

# PEE DEE RIVER RAILWAY



## FREIGHT TARIFF PDRR 6004

(For cancellations, see Item 1.00, this tariff)

### NAMING

GENERAL CAR DEMURRAGE RULES AND CHARGES

AND

STORAGE RULES AND CHARGES

APPLYING AT ALL POINTS ON THE

PEE DEE RIVER RAILWAY

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

**ISSUED: August 19, 2014**

**EFFECTIVE: October 1, 2014**

### ISSUED BY

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<p><b>ITEM 1.00</b></p> <p style="text-align: center;"><b>CANCELLATION NOTICE</b></p> <p>FT PDRR 6004 hereby cancels any and all provision of FT RIC 6004, having application for account of the PDRR, Effective October 1, 2014.</p> <p>Provisions formerly published in FT RIC 6004 for account of the PDRR and not brought forward in FT PDRR 6004 are hereby canceled.</p>	<p style="text-align: center;"><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</b></p>												
<p><b>ITEM 2.00</b></p> <p style="text-align: center;"><b>TABLE OF CONTENTS</b></p>	<p><b>ITEM 10</b></p> <p style="text-align: center;"><b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</b></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 999950 (Explanation of Reference Marks).</p>												
<table border="1" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">SUBJECT</th> <th style="text-align: left;">ITEM</th> </tr> </thead> <tbody> <tr> <td>Abbreviations, explanation of .....</td> <td>999950</td> </tr> <tr> <td>Car Demurrage Rules and Charges - General.....</td> <td>100 to 560</td> </tr> <tr> <td>General Application, Rules and Charges.....</td> <td>5 to 20</td> </tr> <tr> <td>Reference marks, explanation of.....</td> <td>999950</td> </tr> <tr> <td>Storage Rules and Charges.....</td> <td>600 to 1005</td> </tr> </tbody> </table>	SUBJECT	ITEM	Abbreviations, explanation of .....	999950	Car Demurrage Rules and Charges - General.....	100 to 560	General Application, Rules and Charges.....	5 to 20	Reference marks, explanation of.....	999950	Storage Rules and Charges.....	600 to 1005	<p><b>ITEM 15</b></p> <p style="text-align: center;"><b>SUPPLEMENTS AND REISSUES</b></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>
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	<p><b>ITEM 20</b></p> <p style="text-align: center;"><b>METHOD OF CANCELING ITEMS</b></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>												
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SECTION 1 CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 100</p> <p style="text-align: center;"><b>APPLICATION</b></p> <p><i>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.</i></p> <p><i>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.</i></p>	<p>ITEM 101</p> <p style="text-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>ITEM 105</p> <p style="text-align: center;"><b>PUBLIC DELIVERY TRACK</b></p> <p>Any accessible track open to the general public for loading or unloading.</p>
	<p>ITEM 110</p> <p style="text-align: center;"><b>OTHER THAN PUBLIC DELIVERY TRACK</b></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 115</p> <p style="text-align: center;"><b>PRIVATE TRACK</b></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 120</p> <p style="text-align: center;"><b>PRIVATE CAR</b></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 121</p> <p style="text-align: center;"><b>RAILROAD-CONTROLLED CARS</b></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><b>ITEM 125</b></p> <p style="text-align: center;"><b>HOLIDAYS</b></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><b>ITEM 150</b></p> <p style="text-align: center;"><b>CARS ACTUALLY OR CONSTRUCTIVELY PLACED AT EXACTLY 7:00 AM</b></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><b>ITEM 130</b></p> <p style="text-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 this railroad for loading as more specifically provided for in 49 CFR 1333.</p>	<p><b>ITEM 155</b></p> <p style="text-align: center;"><b>TIME TO BE OBSERVED</b></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><b>ITEM 135</b></p> <p style="text-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 this railroad for unloading as more specifically provided for in 49 CFR 1333.</p>	<p><b>ITEM 160</b></p> <p style="text-align: center;"><b>FREE TIME</b></p> <p>Items 165 through 195 contain provisions for free time, or describes the circumstances under which no free time will be allowed, as applicable to each car.</p>
