

**FT KFR 6004-B
(Cancels FT KFR 6004-A)**

KETTLE FALLS INTERNATIONAL RAILWAY, LLC



FREIGHT TARIFF KFR 6004-B (Cancels Freight Tariff KFR 6004-A)

**NAMING
RULES AND CHARGES
GOVERNING
DEMURRAGE, SWITCHING, LOCAL
AND
MISCELLANEOUS RULES AND CHARGES
ON THE
KETTLE FALLS INTERNATIONAL RAILWAY, LLC**

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: April 9, 2008

EFFECTIVE: May 1, 2008

ISSUED BY

**Ed Thum, President
Kettle Falls International Railway, LLC
P. O. Box 637
Kettle Falls, WA 99141**

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

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FT KFR 6004-B cancels FT KFR 6004-A in its entirety. Provisions formerly shown in FT KFR 6004-A and not brought forward in FT KFR 6004-B are hereby canceled.		<table border="1"> <thead> <tr> <th>DESCRIPTION</th> <th>ITEM</th> </tr> </thead> <tbody> <tr> <td colspan="2">SECTION 2 – SWITCHING, LOCAL AND MISCELLANEOUS CHARGES (Cont'd.)</td> </tr> <tr> <td>Definitions of Switching Limits.....</td> <td>230</td> </tr> <tr> <td>Package Requirements.....</td> <td>235</td> </tr> <tr> <td>Switching of Excessively Loaded Cars.....</td> <td>240</td> </tr> <tr> <td>Freight-In-Bond.....</td> <td>245</td> </tr> <tr> <td>Prepayment of KFR Switching Charges.....</td> <td>250</td> </tr> <tr> <td>Early Release of Cars Placed for Loading or Unloading.....</td> <td>255</td> </tr> <tr> <td>Empty Cars of Private Ownership Upon Which Empty Movement is Ordered.....</td> <td>260</td> </tr> <tr> <td>Extra and Special Train Service.....</td> <td>265</td> </tr> <tr> <td>Switching Empty Cars for Repairs.....</td> <td>270</td> </tr> <tr> <td>Definition of "Privately Owned".....</td> <td>275</td> </tr> <tr> <td>Car(s) Received in Interchange in Error or Without Forwarding Instructions.....</td> <td>280</td> </tr> <tr> <td>Re-Switching.....</td> <td>285</td> </tr> <tr> <td>Intra-Plant, Intra-Terminal and Inter-Terminal Switching Charges.....</td> <td>290</td> </tr> <tr> <td>Local Rates on Freight, All Kinds.....</td> <td>300</td> </tr> <tr> <td>Congestion Resulting from Rail Customer may result in an Embargo.....</td> <td>310</td> </tr> <tr> <td>Cars Held for Loading or Unloading on Public Team Tracks.....</td> <td>320</td> </tr> <tr> <td>Special Type- Heavy Duty Flat Cars Held For Loading or Unloading.....</td> <td>330</td> </tr> <tr> <td>Charges for Special Type Heavy Capacity Flat Cars.....</td> <td>340</td> </tr> <tr> <td>Use of Idler Car.....</td> <td>350</td> </tr> <tr> <td colspan="2">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</td> </tr> <tr> <td>Abbreviations and Reference Marks, Explanation of.....</td> <td>99999</td> </tr> </tbody> </table>		DESCRIPTION	ITEM	SECTION 2 – SWITCHING, LOCAL AND MISCELLANEOUS CHARGES (Cont'd.)		Definitions of Switching Limits.....	230	Package Requirements.....	235	Switching of Excessively Loaded Cars.....	240	Freight-In-Bond.....	245	Prepayment of KFR Switching Charges.....	250	Early Release of Cars Placed for Loading or Unloading.....	255	Empty Cars of Private Ownership Upon Which Empty Movement is Ordered.....	260	Extra and Special Train Service.....	265	Switching Empty Cars for Repairs.....	270	Definition of "Privately Owned".....	275	Car(s) Received in Interchange in Error or Without Forwarding Instructions.....	280	Re-Switching.....	285	Intra-Plant, Intra-Terminal and Inter-Terminal Switching Charges.....	290	Local Rates on Freight, All Kinds.....	300	Congestion Resulting from Rail Customer may result in an Embargo.....	310	Cars Held for Loading or Unloading on Public Team Tracks.....	320	Special Type- Heavy Duty Flat Cars Held For Loading or Unloading.....	330	Charges for Special Type Heavy Capacity Flat Cars.....	340	Use of Idler Car.....	350	EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS		Abbreviations and Reference Marks, Explanation of.....	99999
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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 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 [A]</p> <p align="center">CONDITION OF EMPTY CARS FURNISHED TO CONNECTING LINES</p> <p>If KFR delivers empty cars to connecting lines in interchange service and connecting lines accept such cars, KFR 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, OPSTL 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>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>ITEM 55 [A]</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 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 60 [A]</p> <p align="center">NON-APPLICATION PRIVATE CAR MILEAGE ALLOWANCE</p> <p>The KFR does not participate in nor does it abide by the Items or Rules stated in Tariffs RIC 6007-series and ASLG 6007-series.</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 align="center">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 75</p> <p style="text-align: center;">CREDIT</p> <p>If credit is extended to Applicant for the payment of transportation charges, Applicant agrees to pay such transportation charges within the following time periods:</p> <ul style="list-style-type: none"> (a) Freight Charges -15 Calendar days from the date of the freight bill. (b) Miscellaneous charges (e.g. demurrage, switching, weighing) - 30 calendar days from the date of the miscellaneous bill. (c) Additional charges for freight transportation and related services (e.g. balance due bills) – 30 calendar days from the date of bill for additional charges. <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 KFR within the credit terms that they are not responsible for paying the bills.