following charges per car per day, or fraction of a day, will be made until the car is released:</p> <p>\$30.00 for each of the first two chargeable days, \$60.00 for each subsequent day.</p> <p>The applicable charge will accrue on all Saturdays, Sundays or holidays subsequent to the first chargeable or debit day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable day begins to run, or debit day begins to accrue. (On cars subject to Average Agreement, charges which accrue after the fourth debit day may not be offset by credits.)</p> <p>(The above exception applies to charges only. All other provisions of Items 815 and 900 continue to apply.)</p>	<p>ITEM 229.5</p> <p align="center">LITTLE ROCK PORT RAILROAD (Exception to Item 1410)</p> <p>The Little Rock Port Railroad will only grant relief from bunching when causes are directly attributable to itself.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 252</p> <p>MIDDLETOWN AND NEW JERSEY RAILWAY COMPANY, INC. (Exception to Item 1410)</p> <p>The Middletown and New Jersey Railway Company, Inc. will only grant relief from bunching when causes are directly attributable to itself and respective of (b) and (c) below, allowance to be formulated in the following manner:</p> <p>Consignee shall be allowed free time as he would have been entitled to had the cars not been bunched, but when any cars are released prior to the expiration of free time, the free time on same number of next cars, or lesser number of cars remaining will be computed from the first 7:00 AM following such release.</p> <p>However this railroad will NOT grant relief from bunching tantamount the following causes:</p> <p>(a) When this railroad receive cars from connecting carrier in bunched condition, same resulting from the act, neglect or failure of other carriers and same cars are tendered by this railroads for placement in sequence of their receipt from connecting carrier.</p> <p>(b) When bunched cars are ordered by receiver placed at random or out-of-sequence respective to the shipping dates of same cars.</p> <p>(c) Or when the number of cars construed to be bunched and tendered for placement are not in excess of consignee's normal ability to receive and unload same.</p>	<p>ITEM 255</p> <p>MISSISSIPPIAN RAILWAY COOPERATIVE, INC. (Exception to Item 1410)</p> <p>The Mississippian Railway Cooperative, Inc., will only grant relief from bunching when causes are directly attributable to itself and respective of (b) and (c) below, allowance to be formulated in the following manner:</p> <p>Consignee shall be allowed such free time as he would have been entitled to had the cars not been bunched, but when any cars are released prior to the expiration of free time, the free time on same number of next cars, or lesser number of cars remaining, will be computed from the first 7:00 AM following such release.</p> <p>However, this railroad will NOT grant relief from bunching tantamount the following causes:</p> <p>(a) When this railroad receive cars from connecting carrier in bunched condition, same resulting from the act, neglect or failure of other carriers and same cars are tendered by this railroads for placement in sequence of their receipt from connecting carrier.</p> <p>(b) When bunched cars are ordered by receiver placed at random or out-of-sequence respective to the shipping dates of same cars.</p> <p>(c) Or when the number of cars construed to be bunched and tendered for placement are not in excess of consignee's normal ability to receive and unload same.</p>
<p>ITEM 254</p> <p>MISSISSIPPIAN RAILWAY COOPERATIVE, INC. (Exception to Charges in Items 610, 815 and 900)</p> <p>Forty-eight hours free time will be allowed for loading and unloading.</p> <p>After the expiration of free time allowed, a charge of \$50.00 per car per day, or fraction of a day, will be made until the car is released.</p> <p>(The above exception applies to free time and charges only. All other provisions of Items 610, 815 and 900 continue</p>	<p>ITEM 258</p> <p>MISSISSIPPI AND SKUNA VALLEY RAILROAD COMPANY</p> <p>1. Demurrage rules and charges published herein will not apply on cars of the MSV Railroad Company placed for loading or unloading of lumber or woodchips at Bruce, MS.</p> <p>2. Demurrage rules and charges published herein will not apply on cars of the Canadian National Railway placed for loading or unloading of lumber or woodchips at Bruce, MS.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center">SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES</p>	<p align="center">SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES</p>																				
<p>ITEM 278</p> <p align="center">MONTANA RAIL LINK, INC. (Exception to Items 610, 805, 815, and 900)</p> <p>Free time provided on cars held for loading or unloading grain or related commodities described below will be as provided in Item 610 except free time will be computed excluding Sundays and holidays only:</p> <table border="0"> <thead> <tr> <th>COMMODITY</th> <th>STCC No.</th> </tr> </thead> <tbody> <tr><td>Barley</td><td>01 131</td></tr> <tr><td>Oats</td><td>01 133</td></tr> <tr><td>Rye</td><td>01 135</td></tr> <tr><td>Sorghum</td><td>01 136</td></tr> <tr><td>Wheat</td><td>01 137</td></tr> <tr><td>Grain, NEC</td><td>01 139</td></tr> <tr><td>Soybeans</td><td>01 144</td></tr> <tr><td>Sun Flower Seeds</td><td>01 149 40</td></tr> <tr><td>Corn</td><td>01 321</td></tr> </tbody> </table> <p>In computing debits or charges in Items 805, 815 or 900, all Sundays and holidays immediately following the first chargeable day or immediately following the day on which the first debit accrues will be chargeable days.</p>	COMMODITY	STCC No.	Barley	01 131	Oats	01 133	Rye	01 135	Sorghum	01 136	Wheat	01 137	Grain, NEC	01 139	Soybeans	01 144	Sun Flower Seeds	01 149 40	Corn	01 321	<p>ITEM 280</p> <p align="center">MONTANA RAIL LINK, INC. GENERAL CAR DEMURRAGE RULES AND CHARGES - PRIVATE EMPTY TANK CAR STORAGE</p> <p align="center">EMPTY PRIVATE TANK CAR STORAGE</p> <p>The rules and charges in this item apply to all empty private tank cars held on Railroad owned tracks.</p> <p align="center">NOTIFICATION OF ARRIVAL OF EMPTY PRIVATE TANK CARS</p> <p>Notification will be given to the loader/unloader/in-care-of/or similar party as the Agent for the Consignor or Consignee, car owner or lessee ("the Agent") when the empty tank car(s) arrive at the consignees (loaders) serving yard.</p> <p align="center">EMPTY PRIVATE TANK CARS HELD BY RAILROAD FOR PLACEMENT ON PRIVATE TRACK (CONSIGNEE/LOADER'S TRACK)</p> <p>A. Empty private tank cars consigned or ordered for delivery to private tracks that first must be held on Railroad owned tracks are subject to storage provisions and charges.</p> <p>B. Storage charges begin with the second 7 AM after Notification of empty tank car(s) arrival at consignee's/loader's serving yard. Storage charges end when Railroad places empty tank car(s) on private track.</p> <p>C. Storage charges will be \$60.00 per day or fraction thereof. Charges will accrue on all Saturdays, Sundays and Holidays following the first chargeable day.</p> <p align="center">SWITCHING OF EMPTY TANK CARS TO AND FROM STORAGE TRACKS</p> <p>In addition to storage charges as described above, when empty tank cars are moved to railroad-owned tracks for storage, a switch charge of \$250.00 per car will apply both to and from storage tracks.</p> <p align="center">RESPONSIBILITY FOR STORAGE CHARGES AND SWITCHING CHARGES ACCRUED</p> <p>The Agent of empty tank cars assumes full responsibility for any storage charges accrued. The Agent of empty tank cars assumes full responsibility for coordinating loading activities that impact car utilization and related storage charges.</p> <p align="center">RELEASE OF EMPTY TANK CARS HELD IN STORAGE</p> <p>Empty tank cars held in storage will be moved to private track or lease track (for loading) when Railroad receives forwarding instructions and payment from party responsible for storage charges. Prior payment required for non-credit Agents only.</p>
COMMODITY	STCC No.																				
Barley	01 131																				
Oats	01 133																				
Rye	01 135																				
Sorghum	01 136																				
Wheat	01 137																				
Grain, NEC	01 139																				
Soybeans	01 144																				
Sun Flower Seeds	01 149 40																				
Corn	01 321																				
<p>ITEM 279</p> <p align="center">MONTANA RAIL LINK, INC. (Exception to Item 610)</p> <p>Free time on cars held for loading Barley (STCC 01 1312) or Wheat (STCC 01 137) will be extended to 7:00 AM of the second day following the first 7:00 AM after placement or after proper notification is sent or given which is not a Sunday or holiday. A demurrage day under this item consists of a twenty-four (24) hour period computed from 7:00 AM. This item applies only when Montana Rail Link is the initial line haul carrier.</p>																					
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<p align="center">SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES</p>	<p align="center">SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 366</p> <p>PITTSBURGH, ALLEGHENY AND MCKEES ROCKS RAILROAD COMPANY (Exception to Item 1410)</p> <p>The Pittsburgh, Allegheny and McKees Rocks Railroad Company will only grant relief from bunching when causes are directly attributable to itself and respective of (b) and (c) below, allowance to be formulated in the following manner:</p> <p>Consignee shall be allowed such free time as he would have been entitled to had the cars not been bunched, but when any cars are released prior to the expiration of free time, the free time on the same number of next cars, or lesser number of cars remaining, will be computed from the first 7:00 AM following such release.</p> <p>However, this railroad will NOT grant relief from bunching tantamount the following causes:</p> <p>(a) When this railroad receive cars from connecting carrier in bunched condition, same resulting from the act, neglect or failure of other carriers and same cars are tendered by this railroad for placement in sequence of their receipt from connecting carrier.</p> <p>(b) When bunched cars are ordered by receiver placed at random or out-of-sequence respective to the shipping dates of same cars.</p> <p>(c) Or when the number of cars construed to be bunched and tendered for placement are not in excess of consignee's normal ability to receive and unload same.</p>	<p>ITEM 385</p> <p>PROVIDENCE AND WORCESTER RAILROAD COMPANY (Exception to Items 815 and 900)</p> <p>After the expiration of free time allowed, the following charges per car per day, or fraction of a day, will be made until the car is released:</p> <p>\$25.00 for each of the first four chargeable days; \$35.00 for each of the next two days; \$65.00 for each of the subsequent days</p> <p>The applicable charge will accrue on all Saturdays, Sundays or holidays subsequent to the first chargeable or debit day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable day begins to run, or debit day begins to accrue. (On cars subject to Average Agreement, charges which accrue after the fourth debit day may not be offset by credits.)</p> <p>(The above exception applies to charges only. All other provisions of Items 815 and 900 continue to apply.)</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 407</p> <p>SALT LAKE CITY SOUTHERN RAILROAD COMPANY, INC. (Exception to Items 610 , 815 and 900)</p> <p>Free time will be computed from the first 7:00 AM after placement or after proper notification has been sent or given where required. For the purpose of computing free time, Sundays and holidays will be excluded.</p> <p>After the expiration of free time allowed, demurrage charge of \$50.00 per car per day, or fraction of a day, will be made until the car is released.</p> <p>The applicable charge will accrue on all Sundays and holidays subsequent to the first chargeable/debit day, including a Sunday or holiday immediately following the day on which the first chargeable/debit day begins to run.</p>	<p>ITEM 416</p> <p>ST. MARIES RIVER RAILROAD COMPANY (Exception to Items 610 and 900)</p> <p>One hundred-twenty (120) hours free time will be allowed for loading and unloading. Free time will be computed from the first 7:00 AM after actual or constructive placement.</p> <p>After the expiration of free time allowed, demurrage charge of \$25.00 per car, per day, or fraction of a day, will be made until the car is released.</p> <p>(Demurrage charges herein will not apply on STMA marked cars.)</p>
<p>ITEM 412</p> <p>SABINE RIVER AND NORTHERN RAILROAD (Exception to Items 800 and 900)</p> <p>Cars loaded by Temple-Inland, Inc. at Mulford, TX, or by MeadWestvaco at Evadale, TX, for storage of pulpboard or scrap paper are not subject to Average Agreement Plan as provided by Item 800 and DEMURRAGE charges as provided by Item 900. After the expiration of free time allowed for loading as provided in Section 1 of this tariff, such cars are subject to a Demurrage charge of \$20.00 (twenty dollars) per day, including Saturdays, Sundays, and holidays until forwarding directions are furnished.</p>	<p>ITEM 418</p> <p>ST. MARYS RAILROAD COMPANY (Exception to Item 765)</p> <p>Cars carrying the reporting mark GILX while on the St. Marys Railroad Company, including tracks of private ownership, will be subject to the same Demurrage Rules and Charges as would be applicable to equipment of railroad ownership.</p>
<p>ITEM 415</p> <p>ST. MARIES RIVER RAILROAD COMPANY</p> <p>Demurrage rules and charges published herein will NOT apply on especially equipped logging cars placed for loading or unloading logs.</p> <p>The provisions of this item do not provide for waiver of demurrage provisions on cars held for account shipper or consignee at stations intermediate between origin and destination.</p>	<p>ITEM 420</p> <p>TAZEWELL & PEORIA RAILROAD INC. (Exception to Item 610, 815 and 900)</p> <p>TZPR gondolas placed at TZPR industries for loading or unloading, 72 hours free time will be allowed, time computed from the first 7:00 a.m. after the car has been placed. After free time has expired, a charge of \$15.00 per car, per day or fraction thereof will apply.</p>
	<p>ITEM 425</p> <p>TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS (Exception to Item 765)</p> <ol style="list-style-type: none"> 1. Empty Privately-owned or leased cars, which are first held on tracks of this railroad under constructive placement will be subject to demurrage rules and charges of this tariff after expiration of free time until such time car placement or forwarding instructions are received. 2. Demurrage rules and charges published herein will not apply on RB or RBL privately owned refrigerator cars carrying reporting marks VOLX, COLX, LOVX, EVEX, or USEX marked Leased to American Colloid Company held for loading or unloading on tracks owned or leased by the lessee of the cars.
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center">SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES</p>	<p align="center">SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 426</p> <p align="center">TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS (Exception to Items 815 and 900)</p> <p>After the expiration of free time allowed, the following charges per car per day, or fraction of a day, will be made until the car is released:</p> <p> \$30.00 for each of the first four chargeable days; \$40.00 for each of the next two days; \$70.00 for each of the subsequent days</p> <p>The applicable charge will accrue on all Saturdays, Sundays or holidays subsequent to the first chargeable or debit day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable day begins to run, or debit day begins to accrue. (On cars subject to Average Agreement, charges which accrue after the fourth debit day may not be offset by credits.)</p> <p>(The above exception applies to charges only. All other provisions of Items 815 and 900 continue to apply.)</p>	<p>ITEM 480</p> <p align="center">WASHINGTON COUNTY RAILROAD CORPORATION (Exception to Item 610)</p> <p>Cars owned or leased by the Washington County Railroad Corporation when loaded with granite at Graniteville or Websterville, VT and unloaded at manufacturing plants in Barre or Montpelier, VT will be accorded four (4) days free time.</p>
<p>ITEM 428</p> <p align="center">TRONA RAILWAY COMPANY (Exception to Item 765)</p> <p>Demurrage rules and charges published herein will NOT apply on "RBL" privately owned refrigerator cars while held for loading or unloading on tracks owned or leased by the lessee of the cars.</p>	<p>ITEM 490</p> <p align="center">WIREGRASS CENTRAL RAILROAD COMPANY, INC. (Exception to Item 900)</p> <p>1. On cars not subject to Average Agreement Plan, Item 800 and for detention not subject to Item 1405 (Strike Interference), after expiration of free time allowed or without free time allowance, when none is provided, the following charges per car per day, or fraction of a day, will be made until car is released:</p> <p> \$20.00 for each of the first five chargeable days, \$40.00 for each subsequent day.</p> <p>2. The applicable charge will accrue on all Saturdays, Sundays and holidays subsequent to the first chargeable day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable day begins to run, except as otherwise provided in Items 1225 or 1400 through 1440.</p>
<p>ITEM 444</p> <p align="center">UTAH RAILWAY COMPANY (Exception to Items 610 , 815 and 900)</p> <p>Free time will be computed from the first 7:00 AM after placement or after proper notification has been sent or given where required. For the purpose of computing free time, Sundays and holidays will be excluded.</p> <p>After the expiration of free time allowed, demurrage charge of \$50.00 per car per day, or fraction of a day, will be made until the car is released.</p> <p>The applicable charge will accrue on all Sundays and holidays subsequent to the first chargeable/debit day, including a Sunday or holiday immediately following the day on which the first chargeable/debit day begins to run.</p>	
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SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 500</p> <p style="text-align: center;">GLOSSARY OF TERMS</p> <p>For the purpose of applying rules in this Section 1, the following are defined and shall govern.</p>	<p>ITEM 525</p> <p style="text-align: center;">HOLIDAYS</p> <p>Wherever reference is made to "holidays," it shall mean only the days listed below:</p> <p>New Year's Day - January 1 (See Note 1) Martin Luther King, Jr.'s Birthday - Third Monday of January [41] Washington's Birthday - Third Monday of February [40] Good Friday - Friday before Easter Sunday [38] Memorial Day - Last Monday of May Independence Day - July 4 (See Note 1) Labor Day - First Monday of September Thanksgiving Day - Fourth Thursday of November Day after Thanksgiving, [41] Christmas Day - December 25 (See Note 1)</p> <p>Note 1 - When this date occurs on a Sunday, the following Monday will be observed as the holiday.</p>
<p>ITEM 505</p> <p style="text-align: center;">PUBLIC DELIVERY TRACK</p> <p>Any accessible track open to the general public for loading or unloading.</p>	<p>ITEM 530</p> <p style="text-align: center;">CONSIGNOR</p> <p>The party in whose name cars are ordered and/or the party who furnishes this railroad forwarding directions.</p>
<p>ITEM 510</p> <p style="text-align: center;">OTHER THAN PUBLIC DELIVERY TRACK</p> <p>Any railroad track or portion of a track assigned for individual use or for joint use, including privately owned or leased tracks.</p>	<p>ITEM 535</p> <p style="text-align: center;">CONSIGNEE</p> <p>The party to whom a shipment is consigned and/or the party entitled to receive the shipment.</p>
<p>ITEM 515</p> <p style="text-align: center;">PRIVATE TRACK</p> <p>A track outside of this railroad's right-of-way, yard and terminals, and of which this railroad does not own, either rails, ties, roadbed or right-of-way. When a track or portion thereof owned or operated by this railroad is assigned to the purpose of its user through a written agreement, such lease or agreement will be considered as equivalent to ownership and the track or portion thereof treated as a private track. A track or portion thereof will be considered the private track of each of two or more parties when written consent has first been obtained from this railroad for such joint use of its track which has been assigned through a written lease or written agreement or when written notice of such joint use has been furnished this railroad by the owner of a private track prior to actual placement of a car for account of any joint user of the track.</p>	<p>ITEM 540</p> <p style="text-align: center;">ACTUAL PLACEMENT</p> <p>Actual Placement is made when a car is placed in an accessible position for loading or unloading or at a point previously designated by the consignor or consignee.</p>
<p>ITEM 520</p> <p style="text-align: center;">PRIVATE CAR</p> <p>A private car is a car bearing other than railroad reporting marks and which is not a railroad-controlled car.</p>	<p>ITEM 545</p> <p style="text-align: center;">CONSTRUCTIVE PLACEMENT</p> <p>When a car consigned or ordered to a private track, an industrial interchange track, or an other-than-public-delivery track cannot be actually placed because of a condition attributable to the consignor or consignee, such car will be held at destination, or if it cannot reasonably be accommodated there, at an available hold point and notice shall be sent or given the consignor or consignee that the car is held (naming the hold point if not held at destination) and that this railroad is unable to effect placement; however, if car is placed on the private track, industrial interchange track or other-than-public-delivery track serving the consignor or consignee, the car shall be considered constructively placed without notice.</p>
<p>ITEM 521</p> <p style="text-align: center;">RAILROAD-CONTROLLED CARS</p> <p>A railroad-controlled car is a car provided to a railroad directly, by car companies or others, for indiscriminate use by the railroad in serving any of its customers.</p>	<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>

SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 550</p> <p>CARS ACTUALLY OR CONSTRUCTIVELY PLACED AT EXACTLY 7:00 AM</p> <p>When cars are actually or constructively placed at 7:00 AM, the time shall be computed from the same 7:00 AM and placement shall be determined by the precise time the engine cuts loose.</p>	<p>ITEM 610 (Cont'd.)</p> <p>FREE TIME (Cont'd.)</p> <p>[37] Free time will be computed from the first 7:00 AM after placement, or after proper notification has been sent or given where required. For the purpose of computing free time, Saturdays, Sundays and holidays will be excluded.</p> <p>[36] Free time will be computed from actual or constructive placement, subject to qualifications per Item 35-series.</p>
<p>ITEM 555</p> <p>TIME TO BE OBSERVED</p> <p>In the application of these rules, the time to be properly applied is the time, daylight saving time or standard time, lawfully in effect in the community where the car is held.</p>	<p>ITEM 615</p> <p>EMPTY CARS ORDERED OR APPROPRIATED FOR LOADING BUT NOT USED</p> <p>When empty cars are ordered or appropriated but not used in transportation service, demurrage will be charged for all detention, including Saturdays, Sundays and holidays, from the date and time of actual or constructive placement or appropriation until released, with no free time allowance.</p>
<p>ITEM 600</p> <p>FREE TIME</p> <p>Items 610 through 645 contain provisions for free time, or describes the circumstances under which no free time will be allowed, as applicable to each car.</p>	<p>ITEM 620</p> <p>CARS RECEIVED UNDER LOAD AND HELD FOR FORWARDING DIRECTIONS</p> <p>[6]-[7] On loaded cars received from another railroad, or loaded private cars received from private tracks, and held by this railroad for forwarding directions or other disposition, time will be computed from the first 7:00 AM after they are received and without free time allowance until proper forwarding directions or other disposition, is furnished except that cars received between 5:00 PM and 7:00 AM will not be subject to demurrage if disposition or forwarding directions are received prior to the following 12:00 Noon, exclusive of Saturdays, Sundays or holidays.</p> <p>[8] On loaded cars received from another railroad and held by this railroad for forwarding directions or other disposition, demurrage will be assessed from the first 7:00 AM after receipt, without free time allowance and without notice, until proper forwarding directions or other disposition is furnished, except that cars received between 5:00 PM and 7:00 AM will not be subject to demurrage if disposition or forwarding directions are received prior to the following 12:00 Noon, inclusive of Saturdays, Sundays and holidays.</p>
<p>ITEM 610</p> <p>FREE TIME</p> <p>Free time as designated will be allowed for each car:</p> <p>Forty-Eight (48) Hours</p> <p>[4] [37] 1. Complete unloading as defined in Items 1100 through 1140.</p> <p>[5] 1. Partial or complete unloading as defined in Items 1100 through 1140.</p> <p>[5] 2. Partial or complete loading as defined in Items 1100 through 1140.</p> <p>[5] 3. Partial unloading and reloading.</p> <p>Twenty-Four (24) Hours</p> <p>[4] 1. Partial or complete loading as defined in Items 1000 through 1035.</p> <p>[4] 2. Partial unloading as defined in Items 1100 through 1140.</p> <p>[4] 3. Partial unloading and reloading.</p> <p>[36] 4. Complete unloading as defined in Items 1100 through 1140.</p> <p>5. Loading or unloading all commodities handled in intraplant switching service as defined in the switching or other tariffs of this railroad and will include "set-back service" as defined in tariffs of this railroad.</p> <p>6. Diversions, Reconsignments or Reshipments.</p> <p>7. Held in transit:</p> <p>a. On order of consignor, consignee or owner of the freight.</p> <p>b. For surrender of order notify bill of lading or payment of lawful charges.</p> <p>c. Grain inspection- Exception: See Item 1220.</p> <p>d. Freight in bond for customs entry, Government inspection, or certification.</p> <p>(Cont'd in next column)</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff</p>	

SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 625</p> <p>ONE CAR-TWO CARLOAD SHIPMENTS AND MORE THAN ONE CONSIGNOR OR CONSIGNEE</p> <p>[4] When a car is held for loading or unloading two or more carload shipments by more than one consignor or consignee at the same station, each consignor or consignee shall be allowed a total of twenty-four (24) hours free time to load or forty-eight (48) hours free time to unload, completely free of any interference by the other consignor or consignee.</p> <p>[5] When a car is held for loading or unloading two or more carload shipments by more than one consignor or consignee at the same station, each consignor or consignee shall be allowed a total of forty-eight (48) hours free time to load or forty-eight (48) hours free time to unload, completely free of any interference by the other consignor or consignee.</p>	<p>ITEM 637</p> <p>CARS UNLOADED AND RELOADED WHERE INDUSTRY PERFORMS SWITCHING SERVICE</p> <p>When the same car is both unloaded and reloaded, each transaction will be treated as independent of the other and the free time for reloading shall not begin until the first 7:00 AM after unloading is complete, in which case the industry must notify this railroad date and time car was unloaded and this advice must be given within two (2) days, exclusive of Saturdays, Sundays and holidays, after completion of unloading. If this information is not furnished within the two (2) day period, car will be released from the inbound demurrage transaction on the date and time empty release information is received or, in the event the unloading information is not furnished before 7:00 AM of the date loaded car is returned to the interchange track, 7:00 AM of the date loaded car is returned to the interchange track will be the time and date to be observed on the inbound demurrage transaction.</p>
<p>ITEM 630</p> <p>CARS MOVING FROM INITIAL POINT OF LOADING OR UNLOADING (SEE NOTE)</p> <p>[4] When a car placed for loading or unloading (other than for intraplant service), whether or not partly loaded or partly unloaded at initial point, is moved by railroad or private power to another point within the confines of the same industry, or to another point in the same public delivery yard, or to a track of this railroad for subsequent return to the same industry or public delivery yard for completion of loading or unloading; twenty-four (24) hours free time for completion of loading or forty-eight (48) hours for completion of unloading shall be allowed for the entire transaction; except that, when this railroad makes a charge for such movement, the time incident thereto shall not be computed against the car.</p> <p>[5] When a car is placed for loading or unloading (other than for intraplant movement), whether or not partly loaded or partly unloaded at initial point is moved by railroad or private power to another point within the confines of the same industry or to another point in the same public delivery yard; or to a track of this railroad for subsequent return to the same industry or public delivery yard for completion of loading or unloading, forty-eight (48) hours free time for completion of loading or unloading shall be allowed for the entire transaction; except that when this railroad makes charge for such movement the time incident thereto shall not be computed against the car.</p> <p>Note - This item does not apply to private cars removed from private tracks.</p>	<p>ITEM 640</p> <p>RAILROAD FURNISHING TWO CARS IN LIEU OF ONE, OR TRANSFERRING LADING INTO TWO OR MORE CARS</p> <p>When, through no fault of the consignor or consignee, the lading of a car is transferred into two or more cars or when two or more small cars are furnished by a railroad in lieu of one large car ordered by the shipper, the demurrage rules will be applied as for one car only, as long as any such cars are detained.</p>
<p>ITEM 635</p> <p>CARS UNLOADED AND RELOADED WHERE CARRIER PERFORMS SWITCHING SERVICE</p> <p>When the same car is both unloaded and reloaded, each transaction will be treated as independent of the other and the free time for reloading shall not begin until the first 7:00 AM after unloading is complete and advice given in accordance with paragraph (5) of Item 1100. When empty release information is not furnished, car will be released from the unloading transaction at 7:00 AM of the date forwarding directions are received.</p>	<p>ITEM 645</p> <p>CARS FOUND TO BE OVERLOADED OR IMPROPERLY LOADED</p> <p>[9] When cars are found to be overloaded or improperly loaded and not in conformity with railroad loading and clearance rules, the following will apply unless otherwise provided in individual railroad tariffs lawfully on file:</p> <ol style="list-style-type: none"> 1. If found while still on industry or railroad tracks where loaded, car will be considered to be under continuous loading transaction until adjustment of the load has been made if necessary and final clearance is received for further movement (see Note). 2. If found at origin after having been removed from industry or railroad tracks where loaded, car will not be considered released until load has been adjusted, if necessary, and final clearance is received for further movement. The time between furnishing or forwarding directions and making of car available to consignor for adjustment will not be computed against car (see Note). 3. If, after having left origin station, a car found to be overloaded is held in transit, twenty-four (24) hours will be allowed to adjust the load. Time will be computed from the first 7:00 AM following notice that car is being held (see Note). <p>Note - Adjustment of load must include advice to authorized personnel of this railroad that shipment now conforms with railroad loading and/or clearance rules, and is now ready for inspection and/or measurements to permit final clearance for further movement.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 700</p> <p align="center">CARS NOT SUBJECT TO DEMURRAGE RULES AND CHARGES IN THIS SECTION</p> <p>Except as provided in Items 760 and 765, cars specified in Items 705 through 759 are not subject to the provisions of Section 1 of this tariff.</p>	<p>ITEM 720</p> <p align="center">CARS USED IN HANDLING COAL OR COAL PRODUCTS AT COAL MINES, COAL WASHING PLANTS, AND COKE AT COKE OVENS.</p> <p>When covered by demurrage rules and charges provided in SECTION 4 of this tariff or other tariffs.</p>
<p>ITEM 705</p> <p align="center">EXPORT CARS</p> <p>On cars consigned, reconsigned or declared for export, except as otherwise provided. This exception includes such cars held in transit because they cannot reasonably be accommodated at the ports and carload shipments loaded in open top equipment, when held subject to Freight Tariffs: BRC 9147</p>	<p>ITEM 725</p> <p align="center">CARS HELD AT EXHIBITION POINT</p> <p>When for reloading upon which rental charge is assessed.</p>
<p>ITEM 715</p> <p align="center">CARS USED FOR TEST PURPOSES</p> <p>Cars used for the purpose of testing loading and unloading procedures, new types of dunnage and new type of equipment as authorized by this railroad.</p>	<p>ITEM 730</p> <p align="center">CARS USED IN TRANSPORTING CIRCUS OR SHOW OUTFITS</p> <p>When other rules and charges applicable to the detention of such cars are provided in the tariffs or contracts covering the movement.</p>
	<p>ITEM 740</p> <p align="center">CARS UNDER LOAD WITH COMPANY MATERIAL AND EMPTY CARS HELD FOR LOADING COMPANY MATERIAL FOR THIS RAILROAD</p> <p>When on its tracks or private sidings connected therewith including cars loaded or empty cars to be loaded with company material delivered to an industry for processing or other handling for this railroad.</p>
	<p>ITEM 745</p> <p align="center">CARS MOVING UNDER FREIGHT RATES REQUIRING APPLICATION OF SPECIAL DEMURRAGE RULES</p> <p>When carried in the freight rate tariffs or in Section 3 of this tariff.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 750</p> <p>CARS UNDER LOAD WITH LIVESTOCK</p> <p>This exemption does not include cars held for or by shippers for loading of livestock. Live poultry will not be considered as livestock.</p>	<p>ITEM 758</p> <p>CARS ASSIGNED TO SHIPPERS RETURNED TO POINT OF ASSIGNMENT EMPTY</p> <p>While subject to the provisions of Section 2 of this tariff.</p>
<p>ITEM 755</p> <p>CARS CONTAINING FREIGHT REFUSED OR UNCLAIMED AND SUBSEQUENTLY SOLD BY THIS RAILROAD FOR CHARGES</p> <p>When and for the time held for convenience of this railroad beyond legal requirements.</p>	<p>ITEM 759</p> <p>RAILROAD AND PRIVATELY-OWNED CARS AND OTHER RAILROAD AND PRIVATELY-OWNED EQUIPMENT MOVING ON OWN WHEELS AS FREIGHT AT TARIFF RATES</p> <p>While held:</p> <ol style="list-style-type: none"> 1. On tracks of this railroad 2. On private tracks unless subsequently loaded outbound subject to applicable carload rates, in which case provisions in this part governing cars held for loading are applicable.
<p>ITEM 757</p> <p>CARS ASSIGNED TO SHIPPERS RETURNED TO POINT OF ASSIGNMENT UNDER LOAD</p> <p>When containing:</p> <ol style="list-style-type: none"> 1. Less-than-carload freight. 2. Material authorized to be returned without freight charges under provisions of freight tariffs 	<p>ITEM 760</p> <p>CARS LEASED FOR STORAGE OF COMMODITIES</p> <p>Cars of railroad ownership and cars of private ownership leased when empty, for the storage of commodities or for intraplant or intraterminal switching service, while held on private tracks of the lessee of the car, provided the use thereof is in no way connected with any transportation service for which a tariff charge is assessed, except switching charges. Cars loaded while under lease and subsequently shipped outbound, except in intraplant or intraterminal switching service, will be subject to these demurrage rules and charges for all detention from date such outbound loading began. Cars loaded while under lease and ordered out to the railroad to hold for disposition, but subsequently ordered returned to tracks of lessee, are subject to demurrage charges from the first 7:00 AM after they are received by the railroad until disposition is furnished with no free time allowance and without notice.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p style="text-align: center;">SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</p>	<p style="text-align: center;">SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 765</p> <p style="text-align: center;">PRIVATE CARS HELD OR STORED ON PRIVATE OR RAILROAD TRACKS</p> <p style="text-align: center;">[10] Part A</p> <p>1. [8] Loaded private cars held on private tracks at destination will be subject to demurrage rules and charges of Section 1 of this tariff only when, before the car leaves point of shipment or reconsignment, the bill of lading, shipping order, reconsigning order or other shipping document used to direct movement to the point at which held indicates car is subject to Paragraph 1, Item 765, Tariff ASLG 6004 (See Note 1).</p> <p>2. Loaded private cars, consigned or ordered for delivery to private tracks, which are exempt from demurrage rules and charges of Section 1, this tariff, after delivery to private tracks but which first must be held on railroad tracks under constructive placement are subject to demurrage charges as provided in Section 1, this tariff, after expiration of:</p> <p style="margin-left: 20px;">A. Twenty-four (24) hours free time when diverted, reconsigned or reshipped before delivery to private tracks; or,</p> <p style="margin-left: 20px;">B. Forty-eight (48) hours free time when delivered to private tracks.</p> <p>Such cars will be considered released from the applicable demurrage transaction of A or B above at the time the diversion, reconsignment or reshipment order is received, or at the time placement is made on the private tracks to which consigned or ordered.</p> <p>3. Loaded or partially loaded private cars removed from private tracks on orders are subject to demurrage charges as provided in Section 1, this tariff, without free time allowance and without notice, from the first 7:00 AM after such cars are received until forwarding directions are furnished or until the cars are placed on or returned to private tracks on orders. In the event these cars are received between 5:00 PM and 7:00 AM, they will not be subject to demurrage if forwarding directions are received prior to the following 12:00 Noon, inclusive of Saturdays, Sundays and holidays (See Note 2).</p> <p>4. The Average Agreement Plan provisions of Item 800 of this tariff apply to private cars only to the extent provided below:</p> <p style="margin-left: 20px;">A. Credits cannot be earned on private cars except those subject to Paragraph 1 above or cars loaded or unloaded on other than private tracks.</p> <p style="margin-left: 20px;">B. Debits cannot accrue on private cars except cars loaded or unloaded on other than private tracks and those subject to Paragraphs 1 and 2 B above, but debits accruing on such cars may be offset by credits earned on other cars.</p> <p>5. Empty private cars on railroad or private tracks, including such cars sent by the owner to a shipper for loading, will not be subject to Section 1 of this tariff.</p> <p>6. Loaded or partially loaded private cars removed from private tracks on orders are subject to demurrage charges as provided in Section 1, this tariff, without free time allowance and without notice, from the first 12:01 AM after such cars are received until forwarding directions are furnished or until the cars are placed on or returned to private tracks on order.</p> <p>7. The ERI Plan provisions of this tariff apply to private cars only to the extent provided below:</p> <p style="text-align: center;">(Continued in next column)</p>	<p>ITEM 765 (Cont'd)</p> <p style="text-align: center;">PRIVATE CARS HELD OR STORED ON PRIVATE OR RAILROAD TRACKS</p> <p style="text-align: center;">[10] Part A (Cont'd)</p> <p>A. ERI credits cannot be earned on private cars except those subject to Paragraph 1 above or cars loaded or unloaded on other than private tracks.</p> <p>B. Debits cannot accrue on private cars except cars loaded or unloaded on other than private tracks and those subject to Paragraphs 1 and 2 B above, but debits accruing on such cars may be offset by ERI credits earned on other cars.</p> <p>Note 1 - If due to clerical error said notation is not placed on bill of lading, shipping order, reconsigning order or other shipping document, originating carrier will accept request from consignor in writing, or confirmed in writing, to add same to the original bill of lading, shipping order, reconsigning order or other shipping document. However, said request must be made prior to date of arrival of car at the billed destination.</p> <p>Note 2 - When forwarding directions cannot be furnished because of authorized personnel of this railroad not being on duty to accept the forwarding directions, the consignor will have until 12:00 Noon of the next day on which this railroad has such personnel on duty to accept the forwarding directions and the forwarding directions will be considered to have been furnished at the time during the railroad's off-duty hours that the consignor was ready, willing and able to furnish the forwarding directions.</p> <p>[7] For the purpose of applying items in this tariff, private cars on private tracks when the ownership of the car and track is the same will be exempted from the rules and charges under the following conditions, except that private cars while held under constructive placement for delivery upon the tracks of their owner will be subject to demurrage charges after expiration of free time allowed and will be considered released from that demurrage transaction upon such delivery. (See Item 800 and Item 1100). Loaded or partially loaded private cars, after having been delivered to the tracks of their owners, which then are subsequently removed from such tracks and returned to railroad-owned tracks, will be subject to demurrage charges without free time allowance and without notice from the first 7:00 AM, after such cars are received until orders are furnished for return of the cars to the tracks of their owner or other disposition. In the event these cars are received between 5:00 PM and 7:00 AM, they will not be subject to demurrage if other disposition or forwarding directions are received prior to the following 12:00 Noon (inclusive of Saturdays, Sundays and holidays).</p> <p style="text-align: center;">[6] - Part B</p> <p>For the purpose of applying items in this tariff, private cars on private tracks will be exempted from the rules and charges (See Notes 1, 2, and 3).</p> <p>Note 1 - For the purpose of applying this paragraph: A private car is a car bearing other than railroad reporting marks and which is not a railroad-controlled car. A railroad-controlled car is a car provided to a railroad directly by car companies or others; for the indiscriminate use by the railroad in serving any of its customers; the control of the use and further use of such cars is in the hands of the railroad.</p> <p>Note 2 - Loaded private cars while held on railroad tracks will be subject to the applicable rules and charges of this tariff.</p> <p>Note 3 - Empty private cars stored on railroad tracks, including such cars sent by the owner to a shipper for loading, are not subject to these demurrage rules.</p>
<p style="text-align: center;">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 800</p> <p style="text-align: center;">AVERAGE AGREEMENT PLAN</p> <p>The provisions of Items 803 through 840 will apply when the subscriber has entered into the written agreement provided in Item 850. The charges for the detention of all cars consigned to or ordered for loading by the subscriber within the jurisdiction of the same station will be computed on the basis of the average detention of all such cars released during each calendar month.</p>	<p>ITEM 805</p> <p style="text-align: center;">DEBIT</p> <p>[5] A debit is a unit of liability against a car for each day or fraction of a day held beyond free time and includes Saturdays, Sundays and holidays occurring subsequent to the second chargeable day, including a Saturday, Sunday or holiday immediately following the day on which the second debit day begins to run. Charges for such debits shall accrue as follows:</p> <p style="padding-left: 40px;">\$10.00 for each of the first four chargeable days; which may be offset by credits earned on other cars on a one-for-one basis. \$20.00 for each of the next two days. \$30.00 for each subsequent day.</p> <p>The \$20.00 debits and \$30.00 debits may not be offset by credits and must be paid except for allowances permitted in Item 1400.</p>
<p>ITEM 803</p> <p style="text-align: center;">CARS NOT SUBJECT TO AVERAGE AGREEMENT</p> <p>The following cars consigned to or ordered for loading by the subscriber are not subject to the average agreement provisions of this section:</p> <p>A. Cars loaded or unloaded in intraplant switching service, including "set back service", as defined in switching or other tariffs of this railroad (See Item 610).</p> <p>B. Cars loaded while under lease and ordered out to the railroad to hold for disposition but, subsequently, ordered returned to tracks of lessee (See Item 760).</p> <p>C. Private cars, except as authorized by Paragraph 4 of Item 765, this tariff.</p> <p>D. Cars which are reconsigned, diverted or reshipped at point of detention (See Item 1210).</p> <p>E. Cars held in transit on orders of consignor or consignee; and, cars destined for delivery to a connecting line which are:</p> <ol style="list-style-type: none"> 1. Held for payment of lawful charges. 2. Surrender of written order, advice, "order" bill of lading or other lawful substitute as required under Rule 7, Uniform Freight Classification Tariff UFC 6000-Series (See Item 1215). <p>F. Cars of grain subject to official inspection or grading, held in transit and placed for inspection or grading (See Item 1220).</p> <p>G. Empty cars ordered or appropriated for loading but not used (See Item 1225).</p> <p>H. Loaded cars received from another railroad and held for forwarding directions (See Item 1230).</p> <p>I. Cars containing freight in bond for customs entry and government inspection (See Item 1235).</p>	<p>[11] A debit is a unit of liability against a car for each day or fraction of a day held beyond the free time and includes Saturdays, Sundays and holidays occurring subsequent to the first chargeable day, including a Saturday or holiday immediately following the day on which the first debit day begins to run. Charges for such debits shall accrue as follows:</p> <p style="padding-left: 40px;">\$10.00 for each of the first four chargeable days; which may be offset by credits earned on other cars on a one-for-one basis. \$20.00 for each of the next two days. \$30.00 for each subsequent day.</p> <p>The \$20.00 debits and \$30.00 debits may not be offset by credits and must be paid except for allowances permitted in Item 1400.</p> <p>[12] A debit is a unit of liability against a car for each day or fraction of a day held beyond the free time and includes Saturdays, Sundays and holidays occurring subsequent to the first chargeable day, including a Saturday, Sunday or holiday immediately following the day on which the first debit day begins to run. Charges for such debits shall accrue as follows:</p> <p style="padding-left: 40px;">\$15.00 for each of the first four chargeable days; which may be offset by credits earned on other cars on a one-for-one basis. \$25.00 for each of the next two days. \$45.00 for each subsequent day.</p> <p>The \$25.00 debits and \$45.00 debits may not be offset by credits and must be paid except for allowances permitted in Item 1400.</p> <p>[13][37] A debit is a unit of liability that is chargeable against a car for each day or fraction of a day for each of the first four days the car is held beyond the free time or the adjusted free time as provided in Item 1400, including a Saturday, Sunday or holiday immediately following the day on which the first debit begins to accrue. Debits may be offset by credits earned on other cars on a one-for-one basis. In no case shall any one car accrue more than four (4) debits, and in no case shall more than four credits be applied to offset debits accrued on any one car.</p>
	<p>(Continued on next page)</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 805 (Cont'd)</p> <p style="text-align: center;">DEBIT</p> <p>[36] A debit is a unit of liability against a car for each 24 hour period or fraction of a 24 hour period beyond the free time and subject to charges as provided in Item 35-series. Chargeable days (debits) may be offset by credits earned on other cars on a one-for-one basis, except allowances permitted in Items 1405, 1415, 1420, 1435.</p>	<p>ITEM 820</p> <p style="text-align: center;">MONTHLY COMPUTATION OF DEMURRAGE CHARGES</p> <p>[14] Subject to Items 805 and 810 at the end of each calendar month, the total number of applicable credits will be deducted from total number of \$10.00 debits and \$10.00 per debit will be charged for the remainder. In no case shall more than one credit be allowed on any one car and in no case shall more than four credits be applied in cancellation of debits accruing on any one car. If the credits equal or exceed the debits, no charge will be made for the detention of the cars, except as provided in Item 805 for detention beyond the fourth debit day and no payment will be made by this railroad on account of such excess of credits; nor shall the credits in excess of the debits of any one month be considered in computing the average detention for another month.</p>
<p>ITEM 810</p> <p style="text-align: center;">CREDIT</p> <p>A credit is a unit of value for each car released prior to the expiration of the first twenty-four (24) hours of free time. Only one credit may be earned on any one car and that credit may be applied to offset a debit accruing on another car released during the same month. Credits earned on cars held for loading shall not be used to offset debits accruing on cars for unloading, nor shall credits earned on cars held for unloading be used to offset debits accruing on cars for loading.</p>	<p>[12] Subject to Items 805 and 810 at the end of each calendar month, the total number of applicable credits will be deducted from total number of \$15.00 debits and \$15.00 per debit will be charged for the remainder. In no case shall more than one credit be allowed on any one car and in no case shall more than four credits be applied in cancellation of debits accruing on any one car. If the credits equal or exceed the debits, no charge will be made for the detention of the cars, except as provided in Item 805 for detention beyond the fourth debit day and no payment will be made by this railroad on account of such excess of credits; nor shall the credits in excess of the debits of any one month be considered in computing the average detention for another month.</p>
<p>ITEM 815</p> <p style="text-align: center;">DEMURRAGE CHARGES ON CARS SUBJECT TO AVERAGE AGREEMENT</p> <p>[37] On cars subject to the Average Agreement Plan, Item 800, after expiration of free time, or the adjusted free time in Item 1400 (See Note), the following charges per car per day, or fraction of a day, will be made until car is released:</p> <p style="margin-left: 20px;">\$20.00 for each of the first four debit days. \$30.00 for each of the next two days. \$60.00 for each subsequent day.</p> <p>The applicable charge will accrue on all Saturdays, Sundays or holidays subsequent to the first debit day, including a Saturday, Sunday or holiday immediately following the day on which the first debit begins to accrue. Charges which accrue after the fourth debit day may not be offset by credits.</p> <p>[36] On cars subject to the Average Agreement Plan, Item 800, after expiration of free time (See Item 35-series), or the adjusted free time in Items 1400, 1405, 1415, 1420, 1435 (See Note), the charges provided in Item 35-series, will be made until car is released:</p> <p>Note - Cars subject to the Average Agreement Plan will not be allowed adjustments provided for in Item 1410 and Paragraphs 1 and 2 of Item 1420, except when bunching has been caused by floods, earthquakes, hurricanes or tornadoes and conditions in the devastated area resulting there from, or strikes of railroad employees, and cars are subsequently delivered to consignee in accumulated numbers.</p>	<p>[13][37] At the end of each calendar month, the total number of credits will be deducted from the total number of debits and \$20.00 per debit will be charged for the remainder (See Note). If the credits equal or exceed the debits, no charge will be made for the detention of the cars except as otherwise provided in Item 815 for detention beyond the fourth debit day. No payment will be made by this railroad on account of such excess credits; nor shall credits in excess of the debits of any one month be considered in computing the average detention for another month.</p> <p>Where interstate and intrastate traffic have different demurrage rates, the debits and credits shall not be commingled into one account, but must be computed separately.</p> <p>For the purpose of this Item, the end of the calendar month shall be considered as closing at the first 7:00 AM of the following month.</p> <p>Note - In the event of a rate change which causes debits and credits to have different liabilities and values, each debit and credit will be converted to the monetary value in effect on the day such debit or credit accrued. At the end of the calendar month the total value of credits earned will be deducted from the total liability of the debits accrued in the above prescribed manner.</p>
	<p>[36] Subject to Items 805 and 810 at the end of each calendar month, the total number of applicable credits will be deducted from total number of debits (See Item 35-series) and such debit will be made by this railroad on account of such excess of credits. No payment will be made by this railroad on account of such excess credits; nor shall credits in excess of the debits of any one month be considered in computing the average detention for another month.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center">SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</p>	<p align="center">SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 825</p> <p align="center">SECURITY</p> <p>A party who enters into this average agreement may be required to give sufficient security to this railroad for payment of balance against him at the end of each month.</p>	<p>ITEM 850</p> <p align="center">DEMURRAGE AVERAGE AGREEMENT</p> <p>A demurrage average agreement will be made effective on the first day of the month following receipt of patron's application; except, when the credit status of the applicant is not satisfactory to this railroad at that time, the agreement shall be made effective on the first day of the month following approval by this railroad of credit arrangement for the applicant to operate under an average agreement. When the applicant desires to have an agreement made effective prior to the first of the following month, it may be made effective on the date of receipt of the application provided his credit status is then satisfactory; otherwise, on the date this railroad approved credit arrangement; provided, however, that no cars have been released the same month prior to the date the agreement is made effective. The following agreement shall be required for all applicants to operate under the average agreement.</p>
<p>ITEM 830</p> <p align="center">COMBINING PLANTS AND STATIONS</p> <p>Subject to the requirement of Item 820, debits and credits applying to cars released by one consignor or consignee within the jurisdiction of the same station, and served by one and the same railroad, must be combined provided that in no case shall debits and credits be combined among two or more customers or are released under the jurisdiction of two or more stations; nor can debits and credits be combined when released on different railroads, either at the same or at different stations, except where separate average agreement is requested in writing for each plant of the consignor or consignee, in which event each plant will be considered as one consignee or consignor for the purpose of applying this section. Each station as listed in The Official Railroad Station List, OP SL 6000-Series, shall be considered a separate station in the application of this Section.</p>	<p align="center">AGREEMENT</p> <p>_____ Railroad.</p> <p>Being fully acquainted with the terms, conditions and effect of the average basis for settling for detention of cars, as set forth in _____ being _____ the car demurrage rules governing at all stations and sidings on the lines of said railroad, except as shown in said tariff, and being desirous of availing (myself or ourselves) of this alternate method of settlement (I or We) do expressly agree to and with the _____ Railroad that with respect to all cars which may during the continuance of this agreement, be handled for (my or our) account at _____ (Station) (I or We) will fully observe and comply with all terms and conditions of said rules as they are now published, or may hereafter be lawfully modified by duly published tariffs and will make prompt payment of all demurrage charges accruing thereunder in accordance with the average basis as therein established or as hereafter lawfully modified by duly published tariffs.</p>
<p>ITEM 833</p> <p align="center">CARS NOT CONSIGNED TO OR ORDERED BY SUBSCRIBER</p> <p>When this railroad is notified in writing at or prior to time of delivery that a subscriber in whose care a shipment is consigned, or to whom it is ordered for delivery, is the absolute or qualified owner thereof and responsible for all charges collectible at destination, the car containing such shipment must be included in the average agreement of such subscriber. Empty cars ordered in the name of other parties may not be included in such subscriber's average agreement.</p>	<p>This agreement to be effective on and after _____ day of _____ 20____, and to continue until termination, by written notice from either party to the other which shall become effective on the first day of the month succeeding that in which it is given, except that for any failure or refusal to pay charges lawfully accruing under this agreement, it may be terminated as of the date of written notice of termination.</p> <p align="right">_____ _____ _____</p>