<p><b>ITEM 140</b></p> <p style="text-align: center;"><b>ACTUAL PLACEMENT</b></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><b>ITEM 165</b></p> <p style="text-align: center;"><b>FREE TIME</b></p> <p>Free time as designated will be allowed for each car:</p> <p>Forty-Eight (48) Hours</p> <ol style="list-style-type: none"> <li>1. Complete unloading as defined in Items 345 through 385.</li> </ol> <p>Twenty-Four (24) Hours</p> <ol style="list-style-type: none"> <li>1. Partial or complete loading as defined in Items 305 through 340.</li> <li>2. Partial unloading as defined in Items 345 through 385.</li> <li>3. Partial unloading and reloading.</li> <li>4. 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.</li> <li>5. Diversions, Reconsignments or Reshipments.</li> <li>6. Held in transit:                         <ol style="list-style-type: none"> <li>a. On order of consignor, consignee or owner of the Freight.</li> <li>b. For surrender of order notify bill of lading or payment of lawful charges.</li> </ol> </li> </ol> <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, Saturdays, Sundays and holidays will be excluded.</p>
<p><b>ITEM 145</b></p> <p style="text-align: center;"><b>CONSTRUCTIVE PLACEMENT</b></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>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><b>ITEM 170</b></p> <p><b>EMPTY CARS ORDERED OR APPROPRIATED FOR LOADING BUT NOT USED</b></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><b>ITEM 185</b></p> <p><b>CARS UNLOADED AND RELOADED WHERE CARRIER PERFORMS SWITCHING SERVICE</b></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 345. 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><b>ITEM 175</b></p> <p><b>CARS RECEIVED UNDER LOAD AND HELD FOR FORWARDING DIRECTIONS</b></p> <p>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><b>ITEM 187</b></p> <p><b>CARS UNLOADED AND RELOADED WHERE INDUSTRY PERFORMS SWITCHING SERVICE</b></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><b>ITEM 178</b></p> <p><b>ONE CAR-TWO CARLOAD SHIPMENTS AND MORE THAN ONE CONSIGNOR OR CONSIGNEE</b></p> <p>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><b>ITEM 190</b></p> <p><b>RAILROAD FURNISHING TWO CARS IN LIEU OF ONE, OR TRANSFERRING LADING INTO TWO OR MORE CARS</b></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><b>ITEM 180</b></p> <p><b>CARS MOVING FROM INITIAL POINT OF LOADING OR UNLOADING (SEE NOTE)</b></p> <p>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>Note - This item does not apply to private cars removed from private tracks.</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><b>ITEM 195</b></p> <p><b>CARS FOUND TO BE OVERLOADED OR IMPROPERLY LOADED</b></p> <p>When cars are found to be overloaded or improperly loaded and not in conformity with railroad loading and clearance rules, the following will apply:</p> <ol style="list-style-type: none"> <li>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).</li> <li>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).</li> <li>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).</li> </ol> <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><b>ITEM 200</b></p> <p><b>CARS NOT SUBJECT TO DEMURRAGE RULES AND CHARGES IN THIS SECTION 1</b></p> <p><i>Except as provided in Items 265 and 270, cars specified in Items 205 through 260 are not subject to the provisions of Section 1 of this tariff.</i></p>
	<p><b>ITEM 205</b></p> <p><b>CARS USED FOR TEST PURPOSES</b></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><b>ITEM 225</b></p> <p><b>CARS UNDER LOAD WITH COMPANY MATERIAL AND EMPTY CARS HELD FOR LOADING COMPANY MATERIAL FOR THIS RAILROAD</b></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><b>ITEM 240</b></p> <p><b>CARS CONTAINING FREIGHT REFUSED OR UNCLAIMED AND SUBSEQUENTLY SOLD BY THIS RAILROAD FOR CHARGES</b></p> <p>When and for the time held for convenience of this railroad beyond legal requirements.</p>
	<p><b>ITEM 250</b></p> <p><b>CARS ASSIGNED TO SHIPPERS RETURNED TO POINT OF ASSIGNMENT UNDER LOAD</b></p> <p>When containing:</p> <ol style="list-style-type: none"> <li>1. Less-than-carload freight.</li> <li>2. Material authorized to be returned without freight charges under provisions of freight tariffs.</li> </ol>
	<p><b>ITEM 255</b></p> <p><b>CARS ASSIGNED TO SHIPPERS RETURNED TO POINT OF ASSIGNMENT EMPTY</b></p> <p>While subject to the provisions of Section 2 of this tariff.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p style="text-align: center;"><b>SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</b></p>	<p style="text-align: center;"><b>SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</b></p>
