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April 20, 2018

Ms. Cynthia T. Brown
Chief of the Section of Administration, Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

ENTERED
Office of Proceedings
April 20, 2018
Part of
Public Record

Re: Docket No. FD 36131, *Utah Central Railway Company, LLC v. Kenco Logistics Services, LLC, Kenco Group, and Specialized Rail Service, Inc.*

Dear Ms. Brown:

Utah Central Railway Company, LLC ("UCRY") is efilng its Opening Statement.

Thank you for your assistance. If you have any questions, please contact me.

Sincerely yours,



Melanie B. Yasbin
Attorney for Utah Central Railway
Company, LLC

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. FD 36131

UTAH CENTRAL RAILWAY COMPANY, LLC
v.
KENCO LOGISTICS SERVICES, LLC, KENCO GROUP,
AND SPECIALIZED RAIL SERVICE, INC.

OPENING STATEMENT

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Attorneys for Utah Central Railway
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Dated: April 20, 2018

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. FD 36131

UTAH CENTRAL RAILWAY COMPANY, LLC
v.
KENCO LOGISTICS SERVICES, LLC, KENCO GROUP,
AND SPECIALIZED RAIL SERVICE, INC.

OPENING STATEMENT.

Utah Central Railway Company, LLC (“UCRY”) respectfully requests the Surface Transportation Board (the “Board”) issue a declaratory order that URCY is entitled to collect \$84,930¹ in demurrage charges based on 341 cars from Specialized Rail Services, Inc. (“SRS”) plus the additional charges provided for in the tariffs, and \$106,980, in demurrage charges based on 146 cars from Kenco Logistics Services, LLC (“Kenco”), plus additional charges including interest provided for in the tariffs.

BACKGROUND

UCRY filed a complaint against SRS in the United States District Court for the District of Utah, Northern Division entitled *Utah Central Railway Company, LLC v. Specialized Rail Service, Inc.*, Civil No. 1:17-cv-00019-RJS on February 6, 2017 (“SRS Court Action”). UCRY filed an amended complaint against Kenco in the United States District Court for the District of Utah, Northern Division entitled *Utah Central Railway Company, LLC v. Kenco Logistic Services, LLC and Kenco Group*, Civil No. 1:17-cv-00020-DAK on February 27, 2017 (“Kenco Court Action”). On April 17, 2017, the Court referred *UCRY v. SRS* to the Board for resolution

¹ UCRY acknowledges that some of the unpaid demurrage dates to before February 6, 2014, and cannot be recovered under 49 U.S.C. 11705

of “all matters that fall within the STB’s jurisdiction.” Also on April 17, 2017, the Court referred *UCRY v. Kenco* to the Board for resolution of “the railroad demurrage disputes.”

In accord with the two Court orders, UCRY filed a Petition for Declaratory Order with the Board on June 27, 2017 entitled *Utah Central Railway Company LLC. v. Kenco Logistics Services, LLC, and Kenco Group and Specialized Rail Service, Inc. - Petition for Declaratory Order*, Docket No. FD 36131. UCRY requested that the Board declare: (1) that UCRY has properly assessed and is entitled to collect the unpaid demurrage charges against SRS and Kenco; (2) UCRY's demurrage rates and charges are reasonable and consistent with the purposes set forth in 49 U.S.C. § 10746; (3) the manner in which UCRY calculated its demurrage charges against SRS and Kenco are reasonable and serve the purposes set forth in 49 U.S.C. § 10746; (4) the rules and/or practices pursuant to UCRY's assessment of demurrage charges against SRS and Kenco are reasonable and serve the purposes set forth in 49 U.S.C. § 10746; (5) UCRY is not responsible for and did not contribute to any backup, accumulation or stacking of rail cars ordered by the respondents and delivered to UCRY by Class 1 railroads for delivery to the respondents; (6) all rail cars for which demurrage charges were assessed against the respondents were subject to UCRY's demurrage rates and charges; (7) UCRY's switching services did not constitute a violation of 49 U.S.C. § 11101; and (8) UCRY is entitled to service charges (interest) as set forth in the relevant tariffs for all demurrage charges which respondents have failed to pay. SRS and Kenco have not raised any counterclaims for damages.

As explained in the Petition for Declaratory Order, UCRY filed one proceeding before the Board because the issues in both cases are sufficiently similar that the referrals of the District Court cases to the Board should be consolidated. Neither SRS nor Kenco objected. The demurrage charges at issue in both cases arise under the same tariffs and relate to loaded cars

delivered by UCRY to both SRS and Kenco in the same general physical location in the Business Depot Ogden (“BDO”).

UCRY is a Class III railroad that operates approximately 34 miles of rail line in and around Ogden, UT. UCRY interchanges traffic with Union Pacific Railroad, Company (“UP”) and Utah Railway² for BNSF Railway Company (“BNSF”) in Ogden, UT. UCRY provides exclusive rail switching services at BDO. Both SRS and Kenco have facilities within the BDO. Kenco operates with approximately 600 feet of rail line adjacent to building 15C in the BDO. SRS operates two warehouses within the BDO. Building 5C has 400 feet of adjacent rail track and Building 1B has 450 feet of adjacent rail track. See Exhibit D.

UCRY operates one weekday shift with a crew working Monday through Friday from 8:00am to 4:00pm. UCRY receives cars from UP on Sundays, Tuesdays, and Thursdays. UCRY also receives cars in interchange from BNSF on Wednesdays. Both UP and BNSF interchange with UCRY at UCRY’s Ogden Utah Yard. UCRY is the receiving carrier and has no control over when Kenco or SRS cars will be delivered by UP and BNSF for interchange. The initiating carriers BNSF and UP are responsible for the number of cars delivered to UCRY and when cars are delivered to UCRY for interchange. UCRY uses ShipperConnect, a software program commonly used in the rail industry, to track cars in real time and to provide the crew with updated information on when UP and BNSF will arrive at interchange.

Once UCRY receives cars, it pulls the cars into the BDO and delivers the cars to destination at Kenco and SRS. Both Kenco’s and SRS’s siding can hold between 6-8 cars at a

² Utah Railway is a Class III shortline railroad and part of the Genesee & Wyoming Company. It receives cars destined for the BDO from BNSF and interchanges those cars to UCRY. Because BNSF is responsible for when the cars arrive at interchange, for convenience the Utah Railway movement will be referred to as interchange from BNSF.

time. They both receive one switch a day which is industry practice for similar businesses.

UCRY will provide a second switch if asked, but this switch must be paid for in accordance with the applicable tariff. UCRY can only deliver cars if Kenco and SRS have room available on their tracks. If at the time of delivery, there are cars that have been released, UCRY crews will pull the empty cars and replace them with loaded cars.

If there are more loaded cars available for delivery then there is space at Kenco's or SRS's facility, UCRY will constructively place the cars. This means the cars will be held on UCRY track and Kenco or SRS will be notified via a Constructive Placement Email. *See* Verified Statement of Ryan Durant. Kenco and SRS are both closed gate locations meaning they have limited track space and must therefore notify UCRY when they are capable of receiving the constructively placed cars. Delivery of a constructively placed car cannot occur unless there is room on Kenco or SRS track. Therefore, Kenco or SRS must release cars through ShipperConnect before they can request constructively placed cars be actually placed. Once cars on Kenco or SRS track have been released and UCRY has received a request to actually place cars, the oldest constructively placed car will be moved to the appropriate siding the next time UCRY switches cars.

DEMURRAGE CHARGES

There are four UCRY tariffs that governed from March 4, 2014 through November 2017: from March 4, 2014 through April 9, 2014, Utah Central Railway Company Local Freight Tariff 6004-2 ("UCRY 6004-2"); from April 10, 2014 through October 31, 2015, Utah Central Railway Company Local Freight Tariff UCRY No. 6004-3 ("UCRY 6004-3"); from November 1, 2015 through December 31, 2016, Patriot Rail Company, LLC Freight Tariff No. 1000 ("PRC 1000")

in conjunction with Utah Central Railway Company, LLC Charge Catalog 2000 (“CC 2000”); and from January 1, 2017 through November 16, 2017, Patriot Rail Company, LLC Freight Tariff No. 1000-1 (“PRC 1000-1”) in conjunction with Utah Central Railway Company, LLC Charge Catalog 2000-1 (“CC 2000-1”). The tariffs are jointly referred to as the “Demurrage Tariffs.”

UCRY allows 48 hours of free time beginning at the time specified in the various tariffs. Under UCRY 6004-2 and UCRY 6004-3 (in place from September 30, 2014 to October 31, 2015) the 48 hours free time began at 07:00 am on the day following placement for loading and unloading cars. See Verified Statement Mr. Durant. The free time does not include holidays. If a car was placed on a Tuesday afternoon free time did not begin to run until 7:00am Wednesday morning and would expire Friday morning

Under PRC 1000 and PRC 1000-1 the 48 hour free time begins at 12:01 am following placement for loading and unloading. The free time does not include holidays and weekends. If a car is placed on a Thursday afternoon free time does not begin to run until 12:01 am Friday morning. Saturday and Sunday are not counted as part of free time or demurrage. The remaining free time picks up again on Monday morning. Under this scenario, even though the car was placed on Thursday demurrage does not begin to run until 12:01 am Tuesday, giving the receiver four days after delivery to clear the track before demurrage begins. Under this scenario there will be four credit days reflected on the invoice (48 hours free time plus Saturday and Sunday). If a car is placed on a Tuesday, free time begins at 12:01 am on Wednesday and free time expires 48 hours later on Friday at 12:01 am. If the car has not been released, demurrage will begin to accrue Friday morning and because all of the free time has been used demurrage will accrue daily, including weekends and holidays, until the car is released.

Once the 48 hours of free time for loading/unloading a car expires, demurrage begins to accrue until the car has been released through ShipperConnect. ShipperConnect shows in real time when a car has been released. Once a car has been released demurrage, if accruing, stops. When a request to move a constructively placed car to destination is received through ShipperConnect demurrage, if accruing on the constructively placed car, will stop until the car is actually placed. As an example, if movement of a constructively placed car that is accruing demurrage is requested through ShipperConnect on a Friday at 4:00pm demurrage charges on this car will stop at 4:00pm on Friday even though the car cannot be physically moved until the UCRY crew comes on line at 8:00 am Monday morning. Under this circumstance, the days between when actual placement is requested and when the cars were physically spotted are shown as credits on the invoice.

UCRY is seeking to recover the demurrage that Kenco failed to pay on ten invoices billed between March 4, 2015 and October 4, 2016. See Exhibit A, Appendix B.

At issue with Kenco are the following invoices:

Invoice Number	Invoice Date	Amount owed
101415	Mar. 4, 2015	\$ 1,810
101435	Apr. 7, 2015	\$31,960
101509	Oct. 2, 2015	\$ 200
101597	Feb. 3, 2016	\$47,600
101611	Mar. 2, 2016	\$ 560
101612	Mar. 2, 2016	\$22,050
101689	Aug. 3, 2016	\$ 280
101703	Sept. 6, 2016	\$ 2,310
101702	Sept. 6, 2016	\$ 70
101724	Oct. 4, 2016	\$ 140

UCRY is seeking to recover the demurrage that SRS failed to pay on fourteen invoices billed between March 4, 2015 and November 2, 2017. See Exhibit A, Appendix B.

