

FT CBR 8000 (NEW)

COOS BAY RAIL LINE



FREIGHT TARIFF CBR 8000 (NEW)

**NAMING
LOCAL RATES,
DEMURRAGE, SWITCHING & ASSESSORIAL
RULES AND CHARGES
APPLYING AT AND BETWEEN
STATIONS OF THE
COOS BAY RAIL LINE
IN THE STATE OF OREGON**

GENERAL DEMURRAGE, SWITCHING & ASSESSORIAL TARIFF

This tariff applies on intrastate and interstate traffic, except where expressly provided to contrary in connection with particular rates and provisions contained herein.

ISSUED: October 30, 2018

EFFECTIVE: November 1, 2018

ISSUED BY

**Coos Bay Rail Line
115 Hall Avenue
Coos Bay, OR 97420**

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For explanation of terms, abbreviations and reference marks not shown herein , see last page of tariff.

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<p>ITEM 1</p> <p align="center">REFERENCE TO TARIFFS, ITEMS, NOTES RULES, ETC.</p> <p>Where reference is made in this tariff, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and reissues of such items, notes, rules, etc.</p>	<p>ITEM 6</p> <p align="center">STATION LISTS AND CONDITIONS</p> <p>This tariff is governed by the Official Railroad Station List, OPSP - 6000 series as follows:</p> <p align="center">PREPAY REQUIREMENTS AND STATION CONDITIONS</p> <p>For additions and abandonments of stations, restrictions as to acceptance of delivery of freight, and changes in station facilities. When a station is abandoned as a date specified in the above named tariff, the rates to and from such station as published in this tariff are inapplicable on and after such date.</p>																											
<p>ITEM 2</p> <p align="center">CONSECUTIVE NUMBERS</p> <p>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 of the numbers shown. If the first number only bears reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</p>																											
<p>ITEM 3</p> <p align="center">METHOD OF CANCELLING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with "A".</p>	<p>ITEM 10</p> <p align="center">STATIONS COVERED BY TARIFF</p> <p>Eugene (Operating and Interchange Only Station) to Coquille, OR shown below:</p> <table border="0"> <tr> <td>Beck, OR</td> <td>Hauser, OR</td> <td>Reedsport, OR</td> </tr> <tr> <td>Canary, OR</td> <td>Hayden, OR</td> <td>Richardson, OR</td> </tr> <tr> <td>Chrome, OR</td> <td>Kroll, OR</td> <td>Siuslaw, OR</td> </tr> <tr> <td>Coos Bay, OR</td> <td>Lakeside, OR</td> <td>Swishhome, OR</td> </tr> <tr> <td>Coquille, OR</td> <td>Mapleton, OR</td> <td>Tide, OR</td> </tr> <tr> <td>Cordes, OR</td> <td>McCormac, OR</td> <td>Vaughn, OR</td> </tr> <tr> <td>Cushman, OR</td> <td>North Bend, OR</td> <td>Veneta, OR</td> </tr> <tr> <td>Finn, OR</td> <td>Noti, OR</td> <td>Wendson, OR</td> </tr> <tr> <td>Gardiner Jct, OR</td> <td></td> <td></td> </tr> </table>	Beck, OR	Hauser, OR	Reedsport, OR	Canary, OR	Hayden, OR	Richardson, OR	Chrome, OR	Kroll, OR	Siuslaw, OR	Coos Bay, OR	Lakeside, OR	Swishhome, OR	Coquille, OR	Mapleton, OR	Tide, OR	Cordes, OR	McCormac, OR	Vaughn, OR	Cushman, OR	North Bend, OR	Veneta, OR	Finn, OR	Noti, OR	Wendson, OR	Gardiner Jct, OR		
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<p>ITEM 4</p> <p align="center">HANDLING EXPLOSIVES AND DANGEROUS ARTICLES</p> <p>For rules and regulations governing the transportation of explosives and other dangerous articles of freight, and specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles see Bureau of Explosives Tariff BOE - 6000 series.</p>	<p>ITEM 15</p> <p align="center">HOLIDAYS</p> <p>Whenever reference is made to "holidays", it shall mean only the days listed below:</p> <ol style="list-style-type: none"> 1. New Year's Day - January 1 (See Note) 2. Martin Luther King, Jr.'s Birthday - Third Monday of January 3. President's Day - Third Monday of February 4. Memorial Day - Last Monday of May 5. Independence Day - July 4 (See Note) 6. Labor Day - First Monday of September 7. Veterans Day - November 11 (See Note) 8. Thanksgiving Day - Fourth Thursday of November 9. Friday after Thanksgiving - Fourth Friday of November 10. Christmas Eve - December 24 11. Christmas Day - December 25 (See Note 1) <p>NOTE: When this date occurs on a Sunday, the following Monday will be observed as the holiday.</p>																											
<p>ITEM 5</p> <p align="center">CAPACITIES AND DIMENSIONS OF CARS</p> <p>For marked weight and cubic capacities and dimensions of cars see the Official Railway Equipment Register.</p>																												
<p>For explanation of terms, abbreviations and reference marks not shown herein , see last page of tariff.</p>																												