<p><b>ITEM 260</b></p> <p style="text-align: center;"><b>RAILROAD AND PRIVATELY-OWNED CARS AND OTHER RAILROAD AND PRIVATELY-OWNED EQUIPMENT MOVING ON OWN WHEELS AS FREIGHT AT TARIFF RATES</b></p> <p>While held:</p> <ol style="list-style-type: none"> <li>1. On tracks of this railroad.</li> <li>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.</li> </ol>	<p><b>ITEM 270 (Cont'd)</b></p> <p style="text-align: center;"><b>PRIVATE CARS HELD OR STORED ON PRIVATE OR RAILROAD TRACKS</b></p> <p style="text-align: center;"><b>Part A (Cont'd)</b></p> <ol style="list-style-type: none"> <li>3. Loaded or partially loaded private cars removed from private tracks on orders are subject to demurrage charges in 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).</li> <li>4. 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 Demurrage Rules and Charges in Section 1 of this tariff.</li> <li>5. 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.</li> </ol> <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><b>ITEM 265</b></p> <p style="text-align: center;"><b>CARS LEASED FOR STORAGE OF COMMODITIES</b></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><b>ITEM 270</b></p> <p style="text-align: center;"><b>PRIVATE CARS HELD OR STORED ON PRIVATE OR RAILROAD TRACKS</b></p> <p style="text-align: center;"><b>Part A</b></p> <ol style="list-style-type: none"> <li>1. Loaded private cars held on private tracks at destination will be subject to demurrage rules and charges in 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 270, Tariff AR 6004 (See Note 1).</li> <li>2. Loaded private cars, consigned or ordered for delivery to private tracks, which are exempt from demurrage rules and charges in this tariff, after delivery to private tracks but which first must be held on railroad tracks under constructive placement are subject to demurrage charges in this tariff, after expiration of:             <ol style="list-style-type: none"> <li>A. Twenty-four (24) hours free time when diverted, reconsigned or reshipped before delivery to private tracks; or,</li> <li>B. Forty-eight (48) hours free time when delivered to private tracks.</li> </ol> <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 style="text-align: center;">(Continued in next column)</p> </li> </ol>	<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><b>ITEM 300</b></p> <p style="text-align: center;"><b>DEMURRAGE CHARGES</b></p> <p><i>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.</i></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>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 410 and 420 or Item 525.</p>	<p><b>ITEM 310</b></p> <p style="text-align: center;"><b>FORWARDING DIRECTIONS</b></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"> <li>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</li> <li>2. The immediate forwarding of a car to a consignee at another location at the same station or to a consignee at another destination.</li> </ol> <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><b>ITEM 305</b></p> <p style="text-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>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 Note 1, 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><b>ITEM 315</b></p> <p style="text-align: center;"><b>FORWARDING DIRECTIONS RECEIVED BY U.S. MAIL</b></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><b>ITEM 320</b></p> <p style="text-align: center;"><b>OTHER-THAN-PUBLIC-DELIVERY-TRACKS</b></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>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><b>ITEM 325</b></p> <p style="text-align: center;"><b>PUBLIC DELIVERY TRACKS</b></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><b>ITEM 345</b></p> <p style="text-align: center;"><b>RULES GOVERNING CARS HELD FOR UNLOADING</b></p> <p>Unloading, as required under Rule 27 of Uniform Freight Classification Tariff UFC 6000-Series, or partial unloading shall include:</p> <ol style="list-style-type: none"> <li>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 UFC 6000-Series (See Note 1).</li> <li>2. Payment of lawful charges when required prior to delivery of the car (See Note 1).</li> <li>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.</li> <li>4. Advice that the car is ready for forwarding, accompanied by forwarding directions when necessary, after being held to partly unload and partly reload.</li> <li>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 Note 2). 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.</li> </ol> <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 185 and 187, 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><b>ITEM 330</b></p> <p style="text-align: center;"><b>APPROPRIATED CARS</b></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>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>