</p> <p>Notwithstanding anything to the contrary in this tariff, if a Customer disputes the demurrage or storage charges received in a bill from KFR, Customer must follow the procedures as specified in Item 197 of this tariff. [A]</p> <p>Payment of an amount less than stated on a KFR invoice will be considered as payment on account and not as payment in full, notwithstanding any notation to the contrary as payment on the payer's remittance. Acceptance by KFR 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>FINANCE CHARGES: The KFR 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 KFR, 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>ITEM 80</p> <p>[A]</p> <p style="text-align: center;">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 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 \$ 10,000 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>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) [C]</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 KFR 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 KFR 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 help for loading: FORTY-EIGHT HOURS</p> <p>Free time will be calculated from the first 7:00 a.m. following actual or constructive placement.</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 [C]</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 KFR'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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SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES
<p>ITEM 120 (Cont'd) [C]</p> <p align="center">DEFINITIONS (Cont'd)</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 KFR that cars shall not be placed for loading or unloading, or considered to be placed, until KFR 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>RAILROAD PREMISES - All tracks which KFR 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 align="center">(Continued in next column)</p>	<p>ITEM 120 (Cont'd.) [C]</p> <p align="center">DEFINITIONS (Cont'd.)</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>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> <hr/> <p>ITEM 130 [C]</p> <p align="center">NOTIFICATION TO CONSIGNOR OR CONSIGNEE</p> <p>A. KFR 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 KFR 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 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 140 [C] NOTIFICATION TO KFR</p> <p>A. KFR 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 KFR, the recorded date and time that the instructions are received by KFR 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>ITEM 160 [C] 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.</p> <p>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.</p> <p>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 KFR.</p> <p>COMPUTATION: Time will be computed from the third 0700 hours after tender until release.</p>
<p>ITEM 150 [C] 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 KFR.</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 third 0700 hours after tender until the release.</p> <p>B. When the same car is unloaded and reloaded, time will be computed from the third 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 KFR.</p>	<p>ITEM 170 [C] PRIVATE CAR(S) AND RAILROAD 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.</p> <p>B. Awaiting proper disposition from the consignor, loader, consignee, Care-of-Party or unloader.</p> <p>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 on next page)</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 170 (Cont'd) [C]</p> <p align="center">PRIVATE CAR(S) AND RAILROAD CAR(S) HELD FOR OTHER THAN LOADING OR UNLOADING</p> <p>COMPUTATION:</p> <p>Time will be computed from the third 0700 hours:</p> <p>A. After tender, until release, on car(s):</p> <ol style="list-style-type: none"> 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>B. After car(s) are received by KFR until date of disposition on:</p> <ol style="list-style-type: none"> 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>C. After tender until date of refusal on:</p> <ol style="list-style-type: none"> 1. Refused loaded car(s) (consignee) <p>D. After tender until date of disposition on:</p> <ol style="list-style-type: none"> 1. Refused loaded car(s) (consignor) <p>E. After tender until release or placement on private tracks on:</p> <ol style="list-style-type: none"> 1. Loaded private car(s) – while held on railroad tracks 2. Empty car(s) moving as freight with STCC 37 422 XX 	<p>ITEM 190 [A]</p> <p align="center">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>Loaded cars, consigned or ordered for delivery on private or leased tracks, which first must be held on KFR tracks under constructive placement are subject to the charges shown below. Storage will be computed from the first 7:00 a.m. after notification of constructive placement was sent or given by KFR for the loaded car and continue until notification to KFR for placement on private tracks is received in accordance with Item 140.</p> <p>Loaded cars, held on KFR 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 a.m. after actual placement or notification of constructive placement was sent or given by KFR for the loaded car and continue until notification to KFR with proper forwarding instructions is received by KFR in accordance with Item 140.</p> <p>Storage Charges: Five Hundred Dollars (\$500.00) per loaded car per day or fraction thereof.</p>
<p>ITEM 180 [C]</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 [R]\$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>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	