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<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</p>
<p>ITEM 20</p> <p align="center">GLOSSARY OF TERMS</p> <p>ACTUAL PLACEMENT – When car is delivered to location where car can be loaded or unloaded or placed at to location at the direction of consignee or consignor.</p> <p>CARS HELD – When cars are stopped en-route or at point of delivery because of any condition attributable to consignor or consignee.</p> <p>CONSIGNEE – The party to whom the shipment is consigned to or the party entitled to receive the shipment.</p> <p>CONSIGNOR – The party in whose name cars are ordered for loading, or the party who furnishes forwarding instructions.</p> <p>CONSTRUCTIVE PLACEMENT – Placement at other than destination track when a car cannot be actually placed due to any condition attributable to consignor or consignee.</p> <p>DEMURRAGE DAY – A twenty four period commencing the first 0001 hours after tender.</p> <p>INTRA-PLANT SWITCHING – A switching movement from one track to another track within the same plant or industry, or from one location to another location on the same track within the same plant or industry.</p> <p>INTRA-TERMINAL SWITCHING – A switching movement (other than intra-plant) from one track to another track of the same railroad, or between the track(s) of an industry and the track of the railroad or between the tracks of two separate industries served by the same railroad.</p> <p>INTER-TERMINAL SWITCHING – A switching movement between one railroad and another railroad when such movement is within the switching limits of the same station or switching district. Any switching charges from any connecting roads will be in addition to those of the Carrier.</p> <p>LEASE TRACK – Any trackage assigned to a user through written agreement.</p> <p>LOADING – The complete or partial loading of a car in conformity with AAR loading and clearance rules and furnishing of forwarding instructions to Railroad.</p> <p>PRIVATE CAR – Any car not bearing railroad reporting marks and not controlled by a railroad.</p> <p>PRIVATE TRACK – Any track not owned or leased by Railroad.</p> <p>RAILROAD – CBR or any other carrier.</p> <p>RAILROAD CONTROLLED CAR – Any car bearing railroad reporting marks assigned for use by Railroad as it sees fit.</p> <p align="center">(Continued in next column)</p>	<p>ITEM 20 (Cont'd)</p> <p align="center">GLOSSARY OF TERMS</p> <p>RELOAD – Process that occurs when a shipment must be transferred from one rail car to another.</p> <p>TIME – Local time.</p> <p>TRANSLOAD – Process that occurs when a shipment must be transferred from one mode of transferred from one mode of transportation to another (i.e. from a truck to rail car).</p> <p>UNLOADING – The complete unloading and advise received from consignee that the car is empty, suitable for reloading, and available to Railroad.</p> <hr/> <p>ITEM 25</p> <p align="center">CREDIT TERMS</p> <p>Customers granted credit by Railroad shall pay applicable charges to Railroad upon invoice thereof. Invoices are due and payable fifteen (15) days following the date of the invoice. In the event that invoice has not been paid in full by customer within (15) days after such payment is due and payable, a finance charge of one and one half percent (1 ½%) per month (eighteen percent 18%) per annum shall be assessed on the outstanding balance owed including previous finance charges. Payments shall first be applied to finance charges and then to the outstanding balance.</p> <hr/> <p>ITEM 30</p> <p align="center">LOADED CARS RELEASED WITHOUT BILLING</p> <p>Loaded cars released from customer without proper billing (Bill of Lading/Waybill) are subject to “no bill” charges of \$350.00 per car for each consecutive twenty four (24) hour period or part thereof after car is released without billing until such information is provided to satisfaction of Railroad.</p> <hr/> <p>ITEM 35</p> <p align="center">SWITCH MAINTENANCE FEE</p> <p>All industry tracks, owned or leased, accessed by any main track switch are subject to annual switch maintenance fees assessed based on actual car loadings at each track for previous twelve-month period January through December. Assessments will be made each January for the previous year and incurred charges will be invoiced at that time.</p> <p>Charges are assessed as follows:</p> <p>0-149 cars annually..... \$2500.00</p> <p>150 or more cars annually.....no charge</p>
<p>For explanation of terms, abbreviations and reference marks not shown herein , see last page of tariff.</p>	

