
NITTANY & BALD EAGLE RAILROAD COMPANY

FREIGHT TARIFF NBER 8100A11

This tariff cancels rates, rules, regulations, and charges published in NBER Tariff 8100A10 in full.

**Rules and Other Governing Provisions
General Rules and Regulations Unlimited
Demurrage Charges
Local and Proportional Rates
Accessorial Charges**

At and between stations on the
Nittany & Bald Eagle Railroad Company

THIS TARIFF ALSO APPLIES ON INTERSTATE TRAFFIC IN THE STATE OF PENNSYLVANIA

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Effective: January 1, 2023



Issued by:
North Shore Railroad Company
356 Priestley Avenue
Northumberland, PA 17857
www.nshr.com



The provisions herein, if effective, will not result in adverse effect on the human environment.

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METHOD OF ADDING, CHANGING OR DELETING ITEMS IN THIS TARIFF

Changes to this tariff will be made by issuing supplements. These supplements will show the action taken on each item, namely:

- <A> Addition
- Changes resulting in neither an increase nor a decrease
- <I> Increase
- <C> No Change
- <D> Reductions

There will be only one supplement to this tariff in effect at any time. Any item contained in a prior supplement will be brought forward to subsequent supplements, showing the original effective date of the item.

ALPHABETICAL LIST OF STATIONS FROM AND TO WHICH RATES APPLY

<u>STATE</u>	<u>STATION</u>	<u>NUMBER</u>	<u>NOTES</u>
PA	Beech Creek	120	
PA	Bellefonte	50	
PA	Castenea	105	
PA	Lemont	70	
PA	Lock Haven	15	Interchange with Norfolk Southern and Canadian Pacific
PA	Milesburg	40	
PA	Mill Hall	110	
PA	Pleasant Gap	60	
PA	Port Matilda	10	
PA	State College	80	
PA	Tyrone	5	Interchange with Norfolk Southern

EXPLANATION OF ABBREVIATIONS (AND REFERENCE MARKS)

- AAR Association of American Railroads
- BOE Bureau of Explosives
- NBER Nittany & Bald Eagle Railroad
- OPSL Official Railroad Station List, (Railinc, Agent)
- PA State of Pennsylvania
- RER Official Railway Equipment Register (R.E.R. Publishing Corporation, Agent)
- STB Surface Transportation Board
- STCC Standard Transportation Commodity Code
- UFC Uniform Freight Classification (Uniform Freight Classification Committee, Agent)

**SECTION 1 – RULES AND OTHER GOVERNING PROVISIONS and
GENERAL RULES AND REGULATIONS UNLIMITED**

ITEM 100 – Uniform Freight Classification and Exceptions

Governed, except as otherwise provided herein, by UFC 6000 Series. Provisions formerly shown herein and not brought forward are hereby eliminated.

ITEM 105 – Station List and Conditions

This tariff is governed by the OPSL 6000 Series, to the extent shown below:

Prepay Requirement and Station Conditions - For additions and abandonments of stations and except as otherwise shown herein, for prepay requirements, changes in the names of stations, restrictions as to the acceptance or delivery of freight and changes in station facilities. When a station is abandoned, on a date specified in the above named tariff, the rates from and to that station published in this tariff are inapplicable on or after that date.

ITEM 110 – Explosives, Dangerous Articles

For rules and regulations governing the transportation of explosives and other dangerous articles, and for specifications of shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see tariff BOE 6000 Series.

ITEM 115 – Reference to Tariffs, Items, Notes of Rules

Where reference is made in this tariff to tariffs, items, notes, or rules, such references are continuous and include supplements to and successive issues of such tariffs and reissues of items, notes, and rules.

ITEM 120 – Consecutive Numbers

Where consecutive numbers are represented in this tariff by the first and last numbers connected by the word “to” or a hyphen, they will be understood to include both the numbers shown. If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last number.

ITEM 125 – Capacities and Dimensions of Railcars

For marked capacities, lengths, dimensions, and cubical of railcars, see RER 6414 Series.

**SECTION 1 – RULES AND OTHER GOVERNING PROVISIONS and
GENERAL RULES AND REGULATIONS UNLIMITED**

ITEM 130 – Straight or Mixed Carloads

The rates published in this tariff apply on straight or mixed carloads, unless specifically indicated otherwise.

