

**FT IR 8000-B
(Cancels FT IR 8000-A)**

ILLINOIS RAILWAY, INC.



**FREIGHT TARIFF IR 8000-B
(Cancels Freight Tariff IR 8000-A)**

**NAMING
RULES AND CHARGES
GOVERNING
DEMURRAGE, SWITCHING, LOCAL
AND
MISCELLANEOUS RULES AND CHARGES
ON THE
ILLINOIS RAILWAY, INC.**

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 12, 2009

EFFECTIVE: September 16, 2009

ISSUED BY

**Tom Resch
Regional Vice President North
430 West Madison Street
Ottawa, IL 61350**

(The provisions published herein, if effective, will not result in an effect on the quality of the human environment.)

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For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.

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<p align="center">CANCELLATION NOTICE</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</p>
<p>ITEM 1</p> <p align="center">CANCELLATION NOTICE</p> <p>FT IR 8000-A cancels FT IR 8000 in its entirety.</p> <p>Provisions formerly shown in FT IR 8000 and not brought forward in FT IR 8000-A are hereby canceled.</p>	<p>ITEM 20</p> <p align="center">METHOD OF CANCELING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel corresponding numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.</p> <p>Example: Item 445-A cancels Item 445 and Item 365-B cancels Item 365-A in a prior supplement which in turn canceled Item 365.</p>
<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p>	<p>ITEM 30</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." Where reference is made in this tariff to items, it includes "reissues" of such items.</p>
<p>ITEM 3 [A]</p> <p align="center">APPLICATION OF OTHER TARIFFS</p> <p>Except as otherwise provided herein, this tariff is subject to the terms and conditions of Freight Tariff IR 8001-Series and Freight Tariff IR 9600-Series and all supplements to or reissues of such tariffs.</p>	<p>ITEM 40</p> <p align="center">EXPLOSIVES AND DANGEROUS ARTICLES</p> <p>For rules and regulations governing the transportation of explosives and other dangerous articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Tariff BOE 6000-series.</p>
<p>ITEM 5</p> <p align="center">DESCRIPTION OF UNIFORM FREIGHT CLASSIFICATION</p> <p>This tariff is governed, except as otherwise provided herein, by Uniform Freight Classification UFC 6000 series and all supplements thereto or reissues thereof.</p>	<p>ITEM 45</p> <p align="center">CONDITION OF EMPTY CARS FURNISHED TO CONNECTING LINES</p> <p>If IR delivers empty cars to connecting lines in interchange service and connecting lines accept such cars, IR will not be responsible for any car cleaning charges.</p>
<p>ITEM 10</p> <p align="center">STATION LIST AND CONDITIONS</p> <p>This tariff is governed by the Official Railroad Station List, OPSP 6000-series, Railinc, Agent, to the extent shown below:</p> <p>For addition and abandonment of stations, and except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance of delivery of freight and changes in station facilities. When a station is abandoned as of a date specified in the above named tariff, the rates from and to such station, as published in this tariff, are inapplicable on and after that date.</p>	<p>ITEM 50</p> <p align="center">TERMINAL AND SPECIAL SERVICES</p> <p>Except as otherwise provided herein, shipments made under the rate contained in this tariff are entitled also to terminal and transit services and privileges and are subject to the charges, allowances, rules and regulations legally applicable thereto as provided in separately lawfully published tariffs.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	

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<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</p>
<p>ITEM 55</p> <p align="center">CAPACITIES AND DIMENSIONS OF CARS</p> <p>For marked capacities, lengths, dimensions, and cubical capacities of cars, see the Official Railway Equipment Register, RER 6414-series, issued by National Railway Publication Company, Agent.</p>	<p>ITEM 75 [C]</p> <p align="center">CREDIT</p> <p>All Customers will be required to apply for credit with the IR. Credit will be granted solely at the discretion of IR. All charges contained in this tariff will be billed by the IR and paid by the responsible party in U.S. funds, in full, within fifteen (15) calendar days from the date of the bill.</p>
<p>ITEM 60</p> <p align="center">NON-APPLICATION PRIVATE CAR MILEAGE ALLOWANCE</p> <p>The IR does not participate in nor does it abide by the Items or Rules stated in Tariffs RIC 6007-series.</p>	<p>NOTE: Errors discovered in bills by Customers should be corrected by them and paid accordingly. Payment of all bills, including those corrected by Customers, must be made within the credit period. Payment of bills alleged to be incorrect will not prejudice patron's claims, filed within the statutory period, for refund of overcharges. If Customers receive bills that they believe they are not responsible for paying, they must notify IR within the credit terms that they are not responsible for paying the bills.</p>
<p>ITEM 63 [A]</p> <p align="center">LIMITATION OF LIABILITY</p> <p>Notwithstanding anything to the contrary in this tariff, liability for loss and or damage of lading transported by IR is limited to twenty-five thousand dollars (\$25,000) per loaded railcar. If liability coverage beyond that provided herein is desired, the IR must be contacted for charges to apply prior to tendering such shipment to the IR for rail transportation.</p>	<p>Notwithstanding anything to the contrary in this tariff, if a Customer disputes the charges received in a bill from IR, Customer must follow the procedures as specified in Item 197 of this tariff.</p> <p>Payment of an amount less than stated on a IR invoice will be considered as payment on account and not as payment in full, not withstanding any notation to the contrary as payment on the payer's remittance. Acceptance by IR of the lesser amount will not constitute an accord and satisfaction. The payer will be advised of any remaining balance deemed due after application of the remitted funds.</p>
<p>ITEM 64 [A]</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>Notwithstanding anything to the contrary in this tariff, if a Customer does not pay the charges in a bill received from IR within the time period specified in this tariff, IR, at its sole discretion, may revoke Customer's credit with IR and require Customer to pay IR cash in advance of delivery of services ("COD") prior to IR providing pick-up and/or delivery of Customer's railcars. IR will give the Customer ten (10) days' written notice before the provisions of this paragraph are invoked.</p> <p>FINANCE CHARGES: The IR will assess a finance charge of 1.5% per month (18% per annum) on unpaid bills for freight and miscellaneous charges, including, without limitation, demurrage, switching and weighing, which are past our credit terms. The finance charge continues to accrue daily until the date payment is received by IR, not the date payment is made or the date postmarked on the payment.</p> <p>Customers with past due amounts will receive a finance charge invoice each month. Finance charges will be assessed on delinquent bills for freight or miscellaneous charges as of the end of the month reduced by amounts in dispute and any payments received by month end but not posted.</p> <p>If IR, at its sole discretion, uses a collection agency or attorneys to collect delinquent bills for freight or other charges and IR is successful in collecting such charges, Customers shall reimburse IR for all reasonable collection costs, including reasonable collection agency fees and reasonable attorneys' fees.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	