At issue with SRS are the following invoices:

Invoice Number	Invoice Date	Amount owed
101280	Mar. 4, 2014	\$ 480
101288	Apr. 2, 2014	\$ 80
101299	May 5, 2014	\$ 40
101300	May 5, 2014	\$ 1,640
101305	Jun. 3, 2014	\$ 3,525
101323	Jul. 7, 2014	\$ 600
101331	Aug. 5, 2014	\$16,830
101510	Oct. 2, 2015	\$ 2,135
101523	Nov. 2, 2015	\$ 520
101565	Jan. 7, 2016	\$ 9,520
101599	Feb. 3, 2016	\$32,270
101613	Mar. 2, 2016	\$ 8,400
101692	Aug. 3, 2016	\$ 700
101706	Sept. 6, 2016	\$ 8,120

ARGUMENT

UCRY has attempted to collect past due demurrage from Kenco and SRS, but they have refused to pay. The failure to pay any demurrage has caused UCRY to take two actions. UCRY has revoked the credit it had extended to SRS and Kenco and has required them to establish a security deposit in an amount that the Board has previously approved in other proceedings that UCRY draws down when demurrage is due. Second, UCRY has sued Kenco and SRS to collect the past demurrage and additional charges due under the Demurrage Tariffs. The Board has been asked to assist the Court in determining the amount of demurrage owed to UCRY by Kenco and SRS. UCRY respectfully requests the Board to determine that UCRY properly applied demurrage to Kenco and SRS, and properly billed the demurrage.

Under 49 U.S.C. §10746 rail carriers can establish demurrage charges and rules related to those charges “in a way that fulfills the national needs related to—(1) freight car use and distribution; and (2) maintenance of an adequate supply of freight cars to be available for transportation of property.” The Board has determined that demurrage is properly charged if it serves either as a penalty for undue car detention, encouraging the efficient use of rail cars in the rail network, or if it compensates rail carriers for the expenses incurred when rail cars are detained by shippers beyond a period of free time. *Savannah Port Terminal Railroad, Inc.-Petition for Declaratory Order-Certain Rates and Practices as Applied to Capital Cargo, Inc.*, STB Finance Docket No. 34920 (STB served May 30, 2008) at 10-11. As explained by Mr. Durant, UCRY charges Kenco and SRS demurrage for both reasons.

UCRY incurs an expense in the form of car hire for the cars. The inability of Kenco and SRS to receive cars at the BDO causes UCRY, as a Class III railroad, to use its limited track facilities for the storage of cars destined for Kenco and SRS. This undue car detention creates

inefficiency on the UCRY. UCRY must also perform additional switch moves to move cars from constructive placement to the unloading tracks at SRS's and Kenco's facilities. The assessment of demurrage by UCRY advances the objectives of demurrage.

UCRY's Demurrage Charges are Reasonable

Charging demurrage is standard industry practice. While each railroad sets its own tariff terms, demurrage terms are relatively consistent. A review of the Genesee and Wyoming, Inc. ("G&W") family of shortline railroad tariffs shows that demurrage charges range from \$80 per day to \$85 per day. See Exhibit C. OmniTrax shortline railroad tariffs show that demurrage charges range from \$70 per day to \$100 per day based on the type of car used. See Exhibit C. Additionally the Brownsville Rio Grande International Railroad (an OmniTrax shortline) has a demurrage structure similar to UCRY 6004-2 and UCRY 6004-3, where the demurrage rate increases based on the number of days the car is held for unloading/loading. See Exhibit C. Both G&W railroads and OmniTrax railroads allow for a 24 hour free period to load cars and a 48 hour free period to unload cars.

Under tariffs PRC 1000/UCRY 2000 and PRC 1000-1/UCRY 2000-1, UCRY at \$70 per day charges less for demurrage than several other shortline railroads. While also under these tariffs, UCRY provides more free time than several other shortline railroads.

UCRY does not discriminate in favor of one shipper over another under its tariffs. Nor does UCRY act to prejudice or favor any shipper. UCRY treats all of its shippers the same under the Demurrage Tariffs.

UCRY is the receiving carrier in interchange for the cars at issue. BNSF or UP are responsible for the number of cars delivered and when those cars are delivered to UCRY at the interchange point. UCRY has no control over how many cars BNSF or UP bring at once. Under

49 U.S.C. §10742, UCRY must accept the cars tendered to it in interchange to complete the rail transportation service for the cars destined for the BDO and specifically Kenco and SRS.

See Cent. Power & Light Co. v. S. Pac. Transp. Co., 1 S.T.B. 1059, 1063 (1996) (“As a threshold matter, railroads are required, under their common carrier obligation, to establish rates and routes to move a shipper's traffic from origin to destination, 49 U.S.C. 11101(a), and to interchange traffic if doing so is required to complete the transportation, 49 U.S.C. 10742.”). UCRY must accept all cars in interchange. Once UCRY receives cars, it moves the cars as quickly and efficiently as possible to destination.

UCRY’s Application of its Demurrage Charges is a Reasonable Practice

As discussed previously, UCRY may lawfully collect demurrage. However, both Kenco and SRS assert that the demurrage was caused by bunching and lack of switching, neither of which they assert were caused by Kenco or SRS, and therefore demurrage is an unreasonable practice. It is not an unreasonable practice for UCRY to constructively place cars when either Kenco or SRS do not have room on their tracks to handle the number of cars received in interchange from the Class I carriers.

Kenco and SRS also assert that at various times there was room on their respective tracks and that constructively placed cars should have been switched to those tracks. Both Kenco and SRS have limited track space, therefore when there is room for constructively placed cars to be actually placed, a request for such placement must be made through ShipperConnect. This serves two purposes: (1) it stops demurrage from accruing on constructively placed cars; and (2) it notifies UCRY that space is available on the loading/unloading track. It is not UCRY’s responsibility to ask when cars are ready to be switched. Cars are constructively placed because

either Kenco or SRS did not provide sufficient room on the track at their respective facilities to place the cars.

Constructive placement is the holding of a car at destination or another point when actual placement cannot be made at the facility of the shipper or receiver because of a condition attributable to the consignor or consignee. The invoice column PCON/Ordered shows the date a car was held on the UCRY line but that date does not always equal the constructive placement date. If a car was placed on UCRY's line due to a condition not attributable to Kenco or SRS additional credit days beyond the 48 hour free time will appear in the credit days column.

When cars are interchanged to UCRY and UCRY cannot access the Kenco or SRS track for reasons other than those cause by Kenco or SRS, while placed on UCRY, track those cars are not considered constructively placed until the impediment not created by Kenco or SRS is removed. The attached invoices show additional credit days that coincide with the amount of time an impediment was in place.

For example UCRY experienced locomotive issues on November 24, 2015. The locomotive was repaired and working again later in the day on November 25, 2015. Because of those locomotive issues, SRS was given two credit days. The cars on Lines 34-37 on SRS invoice 101565 were affected by the locomotive issue. Those cars were constructively placed on Nov. 19th, a Thursday, because SRS refused the cars. Free time began to run at 12:01 am Friday and expired at 12:01 am Tuesday November 24th. However, because the locomotive was not working until late in the day November 25th, the 24th and 25th were not counted towards free time or demurrage and demurrage would not begin to accrue until the following day, November 26th. November 26th was Thanksgiving that year and because the 48 hour free time had not finished running (it was interrupted by a weekend and 2 days of a broken locomotive) this holiday did not

count towards free time or demurrage either. Demurrage began to run after 12:01 am on November 27th. Thus SRS was given a total of 7 credit days for these cars based on the locomotive issues and the holiday.

Additionally, beginning on December 9, 2015, the BDO began rebuilding the track leading into SRS. UCRY could not deliver cars to SRS until December 14, 2015. As can be seen on Invoice Number 101565, significant additional credit days were given to SRS to address both the track construction and back up caused by that construction.

UCRY's demurrage collection is a reasonable practice. Cars were constructively placed because Kenco or SRS refused to accept cars when they came in from the Class I interchange partners. But when an impediment not caused by Kenco or SRS prevented spotting cars, Kenco or SRS was not charged demurrage until the impediment was removed.

CONCLUSION

UCRY respectfully requests the Surface Transportation Board issue a declaratory order that URCY is entitled to collect the demurrage at issue in this proceeding and that the demurrage rates and charges are reasonable.

Respectfully submitted,



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Dated: April 20, 2018

EXHIBIT A-VERIFIED STATEMENT

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. FD 36131

UTAH CENTRAL RAILWAY COMPANY, LLC
v.
KENCO LOGISTICS SERVICES, LLC, KENCO GROUP,
AND SPECIALIZED RAIL SERVICE, INC.

VERIFIED STATEMENT OF RYAN DURANT

I am Ryan Durant. I am the Director of Revenue of Patriot Rail Company LLC (“Patriot”) the parent company of the Utah Central Railway Company, LLC (“UCRY”). I have spent the last eight years in the railroad industry. I have been with Patriot Rail since 2013.

The railroad industry is capital intensive. Directly or indirectly a significant part of this investment is associated with rail cars. Rail cars only earn a return when moving and hauling freight. Demurrage charges are a necessary and long established tool by which railroads incent customers to turn rail cars expeditiously.

The purpose of this statement is to describe UCRY’s demurrage tariffs including: an explanation of how tariffs are applied; the billing process; and the failure of Kenco Logistics Service, LLC (“Kenco”) and Specialized Rail Service, Inc. (“SRS”) to comply with the tariff.

THE TARIFF

Between March 4, 2014 and November 2, 2017, the period in issue in these proceedings, four tariffs governed UCRY’s demurrage charges: from March 4, 2014 through April 9, 2014, Utah Central Railway Company, LLC Local Freight Tariff 6004-2 (“UCRY 6004-2”); from April 10, 2014 through October 31, 2015, Utah Central Railway Company, LLC Local Freight

Tariff UCRY No. 6004-3 (“UCRY 6004-3”); from November 1, 2015 through December 31, 2016, Patriot Rail Company LLC Freight Tariff No. 1000 (“PRC 1000) in conjunction with Utah Central Railway Company, LLC Charge Catalog 2000 (“CC 2000”); and from January 1, 2017 through November 16, 2017, Patriot Rail Company LLC Freight Tariff No. 1000-1 (“PRC 1000-1”) in conjunction with Utah Central Railway Company, LLC Charge Catalog 2000-1 (“CC 2000-1”). The tariffs are attached as Appendix A.

Under tariffs UCRY 6004-2, Item 1300; UCRY 6004-3, Item 1300; PRC 1000, Item 1.12, UCRY allows 48 hours of free time beginning at 07:00 am following placement for loading and unloading cars. Once free time expired UCRY charged demurrage of \$40.00 per day for the first four days, \$55.00 per day for the next two days, and \$70.00 per day for each subsequent day thereafter. Under tariffs PRC 1000, Item 1.12 and PRC 1000-1, Item 1.13, UCRY allows 48 hours of free time beginning at 12:01 am following placement for loading and unloading cars. Once free time has expired under PRC 1000 Item 3.1 and CC 2000 and PRC 1000-1, Item 3.1 and CC2000-1, UCRY charged demurrage of \$70.00 per day.

Settlement of demurrage charges is to be made by a shipper within thirty (30) days following the invoice date. UCRY 6004-2, Item 3980; UCRY 6004-3, Item 3980; PRC 1000, Item 6.01; and PRC 1000-1, Item 6.01. All invoices include: the car number, the commodity, the date and time of constructive placement, the date and time of actual placement, and the date and time the car was released. See Appendix B.

UCRY is the receiving carrier in interchange for the cars at issue. UCRY receives cars from both BNSF Railway Company (“BNSF”) via the Utah Railway¹ and Union Pacific Railroad Company (“UP”). UCRY has no control over when Kenco or SRS cars will arrive at the

¹ Utah Railway is a shortline railroad that connects BNSF and UCRY.

interchange. The initiating carrier, BNSF or UP, have complete control over when the cars arrive at interchange. The initiating carriers may hold cars destined for the BDO in order to form trains that would use their systems more efficiently. UCRY has no control over how many cars the initiating carrier delivers to interchange. Under 49 U.S.C. §11103 UCRY must accept the cars tendered to it in interchange to complete the rail transportation service for the cars destined for Kenco and SRS. It is UCRY's job to get those cars to Kenco and SRS as quickly and efficiently as possible.

