



SUPPLEMENT 39  
TO  
FREIGHT TARIFF RIC 6004

(Supplement 39 cancels Supplement 38)  
(Supplement 39 contains all changes)

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: November 9, 2021**

**EFFECTIVE: December 1, 2021**

ISSUED BY

RAILINC, AGENT  
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CARY, NC 27513

**SUPPLEMENT 39 TO FT RIC 6004**

ITEM 2.10 [PA] LIST OF PARTICIPATING CARRIERS ALPHABETIZED BY STANDARD CARRIER ABBREVIATION (See Note, this item)			ITEM 2.10 [PA] LIST OF PARTICIPATING CARRIERS ALPHABETIZED BY STANDARD CARRIER ABBREVIATION (See Note, this item)		
CARRIER ABBR	CARRIER NAME	ITEMS	CARRIER ABBR	CARRIER NAME	ITEMS
AKDN	- Acadiana Railway Company .....	37, 38	PR	- Palmetto Railways.....	2325 [A-3]
AM	- Arkansas and Missouri Railroad Company...	35-C	PTR	- Port Terminal Railroad of South Carolina.....	[D-8]
AR	- Aberdeen & Rockfish Railroad Company...	[D-10]	PUCC	- Port Utilities Commission of Charleston, S.C, The.....	[D-8]
AUAR	- Austin Area Terminal Railroad.....	[D]	PW	- Providence and Worcester Railroad Company.....	[D-15]
BCLR	- Bay Colony Railroad Corporation.....		SCTR	- South Central Tennessee Railroad Corp.....	[D]
BJRY	- Burlington Junction Railway .....	[D-13]	SGLR	- Seminole Gulf Railway, L.P.....	
BRC	- Belt Railway Company of Chicago, The.....	[D]	SL	- Salt Lake City Southern Railroad Company, Inc...[D]	
CBRW	- Columbia Basin Railroad Company, Inc.....	[D]	SM	- St. Marys Railroad Company .....	[D-14]
CHAT	- Chattahoochee & Gulf Railroad Co. Inc.....	[D]	SPR	- Southwind Shortline Railroad Company.....	413 [A]
CLP	- Clarendon and Pittsford Railroad Company, The.....	[D]	TCKR	- Turtle Creek Industrial Railroad, Inc.....	[D]
COER	- American Rail Heritage Ltd., d/b/a Crab Orchard and Egyptian Railroad.....	[D-7]	TZPR	- Tazewell & Peoria Railroad, Inc.....	[D]
ECBR	- East Cooper & Berkeley Railroad Company.	[D-8]	UTAH	- Utah Railway Company.....	[D]
EJE	- Elgin, Joliet and Eastern Railway Company....	[D]	VTR	- Vermont Railway, Inc.....	[D]
GMRC	- Green Mountain Railroad Corporation.....	[D]	WACR	- Washington County Railroad Corporation .....	[D]
GRW	- Gary Railway Company.....	185, 186, 187, 2325	WSOR	- Wisconsin & Southern Railroad Company.....	[D]
HOB	- Henderson Overton Branch.....				
HOG	- Heart of Georgia Railroad, Inc.....	[D-16]			
IMRR	- Illinois & Midland Railroad, Inc.....	[D]			
KXHR	- Knoxville & Holston River Railroad Co. Inc...[D-9]				
MNJ	- Middletown and New Jersey Railway Company, Inc.....	[D]			
MRL	- Montana Rail Link, Inc.....	[D17]			
MRS	- Manufacturers Railway Company .....	[D]			
MSE	- Mississippi Export Railroad Company .....	[D-12]			
MSV	- Mississippi & Skuna Valley Railroad Company [D]				
PAM	- Pittsburgh, Allegheny & McKees Rocks Railroad Company .....	[D]			
PBR	- Patapsco and Back Rivers Railroad Company.[D]				
PCC	- Palouse River and Coulee City Railroad.....	[D]			
PDRR	- Pee Dee River Railway.....	[D-11]			
PHRR	- Port Harbor Railroad.....	375			
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For explanation of terms, abbreviations and reference marks not explained herein, see last page of original tariff.

