

CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD



FREIGHT TARIFF CSS 6001-H (For cancellation, See Item 1, this tariff)

LOCAL FREIGHT TARIFF
GOVERNING
VARIOUS ACCESSORIAL SERVICES
AND
SWITCHING CHARGES
APPLYING AT ALL STATIONS ON
CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

ACCESSORIAL SERVICE AND SWITCHING TARIFF

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ISSUED BY

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For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.			

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SECTION 1 CHARGES FOR SERVICE		
SERVICE	CHARGE	APPLICATION
Cars Held for Billing	\$300.00 Per Car, Minimum	Item 390
Cars Released in Error	\$300.00 Per Car, Minimum	Item 350
Cars Released, Not Ready to Pull	\$175.00 Per Car	Item 355
Cleaning Requirements for Foreign Railroad Cars	\$550.00 Per Car, Minimum	Item 420
CSS Equipment - Adverse Use	\$1,500.00 Per Car	Item 380
Diversion/Reconsignment	\$550.00 Per Car	Item 140
Empty Cars Ordered but Not Loaded	\$550.00 Per Car	Item 360
Furnishing Foreign Railroad Cars that Subsequently Move on a different Foreign Railroad	\$2,750.00 Per Car	Item 430
Improper or Unfit Cars Furnished for Loading by Connecting Foreign Railroad	\$300.00 Per Car	Item 370
Interchange Error Movement (Set-Back)	\$400.00 Per Car	Item 340
Overloaded or Improperly Loaded Cars	\$550.00 Per Car	Items 300-320
Special Train Service	\$3,500.00 Per Movement	Item 450
Switching:		
Intra-Plant	\$175.00 Per Car	Item 230
Intra-Terminal	\$175.00 Per Car	Item 240
Reciprocal	\$625.00 Per Car	Item 200
Turning Cars to Permit Loading	\$400.00 Per Car	Item 270
For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.		

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SECTION 2 RULES AND OTHER GOVERNING PROVISIONS	SECTION 2 RULES AND OTHER GOVERNING PROVISIONS
<p>ITEM 1</p> <p align="center">CANCELLATION NOTICE</p> <p>FT CSS 6001-H cancels FT CSS 6001-G in its entirety.</p> <p>Provisions formerly published in FT CSS 6001-G and not brought forward in FT CSS 6001-H are hereby canceled.</p>	<p>ITEM 40</p> <p align="center">METHOD OF CANCELING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter suffices cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.</p> <p>Example: Item 440-A cancels Item 440, and Item 370-B cancels Item 370-A in a prior supplement, which in turn canceled item 370.</p>
<p>ITEM 5</p> <p align="center">GOVERNING CLASSIFICATION</p> <p>The term "UFC 6000" means Uniform Freight Classification UFC 6000-Series.</p>	<p>ITEM 50</p> <p align="center">DEMURRAGE RULES</p> <p>Demurrage rules, regulations and charges will apply as provided for in Freight Tariff CSS 6004-Series.</p> <p>Exception: Where switching service is performed on traffic moving under line-haul rates which are subject to special detention charges and rules, the switching charges provided in this tariff will be subject to the same detention charges and rules as applicable in connection with the line haul rates and provision of Freight Tariff CSS 6004-Series will not apply.</p>
<p>ITEM 10</p> <p align="center">STATION LIST AND CONDITIONS</p> <p>Tariff is governed by the "Official List of Open and Prepay Stations", OPSL 6000-Series</p>	<p>ITEM 55</p> <p align="center">CHARGES FOR SERVICES</p> <p>Charges for services provided for herein, see Section 1 - CSS Charges for Service, Page 3, this tariff.</p>
<p>ITEM 12</p> <p align="center">CHICAGO SWITCHING DISTRICT</p> <p>The term "Chicago Switching District" as used in this tariff is defined as all customers served by the CSS and interchange with connections in Chicago, IL and stations shown as being within Chicago, IL switch limits in Tariff OPSL 6000-Series.</p>	<p>ITEM 60</p> <p align="center">BILLING - ON TIME</p> <p>CSS is committed to billing its customers on time. Therefore, the CSS is expediting its billing process and will bill charges for services contained herein monthly.</p>
<p>ITEM 15</p> <p align="center">EXPLOSIVES DANGEROUS ARTICLES AND EXCEPTIONS</p> <p>Tariff is governed by the "Bureau Of Explosives" BOE 6000-Series.</p>	<p>ITEM 65</p> <p align="center">BILLING DISPUTES</p> <p>CSS is committed to addressing disputed bills as quickly as possible. If you believe that there has been a billing error, we want to take advantage of this offer. Your claim must be submitted via email, within 30 days of the invoice date to: Anthony S. Kazakevicius at tkaz@anacostia.com with copy to: Todd Bjornstad at tbjornstad@anacostia.com, along with a brief description, your claim must also include the car initial and number, and the related invoice number.</p>
<p>ITEM 20</p> <p>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</p> <p>(a) Where reference is made in this tariff to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs, and re-issues of such item, notes, rules, etc.</p> <p>(b) Where reference is made in this tariff to another tariff such reference applies also to such tariff to the extent it may be applicable on intrastate traffic or traffic to, from or through Canada.</p>	
<p>ITEM 30</p> <p align="center">CAPACITIES AND DIMENSIONS OF CARS</p> <p>For marked capacity, lengths, dimensions and cubical capacities of cars, see "Official Railway Equipment Register", RER 6414-Series.</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

