

# NEBRASKA CENTRAL RAILROAD COMPANY



## **FREIGHT TARIFF NCRC 6000-C**

(For cancellations, see Item 1 of this tariff)

**SWITCH, DEMURRAGE, STORAGE,  
AND  
MISCELLANEOUS RULES AND CHARGES  
APPLYING ON THE  
NEBRASKA CENTRAL 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 1, 2022

EFFECTIVE: May 1, 2022

ISSUED BY:

NEBRASKA CENTRAL RAILROAD COMPANY  
6100 SOUTHWEST BLVD. SUITE 320  
FORT WORTH, TEXAS 76109

**FT NCRC 6000-C**

<p><b>ITEM 1</b></p> <p align="center"><b>CANCELLATION NOTICE</b></p> <p>FT NCRC 6000-C hereby cancels FT NCRC 6000-B in its entirety.</p> <p>Provisions formerly shown in FT NCRC 6000-B and not brought forward in FT NCRC 6000-C are hereby canceled.</p>	<b>TABLE OF CONTENTS</b>		
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		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. Example: item 1000-A cancels Item 1000 and Item 3000-B cancels Item 3000-A in a subsequent supplement, which, in turn, canceled Item 3000.	
For explanation of abbreviations and reference marks not explained herein, see last page of tariff.			

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SECTION 100 DEFINITIONS	SECTION 100 DEFINITIONS
<p><b>ITEM 100</b></p> <p align="center"><b>DEFINITION OF TERM "NCRC"</b></p> <p>The term "NCRC" as used in this tariff, means "Nebraska Central 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 NCRC 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 NCRC. Customer will pay NCRC immediately upon presentation of a bill therefor by NCRC. If charges have not been prepaid, or customer has not entered into an agreement for credit with NCRC, the NCRC 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>FINANCE CHARGES: The NCRC 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 NCRC.</p> <p>If NCRC, at its sole discretion, uses a collection agency or attorneys to collect delinquent bills for freight or other charges and NCRC is successful in collecting such charges, Customers shall reimburse NCRC 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 NCRC to another station or point on the NCRC.</p> <p>NOTE: The industry or firm providing switching instructions to NCRC 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 on private cars will be allowed by the NCRC.</p>
	<p><b>ITEM 150</b> [C]</p> <p align="center"><b>SWITCHING LIMITS OF NORFOLK, NE</b></p> <p>The switching limits of Norfolk, NE start on the Norfolk Subdivision at M.P. 45.81 and end at M.P. 53.75 inclusive of all tracks in <b>betwe</b></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 200 FREIGHT, DEMURRAGE AND STORAGE CHARGES			
<b>ITEM 210</b> [C] <b>CARS HELD FOR DISPOSITION - SWITCHING CHARGE</b> (SEE NOTE 1, THIS ITEM)				<b>ITEM 220</b>  <b>TWIN AND TRIPLE LOADS</b>  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:  Twin Loads ..... \$170.00 Triple Loads ..... \$400.00 Each Additional Load ..... \$230.00			
<b>BETWEEN</b>	<b>AND</b>	<b>CHARGE</b>		<b>Col.A</b>	<b>Col. B</b>		
		(See Notes 1 & 2)					
Industry or Team Track Loading location on NCRC	Any track on NCRC where loaded cars may be held for disposition	\$300.00 Per Car [R]	\$400.00 Per Car				
Column A - Applies on all cars, except as provided for in Column B below. Column B - Applies on Hazardous Material cars. Note 1: This item is also subject to the terms and conditions of Item 225 of this tariff. [C]				<b>ITEM 222</b> [C] <b>SWITCHING - TURNING OF CARS TO PERMIT UNLOADING</b> (Applicable only for account of NCRC)  <b>TURNING OF CARS TO PERMIT UNLOADING</b>			
<b>ITEM 215</b>	<b>CARS, HEAVY-DUTY, IN SWITCHING SERVICE - CHARGES ON</b>			<b>FROM</b>	<b>TO</b>	<b>CHARGE</b>	
				<b>Col.A</b>	<b>Col. B</b>		
				Industry Team, Warehouse, Wharf or Other Track.	Turning Track at Norfolk, Ocenee, Genoa, St. Paul, Columbus, Grand Island, Central City and return to same tracks.	\$525.00 Per Car [I]	\$225.00 Per Car
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 NCRC 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.				Column A - Charge applies when notification of need to turn car is received after departure from Union Pacific interchange tracks. Column B - Charge applies if turn car is identified by customer prior to departure from Union Pacific interchange tracks.			
For explanation of abbreviations and reference marks not explained herein, see last page of tariff.							

