

SOUTHWIND SHORTLINE RAILROAD COMPANY

FREIGHT TARIFF SPR 8000

**NAMING
MISCELLANEOUS RULES AND CHARGES,
ALSO
SWITCHING RULES AND CHARGES,
APPLYING
FROM, TO AND AT
POINTS ON THE
SOUTHWIND SHORTLINE RAILROAD COMPANY**

LOCAL TARIFF

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular rates and provisions contained herein.

ISSUED: August 20, 2021

EFFECTIVE: September 1, 2021

ISSUED BY

**Andrea Hermer
Chief Operating Officer
Ports of Indiana (Mount Vernon)
150 W Market Street
Suite 450
Indianapolis, IN 46204**

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

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LIST OF CUSTOMERS	RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-GENERAL
<p>CIMBAR Performance Minerals MV, LLC 2700 Bluff Rd. Mount Vernon, IN 47620</p> <p>Consolidated Grain and Barge Company Grain Division P.O. Box 547 2701 Bluff Rd. Mount Vernon, IN 47620</p> <p>Consolidated Grain and Barge Company Soybean Processing Division P.O. Box 289 ff Rd. Mount Vernon, IN 47620</p> <p>Consolidated Terminals and Logistics Co. P.O. Box 548 2701 Bluff Rd. Mount Vernon, IN 47620</p> <p>Mt. Vernon Transfer Terminal, LLC 3300 Bluff Rd. Mount Vernon, IN 47620</p> <p>Nutrien 2501 Bluff Rd. Mount Vernon, IN 47620</p> <p>Nutrien Ag Solutions 2900 Bluff Rd. Mount Vernon, IN 47620</p> <p>Valero Renewables 7201 Port Rd. Mount Vernon, IN 47620</p>	<p>ITEM 5</p> <p align="center">REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</p> <p>Where reference is made in this tariff to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and reissues of such items, notes, rules, etc.</p> <hr/> <p>ITEM 10</p> <p align="center">METHOD OF CANCELING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel corresponding numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.</p> <p>Example: Item 445-A cancels Item 445 and Item 365-B cancels Item 365-A in a prior supplement which in turn canceled Item 365.</p> <hr/> <p>ITEM 15</p> <p align="center">SUPPLEMENTS AND REISSUES</p> <p>When reference is made in this tariff, or supplements, to other publications for rates or other information, it includes "Supplements thereto or successive issues thereof."</p> <p>Where reference is made in this tariff to items, it includes "reissues" of such items.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-UNLIMITED</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-UNLIMITED</p>
<p>ITEM 20</p> <p align="center">LIMITATION OF LIABILITY</p> <p>Liability for loss or damage to freight shipments will be governed by statute, 49 U.S.C. 11706.</p>	<p>ITEM 35</p> <p align="center">DEMURRAGE</p> <p>Except as otherwise provided herein, subject to Car Demurrage Rules and Charges contained in FT RIC 6004-Series.</p>
<p>ITEM 25</p> <p align="center">LOADING AND/OR UNLOADING RAILROAD CARS ON PORT TRACK IS NOT PERMITTED</p> <p>Loading and/or unloading of railroad car(s) on Port Track is not permitted. In the event the placement of railroad car(s) obstructs switching of other cars at any time, responsible parties will arrange, at their exclusive expense, for the immediate removal of such car(s) from the Port Track. No one shall obstruct, or permit the obstruction of, Port Railroad right of way by any article, equipment or material of any type. The Port's Railroad Right-of-Way consists of an area eight (8) feet wide on each side measured from the center of all tracks and contiguous with the entire length of any and all tracks. Any matter found by Rail Operator to cause an obstruction shall be removed at the expense of the owner of such matter and/or the responsible party. Also, front end loader or other inappropriate means to move a railroad car or railroad engine on POI Track is prohibited.</p>	<p>ITEM 40</p> <p align="center">EMPTY CARS ORDERED TO BE PLACED ON ANOTHER CUSTOMER</p> <p>When an empty car is ordered to be placed on another customer on this railroad for loading, demurrage will be charged for all detention from the first 7:01 AM after actual or constructive placement or notification has been sent where required until released or giving forwarding instructions, with no credits allowed. Customer for whom cars are initially ordered or appropriated is responsible for demurrage charges. Customer for whom car is ordered to be placed shall be responsible for demurrage charges after placement.</p>
