

**FT IAMR 8000-A
(Cancels FT IAMR 8000)**

IOWA & MIDDLETOWN RAILWAY LLC

FREIGHT TARIFF IAMR 8000-A (Cancels Freight Tariff IAMR 8000)

**NAMING
MISCELLANEOUS RULES AND CHARGES,
SWITCHING,
AND STORAGE RULES AND CHARGES,
APPLYING
FROM, TO AND AT
STATIONS ON THE
IOWA & MIDDLETOWN 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: February 1, 2019

EFFECTIVE: March 1, 2019

ISSUED BY

**Eyal Shapira, President
Iowa & Middletown Railway LLC
One Gateway Center, Suite 501B
Newton, MA 02458**

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SECTION 1 MISCELLANEOUS RULES AND CHARGES	SECTION 1 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 100</p> <p align="center">HAZARDOUS MATERIALS</p> <p><u>With the exception of shipments of military equipment for the Department of Defense or American Ordnance LLC,</u> shipments of Hazardous Materials will not be accepted in interchange unless prior arrangements have been made with the IAMR (See Note).</p> <p>Note: On shipment of any hazardous material accepted by the IAMR, shipper shall indemnify the IAMR and hold the IAMR harmless for any and all loss, liability or cost whatsoever that the IAMR 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 IAMR'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 IAMR'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 IAMR premises.</p>	<p>ITEM 125</p> <p align="center">IMPROPER CARS FURNISHED FOR LOADING BY CONNECTING LINES</p> <p>When cars ordered by industries for loading are refused on account of not being in proper condition to load, a charge of \$400.00 per car will be assessed against the railroad furnishing the car.</p>
<p>ITEM 110</p> <p align="center">CARS INTERCHANGED IN ERROR</p> <p>A charge of \$500.00 per car will be assessed delivering carriers on all cars interchanged to the IAMR in error.</p>	<p>ITEM 130</p> <p align="center">LOADED CARS REFUSED</p> <p>Consignee will be assessed a charge of \$400.00 per car on cars refused or rejected. The charge will be in addition to any and all other applicable charges associated with the handling of the car.</p>
<p>ITEM 120</p> <p align="center">EMPTY CARS ORDERED BUT NOT LOADED</p> <p>On empty cars that are ordered for loading and order is canceled and car is in route, or the service of switching or placing of car has been performed and the car is not loaded but returned to this railroad empty, a charge of \$400.00 per car will be assessed and collected from the person, firm or corporation ordering such cars. (See Note, this item.)</p> <p>Note - Charge will not apply on cars unfit for loading, See Item 125, this tariff.)</p>	<p>ITEM 135</p> <p align="center">CARS HELD AWAITING BILLING OR FORWARDING INSTRUCTIONS</p> <p>A. It is IAMR's policy NOT to move cars without complete billing from the customer or shipper; however, when exceptions are made, and when on shipper's request a car is moved from industry or storage tracks and held on Railroad's tracks awaiting forwarding instructions, the party responsible for furnishing such forwarding instructions will be subject to a "Car Held for Billing" charge of \$150.00.</p> <p>B. The car will remain on continuous demurrage or storage in the account of the party in whose name the car was ordered until forwarding instructions are received.</p> <p>C. When a car is removed from industry or storage tracks on shipper's order and held awaiting billing instructions on railroads' tracks, and such car is ordered back to the original industry or team track, an intra-terminal switching charge (See Item 330) will be assessed for the movement of the car in each direction and the car will remain on continuous demurrage.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 1 MISCELLANEOUS RULES AND CHARGES	SECTION 1 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 140</p> <p align="center">“OVER-DIMENSION” SHIPMENTS</p> <p>Any shipment with one or more of the following characteristics may be considered “Over-Dimension”:</p> <ol style="list-style-type: none"> (1) Width exceeding 10 feet 8 inches. (2) Height exceeding 15 feet 10 inches (above top of rail). (3) Net weight exceeding 220,000 lbs. (or any shipment requiring non-articulated cars with more than four axles). (4) Overhangs the end(s) of a car or is bolstered on two or more cars. (5) Uses a car with truck centers of less than 28 feet or greater than 66 feet. (6) Locomotives, cranes, work equipment, passenger cars, track inspection cars, or similar types of rolling stock moving on their own wheels. (7) Must move in “Special Train Service” (See Item 160 of this tariff) due to its physical characteristics. 	<p>ITEM 155</p> <p align="center">ORDERING CARS FROM STORAGE TRACKS BY SPECIFIC NUMBER (“CHERRY PICKING”)</p> <p>When cars are held by railroad for a customer, either under a storage agreement or on demurrage, and customer requests a specific car for shipment or placement from storage (as opposed to ordering “any car” or “the next car in line”), then a charge of \$40.00 per car applies, unless otherwise noted in this tariff. Charge applies regardless of car ownership and whether the cars are stored or held on railroad tracks or on customer lease tracks.</p>