Demurrage is a fee charged for extended use of railroad controlled assets beyond the free time allowed for the performance of certain activities. It is an essential tool in maintaining efficient railroad operations by encouraging the optimal utilization of very expensive assets. The purpose of demurrage is to ensure that: (1) cars are loaded and unloaded expeditiously so that they become available for the next shipment; and (2) track capacity is optimized and traffic remains fluid. Cars that a shipper holds beyond the free time for loading and unloading reduce the utility of the entire fleet. Additional cars are required to serve shippers at additional cost. Therefore, demurrage encourages efficient use benefits railroads and their customers.

Charging demurrage is standard industry practice. While each railroad sets its own tariff terms, demurrage terms are relatively consistent. UCRY does not discriminate in favor of one shipper over the other under its tariffs. Nor does UCRY act to prejudice or favor any shipper. UCRY treats all of its shippers the same under the tariffs.

With regard to demurrage, the UCRY billing process begins with the delivery of an empty or loaded car. If due to a condition attributable to a consignee or consignor, the car cannot be delivered to the facility, the car is "constructively placed" at a location on UCRY in the BDO.

The consignor or consignee is notified of the constructive placement and the location of the car via a constructive placement email.

Once the 48 hours of free time for loading/ unloading a car expires, demurrage begins to accrue until the consignor or consignee notifies UCRY that the car has been released. Under the tariffs in place a consignee or consignor must use ShipperConnect to release a car. ShipperConnect shows in real time when a car has been released. Once a car has been released demurrage, if accruing, stops. However, if a car is released in ShipperConnect but cannot be pulled by the UCRY crew because it is not actually empty UCRY may assess an additional fee under tariffs PRC 1000/UCRY 2000 and PRC 1000-1/UCRY 2000-1.

At issue with SRS are the following invoices:

Invoice Number	Invoice Date	Amount owed
101280	Mar. 4, 2014	\$ 480
101288	Apr. 2, 2014	\$ 80
101299	May 5, 2014	\$ 40
101300	May 5, 2014	\$ 1,640
101305	Jun. 3, 2014	\$ 3,525
101323	Jul. 7, 2014	\$ 600
101331	Aug. 5, 2014	\$16,830
101510	Oct. 2, 2015	\$ 2,135
101523	Nov. 2, 2015	\$ 520
101565	Jan. 7, 2016	\$ 9,520
101599	Feb. 3, 2016	\$32,270
101613	Mar. 2, 2016	\$ 8,400
101692	Aug. 3, 2016	\$ 700
101706	Sept. 6, 2016	\$ 8,120

At issue with Kenco are the following invoices:

Invoice Number	Invoice Date	Amount owed
101415	Mar. 4, 2015	\$ 1,810
101435	Apr. 7, 2015	\$31,960
101509	Oct. 2, 2015	\$ 200
101597	Feb. 3, 2016	\$47,600
101611	Mar. 2, 2016	\$ 560
101612	Mar. 2, 2016	\$22,050
101689	Aug. 3, 2016	\$ 280
101703	Sept. 6, 2016	\$ 2,310

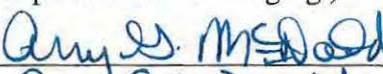
VERIFICATION

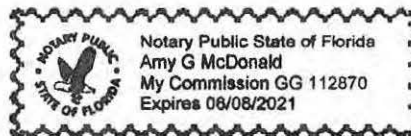
I, Ryan Durant, declare under penalty of perjury that to the best of my knowledge the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement. Executed this 20th day of April 2018.


Ryan Durant

STATE OF FLORIDA
COUNTY OF DUVAL

The foregoing instrument was acknowledged before me this 20th day of April, 2018, by
Ryan Durant (name of person acknowledging.)


Amy G. McDonald Signature of Notary Public
Print, Type/Stamp Name of
Notary Personally known: ☒ OR Produced
Identification: _____ Type of Identification
Produced: _____



APPENDIX A-DEMURRAGE TARIFFS

**UTAH CENTRAL
RAILWAY COMPANY**

LOCAL FREIGHT TARIFF

PUBLISHING

SWITCHING & HANDLING CHARGES

ALSO RULES AND REGULATIONS GOVERNING

DEMURRAGE & STORAGE

**AT STATIONS ON THE
UTAH CENTRAL RAILWAY COMPANY**

ISSUED September 5, 2013

EFFECTIVE September 30, 2013

Issued by

H. H. Shugart
Director of Marketing
10600 Skinner Lake Drive
Jacksonville, FL 32246

EXPLANATION OF ABBREVIATIONS, NOTES AND REFERENCE MARKS

ABBREVIATIONS	EXPLANATIONS
\$	U.S. Dollars
UCRY.....	Utah Central Railway Company
UPRR.....	Union Pacific Railroad Company
BNSF.....	Burlington Northern & Santa Fe Railway Company
OURD.....	Ogden Union Railroad & Depot Company

REFERENCE MARKS

{1}	All stations shown are in the state of Utah.
-----	--

Item No. 10-A * {1}

LIST OF INDUSTRIES BY STATION

The following industries are served by private or industry tracks located on the UCRY at:

Ogden

Air Liquide

Brenntag Pacific

Scoular Company

KAG Logistics

Weber County Transfer Station

Viper Rail Car Storage

Stratford

Kellerstrass Oil Company

Consolidated Manufacturing Int'l

Food Express, Inc.

Air Liquide America, L.P.

Metalwest, LLC

Staker Parson Companies

Carson Oil Company

BMC West

Ogden Sugar Works

Amalgamated Sugar Company

Great Western Plumbing Supply

McFarland Cascade Pole & Lumber Co.

The Andersons

Relico

Scoular Company West

Contech Construction Products

(Listing of industries concluded on next page)

Evona

Horizon Flour Milling
Cache Commodities

Western Hay Company
Dave Grant Trucking

Nyes Corner

Wheelwright Lumber
Heritage Bag Company

Mountain States L.P. Gas

Business Depot Ogden

Kenco Group
Specialized Rail Services
Petersen, Inc.
Southern Classic Food Group

Ogden Standard Examiner
Lofthouse Foods, Inc.
Graham Packaging

Item No. 10-B * {1}

The following industries are served by private and industry tracks located on the UCRY at:

Little Mountain

Westinghouse Electric Company

Western Zirconium

WEIGHT RESTRICTIONS

UCRY will provide switching and transportation services for loaded cars with a maximum gross weight of 263000 lbs. Shipments exceeding the above maximum gross weight must be approved by the UCRY prior to shipment.

SECTION 1

GENERAL CAR DEMURRAGE RULES AND CHARGES

ITEM	APPLICATION
1000	<u>GENERAL APPLICATION</u> 1.) Applicable to all points on UCRY lines. 2.) The disposition of a car at its point of detention determines the purpose of which the car is held and the rules applicable hereto. 3.) All UCRY controlled and private cars held for or by consignors or consignees for any purpose are subject to demurrage rules and charges in this section, except as follows: A. Private cars held on leased or private tracks. B. Cars containing freight refused or unclaimed to be sold by UCRY for the time held beyond legal requirements. C. Cars assigned to shippers returned to points of assignment under the load when material is authorized to be returned without freight charges under provisions of freight publications. D. Cars assigned to shippers returned empty to point of assignment while subject to storage rules. E. Empty railroad equipment moving on own wheel under transportation charges as freight.
1100	<u>DEFINITIONS</u> The following are to be used in applying this section: <i>Actual Placement</i> - is the placement of a car in position accessible for loading or unloading, or at a point designated by the consignor or consignee. <i>Constructive Placement</i> - is the holding of a car at destination or at another point when actual placement cannot be made of a condition attributable to the consignor or consignee. It includes the holding of a car containing an order-notify or inbound shipment pending satisfaction of delivery requirements. <i>Consignee</i> - is the party to whom the shipment is consigned or the party entitled to receive the shipments. <i>Consignor</i> - is the party in whose name cars are ordered or the party who furnishes forwarding instructions. <i>Forwarding Instructions</i> - are instructions given to UCRY containing all the information necessary to transport the shipment to its final destination. (Definitions concluded on next page)

ITEM	APPLICATION
1100	<i>Leased Track</i> - is a track assigned to a user through written lease agreement and is considered the same as a private track for demurrage purposes <i>Loading</i> - is the complete or partial loading of a car and furnishing forwarding instructions. <i>Loaded Car</i> - is a car that is completely or partially loaded. <i>Private Car</i> - is any car bearing other than railroad reporting marks that is not railroad controlled. <i>Private Track</i> - is any track not owned by UCRY including leased track. <i>Public Delivery Track</i> - is a track open to the general public for loading or unloading. <i>Reloaded Car</i> - is a car that is unloaded and then reloaded without having been removed from the consignor's / consignee's premises whether or not a release was given to UCRY when the car was empty. <i>Time</i> - is the local time at the point where the car is held. <i>Unloading</i> - is the complete unloading of a car and advice received from consignee that the car is empty and available to UCRY. End of Page

SECTION 1

GENERAL CAR DEMURRAGE RULES AND CHARGES

ITEM

APPLICATION

NOTIFICATIONS FROM UCRY

1200

- 1.) UCRY will provide notice either verbally, electronically, via facsimile or postal service mail as follows:
 - A. On cars for public delivery tracks, notice will be given to the affected party when the car is placed.
 - B. On cars for other-than-public delivery tracks, notice of constructive placement will be given to the affected party. Actual placement of a car upon the tracks of a consignor or consignee will constitute notice except that when two or more parties use the same track notice will be provided.
 - C. On cars stopped in transit, notice will be given to the party instructing the stop when the car arrives at the stop point.
 - D. On refused loaded cars, notice will be given to the consignor.
- 2.) Consignor, consignee or other affected party must furnish UCRY forwarding instructions, empty car release information or other disposition (as applicable) verbally or electronically. When the device used indicates the time and date, such time and date will govern.

NOTIFICATIONS TO UCRY

1250

- 1.) All forwarding instructions must be submitted to UCRY using one of the Class 1 websites or by making arrangements directly with 3rd party logistics service providers to submit forwarding instructions on their behalf via a Class 1 website or via EDI. UCRY will accept forwarding instructions to its customer service center via 904-423-5388 or via email to UCRY-CS@PATRIOTRAIL.COM, subject to a \$35 charge per faxed or emailed bill of lading. UCRY reserves the right to reject as an unreasonable request for service, any fax or email forwarding instructions that are illegible, whether due to poor transmission quality, poor or illegible handwriting or otherwise. UCRY will not accept delivery of forwarding instructions by U.S. Mail, express service, personal delivery or otherwise. Charges for fax forwarding instructions do not apply to Hazardous Waste, United States Government shipments or voids and corrections.
- 2.) Notwithstanding the foregoing, all empty release information must be submitted to UCRY using ShipperConnect™. UCRY will accept empty release information to its customer service center via 904-423-5388 or via email to UCRY-CS@PATRIOTRAIL.COM subject to a \$35 charge per faxed or emailed release.
- 3.) When electronic or mechanical devices are used to forward instructions and/or empty release information to UCRY, the recorded date and time that the instructions are received by UCRY will govern.

SECTION 1

GENERAL CAR DEMURRAGE RULES AND CHARGES

ITEM

APPLICATION

FREE TIME

Free time as designated will be allowed for each car:

FORTY-EIGHT (48) HOURS

- 1.) Complete unloading as defined in Section 2.
- 2.) Partial or complete loading as defined in Item 2000.
- 3.) Partial unloading as defined in Item 2100.
- 4.) Partial unloading and reloading
- 5.) Loading or unloading all commodities handled in intraplant switching service as defined in switching or other UCRY tariff, and will include "set-back service" as defined within UCRY tariff.