<p><b>ITEM 335</b></p> <p style="text-align: center;"><b>EMPTY CARS PLACED PRIOR TO DATE FOR WHICH ORDERED</b></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><b>ITEM 340</b></p> <p style="text-align: center;"><b>INTERCHANGE TRACKS OF INDUSTRIAL PLANTS</b></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 305. 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 align="center"><b>SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</b></p>	<p align="center"><b>SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</b></p>
<p><b>ITEM 350</b></p> <p align="center"><b>CARS HELD IN BREAKUP OR HOLD YARDS FOR ORDERS</b></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><b>ITEM 375</b></p> <p align="center"><b>INTERCHANGE TRACKS OF INDUSTRIAL PLANTS</b></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 345: 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><b>ITEM 355</b></p> <p align="center"><b>OTHER-THAN-PUBLIC-DELIVERY-TRACKS</b></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><b>ITEM 380</b></p> <p align="center"><b>TIME OF RELEASE FOR CARS UNLOADED BY THIS RAILROAD</b></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><b>ITEM 360</b></p> <p align="center"><b>PUBLIC DELIVERY TRACKS</b></p> <p>(Except as provided in Items 345, 350 and 365, 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><b>ITEM 385</b></p> <p align="center"><b>DELIVERING CARRIER AND CONSIGNEE UNABLE TO RECEIVE CARS</b></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><b>ITEM 365</b></p> <p align="center"><b>SPECIAL FACILITIES REQUIRED FOR UNLOADING</b></p> <p>Except as provided in Items 345 and 350, 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><b>ITEM 390</b></p> <p align="center"><b>RULES GOVERNING CARS HELD FOR PURPOSES OTHER THAN LOADING OR UNLOADING</b></p> <p>Items 395 through 420 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 305 or 385 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.</p>
<p 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><b>ITEM 395</b></p> <p><b>CARS HELD FOR RECONSIGNMENT, DIVERSION OR RESHIPMENT</b></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><b>ITEM 410</b></p> <p><b>EMPTY CARS ORDERED OR APPROPRIATED FOR LOADING BUT NOT USED</b></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 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><b>ITEM 400</b></p> <p><b>CARS HELD IN TRANSIT</b></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 align="center"><b>SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</b></p>	<p align="center"><b>SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</b></p>
<p><b>ITEM 420</b></p> <p align="center"><b>CARS RECEIVED UNDER LOAD AND HELD FOR FORWARDING DIRECTIONS</b></p> <p>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><b>ITEM 440</b></p> <p align="center"><b>CARS FOR UNLOADING ON PUBLIC DELIVERY TRACKS</b></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 345, 350, 360, and 365, 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><b>ITEM 430</b></p> <p align="center"><b>NOTIFICATION REQUIREMENTS</b></p> <p>In all cases where the consignee, or other party is entitled to receive notification as provided in Items 435 through 515, 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><b>ITEM 445</b></p> <p align="center"><b>CARS FOR LOADING ON PUBLIC DELIVERY TRACKS</b></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><b>ITEM 435</b></p> <p align="center"><b>CARS CONSTRUCTIVELY PLACED</b></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><b>ITEM 450</b></p> <p align="center"><b>CARS HELD FOR SPECIAL PURPOSES</b></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"> <li>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.</li> <li>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.</li> <li>3. Payment of lawful charges when required prior to delivery of the car.</li> </ol>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	<p><b>ITEM 455</b></p> <p align="center"><b>CARS STOPPED IN TRANSIT</b></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 align="center"><b>SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</b></p>	<p align="center"><b>SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</b></p>