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<b>ITEM 2.20-AD</b>		<b>ITEM 2.20-AD (Cont'd)</b>	
<b>CUMULATIVE INDEX OF NEW OR CHANGED ITEMS</b>		<b>CUMULATIVE INDEX OF NEW OR CHANGED ITEMS</b>	
New Items added in supplements and items in the original tariff which have been amended in supplements are listed below with reference to the supplement in which such items may be found. (See Item 20 for Method of Cancellation).		New Items added in supplements and items in the original tariff which have been amended in supplements are listed below with reference to the supplement in which such items may be found. (See Item 20 for Method of Cancellation).	
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<b>SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES</b>	<b>SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES</b>
<p><b>ITEM 33-C</b></p> <p align="center"><b>APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM</b> (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]</p>	<p><b>ITEM 35-C</b></p> <p align="center"><b>ARKANSAS AND MISSOURI RAILROAD COMPANY</b> (Exception to Items 525, 610, 800 through 850, and 900)</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. Notification of release must be given by instructions through the RailConnect ® system to railroad.</p> <p>Detention will be charged at the following rates per car per 24 hour period or fraction of a 24 hour period after the free time has expired until car is released:</p> <ol style="list-style-type: none"> <li>1. Cars other than the Refrigerated Boxcars, Haz Mat Cars; and, Heavy Duty and Special Type Flat Cars.....\$65.00</li> <li>2. Refrigerated Boxcars.....\$80.00</li> <li>3. Heavy Duty and Special Type Flat Cars.....\$150.00</li> <li>4. Haz Mat Cars..... \$180.00</li> </ol> <p>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, Christmas Eve and Christmas Day.</p>
<p><b>ITEM 34-B</b></p> <p align="center"><b>APPLIES ONLY FOR ACCOUNT OF CARRIERS NAMED IN THIS ITEM</b> (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 &amp; Cowlitz Railway Company DeQueen and Eastern Railroad Company Golden Triangle Railroad</p> <p>(The above exception applies to charges only. All other provisions of Items 815 and 900 continue to apply.)</p>	<p><b>ITEM 38</b></p> <p align="center"><b>ACADIANA RAILWAY COMPANY</b> (Exception to Items 37, 610, 815 and 900)</p> <p>Unit trains interchanged to the Acadiana Railway Company will be allowed twenty-four (24) hours free time for loading and unloading. Free time will be computed from the first 8:00 AM after placement. For the purpose of computing free time Saturdays, Sundays and holidays will be included.</p> <p>After expiration of free time allowed, a charge of \$3000.00 per day, or fraction of a day, including Saturdays, Sundays and holidays, plus a horsepower charge of \$0.01603 per hour for locomotive assigned to the unit train, will be made and accessed customer until the entire train is released.</p>
<p align="center">For explanation of terms, abbreviations and reference marks not explained herein, see last page of original tariff.</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><b>ITEM 130-A</b></p> <p align="center"><b>APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM</b> (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, charge of \$40.00 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>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><b>ITEM 186</b></p> <p align="center"><b>GARY RAILWAY COMPANY</b> (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>
<p><b>ITEM 142-A</b></p> <p align="center">(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	<p><b>ITEM 187</b></p> <p align="center"><b>GARY RAILWAY COMPANY</b> (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><b>ITEM 150-A</b></p> <p align="center">(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	
<p><b>ITEM 176-A</b></p> <p align="center">(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	
<p><b>ITEM 181-A</b></p> <p align="center">(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	
<p><b>ITEM 182-A</b></p> <p align="center">(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	
<p><b>ITEM 185</b></p> <p align="center"><b>GARY RAILWAY COMPANY</b> (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>	
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<b>SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES</b>	<b>SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES</b>
<p><b>ITEM 210-A</b></p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	<p><b>ITEM 240-A</b></p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>
<p><b>ITEM 212-C</b></p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	<p><b>ITEM 252-A</b></p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>
<p><b>ITEM 213-A</b></p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	<p><b>ITEM 258-A</b></p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>
<p><b>ITEM 215-A</b></p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	<p><b>ITEM 278-A</b></p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>
<p><b>ITEM 226.1-A</b></p> <p align="center">LANCASTER AND CHESTER RAILWAY COMPANY (Exception to Charges in Items 800 thru 850 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.</p> <p>When computing charges on cars subject to average agreement, at the end of each calendar month, the total number of credits will be deducted from the total number of debits and \$30.00 and/ or \$60.00 per debit, as the case may be, will be charged for the remainder. If the credits equal or exceed the debits, no charge will be made for the detention of the cars except as otherwise provided herein for detention beyond the fourth debit day.</p> <p>(The above exception applies to charges only. All other provisions of Items 800 thru 850 and 900 continue to apply.)</p>	<p><b>ITEM 279-A</b></p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>
	<p><b>ITEM 280-A</b></p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>
	<p><b>ITEM 366-A</b></p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>
<p>For explanation of terms, abbreviations and reference marks not explained herein, see last page of original tariff.</p>	