<p>ITEM 835</p> <p align="center">CARS CONSIGNED TO PUBLIC FIRMS</p> <p>Cars consigned, reconsigned, or ordered to a public elevator, public warehouse, cotton compress, processing or fabricating plant, serving various parties, shall be combined in one average agreement; and the party signing the agreement as principal shall assume responsibility for all demurrage as assessable thereunder.</p>	<p>Approved and accepted _____, 20____, by and on behalf of the above named railroad by _____.</p>
<p>ITEM 840</p> <p align="center">CARS CONSIGNED TO GOVERNMENT AGENCIES</p> <p>Cars consigned to the United States, state or municipal governments, may be included in the account of the construction contractor, the operation of a government agency, or any industrial plant to whom the cars are ordered delivered for unloading.</p>	
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p style="text-align: center;">SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</p>	<p style="text-align: center;">SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 900</p> <p style="text-align: center;">DEMURRAGE CHARGES ON CARS NOT SUBJECT TO AVERAGE AGREEMENT</p> <p>On cars not subject to Average Agreement Plan (See Item 800) and for detention not subject to Item 1405 (Strike Interference), after expiration of free time allowed or without free time allowance, when none is provided, the following charges per car per day, or fraction of a day, will be made until car is released.</p> <p>[14] - \$10.00 for each of the first four chargeable days, [14] - \$20.00 for each of the next two days, [14] - \$30.00 for each subsequent day.</p> <p>[12] - \$15.00 for each of the first four chargeable days, [12] - \$25.00 for each of the next two days, [12] - \$45.00 for each subsequent day.</p> <p>[13][37] - \$20.00 for each of the first four chargeable days, [13][37] - \$30.00 for each of the next two days, [13][37] - \$60.00 for each subsequent day.</p> <p>[36] - Charges in Item 35-series will apply.</p> <p>[5] The applicable charge will accrue on all Saturdays, Sundays, and holidays subsequent to the second chargeable day, including a Saturday, Sunday or holiday immediately following the day on which the second chargeable day begins to run, except as otherwise provided in Item 1225 or Item 1400.</p> <p>[15] The applicable charge will accrue on all Saturdays, Sundays, and holidays subsequent to the first chargeable day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable day begins to run, except as otherwise provided in Item 1225 or Item 1400.</p> <p>[8]The applicable charge will accrue on all Saturdays, Sundays, and holidays subsequent to the first chargeable day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable day begins to run, except as otherwise provided in Item 1225 and 1230 or Item 1400.</p>	<p>ITEM 1000</p> <p style="text-align: center;">RULE GOVERNING CARS HELD FOR LOADING</p> <p>Loading is the complete or partial loading of a car within the confines of the same industry or public delivery yard and must be completed in conformity with railroad loading and clearance rules. Loading includes the following: (1) advice that car is ready for forwarding; (2) furnishing of forwarding directions; (3) advice that car is ready for forwarding after being held to finish loading; and (4) advice that car is ready for railroad inspection and/or measurement to obtain final clearance for movement via route shown on forwarding directions (open top equipment).</p> <p>[16] The term "including the furnishing of forwarding directions" means the actual date and time such forwarding directions are received from the consignor. When consignor cannot furnish forwarding directions because of authorized personnel of this railroad not being on duty to accept the forwarding directions, the consignor will have until 9:00 AM of the next day on which this railroad has such personnel on duty to furnish forwarding directions, and the forwarding directions will be considered to have been furnished at the time during the railroad's off duty hours that the consignor was ready, willing and able to furnish the forwarding directions (see Notes 1 and 2, this item).</p> <p>Note 1 - When this railroad utilizes electronic or mechanical devices which accept communication, either written or oral, the recorded date and time forwarding directions are received from the consignor will govern the release of cars.</p> <p>Note 2 - Applies for shipments of lumber, plywood and boards and sheets originating on MRL, MWRR and WCRC. Regardless of the possible means available for transmitting information to the railroads named herein, if forwarding directions cannot be provided by the end of normal business hours consignor will have until 9:00 AM (Billing station time) of the day following the day the car is released to furnish forwarding directions to authorized railroad personnel.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 1005</p> <p style="text-align: center;">FORWARDING DIRECTIONS</p> <p>The term "forwarding directions" means a bill of lading or other suitable order, given to this railroad and containing all of the necessary information to transport the shipment, which authorizes:</p> <ol style="list-style-type: none"> 1. The immediate delivery of a car to a connecting line for further movement (only when car has been loaded in terminal switching service), or 2. The immediate forwarding of a car to a consignee at another location at the same station or to a consignee at another destination. <p>An order to move a car from a shipper's loading or storage track to this railroad's yard or hold track to be held for "forwarding directions", whether furnished by the party loading the car or another party, or a bill of lading or an order consigning the car to the agent of this railroad which has no beneficial interest in the lading, does not constitute "forwarding directions" under this section.</p> <p>A bill of lading or other suitable order covering car(s) requiring clearance from all carriers in the routing will not constitute "forwarding directions" under this section until clearance is received from all carriers in the routing.</p> <p>When "forwarding directions" are furnished covering line haul movement, this information must include the consignee, the destination, the commodity description, whether prepaid or collect, and full instructions relative to stop-offs.</p>	<p>ITEM 1020</p> <p style="text-align: center;">PUBLIC DELIVERY TRACKS</p> <p>On cars for loading on public delivery tracks, time shall be computed from the first 7:00 AM after actual placement and without notice. However, notification shall be sent or given on cars not placed within twenty-four (24) hours after 7:00 AM on the date for which cars were ordered to be placed; and, in such case, time shall be computed from the first 7:00 AM after notification is sent or given to the consignor, or party ordering the car, that the cars have been placed.</p>
<p>ITEM 1010</p> <p style="text-align: center;">FORWARDING DIRECTIONS RECEIVED BY U.S. MAIL (SEE EXCEPTION 1 BELOW)</p> <p>When this railroad receives forwarding directions by U.S. Mail or by wire, such instructions shall be considered as having been received after 7:00 AM on the date received.</p>	<p>ITEM 1025</p> <p style="text-align: center;">APPROPRIATED CARS</p> <p>When an empty car is appropriated, without being ordered, it shall be considered as having been ordered and actually placed at the time so appropriated. When an empty car placed on an order of one party is appropriated by another party without permission of this railroad, it shall be considered as having been initially ordered and placed on the order of the party appropriating the car.</p>
<p>ITEM 1015</p> <p style="text-align: center;">OTHER-THAN-PUBLIC-DELIVERY-TRACKS</p> <p>On cars for loading on other-than-public-delivery-tracks, time shall be computed from the first 7:00 AM after actual or constructive placement, or after proper notification where required.</p>	<p>ITEM 1030</p> <p style="text-align: center;">EMPTY CARS PLACED PRIOR TO DATE FOR WHICH ORDERED</p> <p>On empty cars placed prior to date for which ordered, time shall be computed from 7:00 AM of the date for which ordered except when loading commences prior to date for which ordered, time shall be computed from the first 7:00 AM thereafter.</p>
	<p>ITEM 1035</p> <p style="text-align: center;">INTERCHANGE TRACKS OF INDUSTRIAL PLANTS</p> <p>On empty cars for delivery on interchange tracks of industrial plants performing switching service for themselves or for other parties, time shall be computed from the first 7:00 AM after actual or constructive placement on such interchange tracks and continue until the cars are returned to the same or another interchange track and forwarding directions, when required, furnished in accordance with Item 1000. Where two or more parties, each with its own power, take delivery from the same interchange track, or where this railroad uses the interchange track for other cars; or where the interchange track is not adjacent to the plant and the industry uses the railroad track to reach the interchange track, a notice of placement shall be sent or given to the consignor and time shall be computed from the first 7:00 AM thereafter.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 1100</p> <p style="text-align: center;">RULES GOVERNING CARS HELD FOR UNLOADING</p> <p>Unloading, as required under Rule 27 of Uniform Freight Classification Tariff ICC UFC 6000-Series, or partial unloading shall include:</p> <ol style="list-style-type: none"> 1. The surrender of bill of lading on shipments billed "to order" or surrender of written order or advice, or surrender of other lawful substitute, as required under Rule 7, Uniform Freight Classification Tariff ICC UFC 6000-Series (See Note 1). 2. Payment of lawful charges when required prior to delivery of the car (See Note 1). 3. Furnishing of a "turnover" order (an order for delivery to another party) after car has been placed for delivery and no additional movement of the car is made to a point beyond the confines of the same industry or same public delivery yard. 4. Advice that the car is ready for forwarding, accompanied by forwarding directions when necessary, after being held to partly unload and partly reload. 5. Advice by consignee given to authorized personnel of this railroad, either by telephone or in writing, that car is unloaded and available to this railroad (See Notes 2 and 3). Information given must include identity of consignee, party furnishing data and car initial and number, with record of such information being maintained by this railroad, including date and time of receipt and identity of party receiving the information. <p>Note 1 - On cars requiring surrender of bill of lading, written order, advice, or other lawful substitute, or on cars requiring payment of lawful charges, whether such cars have been placed in position to unload or not, time will be computed from the first 7:00 AM after notice of arrival is sent or given to the consignee or party entitled to receive same. When the bill of lading, order, advice, other lawful substitute, or payment of lawful charges is received by this railroad via U.S. Mail, it shall be considered as received after 7:00 AM of the date received.</p> <p>Note 2 - Except as otherwise provided in Items 635 and 637, a car will be considered released at the date and time advice is received from the consignee; except, that when consignee cannot furnish advice because of authorized personnel of this railroad not being on duty to accept the advice, the consignee will have until 9:00 AM of the next day on which this railroad has such personnel on duty to furnish advice as to when the car was unloaded and available and the car will be considered released at the date and time when it was unloaded and made available to this railroad.</p> <p>Note 3 - [35] This item will also apply on cars handled on interchange tracks of industrial plants.</p>	<p>ITEM 1105</p> <p style="text-align: center;">CARS HELD IN BREAKUP OR HOLD YARDS FOR ORDERS</p> <p>When a consignee has not notified this railroad of the track upon which he wishes his car placed, either by general or specific orders as to incoming freight at or prior to arrival of shipment, the car will be held at any available breakup or hold yard and time computed from the first 7:00 AM after notice of arrival is sent or given to consignee or party entitled to receive same until release as provided in applicable provisions of Section 1 of this tariff.</p>
	<p>ITEM 1110</p> <p style="text-align: center;">OTHER-THAN-PUBLIC-DELIVERY-TRACKS</p> <p>On cars for unloading on other-than-public-delivery-tracks, time shall be computed from the first 7:00 AM after actual or constructive placement, or after proper notification where required.</p>
	<p>ITEM 1115</p> <p style="text-align: center;">PUBLIC DELIVERY TRACKS</p> <p>(Except as provided in Items 1100, 1105 and 1120, on cars for unloading on public delivery tracks, time will be computed from the first 7:00 AM after actual placement (see Note 1) and after required notice has been sent or given.</p> <p>Note - When delivery of cars on public delivery tracks cannot be made on account of more cars on hand than such tracks will accommodate, such cars will be held at an available hold point and time computed from the first 7:00 AM after notice of arrival at the hold point is sent or given consignee, provided one or more of such consignee's cars are placed or offered for placement each time the facility is switched. The provisions of this note are not applicable if prior to the first 7:00 AM, exclusive of Saturdays, Sundays and holidays after arrival notice is sent or given, consignee requests delivery at another public delivery track at destination where space is available. In such case the alternative delivery shall be made.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 1120</p> <p style="text-align: center;">SPECIAL FACILITIES REQUIRED FOR UNLOADING</p> <p>Except as provided in Items 1100 and 1105, on cars for unloading at cranes, public delivery trestle tracks and other special facilities (see Note 1) furnished by this railroad because of the nature of the commodity, time will be computed from the first 7:00 AM after actual placement (see Note 2) and after required notice has been sent or given consignee.</p> <p>Note 1 - In the application of this item, docks or platforms and unloading pits provided by this railroad in public delivery yards for the convenience of consignees are not special facilities within the meaning of this item.</p> <p>Note 2 - When delivery of cars to the special facilities named in this item cannot be made on account of more cars on hand than the facilities will accommodate, cars will be held at an available hold point and time computed from the first 7:00 AM after notice of arrival at the hold point is sent or given consignee, provided one or more of such consignee's cars are placed or offered for placement each time the facility is switched.</p>	<p>ITEM 1135</p> <p style="text-align: center;">TIME OF RELEASE FOR CARS UNLOADED BY THIS RAILROAD</p> <p>When cars subject to these rules are unloaded by this railroad, such cars shall be released at the time request to unload is received from the consignor or consignee, provided this railroad has obligated itself by tariff provisions to unload. In the absence of such tariff obligation, release shall be effected at the time the unloading is completed when for convenience of this railroad. When freight is unloaded by this railroad in or upon railroad premises, it shall be subject to Section 2 - Storage Rules and Charges - from the time the cars are released from these rules.</p>
<p>ITEM 1125</p> <p style="text-align: center;">INTERCHANGE TRACKS OF INDUSTRIAL PLANTS</p> <p>On loaded cars for delivery on interchange tracks of industrial plants performing the switching service for themselves or for other parties, time shall be computed from the first 7:00 AM after actual or constructive placement on such tracks and continue until the cars are returned to the same or another interchange track, and advice given in accordance with paragraph (5) of Item 1100: Where two or more parties, each with its own power, take delivery from the same interchange track, or where this railroad uses the interchange track for other cars; or where the interchange track is not adjacent to the plant and the industry uses this railroad track to reach the interchange track, a notice of placement shall be sent or given to the consignee and time shall be computed from the first 7:00 AM thereafter.</p>	<p>ITEM 1140</p> <p style="text-align: center;">DELIVERING CARRIER AND CONSIGNEE UNABLE TO RECEIVE CARS</p> <p>When a delivering carrier is unable to accept the physical interchange of cars offered by a connecting railroad because of the consignee's inability to receive the cars, the connecting railroad shall give the delivering railroad a notice showing each car initial and number, contents, consignee and, if transferred in transit, the initials and number of the original car. The delivering railroad will then send or give the consignee a notice of constructive placement.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 1200</p> <p>RULES GOVERNING CARS HELD FOR PURPOSES OTHER THAN LOADING OR UNLOADING</p> <p>Items 1210 through 1235 will apply when cars are held for purposes other than loading or unloading, including cars which have been tendered for loading or unloading under the provisions of Items 1000 or 1140 and which are later reconsigned, diverted, reshipped, or released empty after having been ordered or appropriated, in which event tender of a car under such sections will govern in computing time under these provisions. Cars held subject to the provisions herein will not be subject to the Average Agreement Plan in Item 800.</p>	<p>ITEM 1220</p> <p>CARS OF GRAIN HELD IN TRANSIT FOR INSPECTION</p> <p>[17] PART A</p> <p>When cars of grain, seeds (field or grass), grain screenings, soybeans, hay, straw, corn husks or corn shucks, or pummies, unground, subject to official inspection or grading are held in transit and placed on inspection track(s) of this carrier at designated stations for inspection or grading, including reconsignment or other disposition, the free time will begin at the first 7:00 A.M. after the notice of arrival is sent or given to the consignee or party entitled to receive same or after bulletin has been posted where such practice is in vogue and will expire at the following 6:00 P.M.. A demurrage day under this item consists of a twenty-four (24) hour period computed from 6:00 PM.</p> <p>When the consignee has agreed with this railroad in writing to accept the bulletining of cars as due and adequate notice of arrival, the bulletins must be posted by 9:00 AM of each day showing receipt since the last previous bulletin. Any bulletin posted on a Saturday, Sunday or holiday shall for the purpose of calculating free time, be treated as posted as of 9:00 AM the first day thereafter which is not a Saturday, Sunday or holiday.</p> <p>In the application of this item, the term "held in transit" means after the cars have left the last loading station and before delivery at point of unloading. This item will not apply to cars held for inspection at the station where loaded, nor to cars billed direct to public team tracks, or to elevators, mills or other industries within the switching limits of the billed destination, and there inspected and delivery taken.</p> <p>The term official inspection referred to in this item is the taking or representative sample or samples and establishing the official grade of the contents of the car by competent and impartial authorities independent of the vendor or vendee and only in accordance with National, State, Board of Trade or Grain Exchange authorization or requirements except that on hay, straw, corn husks or corn shucks, or pummies, unground, the inspection may be as necessary or desired.</p>
<p>ITEM 1210</p> <p>CARS HELD FOR RECONSIGNMENT, DIVERSION OR RESHIPMENT</p> <p>On cars held for reconsignment, diversion or reshipment, time will be computed from the first 7:00 AM following the sending or giving of notice. The term "diversion" or "reconsignment" will be applied as defined in the reconsignment tariffs of this railroad, except that under this provision, a "turnover" (an order for delivery to another party) which does not involve an additional movement of the car to a point beyond the confines of the same industry or same public delivery yard is not a reconsignment for the purposes of applying this provision. A "reshipment" is the making of a new contract by which, under a new rate, the entire original lading, without being unloaded, is forwarded in the same car to another destination, or another place of delivery at the same destination, which requires a movement beyond the confines of the industry or the public delivery yard where the car has been originally delivered. When diversion or reconsignment is consummated on an order mailed, wired, or otherwise transmitted by the consignor to an agent of this railroad, or an agent of any railroad which has participated in the transportation transaction, such order will be considered as having been received after 7:00 AM on the date received. When an order is received for "reshipment" it shall contain all the necessary information to transport the shipment to its new destination; and, if the order for "reshipment" is transmitted by U.S. Mail, it shall be considered as having been received after 7:00 AM of the date received.</p>	<p>(Continued on next page)</p>
<p>ITEM 1215</p> <p>CARS HELD IN TRANSIT</p> <p>When cars are held in transit due to, or on orders of the consignor, consignee, or owner, time will be computed from the first 7:00 AM following the sending or giving of notice of arrival. Included are cars destined for delivery to a connecting line, cars found to be overloaded or improperly loaded, and cars held for surrender of order-notify bills of lading or payment of lawful charges, or for any purpose not otherwise specifically provided for in these rules. Cars will be released at the time the order bills of lading, or lawful charges are received by an agent of this railroad or an agent of any railroad which has participated in the transportation transaction or an order sufficient to move the cars to a consignee at another station; however, if such order, bill of lading, or payment of lawful charges is received by U.S. Mail, it will be considered as having been received after 7:00 AM of the date received.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p style="text-align: center;">SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</p>	<p style="text-align: center;">SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 1220 (Cont'd)</p> <p style="text-align: center;">CARS OF GRAIN HELD IN TRANSIT FOR INSPECTION</p> <p style="text-align: center;">[18] PART B</p> <p>On cars of grain, seeds (field or grass), grain screenings or soybeans, subject to official inspection or grading, held in transit and placed for inspection or grading, including reconsignment or other disposition orders, and notice of arrival is sent or given by 9:00 AM, the free time for disposition will expire at 12:00 Noon the following day which is not a Saturday, Sunday or holiday. When the consignee has agreed with this railroad in writing, on file at the station, to accept the bulletining of cars as due and adequate notice of arrival, the bulletins must be posted by 9:00 AM, of each day, showing receipts since the last previous bulletin, and the free time for disposition will expire at 12:00 Noon the following day which is not a Saturday, Sunday or holiday. A demurrage day under this section consists of a twenty-four (24) hour period computed from 12:00 Noon.</p> <p>Note 1 - The official inspection referred to is the taking of representative sample or samples and establishing the official grade of the contents of the car in accordance with Federal regulation by competent and impartial authorities independent of buyer or seller.</p> <p>Note 2 - In the application of this section, the term "held in transit" means held on carrier's tracks after the car has left the last loading station and before delivery at point of unloading. Will not apply to cars billed direct to public team tracks and there inspected and delivery taken.</p> <p>Note 3 - Any bulletin posted on a Saturday, Sunday or holiday listed in Item 525 shall, for the purpose of calculating free time, be treated as posted as of 9:00 AM, the first day thereafter which is not a Saturday, Sunday or holiday listed in Item 525.</p>	<p>ITEM 1225 (CONT'D)</p> <p style="text-align: center;">EMPTY CARS ORDERED OR APPROPRIATED FOR LOADING BUT NOT USED</p> <p>When a car so ordered and placed on a public track is not used, and no advice from the party who ordered the car has been received within forty-eight (48) hours, exclusive of Saturdays, Sundays and holidays, from the first 7:00 AM after demurrage charges begin, the car may be removed and treated as released at the time of removal.</p> <p>[15] In event a car is rejected account not suitable for loading, this item will not apply if the party ordering the car advises this railroad of rejection, and condition that causes car to be rejected, within forty-eight (48) hours exclusive of Saturdays, Sundays and holidays after actual placement.</p> <p>[16] In event a car is rejected account not suitable for loading, this item will not apply if the party ordering the car advises this railroad of rejection and condition that caused car to be rejected within twenty-four (24) hours, exclusive of Saturdays, Sundays and holidays, after actual placement (see Notes 1 and 2). These provisions will also apply in connection with cars that are held on constructive placement on shipper-owned or leased tracks.</p> <p>If rejection has not been made within time specified in the previous paragraph, demurrage will be charged for all detention, computed as set forth in this item.</p> <p>Note 1 - When advice cannot be furnished because of authorized personnel of this railroad not being on duty to accept the advice, the party ordering the car will have until 9:00 AM of the next day on which this railroad has such personnel on duty to furnish the advice and the car will be released at the time during the railroad's off-duty hours such party was ready, willing and able to furnish the advice.</p> <p>Note 2 - Industries performing switching service for themselves or other parties must, in addition to advising this railroad that cars will not be used in transportation service for loading, return such cars to the industrial interchange track.</p>
<p>ITEM 1225</p> <p style="text-align: center;">EMPTY CARS ORDERED OR APPROPRIATED FOR LOADING BUT NOT USED</p> <p>When empty cars are placed on orders or appropriated but not used in transportation service, demurrage will be charged for all detention, including Saturdays, Sundays and holidays, from actual or constructive placement or appropriation until date and time advice is given to authorized personnel of this railroad, either by telephone or in writing, that such cars will not be used and are available to this railroad (See Notes 1 and 2).</p> <p>In the application of this item a demurrage day consists of a twenty-four (24) hour period or fraction thereof computed from the hour of actual or constructive placement of the car or appropriation, except that on cars placed in advance of the date for which ordered for loading, time will be computed from 7:00 AM of the day for which so ordered.</p> <p style="text-align: center;">(Continued in next column)</p>	
<p style="text-align: center;">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 1230</p> <p>CARS RECEIVED UNDER LOAD AND HELD FOR FORWARDING DIRECTIONS</p> <p>[6] - [7] On loaded cars received from another railroad, or loaded private cars received from private tracks, and held by this railroad for forwarding directions or other disposition, time will be computed from the first 7:00 AM after they are received until proper forwarding direction or other disposition is furnished, except that cars received between 5:00 PM and 7:00 AM will not be subject to demurrage if disposition or forwarding directions are received prior to the following 12:00 Noon, exclusive of Saturdays, Sundays and holidays.</p> <p>[8] On loaded cars received from another railroad and held by this railroad for forwarding directions, or other disposition, demurrage will be assessed from the first 7:00 AM after receipt until proper forwarding directions or other disposition is furnished, except that cars received between 5:00 PM and 7:00 AM will not be subject to demurrage if disposition or forwarding directions are received prior to the following 12:00 Noon, inclusive of Saturdays, Sundays and holidays (see Note).</p> <p>Note - When forwarding directions or other disposition cannot be furnished because of authorized personnel of this railroad not being on duty to accept the directions or other disposition, the consignor will have until 12:00 Noon of the next day on which this railroad has such personnel on duty to accept forwarding directions or other disposition and the forwarding directions or other disposition will be considered to have been furnished at the time during the railroad's off-duty hours that the consignor was ready, willing and able to furnish the forwarding directions or other disposition.</p>	<p>ITEM 1300</p> <p>NOTIFICATION REQUIREMENTS</p> <p>In all cases where the consignee, or other party is entitled to receive notification as provided in Items 1305 through 1385, such notification shall be sent or given by this railroad within twenty-four (24) hours, exclusive of Saturdays, Sundays and holidays, of arrival of car at destination or hold point. However, no notice is required to be sent or given where the movement or transportation rate of a car initially tendered under demurrage or detention provisions in other sections of this tariff or other tariffs are changed so as to bring the detention of such cars under the provisions of Section 1 of this tariff. In such case the tender required under such other sections of this tariff or other tariffs will constitute the required notice of Section 1 of this tariff.</p> <p>Nothing in this section will preclude this railroad from sending or giving notification on Saturdays, Sundays and holidays when it is in a position to do so.</p>
<p>ITEM 1235</p> <p>CARS CONTAINING FREIGHT IN BOND FOR CUSTOMS ENTRY, GOVERNMENT INSPECTION, OR CERTIFICATION</p> <p>On cars containing freight in bond for Customs entry and Government inspection, time will be computed from the first 7:00 AM after notice has been given. Cars will be released at the date and time this railroad is furnished with release from Customs entry and Government inspection and disposition instructions.</p>	<p>ITEM 1305</p> <p>CARS CONSTRUCTIVELY PLACED</p> <p>Notification of constructive placement shall be sent or given for all cars (loads and empties) which are held on tracks of this railroad at available hold points or at billed destination because of any condition attributable to the consignee or consignor which prevents this railroad from making actual placement. Such cars which have been placed by this railroad on private or other than public delivery tracks, including lead tracks serving the consignee or consignor shall be considered constructively placed without notice.</p>
	<p>ITEM 1310</p> <p>CARS FOR UNLOADING ON PUBLIC DELIVERY TRACKS</p> <p>Notice of arrival shall be sent or given within twenty-four (24) hours of arrival of car at destination or hold point. In case car is not placed within twenty-four (24) hours from the first 7:00 AM after notice of arrival has been sent or given, notice of placement shall be sent or given (see Note, this item).</p> <p>Note - Where car is held for special purpose of consignee as provided in Items 1100, 1105, 1115, and 1120, placement notice shall be sent or given only in case car is not placed within twenty-four (24) hours from the first 7:00 AM after order for placement is received.</p>