ITEM 135 – Application of Reference Marks

In all cases where reference marks are shown in the rate column, but not immediately preceded by a rate, they are to be used in connection with the rate appearing next after such reference mark.

ITEM 140 – Prepayment of Charges

All charges under this tariff must be prepaid, unless satisfactory arrangements with the NBER have been made prior to performance of service.

ITEM 145 – Application

Rates in this tariff apply in addition to otherwise lawfully applicable freight charges, and shall accrue solely to the NBER.

ITEM 150 – Railcars Refused, Rejected, or Ordered But Not Used <I>

If a railcar is refused or rejected by consignee and returned to a hold track, a movement charge found in *Section 5* will be assessed for the movement from the consignee or consignor to hold track or other location located on the NBER. A railcar refused by connecting line or consignee will be returned to the consignor or connecting line at the tariff rate applicable for a new shipment. Demurrage charges found in *Section 2* will also apply. NBER will seek reimbursement from consignee for any additional charges imposed by other railroads for railcars refused or rejected by consignee.

ITEM 155 – Perishable Freight

Perishable freight, under refrigeration, will be accepted from connecting lines for delivery to a consignee located on the NBER, provided that the NBER shall not be required to provide protective service.

SECTION 2 – DEMURRAGE CHARGES

ITEM 200 – Railcars Subject to Demurrage

All railroad and privately owned railcars held for or by NBER consignors or consignees are subject to demurrage rules and charges contained in this tariff, except the following:

1. Railcars for loading or unloading NBER materials while on the NBER tracks or private sidings connecting therewith
2. Railcars of refused or unclaimed freight to be sold by the NBER, for the time held beyond legal requirements
3. Railcars assigned to shippers, returned empty to assignment points to the extent storage rules apply
4. Railcars moving on their own wheels, under transportation charges, as freight
5. Railcars of railroad ownership, leased for storage of commodities, while held on lessee's tracks
6. Loaded private railcars held on private tracks
7. Empty private railcars held on private tracks
8. Empty railcars ordered and rejected as unsuitable for loading

ITEM 205 – Purpose

NBER bases its freight transportation prices and service on the expectation that railcars furnished to customers will be promptly loaded and unloaded. The purpose of this section is to describe how the time railcars under the control of customers is defined, and to specify the prices that NBER charges should a customer retain control of railcars beyond the free time specified in this section.

ITEM 210 – Explanation of Terms

For the purposes of applying provisions of this section, the following definitions will govern:

Actual placement – The time at which a railcar is placed by NBER, in an accessible position for loading or unloading, or at a point designated by the consignor or consignee.

Consignee – The party to whom a shipment is consigned on the bill of lading or other shipping document or the party entitled to receive the shipment.

Consignor – The party in whose name a railcar is ordered or the party who furnishes forwarding instructions.

Constructive Placement – When a railcar cannot be actually placed by NBER because of any condition attributable to the consignor or consignee, including order notification and inbound shipments, such railcar will be held on NBER tracks and notice will be given to the consignor or consignee that the railcar is held awaiting disposition instructions. A railcar which has been placed by NBER on private, or other than public delivery tracks, including lead tracks, serving the consignor or consignee will be considered constructively placed without notice.

Demurrage Day – A 24-hour period or part thereof, commences the first 0001 hours after tender, except holidays.

Disposition – Information, including forwarding instructions or release, which allows the railroad to either tender or release a railcar from the consignor's or consignee's account.

SECTION 2 – DEMURRAGE CHARGES

ITEM 210 – Explanation of Terms (continued)

Empty Railcars Ordered and Not Used – An empty railcar ordered and placed for loading and not used in transportation service.

Empty Release Information – Notice by the consignee, given to authorized personnel of NBER, that a railcar is unloaded and available for pick up. Information given must include: identity of consignee, party furnishing information, railcar initial and number, location of empty railcar, and the date and time of release. The date and time of release cannot be earlier than the date and time notice is given.

Forwarding Instructions – Shipping instructions given by consignor to NBER at the point of loading, containing all of the necessary information to transport the shipment to final destination.

Holiday – The following days are considered holidays for purposes of this tariff: New Year's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Lease Track – Any trackage leased to a user through written lease agreement. Lease track will be treated as private track under this section.

Loading – The complete or partial loading of a railcar in conformity with AAR and NBER loading and clearance rules and the furnishing of forwarding instructions.