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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> [C]</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 private cars and either loaded or empty railroad controlled cars destined to or received from NCRC facilities will be subject to the following demurrage charges (See Notes 1 to 7, this item):</p> <table border="1"> <thead> <tr> <th align="center"><b>APPLICATION</b></th> <th align="center"><b>CHARGE (Per Car, Per Day)</b></th> </tr> </thead> <tbody> <tr> <td>Railroad controlled cars, except cars with Mechanical Designation "FD" and "FM"</td> <td align="center">\$85.00 [I]</td> </tr> <tr> <td>Railroad controlled cars with Mechanical Designation "FD" and "FM"</td> <td align="center">\$350.00</td> </tr> <tr> <td>Private Cars, Except Hazardous Materials Cars</td> <td align="center">\$85.00 [I]</td> </tr> <tr> <td>Hazardous Materials Cars</td> <td align="center">\$160.00 [I]</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: Loading free time for each car will be 24 hours beginning at 1st 7 a.m. following constructive placement or actual placement, charges continue until released and available for movement.</p> <p>NOTE 2: Unloading free time for each car will be 48 hours beginning at 1st 7 a.m. following constructive placement or actual placement, charges continue until released and available for movement.</p> <p>NOTE 3: Commodities STCC: 01132 (corn), 01136 (grain sorghum/mile), 01144 (soybeans), 01137(wheat) and hazardous material commodities (STCC: 49) there will be no free time. Loading/Unloading will need to be completed within 24 hours of constructive placement or actual placement. Shuttle trains &gt; 69 cars - 24 hours for loading/unloading from constructive placement or actual placement. Unit trains &gt; 69 cars or non-shuttle trains loading is 48 hours from constructive placement or actual placement.</p> <p align="center">(Continued in next column)</p>		<b>APPLICATION</b>	<b>CHARGE (Per Car, Per Day)</b>	Railroad controlled cars, except cars with Mechanical Designation "FD" and "FM"	\$85.00 [I]	Railroad controlled cars with Mechanical Designation "FD" and "FM"	\$350.00	Private Cars, Except Hazardous Materials Cars	\$85.00 [I]	Hazardous Materials Cars	\$160.00 [I]	<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 4: Manifest grain (STCC 01 13) commodity cars will have 24 hours for loading/unloading</p> <p>NOTE 5: All applicable switching charges will apply for the cars subject to this item.</p> <p>NOTE 6: Sunday and Holidays are free (for definition of Holidays see Item 500) unless the preceding day is chargeable. (Except hazardous or grain commodities.)</p> <p>NOTE 7: This item is not applicable to private cars on private tracks or track space leased</p>	
<b>APPLICATION</b>	<b>CHARGE (Per Car, Per Day)</b>												
Railroad controlled cars, except cars with Mechanical Designation "FD" and "FM"	\$85.00 [I]												
Railroad controlled cars with Mechanical Designation "FD" and "FM"	\$350.00												
Private Cars, Except Hazardous Materials Cars	\$85.00 [I]												
Hazardous Materials Cars	\$160.00 [I]												
		<p><b>ITEM 235</b></p> <p align="center"><b>SUPPLEMENTAL HANDLING CHARGE</b></p> <p>NCRC will assess a charge of \$95.00 per car handled by NCRC in switching industry lead track(s) in which industry lead track(s) are used as storage for rail cars. (See Notes 1 to 4, this item)</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 NCRC is required because of congestion to switch private cars from Industry track(s) to NCRC 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>											
<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 200 FREIGHT, DEMURRAGE AND STORAGE CHARGES
<p><b>ITEM 240</b> [C]</p> <p align="center"><b>CHARGES FOR INTRA-PLANT AND INTRA-TERMINAL SWITCHING ON NCRC (FOR DEFINITIONS SEE ITEM 120)</b></p> <p>PART 1: INTRA-PLANT MOVEMENTS:</p> <p>For the movement of loaded or empty cars, the charge will be [1]\$295.00 per car. (Note 1, this item)</p> <p>PART 2: INTRA-TERMINAL MOVEMENTS:</p> <p>The charge for an intra-terminal switch will be:</p> <p>(1) Non Hazardous Commodities:</p> <p>(a) 1 to 50 miles.....\$525.00 per car [I] (b) over 50 miles.....\$625.00 per car [I]</p> <p>(2) Hazardous Commodities:</p> <p>(a) 1 to 50 miles.....\$625.00 per car [I] (b) over 50 miles.....\$725.00 per car [I]</p> <p>NOTE 1: NCRC will not be required to perform Intra-Plant service, except if <u>crews or locomotive power are available</u>.</p> <p><b>ITEM 245</b> [C]</p> <p align="center"><b>CHARGE FOR MOVEMENTS TO OR FROM RAILWAY CAR REPAIR OR CLEANING FACILITIES</b></p> <p>NCRC will assess a charge of \$525.00 per car on empty, private cars, to <u>or</u> from railway car repair or cleaning facilities, switched in other than Intra-plant service. Industry or firm providing switching instructions to NCRC is responsible for payment of switching fee.</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 NCRC</b></p> <p>(A) NCRC 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) NCRC will assess the Intra-Terminal switching charge (See Item 240), when a loaded or empty railroad owned or private car is ordered from a NCRC 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>NCRC 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><b>ITEM 260</b> [I]</p> <p align="center"><b>SPECIAL SWITCHING SERVICE</b></p> <p>(A) NCRC 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, 2 and 4)</p> <p>(B) NCRC 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, 2 and 4).</p> <p>(C) NCRC 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 NCRC has regularly scheduled switching service at the plant site or industry siding, except that the NCRC 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 NCRC.</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 align="right">(Continued in next column)</p>
<p align="center">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 300 SPECIAL CHARGES</b>
<p><b>ITEM 260 (Cont'd)</b></p> <p align="center"><b>SPECIAL SWITCHING SERVICE</b></p> <p>NOTE 4: Switching requests which occur on holidays (for definition of Holidays, see item 500) are considered as Special Train Requests, subject to all Special Train Service Terms (See Item 265).</p>	<p><b>ITEM 350</b></p> <p align="center"><b>DIVERSION/RECONSIGNMENT (SEE NOTE 1, THIS ITEM)</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 NCRC; 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 NCRC. This includes the movement of tank cars delivered to NCRC empty and subsequently ordered delivered to connecting line empty.</p>
<p><b>ITEM 265</b> [C]</p> <p align="center"><b>SPECIAL TRAIN SERVICE</b></p> <p>NCRC will assess a charge of \$5900.00 per crew whenever an industry requests an engine and crew for its exclusive use. (Notes 1 to 5, this item)</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 NCRC.</p> <p>NOTE 5. This charge will be in addition to any freight or switching charges due the NCRC.</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 NCRC team track is \$275.00 per car.</p> <hr/> <p><b>ITEM 360</b> [I]</p> <p align="center"><b>CARS WITHOUT PROPER FORWARDING INSTRUCTIONS (SEE NOTES 1 AND 2, THIS ITEM)</b></p> <p>When on Shipper's instructions loaded or empty cars, are removed from industry, shop or team tracks and are held by NCRC on NCRC tracks awaiting forwarding instructions a charge of \$475.00 per car will be assessed against the industry on the NCRC the car was pulled from.</p> <p>This charge will be in addition to detention/storage charge of \$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 NCRC 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 lines (UP, and in some cases, BNSF) the above information must be received electronically by the connecting line, without errors. Connecting line will forward movement instructions to the NCRC.</p>
<p align="center">For explanation of abbreviations and reference marks not explained herein, see last page of tariff.</p>	