TWENTY-FOUR (24) HOURS

- 1.) Cars held in constructive placement, including private cars held on UCRY track.
- 2.) Cars awaiting instructions from order-in customers.
- 3.) Except as cars received under load and held for forwarding instructions.
- 4.) Diversions, reconsignments or reshipments.
- 5.) Cars held in transit.
- 6.) Storage charges - empty private or system pool cars.

Free time will be computed from the first 7:00 a.m. after placement, or after proper notification has been sent or given when required or constructively placed. For the purpose of computing free time, holidays will be excluded, unless free time has expired and demurrage is being incurred.

SECTION 1

GENERAL CAR DEMURRAGE RULES AND CHARGES

ITEM

MULTIPLE CARLOAD SHIPMENTS OF GRAIN

Free time will be provided in Item 1300 except:

Demurrage free time begins with the actual or constructive placement of the final car required in a multiple car order. UCRY must be the originating carrier.

UCRY maintains the right to place for loading any car which meets the customer's order requirements. This is excepted by private and specific pooled equipment. Equipment substitution does not alter the start of free time.

1400

In the event a patron tenders a partial shipment of a multiple car order, free time shall be calculated as a single shipment basis. Partial shipments will be accepted without penalty of free time when UCRY is unable to complete an order by the date required.

Actual placement of early arriving cars ordered for loading can occur prior to commencement of free time. Such illustrated advance placement does not allow partial shipment of a multiple car order without penalty regarding free time as described above.

End of Page

SECTION 1

GENERAL CAR DEMURRAGE RULES AND CHARGES

ITEM	APPLICATION
1500	<u>HOLIDAYS</u> Whenever reference is made to “holidays”, it shall mean only the days listed below: New Years Day - 01 January (see note) President’s Day - Third Monday of February Good Friday - Friday before Easter Sunday Memorial Day - Last Monday in May Independence Day - 04 July (see note) Pioneer Day - 24 July (see note) Labor Day - First Monday in September Thanksgiving Day - Fourth Thursday in November Day after Thanksgiving - Fourth Friday in November Christmas Eve - 24 December (see note) Christmas Day - 25 December (see note) Note: When the holiday falls on a Saturday or Sunday, the business day prior to or following the actual holiday will be observed.
1800	<u>ACTUAL PLACEMENT</u> Actual placement is made when a car is placed in an accessible position for loading or unloading at a point previously designated by the consignor or consignee.
1900	<u>CONSTRUCTIVE PLACEMENT</u> When a car consigned or ordered to a private track, an 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 destination. If it cannot be reasonably accommodated there, it will be held at an available hold point and notice shall be sent or given to the consignor or consignee that the car is held (naming the hold point if not held at destination) and that UCRY is unable to effect placement; However, if car is placed upon private track, industrial interchange track, or other than public delivery track serving the consignor or consignee, the car shall be considered constructively placed without notice.

SECTION 3

GENERAL CAR SWITCHING RULES AND CHARGES

ITEM	APPLICATION																																								
5000	<u>DEFINITIONS</u> <i>HAULAGE AGREEMENT</i> - is the entire cycled movement of a loaded carload of freight, which originates and terminates upon lines of UCRY.																																								
5100	<u>EMPTY RAILCAARS MOVING ON OWN WHEELS</u> Empty railcars moving as a single load, either for repair or otherwise, when no load in favor of UCRY is generated, movement shall be charged to the consignor/consignee or affected party receiving or shipping such cars. Charges shall apply to one-way movement, each way if applicable, as defined within Item 5200. Intermodal container and multiple unit cars are subject to special provisions. (see note) Note - Charges shall apply to any railcar, regardless of type, if no special movement conditions apply. Special movement requests are to be made through UCRY clearance agent.																																								
5200	<u>SWITCHING RATES APPLICABLE OVER UCRY LINES</u> <table> <tr> <td rowspan="4">Railcar, moving on own wheels (one-way)</td><td>Ogden</td><td>Transfer</td><td>100.00</td></tr> <tr> <td>Transfer</td><td>Ogden</td><td>100.00</td></tr> <tr> <td>Ogden</td><td>Sugar Works</td><td>100.00</td></tr> <tr> <td>Sugar Works</td><td>Ogden</td><td>100.00</td></tr> <tr> <td>Railcar, Intermodal Platforms, Wells or Spines (per platform or other interconnected unit)</td><td>Ogden</td><td>All Stations</td><td>100.00</td></tr> <tr> <td rowspan="2">Railcar, moving as load upon flatcar (one-way)</td><td>Ogden</td><td>All Stations</td><td>300.00</td></tr> <tr> <td>All Stations</td><td>Ogden</td><td>300.00</td></tr> <tr> <td rowspan="3">Agricultural Products Haulage Agreement 01 STCC</td><td>Transfer</td><td>Evona</td><td>175.00</td></tr> <tr> <td>Relico</td><td>Evona</td><td>175.00</td></tr> <tr> <td>Evona</td><td>All Stations</td><td>190.00</td></tr> <tr> <td>All Freight - not specified in this Item Haulage Agreement</td><td>Ogden</td><td>All Stations</td><td>425.00</td></tr> </table>			Railcar, moving on own wheels (one-way)	Ogden	Transfer	100.00	Transfer	Ogden	100.00	Ogden	Sugar Works	100.00	Sugar Works	Ogden	100.00	Railcar, Intermodal Platforms, Wells or Spines (per platform or other interconnected unit)	Ogden	All Stations	100.00	Railcar, moving as load upon flatcar (one-way)	Ogden	All Stations	300.00	All Stations	Ogden	300.00	Agricultural Products Haulage Agreement 01 STCC	Transfer	Evona	175.00	Relico	Evona	175.00	Evona	All Stations	190.00	All Freight - not specified in this Item Haulage Agreement	Ogden	All Stations	425.00
Railcar, moving on own wheels (one-way)	Ogden	Transfer	100.00																																						
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	Ogden	Sugar Works	100.00																																						
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	Evona	All Stations	190.00																																						
All Freight - not specified in this Item Haulage Agreement	Ogden	All Stations	425.00																																						
28																																									

SECTION 3

GENERAL CAR SWITCHING RULES AND CHARGES

ITEM	APPLICATION
4900	<u>WEEKEND SURCHARGE</u> UCRY offers scheduled Monday through Friday service, with Saturday and Sunday service available for an additional charge. This Item shall apply to cars handled on any UCRY train, which originates between the hours of 12:01 a.m. Saturday through 11:59 p.m. Sunday, provided an authorized agent of this railroad is in receipt of advice that request movement of car(s). This Item applies to scheduled weekend trains as posted within any open UCRY agency office. Movements which exceed the posted limits; i.e. special trains outside of such posted times, are subject to Item 4600. 1.) Weekend (Saturday and Sunday) service, posted schedule \$175.00 per loaded car 2.) Weekend (Saturday and Sunday) service, posted schedule \$125.00 per empty car
4950	<u>ADDITIONAL MOVEMENTS AT REQUEST OR RESPONSIBILITY OF CONSIGNOR OR CONSIGNEE</u> Any time car(s) are moved at the request of a consignor/consignee, which are not covered under any other Item contained within Section 4 of this tariff, this Item shall govern charges associated with such movement. In the event UCRY is unable to place car(s) at a receiving facility, other-than-public delivery tracks, car(s) will be placed into constructive placement or other hold status, whereby the following charge will apply: 1.) Car(s) held due to UCRY being unable to deliver cars due to conditions or request of consignor/consignee \$125.00 per car
4980	<u>RETURN FOR SERVICE CHARGES</u> Should UCRY arrive at an industry location after receiving proper advice requesting service, and car(s) contained within such advice not be available for release, respot, or other movement due to fault of consignor or consignee, the following charge shall apply: Return for service charge \$300.00 per car requested and unavailable

SECTION 3

GENERAL CAR SWITCHING RULES AND CHARGES

ITEM	APPLICATION
4700	<u>REQUESTS FOR SERVICE AFTER EXPIRATION OF TIME LIMITS AND CHANGES TO REQUESTED SERVICE</u> Service advice, which is delivered to UCRY agency personnel after expiration of prescribed times, shall become processed into a later train. When such advice is received with a request to be incorporated into an existing, or processed movement, UCRY may honor such request with the consignor/consignee or affected party subject to charge. When an advice of movement is received within prescribed time limits, and UCRY personnel receive a subsequent request for change after expiration of such limits, cars contained within said change are subject to charge. (see note) Advice for service after expiration of time limits, or change to previous request\$175.00 per car Note - In the event UCRY is unable to meet a requested change in service, or perform a movement as described within this Item, such charge will not apply. A request to cancel an existing order for service is not subject to provisions contained in this Item.
4800	<u>CARS RECEIVED/DELIVERED TO ANOTHER CARRIER AT NON-INTERCHANGE LOCATIONS</u> UCRY maintains an active interchange between UPRR and BNSF at Ogden, although both UPRR and BNSF operate over portions of UCRY for the purpose of servicing facilities at Ogden and Evona. When a car is received onto or delivered from UCRY to another carrier at an industry location, and interchange of cars is at the advice of a consignor/consignee, such movement becomes subject to charges upon a per car basis. (see note) Cars received/delivered at industry locations from another carrier: 1.) Movement where load is not in favor of UCRY\$250.00 per car 2.) Movement where UCRY originates load\$180.00 per car Note - In the event an interchange of traffic is arranged between carriers at an industry location, charges contained in this Item will not apply.

SECTION 3

GENERAL CAR SWITCHING RULES AND CHARGES

ITEM	APPLICATION
4600	<u>SERVICE REQUEST PERIOD - TIME OF CONCLUSION</u> Service requests are arranged upon a fixed daily schedule, with advice to UCRY concerning requested service being submitted to an agent within prescribed time constraints. These times, known as “cut-off” times, are posted at open agency offices and are available from an agent. A request for service submitted before a “cut-off” will result in said service being rendered during the next appropriately assigned train.
4625	<u>PLACEMENT OF SCALE / TEST CARS</u> Scale or test cars moving as a single load, when no load in favor of UCRY is generated, movement shall be charged to the consignor / consignee or affected party receiving such cars. Placement of scale / test cars \$250.00 per car
4650	<u>TURNING CARS / WYE CHARGE</u> Should industry request a car to be turned / wyed, the following charge will apply: Turning / wye charge \$275.00 per car
4665	<u>DELAY OF TRAIN</u> In the event a UCRY train and/or engine and crew is unable to perform switching service, or work is impeded due to causes attributable to a customer or industry, the following charges will apply: 1.) Initial delay charge.....\$250.00 first ½ hour 2.) Subsequent quarter hour charges following initial delay.....\$100.00 per each ¼ hour These delays include, but are not limited to: rails blocked or fouled, derails, switches, or gates locked, cars in process of being worked, inspected or sealed, or other customer request leading to delay.

SECTION 3

GENERAL CAR SWITCHING RULES AND CHARGES

ITEM	APPLICATION
4450	<u>SECOND TRANSFER SERVICE</u> Second transfer switching consists of the movement of cars for the consignor / consignee from any location where such cars are held in constructive placement, storage, or hold status. Cars are subject to charge when advice is received to move equipment to a facility for loading or unloading. This Item shall apply to loaded or empty cars, and include both private and railroad controlled equipment. Charges contained in this Item will apply when advice for movement is received after the first 7:00 a.m. following the actual time of constructive placement, storage or hold status. Second Transfer Service \$150.00 per car
4475	<u>RETURN OF UN-REQUIRED EQUIPMENT</u> When an industry requests empty cars for loading, whether cars are a part of an individual or multiple car order, or part of an assignment pool, and UCRY receives advice for the return of such cars where no load in favor of this railroad is generated, a charge will apply. In the event cars are returned due to railroad error, cars exceeding a correctly placed order, or cars are not of the kind requested or suitable for loading, this Item shall not apply. (see note) Return of Cars \$125.00 per car Note - When cars are to be returned due to unsuitability or equipment type, industry must advise UCRY of such reasons at the time request for return is made.
4500	<u>UNSCHEDULED TRAIN OPERATIONS</u> UCRY maintains a listing of scheduled trains available to perform service at various locations. Schedules are posted at open agency offices and may be requested from an agent at any time. A request for service at times or days that exceed the regular posted bulletin times may be operated at the request of a customer, provided arrangements are approved with the local superintendent. (see note) Special train movement at customer request..... \$3,750.00 per shift Note - Charges contained within this Item shall become the only charges that will apply to cars entrained within any special, demurrage being excluded from relief.