Loaded Railcar – A railcar that is completely or partially loaded.

Notification – Any communication furnished either in writing or verbally, to all parties entitled to receive same under the requirements of this section.

Order date – The date that the consignor/consignee requires placement of railcar.

Partial Unloading – Partial unloading of a railcar and furnishing of forwarding instructions to NBER.

Private Railcar – A railcar bearing other than railroad reporting marks and which is not a railroad controlled railcar and on which railroad does not pay per diem.

Private Track – Any trackage which is not owned or which is leased to a user by the railroad or a third party.

Railroad Controlled Railcar – A railcar bearing other than railroad reporting marks, provided to the railroad directly by the railcar companies or others, for use by the railroad in serving any of its customers.

Refused Loaded Railcar – When an original loaded railcar is refused by the consignee at destination without being unloaded.

Reloading – When a railcar is held by consignee for loading after being released empty to NBER.

Stopped In Transit – A railcar is held en route because of any conditions attributed to the consignor, consignee, or owner.

Tender – The notification by NBER to the consignee of the actual or constructive placement of a loaded railcar for unloading or the consignor of the actual or constructive placement of an empty railcar for loading.

Time – Local time is applicable, expressed on the basis of the 24-hour clock. Example: 12:01 a.m. is expressed as 0001 hours or 01:01 p.m. as 1301 hours.

Unloading – The complete unloading of a railcar and notice received from the consignee that the railcar is empty and available to NBER.

SECTION 2 – DEMURRAGE CHARGES

ITEM 215 – Notification to Consignee or Consignor

The following notifications will be furnished by NBER as indicated:

1. Railcar for delivery on Other than Public Delivery Tracks:
 - Notice of constructive placement if railcar is held on NBER tracks due to reasons attributed to the consignee or consignor.
 - Delivery of railcar upon tracks of consignee will constitute notice.
2. Railcar for delivery on Public Delivery Tracks:
 - Notice will be given to the party entitled to receive notice when a railcar is actually placed.
3. Railcar Stopped in Transit:
 - Notice will be given to the consignor, consignee, or owner responsible for a railcar being stopped on the NBER, upon arrival of the railcar at the point of stoppage.
4. Refused Loaded Railcar:
 - When a railcar is refused at destination, NBER will give notice of such refusal to the consignee or owner.
5. Notification may be given electronically, verbally or in writing, and will contain the following:
 - Railcar initial and number
 - If lading transferred en route, the initial and number of the original railcar
 - Commodity
 - Date
 - Location

ITEM 220 – Notification to be given to Nittany & Bald Eagle Railroad

Railroad personnel are on duty from 7:00 a.m. to 4:00 p.m. weekdays, except holidays, to receive forwarding instructions, empty release information, or other disposition of railcars. When railroad personnel are not on duty, an electronic recording device will be available to receive such communication from the consignee or consignor. The date and time such communication is received and recorded will govern any demurrage charges incurred. Forwarding instructions, empty release information, or other disposition of railcars may also be provided in writing by facsimile machine. The date and time of such communication is received and recorded will govern any demurrage charges incurred.

Notice may be given NBER by:

Telephone: 570.473.7949
Facsimile: 570.473.8432
Email: office@nshr.com

SECTION 2 – DEMURRAGE CHARGES

**ITEM 225 – Railcars Held **

Railcars Held for Loading

Tender – The notification by NBER to consignor of the actual or constructive placement of any empty railcar on orders of the consignor. A railcar held by NBER will be constructively placed on “order date” if the railcar order is not cancelled prior to order date or if placement instructions have not been received by NBER.

Release – Date and time forwarding instructions are received from consignor by NBER. Once forwarding instructions are received by the NBER, the consignor is acknowledging that its railcar is loaded, all seals (if applicable) are in place, and all hatches or doors are closed and that the railcar is available for pick up. A railcar found to be improperly loaded or overloaded will not be considered released until the load has been adjusted properly and suitable for shipping. A railcar placed on interchange tracks of consignor doing its own switching must also be returned to interchange tracks for release.

Computation – Time will be computed from the first 0001 hours after tender until release. If a railcar is placed prior to the date for which it was ordered, time will be computed from the first 0001 hours on the date for which it was ordered until released. On a reloaded railcar, the time will be computed from the first 0001 hours after notice is received by NBER that the railcar is empty until released. When the same railcar is loaded and reloaded, empty release information must be furnished to NBER. If not furnished, demurrage will continue until forwarding instructions are received.