<p>ITEM 30</p> <p align="center">UNLOADING AND RELEASE OF EQUIPMENT AT DESTINATION</p> <p>Upon arrival and placement of equipment for unloading at destination, consignee will be responsible for unloading equipment in a manner which does not damage equipment and for releasing equipment in a condition suitable for reloading by another shipper. If consignee refuses or fails to remove all lading, dunnage blocking, bracing, strapping, debris, or other material that was part of the inbound shipment, secure interior loading devices, and close doors, the railroad which discovers such failure may undertake to remedy such failure, and the consignee will be responsible for reimbursing the railroad which performs such work for the cost thereof, including without limitation the cost of any switching associated with such work. Otherwise, applicable demurrage, detention, and storage charges shall continue to apply until equipment is released to delivering carrier in clean condition or upon completion of any action by the delivering carrier to remedy the consignee's failure.</p>	<p>ITEM 45</p> <p align="center">CARS MOVED FROM INITIAL HOLD POINT OR POINT OF LOADING OR UNLOADING</p> <p>Except as provided in Tariff RIC 6004-Series, when a car is constructively placed or actually placed for loading or unloading, and request is received by this railroad to move car to another location on this railroad for loading or unloading, such movement will be subject to applicable switching charges contained in Section 2 of this tariff, with such charge to be paid by the party ordering movement of the car. Demurrage charges will continued to apply until such time car is released.</p>
	<p>ITEM 50</p> <p align="center">CLAIMS</p> <p>A Claim must be submitted to this railroad in writing by Registered Letter within thirty (30) days from the date that the bill for demurrage is rendered. The conditions for submitting the claim should be fully stated. Any claim not filed within thirty (30) days from the date that the bill is rendered will be declined.</p> <p>Claims made for bunching as result of actions not attributable to this railroad will not be honored.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-UNLIMITED</p>	<p align="center">SECTION 1 MISCELLANEOUS RULES AND CHARGES</p>
<p>ITEM 55</p> <p align="center">PAYMENT OF CHARGES</p> <p>Customer shall be liable for payments of the transportation charges accruing on a shipment and nothing herein shall limit the right of this railroad to require at time of movement, shipment or delivery the prepayment or guarantee of charges, unless Customer has entered into an agreement for credit with this railroad. Customer will pay this railroad immediately upon presentation of a bill therefor by this railroad. If charges have not been prepaid, or customer has not entered into an agreement for credit with this railroad, this railroad shall not make delivery of the shipment without payment or guarantee by shipper or consignee of all charges.</p> <p>Acceptance of shipment by Customer shall be deemed acceptance of responsibility for payment of all charges accruing on the shipment, including, but not limited to demurrage, switching and all other charges that may be applicable. Such payment shall be in U.S. money and cannot be reduced to offset claims, damages to property, or for any other reasons.</p> <p>If this railroad, at its sole discretion, uses a collection agency or attorneys to collect delinquent bills for freight or other charges and this railroad is successful in collecting such charges, Customers shall reimburse this railroad for all reasonable collection costs, including reasonable collection agency fees and reasonable attorneys' fees.</p>	<p>ITEM 100</p> <p align="center">HAZARDOUS FREIGHT</p> <p>Shipments of hazardous freight under this tariff are subject to regulations of the U. S. Department of Transportation as shown in Bureau of Explosives, STB BOE 6000-Series.</p>
	<p>ITEM 102</p> <p align="center">RAIL SECURITY-SENSITIVE MATERIAL (RSSM)</p> <ol style="list-style-type: none"> 1. A rail car containing more than 2,268 kg (5,000 lbs) of a Division 1.1, 1.2 or 1.3 (explosive) material as listed and defined Section 173.50 to 173.63 Part 173 of Tariff BOE 6000 Series. 2. A tank car containing a material poisonous by inhalation as defined in 49 CFR 171.8, including anhydrous ammonia, Division 2.3 gases poisonous by inhalation as set forth in 49 CFR (Code of Federal Regulations) 173.115(c), and Division 6.1 liquids meeting the defining criteria in 49 CFR 173.132(a) (1)(iii) and assigned to hazard zone A or hazard zone B in accordance with 49 CFR 173.133(a), excluding residue quantities of these materials; and, 3. A rail car containing a highway route-controlled quantity of a Class 7 (radioactive) material, as defined in 49 CFR 173.403. <p>All Rail Security-Sensitive Material (RSSM) handling at \$450.00 per car.</p>
	<p>ITEM 105</p> <p align="center">PERISHABLES</p> <p>This railroad does not provide protective service. Perishable freight under protective service will be accepted from connecting railroad for delivery to Customers with the understanding that protective service is not provided by this railroad and this railroad no liability for any loss or damage resulting from failure of such protective service.</p>