	<p>ITEM 1315</p> <p>CARS FOR LOADING ON PUBLIC DELIVERY TRACKS</p> <p>Notice of placement shall be sent or given only when car is placed twenty-four (24) hours or more after 7:00 AM of the date for which ordered.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 1320</p> <p style="text-align: center;">CARS HELD FOR SPECIAL PURPOSES</p> <p>Notice of arrival shall be sent or given within twenty-four (24) hours of arrival of car at destination or hold point under the following conditions:</p> <ol style="list-style-type: none"> 1. When the consignee has not notified this railroad of the track upon which he wishes his car placed, either by general or specific orders as to incoming freight at or prior to arrival of shipment. 2. When surrender of bill of lading on shipment billed "to order", surrender of written order or advice, or surrender of other lawful substitute is required under Rule 7, Uniform Freight Classification Tariff UFC 6000-Series. 3. Payment of lawful charges when required prior to delivery of the car. 	<p>ITEM 1340</p> <p style="text-align: center;">EXCEPTIONS TO NOTIFICATION REQUIREMENTS IN ITEM 1335</p> <p>Notification of unclaimed carload freight shall not be sent under the following circumstances:</p> <ol style="list-style-type: none"> 1. When actually placed, or constructively placed, for delivery on other than public delivery tracks or industrial interchange tracks serving the consignee. 2. When the consignee has paid the freight charges at the destination, or has ordered in writing that the car be placed for unloading. 3. When the consignor has advised either the destination or originating railroad in writing that such notice is not required. 4. When the consignor and consignee are the same and a notice of arrival has previously been sent or given. 5. When the bill of lading has been surrendered or an indemnity bond furnished for shipment covered by "to order" bills of lading. 6. When consignor or owner has been previously sent or given a notice by wire that the car is being held for disposition instructions.
<p>ITEM 1325</p> <p style="text-align: center;">CARS STOPPED IN TRANSIT</p> <p>When cars are held in transit because of any condition solely attributable to the consignor, consignee, or owner, a notice shall be sent or given to the party ordering the car stopped upon arrival of cars at the point of stoppage. This will not apply to cars stopped in transit for milling or other in-transit privilege, but notice as otherwise required shall be sent or given to the party designated to perform the milling or other in-transit service.</p>	<p>ITEM 1345</p> <p style="text-align: center;">METHODS AND PROCEDURES FOR NOTIFICATION</p> <p>Notification may be sent or given:</p> <ol style="list-style-type: none"> 1. In writing by U.S. Mail or otherwise. 2. By personal or telephone communication (See Note). 3. By action of the consignee (See Item 1360). 4. By delivery of cars upon other than public delivery tracks or industrial interchange tracks serving consignee or consignor. <p>Note - When consignor or consignee utilizes an electronic or mechanical device to accept messages (either in written or oral form), notification left on such device will be considered as having been given to consignor or consignee, as the case may be.</p>
<p>ITEM 1330</p> <p style="text-align: center;">REFUSED CARLOAD FREIGHT</p> <p>When carload freight is refused at destination, this railroad shall within twenty-four (24) hours (exclusive of Saturdays, Sundays and holidays) after being advised of refusal, give notice of such refusal by telephone or wire (See Note) to the consignor or owner when known, or when not known, to the agent at point of shipment, who shall promptly notify the consignor, if known.</p> <p>Note - For the purpose of applying this item, the term "wire" shall be construed to mean such forms of electronic communications as telegram, teletype, telex and mailgram. If notice is transmitted by telephone, a written record shall be maintained by this railroad.</p>	
<p>ITEM 1335</p> <p style="text-align: center;">UNCLAIMED CARLOAD FREIGHT</p> <p>When carload freight cannot be delivered by this railroad and remains on hand undelivered and unclaimed at the expiration of three days (perishable), or five days (non-perishable) (exclusive of Saturdays, Sundays and holidays), computed from the first 7:00 AM after proper notice has been sent or given, a notice to that effect shall be given by telephone or sent by wire (See Note) to the consignor or owner when known and when not known to the agent at point of shipment, who shall promptly notify the consignor, if known.</p> <p>Note - For the purpose of applying this item, the term "wire" shall be construed to mean such forms of electronic communications as telegram, teletype, telex and mailgram. If notice is transmitted by telephone, a written record shall be maintained by this railroad.</p>	
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SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 1350</p> <p style="text-align: center;">IN WRITING BY U.S. MAIL OR OTHERWISE</p> <p>[19] Notification shall be in writing if consignor or consignee has filed a written request with this railroad prior to arrival of cars. Notification forwarded by U.S. Mail shall be considered delivered prior to the 7:00 AM on the date following the postmarked date. Date and time of written notification delivered otherwise must be recorded and will establish date and time of notification. Copies of notification by U.S. Mail or otherwise shall be maintained by this railroad's agent. When the address of the consignee does not appear on billing and is not known, notice of arrival must be deposited in the United States Mail bearing return address, same to be preserved on file if returned.</p> <p>[11] Notification shall be in writing if consignor or consignee has filed a written request with this railroad prior to arrival of cars. Notification forwarded by U.S. Mail shall be considered delivered prior to the first 7:00 AM after it was sent. Date and time of written notification delivered otherwise must be reported, and notification by U.S. Mail or otherwise shall be maintained by this railroad's agent. When the address of the consignee does not appear on billing and is not known, notice of arrival must be deposited in the United States Mail bearing return address, same to be preserved on file if returned.</p> <p>[16] Notification forwarded by U.S. Mail shall be considered delivered prior to the first 7:00 AM after it was sent. Date and time of written notification delivered otherwise must be recorded, and will establish date and time of notification. Copies of notification by U.S. Mail or otherwise shall be maintained by this railroad's agent. When the address of the consignee does not appear on billing and is not known, notice of arrival must be deposited in the United States Mail bearing return address, same to be preserved on file if returned.</p>	<p>ITEM 1365</p> <p style="text-align: center;">BY DELIVERY OF CARS UPON OTHER-THAN-PUBLIC-DELIVERY TRACKS OR INDUSTRIAL INTERCHANGE TRACKS</p> <p>Delivery of cars upon other-than-public-delivery tracks or upon industrial interchange tracks, including lead tracks of the consignee or party entitled to receive same, will constitute notification to consignee.</p>
<p>ITEM 1355</p> <p style="text-align: center;">BY PERSONAL OR TELEPHONE COMMUNICATION</p> <p>[15] A written record of personal or telephone notification shall be maintained by this railroad's agent.</p> <p>[16] Written confirmation of personal or telephone notification will be furnished to consignor or consignee when consignor or consignee has filed a written request with this railroad. A written record of personal or telephone notification, including requested confirmation, shall be maintained by this railroad's agent.</p> <p>Note 1 - When consignor or consignee utilizes an electronic or mechanical device to accept messages (either in written or oral form), notification left on such device will be considered as having been given to consignor or consignee, as the case may be.</p>	<p>ITEM 1370</p> <p style="text-align: center;">INFORMATION REQUIRED FOR NOTIFICATION</p> <p>Notification information shall include:</p> <ol style="list-style-type: none"> 1. Car initial and number - all notifications. If contents transferred en route, must include original car initial and number. 2. Contents - all notifications. 3. Point of shipment - unless the consignor and/or broker has advised otherwise - for arrival notification only. 4. Hold point - for constructive placement notification when cars are held short of billed destination.
<p>ITEM 1360</p> <p style="text-align: center;">BY ACTION OF CONSIGNEE</p> <p>In all cases where any part of the contents of the car has been inspected or removed by the consignee prior to the sending or giving of notice, such inspection or removal shall constitute the required notification.</p>	<p>ITEM 1375</p> <p style="text-align: center;">RAILROAD FAILURE TO SEND OR GIVE REQUIRED NOTICE</p> <p>When this railroad fails to send or give the consignee or consignor the required notice of arrival or placement, or the required notice of refused or unclaimed carload freight, the consignee or consignor shall not be charged demurrage from the first 7:00 AM after the notice should have been sent or given to the first 7:00 AM following the date it was actually sent or given; provided, that if through error, notice of refused or unclaimed freight is transmitted by mail instead of by wire, this waiver of liability for demurrage charges shall be terminated on the date such mailed notice is received by the consignor.</p>
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<p>ITEM 1380</p> <p>INSUFFICIENT INFORMATION IN ARRIVAL NOTIFICATION</p> <p>When notice of arrival does not contain all of the information specified in Item 1370, the consignee or party entitled to receive notification shall not have the right to question the sufficiency of such notice, unless within forty-eight (48) hours from the first 7:00 AM after notice of arrival has been sent or given to the consignee or party entitled to receive same, he shall furnish this railroad's agent a written statement of the omitted information required, in which event the time between receipt of such statement and the furnishing of the omitted information will not be computed against the consignee. When this railroad handles the car in switching service only, he will transmit the request to the inbound line-haul railroad's agent, who will promptly furnish the information direct to the consignee and advise this railroad's agent the date and time furnished.</p>	<p>ITEM 1400</p> <p>ALLOWANCES PERMISSIBLE FOR RELIEF OF DEMURRAGE CHARGES</p> <p>Demurrage charges assessed or collected for detention of cars through causes named in Items 1405 through 1435 will, subject to conditions set forth herein, be promptly cancelled or refunded.</p>
<p>ITEM 1385</p> <p>CLAIM OF DELAYED NOTICE BY U.S. MAIL (SEE NOTE)</p> <p>When a claim is made that a mail notice was mailed at a later date or delayed through postal service, the date of mailing shall be determined by the postmark. If the notice bears no postmark or if the postmark bears no date or is illegible, the records of this railroad shall govern.</p> <p>Note - [16] - The provisions of this item apply only in connection with Paragraph 1 of Item 1345.</p>	<p>ITEM 1405</p> <p>STRIKE INTERFERENCE</p> <p>[20] When it is impossible to load or unload or receive cars from or make cars available to this railroad because of strike interference at the point where the loading or unloading is to be accomplished, the detention to each car due to this cause from the first 7:00 AM after such interference begins until the first 7:00 AM after such interference ceased will be excluded in computing time and charges, provided a claim in writing is presented to this railroad within thirty (30) days, exclusive of Saturdays, Sundays and holidays, after the date on which the strike interference ceases, or the date on which demurrage bill is rendered, whichever is latest, stating the date and time strike interference began and ended. Such detention will be charged for at the rate of \$7.00 per day or fraction of a day, including Saturdays, Sundays and holidays and without free time allowance. Cars otherwise subject to average agreement shall not earn credits nor accrue debits during the period of interference, nor will it be permissible to offset any part of the detention by credits earned on the same or other cars. The detention both before and after the period of interference will be consolidated into one period of detention subject to the provisions of Item 600 and Item 800.</p>
<p>ITEM 1390</p> <p>IDENTIFICATION OF SHIPMENT ACTUALLY OR CONSTRUCTIVELY PLACED ON AN OTHER-THAN-PUBLIC-DELIVERY TRACK</p> <p>When, in order to identify the shipment in a car actually or constructively placed on an other-than-public-delivery track, the consignee files request in writing before unloading begins or other disposition is made, for the name of the consignor, point of shipment; or, if transferred in transit, the initial and number of the original car, the time between receipt of the request and compliance therewith will not be computed against the consignee. When this railroad handles the car in switch service only, it will submit the request to the inbound line-haul carrier's agent, who will furnish the information direct to the consignee, advising this railroad's agent of the date and time furnished.</p>	<p>[21] When it is impossible to load or unload or receive cars from or make cars available to this railroad because of strike interference at the point where loading or unloading is to be accomplished, the detention to each car due to this cause from the first 7:00 AM after such interference begins until the first 7:00 AM after such interference ceases will be excluded in computing time and charges, provided a claim in writing is presented to this railroad within thirty (30) days, exclusive of Saturdays, Sundays and holidays, after the date on which the interference ceases, stating the date and time strike interference began and ended. Such detention will be charged for at the rate of \$7.00 per car per day or fraction of a day, including Saturdays, Sundays and holidays and without free time allowance. Cars otherwise subject to average agreement shall not earn credits nor accrue debits during the period of interference, nor will it be permissible to offset any part of the detention by credits earned on the same or other cars. The detention both before and after the period of interference will be consolidated into one period of detention subject to the provisions of Item 600 and Item 800.</p>
	<p>(Continued on next page)</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 1405 (Cont'd)</p> <p style="text-align: center;">STRIKE INTERFERENCE 800.</p> <p>[16] When it is impossible to load or unload or receive cars from or make cars available to this railroad because of strike interference at the point where the loading or unloading is to be accomplished, the detention to each car due to this cause from the first 7:00 AM after such interference begins until the first 7:00 AM after such interference ceased will be excluded in computing time and charges, provided a claim in writing is presented to this railroad within thirty (30) days, exclusive of Saturdays, Sundays and holidays, after the date on which the strike interference ceases, or the date on which demurrage bill is rendered, whichever is latest, stating the date and time strike interference began and ended. Such detention will be charged for at the rate of \$11.00 per car per day or fraction of a day, including Saturdays, Sundays and holidays and without free time allowance. Cars otherwise subject to average agreement shall not earn credits nor accrue debits during the period of interference, nor will it be permissible to offset any part of the detention by credits earned on the same or other cars. The detention both before and after the period of interference will be consolidated into one period of detention subject to the provisions of Item 600 and Item 800.</p> <p>The provisions of this item will not apply to:</p> <ol style="list-style-type: none"> 1. Inbound cars when forwarding directions are furnished at point of loading of the freight subsequent to four days, exclusive of Saturdays, Sundays and holidays, starting with the first 7:00 A.M. after the beginning of strike interference. 2. Inbound cars when reshipped, reconsigned or diverted to a strike bound point of unloading subsequent to two days, exclusive of Saturdays, Sundays and holidays, starting with the first 7:00 A.M. after the beginning and prior to the termination of strike interference. 3. Cars held on orders of the consignee, consignor or owner of the freight when the strike bound point of unloading is not served by this railroad. 4. Cars held short of destination station on orders of the consignee, consignor, or owner. 5. Cars held because of a strike at another plant than that where the cars are to be loaded or unloaded. 6. Cars for loading when ordered or appropriated after the beginning and prior to the termination of strike interference. 	<p>ITEM 1410</p> <p style="text-align: center;">BUNCHING</p> <p>Relief of demurrage charges caused by reason of bunching shall be granted under conditions outlined below:</p> <p>CARS TENDERED FOR LOADING - When by reasons of delay or irregularity in filling orders, cars are bunched and placed for loading in accumulated numbers in excess of daily placing, as ordered, the shipper shall be allowed such free time for loading as he would have been entitled to had the cars been placed for loading as ordered, provided claim is filed with this railroad, in writing, within thirty (30) days, exclusive of Saturdays, Sundays and holidays, from the date on which the bill for demurrage is rendered.</p> <p>CARS TENDERED FOR UNLOADING - When as the result of the act or neglect of any railroad, or because of floods, earthquakes, hurricanes or tornadoes, and conditions in the devastated area resulting therefrom, cars originating at the same point, moving via the same route and consigned to one consignee at one point, are bunched; or when cars originating at different points and transported via the same route from an intermediate common point to destination, are bunched after arriving at the common point (in which event the date of arrival of the cars at the common point will govern in determining the bunching instead of the date of shipment) and are tendered for delivery by this railroad in accumulated numbers in excess of daily shipments, the consignee shall be allowed such free time as he would have been entitled to had the cars not been bunched, but when any car is released before the expiration of the prescribed free time or the adjusted free time, the next cars bunched therewith will be treated as tendered the next 7:00 AM following such release. For the purpose of applying this item, cars moving from different points or via different routes to destination and arriving on different dates will be considered bunched if tendered for delivery on the same day and such free time shall be allowed as the consignee would have been entitled to had the cars been placed or tendered for placement in the order of their arrival; except that cars which arrive on Saturdays, Sundays and holidays, will not be considered bunched when tendered for delivery on the first day thereafter which is not a Saturday, Sunday or holiday. In no case will allowance be granted from bunching unless this railroad receives a claim, in writing, within thirty (30) days, exclusive of Saturdays, Sundays and holidays, from the date on which the bill for demurrage is rendered, supported by a statement certifying car initial and number and either the date and point of shipment, or the date of arrival at the common point, for each car involved in the bunching claim. The date of shipment shall be the date forwarding or reforwarding directions are furnished the railroad for movement of the car to the point of unloading, and the point of shipment is where the forwarding or reforwarding directions are effected for movement of the car to the point of unloading.</p>
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SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 1415</p> <p>CARS RUN AROUND THROUGH NO FAULT OF CONSIGNOR OR CONSIGNEE</p> <p>[22] When this railroad for any cause not attributable to the consignor or consignee actually places cars recently tendered ahead of cars previously tendered, demurrage will be charged on the basis of the amount that would have accrued but for such error, except that on cars subject to Average Agreement Plan, Item 800, allowance will be made only on those cars, held beyond the debit days which it is permissible to offset by credits earned on other cars. When the delay in loading or unloading one commodity has no relationship to the delay in loading or unloading a different commodity, separate computation must be made for each of such commodities in order to determine the allowance that should be made. The following formula will be used to determine the amount of demurrage that would have accrued but for such error.</p> <p>[23] When this railroad for any cause not attributable to the consignor or consignee actually places cars recently tendered ahead of cars previously tendered, demurrage will be charged on the basis of the amount that would have accrued but for such error, except that on cars subject to Average Agreement Plan, Item 800, allowance will be made only on those cars held beyond the debit days which it is permissible to offset by credits earned on other cars. However, when demurrage charges have been assessed and billed, no relief will be provided under this item unless claim is presented, in writing, within ninety (90) calendar days after bill has been rendered, identifying cars which have been run around. When the delay in loading or unloading one commodity has no relationship to the delay in loading or unloading a different commodity, separate computations must be made for each of such commodities in order to determine the allowance that should be made. The following formula will be used to determine the amount of demurrage that would have accrued but for such error.</p> <ol style="list-style-type: none"> List in date order of constructive placement all cars that are involved in the run around; however, when no constructive placement has been made on a car, use its actual placement date as the constructive placement date (See Note). Show opposite each car listed, the date and time of its actual placement and the date and time of its release, together with the charges assessed. When two or more cars are placed on the same date, enter first the record of the car released first. Opposite the first car constructively placed, enter the date and time of actual placement of the first car actually placed, and the date and time of its release. Continue this procedure with the second car and all subsequent cars until all the original actual dates of placement and release have been used. Compute the time from the first 7:00 A.M. after the original tender (actual or constructive placement) date to and including the date of substituted release of each car. Allow the difference, if any, between the total amount thus ascertained and the amount of demurrage assessed on the basis of the original records. <p>(Continued in next column)</p>	<p>ITEM 1415 (Cont'd)</p> <p>CARS RUN AROUND THROUGH NO FAULT OF CONSIGNOR OR CONSIGNEE</p> <p>6. With respect to cars subject to average agreement, list the cars held beyond the debit days which it is permissible to offset by credits earned on other cars as the result of being run around for causes not attributable to the consignor or consignee together with cars tendered later, that ran around them, regardless of whether the latter cars accrued charges for detention beyond four debits. Then proceed as described in paragraphs 1, 2, 3, 4, and 5 and compute debits and credits and excess charges on the basis of the substituted dates, i.e. from the first 7:00 AM after the original tender (actual or constructive placement) date to and including the date of substituted release of each car; provided that no allowance shall be made in excess of charges originally accrued for detention beyond debit days on the car or cars involved in the run around.</p> <p>Note - Cars actually or constructively placed for account of this railroad may not be commingled with cars actually or constructively placed for account of other railroads in computing run-around allowance.</p> <p>ITEM 1420</p> <p>WEATHER INTERFERENCE</p> <p>Relief shall be granted under the following conditions:</p> <p>[4] (1) On cars placed for loading or unloading on public delivery tracks, when the condition of the weather during any part of the prescribed free time (See Note) or the adjusted free time provided for in Item 1410 is such as to make it impossible to place freight in cars or move it from cars without serious injury to the freight, the free time will be extended until a total of twenty-four (24) hours for loading or forty-eight (48) hours for unloading (seventy-two (72) or ninety-six (96) hours on cars subject to paragraph (4), this item) free of such weather interference shall have been allowed, provided the consignor or consignee requests such additional time advising the nature and duration of the weather interference at or prior to the time the car is released.</p> <p>[5] (1) When the condition of the weather during any part of the prescribed free time (or the adjusted free time provided for in Item 1410) of forty-eight (48) hours for loading or unloading is such as to make it impossible to place freight in cars or move it from cars without serious injury to the freight, the free time will be extended to a total of forty-eight (48) hours (ninety-six (96) hours on cars subject to Paragraph (4) this Item) free of such weather interference shall have been allowed, provided a claim, stating fully the condition which prevented the loading or unloading is presented, in writing, to this railroad within thirty (30) days, exclusive of Saturdays, Sundays and holidays, after the date on which demurrage bill is rendered.</p> <p>[25] (2) On cars subject to Item 1225, when the condition of the weather during any part of the first twenty-four (24) hours after actual placement is such as to make it impossible to work at loading or impossible to place freight in cars without serious injury to the freight, no demurrage shall be charged for the period of weather interference during such twenty-four (24) hours, provided claim stating fully the condition which prevented loading is presented, in writing, to this railroad within thirty (30) days, exclusive of Saturdays, Sundays and holidays, after date on which demurrage bill is rendered.</p> <p>(Continued on next page)</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 1420 (Cont'd)</p> <p style="text-align: center;">WEATHER INTERFERENCE</p> <p>Relief shall be granted under the following conditions:</p> <p>[5] (2) On cars subject to Item 1225, when the condition of the weather during any part of the first forty-eight (48) hours after actual placement is such as to make it impossible to place freight in cars without serious injury to the freight, no demurrage shall be charged for the period of weather interference during such forty-eight (48) hours, provided claim stating fully the condition which prevented loading is presented, in writing, to this railroad within thirty (30) days, exclusive of Saturdays, Sundays and holidays, after date on which demurrage bill is rendered.</p> <p>[22] (3) When, because of floods, earthquakes, hurricanes or tornadoes and condition in the devastated area resulting therefrom, it is impossible for a consignor or consignee to get to a car or to load or to unload, the detention directly chargeable thereto shall be eliminated in computing demurrage.</p> <p>[23] (3) When, because of floods, earthquakes, hurricanes or tornadoes and condition in the devastated area resulting therefrom, it is impossible for a consignor or consignee to get to a car or to load or to unload, the detention directly chargeable thereto shall be eliminated from demurrage charges assessed and billed, providing a claim is presented, in writing, to this railroad within ninety (90) calendar days after date on which demurrage bill is rendered, stating fully the conditions which prevented the loading or unloading.</p> <p>[11] (4) When, at the time of actual placement, lading is frozen or congealed so as to require heating, thawing or loosening, to unload, the free time shall be extended two (2) days, provided the consignee shall, within ten (10) days after date on which the car was released, send or give this railroad's agent a written statement certifying, as to each car, that time was expended in heating, thawing or loosening the lading to unload the car. This provisions will not apply on private cars while held under constructive placement and which are exempted from demurrage after actual placement under the provisions of Item 765.</p> <p>[9] (4) When, at the time of actual placement, lading is frozen or congealed so as to require heating, thawing or loosening to unload, a consignee desiring additional free time for unloading shall, prior to the expiration of ten (10) days, exclusive of Saturdays, Sundays and holidays, after the date on which the car was released, send or give this railroad's agent a written statement certifying by car initial and number: (a) the day or days (7:00 AM to 7:00 AM) on which car was on actual placement and during which any time was expended in heating, thawing or loosening to unload the car; (b) the day (7:00 AM to 7:00 AM) on which car was actually unloaded. If the written statement is mailed, the date of mailing shall be determined by the postmark. This carrier will relieve charges accrued or assessed while car was on actual placement for the day or days so certified in part (a) of the statement with a maximum of two (2) days; except, the carrier will not relieve the day on which a car was actually unloaded as certified in part (b) of the consignee's statement.</p> <p>Note - On cars subject to Item 1225, no allowance will be made after twenty-four (24) hours free of weather interference.</p>	<p>ITEM 1425</p> <p style="text-align: center;">ORDERS OR FORWARDING DIRECTIONS DELAYED IN U.S. MAIL</p> <p>When an order to move, forward or release a car is sent to this railroad by U.S. Mail, whether it is received late or not at all, it shall be considered to have been received after 7:00 AM on the date it should have been received, provided claim, in writing, is filed within ten (10) days from date on which demurrage bill is rendered, supported with proof that the order was deposited in the U.S. Mail, properly stamped and addressed on date claimed, in the absence of such proof, the car shall be released after 7:00 AM on the date the order or subsequent instructions were received. When an order is received by U.S. Mail, the date of mailing shall be determined by the postmark.</p> <hr/> <p>ITEM 1430</p> <p style="text-align: center;">MOVEMENT FROM HOLD POINT TO DESTINATION</p> <p>When cars are held at an available hold point short of destination and constructive placement notice is sent or given, the time of movement between hold point and destination and any other time for which the railroad is responsible, will not be computed against the consignor or consignee.</p> <p>No allowance will be made for time of movement when:</p> <p>(a) Cars are constructively placed on the basis that free time will begin at the same time it would have begun had the cars moved normally to destination, and</p> <p>(b) Cars are subsequently brought to destination prior to being ordered for actual placement.</p> <hr/> <p>ITEM 1435</p> <p style="text-align: center;">RAILROAD ERROR</p> <p>In event of error by any railroad named in the bill of lading contract or participating in the transportation transaction which prevents acceptance, proper tender or delivery including the demand of payment of transportation charges in excess of tariff authority, demurrage will be charged on basis of the amount that would have accrued but for such error.</p> <p>When cars are inaccessible for loading or unloading, allowance will be made for detention directly chargeable thereto, subject to conditions set forth below:</p> <ol style="list-style-type: none"> 1. On other-than-public-delivery tracks when there is disability of this railroad. 2. On public delivery tracks only when an obstruction is on the premises of this railroad. <p>No allowance will be made for delay in placing nor for interruption in loading or unloading cars consigned or ordered to a track, other than a public delivery track, used by two or more shippers or consignees, when such delay or interruption is attributable to such joint use of such track, except that due allowance will be made if a car displaced in switching is not replaced when the switching is completed.</p> <p>[23] Demurrage charges assessed and billed will not be relieved under this item unless claim is presented, in writing, to this railroad within ninety (90) calendar days after date on which demurrage bill is rendered, stating the conditions for which relief is claimed.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**SECTION 1
GENERAL CAR DEMURRAGE RULES AND CHARGES**