SECTION 3 DIVERSION OR RECONSIGNMENT	SECTION 3 DIVERSION OR RECONSIGNMENT
<p>ITEM 100</p> <p style="text-align: center;">DEFINITIONS</p> <p>The term DIVERSION / RECONSIGNMENT means any order received by CSS that requires any change in the original shipping document of a shipment involving:</p> <ol style="list-style-type: none"> 1. The name of the Consignor. 2. The name of the Consignee. 3. The destination. 4. The route. 5. A request to stop a car for the purpose of delivery or re-forwarding. <p>Destination for the purpose of this section means the destination on the bill of lading, or if such destination is served by a terminal yard, the terminal yard will be considered the destination.</p>	<p>ITEM 120</p> <p style="text-align: center;">NON-APPLICATION</p> <p>Diversions will NOT be permitted under the following conditions:</p> <ol style="list-style-type: none"> A. After the car has been interchanged to a participating carrier for the line-haul movement or switching to the consignee. B. After the car is placed at destination on CSS. Any instructions effecting the movement of the car after placement at destination will constitute a new movement, subject to switching or line-haul charges as the case may be. C. Traffic moving under Confidential Contract unless permitted under the provisions of the governing Contract. D. On movements that require CSS to perform an out-of-line-haul. These shipments will be executed as shipments terminating and originating at the diverted station and will be subject to all applicable freight charges. E. To a station or to a point of delivery against which an embargo is in force. F. For requests to change the name of the freight payer. <p>This Tariff will NOT supersede the provisions of any governing contract or tariff that may prevent the car from being diverted.</p>
<p>ITEM 110</p> <p style="text-align: center;">CONDITIONS</p> <ol style="list-style-type: none"> A. Provisions of this tariff will apply only to cars that are in CSS account as a line-haul carrier. B. Orders for diversions will only be accepted from: Consignor, Consignee, Freight Payer, or authorized representatives of the Consignor, Consignee, Freight Payer affected under these provisions. C. Diversion Charges set forth in Section 1, this tariff, will only apply if the diversion is accomplished. D. In order to effect a diversion, instructions must be received in time to permit the change to be accomplished before the car reaches destination or is interchanged with another participating in the line-haul movement. E. Diversion requests will only be processed when requests are received by the CSS in writing, via Fax, or via EDI. <p>CSS reserves the right to refuse the diversion request if charges accruing against the consignment are not guaranteed to the satisfaction of CSS.</p>	<p>ITEM 130</p> <p style="text-align: center;">RAILROAD RESPONSIBILITY TO EFFECT DIVERSION</p> <ol style="list-style-type: none"> A. CSS will make every effort to effect a diversion when a car is in CSS possession and written instructions are provided. B. CSS will NOT be responsible for failure to effect diversion after a car has been interchanged to a connecting carrier. C. CSS will NOT be responsible for executing a diversion order on a specific day or at a specific time of day. D. CSS will NOT be responsible for additional charges incurred when a diversion cannot be accomplished. E. CSS will NOT be responsible for any charges accruing on cars delivered to connecting carriers, other than the absorption of reciprocal switching charges that are authorized by CSS switching absorption provisions.