**SUPPLEMENT 39 TO FT RIC 6004**

SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 EXCEPTIONS TO GENERAL CAR DEMURRAGE RULES AND CHARGES
<p><b>ITEM 375-A</b></p> <p align="center"><b>PORT HARBOR RAILROAD</b> (Exception to Items 800 thru 850 and Item 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 debits days, \$50.00 for each subsequent chargeable debit day.</p> <p>When computing charges on cars subject to average agreement, at the end of each calendar month, the total number of credits will be deducted from the total numbers of debits to include 1<sup>st</sup> tier \$30.00 chargeable debit days (4).</p> <p>Accrued credits will not be used to offset debit days beyond the fourth debit day, 2<sup>nd</sup> tier \$50.00 demurrage debit days.</p> <p>(The above Exception applies to charges only. All other provisions of Items 800 thru 850 and Item 900 continue to apply.)</p>	<p><b>ITEM 420-A</b></p> <p align="center">(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>
<p><b>ITEM 385-C</b></p> <p align="center">(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	<p><b>ITEM 426-D</b></p> <p align="center"><b>TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS</b> (Exceptions to Items 610, 800 thru 850 and 900)</p> <p>Forty-eight (48) hours free time will be allowed for loading and unloading.</p> <p>After the expiration of free time allowed, demurrage charge of \$65.00 per car per day, or fraction of a day, will be made until the car is released.</p> <p>The above charge will accrue on all Saturdays, Sundays or 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>When computing charges on cars subject to average agreement, at the end of each calendar month, the total number of credits will be deducted from the total number of debits and \$65.00 per debit will be charged for the remainder. If the credits equal or exceed the debits, no charge will be made for the detention of the cars except as otherwise provided herein for detention beyond the fourth debit day.</p> <p>(The above Exception applies to free time and charges only. All other provisions of Items 610, 800 thru 850 and Item 900 continue to apply.)</p>
<p><b>ITEM 407-A</b></p> <p align="center">(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	
<p><b>ITEM 413</b></p> <p align="center"><b>SOUTHWIND SHORTLINE RAILROAD COMPANY</b> (Exception to Items 610)</p> <p>Forty-eight (48) hours free time will be allowed for unloading, and Twenty-four (24) hours free time will be allowed for loading.</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 weekends and holidays will be excluded.</p> <p>After 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 to this railroad.</p> <p>The above 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><b>ITEM 427</b></p> <p align="center"><b>TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS</b> (Exception to Item 1410)</p> <p>The Terminal Railroad Association of St. Louis will only grant relief from bunching when causes are directly attributable to itself.</p>
<p><b>ITEM 418-A</b></p> <p align="center">(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	<p><b>ITEM 444-A</b></p> <p align="center">(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>
	<p><b>ITEM 480-A</b></p> <p align="center">(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>
<p align="center">For explanation of terms, abbreviations and reference marks not explained herein, see last page of original tariff.</p>	