Free Time – The first 48 hours after time computation begins will be demurrage free, except that a railcar placed on Friday will be free until Monday midnight. If a holiday occurs during free time, 24 hours additional free time will be granted.

Railcars Held for Unloading

NBER delivers railcars received in interchange under load to consignee by next available train after receipt from connecting carriers. Unless arrangements are made otherwise, NBER cannot be responsible for anticipating delivery schedule of consignor or consignee.

Tender – The notification by NBER to consignee of actual or constructive placement of loaded railcar.

Release – Date and time that the railroad receives notice that a railcar is empty. When a railcar is unloaded by the railroad, the railcar will be released at the time the unloading process is complete.

Computation – Time will be computed from the first 0001 hours after tender until release. When the same railcar is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue until forwarding instructions are received by the railroad.

Free Time – The first 48 hours after time computation begins, will be demurrage free, except that a railcar placed on Friday will be free until Monday midnight. If a holiday occurs during free time, 24 hours additional free time will be granted.

SECTION 2 – DEMURRAGE CHARGES

Railroad Owned Railcars Held for Other Purposes

Applicable to railcars held on orders of consignor or consignee while awaiting disposition instructions from the consignor or consignee as a result of conditions attributable to consignee or consignor.

Tender – Notification by NBER to consignee or consignor of actual or constructive placement of loaded railcar.

Release – Date and time that the railroad receives notice as to the disposition of a railcar. When a railcar is unloaded by the railroad, the railcar will be released at the time the unloading process is complete.

Computation – Time will be computed from the first 0001 hours:

1. After tender until release on: railcar delivered; empty for loading ordered and not used (other than rejected railcar); partially unloaded; reconsigned; reshipped; stopped in transit.
2. After railcar is received by NBER until date of disposition on railcar received from connecting carrier.
3. After tender until date of refusal on refused loaded railcar by consignee.
4. After tender until date of disposition on refused loaded railcar by consignor.

Railcars Ordered and Not Used

This item does not apply to empty railcars provided by NBER that are being rejected by consignor as unfit for loading, provided railroad has been notified within 24 hours of tender.

Tender – The notification, actual or constructive placement of empty railcar.

Released – Date and time disposition instructions are received by railroad.

Computation – Time will be computed from the first 0001 hours after tender until released. If a railcar is placed prior to the date for which it was ordered, time will be computed from the first 0001 hours on the date for which it was ordered until released. On a railcar for reloading, time will be computed from the first 0001 hours after notice is received that the railcar is empty until released.

Charges – An empty railcar ordered or received/consigned and not used is subject to normal demurrage terms and charges. Additional handling charges will be assessed on an empty railcar ordered and not used. NBER will seek reimbursement from consignee for any additional charges imposed by other railroads for railcars ordered but not used.

**ITEM 230 – Demurrage Charges **

Settlement of charges will be made on a monthly basis on all railcars released during the calendar month. Unless otherwise agreed upon by the NBER in writing, demurrage charges will be assessed by NBER against the consignor at origin or consignee at destination, who will be responsible for payment.

Demurrage rates are outlined in *Section 5*.

SECTION 2 – DEMURRAGE CHARGES

ITEM 245 – Claims

In order to be allowed relief from demurrage charges as billed, a claim must be received by NBER in writing no later than 15 days following the month in which the bill was issued, stating fully the conditions for which relief was claimed.

Relief will be granted only under the following circumstances:

Railroad Error – If, through delivering railroad error, demurrage charges are assessed, demurrage charges will be adjusted to the amount that would have accrued if not for such error. (Railcar bunching is not considered to be a railroad error.)

Weather Interference – When due to severe weather conditions effecting the NBER such as tornados, hurricanes, floods, or snow storms, the operations of consignee or consignor are disrupted, the demurrage directly attributable thereto will be cancelled provided the disruption exceeds two days in duration.

SECTION 3 – LOCAL AND PROPORTIONAL RATES

ITEM 300 – Application

Except as specifically provided herein, rates in this tariff apply as local and proportional rates. Rates in this tariff apply to all shipments on the NBER, unless otherwise agreed by specific tariff, exempt quotation or contract.