<p><b>ITEM 460</b></p> <p align="center"><b>REFUSED CARLOAD FREIGHT</b></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><b>ITEM 475</b></p> <p align="center"><b>METHODS AND PROCEDURES FOR NOTIFICATION</b></p> <p>Notification may be sent or given:</p> <ol style="list-style-type: none"> <li>1. In writing by U.S. Mail or otherwise.</li> <li>2. By personal or telephone communication (See Note).</li> <li>3. By action of the consignee (See Item 490).</li> <li>4. By delivery of cars upon other than public delivery tracks or industrial interchange tracks serving consignee or consignor.</li> </ol> <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><b>ITEM 465</b></p> <p align="center"><b>UNCLAIMED CARLOAD FREIGHT</b></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>	<p><b>ITEM 480</b></p> <p align="center"><b>IN WRITING BY U.S. MAIL OR OTHERWISE</b></p> <p>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><b>ITEM 470</b></p> <p align="center"><b>EXCEPTIONS TO NOTIFICATION REQUIREMENTS IN ITEM 465</b></p> <p>Notification of unclaimed carload freight shall not be sent under the following circumstances:</p> <ol style="list-style-type: none"> <li>1. When actually placed, or constructively placed, for delivery on other than public delivery tracks or industrial interchange tracks serving the consignee.</li> <li>2. When the consignee has paid the freight charges at the destination, or has ordered in writing that the car be placed for unloading.</li> <li>3. When the consignor has advised either the destination or originating railroad in writing that such notice is not required.</li> <li>4. When the consignor and consignee are the same and a notice of arrival has previously been sent or given.</li> <li>5. When the bill of lading has been surrendered or an indemnity bond furnished for shipment covered by "to order" bills of lading.</li> <li>6. When consignor or owner has been previously sent or given a notice by wire that the car is being held for disposition instructions.</li> </ol>	<p><b>ITEM 485</b></p> <p align="center"><b>BY PERSONAL OR TELEPHONE COMMUNICATION</b></p> <p>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 - 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>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	<p><b>ITEM 490</b></p> <p align="center"><b>BY ACTION OF CONSIGNEE</b></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 align="center"><b>SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</b></p>	<p align="center"><b>SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</b></p>
<p><b>ITEM 495</b></p> <p align="center"><b>BY DELIVERY OF CARS UPON OTHER-THAN-PUBLIC-DELIVERY TRACKS OR INDUSTRIAL INTERCHANGE TRACKS</b></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><b>ITEM 510</b></p> <p align="center"><b>INSUFFICIENT INFORMATION IN ARRIVAL NOTIFICATION</b></p> <p>When notice of arrival does not contain all of the information specified in Item 500, 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><b>ITEM 500</b></p> <p align="center"><b>INFORMATION REQUIRED FOR NOTIFICATION</b></p> <p>Notification information shall include:</p> <ol style="list-style-type: none"> <li>1. Car initial and number - all notifications. If contents transferred en route, must include original car initial and number.</li> <li>2. Contents - all notifications.</li> <li>3. Point of shipment - unless the consignor and/or broker has advised otherwise - for arrival notification only.</li> <li>4. Hold point - for constructive placement notification when cars are held short of billed destination.</li> </ol>	<p><b>ITEM 515</b></p> <p align="center"><b>CLAIM OF DELAYED NOTICE BY U.S. MAIL (SEE NOTE)</b></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 - The provisions of this item apply only in connection with Paragraph 1 of Item 475.</p>
<p><b>ITEM 505</b></p> <p align="center"><b>RAILROAD FAILURE TO SEND OR GIVE REQUIRED NOTICE</b></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>	<p><b>ITEM 520</b></p> <p align="center"><b>IDENTIFICATION OF SHIPMENT ACTUALLY OR CONSTRUCTIVELY PLACED ON AN OTHER-THAN-PUBLIC-DELIVERY TRACK</b></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>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><b>ITEM 525</b></p> <p><b>ALLOWANCES PERMISSIBLE FOR RELIEF OF DEMURRAGE CHARGES</b></p> <p><i>Demurrage charges assessed or collected for detention of cars through causes named in Items 540 through 560 will, subject to conditions set forth herein, be promptly cancelled or refunded.</i></p>	<p><b>ITEM 540</b></p> <p><b>CARS RUN AROUND THROUGH NO FAULT OF CONSIGNOR OR CONSIGNEE</b></p> <p>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. 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"> <li>1. 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).</li> <li>2. 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.</li> <li>3. 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.</li> <li>4. 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.</li> <li>5. Allow the difference, if any, between the total amount thus ascertained and the amount of demurrage assessed on the basis of the original records.</li> </ol> <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>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center"><b>SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</b></p>	<p align="center"><b>SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</b></p>