ITEM 1440

**RELIEF DUE TO FIRE HAZARD, IN SAW MILLING, LOGGING,
OR THE OPERATION OF A LOGGING RAILROAD**

When the use of power-driven machinery in saw milling, logging or the operation of a logging railroad, is prohibited because of fire hazard, and such prohibition results in the inability of a consignor or a consignee to load or unload cars, or when the employees of a consignor or consignee are commandeered to fight forest fires, the detention of cars, due to such causes, will be eliminated in computation of free time and demurrage, provided the consignor or consignee presents claim in writing, supported by written confirmation of such interference from a duly constituted authority to this railroad within thirty (30) days, exclusive of Saturdays, Sundays and holidays, after the date of such interference, stating the date and time interference began and ceased.

For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.

**SECTION 2
STORAGE RULES AND CHARGES**

ITEM 1500

APPLICATION

The Storage Rules and Charges in Section 2 govern the allowance of free time and assessment of charges for storage when freight, or cars subject to this Section, are held beyond free time or when no free time is provided.

For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.

SECTION 2 EXCEPTIONS TO STORAGE RULE AND CHARGES	SECTION 2 EXCEPTIONS TO STORAGE RULE AND CHARGES																				
<p>ITEM 1605</p> <p>ANN ARBOR RAILROAD SYSTEM</p> <p>The application of storage rules and charges named in Section 2 will NOT apply on empty assigned cars for loading at Ford Motor Company, Saline, MI nor at Dundee Cement Company at Dundee, MI.</p>	<p>ITEM 1650</p> <p>EAST ERIE COMMERCIAL RAILROAD (Exception to Items 2005 and 2010)</p> <p>No free time will be allowed on locomotives and other cars and equipment including cars, locomotives and equipment for dismantling, inspection or repairs, moving on own wheels, either inbound or outbound as freight at tariff rates, and will be subject to a storage charge of \$15.00 per car or other unit of equipment per day, or fraction of a day while held on tracks of this railroad to be computed from the first 7:00 AM, including Saturdays, Sundays, and holidays following the sending or giving of notice.</p>																				
<p>ITEM 1606</p> <p>APPLIES ON FOR CARRIERS NAMED IN THIS ITEM (EXCEPTION TO ITEMS 1905 AND 1915)</p> <p>A. All empty private cars as described in Item 1725 (except railroad controlled cars as described in Item 1726) are exempted from the provisions of these rules.</p> <p>B. All empty cars, regardless of ownership, with an inside length of 69 feet and over, and all cars regardless of ownership, of "FM" mechanical designation having a carrying capacity of 200,000 pounds or more, are exempted from the provisions of these rules. In determining these exemptions, the car description listed in The Official Railway Equipment Register, RER 6413-Series, shall govern.</p> <p>Ann Arbor Railroad System</p>	<p>ITEM 1657</p> <p>ILLINOIS & MIDLAND RAILROAD, INC. (Exception to Item 1925)</p> <p>All empty covered hopper cars assigned to Reed Mineral at Powerton and Sicily, IL, will be subject to storage charges of \$15.00 per car, per day or fraction thereof. The balance of the provisions of Item 1925 will apply.</p>																				
<p>ITEM 1608</p> <p>APPLICABLE ONLY WHEN SPECIFIC REFERENCE IS MADE HERETO</p> <p>When specific reference is made to this item, the hourly time charge will be as shown opposite the series of car numbers listed below in which the number of the "FB", "FBS", "LO", "XL", or "XP" car is included.</p> <table border="0" data-bbox="162 1234 779 1606"> <thead> <tr> <th>Car Owner and Reporting Marks:</th> <th>Car Numbers:</th> <th>Hourly Time Charge: (See Note 1) (In Cents)</th> </tr> </thead> <tbody> <tr> <td rowspan="4">Ashley, Drew, and Northern Rwy (ADN)</td> <td>500-529</td> <td>43</td> </tr> <tr> <td>530-534</td> <td>71</td> </tr> <tr> <td>550-599</td> <td>82</td> </tr> <tr> <td>700-799</td> <td>72</td> </tr> <tr> <td rowspan="2">Laurinburg and Southern Railroad (LRS)</td> <td>4001-4100</td> <td>75</td> </tr> <tr> <td>5001-5100</td> <td>82</td> </tr> <tr> <td>St. Mary's Railroad (SM)</td> <td>6001-6060</td> <td>106</td> </tr> </tbody> </table> <p>Note 1 - Charge authorized herein will be determined in the same manner and subject to same application as the hourly time charge specified in Car Hire Rule 1 of Official Railway Equipment Register, RER 6414-Series.</p>	Car Owner and Reporting Marks:	Car Numbers:	Hourly Time Charge: (See Note 1) (In Cents)	Ashley, Drew, and Northern Rwy (ADN)	500-529	43	530-534	71	550-599	82	700-799	72	Laurinburg and Southern Railroad (LRS)	4001-4100	75	5001-5100	82	St. Mary's Railroad (SM)	6001-6060	106	<p>ITEM 1658</p> <p>ILLINOIS & MIDLAND RAILROAD, INC. (Exception to Item 1925)</p> <p>All empty covered hopper cars carrying marks HS or IMRR assigned to Weaver Popcorn at Forest City, IL, will be subject to storage charges of \$15.00 per car, per day or fraction thereof. The balance of the provisions of Item 1925 will apply.</p>
Car Owner and Reporting Marks:	Car Numbers:	Hourly Time Charge: (See Note 1) (In Cents)																			
Ashley, Drew, and Northern Rwy (ADN)	500-529	43																			
	530-534	71																			
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SECTION 2 EXCEPTIONS TO STORAGE RULE AND CHARGES	SECTION 2 EXCEPTIONS TO STORAGE RULE AND CHARGES
<p>ITEM 1675</p> <p>MONTANA RAIL LINK, INC (MRL) (Exception to Item 1925 [16])</p> <p>(16) For customers taking delivery of railcars at MRL stations, except Laurel, MT, Billings, MT and East Billings, MT, 48 hours free time will be allowed on cars subject to this section. A storage charge of \$20.00 per car per day, or fraction of a day, will be assessed. Computation of free time and storage begins with the first 7:00 AM following the sending or giving of notice in Item 1920, exclusive of Saturdays, Sundays and holidays. Charges will continue to accrue until proper billing instructions are received or until car is removed from assigned storage pool.</p>	<p>ITEM 1689</p> <p>TAZEWELL & PEORIA RAILROAD INC. (Exception to Item 1925)</p> <p>Empty cars bearing reporting marks: PPU 300000 series flat cars assigned to Caterpillar, Inc. at Peoria, IL will be subject to storage charges of \$25.00 per car, per day, or fraction thereof. Balance of the provisions of Item 1925 will apply.</p>
<p>ITEM 1688</p> <p>TAZEWELL & PEORIA RAILROAD INC. (Exception to Item 1925)</p> <p>All empty flat cars (except PPU 300000 series) assigned to Caterpillar, Inc. and/or Komatsu America Corp. at Peoria, IL will be subject to storage charges of \$20.00 per car, per day or fraction thereof. Balance of the provisions of item 1925 will apply.</p>	<p>ITEM 1690</p> <p>TAZEWELL & PEORIA RAILROAD INC. (Exception to Item 1925) (See Note)</p> <p>When customer cannot accept delivery of private railcars, loaded or empty, such cars will be constructively placed on hold/storage tracks of the TZPR, subject to the following storage charge:</p> <p>After expiration of free time allowed shown below, storage charge of \$30.00 per car per day or fraction thereof will be assessed until railcar is ordered to spot at industry.</p> <p>Free Time: Forty (48) hours free time will be allowed, time to be computed from the first 7:00 AM after arrival of railcar, regardless of the day of the week.</p> <p>Note: TZPR will not store any loaded railcars containing Hazardous Material on its property.</p>
	<p>ITEM 1698</p> <p>WASHINGTON COUNTY RAILROAD CORPORATION</p> <p>PART A</p> <p>Cars bearing reporting marks JTTX 95185 assigned to Bombardier will be subject to storage charge of \$12.00 per day or fraction thereof while held for loading and/or unloading at Websterville, VT.</p> <p>PART B</p> <p>Cars bearing reporting marks MTTX 95074, 95104, 95203, 95315, 95364, 95423, 95432, 95434, 95439, 95072, 95084, 95174, 95431, 95435, and 95391 assigned to Bombardier will be subject to a storage charge of \$7.20 per car, per day or fraction thereof while held for loading or unloading at Websterville, VT.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 2 STORAGE RULE AND CHARGES	SECTION 2 STORAGE RULE AND CHARGES
<p>ITEM 1705</p> <p style="text-align: center;">GLOSSARY OF TERMS</p> <p>For the purpose of applying items in Section 2 of this tariff, the following are defined and shall govern.</p>	<p>ITEM 1735</p> <p style="text-align: center;">HOLIDAYS</p> <p>Wherever reference is made to "holidays", it shall mean only the days listed below.</p> <p>New Year's Day - January 1 (See Note 1) Washington's Birthday - Third Monday of February Memorial Day - Last Monday of May Independence Day - July 4 (See Note 1) Labor Day - First Monday of September Thanksgiving Day - Fourth Thursday of November Christmas Day - December 25 (See Note 1)</p> <p>Note 1 - When this date occurs on a Sunday, the following Monday will be observed as the holiday.</p>
<p>ITEM 1710</p> <p style="text-align: center;">PUBLIC DELIVERY TRACKS</p> <p>Any accessible track open to the general public for loading or unloading.</p>	<p>ITEM 1740</p> <p style="text-align: center;">CONSIGNOR</p> <p>The party in whose name cars are ordered or the party who furnishes this railroad forwarding directions.</p>
<p>ITEM 1715</p> <p style="text-align: center;">OTHER THAN PUBLIC DELIVERY TRACK</p> <p>Any railroad track or portion of a track assigned for individual use or for joint use, including privately owned or leased tracks.</p>	<p>ITEM 1745</p> <p style="text-align: center;">CONSIGNEE</p> <p>The party to whom a shipment is consigned or the party entitled to receive the shipment.</p>
<p>ITEM 1720</p> <p style="text-align: center;">PRIVATE TRACK</p> <p>A track outside of this railroad's right-of-way, yard and terminals, and of which this railroad does not own either rails, ties, roadbed or right-of-way. When a track or portion thereof owned or operated by this railroad is assigned to the purpose of its user through a written lease or written agreement, such lease or agreement will be considered as equivalent to ownership and the track or portion thereof treated as private track.</p> <p>A track or portion thereof will be considered the private track of each of two or more parties when written consent has first been obtained from this railroad for such joint use of its track, which has been assigned through a written lease or written agreement, or when written notice of such joint use has been furnished this railroad by the owner of a private track prior to actual placement of a car for account of any joint user of the track.</p>	<p>ITEM 1750</p> <p style="text-align: center;">ACTUAL PLACEMENT</p> <p>Actual placement is made when a car is placed in an accessible position for loading or unloading or at a point previously designated by the consignor or consignee.</p>
<p>ITEM 1725</p> <p style="text-align: center;">PRIVATE CAR</p> <p>A private car is a car bearing other than railroad reporting marks and which is not a railroad-controlled car.</p>	<p>ITEM 1755</p> <p style="text-align: center;">CONSTRUCTIVE PLACEMENT</p> <p>When a car consigned or ordered to a private track, an industrial interchange track, or an other-than-public-delivery track cannot be actually placed because of a condition attributable to the consignor or consignee, such car will be held at destination, or if it cannot reasonably be accommodated there, at an available hold point and notice shall be sent or given the consignor or consignee that the car is held (naming the hold point if not held at destination) and that this railroad is unable to effect placement; however, if car is placed on the private track, industrial interchange track or other-than-public-delivery track serving the consignor or consignee, the car shall be considered constructively placed without notice.</p>
<p>ITEM 1726</p> <p style="text-align: center;">RAILROAD-CONTROLLED CAR</p> <p>A railroad-controlled car is a car provided to a railroad directly, by car companies or others, for the indiscriminate use by this railroad in serving any of its customers.</p>	<p>ITEM 1730</p> <p style="text-align: center;">RAILROAD PREMISES</p> <p>The term "Railroad Premises" as used in Items 2100 through 2105, when applicable to shipments held in cars, shall embrace all tracks which this railroad provides for its own uses and purposes or for general public use, and all other tracks located inside of its right-of-way or yards and terminals, except tracks located on or within the confines of property owned or leased by an industry.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 2 STORAGE RULE AND CHARGES	SECTION 2 STORAGE RULE AND CHARGES
<p>ITEM 1760</p> <p>CARS ACTUALLY OR CONSTRUCTIVELY PLACED AT EXACTLY 7:00 AM</p> <p>When cars are actually or constructively placed at 7:00 AM, time shall be computed from the same 7:00 AM; and placement shall be determined by the precise time the engine cuts loose.</p>	<p>ITEM 1810</p> <p>FREIGHT NOT SUBJECT TO STORAGE RULES AND CHARGES IN THIS SECTION</p> <p>The rules and charges in Item 1805 and Items 1815 through 1850 will not apply on:</p> <p>(a) Freight or material authorized to be returned in cars without charges under provisions of freight tariffs.</p> <p>(b) Freight not liable to damage from the elements and which is not ordinarily handled through freight houses, entirely at owner's risk, may be stored on the vacant land of this railroad provided owner has previously been assigned space as available and without distinction.</p> <p>(c) Freight stored in warehouses owned and operated by railroads as storage warehouses.</p> <p>(d) Export and import freight at port of export or import, domestic freight received from or intended for delivery to ocean or lake vessels at the port of transshipment and freight subject to lighterage at seaboard points when other rules and charges applicable thereto are provided in tariffs lawfully on file with the Interstate Commerce Commission, except to the extent indicated in such tariffs.</p> <p>(e) Freight refused or unclaimed, when and for the time held for convenience of this railroad beyond legal requirements or damaged freight refused or unclaimed for which railroad liability is acknowledged and which is disposed of as salvage or returned to the shipper for repairs.</p> <p>(f) Less-than-carload freight until loaded into cars or after unloaded from cars at non-agency stations.</p> <p>(g) Carload lots of coal, coke or ore.</p>
<p>ITEM 1765</p> <p>TIME TO BE OBSERVED</p> <p>In the application of these rules, the time to be properly applied is the time, daylight saving or standard time, lawfully in effect in the community where the car is held.</p>	
<p>ITEM 1770</p> <p>ASSIGNEE</p> <p>A shipper who has requested and has been assigned specific cars.</p>	
<p>ITEM 1775</p> <p>ASSIGNED CAR</p> <p>A car of any ownership specifically requested and assigned to a shipper by a railroad.</p>	
<p>ITEM 1780</p> <p>BUREAU OF EXPLOSIVES TARIFF</p> <p>The Bureau of Explosives Tariff No. BOE 6000-Series covers regulations prescribed by the U.S. Department of Transportation for the handling of hazardous materials.</p>	
<p>ITEM 1805</p> <p>FREIGHT SUBJECT TO STORAGE RULES AND CHARGES IN THIS SECTION</p> <p>Except as otherwise provided, the provisions of Items 1810 through 1850 apply to freight as described below received for delivery or held to complete a shipment, for forwarding directions or for any other purpose, or when stored or held in or on the premises or tracks of this railroad.</p> <p>(a) Less-than-carload freight.</p> <p>(b) Freight unloaded in or on railroad premises which has been subject to demurrage rules while in cars.</p> <p>(c) Less-than-carload freight loaded into or delivered direct from cars.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 2 STORAGE RULE AND CHARGES	SECTION 2 STORAGE RULE AND CHARGES
<p>ITEM 1815</p> <p style="text-align: center;">NOTICE OF ARRIVAL</p> <p>Notice of arrival shall be sent or given consignee or party entitled to receive same within twenty-four (24) hours, exclusive of Saturdays, Sundays and holidays, of the date of arrival of shipment at destination and shall include the point of shipment and commodity (See Note 1). In the event any part of a shipment is inspected or removed by the consignee prior to the sending or giving of the required notice, such inspection or removal shall be considered as notice of arrival. Notice must be in writing if the consignee or party entitled to receive same shall file in writing a request to receive such form of notice prior to arrival of shipment, and copy of such notification will be maintained by this railroad's agent. When the address of the consignee does not appear on billing and is not known, notice of arrival must be deposited in the U.S. Mail, bearing return address, same to be preserved on file if returned.</p> <p>When an arrival notice does not contain all the information required, the consignee must request the omitted information from the agent in writing during the prescribed free time, in which event the time between receipt of the request and the furnishing of it will not be computed against the consignee. When claim is made that a mailed notice has been delayed, the date of mailing will be determined by the postmark.</p> <p>Nothing in this section will preclude this railroad from sending or giving notification on Saturdays, Sundays and holidays when it is in a position to do so.</p> <p>Note 1 - When the required notice of arrival is not sent or given within the prescribed twenty-four (24) hours after arrival, time will be computed from the first 7:00 AM after such notice was actually sent or given.</p> <p>Note 2 - When consignee utilizes an electronic or mechanical device to accept messages (either in written or oral form), notification left on such device will be considered as having been given to consignee.</p>	<p>ITEM 1820</p> <p style="text-align: center;">REFUSED OR UNCLAIMED SHIPMENTS</p> <p>When less-than-carload shipments remain on hand undelivered five (5) calendar days after the expiration of free time or are refused, notice shall be sent or given consignor within twenty-four (24) hours thereafter, exclusive of Saturdays, Sundays and holidays, (See Note 1) except that when consignors have placed instructions on shipments (in label or sticker form) these instructions will be complied with by this railroad and in such instances notice of refusal or non-delivery shall not be sent or given the consignor. Notice of refused or unclaimed shipment may be sent by wire only at request of consignee and at his expense.</p> <p>Note 1 - When the required notice of refused or unclaimed freight is not sent or given within the twenty-four (24) hour period as specified, time will be computed from the first 7:00 AM after such notice was actually sent or given.</p> <p>Note 2 - When consignor utilizes an electronic or mechanical device to accept messages, (either in written or oral form), notification left on such device will be considered as having been given to consignor.</p>
	<p>ITEM 1825</p> <p style="text-align: center;">FREE TIME</p> <p>[24] Forty-eight (48) hours free time will be allowed for removal of an inbound shipment from railroad premises or for its reshipment or to complete an outbound carload shipment.</p> <p>[4] Twenty-four (24) hours free time will be allowed to complete delivery of an outbound shipment to this railroad.</p> <p>[33] One hundred twenty (120) hours free time will be allowed for removal from railroad premises or for reshipment of inbound less-than-carload freight.</p> <p>No free time will be allowed on outbound shipment held for the furnishing of forwarding directions; it will be subject to storage charges from the first 7:00 AM after its receipt and without notice.</p> <p>In the event it is necessary to hold the shipments in cars, the free time allowed will run concurrently with the free time allowed under the demurrage rules but in no case shall storage charges begin to accrue before the cars have been released from demurrage rules and charges.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 2 STORAGE RULE AND CHARGES	SECTION 2 STORAGE RULE AND CHARGES
<p>ITEM 1830</p> <p style="text-align: center;">COMPUTING TIME</p> <p>[15] Time will be computed from the first 7:00 AM after notice of arrival is sent or given as to inbound freight held for removal, reconsignment or reshipment and from the first 7:00 AM after receipt in or on railroad premises as to outbound freight. Any fraction of a day will be counted a whole day and Saturdays, Sundays and holidays will be included after the second chargeable day begins to run. In computing charges, any fraction of 100 pounds will be computed as 100 pounds.</p> <p>[16] Time will be computed from the first 7:00 AM, inclusive of Saturdays, Sundays and holidays, after notice of arrival is sent or given as to inbound freight held for removal, reconsignment or reshipment and from the first 7:00 AM, inclusive of Saturdays, Sundays and holidays, after receipt in or on railroad premises as to outbound freight. Any fraction of a day will be counted as a whole day.</p> <p>When orders for freight held for disposition or reconsignment are mailed, such orders will release freight at 7:00 AM of the date received at station where freight is held, if mailed on a prior date; otherwise after 7:00 AM of the date received, except that when proof is furnished that the order was deposited in the mail, properly addressed and stamped on the date claimed, it shall be considered received as of date it should have been delivered.</p>	<p>ITEM 1845</p> <p style="text-align: center;">OUTBOUND FREIGHT HELD TO COMPLETE CARLOAD SHIPMENTS</p> <p>When outbound freight is delivered in or on railroad premises and held to complete a carload shipment, the storage charges assessed in accordance with this section shall not exceed the amount that would have accrued on straight demurrage (not average agreement) under demurrage rules, had the freight been loaded in a car.</p>
<p>ITEM 1835</p> <p style="text-align: center;">STORAGE CHARGES</p> <p>Freight held in or on railroad premises, in excess of free time allowed or without free time allowance, will be subject to the following charges per day or at option of carrier may be sent to public warehouse (charges in cents per 100 pounds):</p> <p>For each of the first five days - 12 1/2; for sixth and each succeeding day - 23.</p> <p>Minimum storage charge per shipment on freight held beyond free time (charges per 100 pounds):</p> <p>Five days or part thereof - \$1.71; six days or more - \$3.32.</p> <p>In computing charges, any fraction of 100 pounds will be computed as 100 pounds.</p>	<p>ITEM 1850</p> <p style="text-align: center;">CLAIMS</p> <p>Storage charges assessed or collected for detention due to causes named below will, subject to conditions set forth herein, be promptly cancelled or refunded:</p> <p>(a) Devastating weather during the prescribed free time that makes it impossible to remove inbound freight or complete delivery from or to railroad premises without serious injury to the freight. When others similarly situated and under the same conditions reasonably could and did deliver or remove freight, no relief will be allowed.</p> <p>(b) When this railroad's agent demands payment of transportation charges in excess of tariff authority.</p> <p>(c) When an error of any railroad prevents proper tender of delivery, storage will be charged on the basis of the amount that would have accrued but for such error.</p>
<p>ITEM 1840</p> <p style="text-align: center;">FREIGHT UNLOADED TO RELEASE EQUIPMENT</p> <p>When carload freight is unloaded by this railroad for the purpose of releasing needed equipment or upon request of consignee or consignor, the storage charges assessed in accordance with this section shall not exceed the amount that would have accrued on straight demurrage (not average agreement) under demurrage rules, had the freight remained in the car.</p> <p>If the car is unloaded by this railroad, the actual cost of the service will be in addition to the storage charges.</p>	<p>ITEM 1905</p> <p style="text-align: center;">ASSIGNED CARS</p> <p>Except as provided in Item 1915, the provisions of Items 1910 through 1950 apply to cars of any ownership specifically requested and assigned to shippers by railroads (See Note 1) where this railroad serves the assignee at the designated point of assignment (See Note 2) as the originating road-haul carrier or the originating switching line and is required to hold such cars on its tracks or private sidings connected therewith while awaiting:</p> <ol style="list-style-type: none"> 1. Actual or constructive placement on orders of, or appropriation of the cars for loading by the assignee, or 2. Delivery of such cars to a connecting switching line performing the actual placement service where such switching line has not concurred in the assignment and holding of cars on its line while subject to Section 2 of this tariff. <p>Note 1 - When an assigned car is returned with a revenue load, subject to applicable carload rates, the car is subject to Section 1 of this tariff.</p> <p>Note 2 - For the purpose of applying this section, the designated point of assignment shall mean the origin station at which this railroad has assigned or concurs with another railroad to assign specific cars for use by a specific shipper.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 2 STORAGE RULE AND CHARGES	SECTION 2 STORAGE RULE AND CHARGES