**SUPPLEMENT 39 TO FT RIC 6004**

SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p><b>ITEM 500-A</b></p> <p align="center"><b>GLOSSARY OF TERMS</b></p> <p>For the purpose of applying rules in Section 1, the following are defined and shall govern.</p>	<p><b>ITEM 1000-A</b></p> <p align="center"><b>RULE GOVERNING CARS HELD FOR LOADING</b></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 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><b>ITEM 530-A</b></p> <p align="center"><b>CONSIGNOR</b></p> <p>The party in whose name cars are ordered and/or the party who furnishes this railroad forwarding directions. For the purpose of applying Section 1, Consignor includes any person receiving railcars from a railroad for loading as more specifically provided for in 49 CFR 1333.</p>	
<p><b>ITEM 535-A</b></p> <p align="center"><b>CONSIGNEE</b></p> <p>The party to whom a shipment is consigned and/or the party entitled to receive the shipment. For the purpose of applying Section 1, Consignee includes any person receiving railcars from a railroad for unloading as more specifically provided for in 49 CFR 1333.</p>	
<p><b>ITEM 705-A</b></p> <p align="center">(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	
<p>For explanation of terms, abbreviations and reference marks not explained herein, see last page of original tariff.</p>	



**SUPPLEMENT 39 TO FT RIC 6004**

<b>SECTION 2 EXCEPTIONS TO STORAGE RULE AND CHARGES</b>	<b>SECTION 3 EXCEPTION TO SPECIAL CAR DEMURRAGE RULES AND CHARGES</b>																				
<p><b>ITEM 1608-A</b></p> <p align="center"><b>APPLICABLE ONLY WHEN SPECIFIC REFERENCE IS MADE HERETO</b></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"> <thead> <tr> <th align="left">Car Owner and Reporting Marks:</th> <th align="left">Car Numbers:</th> <th align="left">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) [D-14]</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) [D-14]	6001-6060	106	<p><b>ITEM 1698-A</b></p> <p align="center">(Provisions formerly shown herein and not brought forward are hereby canceled.)</p> <hr/> <p><b>ITEM 2325-H</b></p> <p align="center"><b>APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM</b></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]            Gary Railway Company            Golden Triangle Railroad            Hampton and Branchville Railroad Company            Lancaster and Chester Railway Company            Laurinburg and Southern Railroad Company            Old Augusta Railroad LLC            Palmetto Railways [A-3]            Port Bienville Railroad            St. Marys Railroad Company [D-14]            Sandersville Railroad Company</p>
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<p><b>ITEM 1657-D</b></p> <p align="center">(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>																					
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**SECTION 4  
EXCEPTIONS TO CAR DEMURRAGE RULES AND  
CHARGES  
COAL AND COAL PRODUCTS**

**ITEM 4005-D**

**APPLICATION**

The car demurrage rules and charges published in this Section apply only for account of railroads shown below:

- CBRY - Copper Basin Railway, Inc.
- NERR - Nashville and Eastern Railroad Corp.
- WTNN - West Tennessee Railroad Corp.

(Railroads formerly listed above and not brought forward are hereby eliminated.)

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For explanation of terms, abbreviations and reference marks not explained herein, see last page of original tariff.