	<p>ITEM 110</p> <p align="center">STANDBY SERVICE</p> <p>When this railroads' locomotive and crew are held at the request of an industry or delayed by an industry within the confines of the industry or immediately adjacent thereto, the charge for such standby or delay shall be \$500.00 per hour or fraction thereof. Such charges shall be in addition to other published charges, if any, applicable to cars delayed or handled.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 1 MISCELLANEOUS RULES AND CHARGES	SECTION 1 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 112</p> <p align="center">LOADED CARS REFUSED</p> <p>Consignee will be assessed a charge of \$185.00 per car on cars refused or rejected. The charge will be in addition to any and all other applicable charges associated with the handling of the car.</p>	<p>ITEM 125</p> <p align="center">CARS INTERCHANGED IN ERROR</p> <p>A charge of \$75.00 per car will be assessed delivering carrier on all cars interchanged to this railroad in error.</p>
<p>ITEM 115</p> <p align="center">LOADS REQUIRING CLEARING OF ADJACENT TRACKS</p> <p>Loads that because of excessive width or length require clearing tracks adjacent to the track on which said load moves will be assessed a charge of \$200.00 for each track cleared.</p>	<p>ITEM 128</p> <p align="center">CHARGE FOR REPOSITIONING, REBLOCKING, AND/OR REDUCING CARS FOR CONNECTING CARRIERS</p> <p>When it becomes necessary for SPR to reposition, reblock or reduce cars for connecting carriers in order to keep trains in compliance and due to connecting carrier's inability to pull some or all cars (excluding acts of God) that are ready for interchange, a charge of \$75.00 per car/per occurrence will apply.</p>
<p>ITEM 118</p> <p align="center">OVERLOADED CARS</p> <p>Cars found to be overloaded will be subject to the following additional charges, plus Special Freight Train charge:</p> <p>(1) \$300.00 per car - When a car is discovered to be overloaded at loading point or within the confines of the industry. Charge to be assessed consignor.</p> <p>(2) \$300.00 per car - When a car is discovered to be overloaded beyond loading point or confines of the industry. Charge to be assessed consignor.</p> <p>(It will be the responsibility of the consignor to adjust the lading at their own expense sufficient to eliminate the overload condition.)</p> <p>(3) \$300.00 per car - When a car is received in interchange from connections and is found to be overloaded, such car will be returned to delivering carrier for adjustment to lading to eliminate the overload condition. Charge to be assessed delivering carrier.</p>	<p>ITEM 130</p> <p align="center">TURNING OF CARS TO PERMIT LOADING OR UNLOADING, ETC.</p> <p>If cars are turned at request of customer to facilitate loading or unloading, or for any other purpose, a charge of \$200.00 per car per occurrence will be assessed and will be in addition to all other applicable charges. (See Note, this item.)</p> <p>Note - Charge will not apply to properly placarded boxcars.</p>
<p>ITEM 120</p> <p align="center">CHARGES FOR CARS OF FOUR (4) AND MORE THAN FOUR (4) AXLES</p> <p>(a) Charges for services provided for in this tariff will be confined in cars having no more than four (4) axles.</p> <p>(b) Charges for cars with more than four (4) axles will be 200% of that shown herein for the same service application on cars with four (4) axles.</p>	<p>ITEM 135</p> <p align="center">FAILURE TO PULL INTERCHANGE</p> <p>This railroad will assess connecting carrier a charge of \$50.00 per car per day, or fraction of a day, for failure to pull cars offered in interchange.</p>
	<p>ITEM 138</p> <p align="center">CARS UNABLE TO PLACE AT INTERCHANGE DUE TO CONNECTION NOT MAKING INTERCHANGE TRACKS AVAILABLE</p> <p>When this railroad brings cars for interchange with connection and tracks are not available for such interchange, this railroad will assess connecting railroad charge of \$50.00 per car per day for each car being held for storage. No car hire will be assessed for such cars.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 MISCELLANEOUS RULES AND CHARGES	SECTION 1 MISCELLANEOUS RULES AND CHARGES												
<p>ITEM 140</p> <p>EMPTY CARS ORDERED BUT NOT LOADED</p> <p>On empty cars that are ordered for loading and order is canceled and car is in route, or the service of switching or placing of car has been performed and the car is not loaded but returned to this railroad empty, a charge of \$185.00 per car will be assessed and collected from the person, firm or corporation ordering such cars. (See Note, this item.)</p> <p>Note - Charge will not apply on cars unfit for loading, see Item 145, this tariff.)</p>	<p>ITEM 158</p> <p>CHARGE FOR HEAVY DUTY FLAT CARS</p> <p>When heavy-duty flat cars as defined in Tariff RIC 6740-Series are used on shipments both originating and terminating within the same switching district, the following charges will be assessed:</p> <p><u>USE CHARGE</u></p> <p>\$500.00 per car switching movement (not subject to any other switching charges published in this tariff).</p> <p><u>SPECIAL DETENTION CHARGES</u></p> <p>The following charges will be assessed and will be in addition to demurrage charges contained in Section 3 of this tariff for each twenty-four (24) hour period or fraction thereof beyond the authorized free time:</p>												
