

SOUTHWESTERN RAILROAD, INC.



FREIGHT TARIFF 2017

CANCELS FREIGHT TARIFF 2014 & ALL SUPPLEMENTS PREVIOUSLY ISSUED

**NAMING
GENERAL SWITCHING, DEMURRAGE, STORAGE, LOCAL RATES,
AND MISCELLANEOUS
RULES AND CHARGES**

**APPLYING FROM, TO, BETWEEN, AND AT POINTS ON
SOUTHWESTERN RAILROAD, INC.**

APPLICABLE ON INTERSTATE AND INTRASTATE TRAFFIC

ISSUED: JANUARY 17, 2017

EFFECTIVE: JANUARY 17, 2017

ISSUED BY:

**General Manager
Southwestern Railroad, Inc.
P.O. Box 1876
Ogden, UT 84402-1876**

TABLE OF CONTENTS

SECTION 1 - RULES

- Item 10 – Requesting Copies of SWRR Tariff 2017**
- Item 15 – Reference to Tariffs, Items, Notes, and Rules**
- Item 20 – Cancellation Notice**
- Item 30 – Method of Canceling Items**
- Item 40 – Station Lists and Conditions**
- Item 45 – Capacities and Dimensions of Cars**
- Item 50 – Late Payment**
- Item 60 – Timely Payment of Charges and Security Deposit**
- Item 70 - Congestion Resulting From Rail Customer May Result in an Embargo**
- Item 80 – Method for Submission of Forwarding Instructions, to Release Empty Railcars, and Date and Time of Notification**
- Item 90 - Surcharges**
- Item 100 – Index of Terms**

SECTION 2 - SWITCHING

- Item 200 – Loaded Cars from Customer without Billing**
- Item 205 – Empty Cars Ordered but Not Loaded**
- Item 210 – Intra-Plant Switching**
- Item 220 – Overloaded Cars**
- Item 230 – Diversion or Re-consignment**
- Item 235 – Setback Charges**
- Item 240 – Rates for Local Movements on the SWRR**
- Item 245 – Blocking of Cars**
- Item 250 – Storage of Private Cars on Railroad Track**
- Item 255 – Holding of Cars for Assembly of Unit Trains**
- Item 260 – Damage to Railroad-Owned or Controlled Track**
- Item 265 – Unit Trains Held for Loading and Unloading Calculation**
- Item 270 – Other Unit Train Hourly Rate**
- Item 275 – Activities Other than Standard Unit Train Operations**
- Item 280 – Special Freight Train Service**
- Item 285 – Inspection Activities Other than Standard Train Operations**

TABLE OF CONTENTS

SECTION 3 - DEMURRAGE

Item 300 – General Application

Item 310 – Chargeable Days

Item 320 – Cars Subject to Demurrage Rules and Charges

Item 330 – Free Time

Item 340 – Demurrage Charges

**Item 350 – Demurrage Charges for Commodities Designated as Toxic Inhalation Hazard (TIH) –
Constructively Placed**

Item 360 – Demurrage Charges for cars to be loaded with Copper Concentrate STCC 4966325

SECTION 4 – LIST OF STATIONS

SECTION 1 - RULES

Item 10 – Requesting Copies of SWRR Tariff 2017

You may obtain a copy of this tariff from SWRR by mail provided you furnish to the address below a formal written request for a printed copy. This formal request is required on an annual basis in accordance with Surface Transportation Board's policy decision under Ex Parte 528, Disclosure, Publication, and Notice of Change of Rates and Other Service Terms for Rail Common Carriage.

All requests for printed copies of this tariff should be directed to:

General Manager
Southwestern Railroad, Inc.
P.O. Box 1876
Ogden, UT 84402-1876

Item 15 – Reference to Tariffs, Items, Notes, and 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 such items, notes, and rules.

Item 20 – Cancellation Notice

SWRR 2017 cancels any previous tariff of the Southwestern Railroad in its entirety. Provisions in any previous tariffs of the Southwestern Railroad that are not specifically brought forward in SWRR 2017 are hereby canceled.

Item 30 – Method of Canceling Items

As this tariff is supplemented, numbered items with letter suffixes will be used in alphabetical sequence starting with letter A. For example: Item 10A would cancel Item 10, and then Item 10B would cancel Item 10A in any prior supplement, which in turn would cancel Item 10.