SECTION 3

GENERAL CAR SWITCHING RULES AND CHARGES

ITEM	APPLICATION
4200	<u>CARS HELD AWAITING FORWARDING INSTRUCTIONS</u> Private or railroad controlled cars released from industry without proper billing or forwarding instructions, and held on railroad or leased track awaiting said instructions are subject to the following: 1.) Car released without billing or other instruction, held on railroad track \$275.00 per car 2.) Car released without billing to place onto leased track \$125.00 per car
4300	<u>INTRAPLANT SWITCHING SERVICE</u> A consignor or consignee may request car movements within an industry facility. Such intraplant movements are defined as: A.) Movement from one spot to another when final placement is at industry request, and additional switching is required to place car into the requested position. B.) Movements from one track to another at request of industry. C.) Re-spotting when multiple commodities are handled on a single spur at an industry facility, and cars are not continuous. (see note) Intraplant service \$115.00 per car Note - Continuous cars are those which remain coupled along a single line of rail for loading or unloading purposes. Re-spot charges shall only apply to those cars where a distinct separation between unloading/loading operations of different commodities exists on a common spur line.
4400	<u>INTERPLANT SWITCHING SERVICE</u> Interplant switching consists of movement at consignor/consignee advice between fixed facilities to another facility of the same customer. Facilities shall include movement from industry location where loading/unloading occurs to another, and from/to leased track not located at industry premises to/from a fixed facility. Interplant service \$150.00 per car
4425	<u>INTRAPLANT SWITCHING SERVICE - GRAIN TRAIN</u> Additional car movements may be necessary if all cars in a grain cannot be accommodated at a consignor's or consignee's facility. Should this condition arise, or if the consignor or consignee should choose to spot only a specific number of cars on the initial car spotting, the following charge will apply. Intraplant service \$100.00 per car

SECTION 3

GENERAL CAR SWITCHING RULES AND CHARGES

ITEM	APPLICATION
4000	<u>GENERAL APPLICATION</u> This tariff publishes various charges allowed by which UCRY may bill a consignee / consignor or affected party. Such charges are designed to provide relief from costs associated from extra car movement or clerical duties. 1.) These charges apply to all points on UCRY. 2.) Charges apply to railroad and private cars. 3.) Tariff applies to all commodities, unless specifically omitted or delineated.
4100	<u>DEFINITIONS</u> <i>ASSESSORIAL CHARGE</i> - incidental charges for service rendered such as demurrage, weighing, diversions, etc. which are in addition to normal transportation charges. <i>BULLETIN OF TRAINS</i> - is a published schedule of trains. <i>CUT-OFF TIME</i> - is the time of day when a consignor / consignee must have instructions or advice into UCRY. <i>INTERPLANT SWITCH</i> - is the movement of car from one facility to another located on UCRY lines. This includes the movement from an industry lease track to an industry facility. <i>INTRAPLANT SWITCH</i> - is the movement of a car within the confines of an industry facility. <i>UNSCHEDULED SERVICE</i> - is service provided outside of published availability at specific request of a consignor / consignee.



APPLICATION FOR CREDIT

Business Name _____ Phone No. () _____

Billing Address _____ Fax No. () _____

City _____ State _____ Zip Code _____

Delivery Address _____

City _____ State _____ Zip Code _____

OWNERSHIP: ☐ Sole Owner ☐ Partnership ☐ Corp

Fed. Tax I.D.# _____

Other Affiliated Companies _____

Nature of Business _____ How Long in Business _____

Terms: NET 15 DAYS Amount of Credit Requested _____

Principals and/or Owner (s) Name, Address, Telephone Number and Title: _____

Bank Reference _____ Address _____

City _____ State _____ Zip _____

Telephone No. _____ Bank Account No. _____

Est. Annual Sales: \$ _____ Sales Area _____

No. of Emp. _____

Name, Address and Phone No. of 3 Suppliers With Whom You Do A Credit Business:

1. _____

2. _____

3. _____

PLEASE ATTACH CURRENT FINANCIAL STATEMENT

Contact: Leann Beall, Revenue Manager
PO Box 2817, Longview, WA 98632
PH (360) 501-2184/Fax (306) 501-2192
ARCredit@PatriotRail.com
www.patriotrail.com

SECTION 2

CREDIT TERMS AND SECURITY DEPOSIT

ITEM

APPLICATION

SECURITY DEPOSITS FOR PAYMENT OF ACCESSORIAL CHARGES AND/OR SURCHARGES

****A security deposit to ensure payment of any accessorial charges and/or **surcharges** that may accrue will be required from every Consignor, Consignee, or agent thereof who:**

- A. Is not on the Subscribing Carrier's credit list, and
- B. Fails to pay accessorial charges and/or surcharges after specific written demand referring to this tariff provision.

3990

A deposit must be paid, by wire transfer, before any freight car is delivered to such Consignor, Consignee, or agent thereof for Loading or Unloading. A deposit on one unit of equipment is not transferable to another.

A deposit for each car shall be in the minimum amount of two hundred dollars (\$200.00) or up to the maximum amount of accessorial charges that accrued on any one car during the preceding twelve (12) months.

In the case of a Consignor, Consignee or agent thereof receiving multiple carloads for Loading or Unloading, the total amount required to be deposited shall not exceed the lesser of the amount of existing past accessorial charges accrued by the Consignor, Consignee, or agent thereof due or \$25,000.

Once the Consignor, Consignee, or agent thereof is placed on Subscribing Carriers' authorized credit list, or has paid all outstanding accessorial charges and has given assurance to the satisfaction of the Carrier's credit office that future accessorial charges will be paid within the credit period prescribed in applicable tariffs, the Subscribing Carrier will refund the balance of the deposit to the Consignor, Consignee, or agent thereof by the 5th day of the month following that in which the equipment is released to the Subscribing Carrier after deducting any and all unpaid accessorial charges.

Security deposits will no longer be required after the Consignor, Consignee, or agent thereof either:

- A. Is placed on Subscribing Carriers' authorized credit list, or
- B. Has paid all outstanding accessorial charges and has given assurance to the satisfaction of the Carrier's credit office that future accessorial charges will be paid within the credit period prescribed in applicable tariffs.

End of page

Optional Services Catalog Covering:
**Customer Switching
and Accessorial Services
Demurrage and Storage**



Charge Schedule

ITEM

3400	CARS HELD FOR RECONSIGNMENT	\$ 125.00
3400	CARS HELD FOR DIVERSION	\$ 275.00
3400	CARS HELD FOR RESHIPMENT	\$ 275.00
3800	CARS ORDERED NOT USED	\$ 125.00
3950	DEMURRAGE PER DAY (First Four Chargeable Days)	\$ 40.00
3950	DEMURRAGE PER DAY (Next Two Chargeable Days)	\$ 55.00
3950	DEMURRAGE PER DAY (Each Subsequent Day Thereafter)	\$ 70.00
4200	CAR RELEASED W/O BILLING, RR TRACK	\$ 275.00
4200	CAR RELEASED W/O BILLING, LEASED TRACK	\$ 125.00
4300	INTRAPLANT SWITCH	\$ 115.00
4400	INTERPLANT SWITCH-leased track	\$ 150.00
4425	INTRAPLANT UNIT TRAIN SWITCH, PER CAR	\$ 100.00
4430	INTERTERMINAL SWITCH	N/A
4450	SECOND TRANSFER SWITCH	\$ 150.00
4475	RETURN OF CARS	\$ 125.00
4500	SPECIAL TRAIN PER SHIFT	\$3,750.00
4625	PLACEMENT OF SCALE/TEST CAR	\$ 250.00
4650	TURNING CAR CHARGE	\$ 275.00
4660	PLACE CAR IN ROUNDHOUSE	N/A
4665	DELAY OF TRAIN 1ST 1/2 HOUR	\$ 250.00
4665	DELAY OF TRAIN PER 1/4 HOUR	\$ 100.00
4700	SERVICE AFTER TIME LIMITS	\$ 175.00
4800	NON-INTERCHANGE LOCATIONS ADVERSE	\$ 250.00
4800	NON-INTERCHANGE WE ORIGATE LOAD	\$ 180.00
4900	WEEKEND LOAD	\$ 175.00
4900	WEEKEND EMPTY	\$ 125.00
4950	CARS HELD BY REQUEST	\$ 125.00
4980	RETURN FOR SERVICE CHARGE	\$ 300.00

UCRY 7006

Our top priority is to provide safe, reliable transportation for our customers. Part of that commitment is to maintain a fluid and adequate supply of rail cars and to ensure that all railcar assets, both railroad and privately-owned, are utilized as optimally as possible.

Please contact your local marketing representative if you have any questions concerning this service.

James Koscielniak
Dir., Business Development Western Region
PO Box 10402
Ogden, UT 84409
Mobile – 720.237.0709
Office – 720.556.7322
James.koscielniak@patriotrail.com

This document is subject to the terms, conditions and guidelines provided in The General Tariff PRC 6004.

www.patriotrail.com

***Free Time referred to in Item 1300 of PRC 6004.**

Optional Services Catalog Covering:
**Customer Switching
and Accessorial Services
Demurrage and Storage**



Charge Schedule cont.

ITEM

5200 SWITCHING RATES ON LINE

Ogden / Transfer
\$ 100.00
Transfer / Ogden
\$ 100.00
Ogden/ Sugar Works
\$ 100.00
Sugar Works / Ogden
\$ 100.00

5200 Railcar, moving on own wheels (one-way)
Railcar, Intermodal
Platforms, Wells or Spines
(per platform or other interconnected
unit)

5200 Ogden All Stations \$ 100.00

Railcar, moving as load upon flatcar (one-
way)

\$ 300.00
Transfer / Evona
\$ 175.00
Relico / Evona
\$ 175.00

Agricultural Products
Haulage Agreement

Evona / All Stations
\$ 190.00

5200 01 STCC

All Freight – not specified in this Item
Haulage Agreement

5200 Ogden All Stations \$ 425.00

6600 STORAGE CHARGE \$ 30.00

6950 STORAGE EXPLOSIVES - CLASS A \$ 125.00

6950 STORAGE EXPLOSIVES - CLASS B & C \$ 100.00

6950 STORAGE HAZMAT \$ 75.00

UCRY 7006

Holidays:

Whenever reference is made to
“holidays”, it shall mean only the
days listed below:

New Year's Day - 01 January
(see note)

Presidents Day—Third Monday of February

Good Friday- Friday before Easter Sunday

Memorial Day - Last Monday in May

Independence Day - 04 July (see note)

Pioneer Day – 24 July (see note)

Labor Day - First Monday in September

Thanksgiving Day-Fourth Thursday in
November

Day after Thanksgiving-Fourth Friday in
November

Christmas Eve - 24 December
(see note)

Christmas Day - 25 December
(see note)

* Note - When the holiday falls on a
Saturday or Sunday, the business
day prior to or following the actual
holiday will be observed.