<p>ITEM 145</p> <p>IMPROPER CARS FURNISHED FOR LOADING BY CONNECTING LINES</p> <p>When cars ordered by industries for loading are refused on account of not being in proper condition to load, a charge of \$185.00 per car will be assessed against the railroad furnishing the car.</p>	<p><u>CHARGES IN DOLLARS PER CAR</u></p> <table border="0"> <tr> <td>1ST 24 hours</td> <td>\$200.00</td> </tr> <tr> <td>2ND 24 hours</td> <td>\$250.00</td> </tr> <tr> <td>3RD 24 hours</td> <td>\$300.00</td> </tr> <tr> <td>4TH 24 hours</td> <td>\$350.00</td> </tr> <tr> <td>5TH 24 hours</td> <td>\$400.00</td> </tr> <tr> <td>6TH 24 hours and each Subsequent 24 hours</td> <td>\$500.00</td> </tr> </table>	1 ST 24 hours	\$200.00	2 ND 24 hours	\$250.00	3 RD 24 hours	\$300.00	4 TH 24 hours	\$350.00	5 TH 24 hours	\$400.00	6 TH 24 hours and each Subsequent 24 hours	\$500.00
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<p>ITEM 148</p> <p>RE-SPOTTING (SET-BACK) CHARGE</p> <p>Customer will be assessed a charge of \$75.00 per car on cars that have been placed for loading or unloading and subsequently removed and re-spotted (set-back) in order to place or move other cars.</p>	<p><u>NON-USE CHARGE</u></p> <p>When car is ordered, placed and released back to this railroad without being used in transportation service, a charge of \$500.00 per car will be assessed and will be in addition to any detention charges that may accrue.</p>												
<p>ITEM 150</p> <p>CARS RELEASED AND SUBSEQUENTLY RETURNED TO INDUSTRY</p> <p>When on shipper's orders, cars that have been released and pulled by this railroad are returned to industry, charge of \$185.00 per car will be assessed for the return of such cars. Demurrage charges will continue to apply until cars are released.</p>	<p>ITEM 160</p> <p>IDLER OR TRAILER CARS</p> <p>Idler or trailer cars will be subject to the same charges, rules, and regulations as are applied to loaded cars. (An idler car is an empty car, on which no part of a load rests, that is used in transporting freight of unusual length or excessive weight for the safe transportation or protection of the lading).</p>												
<p>ITEM 155</p> <p>REPOSITIONING CARS</p> <p>When customer request delivery of a specific car(s) received by this railroad which requires this railroad to sort and reposition other cars to effect customers request, a charge of \$185.00 per car, per occurrence, will be assessed against customer making the request.</p>	<p>ITEM 162</p> <p>ARTICULATED CARS</p> <p>When flat cars are coupled in an articulated fashion, each platform of the articulated equipment will be considered as a separate car for revenue billing purposes.</p>												
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SECTION 1 MISCELLANEOUS RULES AND CHARGES	SECTION 1 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 164</p> <p style="text-align: center;">BUFFER CARS</p> <p>When Buffer cars are used, the charge for such car will be \$160.00 per car.</p> <p>BUFFER CARS - Buffer cars are to be placed between the locomotive engine and shipments as required by Federal Regulations. Buffer cars must meet the following requirements:</p> <ul style="list-style-type: none"> • Must be a boxcar, covered hopper, gondola or tank car. The buffer cannot be a flat car. • Must have a high-strength coupler (Grade E Coupler). • The length of the car must be at least 45 feet and not greater than 75 feet. • Must be loaded with a non-hazardous inert material that does not shift in train service. • Gross weight of car must be a minimum of 45 tons. • It is the responsibility of the Customer to provide buffer cars that are in good mechanical condition. If a car fails inspection, this railroad retains the right to refuse to provide train service. 	<p>ITEM 175</p> <p style="text-align: center;">OPENING AND CLOSING OF FREIGHT CAR DOORS</p> <ol style="list-style-type: none"> (1) Cars will be released to this railroad with all doors, hatches, vents, and all other openings and appurtenances closed and secured. (2) Cars with openings and appurtenances not properly closed and secured will be kept in a demurrage status until such time as secured. (3) Unsecured cars switched by this railroad as required for operating purposes will be subject to switching charges in this tariff. (4) Cars for which doors and appurtenances must be opened, closed, and/or secured by the railroad will receive a minimum charge of \$185.00 per car. This railroad may levy additional charges for contracted or professional services required.