FT KFR 6004-B

SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES																																																																																																																																																																																																																																																																																		
<p>ITEM 193 [A] 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 a.m. after actual placement or notification of constructive placement was sent or given by KFR for the empty car and continue until notification to KFR with proper forwarding instructions is received by KFR 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 [A] 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
[A]					
HAZARDOUS MATERIALS STANDARD TRANSPORTATION COMMODITY CODE (STCC)					[A] DEMURRAGE AND STORAGE DISPUTES
STCC	STCC	STCC	STCC	STCC	
4920116	4920319	4920399	4921020	4921744	<p>In the event that a Customer disputes the demurrage or storage 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. The dispute must be submitted on KFR "Demurrage Dispute Form" shown on last past of this tariff, submitted via email to: AR@Omnitrax.com</p> <p>C. The dispute must be submitted within forty-five (45) days of the end of the month for which the bill applies. 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 thirty (30) days after the dispute resolution is concluded by KFR.</p>
4920117	4920320	4920502	4921023	4921745	
4920118	4920321	4920503	4921024	4921746	
4920122	4920322	4920504	4921028	4921756	
4920135	4920323	4920505	4921063	4923113	
4920160	4920324	4920508	4921202	4923117	
4920164	4920325	4920509	4921207	4923209	
4920165	4920331	4920510	4921211	4923298	
4920167	4920337	4920511	4921213	4927004	
4920173	4920342	4920513	4921216	4927006	
4920174	4920343	4920515	4921239	4927007	
4920175	4920344	4920516	4921245	4927008	
4920178	4920346	4920517	4921248	4927009	
4920180	4920347	4920518	4921251	4927010	
4920181	4920348	4920522	4921252	4927011	
4920183	4920349	4920523	4921254	4927012	
4920184	4920351	4920525	4921255	4927014	
4920187	4920352	4920526	4921275	4927018	
4920188	4920353	4920527	4921287	4927019	
4920189	4920354	4920528	4921288	4927022	
4920195	4920355	4920530	4921304	4927023	
4920196	4920356	4920531	4921401	4927024	
4920300	4920357	4920534	4921402	4927025	
4920301	4920359	4920535	4921404	4927026	
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	
4920312	4920382	4921004	4921587	4932385	
4920313	4920383	4921006	4921695	4933327	
4920314	4920392	4921008	4921722	4935231	
4920315	4920394	4921009	4921727	4936106	
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 KFR 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 the same station on which the switch carrier neither originates nor terminates the shipment nor receives a line-haul.</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>
	<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>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	<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 \$300 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 \$300 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>