<p>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</p>	<p>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</p>
<p>ITEM 80</p> <p>SECURITY DEPOSITS FOR PAYMENT OF FREIGHT DEMURRAGE AND OTHER ACCESSORIAL CHARGES</p> <p>A security deposit to insure payment of any freight demurrage, detention, storage or other accessorial charges that may accrue will be required for any consignor, loader consignee, unloader, beneficial owner, Care-of-Party or other responsible parties, hereafter referred to as "Customer" as defined in Item 120, who fails to pay demurrage, detention, storage or other accessorial charges after specific written demand referring to this tariff provision. This railroad will give Customer ten (10) days' written notice before the provisions of this item are invoked.</p> <p>The deposit must be paid in cash, certified check, cashier's check or money order before any freight car is delivered to such Customer for loading or unloading.</p> <p>The minimum deposit for each freight car will be the average amount per freight car of demurrage, detention, storage or other accessorial charges outstanding at the time this tariff provision is invoked against Customer. The maximum amount of deposit will be determined by this railroad's credit office or through other alternative forms of security. The credit office may waive the minimum deposit per car by accepting a revolving deposit of \$1,000 to [I]\$50,000 based on traffic volume. The deposit will be held in an escrow account to guarantee payment of and to be applied against any freight, demurrage, detention, storage or other accessorial charges which may accrue since the implementation of the security deposit arrangement.</p> <p>This railroad will refund the deposit or balance of the deposit within thirty (30) days after notification by its agents that the equipment has been released to this railroad. Any freight, demurrage, detention, storage or other accessorial charges will be deducted from the deposits before any refunds are made. The deposit or balance of the deposit may be transferable to another freight car to cover charges incurred since the implementation of the security deposit arrangement.</p> <p>Security deposits will no longer be required after the Customer has paid all outstanding freight, demurrage, detention, storage and other accessorial charges and has given assurance in writing to the satisfaction of this railroad's credit office that future freight, demurrage, detention, storage and other accessorial charges will be paid within the credit period.</p>	<p>ITEM 85</p> <p>MISLOADING OF RAILCARS</p> <p>If a car is supplied to a customer for loading by a carrier connecting to IR, and such car is loaded in line haul service via a carrier other than the carrier supplying the car, customer will be charged a misloading fee of \$265.00. This provision also applies to cars that were placed loaded, were unloaded and subsequently reloaded.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	

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SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES
<p>ITEM 100</p> <p align="center">APPLICATION</p> <p>Except where provided to the contrary, Demurrage Rules and Charges contained herein apply to all railroad owned, leased or controlled cars and private cars held for or by consignors, loaders, consignees, unloaders, beneficial owners, Care-of-Partys or other responsible parties for any purpose.</p>	<p>ITEM 120 (Cont'd)</p> <p align="center">DEFINITIONS (Cont'd)</p> <p>DISPOSITION - Instructions furnished or given to railroad which provides for the release or tender of the car from consignor's, loader's, consignee's, unloader's or Care-of-Party's account.</p> <p>DIVERSION - An order provided by the consignor instructing that a car(s) be delivered to a location other than the one indicated on the original forwarding instructions.</p> <p>EMPTY CAR(S) ORDERED AND NOT USED - Empty car(s), placed for loading as ordered, and subsequently released without being used in transportation service.</p> <p>ELECTRONIC OR MECHANICAL DEVICE - Communication device such as telegram, facsimile transmission, telex, mailgram, computers, etc.</p> <p>EMPTY RELEASE INFORMATION - Advice by consignor, loader, consignee, unloader or Care-of-Party given to authorized IR personnel that the car(s) is unloaded and available to this railroad. This information must include the identity of the Customer, party furnishing information and the car(s) initial and number.</p> <p>FORWARDING INSTRUCTIONS - Shipping instructions given to IR at the time of release containing all of the necessary information to properly transport the shipment to destination.</p> <p>FREE TIME - A period of time following actual or constructive placement during which demurrage is not chargeable. Free time as designated below will be allowed for each car:</p> <p align="center">Cars held for unloading: FORTY-EIGHT HOURS Cars held for loading: FORTY-EIGHT HOURS</p> <p>Free time will be calculated from the first 7:00 AM following actual or constructive placement. <u>Non-Chargeable Days shall not be included in the calculation of Free time.</u></p> <p>LOADED CARS - A car(s) that is completely or partially loaded.</p> <p>LOADED RELEASE INFORMATION - Advice by consignor, loader, consignee, unloader or Care-of-Party given to authorized railroad personnel that a car(s) is available to railroad. Information must include Customer, car initial, number, consignee, destination, STCC and route.</p> <p>LOADER - Party physically loading a car at origin. Demurrage charges will be assessed against the Loader who will be responsible for payment of charges accrued at origin.</p> <p>LOADING - The complete or partial loading of a car(s) in conformity with applicable loading and clearance rules.</p>
<p>ITEM 120</p> <p align="center">DEFINITIONS</p> <p>The following definitions define and govern the provisions outlined in this tariff.</p> <p>ACTUAL PLACEMENT - When a car(s) is placed in an accessible position for loading or unloading or, at a point designated by the consignor, loader, consignee, unloader or Care-of-Party.</p> <p>CARE-OF-PARTY - The party to whom car placement is to be made pursuant to the bill of lading, if other than the consignee at destination. When the bill of lading indicates a Care-of-Party, said party will be responsible for all demurrage, storage and hazardous storage charges.</p> <p>CONSIGNEE - The party designated on the bill of lading as the entity entitled to receive delivery of the car from the delivering rail carrier. Consignee would be responsible for any demurrage, storage and hazardous storage charges which accrues at the point of unloading except when the bill of lading also designates a Care-of-Party, in which case the Care-of-Party will be responsible for all demurrage, storage and hazardous storage charges.</p> <p>CONSIGNOR - The party designated on the bill of lading as the entity shipping the car to the consignee and delivering the car to the serving rail carrier.</p> <p>CONSTRUCTIVE PLACEMENT - When a car(s) which is consigned or ordered to a private track, industrial interchange track or public delivery track cannot be actually placed due to any condition attributable to the consignor, consignee or Care-of-Party, such car(s) will be held on IR's tracks and notice will be provided to the consignor, consignee or Care-of-Party that the car(s) is held awaiting disposition instructions.</p> <p>CUSTOMER - The consignor, loader, consignee, unloader or other party who is responsible for the payment of demurrage, detention, storage or other charges specified in this tariff.</p> <p>DEMURRAGE - A charge made on freight cars held by or for consignor, loader, consignee, unloader or Care-of-Party for loading or unloading, prior to issuance of forwarding instructions or for any other purpose.</p> <p>DEMURRAGE DAY - A twenty-four hour (24) hour period (calendar day), or part thereof, commencing at the first 0700 after tender.</p> <p align="center">(Continued in next column)</p>	<p align="center">(Continued on next page)</p>
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	