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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SECTION 3 DIVERSION OR RECONSIGNMENT	SECTION 4 SWITCHING RULES AND CHARGES	
ITEM 140	ITEM 200	
DIVERSION CHARGES/CHANGES	APPLICATION OF RECIPROCAL SWITCHING CHARGES	
<p>Diversion Charge as set forth in Section 1, this tariff, will be assessed on any diversion accomplished (See Note).</p> <p>Note 1 - Diversion charges do not include the cost of any additional switching, demurrage, line-haul or other applicable charges that may accrue as a result of the diversion. Charges are in addition to the applicable price publications.</p> <p>Note 2 - Requests to cancel a previous order effecting destination or route will be accepted when provided by authorized parties provided the car has not reached the billed destination or been interchanged to another participating in the line-haul movement. A Diversion/Cancellation charge as set forth in Section 1, this tariff, will be assessed for such cancellation/change. Only one (1) change in destination or route will be permitted. If the requested change would require the CSS to perform an out-of-line-haul movement, it will not be permitted. Such requests will be executed as a shipment terminating and originating at the diverted station and will be subject to all applicable freight charges.</p>	<p>Reciprocal Switching Charges set forth in Section 1, this tariff, applies on all traffic handled in reciprocal switching service between industries or team tracks located on CSS and connecting lines, where the origin or destination is beyond the Chicago Switching District. (See Notes 1 and 2 below; and, Item 210 - List of Industries.)</p> <p>Note 1 - Applies only on traffic where the line-haul rate makes provision for absorption in whole or in part, of the reciprocal switching charges named in Section 1, this tariff. Any portion of these charges which are not absorbed will be in addition to the line-haul rate and accrue solely to the CSS.</p> <p>Note 2 - Provisions published in item 210-Series do not apply in connection with traffic moving on rates which do not provide for any absorption of the reciprocal switching charges named in Section 1, this tariff. In such instances, switching charges as otherwise provided in this tariff will apply and will be in addition to the line-haul rate.</p> <p>Note 3 - Reciprocal switching charges will be assessed to the line-haul carrier handling the loaded railcar from or to CSS. Any intermediate switch charges assessed to CSS for traffic handled in reciprocal switching service will be in addition to the reciprocal switch charges assessed by CSS.</p>	
	ITEM 210	
	LIST OF INDUSTRIES	
	NAME	ADDRESS
	Foodliner, Inc.	11861 South Cottage Grove Ave. Chicago, IL 60633
	Kloeckner Metals	12900 S. Metron Drive Chicago, IL 60633
	Maloney Lumber and Plywood	12800 S. Butler Drive Chicago, IL 60633
	Maryland Pig Service/National Material Trading	12901 South Stoney Island Ave. Chicago, IL 60633
	Omni Materials, Inc.	12800 S. Butler Drive Chicago, IL 60633
	The Sweets Mix Co.	12700 S. Butler Drive Chicago, IL 60633
	North America Stevedoring Company (NASCO) [C]	12700 S. Butler Drive Chicago, IL 60633
For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.		