<p>ITEM 1910</p> <p style="text-align: center;">ASSIGNMENT OF CARS</p> <p>Before specific cars are assigned to a shipper, the shipper must request in writing of originating road-haul carrier(s) assignment at least ten (10) days before their intended use of a specific number of cars.</p>	<p>ITEM 1920</p> <p style="text-align: center;">NOTIFICATION</p> <p>[15] Notice containing car initial and number when such cars are held at point of assignment awaiting orders for placement or appropriation shall be sent or given assignee. In event such cars cannot be reasonably accommodated at point of assignment, cars will be held at any available hold point and written notice will be issued also containing advice of such holding (See Note 1). An additional notice will not be required when car reaches point of assignment. When notice is sent or given as prescribed in this rule, and cars are later found to contain carload or less-than-carload freight, pallets and other devices, the notice tendered under Section 2 will serve as constructive placement notice as required in Item 545 of Section 1 of this tariff. Upon release from demurrage, subject car will revert to application of storage charges as provided in Item 1925 of this tariff, from the second 7:00 AM, excluding Saturdays, Sundays and holidays, without further notice.</p>
<p>ITEM 1915</p> <p style="text-align: center;">ASSIGNED CARS NOT SUBJECT TO THIS SECTION</p> <p>[9]1. Cars of any ownership with an inside length of 69 feet or more. Cars with mechanical designations of "XL", "XM" or "XP" are not included in this exemption.</p> <p>[9]2. Cars of any ownership with a mechanical designation of "FM" having a carrying capacity of 200,000 lbs. or more.</p> <p>[9]3. Empty cars of private ownership, which are not railroad controlled.</p> <p>In determining these exemptions, the car descriptions listed in the Official Railway Equipment Register RER 6413-Series shall govern.</p> <p>[11] Cars of any ownership other than mechanical designations "XL", "XM" or "XP", with an inside length of 69 feet and over and cars of any ownership of "FM" mechanical designation having a carrying capacity of 200,000 lbs. or more are exempted from the provisions of these rules. In determining these exemptions, the car descriptions listed in the Official Railway Equipment Register RER 6413-Series shall govern. Empty cars of private ownership are also exempted from the provisions of these rules.</p>	<p>[16] When cars subject to this section arrive at designated point of assignment, notice containing car initials and number shall be sent or given assignee. In event such cars cannot be reasonably accommodated at designated point of assignment, cars will be held at any available hold point and notice will be sent or given containing advice of such holding. An additional notice will not be required when car reaches designated point of assignment.</p> <p>Notification required under this item shall be sent or given by this railroad within twenty-four (24) hours (See Note 1), exclusive of Saturdays, Sundays and holidays, of arrival of car at destination or hold points.</p> <p>[16] Written confirmation of personal or telephone notification will be furnished to assignee when assignee has filed a written request with this railroad. A written record of personal or telephone notification, including required confirmation, shall be maintained by this railroad's agent.</p>
	<p>Nothing in this section will preclude this railroad from sending or giving notification on Saturdays, Sundays and holidays when it is in a position to do so.</p> <p>Note 1 - When the required notice is not sent or given within the prescribed twenty-four (24) hours after arrival, charges will be computed from the second 7:00 AM, exclusive of Saturdays, Sundays and holidays, following the sending or giving of such notice.</p> <p>Note 2 - When assignee utilizes an electronic or mechanical device to accept messages (either in written or oral form), notification left on such device will be considered as having been given to assignee.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 2 STORAGE RULE AND CHARGES	SECTION 2 STORAGE RULE AND CHARGES
<p>ITEM 1925</p> <p style="text-align: center;">STORAGE CHARGE</p> <p>[22] No free time will be allowed on cars subject to this section, but they will be subject to a storage charge of \$5.00 per car per day, not subject to ex parte increases, to be computed from the second 7:00 AM, exclusive of Saturdays, Sundays and holidays following the sending or giving of notice as provided in Item 1920.</p> <p>[25] No free time will be allowed on cars subject to this section, but they will be subject to a storage charge of \$8.00 per car per day, not subject to ex parte increases, to be computed from the second 7:00 AM, exclusive of Saturdays, Sundays and holidays following the sending or giving of notice as provided in Item 1920.</p> <p>[16] No free time will be allowed on cars subject to this section, but they will be subject to a storage charge of \$10.00 per car per day or fraction of a day, to be computed from the second 7:00 AM, exclusive of Saturdays, Sundays and holidays, following the sending or giving of notice in Item 1920. These charges may be billed monthly where the assignee is an average agreement customer at point of assignment.</p> <p>[22] (a) Once storage charges commence to run, all Saturdays, Sundays and holidays are chargeable days with charges continuing until receipt of orders from the assignee for placement or constructive placement or appropriation of cars for loading.</p> <p>[23] (a) Once storage charges commence to run, all Saturdays, Sundays and holidays are chargeable days with charges continuing until actual or constructive placement on orders of, or appropriation of cars for loading by the assignee (See Note).</p> <p>(b) Cars released from storage charges under these conditions will be subject to applicable demurrage or detention tariffs.</p> <p>Note - Where actual or constructive placement is made by a switching line that has not concurred in the assignment and holding of cars on its line while subject to Section 2 of this tariff, storage charges will cease at the time cars are delivered to the switching line on orders of the switching line or assignee, as the case may be.</p>	<p>ITEM 1935</p> <p style="text-align: center;">CONDITIONS FOR RELIEF WHEN ASSIGNEE'S OPERATIONS CEASE</p> <p>[16] When it is impossible to load or to receive for loading empty cars assigned under the provisions of these rules because of cessation of operations for a period of five (5) consecutive days or more resulting from a strike, work stoppage, flood, high water or other interference at the plant of the assignee for which the empty assigned cars are held, the charges herein shall be suspended for the period of such interference with operations and an additional ninety-six (96) hours immediately following resumption of operations, provided that the assignee furnishes a written notice to the carrier at point of assignment within five (5) days, exclusive of Saturdays, Sundays and holidays after the date on which interference ceased, stating date and time interference began and ceased and the cause of such interference. The period of suspension under this item will be from the first 7:00 AM following the date on which interference began until the first 7:00 AM following expiration of the ninety-six (96) hour period immediately following resumption of operations (See Notes 1 and 2).</p> <p>[15] When it is impossible to load or to receive for loading empty cars assigned under the provisions of these rules because of cessation of operations for a period of five (5) consecutive days or more resulting from a strike, work stoppage, flood, high water or other interference at the plant of the assignee for which the empty assigned cars are held, the charges herein shall be suspended for the period of such interference with operations and an additional ninety-six (96) hours immediately following resumption of operations, provided that the assignee furnishes a written notice to the carrier at point of assignment within five (5) days, exclusive of Saturdays, Sundays and holidays after the date on which interference ceased, stating date and time interference began and ceased and the cause of such interference. The period of suspension under this item will be from the first 7:00 AM following the date on which interference began until the first 7:00 AM following expiration of the ninety-six (96) hour period immediately following resumption of operations (See Note 1).</p> <p>Note 1 - Relief will be restricted to a maximum of two (2) such cessations in any calendar year, with the storage allowance not to exceed a total of thirty (30) days per calendar year. For the purpose of applying this note, a cessation of operations beginning in one year and continuing uninterrupted into the following year will be considered one (1) cessation occurring in the year in which the interference began and the number of days in such cessation plus the ninety-six (96) hour period immediately following resumption of operations will also be considered as occurring in the year in which interference began. The days allowed in the cessations claimed must be consecutive from the beginning of such cessations.</p> <p>Note 2 - The cars which are placed on notice prior to and during any claimed shutdown period will be the only cars allowed the ninety-six (96) hours immediately following the resumption of operations.</p>
<p>ITEM 1930</p> <p style="text-align: center;">RELEASE OF CARS FROM ASSIGNMENT</p> <p>At such time as the assignee wishes to reduce the number of an assignment by one or more cars, assignee must notify the originating road-haul carrier(s) and originating switching line, in writing or confirmed in writing, and specify the effective date of release of such car or cars which must be at least one (1) or more days after date of such notice. The originating road-haul carrier(s) will have the prerogative of selecting the car or cars to be removed from the assignment. Storage charges prescribed by these rules will accrue on cars so selected until the effective date of release unless such cars are previously removed by the originating carrier(s) in which case storage charges will terminate on the date of such removal. However, no assignee will be permitted to release a car or cars from an assignment by oral or written notice until all shipper-owned appurtenances have been removed by assignee.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center">SECTION 2 STORAGE RULE AND CHARGES</p>	<p align="center">SECTION 2 STORAGE RULE AND CHARGES</p>
<p>ITEM 1940</p> <p align="center">CONDITIONS FOR RELIEF WHEN ASSIGNEE'S OPERATIONS PARTIALLY SHUTDOWN</p> <p>When a partial shutdown lasts five (5) or more consecutive days and results in a thirty (30) percent or more reduction in normal loading of assigned cars, storage charges as provided in Item 1925 will be adjusted for the period beginning with the first 7:00 AM following date and time the partial shutdown begins until the first 7:00 AM following resumption of operations (See Note 1) by reducing the amount of such charges by the percentage factor produced by the ratio of assigned cars loaded during the partial shutdown (projected to a thirty (30) day basis) to the total number of assigned cars loaded in the calendar month immediately prior to the month in which the partial shutdown begins; provided notice in writing which shows the anticipated date and time of the partial shutdown, the total number of cars in assignment and number of assigned cars anticipated to be loaded during the partial shutdown is furnished the carrier at point of assignment at least five (5) days, exclusive of Saturdays, Sundays and holidays prior to the partial shutdown (See Note 2). If assignee fails to send or give such notice within such five-day period, but presents it at a later date, the time allowed for the partial shutdown shall begin five (5) days, exclusive of Saturdays, Sundays and holidays, following receipt of the notice (See Note 2). However, no adjustment will be made unless assignee also presents a subsequent written notice within five (5) days, exclusive of Saturdays, Sundays and holidays (See Note 2), following cessation of such partial shutdown which shows the date and time the partial shutdown actually began and ceased and the shutdown period.</p> <p>Note 1 - Relief will be restricted to a maximum of two (2) partial shutdown periods in any calendar year, with the storage allowance not to exceed thirty (30) days per calendar year. For the purpose of applying this note, a partial shutdown beginning in one year and continuing uninterrupted into the following year will be considered one (1) partial shutdown occurring in the year in which it began, and the number of days in such partial shutdown will also be considered as occurring in the year in which the partial shutdown began. The days allowed in the shutdown periods claimed must be consecutive from the beginning of such shutdowns.</p> <p>Note 2 - If the notices referred to in this item are mailed via U.S. Mail, they shall be considered as having been received after 7:00 AM of the date received.</p>	<p>ITEM 1945</p> <p align="center">CONDITIONS FOR RELIEF WHEN ASSIGNED CARS ARE FOUND TO HAVE MECHANICAL DEFECTS</p> <p>Relief will be granted from storage charges on an assigned car while held for repair of Federal Railroad Administration safety defects or other mechanical defects which make the car unsuitable for loading, from the time of actual discovery of the defect until car is again made available. If storage charges have been incurred on such car prior to the discovery of the mechanical defect, storage charges will resume from the first 7:00 AM following the sending or giving of notice to the assignee of the availability of the car for loading.</p> <hr/> <p>ITEM 1950</p> <p align="center">RAILROAD ERROR WHICH PREVENTS ACCEPTANCE, PROPER TENDER OF DELIVERY</p> <p>Under this item, storage charges will be assessed on the basis of the amount that would have accrued but for such error. Also, when for any cause but attributable to the assignee this railroad actually or constructively places assigned cars recently tendered ahead of assigned cars previously tendered, storage charges will be assessed on the basis of the amount that would have accrued had such cars been actually or constructively placed in the sequence they were ordered placed for loading (See Note).</p> <p>No allowance will be made for the delay in placing assigned cars ordered to a track, other than a public delivery track, used by two or more shippers, when such delay or interruption is attributable to such joint use of such track.</p> <p>Note - Cars actually of constructively placed for account of this railroad may not be commingled with cars actually or constructively placed for account of other railroads in computing run-around allowance.</p>
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 2 STORAGE RULE AND CHARGES	SECTION 2 STORAGE RULE AND CHARGES
<p>ITEM 2000</p> <p>The provisions of Items 2005 through 2015 apply to cars or other units of equipment moving on own wheels as freight at tariff rates.</p>	<p>ITEM 2010</p> <p>CARS RECEIVED AT POINT OF MANUFACTURE OR REPAIR AND HELD FOR FORWARDING DIRECTIONS-[26]</p> <p>Except as otherwise provided by railroad tariffs lawfully on file, cars received at point of manufacture or repair from another railroad or from private tracks and held by this railroad for forwarding directions which require movement on own wheels as freight at tariff rates will be subject to a storage charge of \$30.00 per day or fraction of a day, such charge to be computed from the first 7:00 AM following receipt of the cars without notice of receipt and without free time, except that cars received between 5:00 PM and 7:00 AM will not be subject to storage if forwarding directions are received prior to the following 12:00 Noon, inclusive of Saturdays, Sundays and holidays (See Notes 1 & 2).</p> <p>The term "forwarding directions" means a bill of lading or other suitable order given to this railroad at the point of receipt in writing or confirmed in writing containing all the necessary information to transport a car and which authorizes the immediate delivery to a connecting line for further movement (only when car has been received in terminal switching service), or the immediate forwarding to a consignee at another location at the same station or to a consignee at another destination.</p> <p>Note 1 - When forwarding directions or other disposition cannot be furnished because of authorized personnel of this railroad not being on duty to accept the directions or other disposition, the consignor will have until 12:00 Noon of the next day, on which this railroad has such personnel on duty to furnish forwarding directions or other disposition and the forwarding directions or other disposition will be considered to have been furnished at the time during the railroad's off-duty hours that the consignor was ready, willing and able to furnish the forwarding directions or other disposition.</p> <p>Note 2 - When this railroad utilizes electronic or mechanical devices which accept communication, either written or oral, the recorded date and time forwarding directions are received from the consignor will govern the release of cars.</p>
<p>ITEM 2005</p> <p>CARS MOVING ON OWN WHEELS (SEE NOTE)</p> <p>[26] After the expiration of forty-eight (48) hours free time computed from the first 7:00 AM after notice has been sent or given, inclusive of Saturdays, Sundays and holidays, railroad and privately-owned cars and other railroad and privately-owned equipment, moving on own wheels as freight at tariff rates, will be subject to a charge of \$30.00 per car or other unit of equipment per day or fraction of a day, inclusive of Saturdays, Sundays and holidays, while held on tracks of this railroad.</p> <p>[34] After the expiration of forty-eight (48) hours free time computed from the first 7:00 AM after notice has been sent or given, railroad and privately-owned cars and other railroad and privately-owned equipment, moving on own wheels as freight at tariff rates, will be subject to a charge of \$8.00 per car or other unit of equipment per day, while held on tracks of this railroad.</p> <p>[15] After the expiration of forty-eight (48) hours free time computed from the first 7:00 AM after notice has been sent or given, railroad and privately-owned cars and other railroad and privately-owned equipment, moving on own wheels as freight at tariff rates, will be subject to a charge of \$6.68 per car or other unit of equipment per day, while held on tracks of this railroad.</p> <p>When cars or other equipment described above cannot be delivered on account of the inability of the consignee, such cars or other equipment will be held at destination; or if it cannot reasonably be accommodated there, at an available hold point and notice sent or given the consignee that the cars or other equipment are so held, and time will be computed from the first 7:00 AM thereafter. The time of movement between hold point and destination and any other time for which the railroad is responsible will not be computed against the cars or other equipment.</p> <p>Note - Cars subject to the storage charges specified in this item shall include cars moving under per car or other unit of equipment switching charges as published in tariffs lawfully on file, except as otherwise provided in Mileage Allowance Tariffs ASLG 6007-series and RIC 6007-series.</p>	<p>ITEM 2015</p> <p>RAILROAD ERROR</p> <p>In event of error by any railroad named in the bill of lading contract or participating in the transportation transaction which prevents acceptance, proper tender or delivery, including the demand of payment of transportation charges in excess of tariff authority, storage will be charged on basis of the amount that would have accrued but for such error.</p> <p>No allowance will be made for delay in placing cars consigned or ordered to a track, other than a public delivery track, used by two or more shippers or consignees, when such delay or interruption is attributable to such joint use of such track, except that due allowance will be made if a car displaced in switching is not replaced when the switching is completed.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 2 STORAGE RULE AND CHARGES	SECTION 2 STORAGE RULE AND CHARGES
<p>ITEM 2100</p> <p>FREIGHT SUBJECT TO STORAGE RULES AND CHARGES IN ITEM 2105</p> <p>The rules and charges of Items 2105 apply to shipments of classes A, B or C explosives, as named in Part 172 Commodity List of Tariff BOE 6000-Series, and hazardous materials, substances or wastes requiring the use of a 4-digit identification number on shipping papers, placards or panels, as named in Part II, Section 172.101 of Tariff BOE 6000-Series, while held in cars on railroad premises.</p>	<p>ITEM 2105 (Cont'd)</p> <p>STORAGE RULES AND CHARGES ON EXPLOSIVES, HAZARDOUS MATERIALS, SUBSTANCES OR WASTES (SEE NOTE 1)</p> <p>6. After the expiration of free time allowed, or without free time allowances when none is provided, the following charges (See Note 3) will apply per day of twenty-four (24) hours, or fraction thereof, until removal from railroad premises:</p> <p>A. Class A - Explosives</p> <p>1. \$50.00, per car per day, will apply on shipments held in cars on railroad premises.</p> <p>B. Class B and C - Explosives</p> <p>1. \$25.00, per car per day, will apply on carload shipments of Classes B and C explosives held in cars on railroad premises. [43]</p> <p>2. \$50.00 per car per day, will apply on carload shipments of Classes B and C explosives held in cars on railroad premises. (See Note 5). [44]</p> <p>C. Hazardous Materials, Substances or Wastes, Other than explosives</p> <p>1. \$25.00, per car per day, will apply on carload shipments while held on railroad premises. [43]</p> <p>2. \$50.00, per car per day, will apply on carload shipments while held on railroad premises. (See Note 5). [44]</p>
<p>ITEM 2105</p> <p>STORAGE RULES AND CHARGES ON EXPLOSIVES, HAZARDOUS MATERIALS, SUBSTANCES OR WASTES (SEE NOTE 1)</p> <p>The storage charges provided in this item are in addition to applicable demurrage charges and, except as provided below, the applicable provisions of Sections 1 and 2 will govern in determining these storage charges:</p> <ol style="list-style-type: none"> 1. The provisions of Item 765, except Part A, Paragraph 3, will not apply. 2. The provisions of Item 1405 will not apply. 3. The provisions of Item 800 will not apply. 4. On cars held for loading on railroad premises, time will be computed from the first 7:00 AM after loading begins. 5. Free time will be as follows (See Note 2): <ul style="list-style-type: none"> (a) Forty-eight (48) hours free time will be allowed on shipments of Classes B and C explosives and other hazardous materials, substances or wastes, when held in cars, for removal from railroad premises (See Exception 1). (b) Twenty-four (24) hours free time will be allowed on shipments of Class A explosives, when held in cars, for removal from railroad premises (See Exception 1). <p>(Continued in next column)</p>	<p>Note 1 - When carload freight is refused at destination, this railroad shall within twenty-four (24) hours, exclusive of Saturdays, Sundays and holidays, after being advised of refusal, give notice of such refusal by telephone or wire to the consignor or owner when known, or when not known, to the agent at point of shipment, who shall promptly notify the consignor, if known. The term "wire", as used in this note, shall be construed to mean such forms of electronic communications as telegram, teletype, telex or mailgram. When notice is transmitted by telephone (See Note 4), a written record shall be maintained by this railroad.</p> <p>Note 2 - Free time will be computed from the first 7:00 AM after placement, or after proper notification has been sent or given where required. For the purpose of computing free time, Saturdays, Sundays and holidays will be excluded.</p> <p>Note 3 - When consignee or consignor is an average agreement customer at point of detention, charges may be billed monthly.</p> <p>Note 4 - When consignor or consignee utilizes an electronic or mechanical device to accept messages, notification left on such a device will be considered as having been given consignor or consignee as the case may be.</p> <p>Note 5 - Applies on car held on Indiana Harbor Belt Railroad premise.</p> <p>EXCEPTIONS:</p> <p>1. Freight held in cars, received from another railroad or from other than railroad premises and held on this railroad's premises for forwarding directions or other disposition, shall be subject to the provisions of Item 765, Part A, Paragraph 3, and Items 620 and 1230, for the purpose of computing time.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**SECTION 3
SPECIAL CAR DEMURRAGE RULES AND CHARGES**

