

# IDAHO NORTHERN & PACIFIC RAILROAD COMPANY



## FREIGHT TARIFF INPR 6000-D

(For cancellations, see Item 1 of this tariff)

**SWITCHING, DEMURRAGE, STORAGE,  
AND  
MISCELLANEOUS RULES AND CHARGES  
APPLYING ON THE  
IDAHO NORTHERN & PACIFIC RAILROAD COMPANY**

## LOCAL TARIFF

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

ISSUED: April 15, 2022

EFFECTIVE: May 15, 2022

### ISSUED BY:

IDAHO NORTHERN & PACIFIC RAILROAD COMPANY  
6100 SOUTHWEST BLVD. SUITE 320  
FORT WORTH, TEXAS 76109

**FT INPR 6000-D**

<p><b>ITEM 1</b></p> <p align="center"><b>CANCELLATION NOTICE</b></p> <p>FT INPR 6000-D hereby cancels FT INPR 6000-C, in its entirety.</p> <p>Provisions formerly shown in FT INPR 6000-C and not brought forward in FT INPR 6000-D are hereby canceled.</p> <p align="center"><b>TABLE OF CONTENTS</b></p> <table border="1"> <thead> <tr> <th align="center">SUBJECT</th> <th align="center">ITEM</th> </tr> </thead> <tbody> <tr><td>Cars ordered but not used</td><td align="center">255</td></tr> <tr><td>Cars Without Proper Forwarding Instructions</td><td align="center">360</td></tr> <tr><td>Demurrage Charges</td><td align="center">225</td></tr> <tr><td>Demurrage Liability</td><td align="center">115</td></tr> <tr><td>Diversions/Reconsignment</td><td align="center">350</td></tr> <tr><td>Empty or Loaded Railcars Released - Not ready to pull</td><td align="center">300</td></tr> <tr><td>Explanation of Abbreviations and Reference Marks</td><td align="center">Page 10</td></tr> <tr><td>Heavy Duty Flat Cars, Switching Charges</td><td align="center">215</td></tr> <tr><td>Holidays</td><td align="center">500</td></tr> <tr><td>INPR - 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**FT INPR 6000-D**

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<p><b>ITEM 100</b></p> <p align="center"><b>DEFINITION OF TERM "INPR"</b></p> <p>The term "INPR" as used in this tariff, means "Idaho Northern &amp; Pacific Railroad Company", a wholly owned subsidiary of Rio Grande Pacific Corporation.</p>	<p><b>ITEM 115</b></p> <p align="center"><b>DEMURRAGE LIABILITY</b></p> <p>Any person or entity receiving rail cars from a rail carrier for loading or unloading who detains the cars beyond the period of free time set forth in the governing demurrage tariff will be held liable for any applicable demurrage if the carrier has provided that person or entity with actual notice of the demurrage tariff providing for such liability prior to the placement of rail cars. The notice required by this section shall be in written or electronic form.</p>
<p><b>ITEM 110</b></p> <p align="center"><b>PAYMENT OF CHARGES</b></p> <p>Customer shall be liable for payments of the transportation charges accruing on a shipment and nothing herein shall limit the right of the INPR to require at time of movement, shipment or delivery the prepayment or guarantee of charges, unless Customer has entered into an agreement for credit with the INPR. Customer will pay INPR immediately upon presentation of a bill therefor by INPR. If charges have not been prepaid, or customer has not entered into an agreement for credit with INPR, the INPR will not accept shipment from customer, make delivery of shipment to customer or accept request for any other movement of car without payment or guarantee of all outstanding or current charges.</p> <p>Acceptance of shipment by Customer shall be deemed acceptance of responsibility for payment of all charges accruing on the shipment, including, but not limited to demurrage, switching and all other charges that may be applicable. Such payment shall be in U.S. money and cannot be reduced to offset claims, damages to property, or for any other reasons.</p> <p><b>FINANCE CHARGES:</b> The INPR will assess a finance charge of 1% per month (12% per annum) unpaid bills thirty (30) days past due, including, without limitation, demurrage, switching and all other charges which are not paid within credit period. The finance charge continues to accrue daily until payment is received by INPR.</p> <p>If INPR, at its sole discretion, uses a collection agency or attorneys to collect delinquent bills for freight or other charges and INPR is successful in collecting such charges, Customers shall reimburse INPR for all reasonable collection costs, including reasonable collection agency fees and reasonable attorneys' fees.</p>	<p><b>ITEM 120</b></p> <p align="center"><b>INTRA-PLANT AND INTRA-TERMINAL SWITCHING DEFINED</b></p> <p>Intra-Plant Switching - A switching movement from one point to another on the same track, or from one track to another within the confines of the same plant or industry without leaving tracks of industry.</p> <p>Intra-Terminal Switching -The movement of cars, loaded or empty, from one station or point beyond the confines of one industry/plant on the INPR to another station or point on the INPR.</p> <p>Note: The industry or firm providing switching instructions to INPR is responsible for the payment of intra-plant and intra-terminal switching charges.</p>
	<p><b>ITEM 130</b></p> <p align="center"><b>TEAM TRACK DEFINED</b></p> <p>A Team Track provides rail service for loading and unloading non-hazardous commodities for customers which have no named track of their own.</p>
	<p><b>ITEM 140</b></p> <p align="center"><b>MILEAGE ON RAILCARS</b></p> <p>No mileage payment <u>on private cars</u> will be allowed by the INPR.</p>
<p>For explanation of abbreviations and reference marks not explained herein, see last page of tariff.</p>	