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SECTION 1 MISCELLANEOUS RULES AND CHARGES	SECTION 1 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 100</p> <p align="center">EMPTY CARS ORDERED NOT LOADED</p> <p>When empty car ordered by customer is canceled and car is in route, or car has been placed at Industry or constructively placed outside of industry for any reason and car is refused or released by customer without loading and/or used in subsequent freight service by that Industry, each car will be subject to \$400.00 "Cars Ordered Not Loaded" charge. In addition, cars placed or constructively placed are subject to Item 220 "Cars Held for Loading or Unloading".</p> <p>EXCEPTION: When car is rejected by customer as unfit for loading, charges will not apply.</p>	<p>ITEM 104</p> <p align="center">HAZARDOUS MATERIALS</p> <p>Shipments of Hazardous Materials will not be accepted in interchange unless prior arrangements have been made with the CBR (See Note).</p> <p>Note: On shipment of any hazardous material accepted by the CBR, shipper shall indemnify the CBR and hold the CBR harmless for any and all loss, liability or cost whatsoever that the CBR may incur or be held responsible for, to the extent that such liability is due to, or arises from:</p> <ul style="list-style-type: none"> (a) defects in or failure of shipper's cars and equipment, (b) a failure of shipper or shipper's agent to conduct proper or appropriate pre-shipment inspection of the cars as described in 49 CFR Sec. 173.31 (d) or (c) misidentification of commodity shipped. <p>The foregoing indemnification shall not apply to any loss or liability caused by or due to the CBR's failure to conduct pre-departure inspections as described in 49 CFR Sec. 174.9 or failure to follow AAR interchange rules, or any other liability resulting from the CBR's negligence.</p> <p>The above provisions apply to shipments of Classes A, B or C explosives, as named in Section 172.101 Hazardous Materials Table of Tariff BOE 6000-Series, and hazardous materials, substances or wastes requiring the use of a 4-digit identification number on shipping papers, placards or panels, as named in Section 172.101 Hazardous Materials Table of Tariff BOE 6000-Series, while held on CBR premises.</p>
<p>ITEM 102</p> <p align="center">LIABILITY AND INDEMNIFICATION</p> <p>49 U.S.C. Section 11706 provides for full-value liability and other liability terms for the rail carrier and the Customer. In order for a shipment handled by this railroad to be subject to the terms of 49 U.S.C. Section 11706, the Customer must comply with all of the following provisions:</p> <ol style="list-style-type: none"> 1. On shipments that the Customer chooses Carmack Liability protection, Customer must contact the CBR no less than 72 hours prior to movement for Charges to apply. 2. If Customer does not elect Carmack Liability protection, CBR will assume liability for freight claims subject to the following limitations: <ul style="list-style-type: none"> (a) The Minimum Claim for loss or damage to freight is \$250.00. (b) CBR's Maximum liability for loss or damage to freight is \$25,000.00. (c) Individual pricing documents may contain different limits of liability which take precedents over the provisions set forth herein. 3. Customer agrees to defend, indemnify and hold harmless the CBR from any loss, damage, personal injuries or death resulting from Customer's negligence, improper loading; or, defects in or failure of railcars and equipment. 4. Acceptance of a shipment by the CBR for transportation shall not be considered as a waiver of Customer's liability. 5. The CBR shall not be liable for any loss, damage or injury caused by an act of God, the public enemy, act of the Customer, a public authority, or inherent vice or nature of the goods. CBR shall not be liable for any loss, damage or injury due to Customer's negligence, improper loading or defective equipment. 	
<p>For explanation of terms, abbreviations and reference marks not shown herein , see last page of tariff.</p>	