**FT NCRC 6000-C**

SECTION 300 SPECIAL CHARGES	SECTION 300 SPECIAL CHARGES
<p><b>ITEM 365</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 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 NCRC. If the shipper fails or refuses to reduce the weight within 48 hours of notification, NCRC 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 NCRC in order to move the overloaded car to a spot for reduction.</p> <p>After the overloaded car is reduced and the NCRC is notified of the reduction, NCRC, 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 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 NCRC. 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 380</b> [C]</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><u>Also subject to the charges in Item 240 of this tariff.</u></p>
	<p><b>ITEM 390</b></p> <p align="center"><b>WEIGHING CARS ON NON-RAILROAD SCALE</b></p> <p><b>NCRC</b> charge for weighing cars on non-railroad scale is \$50.00 per car.</p>
	<p><b>ITEM 395</b> [I]</p> <p align="center"><b>CHARGE FOR INTERCHANGE IN ERROR SET BACK</b></p> <p>NCRC 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>	



**FT NCRC 6000-C**

<p align="center"><b>SECTION 400 MISCELLANEOUS RULES AND CHARGES</b></p>	<p align="center"><b>SECTION 500 HOLIDAYS</b></p>
<p><b>ITEM 410</b></p> <p align="center"><b>OVERSIZED, HIGH WIDE AND DIMENSIONAL SHIPMENTS</b></p> <p>The NCRC will not accept in interchange oversized or high wide shipments, or shipments of excessive dimensions unless prior arrangements have been made with the NCRC.</p> <p>A charge of \$1500.00 per car will be assessed delivering carrier for the return and/or setback of such cars interchanged to the NCRC.</p> <p><b>ITEM 420</b></p> <p align="center"><b>BUFFER CARS</b></p> <p>Railroad owned or controlled Buffer Cars, loaded or empty, held by consignor or consignee for any reason, will be subject to a charge of \$50.00 per car, per day until car is released by customer.</p>	<p><b>ITEM 500</b></p> <p>[C]</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>(Holidays formerly shown herein and not brought forward are no longer observed)</p>
<p>For explanation of abbreviations and reference marks not explained herein, see last page of tariff.</p>	

**FT NCRC 6000-C**

**EXPLANATION OF ABBREVIATIONS AND  
REFERENCE MARKS**

- BNSF - BNSF Railway Company
- FT - Freight Tariff
- NCRC - Nebraska Central Railroad Company
- UP - Union Pacific Railroad Company
  
- [A] - Addition/New
- [C] - Change
- [I] - Increase
- [NC] - Brought forward without change, except as  
otherwise noted.
- [R] - Reduction

(Underscored portion denotes change/addition.)

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