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<b>SECTION 200 FREIGHT, DEMURRAGE AND STORAGE CHARGES</b>				<b>SECTION 200 FREIGHT, DEMURRAGE AND STORAGE CHARGES</b>															
<b>ITEM 210</b> [C]  <p align="center"><b>CARS HELD FOR DISPOSITION - SWITCHING CHARGE</b></p> <table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th rowspan="3" style="width:20%;">BETWEEN</th> <th rowspan="3" style="width:20%;">AND</th> <th colspan="2" style="text-align:center;">CHARGE</th> </tr> <tr> <th style="width:15%;">Col. A</th> <th style="width:15%;">Col. B</th> </tr> <tr> <th colspan="2" style="text-align:center;">(See Note 1)</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Industry or Team Track Loading location on INPR</td> <td style="padding: 5px;">Any track on INPR where loaded cars may be held for disposition</td> <td style="padding: 5px;">[R] \$300.00 Per Car</td> <td style="padding: 5px;">\$400.00 Per Car</td> </tr> </tbody> </table> <p style="margin-top: 10px;">Column A - Applies on all cars, except as provided for in Column B below.</p> <p>Column B - Applies on Hazardous Material cars.</p> <p><u>Note 1:</u> For list of Holidays, See Item 500, this tariff.</p>				BETWEEN	AND	CHARGE		Col. A	Col. B	(See Note 1)		Industry or Team Track Loading location on INPR	Any track on INPR where loaded cars may be held for disposition	[R] \$300.00 Per Car	\$400.00 Per Car	<b>ITEM 220</b>  <p align="center"><b>TWIN AND TRIPLE LOADS</b></p> <p>Where it is necessary to prepare cars for twin or triple loads by blocking draw bars, removing brake staffs or otherwise specifically equipping such cars, the following additional charges will be assessed for material or labor incident to such service:</p> <p style="margin-left: 40px;">Twin Loads..... \$170.00 Triple Loads..... \$400.00 Each Additional Load.... \$230.00</p>			
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<b>ITEM 215</b>  <p align="center"><b>CARS, HEAVY-DUTY, IN SWITCHING SERVICE - CHARGES ON</b></p> <p>An ancillary charge of \$610.00 per car used, in addition to the regular local switching rates named herein, will be made for each car used originating or terminating on the INPR for the movement of flat cars bearing Mechanical Designation "FG" or "FW" of any capacity and cars of Designation "FM" of 200,000 pounds and over nominal capacity; and a charge of \$1,850.00 per car used on flat cars bearing Mechanical Designation "FD", as named in Rule 21 of The Official Railway Equipment Register, RER Publishing Corporation, Agent.</p>				<b>ITEM 222</b> [C]  <p align="center"><b>SWITCHING – TURNING OF CARS TO PERMIT UNLOADING</b> (Applicable only for account of INPR)</p> <p align="center"><b>TURNING OF CARS TO PERMIT UNLOADING</b></p> <table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th rowspan="2" style="width:20%;">FROM</th> <th rowspan="2" style="width:20%;">TO</th> <th colspan="2" style="text-align:center;">CHARGE</th> </tr> <tr> <th style="width:15%;">Col. A</th> <th style="width:15%;">Col. B</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Industry, Team, Warehouse, Wharf or Other Track.</td> <td style="padding: 5px;">Turning Track at LaGrande, OR; Elgin, OR; and, Emmett, ID and return to same tracks.</td> <td style="padding: 5px;">[I] \$525.00 Per Car</td> <td style="padding: 5px;">\$225.00 Per Car</td> </tr> </tbody> </table> <p style="margin-top: 10px;">Column A. - Charge applies when notification of need to turn car is received after departure from Union Pacific interchange tracks.</p> <p>Column B - Charge applies if turn car is identified by customer prior to departure from Union Pacific interchange tracks.</p>				FROM	TO	CHARGE		Col. A	Col. B	Industry, Team, Warehouse, Wharf or Other Track.	Turning Track at LaGrande, OR; Elgin, OR; and, Emmett, ID and return to same tracks.	[I] \$525.00 Per Car	\$225.00 Per Car		
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<b>SECTION 200 FREIGHT, DEMURRAGE AND STORAGE CHARGES</b>	<b>SECTION 200 FREIGHT, DEMURRAGE AND STORAGE CHARGES</b>								
<p><b>ITEM 225</b> [ ]</p> <p align="center"><b>DEMURRAGE CHARGES ON EMPTY AND LOADED PRIVATE CARS AND EITHER LOADED OR EMPTY RAILROAD CONTROLLED CARS</b></p> <p>Loaded and empty cars destined to or received from INPR facilities will be subject to the following demurrage charges (See Notes 1 to 7):</p> <table border="1" style="width:100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr> <th style="width:50%; text-align:center;">APPLICATION</th> <th style="width:50%; text-align:center;">CHARGE (Per Car, Per Day)</th> </tr> </thead> <tbody> <tr> <td>Railroad controlled cars</td> <td align="center">\$85.00</td> </tr> <tr> <td>Private Cars, except Hazardous Material cars</td> <td align="center">\$85.00</td> </tr> <tr> <td>Hazardous Material cars</td> <td align="center">\$160.00</td> </tr> </tbody> </table> <p>Demurrage charges are the responsibility of the party/ person who detains such cars beyond the allotted free time allowed until released and available for movement as provided for herein (See Item 115). Charges will be assessed monthly. Bills not contested in writing with supporting documentation of items contested within 25 days of bill date will be due in full.</p> <p>Note 1: Loaded and Empty Railroad controlled cars in bound traffic charges begin the 4th 7 a.m. following constructive placement or actual placement, charges continue until released and available for movement.</p> <p>Note 1A : Loaded Private cars inbound traffic charges begin the 4th 7 a.m. following constructive placement, charges continue until car is ordered.</p> <p>Note 2: Loaded Private cars inbound traffic charges will cease after spotting instructions are received; however if car(s) is not spotted for any reason attributable to receiving facility, charges will continue until actual placement.</p> <p>Note 3: Outbound traffic charges begin the 3rd 7 a.m. following placement and continue until released with forwarding instructions and available for movement.</p> <p>Note 4: No charges will be made for weekends and holidays (see Note 6) prior to first chargeable day.</p> <p>Note 5: All applicable switching charges will apply for the cars subject to this item.</p> <p align="center">(Continued in next column)</p>	APPLICATION	CHARGE (Per Car, Per Day)	Railroad controlled cars	\$85.00	Private Cars, except Hazardous Material cars	\$85.00	Hazardous Material cars	\$160.00	<p><b>ITEM 225 (Cont'd)</b></p> <p align="center"><b>DEMURRAGE CHARGES ON EMPTY AND LOADED PRIVATE CARS AND EITHER LOADED OR EMPTY RAILROAD CONTROLLED CARS</b></p> <p>Note 6: The applicable charge will accrue on all Saturdays, Sundays or Holidays (for definition of Holidays see Item 500) subsequent to the first charge day, including a Saturday, Sunday or Holiday immediately following the day on which the first charge begins to accrue.</p> <p>Note 7: This item is not applicable to private cars on private tracks or track space leased from INPR</p> <hr/> <p><b>ITEM 235</b></p> <p align="center"><b>SUPPLEMENTAL HANDLING CHARGE</b></p> <p>INPR will assess a charge of \$95.00 per car handled by INPR in switching industry lead track(s) in which industry lead track(s) are used as storage for rail cars. (Notes 1 to 4)</p> <p>Note 1: Industry lead track(s) are defined as track(s) connecting railroad owned yard or switching facility with industry owned yard or track facilities within its plant site.</p> <p>Note 2: Charge will apply when INPR is required because of congestion to switch private cars from Industry track(s) to INPR tracks and return to industry and not handled on orders from industry.</p> <p>Note 3: Charge will not apply on loaded or empty cars released by industry on specific car orders for outbound movement.</p> <p>Note 4: Charge will be billed and assessed on a monthly basis.</p> <hr/> <p><b>ITEM 240</b> [ ]</p> <p align="center"><b>CHARGES FOR INTRA-PLANT AND INTRA-TERMINAL SWITCHING ON INPR (FOR DEFINITIONS SEE ITEM 120)</b></p> <p>PART 1: INTRA-PLANT MOVEMENTS: For the movement of loaded or empty cars, the charge will be \$525.00 per car. (Note 1)</p> <p>PART 2: INTRA-TERMINAL MOVEMENTS: The charge for an intra-terminal switch is \$625.00 per car.</p> <p>Note 1: INPR will not be required to perform Intra-Plant service, except <u>if crews or locomotive power are available.</u></p>
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**FT INPR 6000-D**