UTAH CENTRAL RAILWAY COMPANY

LOCAL FREIGHT TARIFF

PUBLISHING

SWITCHING & HANDLING CHARGES

ALSO RULES AND REGULATIONS GOVERNING

DEMURRAGE & STORAGE

AT STATIONS ON THE
UTAH CENTRAL RAILWAY COMPANY

ISSUED March 21, 2014 EFFECTIVE April 10, 2014

Issued by

H. H. Shugart
Director of Marketing
10600 Skinner Lake Drive
Jacksonville, FL 32246

EXPLANATION OF ABBREVIATIONS, NOTES AND REFERENCE MARKS

ABBREVIATIONS	EXPLANATIONS
\$	U.S. Dollars
UCRY.....	Utah Central Railway Company
UPRR.....	Union Pacific Railroad Company
BNSF.....	Burlington Northern & Santa Fe Railway Company
OURD.....	Ogden Union Railroad & Depot Company
REFERENCE MARKS	
{1}	All stations shown are in the state of Utah.

Item No. 10-A * {1}

LIST OF INDUSTRIES BY STATION

The following industries are served by private or industry tracks located on the UCRY at:

Ogden

Air Liquide
Brenntag Pacific
Scoular Company

KAG Logistics
Weber County Transfer Station
Viper Rail Car Storage

Stratford

Kellerstrass Oil Company
Consolidated Manufacturing Int'l
Food Express, Inc.
Air Liquide America, L.P.

Metalwest, LLC
Staker Parson Companies
Carson Oil Company
BMC West

Ogden Sugar Works

Amalgamated Sugar Company
Great Western Plumbing Supply

McFarland Cascade Pole & Lumber Co.
The Andersons

Relico

Scoular Company West

Contech Construction Products

(Listing of industries concluded on next page)

Evona

Horizon Flour Milling
Cache Commodities

Western Hay Company
Dave Grant Trucking

Nyes Corner

Wheelwright Lumber
Heritage Bag Company

Mountain States L.P. Gas

Business Depot Ogden

Kenco Group
Specialized Rail Services
Petersen, Inc.
Southern Classic Food Group

Ogden Standard Examiner
Lofthouse Foods, Inc.
Graham Packaging

Item No. 10-B * {1}

The following industries are served by private and industry tracks located on the UCRY at:

Little Mountain

Westinghouse Electric Company

Western Zirconium

WEIGHT RESTRICTIONS

UCRY will provide switching and transportation services for loaded cars with a maximum gross weight of 263000 lbs. Shipments exceeding the above maximum gross weight must be approved by the UCRY prior to shipment.

SECTION 1

GENERAL CAR DEMURRAGE RULES AND CHARGES

ITEM	APPLICATION
1000	<u>GENERAL APPLICATION</u> 1.) Applicable to all points on UCRY lines. 2.) The disposition of a car at its point of detention determines the purpose of which the car is held and the rules applicable hereto. 3.) All UCRY controlled and private cars held for or by consignors or consignees for any purpose are subject to demurrage rules and charges in this section, except as follows: A. Private cars held on leased or private tracks. B. Cars containing freight refused or unclaimed to be sold by UCRY for the time held beyond legal requirements. C. Cars assigned to shippers returned to points of assignment under the load when material is authorized to be returned without freight charges under provisions of freight publications. D. Cars assigned to shippers returned empty to point of assignment while subject to storage rules. E. Empty railroad equipment moving on own wheel under transportation charges as freight.
1100	<u>DEFINITIONS</u> The following are to be used in applying this section: <i>Actual Placement</i> - is the placement of a car in position accessible for loading or unloading, or at a point designated by the consignor or consignee. <i>Constructive Placement</i> - is the holding of a car at destination or at another point when actual placement cannot be made of a condition attributable to the consignor or consignee. It includes the holding of a car containing an order-notify or inbound shipment pending satisfaction of delivery requirements. <i>Consignee</i> - is the party to whom the shipment is consigned or the party entitled to receive the shipments. <i>Consignor</i> - is the party in whose name cars are ordered or the party who furnishes forwarding instructions. <i>Forwarding Instructions</i> - are instructions given to UCRY containing all the information necessary to transport the shipment to its final destination. (Definitions concluded on next page)

ITEM	APPLICATION
1100	Leased Track - is a track assigned to a user through written lease agreement and is considered the same as a private track for demurrage purposes Loading - is the complete or partial loading of a car and furnishing forwarding instructions. Loaded Car - is a car that is completely or partially loaded. Private Car - is any car bearing other than railroad reporting marks that is not railroad controlled. Private Track - is any track not owned by UCRY including leased track. Public Delivery Track - is a track open to the general public for loading or unloading. Reloaded Car - is a car that is unloaded and then reloaded without having been removed from the consignor's / consignee's premises whether or not a release was given to UCRY when the car was empty. Time - is the local time at the point where the car is held. Unloading - is the complete unloading of a car and advice received from consignee that the car is empty and available to UCRY. End of Page

SECTION 1
GENERAL CAR DEMURRAGE RULES AND CHARGES

ITEM

APPLICATION

NOTIFICATIONS FROM UCRY

1200

- 1.) UCRY will provide notice either verbally, electronically, via facsimile or postal service mail as follows:
 - A. On cars for public delivery tracks, notice will be given to the affected party when the car is placed.
 - B. On cars for other-than-public delivery tracks, notice of constructive placement will be given to the affected party. Actual placement of a car upon the tracks of a consignor or consignee will constitute notice except that when two or more parties use the same track notice will be provided.
 - C. On cars stopped in transit, notice will be given to the party instructing the stop when the car arrives at the stop point.
 - D. On refused loaded cars, notice will be given to the consignor.
- 2.) Consignor, consignee or other affected party must furnish UCRY forwarding instructions, empty car release information or other disposition (as applicable) verbally or electronically. When the device used indicates the time and date, such time and date will govern.

NOTIFICATIONS TO UCRY

1250

- 1.) All forwarding instructions must be submitted to UCRY using one of the Class 1 websites or by making arrangements directly with 3rd party logistics service providers to submit forwarding instructions on their behalf via a Class 1 website or via EDI. UCRY will accept forwarding instructions to its customer service center via 904-423-5388 or via email to UCRY-CS@PATRIOTRAIL.COM, subject to a \$35 charge per faxed or emailed bill of lading. UCRY reserves the right to reject as an unreasonable request for service, any fax or email forwarding instructions that are illegible, whether due to poor transmission quality, poor or illegible handwriting or otherwise. UCRY will not accept delivery of forwarding instructions by U.S. Mail, express service, personal delivery or otherwise. Charges for fax forwarding instructions do not apply to Hazardous Waste, United States Government shipments or voids and corrections.
- 2.) Notwithstanding the foregoing, all empty release information must be submitted to UCRY using ShipperConnect™. UCRY will accept empty release information to its customer service center via 904-423-5388 or via email to UCRY-CS@PATRIOTRAIL.COM subject to a \$35 charge per faxed or emailed release.
- 3.) When electronic or mechanical devices are used to forward instructions and/or empty release information to UCRY, the recorded date and time that the instructions are received by UCRY will govern.

SECTION 1

GENERAL CAR DEMURRAGE RULES AND CHARGES

ITEM

APPLICATION

FREE TIME

Free time as designated will be allowed for each car:

SEVENTY-TWO (72) HOURS

- 1.) Loading or unloading all agricultural products handled in switching service, as defined in switching or other tariffs of UCRY and will include "set-back service" as defined in tariffs on this railroad.

FORTY-EIGHT (48) HOURS

- 1.) Complete unloading.
- 2.) Partial or complete loading as defined in Item 2000.
- 3.) Partial unloading as defined in Item 2100.
- 4.) Partial unloading and reloading
- 5.) Loading or unloading all commodities handled in intraplant switching service as defined in switching or other UCRY tariff, and will include "set-back service" as defined within UCRY tariff.

TWENTY-FOUR (24) HOURS

- 1.) Cars held in constructive placement, including private cars held on UCRY track.
- 2.) Cars awaiting instructions from order-in customers.
- 3.) Except as cars received under load and held for forwarding instructions.
- 4.) Diversions, reconsignments or reshipments.
- 5.) Cars held in transit.
- 6.) Storage charges - empty private or system pool cars.

Free time will be computed from the first 7:00 a.m. after placement, or after proper notification has been sent or given when required or constructively placed. For the purpose of computing free time, holidays will be excluded, unless free time has expired and demurrage is being incurred.

1300

SECTION 1

GENERAL CAR DEMURRAGE RULES AND CHARGES

ITEM

MULTIPLE CARLOAD SHIPMENTS OF GRAIN

Free time will be provided in Item 1300 except:

Demurrage free time begins with the actual or constructive placement of the final car required in a multiple car order. UCRY must be the originating carrier.

UCRY maintains the right to place for loading any car which meets the customer's order requirements. This is excepted by private and specific pooled equipment. Equipment substitution does not alter the start of free time.

1400

In the event a patron tenders a partial shipment of a multiple car order, free time shall be calculated as a single shipment basis. Partial shipments will be accepted without penalty of free time when UCRY is unable to complete an order by the date required.

Actual placement of early arriving cars ordered for loading can occur prior to commencement of free time. Such illustrated advance placement does not allow partial shipment of a multiple car order without penalty regarding free time as described above.

End of Page

SECTION 1

GENERAL CAR DEMURRAGE RULES AND CHARGES

ITEM	APPLICATION
1500	<u>HOLIDAYS</u> Whenever reference is made to “holidays”, it shall mean only the days listed below: New Years Day - 01 January (see note) President’s Day - Third Monday of February Good Friday - Friday before Easter Sunday Memorial Day - Last Monday in May Independence Day - 04 July (see note) Pioneer Day - 24 July (see note) Labor Day - First Monday in September Thanksgiving Day - Fourth Thursday in November Day after Thanksgiving - Fourth Friday in November Christmas Eve - 24 December (see note) Christmas Day - 25 December (see note) Note: When the holiday falls on a Saturday or Sunday, the business day prior to or following the actual holiday will be observed.
1800	<u>ACTUAL PLACEMENT</u> Actual placement is made when a car is placed in an accessible position for loading or unloading at a point previously designated by the consignor or consignee.
1900	<u>CONSTRUCTIVE PLACEMENT</u> When a car consigned or ordered to a private track, an 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 destination. If it cannot be reasonably accommodated there, it will be held at an available hold point and notice shall be sent or given to the consignor or consignee that the car is held (naming the hold point if not held at destination) and that UCRY is unable to effect placement; However, if car is placed upon private track, industrial interchange track, or other than public delivery track serving the consignor or consignee, the car shall be considered constructively placed without notice.

SECTION 1

GENERAL CAR DEMURRAGE RULES AND CHARGES

ITEM	APPLICATION
3900	<u>CARS FOUND TO BE OVERLOADED OR IMPROPERLY LOADED</u> When cars are found to be overloaded or improperly loaded and not in conformity with railroad loading and clearance rules, the following will apply. 1.) If found while still on industry or UCRY tracks where loaded, car will be considered to be under continuous loading transaction until adjustment of the load has been made, if necessary, and final clearance is received for further movement. (see note) 2.) If found at origin after having been removed from industry or UCRY tracks where loaded, car will not be considered released until load has been adjusted, if necessary, and final clearance has been received for further movement. The time between furnishing of forwarding directions and making of car available to consignor for adjustment will not be computed against car. (see note) 3.) If, after having left origin station, a car is found to be overloaded, the car will be held in transit and twenty-four (24) hours will be allowed to adjust the load. Time will be computed from the first 7:00 a.m. following notice that car is being held. (see note) Note - Adjustment of load must include advice to authorized personnel of UCRY that shipment now conforms to railroad loading and/or clearance rules, and is now ready for inspection and/or measurements to permit final clearance for further movement.
3950	<u>DEMURRAGE CHARGES</u> This charge is applied to all cars as described under the rules contained within this tariff. After the expiration of free time, as described within Item 1300, demurrage will be charged at the following charges per car, per day, or fraction per day until car is released: 1.) Per day for the first four chargeable days \$40.00 2.) Per day for the next two chargeable days \$55.00 3.) Per day for each subsequent day thereafter \$70.00

SECTION 2
CREDIT TERMS AND SECURTY DEPOSIT

ITEM	APPLICATION
3975	<u>SECURITY DEPOSITS FOR PAYMENT OF DEMURRAGE AND STORAGE CHARGES</u> All Consignors, Consignees or agents thereof conducting business with a Subscribing Carrier, or on a Subscribing Carrier's property, will be required to apply for credit with the Subscribing Carrier. All railroads, except Class 1 rail carriers and rail carriers that previously conducted business with the Subscribing Carrier will be required to apply for credit with the Subscribing Carrier. Credit will be granted solely at the discretion of the Subscribing Carrier.
3980	<u>PAYMENT AND CREDIT TERMS</u> All charges under this tariff must be prepaid, unless satisfactory arrangements with Subscribing Carrier have been make prior to performance of service. Charges for services rendered under terms of this tariff will accrue against the customer located on the Subscribing Carrier or against the responsible rail carrier involved, unless arrangements to the contrary have been made with Subscribing Carrier prior to performance of service. All payment for services covered herein are due and payable within fifteen (15) days following the invoice date. Payments received after expiration of the credit period shall be subject to a service charge of one and one-half percent (1 1/2%) per month (or fraction thereof) of the outstanding balance.