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SECTION 4 SWITCHING RULES AND CHARGES	SECTION 4 SWITCHING RULES AND CHARGES
<p>ITEM 220</p> <p align="center">DEFINITIONS</p> <p>Intra-Plant Switching - A switching movement from one track to another, or between two locations on the same track, entirely within the confines of the same plant or industry.</p> <p>Intra-Terminal Switching - A switching movement (other than Intra-Plant switching) from one track to another of the same road within the switching limits of one station or industrial switching district.</p>	<p>ITEM 260</p> <p align="center">IDLER OR TRAILERS</p> <p>Idlers or trailers will be treated as loaded cars.</p>
<p>ITEM 230</p> <p align="center">INTRA-PLANT SWITCHING</p> <p>Intra-Plant Switching Charge set forth in Section 1, this tariff, will be assessed on all cars, either loaded or empty moved between any two locations within the same plant or industry regardless of weight.</p> <p>When a car is handled loaded and empty in one transportation service a movement will consist of both loaded and empty.</p>	<p>ITEM 270</p> <p align="center">SWITCHING - TURNING OF CARS TO PERMIT UNLOADING</p> <p>In instances where it is desired that freight in carloads be placed on delivery tracks for unloading 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 substantially as follows:</p> <p>NOTICE TO CARRIER - Deliver car for loading or unloading from the doors or end specified by placard.</p> <p>Charges set forth in Section 1, this tariff, will be assessed on all 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.</p>
<p>ITEM 240</p> <p align="center">INTRA-TERMINAL SWITCHING</p> <p>Intra-Terminal Switching Charge set forth in Section 1, this tariff, will be assessed on all cars, loaded or empty, moved from a team track, industry or private siding reached directly by the CSS within the switching limits to a team track, industry or private siding reached directly by the CSS within the same switching limits. Such charge will apply also on empty cars of private ownership moved for convenience of the owner.</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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SECTION 5 MISCELLANEOUS RULES AND CHARGES	SECTION 5 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 300</p> <p align="center">DEFINITION OF OVERLOADED OR IMPROPERLY LOADED CAR</p> <p align="center">OVERLOAD CARS</p> <p>An overloaded car is defined as a car for which either the net weight is in excess of the car's stenciled load limit or the gross weight is in excess of the track weight limit at any point along the route of movement.</p> <p>Note - Applies to cars overloaded in excess of 500 lbs. above allowed weight restrictions.</p> <p align="center">IMPROPERLY LOADED</p> <p>An improperly loaded car is defined as a car in or on which lading has not been loaded in accordance with AAR standard loading practices, Official Railway Equipment Register exceptions or individual railroad practices or exceptions.</p>	<p>ITEM 320</p> <p align="center">OVERLOADS DISCOVERED AT DESTINATION</p> <p>If an overloaded car is delivered to destination and is not detected while enroute, whether the overloaded condition is discovered prior to delivery or not, or if the out turn weights are used for the assessment of freight charges and the car or cars are subsequently determined to be overloaded, the Charge for Overloaded Cars set forth in Section 1, this tariff, will be assessed against the shipper responsible for overloading the car.</p>
<p>ITEM 310</p> <p align="center">OVERLOADED OR IMPROPERLY LOADED CARS DISCOVERED AT ORIGIN OR ENROUTE</p> <p>A. Overloaded or Improperly Loaded Cars as described in Item 300, when discovered at origin will be:</p> <ol style="list-style-type: none"> 1. Returned to the shippers track or 2. Returned to the connecting line tendering such cars to CSS. <p>The shipper shall be assessed the intra-plant or intra-terminal switching charge, plus Charge for Overloaded or Improperly Loaded Cars set forth in Section 1, this tariff.</p> <p>B. CSS may elect to stop an overloaded or improperly loaded car enroute and hold it on a track where partial unloading or adjustment of the load may be accomplished. It will be the responsibility of the shipper to partially unload or adjust the car at his expense. CSS will not furnish any personnel, equipment or machinery that may be necessary to partially unload or adjust the overloaded or improperly loaded car. Shipper shall be assessed Charge for Overloaded or Improperly Loaded Cars set forth in Section 1, this tariff.</p>	<p>ITEM 330</p> <p align="center">DEMURRAGE ON OVERLOADED OR IMPROPERLY LOADED CARS</p> <p>Individual overloaded or improperly loaded cars discovered at origin or enroute shall be placed on demurrage immediately following notification to the consignor or owner of the overloaded or improperly loaded condition.</p> <p>No free time will be allowed on cars held due to overloading or improper loading.</p>
	<p>ITEM 340</p> <p align="center">INTERCHANGE ERROR MOVEMENTS (Set-Back)</p> <p>Charge set forth in Section 1, this tariff, will be assessed delivering carrier on all cars, loaded or empty, interchanged to the CSS in error or without forwarding instructions. Such cars will be returned to the delivering carrier or forwarded to the proper carrier within the same switching district. (See Note)(See Item 350)</p> <p>Note - When a car is returned from a terminal switching carrier or when an intermediate carrier is used to return car, such terminal switching charge and/or intermediate charge will be in addition to the above charge.</p>
	<p>ITEM 350</p> <p align="center">CARS RELEASED IN ERROR</p> <p>If Customer releases car, loaded or empty, in error and car is returned to Customer, Charge set forth in Section 1, this tariff, will be assessed. In addition to the charges in Section 1, customer will also be responsible with any and all other charges associated with returning a car to the customer.</p>