SECTION 200 FREIGHT, DEMURRAGE AND STORAGE CHARGES	SECTION 200 FREIGHT, DEMURRAGE AND STORAGE CHARGES
<p><b>ITEM 245</b></p> <p align="center"><b>CHARGE FOR MOVEMENTS TO OR FROM RAILWAY CAR REPAIR OR CLEANING FACILITIES</b></p> <p>INPR will assess a charge of \$525.00 per car on empty, private cars, to and from railway car repair or cleaning facilities, switched in other than Intra-plant service. Charge will be made for each movement, both going and returning. Industry or firm providing switching instructions to INPR is responsible for payment of switching fee.</p>	<p><b>ITEM 260</b> [I]</p> <p align="center"><b>SPECIAL SWITCHING SERVICE</b></p> <p>(A) INPR will assess a charge of \$850.00 per hour (or fraction thereof) for motive power and crew whenever on request of industry, regular switch crew is required to be held at plant site for additional switching service. (Notes 1 and 2)</p> <p>(B) INPR will assess a charge of \$850.00 per hour (or fraction thereof) for motive power and crew whenever a regularly assigned on duty switch crew is requested by the industry to perform special switching. (Notes 1 and 2)</p> <p>(C) INPR will assess a charge of \$295.00 per car whenever it is necessary to hold, switch, or move cars from, to, or on a private track shared by multiple named rail customers. (Note 3)</p> <p>Note 1: Additional or Special Switching service is defined as switching other than required by ordinary operating convenience. Ordinary operating convenience contemplates only one switch per day and only on those days when the INPR has regularly scheduled switching service at the plant site or industry siding, except that the INPR may at its discretion only, make additional switches when necessitated by the volume of traffic to secure the prompt release of equipment or facilities.</p> <p>Note 2: Special switching service will be provided subject to the availability of motive power and crews and will be provided at the sole discretion and option of the INPR.</p> <p>Note 3: For example, Customer A and Customer B share a track owned or leased by Customer B (or C). Customer A's cars will not fit onto the joint track for loading/unloading and must be held outside and switched into place later.</p>
<p><b>ITEM 250</b> [C]</p> <p align="center"><b>EXCEPTIONS TO ITEM 240 CHARGES FOR INTRA-PLANT AND INTRA-TERMINAL SWITCHING ON INPR</b></p> <p>(A) INPR will assess the Intra-Plant switching charge (See Item 240), when a loaded or empty, railroad owned or private car is ordered to a new spot location within the plant and the car movement order cannot be completed because of the new spot location is occupied.</p> <p>(B) INPR will assess the Intra-Terminal switching charge (See Item 240), when a loaded or empty railroad owned or private car is ordered from a INPR track to an industry location and the car movement order cannot be completed because the industry location is occupied.</p>	
<p><b>ITEM 255</b> [C]</p> <p align="center"><b>CARS ORDERED BUT NOT USED</b></p> <p>INPR will assess the applicable Intra-terminal fee if any private or railroad owned car is ordered but not used.</p> <p>Note 1: No charge will be made under the following conditions:</p> <p>(a) If change or cancellation of car order is made before car has been moved.</p> <p>(b) If car can be placed at alternative location within the plant before uncoupling at original car order location.</p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see last page of tariff.</p>	