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<p style="text-align: center;">SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES</p>	<p style="text-align: center;">SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES</p>
<p>ITEM 120 (Cont'd)</p> <p style="text-align: center;">DEFINITIONS (Cont'd)</p> <p>NON-CHARGEABLE DAY - All Sundays and holidays. Holidays shall include the following: [A]</p> <p style="padding-left: 20px;">New Year's Day - January 1 Martin Luther King Day - Third Monday of January Presidents' Birthdays - Third Monday of February Good Friday - Friday before Easter Sunday Memorial Day - Last Monday of May Independence Day - July 4 Labor Day - First Monday of September Thanksgiving Day - Fourth Thursday of November Christmas Eve - December 24 Christmas Day - December 25 New Year's Eve - December 31</p> <p>When these dates occur on a Sunday, the following Monday will be observed as the holiday.</p> <p>NOTIFICATION - When required, written or verbal notification will be furnished to the parties entitled to receive notice that the car(s) is available for loading, unloading, or otherwise impacted by demurrage provisions.</p> <p>OTHER THAN PUBLIC DELIVERY TRACK - Any trackage assigned for individual use, including privately owned or leased tracks.</p> <p>ORDER-IN CUSTOMER - A Customer who, by prior arrangement, has notified IR that cars shall not be placed for loading or unloading, or considered to be placed, until IR has received an order for placement from said Customer, subject to rules and provisions of this tariff.</p> <p>PARTIAL UNLOADING - The partial unloading of a car(s) and furnishing of the proper forwarding or handling instructions.</p> <p>PRIVATE CAR(S) - A car(s) bearing other than railroad reporting marks that is not railroad owned or controlled.</p> <p>PRIVATE TRACK - Tracks that are not owned or leased by the railroad.</p> <p>PUBLIC DELIVERY TRACK - Track that is open to the general public for loading and unloading.</p> <p>RAILROAD CONTROLLED CAR(S) - A car(s) bearing other than railroad reporting marks that is either leased or controlled by a railroad.</p> <p style="text-align: center;">(Continued in next column)</p>	<p>ITEM 120 (Cont'd.)</p> <p style="text-align: center;">DEFINITIONS (Cont'd.)</p> <p>RAILROAD PREMISES - All tracks which IR provides for its own use 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 or leased by a Customer.</p> <p>RECONSIGNMENT - An order provided by consignor to bill a car(s) to other than the original consignee. (An order to turn over the car(s) to another party that does not require any additional movement of the car(s), is not a reconsignment).</p> <p>REFUSED LOADED CAR(S) - When the original loaded car(s) is refused at destination without being unloaded.</p> <p>RELOADING - When a car(s) is held for loading after being released as an empty.</p> <p>RESHIPMENT - A new document by which the entire original shipment is forwarded in the same car(s) to another destination.</p> <p>SERVING YARD - A classification yard where the local train serving the Customer originates.</p> <p>SHIPPER ASSIGNED CAR(S) - Specific empty car(s) assigned to a particular shipper for their exclusive use.</p> <p>STOPPED IN TRANSIT - When a car(s) is held en route due to any condition attributable to the consignor, loader, consignee, unloader, Care-of-Party or owner.</p> <p>TENDER - The notification, actual or constructive placement, of an empty or loaded car(s).</p> <p>TIME - Local time is applicable and is expressed on the basis of the 24-hour clock.</p> <p style="padding-left: 20px;">Example: 07:00 AM is expressed as 0700 Hours.</p> <p>UNLOADER - Party physically unloading a car at destination.</p> <p>UNLOADING - The complete unloading of a car(s), and the advice received from the consignee or unloader that the car(s) is empty and available to the railroad.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	