ITEM 305 – Proportional Rates

Proportional rates are limited in their application to traffic destined to, or originating from specific points or territories, including rates which are published for application on traffic destined “from beyond”; “when destined beyond”; or when to or from interchange with connecting carriers. Proportional rates apply to all shipments when the NBER does not participate in a through rate.

ITEM 310 – Local Rates

Local rates apply on movements of carloads between any two stations solely on the NBER and do not include carloads interchanged with connecting carriers.

ITEM 315 – Payment

Rates assessed in this section will be billed by the NBER, and are billable to and payable by the payer of line haul rates and charges assessed by connecting carriers.

Payment Terms: Net 15 Days - Past Due 30 Days - Add 2% per Month Late Charge.

**ITEM 320 – Prepayment or Guarantee of Charges and Security Deposits for Payment of Demurrage and Other Accessorial Charges **

A security deposit to ensure payment of any demurrage, detention, storage, accessorial, and/or freight charges that may accrue will be required from any consignor, consignee, beneficial owner, or other responsible parties, hereafter referred to as customer which is not on credit list and/or is placed on bad credit list for failure to pay demurrage, detention, storage, accessorial and/or freight charges upon specific written demand referring to this tariff provision.

The deposit must be paid in cash, certified check, cashier’s check, or money order before any freight railcar, container or trailer is delivered to such customer for loading or unloading.

NBER will refund the balance of the deposit to the customer within 30 days after the equipment is released to NBER after deducting all unpaid charges on that equipment. Such deposit will not be transferable to another freight railcar, container or trailer.

Security deposits will no longer be required after the customer either has paid all outstanding demurrage, detention, storage, accessorial and/or freight charges and has given assurance to the satisfaction of the NBER that future demurrage, detention, storage, accessorial, and/or freight charges will be paid within the credit period prescribed by the STB.

SECTION 4 – ACCESSORIAL CHARGES

ITEM 400 – Special Train Service <I>

If additional service is requested or required outside of normal service and within regular business hours, the shipper or receiver will be assessed a charge as outlined under “Extra Service” in *Section 5*.

If service is requested for outside of normal business hours, a Saturday, or a Sunday, the shipper or receiver will be assessed a charge as outlined under “Outside of Hours Service” in *Section 5*.

If additional service is requested on a holiday, as outlined in this tariff, the shipper or receiver will be assessed a charge as outlined under “Holiday Service” in *Section 5*.

The charges outlined in *Item 400* include one locomotive and a two-person crew. If an additional locomotive is required, an additional “Additional Locomotive” charge will apply as outlined in *Section 5*.

Normal service hours are 7:00 a.m. to 4:00 p.m., Monday through Friday - except holidays.

ITEM 405 – Intraplant Respot <I>

A railcar switched on a customer’s private track within a customer’s location will be assessed an Intraplant Respot charge as outlined in *Section 5*.

ITEM 410 – Interplant Switching <I>

A railcar switched between a customer’s track (such as a hold track not located on a customer’s property) to the same customer’s private track will be assessed an Interplant Switching charge as outlined in *Section 5*.

ITEM 415 – Interstation Switch <I>

A railcar switched between stations will be assessed an Interstation charge as outlined in *Section 5*.

ITEM 420 – Turning of Empty and Loaded Railcars <I>

When a request is made to turn a railcar, a charge will be assessed as outlined in *Section 5*.

ITEM 425 – Delay of Service <I>

When requested or scheduled rail service cannot be accomplished in a continuous movement because of interruption, interference, or any other condition caused by the customer (such as, but not limited to a track obstruction or delay in loading/unloading), NBER will assess a delay charge as outlined in *Section 5*. If, however, it appears that the delay is temporary in nature, 15 minutes of allowable free time will be permitted. Should an interruption, interference, or any other condition caused by the customer result in that day’s rail service to be unaccomplished, additional switching charges will also be assessed.

SECTION 4 – ACCESSORIAL CHARGES

ITEM 430 – Leaking HAZMAT Response <I>

NBER will assess a charge (outlined in *Section 5*) for the handling of railcars loaded with or containing residue of hazardous materials that are found to be leaking, requiring railroad response. This charge encompasses initial NBER response, (such as administrative services). The shipper of the railcar is liable for all other securement, clean-up, remedial action, and other incidental charges associated with the leaking railcar. Additional charges may apply.