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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>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>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>C. The loader or owner of the lading will be notified by KFR 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 KFR to the loader, owner of the lading or other responsible party with no other free time allowed.</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, KFR 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>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 KFR, 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 \$150 per car will be assessed against the connecting carrier. The charge will be made for one direction only.</p>	
<p>ITEM 227 [A]</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 KFR empty, a switching charge of \$150.00 per car will be assessed for this service and collected from the person, firm, or corporation ordering such cars.</p>	
<p>ITEM 230</p> <p align="center">DEFINITIONS OF SWITCHING LIMITS</p> <p>Except as otherwise provided herein, the switching limits of the KFR will be defined as all stations and all Customers served by the KFR. 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>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>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">EXTRA AND SPECIAL TRAIN SERVICE</p> <p>Upon specific request of the shipper or consignee, KFR 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 \$7500 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 KFR 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 KFR. The requesting party must comply with all insurance requirements required by KFR. 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 250</p> <p align="center">PREPAYMENT OF KFR 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>KFR charges on carloads received from connecting lines on inter-terminal movements will be collected from carrier originating the movement.</p>	<p>ITEM 270 [!]</p> <p align="center">SWITCHING EMPTY CARS FOR REPAIRS</p> <p>A charge of \$231.50 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>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 KFR is unable to remove the car because the loading or unloading of the car has not been completed for reasons not attributable to KFR, the car will remain on demurrage as if the release had not been instructed, and an intra-terminal switch charge will apply.</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 KFR. If KFR switches the empty car into the shop facility and is not the switching carrier or 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 KFR.</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 [A]</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 KFR, of the Customer's and/or the KFR's rail tracks, KFR may impose an embargo against the Customer's receipt of further railcars until the congestion is eliminated.</p>								
<p>ITEM 280</p> <p align="center">CAR(S) RECEIVED IN INTERCHANGE IN ERROR OR WITHOUT FORWARDING INSTRUCTIONS</p> <p>Car(s) loaded or empty, received by KFR in error or without forwarding instructions from the delivering carrier, will be returned to the delivering carrier at a charge of \$150 per car. Charge for this service will be assessed against the carrier interchanging the car(s) to KFR.</p>	<p>ITEM 320 [A]</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 KFR 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 [A]</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 [I]</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 KFR will perform Intra-plant, Intra-terminal and Inter-terminal switching at charges provided below:</p> <p style="margin-left: 40px;">INTRA-PLANT..... \$150.00 INTRA-TERMINAL..... \$250.00 INTER-TERMINAL..... \$150.00</p>									
<p>ITEM 300 [A]</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:25%;">CHARGE</th> <th style="width:45%;">ROUTE</th> </tr> </thead> <tbody> <tr> <td align="center">KFR</td> <td align="center">KFR</td> <td align="center">\$325.00 Per Car</td> <td align="center">KFR Direct</td> </tr> </tbody> </table>	FROM	TO	CHARGE	ROUTE	KFR	KFR	\$325.00 Per Car	KFR Direct	
FROM	TO	CHARGE	ROUTE						
KFR	KFR	\$325.00 Per Car	KFR 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 [A] 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 [A] 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 \$150.00 per idler.</p>	<p align="center">ABBREVIATIONS</p> <p>KFR BOE CFR FT OPSL RER STB STCC UFC</p>	<p align="center">EXPLANATION</p> <p>Kettle Falls International Railway, LLC Bureau of Explosives Code of Federal Regulations Freight Tariff Official Railway Station List Railway Equipment Register Surface Transportation Board Standard Transportation Commodity Code Uniform Freight Classification</p>
	<p align="center">REFERENCE MARK</p> <p>[A] [C] [D] [I] [NC] [R]</p>	<p align="center">EXPLANATION</p> <p>Addition Denotes Change Canceled Increase Brought forward without change Reduction/Decrease</p>
<p align="center">(Underscored portion denotes change.)</p>		
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</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 KFR 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 KFR 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 KFR use)						