Item 40 – Station Lists and Conditions

This tariff is governed by the Official Railroad Station List, OPSL 6000-series, Railinc, Agent, to the extent shown below:

PREPAY REQUIREMENTS AND STATION CONDITIONS

For additions and abandonments of stations, restrictions as to acceptance or 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.

Item 45 – Capacities and Dimensions of Cars

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.

SECTION 1 – RULES

Item 50 – Late Payment

Customer shall pay all applicable charges to SWRR upon invoice therefore. Invoices are due and payable thirty (30) days following the date of the invoice. In the event payment has not been received as described, a late payment charge of two percent (2%) per month shall be assessed on the outstanding balance owed. Payments shall be applied first to late payment charges, and then to the outstanding balance.

Item 60 – Timely Payment of Charges and Security Deposit

SWRR has the right to demand that a rail customer responsible for the payment of any applicable charges, which has a history of delinquency or non-payment of such charges, not in bona fide dispute, provide assurance for the timely payment of such charges. Such “assurance” will be required in form of a deposit with SWRR of cash, letter of credit, surety bond, or other suitable guarantee in the amount equal to the average monthly bill(s) to the customer over the past six (6) months. SWRR will determine the suitability of the security tendered. All instruments on deposit are hereinafter referred to as “security”.

If a bill incurred by a customer subject to the aforementioned security deposit requirement, not in bona fide dispute, is not paid when due, immediately thereafter, SWRR will satisfy the bill by drawing against the security. Because deposits are established due to delinquencies or non-payment of charges, no interest will be paid by SWRR on any security deposited with it. It is within the discretion of SWRR to determine when issues of delinquency have been resolved and when the rail customer is no longer required to maintain a security deposit. Should rail service to the customer no longer be required the security deposit will be released and returned upon satisfaction of all outstanding bills.

Item 70 - Congestion Resulting From Rail Customer May Result in an Embargo

If a rail customer’s excessive retention of railcars (whether or not related to the customer’s security deposit experience) results in operational congestion as determined by SWRR of the customer’s and/or SWRR’s rail tracks, SWRR may impose an embargo against the customer’s receipt of further railcars until the congestion is eliminated.

Item 80 – Method for Submission of Forwarding Instructions, to Release Empty Railcars, and Date and time Record on Notification

SWRR will accept forwarding instructions through one of three methods at no charge: i) ShipperConnect; ii) a Class I website; or iii) by making arrangements directly with third party logistics services providers to submit forwarding instructions on their behalf via a Class I website or via EDI. For customers on the **Whitewater Subdivision**, SWRR will accept forwarding instructions via fax (1-575-546-0492) or via email (customersupportw@southwesternrr.com) subject to a \$35 charge per faxed or emailed bill of lading. This charge will be assessed to the customer of record with SWRR. SWRR reserves the right to reject as an unreasonable request for service, any fax or email forwarding instructions that are illegible, whether due to poor transmission quality, poor or illegible handwriting, or otherwise. SWRR will not accept delivery of forwarding instructions by U.S. Mail, express service, personal delivery, telephone, or otherwise.

When electronic or mechanical devices are used to furnish forwarding instructions and/or empty release information to SWRR, the recorded date and time at which the instructions or information are received by SWRR will govern.

SECTION 1 – RULES

Item 90 – Surcharges

A surcharge payment of \$163.61 per car shall be payable by the shipper on outbound shipments of Concentrate (STCC 4966325) originating on the SWRR. Surcharge payments shall be to the customer of record with SWRR.

Item 100 – Index of Terms

For the purposes of applying the provisions of this tariff, the following terms are defined and will govern:

ACTUAL PLACEMENT: When a car is placed in an accessible position for loading or unloading, or at a point designated by the consignor or consignee or party loading or unloading the car.

CAR DELIVERY: Delivery of car(s) to a consignor, consignee, or person responsible for loading or unloading shall be at SWRR's ordinary operating convenience. Ordinary operating convenience is defined as the time that is most advantageous to SWRR in relation to its coordinated, efficient, and effective switching activities.

CHARGEABLE DAY: A twenty-four (24) hour period, or fraction thereof that follows the expiration of Free Time.

CONSIGNEE: The party designated on the bill of lading as the entity legally entitled to receive delivery of the car from the carrier.

CONSIGNOR: The party designated on the bill of lading as the entity which has caused the car to be consigned into transportation.

CONSTRUCTIVE PLACEMENT: When a car cannot be actually placed or delivered because of any condition attributable to the consignee, consignor, loader or unloader, such car will be held on SWRR tracks and notice will be sent or given to the party entitled to receive notification that the car is held awaiting disposition instructions. Such cars which have been placed by SWRR on private or other than public delivery tracks, including lead tracks serving the loader or unloader, will be considered constructively placed without notice.