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SECTION 1 MISCELLANEOUS RULES AND CHARGES	SECTION 1 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 106</p> <p align="center">CARS OF EXCESSIVE DIMENSION OR WEIGHT</p> <p>Cars requiring clearance desk approval to move on Railroad will only be handled in Special Train Service subject to charges in Item 400 "Special Train Service" unless otherwise agreed upon prior to shipment.</p> <p>Cars requiring clearance desk approval exceed one or more of the following:</p> <p>286,000 pounds gross weight on rail 10'6" wide 15'10" above top of rail Overhangs one or both ends of railcar</p>	<p>ITEM 125</p> <p align="center">CHARGES FOR EMPTY/LOADED CARS RELEASED, NOT AVAILABLE TO PULL</p> <p>Subject to an additional charge of \$350.00 per car.</p>
<p>ITEM 108</p> <p align="center">CARS OF EXCEPTIONAL DIMENSION OR WEIGHT</p> <p>Traffic of exceptional dimension which can only be handled subject to restrictions when accompanied by contractors or representatives of the Signal, Track or Bridge & Building departments to remove and replace switch stands, signals or other objects, reinforcing of bridges or tracks or any additional work required to move car not required of handling regular and normal traffic will be subject to additional charges over and above freight charges based on actual costs incurred by Railroad plus fifteen percent (15%).</p>	<p>ITEM 130</p> <p align="center">CHARGES FOR EMPTY/LOADED CARS ORDERED IN, UNABLE TO PLACE</p> <p>Subject to an additional charge of \$350.00 per car.</p>
<p>ITEM 110</p> <p align="center">CARS WITH LADING OF EXCEPTIONAL VALUE</p> <p>Cars with a lading valued in excess of one million dollars (\$1,000,000) shall only move in Special Train Service subject to Item 400 "Special Train Service". In addition to all other applicable freight and assessorial charges a handling fee of one percent (1%) of the declared lading value will be assessed and payable by the payer of freight prior to car being accepted by Railroad.</p>	<p>ITEM 135</p> <p align="center">CHERRY PICKING CARS</p> <p>Subject to an additional charge of \$150.00 per car.</p>
<p>ITEM 115</p> <p align="center">CHARGES FOR SPECIAL TYPE HEAVY CAPACITY FLATCARS</p> <p>Heavy duty flatcars with a mechanical designation of "FD" "FM" or "FW" are subject to an additional charge of \$3,000.00 per car whenever such car is moved loaded within or between stations named in this tariff. In addition to all other freight and applicable assessorial charges, Payer of freight is subject to actual car hire costs incurred by Railroad for entire time car is in the account of Railroad for car hire settlement purposes.</p>	<p>ITEM 140</p> <p align="center">SETBACK/ERROR MOVES AND DIVERSION/RE-CONSIGNMENT</p> <p>Subject to an additional charge of \$350.00 per car.</p>
	<p>ITEM 145</p> <p align="center">OVERLOAD CARS</p> <p>Subject to an additional charge of \$700.00 per car, plus any/all other charges.</p>
	<p>ITEM 150</p> <p align="center">CLOSING DOORS (Subject to availability to perform service)</p> <p>Subject to an additional charge of \$300.00 per car.</p>
	<p>ITEM 160</p> <p align="center">TURNING OF CAR(S) ON UP AT EUGENE, OR (Subject to availability to perform service)</p> <p>Subject to an additional charge of \$250.00 per car, plus any/all UP Charges.</p>
<p>For explanation of terms, abbreviations and reference marks not shown herein , see last page of tariff.</p>	