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SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES
<p>ITEM 130</p> <p align="center">NOTIFICATION TO CONSIGNOR OR CONSIGNEE</p> <p>A. IR will furnish the following notifications as indicated:</p> <ol style="list-style-type: none"> 1. Cars for other than public delivery tracks: <ol style="list-style-type: none"> a. Notice of constructive placement if car(s) are held on IR tracks due to reasons attributable to the consignor, loader, consignee, Care-of-Party or unloader. b. Delivery of car(s) upon tracks of consignee will constitute notice. c. When two or more parties, each performing their own switching, take delivery of cars from the same interchange track, notice will be given when cars are placed on the interchange track. 2. Cars for public delivery tracks: <ol style="list-style-type: none"> a. Notice will be given to the party entitled to receive notification when car(s) is actually placed. <p>B. Notification may be given in writing or electronically, and will contain the following:</p> <ol style="list-style-type: none"> 1. Car initials and number. 2. If lading transferred en route, the initials and number of the original car. 3. Commodity. 	<p>ITEM 150 [C]</p> <p align="center">CAR(S) HELD FOR LOADING</p> <p>TENDER:</p> <p>A. The notification, actual or constructive placement, of empty car(s) placed on orders of the consignor.</p> <p>RELEASE:</p> <p>A. Date and time forwarding instructions are received by IR.</p> <p>B. Car(s) placed on the interchange tracks of a consignor, who performs its own switching, must be returned to the interchange track for release.</p> <p>C. Improperly loaded or overloaded car(s) at origin will not be considered released until the load has been adjusted properly.</p> <p>COMPUTATION:</p> <p>A. Time will be computed from the first 0700 hours after tender until the release.</p> <p>B. When the same car is unloaded and reloaded, time will be computed from the first 0700 hours after advice is received that the car(s) is empty until the car(s) is released.</p> <p>C. When the same car is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue on the car until the forwarding instructions are received by IR.</p> <p>D. Notwithstanding the foregoing, when a private car is actually placed on a private track, demurrage charges shall not apply to such private car. [A]</p>
<p>ITEM 140</p> <p align="center">NOTIFICATION TO IR</p> <p>A. IR will accept forwarding instructions, empty release information or, other disposition twenty-four hours a day via Rail Management Inc.'s Shipper Connect®.</p> <p>B. When electronic or mechanical devices are used to furnish notification to IR, the recorded date and time that the instructions are received by IR will govern.</p> <p>C. Faxed forwarding instructions, empty release information, or other disposition will be accepted during normal business hours (7:00 AM to 4:30 PM, Monday through Friday).</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	

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SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES
<p>ITEM 160 CAR(S) HELD FOR COMPLETE UNLOADING</p> <p>TENDER:</p> <p>The notification, actual or constructive placement, of a loaded car(s).</p> <p>RELEASE:</p> <p>A. Date and time that the railroad receives advice that the car(s) is empty. B. Car(s) placed on the interchange tracks of a consignee who performs its own switching must be returned to the interchange track for release. C. When the same car is unloaded and reloaded, empty release information must be furnished at the time the car is made empty. If not furnished, demurrage will continue on the car until the forwarding instructions are received by IR. D. Notwithstanding the foregoing, when a private car is actually placed on a private track, demurrage charges shall not apply to such private car. [A]</p> <p>COMPUTATION: Time will be computed from the first 0700 hours after tender until release.</p>	<p>ITEM 170 (Cont'd) CAR(S) HELD FOR OTHER THAN LOADING OR UNLOADING</p> <p>COMPUTATION:</p> <p>Time will be computed from the first 0700 hours:</p> <p>A. After tender, until release, on car(s): 1. Diverted 2. Empty for loading – ordered and not used (other than a rejected car) 3. Partially unloaded 4. Reconsigned 5. Reshipped 6. Stopped in transit</p> <p>B. After car(s) are received by IR until date of disposition on: 1. Car(s) received from interchange from connecting carrier 2. Loaded private car(s) returned to railroad tracks 3. Empty car(s) moving as freight with STCC 37 422 XX</p> <p>C. After tender until date of refusal on: 1. Refused loaded car(s) (consignee)</p> <p>D. After tender until date of disposition on: 1. Refused loaded car(s) (consignor)</p> <p>E. After tender until release or placement on private tracks on: 1. Loaded private car(s) – while held on railroad tracks 2. Empty car(s) moving as freight with STCC 37 422 XX</p>
<p>ITEM 170 [C] CAR(S) HELD FOR OTHER THAN LOADING OR UNLOADING</p> <p>Applies to car(s) held:</p> <p>A. On orders of consignor, loader consignee, Care-of-Party or unloader. B. Awaiting proper disposition from the consignor, loader, consignee, Care-of-Party or unloader. C. As a result of conditions attributable to consignor, loader, consignee, Care-of-Party or unloader.</p> <p>DISPOSITION:</p> <p>That information, including forwarding instructions or empty release information, which allows the railroad to either tender or release the car from the to consignor, loader, consignee, Care-of-Party or unloader.</p> <p>TENDER:</p> <p>The notification, actual or constructive placement of a loaded car(s).</p> <p>RELEASE:</p> <p>Date and time that the railroad receives advice that the car is empty, or that forwarding instructions are received.</p> <p align="center">(Continued in next column)</p>	
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	

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SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES
<p>ITEM 175 [A] UNIT TRAINS</p> <p>When cars are moving as a unit train, requiring return of origin or interchange as a unit train, no cars will be considered released, from loading or unloading, until all cars in the train have been properly released. The date and time of the release of the last car released will be the date and time of release for all cars in the train for purposes of calculating demurrage. This item will apply only to railroad marked or controlled cars.</p>	<p>ITEM 190</p> <p>STORAGE OF LOADED HAZARDOUS COMMODITIES</p> <p>The storage charges provided in this item apply to loaded hazardous commodities designated as toxic/poison inhalation hazard and explosives. A List of applicable STCC numbers are shown in Item 195. The storage charges provided in this item are in addition to applicable demurrage charges and except as provided below, the applicable provisions of this tariff will govern in determining these storage charges.</p>
<p>ITEM 180</p> <p align="center">DEMURRAGE PLAN</p> <p>A. Settlement of charges will be made monthly on all car(s) released during each calendar month.</p> <p>B. Cars held for loading or unloading, upon the expiration of forty-eight (48) hours free time as defined herein, will be subject to a demurrage charge of \$50.00 per day or fraction thereof until the car is released.</p> <p>Exception 1 - When a car has a mechanical designation of "FD", "FM", or "FW" and capacity is excess of 130 tons, See Item 330.</p>	<p>Loaded cars, consigned or ordered for delivery on private or leased tracks, which first must be held on IR tracks under constructive placement are subject to the charges shown below. Storage will be computed from the first 7:00 AM after notification of constructive placement was sent or given by IR for the loaded car and continue until notification to IR for placement on private tracks is received in accordance with Item 140.</p> <p>Loaded cars, held on IR tracks for any other purpose attributable to the consignor, loader, consignee, Care-of-Party, or unloader are subject to the charges shown below. Storage will be computed from the first 7:00 AM after actual placement or notification of constructive placement was sent or given by IR for the loaded car and continue until notification to IR with proper forwarding instructions is received by IR in accordance with Item 140.</p>
	<p>Storage Charges: Five Hundred Dollars (\$500.00) per loaded car per day or fraction thereof.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	