CREDIT: See description of term for Free Time.

DEMURRAGE: A charge made on freight cars held by or for consignor, loader, consignee, or unloader for loading or unloading, prior to the issuance of forwarding instructions or any other purpose.

DEMURRAGE DAY: A twenty-four (24) hour period, or fraction thereof, may also be referred to as a "Debit".

DISPOSITION: Information, including forwarding instructions and/or release, which allows the railroad to either tender or release the car.

DIVERSION: A change in name of consignee or consignor, a change in the destination, a change in the route at the request of the consignor, consignee, or owner, or any other instructions given by consignee, consignor, or owner altering delivery and requiring an addition to or change in billing and additional movement of a car, or both.

EMPTY CARS ORDERED AND NOT USED: Empty cars ordered, placed, or constructively placed for loading and subsequently released without being used in transportation service.

FREE TIME: A period of time following actual or constructive placement during which demurrage is not chargeable. May also be referred to as a "Credit".

SECTION 1 – RULES

Item 100 – Index of Terms (continued)

HAZARDOUS MATERIALS: Hazardous materials, substances, or waste as described in HAZARDOUS MATERIALS REGULATIONS of the U.S. Department of Transportation in 49 C.F.R. 171.8 or successor thereof.

INDUSTRIAL INTERCHANGE TRACK: Designated delivery or receipt track or tracks for the exchange of cars between the railroad and industry performing their own switching including industrial switching line acting as agent for industry.

LEASED TRACK: A track assigned to a user through a written lease agreement and is considered the same as a private track for demurrage purposes.

LOADER: Party physically loading the car.

LOADING: The complete or partial loading of a car by the party responsible to load in conformity with railroad loading and clearance rules, and the furnishing of forwarding instructions.

NON-CHARGEABLE DAY: All Sundays (see Note 1) and holidays. Holidays (see Note 2) shall include the following:

New Year's Day	January 1
Memorial Day	Last Monday of May
Independence Day	July 4
Labor Day	First Monday of September
Thanksgiving Day	Fourth Thursday of November
Day after Thanksgiving	Fourth Friday of November
Christmas Eve	December 24
Christmas Day	December 25

NOTE 1: Sundays will be chargeable days for Mechanical Refrigerator Cars.

NOTE 2: When these dates occur on a Sunday, the following Monday will be observed as the holiday.

OTHER THAN PUBLIC DELIVERY TRACK: Any trackage assigned for individual use, including privately owned or leased track.

PRIVATE CAR: A car which is not a railroad owned or controlled car.

PRIVATE TRACK: Any track which is not owned or leased by the railroad.

PUBLIC DELIVERY TRACK: Any track for use by the general public for loading and unloading (i.e. Team Track).

RAILROAD CONTROLLED CAR: A car owned or leased by a railroad.

SECTION 1 – RULES

Item 100 – Index of Terms (continued)

RAILROAD CONTROLLED TRACKS: Any track designated by SWRR not defined as a leased track or private track.

RECEIVING PARTY: The Receiving party of the railcar who is responsible for the demurrage.

RECONSIGNMENT: See the description of term Diversion.

STCC: Standard Transportation Commodity Code

STORAGE DAY: A twenty-four (24) hour period, or fraction thereof.

SWRR: Southwestern Railroad, Inc.

TEAM TRACK: Any track designated by SWRR for use by the general public for loading and unloading (i.e. Public Delivery Track).

TENDERED FOR DELIVERY: All cars made available to a customer that have been constructively placed or ordered for placement on the same day.

TIME: Local time applicable.

UNLOADER: Party physically unloading a car.

UNLOADED/UNLOADING: The complete or partial unloading of a car and advice the car is available for movement and the furnishing of forwarding instructions when required.

SECTION 2 – SWITCHING

Item 200 – Loaded Cars from Customer without Billing

Any loaded car released to SWRR without proper billing information submitted to SWRR within 24 hours of release to SWRR shall be charged \$250 per car and applicable demurrage charges defined in Item 340 until such information is provided to the satisfaction of SWRR.

Item 205 – Empty Cars Ordered but Not Loaded

Any empty car that is ordered for loading and has been placed on customer track, and the car is not loaded but returned to SWRR empty, shall be charged \$350.00 per car. The charge for this service shall be assessed and collected from the person, firm, or corporation ordering such cars.