For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.

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SECTION 5 MISCELLANEOUS RULES AND CHARGES	SECTION 5 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 355</p> <p align="center">CARS RELEASED, NOT READY TO PULL</p> <p>When Customer releases a car and it is determined upon arrival the car is not ready to pull, Charge set forth in Section 1, this tariff, will be assessed. In addition to the charges in Section 1, customer will also be responsible with any and all other charges associated with returning a car to the customer.</p>	<p>ITEM 390</p> <p align="center">CARS HELD FOR BILLING</p> <p>Loaded cars or empty cars moving on tariff, contract, or exempt quote ordered from industries without final shipping directions or shipping directions with incorrect, incomplete or conflicting instructions, thus making it necessary to hold cars for further instructions, Charge set forth in Section 1, this tariff, will be assessed against the industry and demurrage charges as named in Tariff CSS 6004-Series will continue to apply.</p>
<p>ITEM 360</p> <p align="center">EMPTY CARS ORDERED BUT NOT LOADED</p> <p>On empty cars that are ordered for loading and the service of appropriating, switching or placing has been performed and the car is not loaded but returned to the railroad empty, Charge set forth in Section 1, this tariff, will be assessed for this service and collected from the person, firm or corporation ordering such cars, and will be in addition to all other charges that may apply. (See Exception)</p> <p>Exception - Switching charge, as named herein, will not be assessed, if car is rejected, account unsuitable for loading provided that, car unsuitable for loading (mechanically defective) is rejected to CSS within forty eight (48) hours of actual or constructive placement. Rejected cars must be confirmed in writing to CSS and include specific details for which the car is deemed to be unsuitable for loading.</p>	<p>ITEM 400</p> <p align="center">BANKRUPTCY OR INSOLVENCY</p> <p>A. In the event Shipper files or is the subject of a filed petition in bankruptcy and Shipper has a transportation contract or other agreement with CSS (collectively "Agreement"), Shipper will, as soon as practicable:</p> <ol style="list-style-type: none"> (1) Identify CSS as a "Critical Vendor" of essential services as that term is interpreted and understood within the context of a bankruptcy proceeding; (2) Identify any Agreement with CSS under which there remains continuing unperformed obligations; and, (3) Choose to elect to either assume or reject such Agreements identified pursuant to paragraph (2) above within (60) days of the date of the filing of the Shipper's petition in bankruptcy. <p>B. In the context of a bankruptcy proceeding, no Agreement identified under paragraph (2) may be assigned without CSS consent, unless CSS is given adequate assurance of future performance by the assignee. Such adequate assurance will include, but not necessarily be limited to, a deposit with CSS as security for the timely payment of switching and line-haul charges an amount equal to the average thirty (30) day accrual for such charges as or security guarantees in form and substance satisfactory to CSS from one or more persons who satisfy CSS' s standard of creditworthiness.</p>
<p>ITEM 370</p> <p align="center">IMPROPER OR UNFIT CARS FURNISHED FOR LOADING BY CONNECTING FOREIGN RAILROAD</p> <p>Charge set forth in Section 1, this tariff, will be assessed against the railroad furnishing the car, when an empty car is received from a connecting foreign railroad for loading by an industry located on the CSS and is refused by the industry because the car is unsuitable for loading or is not of the proper type ordered. Such charge will be in addition to all other charges that may apply.</p>	
<p>ITEM 380</p> <p align="center">CSS EQUIPMENT - ADVERSE USE</p> <p>When a customer uses a CSS owned or leased railcar and such railcar is routed from origin station, adverse to CSS, without the prior concurrence of CSS Marketing Department, Charge set forth in Section 1, this tariff, will be assessed against the on-line customer who ships the car.</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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SECTION 5 MISCELLANEOUS RULES AND CHARGES	SECTION 5 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 410</p> <p align="center">CREDIT TERMS</p> <p>If Credit is extended to Applicant for the payment of transportation charges, Applicant agrees to pay such transportation charges within the following time periods:</p> <ul style="list-style-type: none"> (a) Freight Charges - 15 Calendar days from the date of the freight bill. (b) Miscellaneous charges (e.g., demurrage, switching, weighing) - 30 calendar days from the date of the miscellaneous bill. (c) Additional charges for freight transportation and related services (e.g. balance due bills) - 30 calendar days from the date of bill for additional charges. <p>NOTE - Errors discovered in bills by customers should be corrected by customers and paid accordingly accompanied with an explanation of shortage or overage. Payment of all bills, including those corrected by customers, must be made within the credit period. Payment of bills alleged to be incorrect will not prejudice patron's claims, filed within the statutory period, for refund of overcharges. If customers receive bills that they feel they are not responsible for paying, they must notify the carrier within the credit terms that they are not responsible for paying the bills.