<p><b>ITEM 545</b></p> <p align="center"><b>WEATHER INTERFERENCE</b></p> <p>Relief shall be granted under the following conditions:</p> <p>(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) 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>(2) 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>(3) 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:</p> <p>(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;</p> <p>(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 410, no allowance will be made after twenty-four (24) hours free of weather interference.</p>	<p><b>ITEM 550</b></p> <p align="center"><b>ORDERS OR FORWARDING DIRECTIONS DELAYED IN U.S. MAIL</b></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><b>ITEM 555</b></p> <p align="center"><b>MOVEMENT FROM HOLD POINT TO DESTINATION</b></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>
	<p><b>ITEM 560</b></p> <p align="center"><b>RAILROAD ERROR</b></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"> <li>1. On other-than-public-delivery tracks when there is disability of this railroad.</li> <li>2. On public delivery tracks only when an obstruction is on the premises of this railroad.</li> </ol> <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>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 2 STORAGE RULES AND CHARGES	SECTION 2 STORAGE RULE AND CHARGES
<p><b>ITEM 600</b></p> <p style="text-align: center;"><b>APPLICATION</b></p> <p><i>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.</i></p>	<p><b>ITEM 605</b></p> <p style="text-align: center;"><b>GLOSSARY OF TERMS</b></p> <p>For the purpose of applying items in Section 2 of this tariff, the following are defined and shall govern.</p>
	<p><b>ITEM 610</b></p> <p style="text-align: center;"><b>PUBLIC DELIVERY TRACKS</b></p> <p>Any accessible track open to the general public for loading or unloading.</p>
	<p><b>ITEM 615</b></p> <p style="text-align: center;"><b>OTHER THAN PUBLIC DELIVERY TRACK</b></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><b>ITEM 620</b></p> <p style="text-align: center;"><b>PRIVATE TRACK</b></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><b>ITEM 625</b></p> <p style="text-align: center;"><b>PRIVATE CAR</b></p> <p>A private car is a car bearing other than railroad reporting marks and which is not a railroad-controlled car.</p>
	<p><b>ITEM 626</b></p> <p style="text-align: center;"><b>RAILROAD-CONTROLLED CAR</b></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><b>ITEM 630</b></p> <p style="text-align: center;"><b>RAILROAD PREMISES</b></p> <p>The term "Railroad Premises" as used in Items 1000 through 1005, 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><b>ITEM 635</b></p> <p style="text-align: center;"><b>HOLIDAYS</b></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><b>ITEM 660</b></p> <p style="text-align: center;"><b>CARS ACTUALLY OR CONSTRUCTIVELY PLACED AT EXACTLY 7:00 AM</b></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><b>ITEM 640</b></p> <p style="text-align: center;"><b>CONSIGNOR</b></p> <p>The party in whose name cars are ordered or the party who furnishes this railroad forwarding directions.</p>	<p><b>ITEM 665</b></p> <p style="text-align: center;"><b>TIME TO BE OBSERVED</b></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><b>ITEM 645</b></p> <p style="text-align: center;"><b>CONSIGNEE</b></p> <p>The party to whom a shipment is consigned or the party entitled to receive the shipment.</p>	<p><b>ITEM 670</b></p> <p style="text-align: center;"><b>ASSIGNEE</b></p> <p>A shipper who has requested and has been assigned specific cars.</p>
<p><b>ITEM 650</b></p> <p style="text-align: center;"><b>ACTUAL PLACEMENT</b></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><b>ITEM 675</b></p> <p style="text-align: center;"><b>ASSIGNED CAR</b></p> <p>A car of any ownership specifically requested and assigned to a shipper by a railroad.</p>