<p>ITEM 168</p> <p style="text-align: center;">HANDLING OF CARS DELIVERED IN BAD ORDER CONDITION</p> <p>A charge of \$185.00 per car will be assessed against the carrier which delivers cars to this railroad that contain AAR/FRA defects to cover the cost of extra handling.</p>	<p>ITEM 180</p> <p style="text-align: center;">SUBMITTING SHIPPING INSTRUCTIONS</p> <p>Shipping instructions for loaded or empty cars will be submitted by customers via an approved electronic method supported by the SPR. Approved methods include EDI 404 or electronic Bill of Lading provided by Shipper Connect. A charge of \$25.00 will be assessed for each manual or facsimile submission. The charge will be assessed to the customer located on the SPR. Shipping instructions submitted by telephone will not be accepted.</p>
<p>ITEM 170</p> <p style="text-align: center;">HANDLING OF CARS RECEIVED IN BAD ORDER CONDITION</p> <p>A charge of \$185.00 per car will be assessed against the industry/shipper which offers cars to this railroad that contain AAR/FRA defects to cover the cost of extra handling. The industry/shipper will also be responsible for the costs of the car repairs at the current AAR pricing.</p>	<p>ITEM 190</p> <p style="text-align: center;">DIVERSION OR RECONSIGNMENT</p> <p>The SPR will accept Diversion or Reconsignment orders only when car is on its line or under its control, in which case a charge of \$185.00 per car shall be assessed party making diversion or Reconsignment.</p> <p style="text-align: center;">CONDITIONS</p> <p>Forwarding Instructions will only be accepted from:</p> <ul style="list-style-type: none"> Consignor Consignee Freight Payer Railroad representative participating in road haul movement <p>(The above charge will be in addition to all other applicable charges.)"</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 2 SWITCHING RULES AND CHARGES	SECTION 2 SWITCHING RULES AND CHARGES											
<p>ITEM 200</p> <p>DEFINITION OF INTRA-PLANT SWITCHING</p> <p>A switching movement from one location to another location within the confines of the same plant or industry.</p>	<p>ITEM 260</p> <p>GENERAL SWITCHING BETWEEN INDUSTRIES ON THE SPR AND INTERCHANGE WITH CONNECTING LINE(S)</p> <p>SPR will perform switching between industries located on the SPR and interchange with the EVWR at Mount Vernon, IN at the following charges:</p>											
<p>ITEM 210</p> <p>DEFINITION OF INTRA-TERMINAL SWITCHING</p> <p>A switching movement (other than intra-plant) from one location to another location within the switching limits of one station or industrial switching district of this railroad.</p>	<table border="1"> <thead> <tr> <th>INDUSTRY</th> <th>COMMODITY</th> <th>CHARGE (Per Car)</th> </tr> </thead> <tbody> <tr> <td>All</td> <td>All (See Note 1)</td> <td>\$185.00</td> </tr> <tr> <td>All</td> <td>Passenger Cars Locomotives under own power Locomotives not under own power</td> <td>\$185.00</td> </tr> </tbody> </table>	INDUSTRY	COMMODITY	CHARGE (Per Car)	All	All (See Note 1)	\$185.00	All	Passenger Cars Locomotives under own power Locomotives not under own power	\$185.00		
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<p>ITEM 230</p> <p>INTRA-PLANT SWITCHING CHARGE</p> <p>This railroad will perform intra-plant switching at a charge of \$75.00 per car.</p>	<table border="1"> <tbody> <tr> <td>All</td> <td>All (See Note 1)</td> <td>\$185.00</td> </tr> <tr> <td>All</td> <td>Passenger Cars Locomotives under own power Locomotives not under own power</td> <td>\$185.00</td> </tr> </tbody> </table>			All	All (See Note 1)	\$185.00	All	Passenger Cars Locomotives under own power Locomotives not under own power	\$185.00			
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<p>ITEM 240</p> <p>INTRA-TERMINAL SWITCHING CHARGE</p> <p>This railroad will perform intra-terminal switching at a charge of \$185.00 per car.</p>	<p>Note 1 - For charges to apply on Rail Security-Sensitive Material (RSSM), see Item 102-Series, this tariff.</p>											
	<p>ITEM 270</p> <p>SPECIAL SWITCHING SERVICE</p> <p>Special switching service is movement in other than normal service at the specific request of the shipper or consignee, or as may be required due to other conditions outside normal operations or deemed necessary by this railroad for safe movement.</p> <p>The charge for special switching service will be \$300.00 per hour, minimum of \$600.00, and will be in addition to all other charges associated with the movement.</p> <p>Charges to be calculated from the time the crew and locomotive report for special service until the return of crew and locomotive to starting point.</p> <p>(This railroad reserves the right to restrict or modify any request for special freight train service.)</p>											
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>												