ITEM 2200

APPLICATION

The Special Car Demurrage Rules and Charges published in Section 3 have application only when specific reference is made in freight tariffs, contracts, etc., to items in this Section, except as otherwise provided herein.

For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.

<p style="text-align: center;">SECTION 3 EXCEPTION TO SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>	<p style="text-align: center;">SECTION 3 EXCEPTION TO SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 2325</p> <p style="text-align: center;">APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM</p> <p>Demurrage or detention charges provided in Section 3 will NOT be assessed on private cars while held on private tracks unless, before car leaves point of shipment or reconsignment, the shipping document used to direct movement to the point at which car is held indicates car is subject to demurrage charges, in which case the demurrage or detention rules and charges provided herein will apply.</p> <p>If, due to clerical error, said notation is not placed on the shipping document, carrier will accept request from consignor in writing, or confirmed in writing, to add same to original shipping document if request is made prior to the arrival of car at destination.</p> <p>Private cars and private tracks are as defined in Items 515 and 520.</p> <p>Chicago, SouthShore and South Bend Railroad Company[39] East Cooper and Berkeley Railroad Company Elgin, Joliet and Eastern Railway Company Golden Triangle Railroad Hampton and Branchville Railroad Company Lancaster and Chester Railway Company Laurinburg and Southern Railroad Company Mississippi & Skuna Valley Railroad Company [A-2] Mississippi Export Railroad Company Old Augusta Railroad LLC Port Bienville Railroad Port Terminal Railroad of South Carolina Port Utilities Commission of Charleston, South Carolina, The St. Marys Railroad Company Sandersville Railroad Company South Central Tennessee Railroad</p>	<p>ITEM 2405</p> <p style="text-align: center;">HOLIDAYS</p> <p>Whenever reference is made in this Section to "holidays" it shall mean only the below listed days. In the event one of these holidays occurs on Sunday, the following Monday will be considered as holiday. The dates observed for these holidays will be as provided by Federal law except where individual states decree otherwise.</p> <p>New Year's Day Washington's Birthday Memorial Day Independence Day Labor Day Thanksgiving Day Christmas Day</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>	<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 2500</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p>Free time for loading, including cars stopped to complete loading, and charges for detention of cars after expiration of free time, will be as follows:</p> <p>Except as provided in Exceptions 1, 2, 3, 4 and 5 below, the provisions of the demurrage rules (Section 1) of this tariff will be used in determining charges under rates making specific reference to this item (subject to Note).</p> <p>EXCEPTIONS:</p> <ol style="list-style-type: none"> One day (24 hours) free time will be allowed to partly or completely load. Saturdays, Sundays and holidays as defined in Item 2405 will be excluded in computing free time. When the prescribed free time in Exception 1 begins to run at 7:00 AM or when the free time is extended beyond twenty-four (24) hours and the last day of free time begins to run at 7:00 AM of the day immediately prior to a Saturday, Sunday or holidays, such Saturday, Sunday or holiday will be a chargeable day. After expiration of free time, demurrage charges will be as provided in Item 900-Series, Section 1 of this tariff. Item 1400 (see Section 1) allowances will not apply except as follows: <ol style="list-style-type: none"> Item 1420, Paragraphs 1 and 3 Item 1405, 1435 and 1440 Item 800 (Section 1) Average Agreement Plan will not apply. <p>Note - Mixed carload shipments of commodities moving under rates subject to this item and commodities moving under rates not subject to this item will be subject to the provisions of this item.</p>	<p>ITEM 2510</p> <p align="center">(Applicable only when specific reference is made to this by number)</p> <p>Free time for unloading, including cars stopped to partly or completely unload, and charges for detention of cars after expiration of free time, will be as follows:</p> <p>Except as provided in Exceptions 1, 2, 3, 4 and 5 below, the provisions of the demurrage rules (Section 1) of this tariff will be used in determining charges under rates making specific reference to this item (subject to Note).</p> <p>EXCEPTIONS:</p> <ol style="list-style-type: none"> One day (24 hours) free time will be allowed to unload, or partly or completely unload. Saturdays, Sundays and holidays as defined in Item 2405, will be excluded in computing free time. When the prescribed free time in Exception 1 begins to run at 7:00 AM or when the free time is extended beyond twenty-four (24) hours and the last day of free time begins to run at 7:00 AM of the day immediately prior to a Saturday, Sunday or holiday, such Saturday, Sunday or holiday will be a chargeable day. After expiration of free time, demurrage charges will be as provided in Item 900-Series, Section 1 of this tariff. Item 1400 (See Section 1) allowances will not apply except as follows: <ol style="list-style-type: none"> Item 1420, Paragraphs 1, 3 and 4. Items 1405, 1435 and 1440. Item 800 (Section 1) Average Agreement Plan will not apply. <p>Note - Mixed carload shipments of commodities moving under rates subject to this item and commodities moving under rates not subject to this item will be subject to the provisions of this item.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>	<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 2525</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p>Free time for loading and charges for detention of cars after expiration of free time will be as follows:</p> <p>A. Ten (10) daylight hours free time will be allowed for loading each car, such time to be computed from the first whole daylight hour after actual or constructive placement (whichever occurs first). When any portion of the loading time extends beyond 7:00 PM of any day Monday through Friday, such portion of loading time shall be computed from 7:00 AM of the next day which is neither a Saturday, Sunday or holiday. Daylight hours are those hours between 7:00 AM and 7:00 PM, Monday through Friday.</p> <p>B. An additional period of 24 consecutive hours for loading or tendering Bill of Lading immediately following the expiration of free time as provided in Paragraph A will be allowed, subject to the following:</p> <ol style="list-style-type: none"> 1. At no charge unless there is in effect an order issued by the Interstate Commerce Commission designed or intended to alleviate a shortage of covered hopper cars designated "LO" in the official Railway Equipment Register having a capacity in excess of 3,000 cubic feet from and to stations which rates referring to this item apply. 2. At a charge of \$50.00 per car on covered hopper cars having capacity of 4,000 cubic feet if there is in effect an order issued by the Interstate Commerce Commission designed or intended to alleviate a shortage of covered hopper cars designated "LO" in the Official Railway Equipment Register having a capacity in excess of 3,000 cubic feet from and to stations which rates referring to this item apply. <p>C. After the expiration of free time allowed in Paragraphs A and B, demurrage will be charged for at the following charges per car per day, or fraction of a day until car is released:</p> <p align="center">\$20.00 per car per day for each of the first four (4) days, \$30.00 per car per day for each of the next two (2) days, \$60.00 per car per day for each subsequent day.</p> <p>D. In computing loading time, Saturdays, Sundays and legal holidays as defined in Item 2405 will be excluded.</p> <p>E. Actual Placement or Constructive Placement will be as defined in Items 540 and 545.</p> <p>F. When shipments moving on rates subject to this item are stopped for transit, such shipments will be subject to the provisions of this item when loaded out from the transit station for movement beyond to destination to which such rates are named.</p>	<p>ITEM 2550</p> <p align="center">Applicable only when specific reference is made to this item, by number)</p> <p>A. When unit train delivery can not be made to consignee due to a condition attributable to the consignee, the unit train will be constructively placed on IHB owned tracks at an available hold point. Notice of the constructive placement will be given to the consignee by telephone, fax or electronic mail as soon as practically possible following the constructive placement. Telephone notification will be confirmed in writing. Constructive placement will end when the consignee notifies the IHB that the condition preventing unit train delivery has ended.</p> <p>B. Twenty-four (24) hours free time will be allowed on constructively placed unit trains. All cars in the unit train will be subject to a charge of thirty dollars (\$30.00) per car day (of twenty-four (24) hours) or fraction thereof. Time will be computed from 12:01 AM as follows:</p> <p>When cars are constructively placed on Sunday through Thursday, time will begin on the first 12:01 AM following constructive placement. If the day following constructive placement is a holiday, then the free time will begin at 12:01 AM of the day following the holiday. If the cars are constructively placed on a Sunday which is a holiday, then free time will begin at 12:01 AM on Tuesday.</p> <p>When cars are constructively placed on Friday or Saturday, free time will begin on 12:01 AM the following Monday. If the Sunday or Monday following constructive placement is a holiday, then free time will begin 12:01 AM Tuesday.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>	<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 2560</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p>Free time for loading and charges for detention of cars after expiration of free time will be as follows:</p> <p>A. One day (24 hours) free time will be allowed for loading of each car, time to be computed from the hour of actual or constructive placement (See Paragraph B). Loading includes the furnishing of instructions to the railroad authorizing immediate movement of the car. After the expiration of free time allowed (24 hours), demurrage will be charged for as provided in Item 900-Series, Section 1 of this tariff.</p> <p>In computing free time, Saturdays, Sundays and legal holidays as defined in Item 2405 will be excluded. (When a car is placed on a Saturday, Sunday or legal holiday, time will be computed from 12:01 AM of the first working day following the Saturday, Sunday or legal holiday.)</p> <p>Note - If car is placed for loading on public delivery track, time will be computed from the hour of actual placement on such track.</p> <p>B. "Actual Placement" is made when car is placed for loading. If such actual placement is prevented due to any cause attributable to consignor or consignee, the car shall be considered constructively placed and, without notice, free time will be computed from the hour of such constructive placement, the same as if the car had been actually placed.</p> <p>C. Cars handled under the provisions of this item are not subject to Section 1 of this tariff, and the provisions of this item will apply in lieu thereof.</p> <p>D. No demurrage charges will be made on privately owned cars held on privately owned tracks where ownership of the car and track is the same under the provisions of Item 765, Section 1 of this tariff.</p> <p>E. When because of error of this railroad and not for any cause attributable to the consignor, consignee, or their agents, cars recently tendered are actually placed ahead of cars previously tendered, or this railroad fails to switch the siding of the consignor, consignee, or their agents, in whole or in part, charges as provided in Paragraph A of the Item will be adjusted to the amount that would have accrued but for such errors, provided, however, cancellation of charges will only be made if claim is filed in writing with this railroad's agent within ninety (90) days after the date on which bill for detention is sent or given.</p> <p>Note - Mixed carload shipments of commodities moving under rates subject to this item and commodities moving under rates not subject to this item will be subject to this item.</p>	<p>ITEM 2570</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p>Free time for unloading and charges for detention of cars after expiration of free time will be as follows:</p> <p>A. One day (24 hours) free time will be allowed for unloading and making available each car to the railroad, time to be computed from the hour of actual or constructive placement (See Paragraph B). After the expiration of free time allowed (24 hours), demurrage will be charged for as provided in Item 900-Series, Section 1 of this tariff, per car per day, or fraction of a day, until car is released.</p> <p>In computing free time, Saturdays, Sundays and legal holidays as defined in Item 2405 will be excluded. (When a car is placed on a Saturday, Sunday or legal holiday, time will be computed from 12:01 AM of the first working day following the Saturday, Sunday or legal holiday.)</p> <p>Note - If car is placed for unloading on public delivery track, time will be computed from the hour of actual placement on such track.</p> <p>B. "Actual Placement" is made when car is placed for unloading. If such actual placement is prevented due to any cause attributable to consignor or consignee, the car shall be considered constructively placed and, without notice, free time will be computed from the hour of such constructive placement, the same as if the car had been actually placed.</p> <p>C. Cars handled under the provisions of this item are not subject to Section 1 of this tariff, and the provisions of this item will apply in lieu thereof.</p> <p>D. No demurrage charges will be made on privately owned cars held on privately owned tracks where ownership of the car and track is the same under the provisions of Item 765, Section 1 of this tariff.</p> <p>E. When because of error of this railroad and not for any cause attributable to the consignor, consignee, or their agents, cars recently tendered are actually placed ahead of cars previously tendered, or this railroad fails to switch the siding of the consignor, consignee, or their agents, in whole or in part, charges as provided in Paragraph A of this Item will be adjusted to the amount that would have accrued but for such errors, provided, however, cancellation of charges will only be made if claim is filed in writing with this railroad's agent within ninety (90) days after the date on which bill for detention is sent or given.</p> <p>Note - Mixed carload shipments of commodities moving under rates subject to this item and commodities moving under rates not subject to this item will be subject to this item.</p>
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>	<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 2580</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p>Free time for loading and charges for detention of cars after expiration of free time will be as follows:</p> <p>A. One day (24 hours) free time will be allowed for loading of each car, time to be computed from the first 7:00 AM after actual or constructive placement (See Paragraph B). Loading includes the furnishing of instructions to the railroad authorizing immediate movement of the car. After the expiration of free time allowed (24 hours), demurrage will be charged for as provided in Item 900-Series, Section 1 of this tariff, per car per day, or fraction of a day, until car is released.</p> <p>In computing free time, Saturdays, Sundays and legal holidays as defined in Item 2405 will be excluded.</p> <p>Note - If car is placed for loading on public delivery track, time will be computed from the first 7:00 AM after actual placement on such track.</p> <p>B. "Actual Placement" is made when car is placed for loading. If such actual placement is prevented due to any cause attributable to consignor or consignee, the car shall be considered constructively placed and, without notice, free time will be computed from the first 7:00 AM after such constructive placement, the same as if the car had been actually placed.</p> <p>C. Cars handled under the provisions of this item are not subject to Section 1 of this tariff, and the provisions of this item will apply in lieu thereof.</p> <p>D. No demurrage charges will be made on privately owned cars held on privately owned tracks where ownership of the car and track is the same under the provisions of Item 765, Section 1 of this tariff.</p> <p>E. When because of error of this railroad and not for any cause attributable to the consignor, consignee, or their agents, cars recently tendered are actually placed ahead of cars previously tendered, or this railroad fails to switch the siding of the consignor, consignee, or their agents, in whole or in part, charges as provided in Paragraph A of this Item will be adjusted to the amount that would have accrued but for such errors, provided, however, cancellation of charges will only be made if claim is filed in writing with this railroad's agent within ninety (90) days after the date on which bill for detention is sent or given.</p> <p>Note - Mixed carload shipments of commodities moving under rates subject to this item and commodities moving under rates not subject to this item will be subject to this item.</p>	<p>ITEM 2590</p> <p align="center">(Applicable only when specific reference is made to this item by number)</p> <p>Free time for unloading and charges for detention of cars after expiration of free time will be as follows:</p> <p>A. One day (24 hours) free time will be allowed for unloading and making available each car to the railroad, time to be computed from the first 7:00 AM after actual or constructive placement (see Paragraph B). After the expiration of free time allowed (24 hours), demurrage will be charged for as provided in Item 900-series, Section 1 of this tariff, per car per day, or fraction of a day, until car is released.</p> <p>In computing free time, Saturdays, Sundays and legal holidays as defined in Item 2405 will be excluded.</p> <p>Note - If car is placed for unloading on public delivery track, time will be computed from the first 7:00 AM after actual placement on such track.</p> <p>B. "Actual Placement" is made when car is placed for unloading. If such actual placement is prevented due to any cause attributable to consignor or consignee, the car shall be considered constructively placed and, without notice, free time will be computed from the first 7:00 AM after such constructive placement, the same as if the car had been actually placed.</p> <p>C. Cars handled under the provisions of this item are not subject to Section 1 of this tariff, and the provisions of this item will apply in lieu thereof.</p> <p>D. No demurrage charges will be made on privately owned cars held on privately owned tracks where ownership of the car and track is the same under the provisions of Item 765, Section 1 of this tariff.</p> <p>E. When because of error of this railroad and not for any cause attributable to the consignor, consignee, or their agents, cars recently tendered are actually placed ahead of cars previously tendered, or this railroad fails to switch the siding of the consignor, consignee, or their agents, in whole or in part, charges as provided in Paragraph A of this Item will be adjusted to the amount that would have accrued but for such errors, provided, however, cancellation of charges will only be made if claim is filed in writing with this railroad's agent within ninety (90) days after the date on which bill for detention is sent or given.</p> <p>Note - Mixed carload shipments of commodities moving under rates subject to this item and commodities moving under rates not subject to this item will be subject to this item.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>	<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 2600</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p>Free time for loading and charges for detention of cars after expiration of free time will be as follows:</p> <p>A. For shipments where the railway does not hold to cars while loading:</p> <ol style="list-style-type: none"> 1. Free time for loading shall be twenty-four (24) hours after actual or constructive placement of the cars. "Actual placement" is made when the car is placed for loading. If such actual placement is prevented due to any cause attributable to consignor, the car shall be considered constructively placed and, without notice, free time will be computed from the hour of such constructive placement, the same as if the car had been actually placed. 2. Saturdays, Sundays and holidays, as defined in Item 2405, shall be excluded in determining free time. 3. Free time shall be extended to the extent necessary when loading is prevented by reason of a strike or walk-out of railroad or mine employees, a railroad embargo, or a flood, earthquake or tornado. 4. Free time for loading will end when consignor gives shipping instructions to the railway and notifies the railway that the car is ready to be moved. 5. After the expiration of allowed free time, demurrage shall be charged at 90 cents per car for each hour or fraction of an hour until the car is released. 6. Cars handled under the provisions of this item are not subject to Section 1 of this tariff, and the provisions of this item will apply in lieu thereof. <p>B. For shipments where the railway holds to cars while loading, the rules and charges shall be those in the applicable tariff.</p>	<p>ITEM 2640 (Cont'd)</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p>B. 1. When in other than box cars, one day (24 hours) excluding Sundays and legal holidays as defined in Item 2405, free time will be allowed for unloading and making available each car (see Note 1) to the railroad. Time will be computed from the first 7:00 AM after actual or constructive placement.</p> <p>2. When in box cars, two days (48 hours) excluding Sundays and legal holidays as defined in Item 2405, free time will be allowed for unloading and making available each car (see Note 1) to the railroad. Time will be computed from the first 7:00 AM after actual or constructive placement</p> <p>C. After the expiration of free time as outlined in Paragraphs A and B, detention will be charged at the rate shown in Item 900-series, Section 1 of this tariff.</p> <p>D. The Average Agreement Plan provisions in Item 800 will not apply.</p> <p>[27]E. Detention charges listed in Paragraph C will also apply on private cars under the following conditions:</p> <ol style="list-style-type: none"> 1. When a leased car is held for loading unless evidence of lease to the owner of the track is on the car before expiration of free time or that fact is evidenced, prior to the expiration of free time by presentation to the freight agent having jurisdiction, a written statement signed by the lessee that car is leased (see Note 2). 2. When a leased car is held for unloading unless the name of the lessee accompanied by the words "leased to" or "lessee" is on the car and that fact is evidenced by a notation on the bill of lading or shipping order before the car leaves the shipping point. When a leased car is held for unloading and placards are missing, evidence of lease on bill of lading or shipping order will govern. 3. When an empty car is leased for the storage of commodities only, unless evidence of lease to the owner of the track is on the car and that fact is evidenced within a twenty-four (24) hour period by presentation to the Freight Agent having jurisdiction a written statement signed by the lessee that the car is leased (see Note 2), the twenty-four (24) hour period will begin at the first 7:00 AM after actual placement and will not include Sundays and the legal holidays as defined in Item 2405. 4. When an empty car under lease which has been placed for loading is released to this railroad empty without being used in transportation service, unless evidence of lease to the owner of the track is on the car and that fact is evidenced within a twenty-four (24) hour period by presentation to the freight agent having jurisdiction a written statement signed by the lessee that the car is leased (See Note) the period will begin at the first 7:00 AM after actual placement and will not include Sundays and the legal holidays as defined in Item 2405. 5. When a loaded car is held under constructive placement for delivery upon the tracks of the owner after expiration of twenty-four hours free time.
<p>ITEM 2640</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p>Free time for loading and unloading, including cars stopped to complete loading or to partly or completely unload, and charges for detention of cars after expiration of free time, will be as follows:</p> <p>Except as provided below, the provisions of the demurrage rules and charges (Section 1) of this tariff will be used in determining charges under rates making specific reference to this item.</p> <p>A. One day (24 hours) excluding Sundays and legal holidays as defined in Item 2405, free time will be allowed for loading of each car (see Note 1). Time will be computed from the first 7:00 AM after actual or constructive placement. Loading includes the furnishing of instructions (bills of lading) to the railroad authorizing immediate movement of the car.</p> <p align="center">(Continued in next column)</p>	<p align="center">(Continued on next page)</p>
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>	<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 2640 (Cont'd)</p> <p align="center">(Applicable only when specific reference is made to this item, by number) (Cont'd)</p> <p>[28]E. No demurrage charges will be made on privately owned cars held on privately owned tracks where ownership of the car and track is the same under the provisions of Item 765, Section 1, of this tariff.</p> <p>[27]F. Detention charges as described in Paragraph C will be assessed for all days following the expiration of free time.</p> <p>[27] Note 1 - Private cars on private track when ownership of the car and track are the same will not be subject to Paragraphs A and B of this item.</p> <p>[27] Note 2 - The written statement signed by the lessee that car is leased will not have to be presented to the freight agent wherever the subject car is named in a leased car list which has been previously presented to and is on file with the freight agent having jurisdiction. The leased car list must state that all cars included in the list are always under lease to the owner of the track when occupying space on said track and must also be signed by the lessee. Upon request, the owner of the track must make all leases pertaining to cars included in the leased car list available for inspection by the railroad.</p>	<p>ITEM 2680</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p>Free time for loading and unloading and charges for detention after expiration of free time will be as follows:</p> <p>A. One day (24 hours) free time will be allowed for loading of each car, time to be computed from the hour of actual or constructive placement (see Paragraphs C, D and E). Loading includes the furnishing of forwarding directions as defined in Items 1000 and 1005, Section 1 of this tariff.</p> <p>After the expiration of free time allowed (24 hours), detention will be charged for as provided in Item 900-Series, Section 1 of this tariff, per car per day, or fraction of a day, until car is released.</p> <p>In computing free time, Saturdays, Sundays and legal holidays as defined in Item 2405 will be excluded. (When a car is placed on a Saturday, Sunday or legal holiday, time will be computed from 12:01 AM of the first working day following the Saturday, Sunday or legal holiday.)</p> <p>Note - If car is placed for loading on public delivery track, time will be computed from the hour of actual placement on such track.</p>
<p>ITEM 2650</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p>Except as provided below, the provisions of the detention rules and charges published in Section 1 of this tariff will be used in connection with tariffs making reference to this item (See Note).</p> <p>EXCEPTIONS:</p> <ol style="list-style-type: none"> The amount of free time shall be twenty-four (24) hours in lieu of forty-eight (48) hours. Saturdays, Sundays and holidays as described in Item 2405 will be excluded in computing free time except when the prescribed free time begins to run at 7:00 AM of the day immediately prior to a Saturday, Sunday or holiday in which case such Saturday, Sunday or holiday will be chargeable day or days. "Actual Placement" is made when car is placed for loading or unloading. If such actual placement is prevented due to any cause attributable to consignor or consignee, the car shall be considered constructively placed and, without notice, free time will be computed from the first 7:00 AM after such constructive placement, the same as if the car had been actually placed. Item 1400 published in Section 1 of this tariff is not applicable. Item 800 published in Section 1 of this tariff is not applicable. <p>Note - Mixed carload shipments of commodities moving on rates subject to this item with commodities moving on rates not subject to this item will be subject to the provisions of this item.</p>	<p>B. One day (24 hours) free time will be allowed for unloading as defined in Item 1100, Section 1 of this tariff, time to be computed from the hour of actual or constructive placement (see Paragraphs C, D and E). After the expiration of free time allowed (24 hours), detention will be charged for as provided in Item 900-Series, Section 1 of this tariff, per car per day, or fraction of a day, until car is released.</p> <p>In computing free time, Saturdays, Sundays and legal holidays as defined in Item 2405, will be excluded, (When a car is placed on a Saturday, Sunday or legal holiday, time will be computed from 12:01 AM of the first working day following the Saturday, Sunday or legal holiday.)</p> <p>Note - If car is placed for unloading on public delivery track, time will be computed from the hour of actual placement on such track.</p> <p>C. "Actual Placement" is made when car is placed for loading or unloading. If such actual placement is prevented due to any cause attributable to consignor or consignee, the car shall be considered constructively placed and without notice free time will be computed from the hour of such constructive placement, the same as if car had been actually placed.</p> <p>D. Except as otherwise provided in this item, cars handled under the provisions of this item are not subject to Section 1 of this tariff or other demurrage rules provided in joint or individual lines' tariffs, and the provisions of this item will apply in lieu thereof at origin and destination as the case may be.</p> <p>E. Except as otherwise provided in this item, no detention charges will be made on privately owned cars held on privately owned tracks where ownership of the car and the track is the same. In the application of this paragraph, lease is equivalent to ownership.</p> <p align="right">(Continued on next page)</p>
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>	<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 2680</p> <p align="center">(Applicable only when specific reference is made to this item, by number) (Cont'd)</p> <p>F. When because of error of this railroad and not for any cause attributable to the consignor, consignee, or their agents, cars recently tendered are actually placed ahead of cars previously tendered, or this railroad fails to switch the siding of the consignor, consignee, or their agents, in whole or in part, charges as provided in Paragraphs A and B of this item will be adjusted to the amount that would have accrued but for such errors, provided, however, cancellation of charges will only be made if claim is filed in writing with this railroad's agent within ninety (90) days after the date on which bill for detention is sent or given.</p> <p>Note - Mixed carload shipments of commodities moving under rates subject to this item and commodities moving under rates not subject to this item will be subject to the provisions of this item.</p>	<p>ITEM 2710</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p>1. Free time for loading and unloading and charges for detention after expiration of free time will be as follows:</p> <p>A. One day (24 hours) free time will be allowed for loading of each car, time to be computed from the hour of actual or constructive placement (see Paragraph C). Loading includes the furnishing of forwarding directions as required in Items 1000 and 1005, in this tariff, as amended. After the expiration of free time allowed (24) hours, detention will be charged for at the following charges per car per day, or fraction of a day, until car is released:</p> <p>1. Charges will be as follows:</p> <p>\$20.00 for each of the first four chargeable days; \$30.00 for each of the next two days; \$60.00 for each subsequent day.</p> <p>In computing free time, Saturdays, Sundays and legal holidays as defined in Item 525, in this tariff, as amended, will be excluded. (When a car is placed on Saturday, Sunday or legal holiday, time will be computed from 12:01 AM of the first working day following the Saturday, Sunday or legal holiday.) If car is placed for loading on public delivery track, time will be computed from the hour of actual placement on such track.</p> <p>B. One day (24 hours) free time will be allowed for unloading as defined in Item 1100, in this tariff, as amended, time to be computed from the hour of actual or constructive placement (see Paragraph C). After the expiration of free time allowed (24 hours), detention will be charged for at the following charges per car per day; or fraction of a day, until car is released:</p> <p>1. Charges will be as follows:</p> <p>\$20.00 for each of the first four chargeable days; \$30.00 for each of the next two days; \$60.00 for each subsequent day.</p> <p>In computing free time, Saturdays, Sundays and legal Holidays excluded. (When a car is placed on Saturday, Sunday or legal holiday, time will be computed from 12:01 AM of the first working day following the Saturday, Sunday or legal holiday.) If car is placed for unloading on public delivery track, time will be computed from the hour of actual placement on such track.</p> <p>C. "Actual Placement" is made when car is placed for loading or unloading. If such actual placement is prevented due to any cause attributable to consignor or consignee, the car shall be considered constructively placed and without notice free time will be computed from the hour of such constructive placement, the same as if the car had been actually placed.</p> <p>D. Except as otherwise provided in this item, cars handled under the provisions of this item are not subject to average demurrage agreement or other demurrage rules as provided in this tariff, as amended, will be in this tariff, as amended, and the provisions of this item will apply in lieu thereof.</p> <p align="right">(Continued on next page)</p>
<p>ITEM 2690</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p>Except as provided in Exceptions 1, 2 and 3 below, the provisions of the demurrage rules (Section 1) of this tariff will be used in determining the free time for loading or unloading, including cars stopped to partly or completely load or unload, and charges under rates making specific reference to this item (subject to Note).</p> <p>EXCEPTIONS:</p> <p>1. Sundays and holidays, as defined in Item 2405, will be excluded in computing free time. When the prescribed free time begins to run at 7:00 AM, or when the free time is extended beyond twenty-four (24) or forty-eight (48) hours and the last day of free time begins to run at 7:00 AM of the day immediately prior to a Sunday or holiday, such Sunday or holiday will be a chargeable day.</p> <p>2. Item 1400 (See Section 1) allowances will not apply except as follows:</p> <p>(a) Item 1420, Paragraphs 1 and 3. (b) Items 1405, 1415 and 1435.</p> <p>3. Item 800 (Section 1) Average Agreement Plan will not apply.</p> <p>Note - Mixed carload shipments of commodities moving under rates subject to this item and commodities moving under rates not subject to this item will be subject to the provisions of this item.</p>	<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>