<p><b>ITEM 655</b></p> <p style="text-align: center;"><b>CONSTRUCTIVE PLACEMENT</b></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><b>ITEM 680</b></p> <p style="text-align: center;"><b>BUREAU OF EXPLOSIVES TARIFF</b></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>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><b>ITEM 700</b></p> <p align="center"><b>FREIGHT SUBJECT TO STORAGE RULES AND CHARGES IN THIS SECTION</b></p> <p><i>Except as otherwise provided, the provisions of Items 710 through 750 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.</i></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><b>ITEM 715</b></p> <p align="center"><b>NOTICE OF ARRIVAL</b></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><b>ITEM 710</b></p> <p align="center"><b>FREIGHT NOT SUBJECT TO STORAGE RULES AND CHARGES IN THIS SECTION</b></p> <p>The rules and charges in Item 700 and Items 715 through 750 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 lawful rules and charges apply.</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><b>ITEM 720</b></p> <p align="center"><b>REFUSED OR UNCLAIMED SHIPMENTS</b></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>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center"><b>SECTION 2 STORAGE RULE AND CHARGES</b></p>	<p align="center"><b>SECTION 2 STORAGE RULE AND CHARGES</b></p>
<p><b>ITEM 725</b></p> <p align="center"><b>FREE TIME</b></p> <p>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>Twenty-four (24) hours free time will be allowed to complete delivery of an outbound shipment to this railroad.</p> <p>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><b>ITEM 740</b></p> <p align="center"><b>FREIGHT UNLOADED TO RELEASE EQUIPMENT</b></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 demurrage charge that would have accrued on demurrage rules in this , 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><b>ITEM 730</b></p> <p align="center"><b>COMPUTING TIME</b></p> <p>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><b>ITEM 745</b></p> <p align="center"><b>OUTBOUND FREIGHT HELD TO COMPLETE CARLOAD SHIPMENTS</b></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 demurrage charges that would have accrued under demurrage rules, had the freight been loaded in a car.</p>
<p><b>ITEM 735</b></p> <p align="center"><b>STORAGE CHARGES</b></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><b>ITEM 750</b></p> <p align="center"><b>CLAIMS</b></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> <ul style="list-style-type: none"> <li>(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.</li> <li>(b) When this railroad's agent demands payment of transportation charges in excess of tariff authority.</li> <li>(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.</li> </ul>
<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><b>ITEM 800</b></p> <p style="text-align: center;"><b>ASSIGNED CARS</b></p> <p><i>Except as provided in Item 815, the provisions of Items 810 through 850 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:</i></p> <ol style="list-style-type: none"> <li>1. Actual or constructive placement on orders of, or appropriation of the cars for loading by the assignee, or</li> <li>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.</li> </ol> <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><b>ITEM 820</b></p> <p style="text-align: center;"><b>NOTIFICATION</b></p> <p>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>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><b>ITEM 810</b></p> <p style="text-align: center;"><b>ASSIGNMENT OF CARS</b></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><b>ITEM 825</b></p> <p style="text-align: center;"><b>STORAGE CHARGE</b></p> <p>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 820.</p> <ol style="list-style-type: none"> <li>(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).</li> <li>(b) Cars released from storage charges under these conditions will be subject to applicable demurrage or detention tariffs.</li> </ol> <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><b>ITEM 815</b></p> <p style="text-align: center;"><b>ASSIGNED CARS NOT SUBJECT TO THIS SECTION</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Cars of any ownership with a mechanical designation of "FM" having a carrying capacity of 200,000 lbs. or more.</li> <li>3. Empty cars of private ownership, which are not railroad controlled.</li> </ol> <p>In determining these exemptions, the car descriptions listed in the Official Railway Equipment Register RER 6414-Series shall govern.</p>	<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>