SECTION 3 STORAGE RULES AND CHARGES	SECTION 3 STORAGE RULES AND CHARGES
<p>ITEM 300</p> <p style="text-align: center;">STORAGE CHARGES (See Notes 1 thru 4, this item)</p> <p>Cars stored on tracks of this railroad at the request of customer, for safety concerns or for the convenience of this railroad, will be subject to the following storage charges per car per day, or fraction of a day, computed from first day car is made available until day car is released from storage:</p> <ol style="list-style-type: none"> 1. Empty Private Rail Cars (Non-Hazardous Materials)..... \$3.00 2. Loaded Private Rail Cars (Non-Hazardous Materials)..... \$5.00 3. Empty Rail Cars (Formerly Containing Hazardous Material)..... \$3.00 4. Loaded Rail Cars (Containing Hazardous Materials, except TIH/PIH)..... \$5.00 5. Loaded Rail Cars (Containing TIH/PIH)..... \$50.00 6. Empty Railroad Owned General Service Cars... \$3.00 7. Loaded Railroad Own General Service Cars..... \$5.00 <p>(The above storage charges are in addition to all other applicable charges.)</p> <p>NOTE 1: Hazardous Materials referred to above applies to shipments of Classes A, B or C explosives, as named in Section 172.101 Hazardous Materials Table 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 Section 172.101 Hazardous Materials Table of Tariff BOE 6000-Series, except TIH/PIH.</p> <p>NOTE 2: For List of Poison Inhalation Hazard (PIH) or Toxic Inhalation Hazard Chemicals (TIH) See AAR Circular No. OT-55-Series.</p> <p>NOTE 3: The AM shall not be liable for any loss, damage or injury caused by an act of God, the public enemy, act of the Customer, a public authority, or inherent vice or nature of the goods while cars are stored/ held on storage/hold tracks. AM shall not be liable for any loss, damage or injury due to Customer's negligence, improper loading or defective equipment.</p> <p>In the event full liability coverage is desired, cost of such coverage will be the responsibility of the Customer.</p> <p>NOTE 4: Customer agrees to defend, indemnify and hold harmless the AM from any loss, damage, personal injuries or death resulting from Customer's negligence, improper loading; or, defects in or failure of customer's cars and equipment.</p>	<p>ITEM 310</p> <p style="text-align: center;">MOVING CARS TO AND FROM STORAGE/HOLD TRACKS</p> <p>This railroad will assess a charge of \$185.00 per car for moving cars to storage/hold tracks, and \$185.00 per car for removing cars from storage/hold tracks.</p>

FT SPR 8000

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS	
FT	- Freight Tariff
[A]	- Addition
[C]	- Change
[I]	- Increase
[NC]	- Brought forward without change
[R]	- Reduction
<u>(Underscored</u> portion denotes change.)	