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<p align="center"><b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</b></p>	<p align="center"><b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</b></p>
<p><b>ITEM 999950 [PA]</b></p> <p align="center"><b>EXPLANATION OF ABBREVIATIONS</b></p> <p>[A-3] - Addition. Effective October 1, 2013, the South Carolina Division of Public Railways d/b/a Palmetto Railways consolidated the PUCC, PTR and ECBR into Palmetto Railways (PR).</p> <p>[D-6] - Canceled. For rules and charges to apply, see FT WSOR 6005-series.</p> <p>[D-7] - Canceled. Adopted by the Crab Orchard &amp; Egyptian Railway, a division of Progressive Rail Incorporated (See Adoption Notice COER 9100). For Demurrage rules and charges to apply, see FT COER 6004-series.</p> <p>[D-8] - Canceled. Effective October 1, 2013, the South Carolina Division of Public Railways d/b/a Palmetto Railways consolidated the PUCC, PTR and ECBR into Palmetto Railways (PR).</p> <p>[D-9] - Canceled. For rules and charges to apply, see General Tariffs KXHR 2000 and 2001.</p> <p>[D-10] - Canceled. For rules and charges to apply, see FT AR 6004-series..</p> <p>[D-11] - Canceled. For rules and charges to apply, see FT PDRR 6004-series.</p> <p>[D-12] - Canceled. For rules and charges to apply, see FT MSE 8100-A.</p> <p>[D-13] - Canceled. For rules and charges to apply, see FT BJRY 6004.</p> <p>[D-14] - Canceled. For rules and charges to apply, see FT SM 8004-F.</p> <p>[D-15] - Canceled. For rules and charges to apply, see FT PW 6006 (Effective July 4, 2017).</p> <p>[D-16] - Canceled. For rules and charges to apply, see FT HOG 6006.</p> <p>[D-17] - Canceled. For rules and charges to apply, see FT MRL 8000.</p>	<p><b>ITEM 999960-B (Cont'd)</b></p> <p align="center"><b>EXPLANATION OF REFERENCE MARKS (Cont'd)</b></p> <p>[18] Will NOT apply on South Dakota and [29]Texas intrastate traffic.</p> <p>[19] Will only apply on Nevada and Utah intrastate traffic.</p> <p>[20] Will only apply on South Dakota and Utah intrastate traffic.</p> <p>[21] Will only apply on Nevada intrastate traffic.</p> <p>[22] Will only apply on Utah intrastate traffic.</p> <p>[23] Will NOT apply on Utah intrastate traffic.</p> <p>[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.</p> <p>[25] Will only apply on Nevada and South Dakota intrastate traffic.</p> <p>[26] Will NOT apply on California, Nebraska, Nevada, South Dakota and Utah intrastate traffic.</p> <p>[27] Will only apply via single-line routes.</p> <p>[28] Will NOT apply via single-line routes.</p> <p>[29] Will NOT apply for account of BLR, HOB and TCT.</p> <p>[30] Provisions formerly shown herein and not brought forward are hereby eliminated.</p> <p>[31] Will NOT apply on Arizona intrastate traffic.</p> <p>[32] Will only on Arizona intrastate traffic.</p> <p>[33] Will not apply on North Dakota intrastate traffic (not subject to provisions of [24]).</p> <p>[34] Will only apply on California and Nebraska intrastate traffic.</p> <p>[35] Will only apply on Louisiana and South Dakota intrastate traffic.</p> <p>[36] Applies only for account the AM.</p> <p>[37] Will not apply for account the AM.</p> <p>[39] Applies only for account the AKDN and AM.</p> <p>[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.</p> <p>[40] Will not apply for account the AKDN and AM.</p> <p>[41] Applies only for account the AKDN.</p>
<p><b>ITEM 999960-B</b></p> <p align="center"><b>EXPLANATION OF REFERENCE MARKS</b></p> <p>[1] Will only apply in connection with Demurrage Charges in Section 1.</p> <p>[2] Will only apply in connection with Demurrage Charges in Sections 1 and 3.</p> <p>[3] Will only apply in connection with Demurrage Charges in Sections 2 and 4.</p> <p>[4] Will NOT apply on Nebraska intrastate traffic.</p> <p>[5] Will only apply on Nebraska intrastate traffic.</p> <p>[6] Will only apply on California intrastate traffic.</p> <p>[7] Will only apply on Nebraska, Nevada, South Dakota and Utah intrastate traffic.</p> <p>[8] Will NOT apply on Nebraska, Nevada, South Dakota and Utah intrastate traffic.</p> <p>[9] Will NOT apply on South Dakota intrastate traffic.</p> <p>[10] Will NOT apply on California intrastate traffic.</p> <p>[11] Will only apply on South Dakota intrastate traffic.</p> <p>[12] Will only apply on [29]Texas intrastate traffic.</p> <p>[13] Will NOT apply on Nebraska, South Dakota and [29]Texas intrastate traffic.</p> <p>[14] Will only apply on Nebraska and South Dakota intrastate traffic.</p> <p>[15] Will only apply on Nevada, South Dakota and Utah intrastate traffic.</p> <p>[16] Will NOT apply on Nevada, South Dakota and Utah intrastate traffic.</p> <p>[17] Will only apply on South Dakota and [29]Texas intrastate traffic.</p> <p align="center">(Continued in next column)</p>	<p>(Underscored portion denote change/addition)</p>
<p align="center">For explanation of terms, abbreviations and reference marks not explained herein, see last page of original tariff.</p>	