SECTION 2

CREDIT TERMS AND SECURITY DEPOSIT

ITEM	APPLICATION
3990	<u>SECURITY DEPOSITS FOR PAYMENT OF ACCESSORIAL CHARGES AND/OR SURCHARGES</u> **A security deposit to ensure payment of any accessorial charges and/or surcharges that may accrue will be required from every Consignor, Consignee, or agent thereof who: A. Is not on the Subscribing Carrier's credit list, and B. Fails to pay accessorial charges and/or surcharges after specific written demand referring to this tariff provision. A deposit must be paid, by wire transfer, before any freight car is delivered to such Consignor, Consignee, or agent thereof for Loading or Unloading. A deposit on one unit of equipment is not transferable to another. A deposit for each car shall be in the minimum amount of two hundred dollars (\$200.00) or up to the maximum amount of accessorial charges that accrued on any one car during the preceding twelve (12) months. In the case of a Consignor, Consignee or agent thereof receiving multiple carloads for Loading or Unloading, the total amount required to be deposited shall not exceed the lesser of the amount of existing past accessorial charges accrued by the Consignor, Consignee, or agent thereof due or \$25,000. Once the Consignor, Consignee, or agent thereof is placed on Subscribing Carriers' authorized credit list, or has paid all outstanding accessorial charges and has given assurance to the satisfaction of the Carrier's credit office that future accessorial charges will be paid within the credit period prescribed in applicable tariffs, the Subscribing Carrier will refund the balance of the deposit to the Consignor, Consignee, or agent thereof by the 5th day of the month following that in which the equipment is released to the Subscribing Carrier after deducting any and all unpaid accessorial charges. Security deposits will no longer be required after the Consignor, Consignee, or agent thereof either: A. Is placed on Subscribing Carriers' authorized credit list, or B. Has paid all outstanding accessorial charges and has given assurance to the satisfaction of the Carrier's credit office that future accessorial charges will be paid within the credit period prescribed in applicable tariffs. End of page



Patriot Rail Company LLC

Issued: October 1, 2015

Effective: November 1, 2015

Freight Tariff No. 1000

Terms and Conditions of Service

Switching and Handling

Demurrage and Storage

Section 1 – General & Car Demurrage Rules and Charges

1.01 INTRODUCTION

Thank you for partnering with Patriot Rail Company LLC for your freight and logistics needs. The purpose of this publication is to provide our customers with a clear understanding of the terms and charges associated with the services we provide.

The terms and conditions of service, as well as the charges stated in this Tariff are applicable to all points on RR lines. This document supersedes and replaces all former versions of Tariff 6400.

By arranging for services with Patriot Rail Company, LLC and any of its railroads (herein referred to as "RR"), a customer or any third party acting under the direction or on behalf of a customer (agent), authorizes and accepts all the rules, requirements, and charges published herein. Any action taken by a customer or its agent(s) that initiates, accepts delivery, or affects a movement of supplemental service on one of Patriot Rail Company's railroads, constitutes acceptance by that customer of all terms, rules, and applicable charges contained in this document, unless otherwise stated by a private agreement or each RR's specific Charge Catalog.

1.02 GENERAL APPLICATION

This Tariff publishes various charges by which RR may bill a customer or agent. These charges are designed to

compensate the RR for costs incurred for activities performed.

Charges contained in this Tariff apply to all commodities (unless specifically omitted or otherwise explicitly provided), to all points on the RR, and to rail controlled and private cars.

1.03 MILEAGE ON PRIVATE CARS

Patriot Rail Company, LLC and its railroads ("RR") do not generally pay mileage on private cars. All moves are zero mileage payout while on the RR, except in cases in which RR specifically agrees otherwise in writing.

1.04 GENERAL TERMS RELATED TO HOLDING CARS, DEMURRAGE, STORAGE

The disposition of a car at its point of detention determines the purpose for which the car is being held and therefore the applicable rules.

All cars (RR-controlled and private) held for or by consignors, consignees or parties responsible for the loading or unloading of the railcar are subject to demurrage rules and charges in this section, with the following **EXCEPTIONS**:

1. Private cars held on leased or private tracks.
2. Cars containing freight refused or unclaimed and awaiting sale by the RR for the time held beyond legal requirements.
3. Cars assigned to shippers returned to points of assignment loaded when material is authorized to be returned without freight charges under provisions of freight publications.

4. Cars assigned to shippers returned empty to point of assignment while subject to storage rules.
5. Empty railroad equipment moving on its own wheels under transportation charges as freight.



1.05 EMPTY CARS ORDERED OR APPROPRIATED FOR LOADING BUT NOT USED

When empty cars are placed on orders but not used in transportation service, demurrage will be charged for all detention, excluding holidays, from actual or constructive placement (Items 2.1 & 2.2) or appropriation until the time RR interchanges the car(s) back to other railroads, and RR's car hire liability is transferred, and car hire charges cease to accrue to RR.

Customers performing switching service for themselves or other parties must, in addition to advising RR that cars will not be used in transportation service for

loading, return such cars to the point at which the RR initially delivered the car.

In the application of this Item, a demurrage day consists of a twenty-four (24) hour period or fraction thereof computed from the hour of actual or constructive placement of the car or appropriation, except when cars are placed in advance of the date for which they were ordered for loading, in which case time will be computed from 12:01 a.m. of the day for which they were ordered.

When a car is ordered and placed on a public track and is not used, and no instructions are received from the party who ordered the car within twenty-four (24) hours from the first 12:01 a.m., demurrage charges accrue. The car may be removed and treated as released at the time of removal.

In the event a car is rejected because it is not suitable for loading, this Item will not apply if the party ordering the car advises RR of rejection and condition that caused car to be rejected within twenty-four (24) hours, exclusive of holidays, after actual placement. If rejection has not been made within time specified in the previous paragraph, demurrage will be charged for all detention, computed as set forth in this item.

These provisions will also apply in connection with cars that are held on constructive placement on shipper-owned or leased tracks and on cars that are on-route to be delivered or constructively placed.

*Note: charges and additional terms specific to each Patriot Rail Company LLC railroad ("RR") are stipulated in Charge Catalog 2000 Series, issued for each railroad and available on our website: www.patriotrail.com

1.06 CARS PULLED WITH NO BILLING

It is the customer's responsibility to submit billing instructions in an accurate and timely manner. Railcars that are not promptly billed interfere with our ability to safely and efficiently operate our railroads. Therefore, loaded cars pulled at customers' request without proper shipping instructions will incur a fee, in addition to demurrage and any other applicable charges. Any charges incurred due to incomplete or missing shipping instructions are the responsibility of the Consignor or Freight Payer. . The charges associated with cars pulled without proper billing are specified in each RR's Charge Catalog 2000 Series.

1.07 EMPTY OR LOADED CARS RELEASED BUT NOT AVAILABLE TO PULL

It is the customer's responsibility to ensure that cars released are available to pull. When customers release an empty or loaded car and it is determined upon arrival of the crew that the equipment cannot be pulled by RR as a result of conditions attributable to consignor, loader, consignee, in-care-of party, unloader, etc – a per car fee may be assessed as specified in each RR's Charge Catalog 2000 Series.

The charges associated with cars released but not available to pull shall be assessed in addition to demurrage and any other applicable charges.

1.08 INTERCHANGE SET-BACK CHARGES

I. CUSTOMER ERROR

Cars released without proper billing instructions that are returned to us by interchange railroads will incur a set-back charge assessed in addition to any other applicable linehaul and accessorial charges. If Shipper billed in error, the Shipper is responsible for return handling charge, set-back charges, and any other applicable charges. Charges are specified for each RR in Charge Catalog 2000 Series

II. RAILROAD ERROR

Interchange railroads delivering cars in error to RR, will be assessed a set-back charge.

1.09 CUSTOMER SET-BACK CHARGES

Upon customer request to return cars previously released to RR, RR will perform the return service for a charge assessed in addition to any other applicable linehaul and/or accessorial charges.



1.10 NOTIFICATIONS FROM RR

RR will provide notice electronically (via ShipperConnect web portal or email) as follows:

1. On cars destined for public delivery tracks, notice will be given to the appropriate party when the car is placed.
2. On cars for other-than-public delivery tracks, notice of constructive placement will be given to the appropriate party.
3. Actual placement of a car upon the tracks of a consignor or consignee will constitute notice except when two or more parties use the same track, notice will be provided.
4. On cars stopped in transit, notice will be given to the party instructing the stop when the car arrives at the stop point.
5. On refused loaded cars, notice will be given to the consignor.

Consignor, consignee or other affected party must furnish RR forwarding instructions, empty car release information or other disposition (as applicable) electronically. When the device used indicates the time and date, such time and date will govern. To include auto time and date stamp, see Item 2.1 below.

1.11 NOTIFICATIONS TO RR (1250)

Placement Requests: All car placement requests must be submitted to RR using ShipperConnect™. RR will accept requests provided to its Customer Service Center via telephone, email, or fax, subject to a \$65 charge. The charge applies to each request (not a per car charge).

RR will accept billing information via three methods, at no charge:

1. ShipperConnect™/EBOL
2. Class 1 website
3. By making arrangements with 3rd party logistics services providers to submit forwarding instructions on their behalf via EDI or via a Class 1 website tool.

For our customers' convenience, Patriot Rail Company, LLC accepts billing instructions forwarded to its Customer Service Center via email or fax however this requires manual input of billing information by RR employees. Manual input of customer billing information is subject to a **\$65** charge per each bill of lading. RR reserves the right to reject any unreasonable request for service, any fax or email forwarding instructions that are illegible, whether due to poor transmission quality, illegible handwriting or otherwise.

RR will not accept delivery of forwarding instructions by U.S. Mail, express service, personal delivery, or any other means.

Hazardous Materials (including hazardous waste) billing instructions will incur an additional **\$45** charge.

All empty release information must be submitted to RR using ShipperConnect™. RR will accept empty release information provided to its Customer Service Center via telephone, email, or fax, subject to a **\$65** charge per incident.

When electronic devices are used to forward instructions and/or empty release information to RR, the date and time recorded by these devices will be the date and time instructions shall be considered as received by RR.

1.12 FREE TIME

In general, free time as stated below will be allowed for each car. However, each RR's Charge Catalog 2000 Series, or any private contract arrangements will supersede the free time specified in this Item.

72 HOURS: LOAD/UNLOAD AGRICULTURAL PRODUCTS

- Loading or unloading all agricultural products handled in switching service, as defined in switching or other tariffs of RR and will include "set-back service" as defined in tariffs on this railroad.