<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>	<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 2710 (Cont'd)</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p>E. No detention charges will be made on privately owned cars held on privately owned tracks where ownership of the car and track is the same (see Note 1, this item).</p> <p>F. When because of error of this railroad and not for any cause attributable to the consignor, consignee, or their agents, cars recently tendered are actually placed ahead of cars previously tendered, or this railroad fails to switch the siding of the consignor, consignee or their agents, in whole or in part, charges as provided in Paragraphs A and B of this Item will be adjusted to the amount that would have accrued but for such errors, provided, however, cancellation of charges will only be made if claim is filed in writing with this railroad's agent within ninety days after the date on which bill for detention is sent or given.</p> <p>Note 1 - For the purpose of this rule lease of a covered hopper car is equivalent to ownership. Evidence of lease must be shown either on the car or by notation on the bill of lading or shipping order.</p>	<p>ITEM 2730</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p align="center">Free Time and Detention Rule</p> <p>1. Free time for loading and unloading and charges for demurrage after expiration of free time will be as follows:</p> <p>A. One day (24 hours) free time (see Note 1, this item) will be allowed for loading each car, time to be computed from the first 7:00 AM after actual or constructive placement (see Note 2, this item). Loading includes the furnishing or forwarding directions as defined in Items 1000 and 1005, Section 1, in this tariff, as amended.</p> <p>B. Two days (48 hours) free time (see Note 1, this item) will be allowed for unloading each car as defined in Item 1100, Section 1, in this tariff, as amended. Time to be computed from the first 7:00 AM after actual or constructive placement (see Note 2, this item).</p> <p>C. After the expiration of free time allowed for loading (24 hours) or unloading (48 hours) the following demurrage charges per car, per day, or fraction of a day will be made until car is released:</p> <p align="center">\$20.00 for each of the first four chargeable days; \$30.00 for each of the next two days; \$60.00 for each subsequent day.</p> <p>D. Cars handled under the provisions of this item are not subject to average demurrage agreements or other demurrage rules in other tariffs, unless specific reference is made thereto in this item.</p> <p>E. No demurrage charges will be made on privately owned cars held on privately owned tracks when ownership of the car and track is the same. For the purpose of this rule, lease of a car is equivalent to ownership and evidence of lease must be shown either on the car or by notation on the bill of lading or shipping order.</p> <p>F. Cars shall remain in the demurrage account of the inbound line-haul railroad and demurrage charges shall cease to accrue at the time each car is released. (Applies only on export traffic.)</p> <p>Note 1 - In computing free time Saturdays, Sundays and legal holidays as defined in Item 2405, in this tariff, as amended, will be excluded. When a car is actually or constructively placed (see Note 2, this item) on a Saturday, Sunday or legal holiday, time will be computed from 7:00 AM of the first working day following the Saturday, Sunday or legal holiday.</p> <p>Note 2 - Actual placement is made when the car is placed for loading or unloading.</p> <p>Constructive placement is made when actual placement is prevented due to any cause attributable to consignor or consignee and without notice free time will be computed the same as if the car had been actually placed.</p> <p>If a car is placed for loading or unloading, as the case may be, on public delivery tracks, time will be computed the same as if the car had been actually or constructively placed.</p>
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES	SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 2760</p> <p>(Applicable only when specific reference is made to this item, by number)</p> <p>Free Time and Detention Rule (See Exception 1, this Item)</p> <p>1. Free time for loading and unloading and charges for detention after expiration of free time will be as follows: (see Notes 1, 2 and 3, this item and Exceptions 1, 2 and 3, this item).</p> <p>A. One day (24 hours) free time will be allowed for loading of each car, time to be computed from the hour of actual or constructive placement (see Paragraph C). Loading includes the furnishing of forwarding directions as required in Items 1000 and 1005, Section 1, of this tariff, amended. After the expiration of free time allowed (24 hours), detention will be charged for at the following charges per car per day, or fraction of a day, until car is released:</p> <p>\$20.00 for each of the first four chargeable days; \$30.00 for each of the next two days; \$60.00 for each subsequent day.</p> <p>In computing free time, Saturdays, Sundays and legal holidays, as defined in Item 525, of this tariff, as amended, will be excluded. When a car is placed on a Saturday, Sunday or legal holiday, time will be computed from 12:01 A.M. of the first working day following the Saturday, Sunday or legal holiday.</p> <p>(Continued in next column)</p>	<p>ITEM 2760 (Cont'd)</p> <p>(Applicable only when specific reference is made to this item, by number)</p> <p>Free Time and Detention Rule (See Exception 1, this Item)</p> <p>B. One day (24 hours) free time will be allowed for unloading as defined in Item 1100, of this tariff, as amended, time to be computed from the hour of actual or constructive placement (see Paragraph C). After the expiration of free time allowed (24 hours), detention will be charged for at the following charges per car per day, or fraction of a day, until car is released:</p> <p>\$20.00 for each of the first four chargeable days; \$30.00 for each of the next two days; \$60.00 for each subsequent day.</p> <p>In computing free time, Saturdays, Sundays and legal holidays, as defined in Item 525, of this tariff, as amended, will be excluded. When car is placed on a Saturday, Sunday or legal holiday, time will be computed from 12:01 AM of the first working day following the Saturday, Sunday or legal holiday.</p> <p>C. "Actual Placement" is made when car is placed for loading or unloading. If such actual placement is prevented due to any cause attributable to consignor or consignee, the car shall be considered constructively placed and without notice free time will be computed from the hour of such constructive placement, the same as if the car had been actually placed.</p> <p>D. Except as otherwise provided in this item, cars handled under the provisions of this item are not subject to average demurrage agreement or other demurrage rules as provided in this tariff, as amended, and the provisions of this item will apply in lieu thereof.</p> <p>E. No detention charges will be made on privately owned cars held on privately owned tracks where ownership of the car and track is the same.</p> <p>F. The following applies only at points as provided in Tariff RPS 1011-series and points taking same rates in NRB:</p> <p>When because of error of this railroad and not for any cause attributable to the consignor, consignee, or their agents, cars recently tendered are actually placed ahead of cars previously tendered, or this railroad fails to switch the siding of the consignor, consignee or their agents in whole or in part, charges as provided in Paragraphs A and B of this Item will be adjusted to the amount that would have accrued but for such errors, provided, however, cancellation of charges will only be made if claim is filed in writing with this railroad's agent within ninety days after the date on which the bill for detention is sent or given.</p> <p>Note 1 - If car is placed for loading on public delivery track, time will be computed from the hour of actual placement on such track.</p> <p>Note 2 - If car is placed for unloading on public delivery track, time will be computed from the hour of actual placement on such track.</p> <p>EXCEPTIONS</p> <p>1. Private cars and track are as defined in Items 515 and 520, of this tariff, as amended.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>	<p align="center">SECTION 3 SPECIAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 2770</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p align="center">Free Time and Detention Rule</p> <p>1. Free time for loading and unloading and charges for detention after expiration of free time will be as follows:</p> <p>A. One day (24 hours) free time will be allowed for loading of each car, time to be computed from the hour of actual or constructive placement (see Paragraph C). Loading includes the furnishing of forwarding directions as required by Items 1000 and 1005 of this tariff, as amended. After the expiration of free time allowed (24 hours) detention will be charged for what the following charges per car per day, or fraction of a day, until car is released: (see Note 1, this item)</p> <p>\$20.00 for each of the first four chargeable days; \$30.00 for each of the next two days; \$60.00 for each subsequent day.</p> <p>In computing free time, Saturdays, Sundays and legal holidays, as defined in Item 525, of this tariff, as amended, will be excluded. (When a car is placed on a Saturday, Sunday or legal holiday, time will be computed from 12:01 AM of the first working day following the Saturday, Sunday or legal holiday).</p> <p>B. One day (24 hours) free time will be allowed for unloading as defined in Item 1100, of this tariff, as amended, time to be computed from the hour of actual or constructive placement (see Paragraph C). After the expiration of free time allowed (24 hours), detention will be charged for at the following charges per car per day, or fraction of a day, until car is released: (see Note 2, this Item)</p> <p>\$20.00 for each of the first four chargeable days; \$30.00 for each of the next two days; \$60.00 for each subsequent day.</p> <p>In computing free time, Saturdays, Sundays and legal holidays, as defined in Item 525, of this tariff, as amended, will be excluded. (When a car is placed on a Saturday, Sunday or legal holiday, time will be computed from 12:01 AM of the first working day following the Saturday, Sunday or legal holiday.)</p> <p>C. "Actual Placement" is made when car is placed for loading or unloading. If such actual placement is prevented due to any cause attributable to consignor or consignee, the car shall be considered constructively placed and without further notice free time will be computed from the hour of such constructive placement, the same as if the car had been actually placed.</p> <p>D. Cars handled under the provisions of this item are not subject to average demurrage agreement or other demurrage rules as provided in this tariff, as amended, and the provisions of this item will apply in lieu thereof.</p> <p align="center">(Continued in next column)</p>	<p>ITEM 2770 (Cont'd)</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p>E. No detention charges will be made on privately owned cars held on privately owned tracks where ownership of the car and track is the same.</p> <p>F. The following applies only at points provided in Tariff RPS 1011-series and points taking same rates in NRB:</p> <p>When because of error of this railroad and not for any cause attributable to the consignor, consignee, or their agents, cars recently tendered are actually placed ahead of cars previously tendered, or this railroad fails to switch the siding of the consignor, consignee or their agents in whole or in part, charges as provided in Paragraphs A and B of this Item will be adjusted to the amount that would have accrued but for such errors, provided, however, cancellation of charges will only be made if claim is filed in writing with this railroad's agent within ninety days after the date on which bill for detention is sent or given.</p> <p>Note 1 - If car is placed for loading on public delivery track, time will be computed from the hour of actual placement on such track.</p> <p>Note 2 - If car is placed for unloading on public delivery track, time will be computed from the hour of actual placement on such track.</p> <hr/> <p>ITEM 2780</p> <p align="center">(Applicable only when specific reference is made to this item, by number)</p> <p align="center">Free Time and Detention Rule</p> <p>1. Free time for loading and unloading and charges for detention after expiration of free time will be as follows:</p> <p>A. One day (24 hours) free time will be allowed for loading of each car, time to be computed from the hour of actual or constructive placement (see Paragraph C) (see Exception 1, this item). Loading includes the furnishing of instructions to the railroad authorizing immediate movement of car. After the expiration of free time allowed (24 hours), detention will be charged for at the following charges per car per day, or fraction of a day, until car is released: (see Note 1, this item)</p> <p>\$20.00 for each of the first four chargeable days; \$30.00 for each of the next two days; \$60.00 for each subsequent day.</p> <p>B. One day (24 hours) free time will be allowed for the unloading and making available each car to the railroad, time to be computed from the hour of actual or constructive placement (See Paragraph C). After the expiration of free time allowed (24 hours), detention will be charged for at the following charges per car per day, or fraction of a day, until car is released: (See Note 1, this item)</p> <p>\$20.00 for each of the first four chargeable days; \$30.00 for each of the next two days; \$60.00 for each subsequent day.</p> <p align="center">(Continued on next page)</p>
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**SECTION 3
SPECIAL CAR DEMURRAGE RULES AND CHARGES**

ITEM 2780 (Cont'd)

(Applicable only when specific reference is made to this item, by number) (Cont'd)

C. "Actual Placement" is made when car is placed for loading or unloading. If such actual placement is prevented due to any cause attributable to consignor or consignee, the car shall be considered constructively placed and notice thereof shall be sent or given to consignor or consignee in writing or as otherwise agreed to in writing. Free time will be computed from the hour of such constructive placement, the same as if car had been actually placed.

2. In computing free time in Paragraphs A and B above, Saturdays, Sundays and the following legal holidays will be excluded, New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas. (Where provisions of State Law vary, the day referred to as Memorial Day being obscure, the date of the day referred to in the different states as "Memorial Day", "Decoration Day", or otherwise, and generally observed in lieu of May 30, will for the purpose of this item be treated as Memorial Day.) When a car is placed on a Saturday, Sunday or legal holiday, time will be computed from 12:00 A.M. (see Exception 2, this item of the first working day following the Saturday, Sunday or legal holiday. In the event one of the above holidays occurs on Sunday, the following Monday will be considered as a holiday for the purpose of this tariff.

Note 1 - If car is placed for loading on public delivery track, notice thereof shall be sent or given to consignor in writing or as otherwise agreed to in writing. Time will be computed from the hour of actual placement on such track or notification of such placement whichever is later.

Note 2 - If car is placed for unloading on public delivery track, notice thereof shall be sent or given to consignee in writing or as otherwise agreed to in writing. Time will be computed from the hour of actual placement on such track or notification of such placement whichever is later.

EXCEPTIONS

1. Where loading is performed at points in Official Territory (headline points in Tariff RPS 1008-series and points taking same rates) time to be computed from the first 7:00 AM following actual or constructive placement.

2. When a car is placed on a Saturday, Sunday or legal holiday at points in Official Territory (headline points in Tariff RPS 1008-series and points taking same rates) time will be computed from 7:00 A.M. of the first working day following the Saturday, Sunday or legal holiday.

For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.

SECTION 4 EXCEPTIONS TO CAR DEMURRAGE RULES AND CHARGES COAL AND COAL PRODUCTS	SECTION 4 EXCEPTIONS TO CAR DEMURRAGE RULES AND CHARGES COAL AND COAL PRODUCTS
<p>ITEM 4005</p> <p style="text-align: center;">APPLICATION</p> <p>The car demurrage rules and charges published in this Section apply only for account of railroads shown below:</p> <p>CBRY - Copper Basin Railway, Inc. MRL - Montana Rail Link NERR - Nashville and Eastern Railroad Corp. SGLR - Seminole Gulf Railway, L. P. WTNN - West Tennessee Railroad Corp.</p>	<p>ITEM 4015</p> <p style="text-align: center;">DEFINITION OF COAL MINE TRACK OR COAL MINE SIDING</p> <p>1. For the purpose of these rules, a coal mine track or coal mine siding is a track which the mine owns, leases or otherwise controls, or which in the usual course of business is devoted exclusively to the traffic at the mine (or mines if more than one owned or controlled by the same interests and operated substantially as a unit) and which track is a part of the mine lay-out constructed or operated by the mine company or by the railroad especially to serve the mine or mines in question and which can be reached from the mine without switching over tracks that are not mine tracks within the contemplation of this definition, railroads tracks being considered part of the mine lay-out in the usual switching operations at the mines.</p> <p>2. When cars are loaded on tracks not located at the mine and the coal is hauled by tramway, trucks, or wagons, for loading to railroad cars, the track or portion of track on which the loading is performed shall be considered a mine siding for the purpose of these rules if owned, leased or otherwise controlled by the mine through a written agreement with this railroad and devoted exclusively to the traffic of the mine.</p>
<p>ITEM 4010</p> <p style="text-align: center;">LIST OF HOLIDAYS</p> <p>Whenever in this Section, reference is made to "holidays" it means the following (See Note):</p> <p>New Year's Day Washington's Birthday Memorial Day Independence Day Labor Day Thanksgiving Day Christmas Day</p> <p>In the event one of the above holidays occurs on Sunday, the following Monday will be considered as a holiday for the purpose of this Section.</p> <p>Note - The dates observed for above holidays will be as provided by Federal Law, except where individual States decree otherwise.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 4 EXCEPTIONS TO CAR DEMURRAGE RULES AND CHARGES COAL AND COAL PRODUCTS	SECTION 4 EXCEPTIONS TO CAR DEMURRAGE RULES AND CHARGES COAL AND COAL PRODUCTS
<p>ITEM 4175</p> <p>[31] Empty cars of either railroad or private ownership, placed for loading coal, coal blox, coal briquettes or coal boulets on coal mine tracks, coal mine sidings, or at coal washing plants or for loading coke at coke ovens, when the washing plants or ovens are located at or adjacent to the mines producing the coal to be washed or to be used in making coke (See Notes 1 and 2), will not be subject to demurrage charges under these rules. Such cars after being loaded will not be subject to demurrage charges, except as otherwise provided in Item 4200, Part C, while held on such tracks or sidings, including tracks so designated, unless the number of cars so held exceeds the maximum number provided for in Item 4190, in which event demurrage charges as provided in Item 4200, Part A, will be assessed on the excess number of cars.</p> <p>[32] Empty cars of either railroad or private ownership, placed for loading coal, coal blox, coal briquettes, or coal boulets on coal mine tracks, coal mine sidings, or at coal washing plants, or for loading coke at coke ovens, when the washing plants or ovens are located at or adjacent to the mines producing the coal to be washed or to be used in making coke (See Notes 1 and 2), will not be subject to demurrage charges under these rules. Such cars after being loaded will not be subject to demurrage charges while held on such tracks or sidings, including tracks so designated, unless the number of cars so held exceeds the maximum number provided for in Item 4190, in which event demurrage charges as provided in Item 4200, Part A, will be assessed on excess number of cars.</p> <p>Note 1 - Coal washing plants or coke ovens shall not be considered as adjacent to coal mines when all or part of the coal to be washed or to be used in making coke is moved from the coal mines' tracks on which loaded to the coal washing plant of coke oven under freight tariff rates (except switching charges) or by wagons or motor trucks.</p> <p>Note 2 - The terms "coal mine tracks" or "coal mine sidings" include tracks at anthracite breakers or anthracite washing plants.</p>	<p>ITEM 4200</p> <p>LOADED CARS HELD FOR FORWARDING INSTRUCTIONS OR OTHER DISPOSITION</p> <p>[32] For the purpose of computing time under this item, Saturdays, Sundays and holidays (See Item 4010) will be excluded.</p> <p>[31] For the purpose of computing time and charges under Parts A and B of this item, Saturdays, Sundays and holidays (See Item 4010) subsequent to the first chargeable day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable day begins to run, will be chargeable.</p> <p>PART A</p> <p>1. When the total number of cars loaded by any operation subject to these rules with commodities named in Item 4175 held on coal mine tracks and coal mine sidings (including tracks so designated), or on tracks at other operations subject to these rules in the account of all railroads serving same, awaiting shipping instructions or other disposition, at 7:00 AM on any day is in excess of the maximum number which may be held free of demurrage as provided in Item 4190 a demurrage charge of [31] \$20.00; [32] \$4.00 per car will be assessed for that day on the total number of cars held in excess of such maximum.</p> <p>2. When an operation is served by more than one railroad, and the total number of cars loaded with commodities named in Item 4175, held on coal mine tracks and coal mine sidings (including tracks so designated) or on tracks at other operations subject to these rules, by all railroads serving that operation, awaiting shipping instructions or other disposition, at 7:00 AM on any day is in excess of the maximum number which may be held free of demurrage as provided in Item 4190, each railroad serving the operations will assess demurrage for that day on the excess number of unbilled loads represented by the ratio of the number of unbilled loads held by it to the total number of unbilled loads held by all railroads serving that operation. (See "Chart" herein.)</p> <p>PART B</p> <p>Cars loaded with commodities named in Item 4175, awaiting shipping instructions or other dispositions, will not be moved from coal mine tracks and coal mine sidings (including tracks so designated), or from tracks at other operations subject to these rules, EXCEPT upon written orders from the mine owners, operators or shippers. When cars so ordered are held at weighing stations, classification yards or elsewhere for forwarding instructions (See Note 1), no transportation charge having been previously made, 24 hours (one day) free time will be allowed, after which demurrage charge of [31] \$20.00; [32] \$4.00 per car for each day or fraction of a day will be assessed until car is released. Time will be computed without notice from the first 7:00 AM after arrival at the point where held until released.</p> <p>(Continued on next page)</p>
<p>ITEM 4190</p> <p>The maximum number of cars loaded with commodities named in Item 4175 which may be held by any operation subject to these rules on tracks named in Item 4175 awaiting shipping instructions or other disposition, free of demurrage, shall be the capacity of such tracks.</p> <p>[31]The term "maximum number" means the total number which may be held free of demurrage by this and all other railroads serving the mine or other operations subject to these rules excluding unbilled cars held in excess of five (5) days as provided in Item 4200, Part C.</p> <p>[32] The term "maximum number" means the total number which may be held free of demurrage by those and all other railroads serving the mine or other operation subject to these rules.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 4 EXCEPTIONS TO CAR DEMURRAGE RULES AND CHARGES COAL AND COAL PRODUCTS																																																																																																																				
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[31] PART C																																																																																																																				
Cars loaded with commodities named in Item 4175 held on coal mine tracks, coal mine sidings (including tracks so designated), or on tracks of other operations subject to these rules, awaiting shipping instructions or other dispositions, will not be held free of demurrage for a period in excess of five (5) days, including Saturdays, Sundays and holidays (See Item 4010), from the date of loading of each car. When such cars are so held at 5:00 PM on the day following the fifth (5th) day, a charge of \$20.00 per car will be assessed for that day and each day or fraction of a day thereafter, including Saturdays, Sundays and holidays (See Item 4010) until receipt of shipping instructions or other disposition.																																																																																																																				
Note 1 - Forwarding instructions for a car loaded outbound sent by the consignor by the US Mail to the agent of this railroad at point of shipment will release car as of 7:00 AM of the date received, provided they were mailed prior to the date received (date of mailing to be determined by the postmark.)																																																																																																																				
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2"></th> <th colspan="10">ON HAND 7:00 AM</th> <th></th> </tr> <tr> <th colspan="2"></th> <th colspan="2">ROAD A</th> <th colspan="2">ROAD B</th> <th colspan="2">ROAD C</th> <th colspan="2">ROAD D</th> <th colspan="2">TOTAL</th> <th></th> </tr> <tr> <th>DATE</th> <th>DAY OF WEEK</th> <th>Cars</th> <th>%</th> <th>Cars</th> <th>%</th> <th>Cars</th> <th>%</th> <th>Cars</th> <th>%</th> <th>Cars</th> <th>%</th> <th>Cont Below</th> </tr> </thead> <tbody> <tr> <td>1/3</td> <td>Tues</td> <td>150</td> <td>30</td> <td>200</td> <td>40</td> <td>100</td> <td>20</td> <td>50</td> <td>10</td> <td>500</td> <td>100</td> <td>Cont</td> </tr> <tr> <td>1/4</td> <td>Wed</td> <td>163</td> <td>34</td> <td>175</td> <td>37</td> <td>95</td> <td>20</td> <td>42</td> <td>9</td> <td>475</td> <td>100</td> <td>Cont</td> </tr> <tr> <td>1/5</td> <td>Thur</td> <td>160</td> <td>35</td> <td>180</td> <td>40</td> <td>90</td> <td>20</td> <td>20</td> <td>5</td> <td>450</td> <td>100</td> <td>Cont</td> </tr> <tr> <td>1/6</td> <td>Fri</td> <td>110</td> <td>27</td> <td>200</td> <td>49</td> <td>100</td> <td>24</td> <td>0</td> <td>0</td> <td>410</td> <td>100</td> <td>Cont</td> </tr> <tr> <td>1/7</td> <td>Sat</td> <td>125</td> <td>33</td> <td>160</td> <td>43</td> <td>80</td> <td>21</td> <td>10</td> <td>3</td> <td>375</td> <td>100</td> <td>Cont</td> </tr> </tbody> </table>															ON HAND 7:00 AM													ROAD A		ROAD B		ROAD C		ROAD D		TOTAL			DATE	DAY OF WEEK	Cars	%	Cars	%	Cars	%	Cars	%	Cars	%	Cont Below	1/3	Tues	150	30	200	40	100	20	50	10	500	100	Cont	1/4	Wed	163	34	175	37	95	20	42	9	475	100	Cont	1/5	Thur	160	35	180	40	90	20	20	5	450	100	Cont	1/6	Fri	110	27	200	49	100	24	0	0	410	100	Cont	1/7	Sat	125	33	160	43	80	21	10	3	375	100	Cont
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SECTION 4 EXCEPTIONS TO CAR DEMURRAGE RULES AND CHARGES COAL AND COAL PRODUCTS												
ITEM 4250												
PART A												
1. Each operator under Item 4190, for which specific railroad tracks are designated as mine tracks or mine sidings in connection with Note to Item 4015, must maintain complete records as to the number of loaded cars held for each mine on mine tracks and mine sidings (including tracks so designated) awaiting shipping instructions or other disposition, and must furnish this railroad a daily report for each mine showing the total number of such cars on hand as of 7:00 AM each day (exclusive of Saturdays, Sundays and holidays (See Item 4010).												
[31] PART B												
2. Each operator must furnish this railroad a written report of all unbilled loaded cars on hand on the first and sixteenth day of each month (in the event these dates are Saturdays, Sundays or holidays named in Item 4010), then due date for report shall be the first day thereafter which is not a Saturday, Sunday or holiday named in Item 4010, showing initials and numbers of each car, together with the date car was loaded, if such loading occurred prior to the due date of preceding report. This report will be in addition to the daily report required under Part A of this Item.												
PART C												
3. Each operator shall allow this railroad's representative to inspect the records upon which the reports are based.												

For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS	EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS
<p>ITEM 999950</p> <p style="text-align: center;">EXPLANATION OF ABBREVIATIONS</p> <p>ABBR - Abbreviations auth - Authority CL - Carloads RER - Railway Equipment Register</p> <p>[A] - Addition [A-1] - Addition (ORC Adoption Notice 9000) [A-2] - Addition/Reinstated Effective May 1, 2008 [C] - Change in wording which results in neither an increase or decrease in charges [D] - Canceled. [D-1] - Canceled Effective February 1, 2006. [D-2] - Canceled Effective June 1, 2006. [D-3] - Canceled Effective August 1, 2006. [D-4] - Canceled. For rules and charges to apply, see FT NYA 8100-series. [D-5] - Canceled. For rules and charges to apply, see FT NSR 6005-series.</p> <p>[I] - Increase [R] - Reduction [NC] - Brought forward without change</p>	<p>ITEM 999960 (Cont'd)</p> <p style="text-align: center;">EXPLANATION OF REFERENCE MARKS</p> <p>[19] Will only apply on Nevada and Utah intrastate traffic. [20] Will only apply on South Dakota and Utah intrastate traffic. [21] Will only apply on Nevada intrastate traffic. [22] Will only apply on Utah intrastate traffic. [23] Will NOT apply on Utah intrastate traffic. [24] On North Dakota intrastate traffic, applies only on traffic given pick-up or delivery service or on which allowance is made in lieu of pick-up or delivery service. [25] Will only apply on Nevada and South Dakota intrastate traffic. [26] Will NOT apply on California, Nebraska, Nevada, South Dakota and Utah intrastate traffic. [27] Will only apply via single-line routes. [28] Will NOT apply via single-line routes. [29] Will NOT apply for account of TCT. [30] Will only apply in connection with Demurrage Charges in Section 4. [31] Will NOT apply on Arizona intrastate traffic. [32] Will only on Arizona intrastate traffic. [33] Will not apply on North Dakota intrastate traffic (not subject to provisions of [24]). [34] Will only apply on California and Nebraska intrastate traffic. [35] Will only apply on Louisiana and South Dakota intrastate traffic. [36] Applies only for account the AM. [37] Will not apply for account the AM. [38] Applies only for account the AKDN and AM. [39] Applicable only on movements of unit coal trains. For rules and charges to apply on movements other than unit coal trains, see Tariff CSS 6004. [40] Will not apply for account the AKDN and AM. [41] Applies only for account the AKDN.</p>
<p>ITEM 999960</p> <p style="text-align: center;">EXPLANATION OF REFERENCE MARKS</p> <p>[1] Will only apply in connection with Demurrage Charges in Section 1. [2] Will only apply in connection with Demurrage Charges in Sections 1 and 3. [3] Will only apply in connection with Demurrage Charges in Sections 2 and 4. [4] Will NOT apply on Nebraska intrastate traffic. [5] Will only apply on Nebraska intrastate traffic. [6] Will only apply on California intrastate traffic. [7] Will only apply on Nebraska, Nevada, South Dakota and Utah intrastate traffic. [8] Will NOT apply on Nebraska, Nevada, South Dakota and Utah intrastate traffic. [9] Will NOT apply on South Dakota intrastate traffic. [10] Will NOT apply on California intrastate traffic. [11] Will only apply on South Dakota intrastate traffic. [12] Will only apply on [29]Texas intrastate traffic. [13] Will NOT apply on Nebraska, South Dakota and [29]Texas intrastate traffic. [14] Will only apply on Nebraska and South Dakota intrastate traffic. [15] Will only apply on Nevada, South Dakota and Utah intrastate traffic. [16] Will NOT apply on Nevada, South Dakota and Utah intrastate traffic. [17] Will only apply on South Dakota and [29]Texas intrastate traffic. [18] Will NOT apply on South Dakota and [29]Texas intrastate traffic.</p> <p style="text-align: center;">(Continued in next column)</p>	<p style="text-align: center;">(Underscored portion denote change/addition)</p>