FT IR 8000-B

SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES																																																																																																																																																																																																																																																																																		
<p>ITEM 193</p> <p>STORAGE OF EMPTY CARS FORMERLY CONTAINING HAZARDOUS COMMODITIES</p> <p>The storage charges provided in this item apply to empty railcars which formerly contained hazardous commodities designated as toxic/poison inhalation hazard, inhalation hazard, and explosives. The storage charges shown below will apply to the Customer (defined for the purpose of this subsection as the consignee or Care-of-Party of the empty railcar) for each empty car; if the railcar's prior movement contained any of the commodities listed in Item 195.</p> <p>The storage charges provided in this item are in addition to applicable demurrage charges and, except as provided below, the application provisions of this tariff will govern in determining these storage charges.</p> <p>Storage will be computed from the first 7:00 AM after actual placement or notification of constructive placement was sent or given by IR for the empty car and continue until notification to IR with proper forwarding instructions is received by IR in accordance with Item 140.</p> <p>Storage Charges: Two Hundred Dollars (\$200.00) per empty car per day or fraction thereof.</p>	<p>ITEM 195</p> <p>HAZARDOUS MATERIALS STANDARD TRANSPORTATION COMMODITY CODE (STCC)</p> <p>The following is a list of Standard Transportation Commodity Code Numbers (STCC) for toxic/poison inhalation hazard, inhalation hazard and explosives:</p> <table border="1"> <thead> <tr> <th>STCC</th> <th>STCC</th> <th>STCC</th> <th>STCC</th> <th>STCC</th> </tr> </thead> <tbody> <tr><td>4821019</td><td>4901301</td><td>4901445</td><td>4901581</td><td>4901833</td></tr> <tr><td>4821261</td><td>4901302</td><td>4901450</td><td>4901582</td><td>4901834</td></tr> <tr><td>4821722</td><td>4901303</td><td>4901456</td><td>4901586</td><td>4901835</td></tr> <tr><td>4830030</td><td>4901305</td><td>4901461</td><td>4901587</td><td>4901836</td></tr> <tr><td>4901105</td><td>4901306</td><td>4901465</td><td>4901590</td><td>4901837</td></tr> <tr><td>4901110</td><td>4901307</td><td>4901501</td><td>4901596</td><td>4901838</td></tr> <tr><td>4901130</td><td>4901308</td><td>4901504</td><td>4901597</td><td>4901839</td></tr> <tr><td>4901131</td><td>4901311</td><td>4901506</td><td>4901599</td><td>4901840</td></tr> 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ITEM 195 (Cont'd)					ITEM 197 [C] DEMURRAGE AND STORAGE DISPUTES
HAZARDOUS MATERIALS STANDARD TRANSPORTATION COMMODITY CODE (STCC)					
STCC	STCC	STCC	STCC	STCC	<p>In the event that a Customer disputes the demurrage, storage or other charges received in a bill, the following procedures must be applied:</p> <p>A. The dispute must be specific in nature, applying to a specific cars or groups of cars, related to time of actual or constructive placement, release or application of the rules contained in this tariff.</p> <p>B. If the dispute involves demurrage or storage charges, the dispute must be submitted on IR "Demurrage Dispute Form" shown on last page of this tariff, submitted via email to:</p> <p align="center">AR@Omnitrax.com</p> <p>C. The dispute must be submitted within fifteen (15) calendar days from date of the bill. If a dispute is not received within this time, the bill will be considered correct and must be paid.</p> <p>D. Customer must pay the undisputed amount at the time the dispute is filed, according to normal bill payment procedures.</p> <p>E. Amounts in dispute will not be considered past due until fifteen (15) days after the dispute resolution is concluded by IR.</p>
4920116	4920319	4920399	4921020	4921744	
4920117	4920320	4920502	4921023	4921745	
4920118	4920321	4920503	4921024	4921746	
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4920135	4920323	4920505	4921063	4923113	
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4920165	4920331	4920510	4921211	4923298	
4920167	4920337	4920511	4921213	4927004	
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4920174	4920343	4920515	4921239	4927007	
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4920181	4920348	4920522	4921252	4927011	
4920183	4920349	4920523	4921254	4927012	
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4920302	4920360	4920536	4921405	4927027	
4920303	4920368	4920547	4921413	4927028	
4920304	4920369	4920550	4921414	4930024	
4920305	4920371	4920556	4921420	4930030	
4920306	4920373	4920559	4921438	4930050	
4920307	4920375	4920570	4921473	4930204	
4920308	4920378	4920571	4921487	4930260	
4920309	4920379	4920715	4921495	4931201	
4920310	4920380	4921000	4921497	4932010	
4920311	4920381	4921003	4921558	4932352	
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4920316	4920395	4921010	4921730	4936110	
4920317	4920396	4921016	4921741		
4920318	4920398	4921019	4921742		
For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.					