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SECTION 200 FREIGHT, DEMURRAGE AND STORAGE CHARGES	SECTION 300 SPECIAL CHARGES
<p><b>ITEM 265</b> [C]</p> <p align="center"><b>SPECIAL TRAIN SERVICE</b></p> <p>INPR will assess a charge of [I] \$5,900.00 for motive power and crew whenever an industry requests an engine and crew for its exclusive use. (Notes 1 to 5)</p> <p>Note 1. Charge will apply for a minimum of eight (8) hours or fraction thereof.</p> <p>Note 2. An additional charge of \$995.00 per hour or fraction thereof will apply for assignment of engine and crew beyond eight (8) hours, with a maximum of twelve (12) hours for each assignment.</p> <p>Note 3. Charge will be computed from the time crew starts duty at its home terminal until the crew returns to its home terminal.</p> <p>Note 4. Special train service will be provided subject to the availability of motive power and crews and will be provided at the sole discretion and option of the INPR.</p> <p>Note 5. This charge will be in addition to any freight or switching charges due the INPR.</p>	<p><b>ITEM 300</b></p> <p align="center"><b>EMPTY OR LOADED RAILCARS RELEASED - NOT AVAILABLE TO PULL</b></p> <p>When a customer releases an empty or loaded car and it is determined upon arrival that the equipment cannot be pulled by railroad as a result of conditions attributable to consignor, loader, consignee, Care-of-Party or unloader, a charge of \$500.00 per car will be assessed in addition to all other applicable charges.</p>
	<p><b>ITEM 350</b></p> <p align="center"><b>DIVERSION/ RECONSIGNMENT</b></p> <p>Orders for diversion/reconsignment will be accepted from:</p> <ul style="list-style-type: none"> <li>a. Freight payor;</li> <li>b. Authorized representative/agent of the freight payor;</li> <li>c. Consignee;</li> <li>d. Car owner or lessee of empty private equipment.</li> </ul> <p>Charges for diversion/reconsignment are assessed if notification is received after car is delivered to INPR; rate is \$275.00 for both loaded cars and empty equipment.</p> <p>Note 1: Diversion/Reconsignment means any request to change the consignee or care of party for cars handled by the INPR. This includes the movement of tank cars delivered to INPR empty and subsequently ordered delivered to connecting line empty.</p>
	<p><b>ITEM 355</b></p> <p align="center"><b>TEAM TRACK USAGE FEE</b></p> <p>The fee to place a car on an INPR team track is \$275.00 per car.</p>
<p align="center">For explanation of abbreviations and reference marks not explained herein, see last page of tariff.</p>	