<p align="center"><b>SECTION 2 STORAGE RULE AND CHARGES</b></p>	<p align="center"><b>SECTION 2 STORAGE RULE AND CHARGES</b></p>
<p><b>ITEM 830</b></p> <p align="center"><b>RELEASE OF CARS FROM ASSIGNMENT</b></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><b>ITEM 840</b></p> <p align="center"><b>CONDITIONS FOR RELIEF WHEN ASSIGNEE'S OPERATIONS PARTIALLY SHUTDOWN</b></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 825 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><b>ITEM 835</b></p> <p align="center"><b>CONDITIONS FOR RELIEF WHEN ASSIGNEE'S OPERATIONS CEASE</b></p> <p>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 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>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 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><b>ITEM 845</b></p> <p><b>CONDITIONS FOR RELIEF WHEN ASSIGNED CARS ARE FOUND TO HAVE MECHANICAL DEFECTS</b></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>	<p><b>ITEM 900</b></p> <p><b>CARS OR OTHER UNITS OF EQUIPMENT MOVING ON OWN WHEELS AS FREIGHT AT TARIFF RATES</b></p> <p><i>The provisions of Items 905 through 915 apply to cars or other units of equipment moving on own wheels as freight at tariff rates.</i></p>
<p><b>ITEM 850</b></p> <p><b>RAILROAD ERROR WHICH PREVENTS ACCEPTANCE, PROPER TENDER OF DELIVERY</b></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 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><b>ITEM 905</b></p> <p><b>CARS MOVING ON OWN WHEELS (SEE NOTE)</b></p> <p>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>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 lawful per car or other unit of equipment switching charge, except as otherwise provided in Mileage Allowance Tariff RIC 6007-series.</p>
	<p><b>ITEM 910</b></p> <p><b>CARS RECEIVED AT POINT OF MANUFACTURE OR REPAIR AND HELD FOR FORWARDING DIRECTIONS</b></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 &amp; 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>(Continued on next page)</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><b>ITEM 910 (Cont'd)</b></p> <p><b>CARS RECEIVED AT POINT OF MANUFACTURE OR REPAIR AND HELD FOR FORWARDING DIRECTIONS</b></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><b>ITEM 1000</b></p> <p><b>FREIGHT SUBJECT TO STORAGE RULES AND CHARGES IN ITEM 1005</b></p> <p><i>The rules and charges of Items 1005 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.</i></p>
<p><b>ITEM 915</b></p> <p><b>RAILROAD ERROR</b></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><b>ITEM 1005</b></p> <p><b>STORAGE RULES AND CHARGES ON EXPLOSIVES, HAZARDOUS MATERIALS, SUBSTANCES OR WASTES (SEE NOTE 1)</b></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"> <li>The provisions of Item 270, except Part A, Paragraph 3, will not apply.</li> <li>The provisions of Item 430 will not apply.</li> <li>On cars held for loading on railroad premises, time will be computed from the first 7:00 AM after loading begins.</li> <li>Free time will be as follows (See Note 2):             <ol style="list-style-type: none"> <li>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).</li> <li>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).</li> </ol> </li> <li>After the expiration of free time allowed, or without free time allowances when none is provided, the following charges will apply per day of twenty-four (24) hours, or fraction thereof, until removal from railroad premises:             <ol style="list-style-type: none"> <li>Class A - Explosives                 <ol style="list-style-type: none"> <li>\$50.00, per car per day, will apply on shipments held in cars on railroad premises.</li> </ol> </li> <li>Class B and C - Explosives                 <ol style="list-style-type: none"> <li>\$25.00, per car per day, will apply on carload shipments of Classes B and C explosives held in cars on railroad premises.</li> </ol> </li> <li>Hazardous Materials, Substances or Wastes, Other than explosives                 <ol style="list-style-type: none"> <li>\$25.00, per car per day, will apply on carload shipments while held on railroad premises.</li> </ol> </li> </ol> <p>(Continued on next page)</p> </li></ol>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center"><b>SECTION 2 STORAGE RULE AND CHARGES</b></p>	<p align="center"><b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</b></p>
<p><b>ITEM 1005 (Cont'd)</b></p> <p align="center"><b>STORAGE RULES AND CHARGES ON EXPLOSIVES, HAZARDOUS MATERIALS, SUBSTANCES OR WASTES (SEE NOTE 1)</b></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 3), 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 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>EXCEPTION:</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 270, Part A, Paragraph 3, and Items 175 and 420, for the purpose of computing time.</p>	<p><b>ITEM 999950</b></p> <p align="center"><b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</b></p> <p>ABBR - Abbreviations  auth - Authority  CFR - Code of Federal Regulations  CL - Carloads  OPSL - Official Railroad Station List, OPSL 6000-Series  PDRR - Pee Dee River Railway  RER - Railway Equipment Register, RER 6414-Series  UFC - Uniform Freight Classification, UFC 6000-Series</p> <p>[A] - Addition  [C] - Change  [I] - Increase  [R] - Reduction  [NC] - Brought forward without change</p> <p>(<u>Underscored</u> portion denotes addition/change)</p>