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<p align="center">SECTION 2 SWITCHING, LOCAL AND MISCELLANEOUS RULES AND CHARGES</p>	<p align="center">SECTION 2 SWITCHING, LOCAL AND MISCELLANEOUS RULES AND CHARGES</p>
<p>ITEM 200</p> <p align="center">APPLICATION AND DEFINITIONS</p> <p>Switching charges named herein (unless otherwise specified) will apply for the handling of loaded cars in one direction and empty cars in the reverse direction. If cars are moved empty in both directions, then charges for a one-way movement will apply. If cars are moved empty in one direction and are not returned, they will be charged as if they are loaded and switching of other cars loaded will not be considered as offsetting one-way movement of empty cars. If cars are loaded in both directions, the applicable charge will be assessed for each loaded movement.</p> <p align="center">DEFINITIONS</p> <p>(a) INTRA-PLANT SWITCHING - A switching movement of cars, loaded or empty, from one track to another track or between two points on the same track, within the same plant or industry without leaving the tracks of the same plant or industry.</p> <p>(b) INTRA-TERMINAL SWITCHING - A switching movement (other than intra-plant switching) from one track to another track of the same carrier, within the switching limits of one station or industrial switching district.</p> <p>(c) INTER-TERMINAL SWITCHING - A switching movement from a track of one carrier to a track of another carrier when both tracks and movement are within the switching limits of the same station or industrial switching district.</p> <p>(d) RECIPROCAL SWITCHING - A switching movement from a plant or industry located on the IR to the point of interchange with connecting carriers or vice versa, on line-haul traffic.</p> <p>(e) INTERMEDIATE SWITCHING - A switching movement of cars from the interchange tracks of one connecting carrier to the interchange tracks of another connecting carrier within the switching limits of <u>Rockford, IL, on which the IR neither originates nor terminates the shipment nor receives a line-haul.</u></p>	<p>ITEM 205</p> <p align="center">DEFINITION OF SHOP FACILITY</p> <p>A shop facility is one approved by the AAR for rail car repair sufficient to meet interchange standards.</p> <hr/> <p>ITEM 210</p> <p align="center">NON-APPLICATION OF INTRA-PLANT SWITCHING CHARGES</p> <p>The intra-plant switching charges provided in this tariff will not apply when a car is moved back to the same location on the same track or to a different location on the same track (See NOTE). Such movement must occur as a result of pulling outbound carloads or empties previously unloaded, or placing inbound carloads for unloading or empties for loading.</p> <p>NOTE - Movement to a different location on the same track must be incidental to, and necessary in connection with removal or placement of other loaded or empty cars.</p> <hr/> <p>ITEM 215 [!]</p> <p align="center">SWITCHING AND HOLDING CHARGES ON CARS HELD FOR INSTRUCTIONS (Unless otherwise specifically provided, the following will apply)</p> <p>When on shipper's instructions loaded cars, or empty cars moving on own wheels, are removed from industry, shop or team tracks and are held by carrier awaiting forwarding instructions, a charge of \$315.00 per car will be assessed against the party responsible for furnishing the forwarding instructions. On loaded cars the charge will be assessed against the party physically loading the car and in whose name demurrage is maintained by this railroad. If cars are subsequently ordered returned to loaders tracks, the applicable intra-terminal switching charge will be assessed against the loader.</p> <p>When loaded cars, or empty cars moving on own wheels at tariff rates, are received from a connecting carrier and are held awaiting forwarding instructions, a holding charge of \$315.00 per car will be assessed against the party responsible for furnishing the forwarding instructions. If cars are subsequently ordered returned to a connecting carrier, the applicable inter-terminal switching charges will be assessed from and to the interchange with the connecting carrier, and will be in addition to the holding charge.</p> <p>The charges provided in this item are in addition to applicable demurrage and storage charges when applicable and will not be absorbed in whole or in part.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	

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SECTION 2 SWITCHING, LOCAL AND MISCELLANEOUS RULES AND CHARGES	SECTION 2 SWITCHING, LOCAL AND MISCELLANEOUS RULES AND CHARGES
<p>ITEM 220</p> <p align="center">PRIVATE OR INDUSTRY TRACKS</p> <p>Unless otherwise provided, the private tracks used by industries as named in this tariff are to be used exclusively for the handling of traffic to or from such industries.</p>	<p>ITEM 240</p> <p align="center">SWITCHING OF EXCESSIVELY LOADED CARS</p> <p>A car will be considered overloaded when the weight of the lading exceeds the maximum carrying capacity (load limit) stenciled on the car or if the total weight of car and lading exceeds the weight restrictions of the track.</p>
<p>ITEM 225</p> <p align="center">EMPTY CARS RETURNED UNFIT FOR LOADING</p> <p>When an empty car is received from a connecting carrier for loading by an industry located on the IR, and is refused by the industry because the car is not in proper condition to load and must be returned to the connecting carrier, a charge of \$235.00 per car will be assessed against the connecting carrier. The charge will be made for one direction only.</p>	<p>A. When a car is overloaded and such fact is discovered at origin station, the loader or owner of the lading will be notified to remove the excess weight as provided in this tariff. If the car is returned to the industry where loaded, one intra-terminal switch charge will be assessed in addition to a \$350.00 per car penalty.</p>
<p>ITEM 227</p> <p align="center">EMPTY CARS ORDERED BUT NOT LOADED</p> <p>On empty cars that are ordered for loading and the service of switching or placing has been performed and the car is not loaded but returned to IR empty, a switching charge of \$235.00 per car will be assessed for this service and collected from the person, firm, or corporation ordering such cars.</p>	<p>B. When a car at a station other than origin is discovered to be overloaded and such fact is discovered after the shipment has left the origin station, the loader or owner of the lading will be notified to remove the excess as provided in this tariff. The applicable intra-terminal switch charge from the point where the overloaded condition is discovered to the nearest public track will be assessed in addition to a \$350.00 per car penalty.</p>
<p>ITEM 230</p> <p align="center">DEFINITIONS OF SWITCHING LIMITS</p> <p>Except as otherwise provided herein, the switching limits of the IR will be defined as all stations and all Customers served by the IR. Switching charges within the station will not apply on traffic originating or destined beyond the industry. The yard limit board does not have any meaning whatever with respect to defining the switching limits.</p>	<p>C. The loader or owner of the lading will be notified by IR of the overload and will be allowed to remove the excess weight. Notwithstanding anything to the contrary in this tariff, when an overloaded car is discovered at a station other than origin, demurrage charges will commence with the first 0700 Hours after notification is given by IR to the loader, owner of the lading or other responsible party with no other free time allowed.</p>
<p>ITEM 235</p> <p align="center">PACKAGE REQUIREMENTS</p> <p>Charges for intra-terminal and inter-terminal switching named in this tariff apply only when shipments are packed in accordance with the requirements published in Tariff UFC 6000-Series. Shipments not packed in accordance with the requirements published in Uniform Freight Classification will not be accepted.</p>	<p>D. When a Customer fails to respond within the first twenty-four (24) hours, a second notice will be sent. If the Customer fails to respond within seven (7) calendar days from the first 07:00 AM after the first notification, IR may, at our option, transfer the shipment, transfer the excess weight to another car or remove the excess weight and sell or dispose of it to the best advantage. The actual cost of transfer for removing the excess weight plus any additional charge(s), less proceeds of the sales of the excess, if any, will be assessed against the loader, owner of the lading or other responsible party in addition to a \$350.00 per car penalty and applicable intra-terminal switch charge.</p>
	<p>E. When a car is received from a connecting line in road haul service and discovered to be overloaded, the loader and the delivery line will be notified to remove the excess as provided in this tariff. If the overload is discovered at the junction and the car is ordered returned to the delivering carrier, the applicable intra-terminal switch charge will be assessed against the loader or delivering carrier in addition to a \$350.00 per car penalty.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	