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SECTION 300 SPECIAL CHARGES	SECTION 300 SPECIAL CHARGES
<p><b>ITEM 360</b> [C]</p> <p align="center"><b>CARS WITHOUT PROPER FORWARDING INSTRUCTIONS</b></p> <p>When on Shipper's instructions loaded or empty cars, are removed from industry, shop or team tracks and are held by INPR on INPR tracks awaiting forwarding instructions a charge of [I] \$475.00 per car will be assessed against the industry on the INPR the car was pulled from.</p> <p>This charge will be in addition to detention/storage charge of [R] \$85.00 per day for loaded and empty cars, and there will be no free time for cars so held.</p> <p>Note 1: For movement on the INPR proper forwarding instructions are defined as containing, but not limited to: Shipper, Origin City and State; Consignee, Destination City and State; Whether Prepaid or Collect, Railroad Route, Weighing Instructions; Commodity (including Hazardous materials Requirements); Customs Broker Name and Address for Export Shipments.</p> <p>Note 2: For movement to connecting line (UP) the above information must be received electronically by the connecting line, without errors. Connecting line will forward movement instructions to the INPR.</p>	<p><b>ITEM 375</b></p> <p align="center"><b>OVERLOADED CARS - GENERAL RULE</b></p> <p>Carload freight must be loaded in conformity with railroad rules and must not be loaded in excess of the load limit stenciled on the cars.</p> <p>Cars stenciled with a gross weight of 263,000 pounds or 286,000 pounds must not be loaded in excess of the load limit stenciled on the cars. Cars exceeding the load limit will be assessed the overload charges..</p> <p>When an overloaded car is identified, the shipper will be notified via telephone or fax or by an electronic means and required to unload the excess at the operating convenience of the INPR. If the shipper fails or refuses to reduce the weight within 48 hours of notification, INPR may, at its discretion, remove and dispose of the excess to allow the car to continue safely to the destination. The shipper will pay actual cost of removal and disposal.</p> <p>Demurrage charges as provided in this tariff will be assessed for each day a car is held for weight reduction, beginning with the first 12:00 midnight after the car is placed into a hold for overload status. No free time will be allowed.</p> <p>If a connecting line switch is required to place the car in a position for unloading, the shipper will pay switching charges assessed by the connecting line.</p> <p>The shipper will pay all excess line-haul and switching charges incurred by the INPR in order to move the overloaded car to a spot for reduction.</p> <p>After the overloaded car is reduced and the INPR is notified of the reduction, INPR, at its discretion, will reweigh the car at charges provided in Item 380, which are to be paid by the shipper.</p>
<p><b>ITEM 365</b> [A]</p> <p align="center"><b>CARS RELEASED, NOT READY TO PULL</b></p> <p>Empty or Loaded Rail cars released and not available to pull will be subject to a charge of \$500.00 per car.</p>	<p><b>ITEM 380</b></p> <p align="center"><b>OVERLOAD AND REWEIGHING CHARGES</b></p> <p>Overloaded Freight Cars.....\$1,000.00</p> <p>Reweighing of Overloaded Freight Car.....\$200.00</p>
<p><b>ITEM 370</b></p> <p align="center"><b>OVERLOAD CARS - APPLICATION OF RULES AND CHARGES (SEE ITEMS 375 - 380)</b></p> <p>The charges in Item 380 are published as a deterrent to the unsafe practice of overloading rail cars and are not connected in any way with the line-haul transportation charges. Overloaded charges will apply for the movement of cars over the tracks of the INPR. Charges by other carriers will be in addition to the charges named in this tariff. Overload charges are in U.S. Dollars Per Car. Overload charges are the liability of the shipper and paid by the shipper.</p>	<p><b>ITEM 395</b> [I]</p> <p align="center"><b>CHARGE FOR INTERCHANGE IN ERROR SET BACK</b></p> <p>INPR charge for setting a delivered in error railcar back to the delivering railroad is \$525.00 per car.</p>
<p>For explanation of abbreviations and reference marks not explained herein, see last page of tariff.</p>	