Item 210 – Intra-Plant Switching

All loaded or empty cars switched for any purpose, except as provided in Note 1, from one part of one industry track to another part of the same track in the same plant or industry, or from one track to another track of the same plant or industry. A charge of \$315.00 per car will be made.

Note 1: If the switching of the loaded car requires handling the car beyond the confines of the plant or industry at which the car was initially placed, the charge will be the rate for local movements as defined in Item 240.

Note 2: If the switching of the empty car requires handling the car beyond the confines of the plant or industry at which the car was initially placed, the charge will be \$415.00 per car handled.

Item 220 – Overloaded Cars

Cars found to be overloaded will be subject to the following charges:

1. When an overloaded car is identified by SWRR scale, a charge of \$800.00 per car will be assessed to each overloaded car. The overloaded car will be set out at the nearest operationally convenient siding immediately upon being identified as overloaded.
2. Overloaded cars will be subject to demurrage charges as defined in Item 340.

Item 230 – Diversion or Re-consignment

When a change in name of consignee or consignor, a change in the destination, a change in the route at the request of the consignor, consignee, or owner, or any other instructions given by consignee, consignor, or owner altering delivery and requiring an addition to or change in billing and additional movement of a car, or both, the following charges will apply:

1. If a diversion or re-consignment order is received by SWRR prior to the arrival of a car at destination, the charge will be \$325.00 per car.
2. If a diversion or re-consignment order is received by SWRR within twenty-four (24) hours from the first 7:00 a.m. after arrival at destination, the charge will be \$400.00 per car.
3. If a diversion or re-consignment order is received by SWRR after expiration of twenty-four (24) hours from the first 7:00 a.m. after arrival at destination, the charge will be \$475.00 per car. Shipper must provide a bill of lading before the SWRR will move the car.

SECTION 2 - SWITCHING

Item 235 – Setback Charges

Cars (s) loaded or empty, received by SW in error, from a Connecting Railroad Carrier, that are not consigned to SW or its customers, will be treated as mishandled cars received in error and a “Setback Charge” will be assessed against and billed to the interchanging carrier as follows:

Setback Charge: \$400 per car.

Item 240 – Rates for Local Movements on the SWRR

A local movement on the SWRR is defined as the movement of a car from one location on the SWRR to another location on the SWRR. The per-car charges for such local movements shall be as follows:

Switching rate for local movements: \$425 per car.

Item 245 – Blocking

If SWRR is requested by the customer to block cars, SWRR shall perform such blocking at a charge of \$350 per car. Blocking instructions must be received by SWRR at least twenty-four (24) hours in advance.

Item 250 – Storage of Private Cars on Railroad Track

Loaded or empty private cars held on SWRR tracks will be stored pursuant to a written storage agreement between SWRR and the customer. The charge for such storage shall be assessed at a rate of \$60 per Storage Day, except empty private cars held on railroad tracks will be assessed \$40 per Storage Day.

Storage charges will apply from the first 7:00 a.m. after notice of availability and constructive placement of private cars on railroad tracks until actual placement on private tracks.

Hazardous cars cannot be stored on SWRR tracks.

Exception: When SWRR’s track is leased by the customer under a written lease agreement.

Item 255 – Holding of Cars for Assembly of Unit Trains

Any loaded car released to SWRR without proper billing information submitted to SWRR within 24 hours of release to SWRR, for the purposes of assembling a unit train for subsequent billing as a unit train, shall be charged \$250 per car. For purposes of this Item 255, the term “Unit Train” shall apply to a train consisting of at least twenty-five (25) cars moving from one origin to one destination.

Item 260 – Damage to Railroad Controlled Track

At any location where the customer uses its own locomotives, Trackmobile, or other equipment to move railcars on railroad controlled track, and if the movement of such cars by the customer, while such cars are in the custody and control of the customer, causes damage to railroad controlled track(s), the customer shall reimburse SWRR on a time and material basis for all repairs necessary to repair the damage and return the track(s) to service, plus a charge of 30% of the total cost of the repairs to reimburse SWRR for overhead and administrative costs. “Time and material” shall include charges for: i) labor; ii) materials; iii) equipment and vehicles; iv) fuel, oil, and other consumable materials; and v) the cost of contractors, if, in SWRR’s sole judgment; the use of a contractor is

SECTION 2 – SWITCHING

Item 260 – Damage to Railroad Controlled Track (continued)

necessary to repair the damage and return the track(s) to service. Said track(s) will be returned to service when all necessary repairs have been made, and SWRR’s Roadmaster has inspected the repairs.