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SECTION 2 SWITCHING, LOCAL AND MISCELLANEOUS RULES AND CHARGES	SECTION 2 SWITCHING, LOCAL AND MISCELLANEOUS RULES AND CHARGES
<p>ITEM 245</p> <p align="center">FREIGHT-IN-BOND</p> <p>Cars containing freight-in-bond to be switched locally will not be accepted from connecting line until after permit to receive goods has been issued to consignee by the United States Collectors of Customs.</p>	<p>ITEM 265</p> <p align="center">[!]</p> <p align="center">EXTRA AND SPECIAL TRAIN SERVICE</p> <p>Upon specific request of the shipper or consignee, IR will operate extra or special train service.</p> <p>Extra train service is defined as service requested by the shipper or consignee at a time or date other than the scheduled regular service. The charge for this service will be \$2500.00 per occurrence. Charges will be assessed against the party requesting the service.</p> <p>Special train service is defined as accommodating shipments which cannot be handled in regular train operations because of excess weight, height, width or length and which necessitates handling in a special train. The charges for this service will be negotiated between IR and the party requesting service, dependent on specific needs for the movement, cost factors and potential adverse impact to physical plant and operations on the IR. The requesting party must comply with all insurance requirements required by IR. Charges will be assessed against the party requesting the service, and must be paid in full five (5) business days prior to the date of requested service</p>
<p>ITEM 247</p> <p align="center">[A]</p> <p align="center">HANDLING OF "SHIPPER'S ORDER" FREIGHT</p> <p>Cars will not be received from connecting lines when consigned "Shipper's Order" or when billed in care of private sidings when consignee is not located on tracks of IR.</p> <p>Order bills of lading will not be issued to cover intra-terminal movements. (See Item 200)</p>	<p>ITEM 270</p> <p align="center">[!]</p> <p align="center">SWITCHING EMPTY CARS FOR REPAIRS</p> <p>A charge of \$300.00 per car (See Notes 1, 2 and 3) will apply on empty cars destined to a shop facility for cleaning, lining, relining, maintenance, modification, inspection, certification or repairs.</p> <p>NOTE 1. - Charges apply for round-trip movement from yard tracks to shop facility and return, when moving solely on the tracks of IR. If IR switches the empty car into the shop facility and is not the switching carrier for the eventual movement from the shop facility, then the switching charge, as named in this item, applies only on the inbound movement.</p> <p>NOTE 2. – Charges will be assessed at the time of the inbound movement.</p> <p>NOTE 3. – Unless otherwise provided on a bill of lading or in a transportation contract, the charges in this item will be assessed against the connecting carrier interchanging the car(s) to IR.</p>
<p>ITEM 250</p> <p align="center">PREPAYMENT OF IR SWITCHING CHARGES</p> <p>Charges on all carloads for intra-plant, intra-terminal or inter-terminal movements must be fully prepaid by the party ordering the switch.</p> <p>IR charges on carloads received from connecting lines on inter-terminal movements will be collected from carrier originating the movement.</p>	
<p>ITEM 255</p> <p align="center">EARLY RELEASE OF CARS PLACED FOR LOADING OR UNLOADING</p> <p>When a Customer instructs the release of a car previously placed for loading or unloading, but IR is unable to remove the car because the loading or unloading of the car has not been completed for reasons not attributable to IR, the car will remain on demurrage as if the release had not been instructed, and an intra-terminal switch charge will apply.</p>	
<p>ITEM 260</p> <p align="center">EMPTY CARS OF PRIVATE OWNERSHIP UPON WHICH EMPTY MOVEMENT IS ORDERED</p> <p>Except as otherwise provided, empty cars of private ownership upon which empty movement is ordered between points in the same switching district, will, if the empty movement is not followed by a loaded movement under either line-haul or switching rates of this company, be subject to the same charge as named in the tariff for the same car if moving loaded between the same points.</p> <p>Provided that if two or more charges are named for the loaded movement, the lowest charge will apply.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	