Additionally, the shipper must provide NBER with any reports prepared by any party in response to or in connection with such incidents.

ITEM 435 – Leaking Non-HAZMAT Response <I>

NBER will assess a charge (outlined in *Section 5*) for the handling of equipment loaded with or containing residue of non-hazardous materials that are found to be leaking, requiring railroad response. This charge encompasses initial NBER response, (such as administrative services). The shipper of the railcar is liable for all other securement, clean-up, remedial action, and other incidental charges associated with the leaking railcar. Additional charges may apply.

Additionally, the shipper must provide NBER with any reports prepared by any party in response to or in connection with such incidents.

ITEM 440 – Unfit Shipment Return Before Interchange <I>

Any railcar found to have a lading that is overweight, overloaded, unbalanced, or unfit for movement before the railcar was interchanged from NBER, must be returned to a customer or situated for the load to be adjusted. In such a situation, the customer will be assessed an overweight/overload return switching charge as outlined in *Section 5*. Additionally, unfit shipments are subject to *Section 2* charges.

ITEM 445 – Unfit Shipment Return From Interchange <I>

Any railcar found to be overweight, overloaded, unbalanced, or unfit for movement that was already interchanged from NBER and then returned, must be returned to a customer or situated for the load to be adjusted. In such a situation, the customer will be assessed an overweight/overload return switching charge as outlined in *Section 5*. Additionally, unfit shipments are subject to *Section 2* charges.

SECTION 5 – CHARGES <A>

ITEM 150 – Railcars Refused, Rejected, or Ordered But Not Used Charges

Charge Type	Rate	Notes
Refused, Rejected, or Ordered and Not Used	\$240/railcar/switch	Railcars refused, rejected, or ordered and not used

The above charges apply in addition to otherwise applicable demurrage charges.

ITEM 230 – Demurrage Charges

Demurrage Charge Type	Rate	Notes
Railroad Railcar	\$35/railcar/day	Railroad designated railcars available and not released within 48 hours (after midnight)
Private Railcar	\$10/railcar/day	Privately designated railcars held on railroad owned tracks in excess of 48 hours (after midnight)
Refrigerated Box Car	\$50/railcar/day	Mechanical designations “RP” or “FPL”
Heavy Duty Flat Car	\$55/railcar/day	Heavy duty or flat cars without AAR mechanical designations “FD”, “FW”, or “FM”
Special Type Flat Car	\$175/railcar/day	Special type flat car with AAR mechanical designations “FD”, “FW”, or “FM”. Also used if a shipment requires the use of a heavy duty or special type flat car with AAR mechanical designations “FD”, “FW”, or “FM”, use and detention charges for such a railcar provided in Freight Tariff RIC 6740-Series will apply in addition to demurrage.

The above charges apply in addition to otherwise applicable freight charges. Railcars with loaded or residue HAZMAT do not apply to regular demurrage. Contact NBER for any holding or storing of HAZMAT railcars.

ITEM 400 – Special Service Charges

Special Service Charge	Rate	Notes
Extra Service	\$380/hour	Four hour minimum
Outside of Hours Service	\$545/hour	Four hour minimum
Holiday Service	\$1,000/hour	Four hour minimum
Additional Locomotive	\$225/hour	In addition to one of the above listed charges

The above charges apply in addition to otherwise applicable freight and demurrage charges.

ITEM 405-445 – Accessorial Charges

Item	Service	Rate	Notes
405	Intraplant Respot	\$110/railcar/switch	Movement from customer track to customer track in plant
410	Interplant Switching	\$120/railcar/switch	Movement from hold (outside of property) to customer track
415	Interstation Switch	\$175/railcar/switch	Movement from one station to another
425	Delay of Service	\$190/every 30 minutes	Minimum of 30 minutes
420	Turning	\$240/railcar/turn	Turning of a railcar and return to customer
430	Leaking HAZMAT	\$2,000/railcar	Response to leaking HAZMAT
435	Leaking Non-HAZMAT	\$1,000/railcar	Response to leaking non-HAZMAT
440	Unfit before Interchange	\$275/railcar	Switching or situating of an unfit shipment
445	Unfit from Interchange	\$545/railcar	Switching or situating of an unfit shipment

The above charges apply in addition to otherwise applicable demurrage charges.