SECTION 1 MISCELLANEOUS RULES AND CHARGES	
<p>ITEM 165</p> <p style="text-align: center;">STANDBY SERVICE</p> <p>When the CBR's locomotive and crew are held at the request of an industry or delayed by an industry within the confines of the industry or immediately adjacent thereto, the charge for such standby or delay shall be \$375.00 per hour or fraction thereof. Such charges shall be in addition to other published charges, if any, applicable to cars delayed or handled.</p>	<p>“This Column intentionally left blank.”</p>
<p>ITEM 170</p> <p style="text-align: center;">IDLER/BUFFER CARS</p> <p>Idler / Buffer cars will be subject to the same charges, rules, and regulations as are applied to loaded cars. (An idler / Buffer car is an empty car, on which no part of a load rests, that is used in transporting freight of unusual length or excessive weight for the safe transportation or protection of the lading).</p>	
<p>ITEM 175</p> <p style="text-align: center;">ARTICULATED CARS</p> <p>Each unit of articulated cars, loaded or empty, will be subject to all rules, regulations, and charges as applied to a single railcar.</p>	
<p>For explanation of terms, abbreviations and reference marks not shown herein , see last page of tariff.</p>	

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<p>SECTION 2-A DEMURRAGE RULES AND CHARGES</p>	<p>SECTION 2-A DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 200</p> <p align="center">GENERAL APPLICATION OF DEMURRAGE</p> <p>The rules and charges published herein apply at all points on the CBR on international, interstate and intrastate traffic. The charges apply on Railroad owned, leased or controlled equipment only.</p>	<p>ITEM 220</p> <p align="center">DEMURRAGE CHARGES</p> <p>Cars held for loading or unloading, upon expiration of free time, will be subject to a demurrage charge of \$50.00 per car per day, or fraction thereof, until car is released.</p> <p>When it becomes necessary for operations to place cars at industry regardless of constructive placement date, e.g. due to bunching congestion, storage track space, customer request, CBR will assess the aforementioned demurrage charge of \$50.00 per car per day, or fraction thereof (See Exception):</p> <p>Note 1: All days are subject to charges upon expiration of free time.</p> <p>Note 2: Reference herein to "charges per day" will also apply to any fraction thereof.</p> <p>Note 3: Demurrage charges will be billed to industry ordering car for placement, loaded or empty, regardless of consignee or consignor.</p> <p>Exception: Railcars containing Dangerous Goods, Hazardous Materials or Hazardous Materials Residue (Excluding TIH/PIH):</p> <p align="center">(Zero) 0 days free - \$250.00 per car per day.</p>
<p>ITEM 205</p> <p align="center">DEMURRAGE LIABILITY</p> <p>Any person or entity receiving rail cars from this railroad for loading or unloading who detains the cars beyond the period of free time set forth herein will be held liable for any applicable demurrage if this railroad has provided that person or entity with actual notice of the demurrage rules and charges contained herein providing for such liability prior to the placement of rail cars. The notice shall be in written or electronic form.</p>	<p>SECTION 2-B EXTENDED USE OF RAILWAY TRACK ASSETS</p>
<p>ITEM 210</p> <p align="center">NOTIFICATION</p> <p>Notification between CBR and Industry of arrival or release of cars shall be:</p> <p align="center">In writing by fax. Via electronic mail.</p> <p>Release of loaded cars by industry to CBR must be made by fax, electronic mail/EDI including Bill of Lading (waybill) entry or receipt by CORP /PNWR /UP. Loaded cars released without Waybill will be subject to Item 30 of this tariff.</p>	<p>ITEM 230</p> <p align="center">EXTENDED USE OF RAILWAY TRACK ASSETS</p> <p>1. Private railcars, loaded or empty, except as provide for in (2) below:</p> <p align="center">One (1) day free then \$45.00 per car per day, or fraction thereof.</p> <p align="center">Two (2) days free then \$45.00 per car per day, or fraction thereof.</p> <p>2. Private railcars containing Dangerous Goods, Hazardous Materials or Hazardous Materials residue (Excluding TIH/PIH):</p> <p align="center">Zero (0) days free - \$250.00 per car per day, or fraction thereof.</p>
<p>ITEM 215</p> <p align="center">FREE TIME</p> <p>Free time for each car shall be:</p> <p align="center">LOADING – TWENTY-FOUR (24) HOURS UNLOADING - FORTY-EIGHT (48) HOURS</p> <p>Note 1: Free time begins first 0001 following actual placement or constructive placement.</p> <p>Note 2: If free time encompasses Saturday or Sunday, or both Saturday and Sunday an additional Twenty-four (24) hours free time will be granted.</p> <p>Note 3: Applicable charges will accrue on all Saturdays, Sundays and Holidays following the day the first charges begin to accrue.</p>	
<p>For explanation of terms, abbreviations and reference marks not shown herein , see last page of tariff.</p>	