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<b>SECTION 300 SPECIAL CHARGES</b>	<b>SECTION 4</b>	
<b>ITEM 380</b>  <b>OVERLOAD AND REWEIGHING CHARGES</b> Overloaded Freight Cars.....\$1,000.00 Reweighing of Overloaded Freight Car.....\$200.00	(This Section intentionally left blank)	
<b>ITEM 395</b> [[ <b>CHARGE FOR INTERCHANGE IN ERROR SET BACK</b> INPR charge for setting a delivered in error railcar back to the delivering railroad is \$525.00 per car.		
For explanation of abbreviations and reference marks not explained herein, see last page of tariff.		

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<p align="center"><b>SECTION 500 HOLIDAYS</b></p>	<p align="center"><b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</b></p>
<p><b>ITEM 500</b></p> <p align="center"><b>HOLIDAYS</b></p> <p>Whenever reference is made to "Holidays", it shall mean only these days listed below:</p> <p>NEW YEAR'S DAY - January 1(See Notes 1 and 2, this item)</p> <p>GOOD FRIDAY - Friday before Easter Sunday.</p> <p>MEMORIAL DAY - Last Monday of May.</p> <p>INDEPENDENCE DAY - July 4 (See Notes 1 and 2, this item)</p> <p>LABOR DAY - First Monday of September.</p> <p>THANKSGIVING DAY - Fourth Thursday in November.</p> <p>FRIDAY AFTER THANKSGIVING</p> <p>CHRISTMAS EVE - December 24 (See Notes 1 and 2, this item)</p> <p>CHRISTMAS DAY - December 25 (See Notes 1 and 2, this item)</p> <p>NEW YEAR'S EVE - December 31(See Notes 1 and 2, this item)</p> <p>NOTE 1: When this date occurs on a Saturday, the preceding Friday will be observed as the Holiday.</p> <p>NOTE 2: When this date occurs on a Sunday, the following Monday will be observed as the Holiday.</p>	<p>FT - Freight Tariff</p> <p>INPR - Idaho Northern &amp; Pacific Railroad Company</p> <p>UP - Union Pacific Railroad Company</p> <p>[A] - Addition/New</p> <p>[C] - Change</p> <p>[I] - Increase</p> <p>[NC] - Brought forward without change, except as otherwise noted.</p> <p>[R] - Reduction</p> <p>(<u>Underscored</u> portion denotes change/addition.)</p>