Item 265 – Unit Trains Held for Loading and Unloading Calculation

A. Computation:

1. Demurrage will be computed from the time of constructive placement, and will remain on demurrage until train departs hold location. Industry time will be calculated from placement time (AP) until loading or unloading is complete, and the train is released for departure with proper billing in place (RI).
2. Free Time will be 24 hours and hourly rate for each train are listed below in Item 270, including trains constructively placed in route.
3. Constructive placement, industry time and hold for billing will be added together and rounded up to the nearest hour, from which free time will be subtracted.
4. All days are chargeable.

Item 270 – Other Unit Train Hourly Rate

Railcar Ownership	Hourly Rate
All privately owned	\$250
All or some Railroad owned or controlled	\$600

Item 275 – Activities Other than Standard Unit Train Operations

- A. Upon reasonable request by Shipper or Consignee, SWRR will remove locomotive power and release crew from Shipper/Consignee location. Shipper/Consignee shall pay a release of power charge of \$6,000 per occurrence plus any miscellaneous switching charges that may apply. The provisions of this item apply only when a designated unit train is to be stored for greater than 72 hours when notification is made prior to train arrival or more than 96 hours once the train has been placed. In the event that notification to SWRR is insufficient under the terms stated above, demurrage may be computable until SWRR removes locomotive power, and charges may apply as identified in Items 255, 265, and 270.
- B. Upon reasonable request by Shipper/Consignee, or as required by other items herein, SWRR will deliver a Unit Train to or pick-up a Unit Train from a maintenance facility, storage track, interchange point or other location on the route-of-movement. If release of locomotive power is required, Shipper/Consignee shall pay SWRR a release or pick-up power charge of \$6,000 per occurrence plus any miscellaneous switching charges assessed by another carrier or entity that may apply.
- C. If, in the context of item B above, SWRR is required to separate the loaded or empty train set into blocks of cars or singles, switch fees will apply per Item 245.
- D. If SWRR arrives at a maintenance facility, storage track, interchange or other location on the route-of-movement to drop-off or pick-up a Unit Train and the location of Unit Train is not available for any reason, an additional charge of \$6,000 per occurrence shall apply.

SECTION 2 – SWITCHING

Item 275 – Activities Other than Standard Unit Train Operations (continued)

- E. If release of locomotive power occurs, all rail-controlled cars on industry tracks and private cars on rail-controlled tracks will be assessed any applicable charges per Section 3 until power is restored, in addition to the \$6,000 removal of power fee. Under this Item, Free Time will be 24 Hours.
- F. The provisions of this Item are intended for the non-routine use by Shippers in response to extraordinary circumstances and may not be used to circumvent otherwise applicable charges that may apply, including charges resulting from the expiration of Loading or Unloading Free Time as identified in Items 255, 265, or 270 as applicable.

Item 280 – Special Freight Train Service

Special Freight Train Service is the movement of a train in other than normal freight train service at the specific request of the shipper or consignee, or as may be required due to other conditions outside normal train operations.

The charge for special freight train service will be \$3,750.00 per occurrence, and will be in addition to all other charges associated with the movement.

Charges to be calculated from the time the crew and locomotive report for special service until the return of crew and locomotive to starting point.

(This railroad reserves the right to restrict or modify any request for special freight train service.)

Item 285 – Inspection Activities Other than Standard Train Operations

Upon reasonable request by Shipper or Consignee, or if requested by BNSF for trains destined for interchange with BNSF, SW will perform a mechanical inspection of the train under *49 CFR 232.213 - Extended Haul Trains* at the origination point for such a train. Shipper/Consignee shall pay an Inspection charge of \$10 per Railcar plus any miscellaneous switching charges that may apply. The Inspection Charge will subject to a minimum charge of \$500 per Inspection occurrence.

SECTION 3 - DEMURRAGE

Item 300 – General Application

The demurrage rules and charges published in this Section 3 apply on international, interstate, and intrastate traffic on all points on the SWRR. For the purpose of applying the rules and charges, the terms as defined in Section 1 shall govern.

Item 310 – Chargeable Days

Chargeable days are defined as days that follow the expiration of free time as described in Item 330.