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SECTION 3 SWITCHING	SECTION 4 SPECIAL TRAIN SERVICE
<p>ITEM 300</p> <p align="center">SPECIAL SWITCHING SERVICE CONDITIONS INTRA-PLANT, INTRA-TERMINAL, AND SPECIAL TRAIN SERVICE</p> <p>The Railroad will, at its discretion, provide special train and switching service subject to the conditions contained herein.</p> <p>Requests for special train or switching service must be made in writing 5 (five) working days in advance of requested service time.</p> <p>Cancellations of service requests less than Seventy (72) hours prior to requested service time shall be subject to minimum charge for "Special Train Service" in Item 400 of this tariff.</p> <p>Service is subject to availability of engine and train crew. Railroad will make reasonable effort to accommodate all requests.</p> <p>Special train charges include use of locomotive and train crew and do not include freight or car rental charges.</p> <p>Freight and car rental charges will be billed to customer by agreement made prior to initiation of special train service in addition to special train service charges.</p>	<p>ITEM 400</p> <p align="center">SPECIAL TRAIN SERVICE EXTRAORDINARY TO REGULAR TRAIN SERVICE</p> <p>The act of providing one locomotive and train crew consisting of engineer and conductor, made available to provide service to customer at the direction of that customer will be subject to a non-refundable charge of half the \$3,000.00 fee for first eight hours of service provided.</p> <p>Each additional hour or part thereof, until locomotive and train crew are returned to their initial terminal will be charged at \$350.00 per hour.</p> <p>Each additional crew members necessary to complete job will be charged at \$50.00 per hour.</p> <p>Additional locomotives needed to adequately power train based on tonnage ratings per unit for any given line segment will be charged at \$750.00 per day or part thereof .</p>
<p>ITEM 310</p> <p align="center">INTRA-PLANT SWITCH FEE</p> <p>The act of switching cars after initial placement for loading, unloading, repairs, storage or constructive placement will be subject to a charge of \$225.00 per railcar.</p>	<p>ITEM 410</p> <p align="center">SPECIAL TRAIN SERVICE EXTRAORDINARY TO REGULAR TRAIN SERVICE FOR EXCLUSIVE USE OF FILM INDUSTRY</p> <p>Provisions herein apply on service requested by customers for the purpose of furnishing locomotive(s) and crew to perform special train movements for the purpose of making a movie, commercial, documentary or other special services.</p> <p>Charges will be assessed at a rate to be determined under separate contract for railroad services.</p>
<p>ITEM 320</p> <p align="center">INTRA-TERMINAL SWITCH FEE</p> <p>The act of switching cars after initial placement for loading, unloading, repairs, storage or constructive placement will be subject to a charge of \$450.00 per railcar.</p>	
<p>ITEM 330</p> <p align="center">INTER-TERMINAL SWITCH FEE</p> <p>The act of switching cars between one railroad and another railroad when such movement is within the switching limits of the same station or switching district. Any switching charges from connecting roads will be in addition to those of the Carrier will be subject to a charge of \$450.00. per railcar.</p>	
<p>For explanation of terms, abbreviations and reference marks not shown herein , see last page of tariff.</p>	