<p>ITEM 150</p> <p align="center">OVERLOADED CARS</p> <p>Cars found to be overloaded will be subject to the following additional charges, plus Special Freight Train charge:</p> <ol style="list-style-type: none"> (1) \$500.00 per car - When a car is discovered to be overloaded at loading point or within the confines of the industry. Charge to be assessed consignor. (2) \$500.00 per car - When a car is discovered to be overloaded beyond loading point or confines of the industry. Charge to be assessed consignor. <p>(It will be the responsibility of the consignor to adjust the lading at their own expense sufficient to eliminate the overload condition.)</p> <ol style="list-style-type: none"> (3) \$500.00 per car - When a car is received in interchange from connections and is found to be overloaded, such car will be returned to delivering carrier for adjustment to lading to eliminate the overload condition. Charge to be assessed delivering carrier. 	<p>ITEM 160</p> <p align="center">SPECIAL FREIGHT TRAIN SERVICE (Applies only during normal hours of operation - Monday through Friday, 6 am to 6 pm)</p> <p>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.</p> <p>The charge for special freight train service will be \$1,000.00, plus \$200.00 per hour (minimum 4 hours), per occurrence, and will be in addition to all other charges associated with the movement.</p> <p>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.</p> <p>All request for Special Freight Train Service must be approved by IAMR General Manager prior to move. The IAMR reserves the right to restrict or modify any request for special freight train service.</p>
	<p>ITEM 170</p> <p align="center">IDLER CAR</p> <p>When shipments require idler cars, a charge of \$250.00 will be assessed for each idler car.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<p align="center">SECTION 1 MISCELLANEOUS RULES AND CHARGES</p>	<p align="center">SECTION 2 CAR DEMURRAGE AND STORAGE RULES AND CHARGES</p>
<p>ITEM 175 [A]</p> <p align="center">TURNING OF CARS TO PERMIT LOADING OR UNLOADING, OR AT REQUEST OF CUSTOMER</p> <p>A. When it is necessary for a car to be placed on a delivery track for unloading from one particular side or end of the car, such car must be properly placarded on both sides and a notation must be made on the bill of lading and the waybill.</p> <p>B. If this rule is not followed, and the car requires turning for unloading from the opposite side or end, then the charge shown below will apply.</p> <p>C. If the bill of lading carries a notation that car has been placarded, and the placard has been destroyed or removed before placement, then charges will NOT apply.</p> <p>D. If customer requests that a car be turned for any reason other than accommodating loading or unloading (as described in A through C above), then the charge below will apply.</p> <p align="center">CHARGES</p> <p>If the car is turned at a wye track..... \$200 per car</p>	<p align="center">APPLICATION</p> <p>Except where provided to the contrary, Demurrage Rules and Charges contained herein apply to all railroad and privately-owned cars held for or by consignors and consignees for any purpose.</p>
	<p>ITEM 200</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>ITEM 210</p> <p align="center">HOLIDAYS</p> <p>Wherever reference is made to "holidays," it shall mean only the days listed below:</p> <p>New Year's Day - January 1 (See Note 1) Washington's Birthday - Third Monday of February Memorial Day - Last Monday of May Independence Day - July 4 (See Note 1) Labor Day - First Monday of September Thanksgiving Day - Fourth Thursday of November Christmas Day - December 25 (See Note 1)</p> <p>Note 1: When this date occurs on a Sunday, the following Monday will be observed as the holiday.</p>
	<p>ITEM 220</p> <p align="center">ACTUAL PLACEMENT</p> <p>Actual Placement is made when a car is placed in an accessible position for loading or unloading or at a point previously designated by the consignor or consignee.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<p align="center">SECTION 2 CAR DEMURRAGE AND STORAGE RULES AND CHARGES</p>	<p align="center">SECTION 2 CAR DEMURRAGE AND STORAGE RULES AND CHARGES</p>