Item 320 – Cars Subject to Demurrage Rules and Charges

The receiving party of the railcar is responsible for the demurrage per STB EP 707, effective 7/15/2014. Railroad, railroad controlled, and private cars held for or by consignors or consignees for any purpose, or held by parties responsible for loading and/or unloading, are subject to demurrage rules and charges in this Section 3, subject to the exception below.

Exception: Demurrage rules and charges will not apply on empty or loaded private cars while held on private tracks.

Item 330 – Free Time

Free time will be allowed for each car as follows:

Cars held for unloading: FORTY-EIGHT (48) HOURS
Cars held for loading: FORTY-EIGHT (48) HOURS

Free time will be computed from the first 7:00 a.m. following actual or constructive placement. For the purpose of computing free time, Saturdays, Sundays, and holidays will be excluded, unless there has been at least one (1) chargeable day prior to the Saturday, Sunday, or holiday.

No free time will be allowed on Heavy Duty railcars, including QTTX, KRL, LNAC, and ALT marked railcars with load limits in excess of 200,000 lbs. and any commercial, rail-controlled railcar with a load limit in excess of 240,000 lbs. No free time will be allowed for cars held for any other purpose for which the consignor, consignee, or party of record is responsible for furnishing disposition to the SWRR

Item 340 – Demurrage Charges

On cars subject to demurrage charges, after the expiration of free time allowed (see Item 330), a charge of \$75.00 per day, or fraction thereof, will be assessed until the car is released (**subject to Exceptions 1, 2, 3 and 4 below**):

Exception 1: \$80.00 per day for the first five (5) days, and \$90.00 per day for each day thereafter on all mechanically refrigerated cars.

Exception 2: \$100.00 per day for the first five (5) days, and \$125.00 per day for each day thereafter on all hazardous materials, substances or waste as described in HAZARDOUS MATERIALS REGULATIONS of the U.S. Department of Transportation in 49 CFR 171.8 or successor thereof. Railcars containing commodities designated as toxic/poison inhalation hazard (TIH), inhalation hazard (anhydrous ammonia) and Division 1.1 and 1.2 Explosives, which are constructively placed on SWRR tracks, will be subject to charges in Item 350.

SECTION 3 - DEMURRAGE

Item 340 – Demurrage Charges (continued)

- Exception 3: \$250.00 per day on all QTTX, KRL, LNAC and APT marked railcars with load limits in excess of 200,000 lbs. and any commercial, rail-controlled railcar with a load limit in excess of 240,000 lbs. Excludes STCCs: 3511206, 3511207, 3511280, 3511209
- Exception 4: Railcars delivered for Copper Concentrate loading STCC 4966325 by UPRR will be subject to charges in Item 360.

Item 350 – Demurrage Charges for Commodities Designated as Toxic Inhalation Hazard (TIH) – Constructively Placed

Railcars containing commodities designated as toxic/poison inhalation hazard (TIH). Inhalation hazard (anhydrous ammonia), and Division 1.1. and 1.2 Explosives, which are constructively placed on SWRR tracks, will be subject to charges immediately, without any applicable free time. The following charges will apply until the car is released:

1. Immediately upon notification of constructive placement, the charge will be \$500.00 per car for the first twenty-four (24) hours or fraction thereof.
2. Charges will increase to \$1,000.00 per car for each day, or fraction thereof, for each day thereafter until the car is spotted to customer's track.
3. Upon actual placement, charges will be \$85.00 per car per day, or fraction thereof, for the first five (5) days and \$110.00 per car per day, or fraction thereof, for each day thereafter.

Item 360 – Demurrage Charges for cars to be loaded with Copper Concentrate STCC 4966325

Railcars received from UPRR destined for loading of copper concentrate STCC 4966325. Will be subject to charges as set forth below:

1. After the expiration of free time allowed (see below), a charge of \$45.00 per day, or fraction thereof, will be assessed until the car interchanges to UPRR.
2. Free time will be computed from the time a car is received in interchange from UPRR and continue until the expiry of 744 hours.
3. This item applies to all system cars with UPRR controlled marks plus FXE. All other system cars will be subject to the normal provisions in Item 300, 310, 320, 332, and 340.

SECTION 4 – LIST OF STATIONS

List of Stations on the Southwestern Railroad

Stations on the **Whitewater Subdivision:**

Rincon, NM	Black Mountain, NM
Hatch, NM	Spalding, NM
Hockett, NM	Whitewater, NM
Nutt, NM	Whitewater, NM
Mirage, NM	Hurley, NM
Deming, NM	Tyrone, NM
Peruhill, NM	Santa Rita, NM