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SECTION 5 STORAGE	SECTION 5 STORAGE
<p>ITEM 500</p> <p align="center">CONDITIONS OF STORAGE OF PRIVATE CARS ON RAILROAD TRACK</p> <p>Storage of private railcars on Railroad track will be offered at the Railroad's sole discretion. Railroad reserves right to refuse private railcar storage on Railroad track at any time without notice if deemed in the best interest of Railroad.</p>	<p>ITEM 540</p> <p align="center">LONG TERM STORAGE OF EMPTY OR LOADED PRIVATE CARS ON RAILROAD TRACK OVER 30 DAYS (NON-HAZARDOUS)</p> <p>Storage of Private cars, empty or loaded, on Railroad track beyond 30 days will be covered under separate agreement with this railroad.</p>
<p>ITEM 510</p> <p align="center">STORAGE OF EMPTY PRIVATE CARS ON RAILROAD TRACK (NON-HAZARDOUS)</p> <p>Empty private cars stored on Railroad track because industry cannot accommodate, or stored at the request of industry or entity controlling equipment, will be subject to the following charges per car per day or part thereof, plus any/all switching charges:</p> <p>Days 1-5.....\$25.00 Days 6-10.....\$35.00 Days 11 or more.....\$50.00</p>	
<p>ITEM 520</p> <p align="center">STORAGE OF LOADED PRIVATE CARS ON RAILROAD TRACK (NON-HAZARDOUS)</p> <p>Loaded private cars stored on Railroad track because industry cannot accommodate, or stored at the request of industry or entity controlling equipment, will be charged \$100.00 per car per day or part thereof.</p>	
<p>ITEM 530</p> <p align="center">STORAGE OF EMPTY OR LOADED PRIVATE CARS ON RAILROAD TRACK (HAZARDOUS MATERIALS STCC 49)</p> <p>Storage of empty or loaded private cars on Railroad track is not permitted. If industry cannot store all hazardous materials cars inside the boundaries of its facility, a track lease agreement in accordance with DOT regulations is required to accommodate storage of said cars on Railroad track.</p> <p>Industries not in compliance with DOT regulations will be subject to immediate Embargo by this Railroad.</p>	
<p>For explanation of terms, abbreviations and reference marks not shown herein , see last page of tariff.</p>	

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**SECTION 6
LOCAL RATES**

ITEM 600

COMMODITY: Freight, all kinds (STCC 46 111 10)

(Rates in dollars and cents per car)
(See Exception and Note below)

BETWEEN AND	GROUP "A"	GROUP "B"	GROUP "C"	GROUP "D"	ROUTE
GROUP "A"	575.00	850.00	925.00	1150.00	1
GROUP "B"	850.00	575.00	850.00	925.00	1
GROUP "C"	925.00	850.00	575.00	850.00	1
GROUP "D"	1150.00	925.00	850.00	575.00	1

Note: Not applicable for use in construction combination rates.

Exception: On movements between the same station, for example: Between Vaughn, OR and Vaughn, OR, maximum rate is \$450.00 per car.

Explanation of Route:

1. CBR direct

Explanation of Groups:

GROUP "A"	GROUP "B"	GROUP "C"	GROUP "D"
Finn, OR	Tide, OR	Gardiner Jct, OR	North Bend, OR
Veneta, OR	Mapleton, OR	Reedsport, OR	Coos Bay, OR
Noti, OR	Beck, OR	Lakeside, OR	McCormac, OR
Vaughn, OR	Wendson, OR	Hauser, OR	Coquille, OR
Richardson, OR	Cushman, OR	Cordes, OR	
Swisshome, OR	Canary, OR		

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EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS	
ABBREVIATIONS	EXPLANATION
CBR CORP BOE DOT OPSL PNWR STCC UP	Coos Bay Rail Line Central Oregon & Pacific Railroad Bureau of Explosives Department of Transportation Official Railroad Station List Portland & Western Railroad Standard Transportation Commodity Code Union Pacific Railroad
REFERENCE MARK	EXPLANATION
[A] [C] [I] [R]	Addition/New Change which results in neither an increase or decrease in charges Increase Reduction/Decrease
(Underscored portion denotes change/addition.)	