<p>ITEM 230</p> <p align="center">CONSTRUCTIVE PLACEMENT</p> <p>When a car consigned or ordered to a private track, industrial interchange track or other-than-public-delivery track cannot be actually placed because of a condition attributable to the consignor or consignee, such car will be held at available hold point and notice shall be sent or given the consignor or consignee that the car is being held and that this railroad is unable to effect placement; however, if car is placed on private track, industrial interchange track or other-than-public delivery track serving the consignor or consignee, the car will be considered constructively placed without notice.</p>	<p>ITEM 260</p> <p align="center">STORAGE OF PRIVATE CARS</p> <p>For storage availability and charges, please contact Eyal Shapira (President) at eyalshapira@aol.com, or Ron Klein (VP Marketing) at ronk@raritacentralrr.com)</p>
<p>ITEM 240</p> <p align="center">FREE TIME</p> <p>Free time as follows will be allowed for each car:</p> <p> Seventy-Two (72) hours to complete unloading. Seventy-Two (72) hours to complete loading.</p> <p>Free time will be computed from the first 7:00 AM after placement, or after notification has been sent or given where required. For the purpose of computing free time, Saturdays, Sundays and holidays will be included.</p>	<p>ITEM 270</p> <p align="center">MOVING CARS TO AND FROM STORAGE TRACKS</p> <p>The IAMR will move cars to/from storage at the following charges in each direction (See Note):</p> <p>(1) Empty Cars.....\$250.00 Per Car</p> <p>(2) Loaded Cars.....\$550.00 Per Car</p> <p>Note: Charge includes "Cherry Picking", if needed, (See Item 155)</p>
<p>ITEM 250</p> <p align="center">DEMURRAGE CHARGES</p> <p>After expiration of free time allowed a charge of \$50.00 per car per day, or fraction of a day, will be made until car is released.</p> <p>The applicable charge will accrue on all days, including Saturdays, Sundays and holidays, immediately following the day on which the first chargeable day begins to run.</p> <p>Note 1: Not applicable on privately-owned cars on private tracks.</p> <p>Note 2: Privately-owned cars which are first held on railroad tracks under constructive placement will be subject to demurrage charges provided for herein after expiration of free time (See Item 230) until such time car is placed on private tracks.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 3 SWITCHING RULES AND CHARGES	SECTION 3 SWITCHING RULES AND CHARGES			
<p>ITEM 300</p> <p align="center">DEFINITION OF INTRA-PLANT SWITCHING</p> <p>A switching movement from one track to another 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>ITEM 340</p> <p align="center">RECIPROCAL /INTERCHANGE SWITCHING</p> <p>The IAMR will perform reciprocal /interchange switching between all customers at stations on its line and interchange with connections shown below at charges indicated:</p> <p align="center">Interchange with BNSF</p> <p align="center">(Rates are per car, unless otherwise noted)</p>			
<p>ITEM 310</p> <p align="center">DEFINITION OF INTRA-TERMINAL SWITCHING</p> <p>A switching movement (other than Intra-plant switching) 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>	STATION: DAYMAN, IA			
<p>ITEM 320</p> <p align="center">INTRA-PLANT SWITCHING CHARGE</p> <p>The IAMR will perform intra-plant switching at a charge of \$250.00 per car.</p>	COMMODITY	CONNECTIONS	INTERCHANGE	CHARGE
<p>ITEM 330</p> <p align="center">INTRA-TERMINAL SWITCHING CHARGE</p> <p>The IAMR will perform intra-terminal switching at a charge of \$250.00 per car.</p>	Freight, all kinds, except as shown Below:	BNSF	Dayman, IA	\$550.00
	Chemicals, Non-hazardous: STCC 28 (Except STCC 28 211) and STCC 29			\$700.00
	Military Equipment			\$750.00[A]
	Plastics (STCC 28 211)			\$600.00
	Over-Dimension Shipments			See Note 1
	Hazardous Materials			See Item 100
	<p>Note 1: For charges on Over-Dimension Shipments (See Item 140) please contact Eyal Shapira (President) at eyalshapira@aol.com, or Ron Klein (VP Marketing) at ronk@raritancentralrr.com).</p>			
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>				

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	EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS
	FT - Freight Tariff BNSF - BNSF Railway Company BOE - Bureau of Explosives IAMR - Iowa & Middletown Railway LLC [A] - Addition [I] - Increase [NC] - Brought forward without change [R] - Reduction
	<u>(Underscored</u> portion denotes Addition/Change)

END