</p> <p>Payment of an amount less than stated on a CSS invoice will be considered as payment on account and not as payment in full, notwithstanding any notation to the contrary as payment on the payer's remittance. Acceptance by CSS of the lesser amount will not constitute an accord and satisfaction. The payer will be advised of any remaining balance deemed due after application of the remitted funds.</p>	<p>ITEM 420</p> <p align="center">CLEANING REQUIREMENTS FOR FOREIGN RAILROAD CARS</p> <p>With the exception of CSS railroad-owned securement devices, each Carrier Car must be completely unloaded, clean and have all doors and hatch covers properly closed and secured prior to being released as "empty." Customers are responsible for all charges arising from the Release of a Carrier Car that is not empty and clean, including charges for cleaning the Carrier Car and getting the Carrier Car to the nearest clean-out facility. Charge set forth in Section 1, this tariff, will apply.</p> <hr/> <p>ITEM 430</p> <p align="center">FURNISHING FOREIGN RAILROAD CARS THAT SUBSEQUENTLY MOVE ON A DIFFERENT FOREIGN RAILROAD</p> <p>Foreign Railroad Cars are furnished with the expectation that Customers will use them to load and Tender Shipments that include the Foreign Railroad who supplied the car in the route. When a Customer requests a Foreign Railroad Car, and that Customer tenders such car to another railroad, other than the Foreign Railroad who supplied the car, such Foreign Railroad may Charge a fee as set forth in Section 1, this tariff, for such car and the Customer agrees to pay the fee.</p> <hr/> <p>ITEM 440</p> <p align="center">LIMITATIONS ON RELOADING FOREIGN RAILROAD CARS</p> <p>Other than CSS equipment, Foreign Railroad cars may not be reloaded without the prior permission of CSS and must load back to same railroad.</p>
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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<p align="center">SECTION 5 MISCELLANEOUS RULES AND CHARGES</p>	<p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p>
<p>ITEM 450</p> <p align="center">SPECIAL TRAIN SERVICE CHARGES APPLICABLE AT OR BETWEEN ALL STATIONS ON THE CSS</p> <p>When special freight train service is requested by shipper or consignee or required because of excessive dimensions, excessive weight, high center of gravity, or other conditions not permitting normal train operation, thereby necessitating the CSS to furnish engine or other equipment, train crew and pilot for the specific and sole purpose of accommodating the subject movement, and such service can be conveniently arranged (See Note 1), Charge set forth in Section 1, this tariff, will be assessed to cover the special service, which will be in addition to the applicable published freight rate covering the move. (See Note 2)</p> <p>On shipments originating at or destined to stations on connecting carriers, via special freight train service, the combination of the separately published special freight train service Charges of the CSS as forth in Section 1, this tariff, and the connecting carrier, in addition to the applicable published freight rate will be used to ascertain the freight charges, subject to all other applicable provisions.</p> <p>Note 1 - The term "conveniently arranged" is understood to mean that the necessary motive power and crews are available and can be allocated to the special train movement without detriment to normal operations.</p> <p>Note 2 - Carrier reserves the right to fill out such special trains with additional cars at its discretion.</p>	<p>ITEM 99999</p> <p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p> <p>AAR Association of American Railroads BOE Bureau of Explosives CSS Chicago South Shore and South Bend Railroad</p> <p>EDI Electronic Data Interchange Etc. Et cetera FT Freight Tariff i.e. that is Min. Minimum NT Net Ton OPSL Official Railroad Station List, RAILINC, Agent RER Official Railway Equipment Register (R.E.R. Publishing Corporation, Agent) STCC Standard Transportation Commodity Code, RAILINC, Agent UFC Uniform Freight Classification viz. namely</p> <p>[A] Addition [C] Change [D] Canceled [I] Increase [R] Reduction</p> <p>(<u>Underscored</u> portion denotes addition/change.)</p>