

**SUPPLEMENT  
TO  
FT NTZR 8007-B**

# **NATCHEZ RAILWAY INC**

## **SUPPLEMENT 2 TO FREIGHT TARIFF NTZR 8007-B**

(Supplement 2 cancels Supplement 1)  
(Supplement 2 contains all changes)

**CONTAINING  
LOCAL RATES,  
RULES, REGULATIONS AND CHARGES  
GOVERNING  
SWITCHING, DEMURRAGE AND WEIGHING  
ALSO  
MISCELLANEOUS RULES AND CHARGES  
APPLYING FROM, TO, BETWEEN  
AND AT  
STATIONS ON THE  
NATCHEZ RAILWAY INC**

## **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: October 27, 2016**

**EFFECTIVE: November 16, 2016**

### **ISSUED BY**

Doug Davis  
Executive Vice President  
Natchez Railway Inc.  
1505 Redwood Road  
Salt Lake City, UT 84104

**SUPPLEMENT 2 TO FT NTZR 8007-B**

<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS -UNLIMITED</b></p>	<p align="center"><b>SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES</b></p>
<p><b>ITEM 85-A</b> [C]</p> <p align="center"><b>MAXIMUM GROSS WEIGHT (CAR AND LADING) ON RAILS OF NTZR</b></p> <p>The rails of the NTZR can accommodate rail cars with Maximum Gross Weight (Car and Lading) of 275,000 pounds, Minimum Length of 59 feet 7 inches and Minimum Truck Center of 46 feet. Clearance for cars in excess of such limits must be obtained in writing from the NTZR.</p>	<p><b>ITEM 220-A</b></p> <p align="center"><b>FURNISHING CARS</b></p> <p>NTZR will not undertake furnishing cars of any particular type, size or dimension when to be used in intra-plant or intra-terminal switching.</p>
	<p><b>ITEM 250-A</b></p> <p align="center"><b>NON-APPLICATION ON "ORDER NOTIFY," ETC., SHIPMENTS</b></p> <p>Intra-plant or Intra-terminal switching service provided for herein will not be performed on shipments moving under order notify bills of lading or under straight bills of lading (including shipments consigned to one party, notify or advise another party) which carry a provision (see Section 4, Rule 7 of Uniform Freight Classification) (See Item 5), requiring the surrender of bill of lading, written order, or other document before making delivery.</p>
	<p><b>ITEM 260-A</b></p> <p align="center"><b>CHARGES FOR CARS OF FOUR (4) AND MORE THAN FOUR (4) AXLES</b></p> <p>(a) Charges for intra-plant or intra-terminal switching at points on these lines will be confined in cars having no more than four (4) axles.</p> <p>(b) When cars with more than four (4) axles are found in intra-plant or intra-terminal the charges for such service will be 200% of that shown herein for the same service application on cars with four (4) axles.</p>
	<p><b>ITEM 270-A</b></p> <p align="center"><b>SWITCHING FROM PRIVATE SIDE TRACKS TO HOLD TRACKS</b></p> <p>The intra-terminal switching charge in this section will apply on cars moved to hold or team tracks when billed to a consignee in care of freight agent at point where loaded.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	

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<p align="center"><b>SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES</b></p>	<p align="center"><b>SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES</b></p>
<p><b>ITEM 290-A</b></p> <p align="center"><b>CHARGE FOR USE OF SPECIAL EQUIPMENT</b></p> <p>NTZR will not furnish cars that are other than ordinary equipment for use in intra-plant or intra-terminal switching service. In the event other than ordinary equipment is used, an additional charge of \$350.00 will be assessed. On joint-line movements, this charge will be assessed only once (see Exception).</p> <p>ORDINARY EQUIPMENT MEANS:</p> <ol style="list-style-type: none"> <li>(1) XM boxcars not exceeding 52 feet in length, inside measurement.</li> <li>(2) FM flatcars, not over 54 feet in length and having capacity not over 180,000 pounds.</li> <li>(3) Gondola cars having marked capacity not greater than 180,000 pounds, but not including gondola cars of any length equipped with covers, hoods, containers or cradle floors.</li> <li>(4) Open-top hopper cars not exceeding 43 feet in length, inside measurement, and having marked capacity not exceeding 180,000 pounds.</li> <li>(5) Shipper owned or leased cars.</li> </ol> <p>EXCEPTION-Provisions of this item do not apply on a movement immediately prior or subsequent to a revenue line-haul movement and notation so stating is made by shipper on shipping document.</p>	<p><b>ITEM 320-A</b></p> <p align="center"><b>TURNING OF CARS TO PERMIT UNLOADING</b></p> <p align="center"><b>PART 1</b></p> <p>Applicable only on cars loaded and unloaded within the switching limits of the station (including adjacent or contiguous switching of industrial districts) involved.</p> <ol style="list-style-type: none"> <li>(A) Except as provided in Paragraph (B), orders calling for placement of cars for unloading from a particular side or end will not be accepted when moving in intra-plant or intra-terminal service.</li> <li>(B) Upon request of shipper for a car moving in intra-terminal switching service to be placed for unloading from a particular side or end, the NTZR will perform such service at a charge of \$200.00 per car, which will be in addition to the applicable switching and special equipment penalty charge (See Note 1).</li> </ol> <p>NOTE 1 - Applicable only where WYE is located within the switching limits of the station (including adjacent or contiguous switching or industrial districts where intra-terminal switching charges are in effect) involved.</p> <p align="center"><b>PART 2</b></p> <ol style="list-style-type: none"> <li>1. In instances where it is desired that freight in carloads be placed on delivery tracks for loading or unloading at stop-off points or destination from one particular side or end of car, cars must be properly placarded on both sides and notation made on Bill of Lading and waybill subsequently as follows:  Deliver car for unloading from the door or end specified by placard.</li> <li>2. On freight in carloads, not properly placarded on both sides of car to unload from one particular side or end of car which shipper or consignee, after initial placement of car, directs carrier to turn and return to the same track for unloading from opposite side or end of car, the following shall apply:</li> </ol>
	<p align="center"><b>CHARGES (See Note 2)</b></p> <ol style="list-style-type: none"> <li>(a) If the car is turned at a WYE or a turntable within the confines of an industry, apply published intra-plant switching charges, but in no case less than \$200.00.</li> <li>(b) If the car is turned at a WYE or a turntable within the same switching district, but outside the confines of the industry, \$200.00.</li> <li>(c) If the car must be moved to a WYE or a turntable located outside the switching district and the roundtrip distance to and from the WYE or the turntable is 100 miles or less, \$5000.00.</li> </ol> <p>NOTE 2 - If Bill of Lading carries a notation that car has been placarded and placard has disappeared before placement, the charge named therein will not apply.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	

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<b>SECTION 3</b> <b>RULE 11 RATES</b> (Rates in dollars and cents per car, except as noted)			
<b>ITEM 610-A</b> COMMODITY: Railway cars, empty, moving on own wheels			
FROM	TO	RATE	ROUTE
Brookhaven, MS	Bude, MS	(a) \$385.00	1
Bude, MS	Brookhaven, MS	(b) \$385.00	1
Brookhaven, MS	Natchez, MS	(a) \$385.00	1
Natchez, MS	Brookhaven, MS	(b) \$385.00	1
(a) - Applicable on traffic when "From beyond" via CN, subject to AAR Accounting Rule 11.  (b) - Applicable on traffic when "For beyond" via CN, subject to AAR Accounting Rule 11.  Explanation of Route: 1 - NTZR direct.			
For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.			