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SECTION 2 SWITCHING, LOCAL AND MISCELLANEOUS RULES AND CHARGES	SECTION 2 SWITCHING, LOCAL AND MISCELLANEOUS RULES AND CHARGES								
<p>ITEM 275</p> <p align="center">DEFINITION OF "PRIVATELY OWNED"</p> <p>Where reference to "privately owned" or "privately owned or leased" equipment in this section, it is meant to be equipment not under lease to or controlled by a railroad.</p>	<p>ITEM 310</p> <p align="center">CONGESTION RESULTING FROM RAIL CUSTOMER MAY RESULT IN AN EMBARGO</p> <p>If a rail Customer's excessive retention of railcars (whether or not related to the Customer's credit card/security experience) results in operational congestion, as determined by the IR, of the Customer's and/or the IR's rail tracks, IR may impose an embargo against the Customer's receipt of further railcars until the congestion is eliminated.</p>								
<p>ITEM 280 [I]</p> <p align="center">CAR(S) RECEIVED IN INTERCHANGE IN ERROR OR WITHOUT FORWARDING INSTRUCTIONS</p> <p>Car(s) loaded or empty, received by IR in error or without forwarding instructions from the delivering carrier, will be returned to the delivering carrier at a charge of \$250.00 per car. Charge for this service will be assessed against the carrier interchanging the car(s) to IR.</p>	<p>ITEM 320</p> <p align="center">CARS HELD FOR LOADING OR UNLOADING ON PUBLIC TEAM TRACKS</p> <p>Cars held on public team tracks for loading or unloading in excess of forty-eight (48) hours of placement will be charged at the rate of \$50.00 for each day or portion thereof in excess of forty-eight (48) hours. This charge is in addition to any applicable demurrage charges.</p>								
<p>ITEM 285</p> <p align="center">RE-SWITCHING</p> <p>Except as otherwise provided, when IR participates in line-haul service, cars re-switched under original load or for partial loading or unloading may be switched at the applicable Inter-Terminal, Intra-Terminal or Intra-Plant rate.</p>	<p>ITEM 330</p> <p align="center">SPECIAL TYPE-HEAVY DUTY FLAT CARS HELD FOR LOADING OR UNLOADING</p> <p>Heavy duty flat cars of mechanical designation "FD" "FM" or "FW" with capacity in excess of 130 tons, will be subject to a demurrage charge of \$350.00 per car per day or fraction thereof until car is released.</p> <p>Charges start when car is available to Customer. No free time.</p>								
<p>ITEM 290 [C]</p> <p align="center">INTRA-PLANT, INTRA-TERMINAL, AND INTER-TERMINAL SWITCHING (Rates in dollars and cents per car, except as noted)</p> <p>The IR will perform Intra-plant, Intra-terminal and Inter-terminal switching at charges provided below:</p> <p style="padding-left: 40px;">INTRA-PLANT..... \$150.00</p>									
<p>ITEM 300 [I]</p> <p align="center">LOCAL RATES</p> <p>COMMODITY: Freight, all kinds, except as otherwise specifically provided for herein.</p> <table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width:15%;">FROM</th> <th style="width:15%;">TO</th> <th style="width:40%;">CHARGE</th> <th style="width:30%;">ROUTE</th> </tr> </thead> <tbody> <tr> <td align="center">IR</td> <td align="center">IR</td> <td align="center">\$400.00 Per Car</td> <td align="center">IR Direct</td> </tr> </tbody> </table>	FROM	TO	CHARGE	ROUTE	IR	IR	\$400.00 Per Car	IR Direct	
FROM	TO	CHARGE	ROUTE						
IR	IR	\$400.00 Per Car	IR Direct						
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>									

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<p align="center">SECTION 2 SWITCHING, LOCAL AND MISCELLANEOUS RULES AND CHARGES</p>	<p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p>	
<p>ITEM 340</p> <p align="center">CHARGES FOR SPECIAL TYPE HEAVY CAPACITY FLAT CARS</p> <p>Heavy duty flat cars of mechanical designation "FD" "FM" or "FW" with capacity in excess of 130 tons, will be subject to an additional charge of \$2,500.00 per car when car is moved within or between any station named in this tariff.</p>	<p>ITEM 99999</p> <p align="center">ABBREVIATIONS AND REFERENCE MARKS, EXPLANATION OF</p>	
<p>ITEM 350 [I]</p> <p align="center">USE OF IDLER CAR</p> <p>When articles on account of length, require more than one car, each additional car (commonly known as an idler) shall be charged \$300.00 per idler.</p>	<p align="center">ABBREVIATIONS</p>	<p align="center">EXPLANATION</p>
	<p align="center">REFERENCE MARK</p>	<p align="center">EXPLANATION</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	<p>(<u>Underscored</u> portion denotes change.)</p>	

DEMURRAGE DISPUTE FORM



Enter the requested information for each car (or group of cars if all data is the same).
 Attach documentation whenever possible, and submit form by mail, fax (866) 831-1189 or

E-mail to: AR@Omnitrax.com

Manager of Accounts Receivable, OmniTRAX, Inc., 50 South Steele Street,
 Denver, CO 80209

Date:		Company:	
RR Demurrage Month:		Submitted by:	
RR Invoice Number:		Phone:	
		E-Mail:	

Car Number(s)						
Dates	Constructive Placement	Actual Placement	Release	Demurrage Days	Credits	Net
As Billed:						
Customer Record:						
Explanation:						
Documentation:					Attached? <input type="checkbox"/>	
Resolution (for IR use)						

Car Number(s)						
Dates	Constructive Placement	Actual Placement	Release	Demurrage Days	Credits	Net
As Billed:						
Customer Record:						
Explanation:						
Documentation:					Attached? <input type="checkbox"/>	
Resolution (for IR use)						

Car Number(s)						
Dates	Constructive Placement	Actual Placement	Release	Demurrage Days	Credits	Net
As Billed:						
Customer Record:						
Explanation:						
Documentation:					Attached? <input type="checkbox"/>	
Resolution (for IR use)						