48 HOURS: LOADING/UNLOADING

- Complete unloading.
- Partial or complete loading
- Partial or complete unloading
- Partial unloading and reloading
- Loading or unloading all commodities handled in intraplant switching service as defined in switching or other RR tariff, and will include "set-back service" as defined within RR tariff.

24 HOURS: STORAGE & OTHER

- Cars held in constructive placement, including private cars held on RR track.
- Cars awaiting instructions from order-in customers.
- Diversions, reconsignments or reshipments.
- Cars held in transit.
- Storage charges – empty private or system pool cars.

Free time will be computed from the first 12:01 a.m. after placement or after proper notification has been sent or given when required or constructively placed. In all cases, after free time has expired and demurrage is being incurred, non-working days, weekend days, and holidays are included in calculating time. Before the expiration of free time, holidays, weekend days, and any other non-working days will be excluded from time calculation.

1.13 HOLIDAYS

Holidays observed are different for each RR and are therefore referenced separately in each railroad's Charge Catalog 2000 series.



Section 6 – Credit Terms and Security Deposit

6.01 PAYMENT AND CREDIT TERMS

All charges under this tariff must be prepaid, unless satisfactory arrangements with RR have been made prior to performance of service.

Charges for services rendered under terms of this Tariff will accrue against the customer located on the RR or against the responsible rail carrier involved, unless arrangements to the contrary have been made with RR prior to performance of service.

All payment for services provided by RR, whether covered in this Tariff or not, are due and payable within fifteen (15) days for freight and thirty (30) days for non-freight following the invoice date. Payments received after expiration of the credit period shall be subject to a service charge of two percent (2%) per month (or fraction thereof) of the outstanding balance.

6.02 SECURITY DEPOSITS FOR PAYMENT OF DEMURRAGE AND STORAGE CHARGES

All consignors, consignees or agents thereof conducting business with RR, or on a RR's property, will be required to apply for credit with Patriot Rail Company LLC.

All railroads, except Class 1 rail carriers and rail carriers that previously conducted business with the RR, will be required to apply for credit with RR.

Credit will be granted solely at the discretion of Patriot Rail Company LLC.

6.03 SECURITY DEPOSITS

Security Deposits for Payment of Demurrage and Storage Charges

All Consignors, Consignees or agents thereof conducting business with RR, or on RR's property, will be required to apply for credit with RR.

All railroads will be required to apply for credit with the RR, except for Class 1 rail carriers and other rail carriers that conducted business with the Subscribing Carrier prior to January 1, 2015.

Credit will be granted solely at the discretion of RR.

Security Deposits for Payment of Accessorial Charges and/or Surcharges

A security deposit to ensure payment of any accessorial charges and/or surcharges that may accrue will be required from every Consignor, Consignee, or agent thereof who:

- A. Is not on the Subscribing Carrier's credit list, and / or
- B. Fails to pay accessorial charges and/or surcharges after specific written demand referring to this tariff provision.

A deposit must be paid, by wire transfer, before any freight car is delivered to such Consignor, Consignee, or agent thereof for Loading or Unloading. A deposit on one unit of equipment is not transferable to another.

A deposit for each car shall be in the minimum amount of two hundred dollars (200.00) or up to the maximum amount of accessorial charges that accrued on any one car during the preceding twelve (12) months.

In the case of a Consignor, Consignee or agent thereof receiving multiple carloads for Loading or Unloading, the total amount required to be deposited shall not exceed the lesser of the amount of existing past accessorial charges accrued by the Consignor, Consignee, or agent thereof due or \$25,000.

Once the Consignor, Consignee, or agent thereof is placed on Subscribing Carriers' authorized credit list, or has paid all outstanding accessorial charges and has given assurance to the satisfaction of the Carrier's credit office that future accessorial charges will be paid within the credit period prescribed in applicable tariffs, the Subscribing Carrier will refund the balance of the deposit to the Consignor, Consignee, or agent thereof by the 5th day of the month following that in which the equipment is released to the Subscribing Carrier after deducting any and all unpaid accessorial charges.

Security deposits will no longer be required after the Consignor, Consignee, or agent thereof either:

- A. Is placed on Subscribing Carriers' authorized credit list, or
- B. Has paid all outstanding accessorial charges and has given assurance to the satisfaction of the Carrier's credit office that future accessorial charges will be paid within the credit period prescribed in applicable tariffs.

6.04 BILLING DISPUTES

We commit to addressing disputed bills urgently

If you believe that there has been a billing error, we want to make it right as quickly as possible. To be eligible for this guarantee, the following procedure should be followed:

- A. The dispute must be specific in nature, applying to a specific car or car group, related to time of actual or constructive placement, release, or application of rules and terms in this Tariff
- B. Claims must be submitted in writing, within 30 days of the invoice date to:
revenuegroup@patriotrail.com.
- C. Along with the specific claim (including the car initial and number and the related invoice number), a brief description of relevant facts should be included
- D. Customer or agent must pay the undisputed amount at the time the dispute is filed, according to normal bill payment procedures.



will transport the traffic via an available route at its discretion between origin and destination.



11.04 ADDITIONAL CHARGE FOR CUSTOMER-CAUSED CONGESTION ON RAILROAD FACILITIES

When, in the sole judgement of RR, an excessive quantity of constructively placed cars for a particular consignee congests RR's facilities causing material operating problems, RR will notify shipper, consignee (receiver), in-care-of party, or any other party deemed necessary to make arrangements for avoidance of such congestion or bunching of cars. Additionally, RR will contact and advise the consignee (receiver) at the location to which cars are destined that, starting ten days (10) from the date of notification, RR will charge consignee or any other party responsible for the congestion or bunching of the cars the applicable storage fee per car per day (or fraction of day), as stipulated in each RR's Charge Catalog 2000 Series, for all cars on constructive placement exceeding two (2) times the number of cars that can be unloaded per day with current switching service. When customer's constructive placed cars drop below the level above RR will, effective that day, cease the daily charge. This charge is in addition to all applicable provisions in this Tariff and each RR's Charge Catalog 2000 Series.

11.05 CARS FOUND TO BE LEAKING HAZARDOUS MATERIALS

If after cars received by RR at interchange or from customers are found to be leaking Hazardous Materials and RR or an agent of RR takes action for securement of the leaking car, RR will assess a charge of **\$2,500** per car for the handling of such cars.

Charges will be assessed to the shipper shown on the applicable bill of lading. The charge includes administrative and switching charges, but excludes demurrage, storage, and all other securement charges. Shipper remains liable for all other securement, clean-up, and other incidental charges associated with the leaking car. In addition, Shipper must provide RR with any reports prepared on Shipper's behalf by third party response contractors in connection with such incidents

11.06 CARS FOUND TO BE LEAKING NON- HAZARDOUS MATERIALS

RR will assess a charge of **\$1,500** per car for the handling of cars loaded with or containing residue of Non-Hazardous Materials that are found to be leaking, and for which RR or its representatives take action for securement of the leaking car.

Charges will be assessed to the shipper shown on the applicable bill of lading. The charge covers administrative and switching activities, but excludes all demurrage, storage, and other securement charges. Shipper remains liable for all other securement, clean-up, and other incidental charges associated with the leaking car.

Charge Catalog 2000 Series

Pricing for Optional, Accessorial, and Supplemental Services

Utah Central Railway Company, LLC



The Utah Central Railway Company, LLC ("UCRY") operates over 34 miles of rail line in and around Ogden, UT. UCRY interchanges traffic with Class I carriers UP and BNSF at Ogden, UT. The railroad provides exclusive rail switching services at Business Depot Ogden.

We are defined by our values, in how we work: with safety as our cornerstone DNA; in how we act: with ethical conduct and personal integrity; and, in how we create value: by engaging as a team to deliver professional, safe, and tailored solutions to customer needs. We strive to become one of the eminent companies in the transportation industry.

Our employees and managers are some of the very best in the industry. We are fully committed to a just culture where people know that they will be treated with respect and fairness, which engenders a culture of operational excellence, accountability, and execution. We own our company's performance. We work every day to do every task better— more safely, more cost effectively, and more operationally sound, than our competitors.

This publication, jointly with our Freight Tariff No. 1000, provides common terms, conditions, and charges for our services. We hope you find these publications useful.

CORPORATE HEADQUARTERS

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www.patriotrail.com

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Fax: 801-732-8908

SALES & MARKETING

Jeff Golian

Phone: 904-570-7538

Email: jeff.golian@patriotrail.com



Patriot Rail

Charge Schedule

Item #*	Item Description	Charge
1.05	Car Ordered Not Used	\$400
1.06	Car Pulled with No Billing	\$300
1.07	Car Released Not Available to Pull	\$450
1.08-I	Interchange Set-Back Charges – Customer Error	\$550
1.08-II	Interchange Set-Back Charges – Other RR Error	\$550
1.09	Industry Set-Back Charges	\$550
4.01	Car Held at Customers' Request (per car per day)	\$125
3.01-3.03	Demurrage (per day)	\$70
5.01	Overloaded/Improperly Loaded Car	\$750
7.01	Intraplant Switch	\$197
7.01	Intraterminal Switch	\$275
7.02	Interplant/Interterminal Switch	\$400
7.03	Second Transfer Switch	\$325
7.05	Expedited Service Charge	\$175
7.07 & 11.01	Turning Car	\$300
7.08	Delay of Train 1 st ½ Hour	\$250
7.08	Delay of Train Per Hour or fraction (after 1 st ½ Hr)	\$500
7.09	Cars Received/Delivered at Non-Interchange Locations	\$400
7.10	Unscheduled (Extra) Train	\$3,865
7.11	Non-Revenue Empty or Loaded Car	\$500
8.02	Storage (per car per day)	\$50
8.03	Storage – Explosives (All Classes)	\$125
8.03	Storage Hazardous Materials	\$100
8.05	Car Received in Error	\$500
9.01 & 9.02	Special Train Service (exclusive of other applicable charges)	\$8,700
9.03	Special Train Service at Terminal – 8 hours or less	\$2,500
9.03	Special Train Service at Terminal – over 8 hrs (\$/hr)	\$500
9.04	Idler & Buffer Car Charge (per car)	\$500
9.04	Return of Idler & Buffer Car to Interchange Point	\$700
10.01	Reconsignment, Diversion, Reshipment (\$/car/order)	\$400

**Note: Item numbers correspond to sections in Freight Tariff No. 1000*

Utah Central Railway Company, LLC

Holiday Schedule

Date	Holiday
January 1	New Year's Day
3 rd Monday of February	Presidents' Day
Varies each year	Good Friday
Last Monday in May	Memorial Day
July 4	Independence Day
July 24	Pioneers' Day
1 st Monday in September	Labor Day
4 th Thursday in November	Thanksgiving Day
December 24	Christmas Eve
December 25	Christmas Day

NOTE: When one of these holidays falls on Saturday or Sunday, the business day prior to or following the actual holiday will be observed instead

Patriot Rail Company LLC



Freight Tariff No. 1000-1

Terms and Conditions of Service

Switching and Handling

Demurrage and Storage

Issued: December 1, 2016

Effective: January 1, 2017

Section 1 – General Car Rules and Charges

1.01 INTRODUCTION

Thank you for partnering with Patriot Rail Company LLC for your freight transportation and logistics needs. The purpose of this publication is to provide our customers with a clear understanding of the terms and charges associated with the services we provide.

The terms and conditions of service, as well as the charges stated in this Tariff are applicable to all points on RR lines. This document supersedes and replaces all former versions of Tariff 6400, Tariff 1000, and the Steel River Transportation Holdings (SRTH) Tariff issued on February 1, 2016 and effective on April 1, 2016 .

By arranging for services with Patriot Rail Company LLC and any of its railroads (herein referred to as "RR"), a customer or any third party acting under the direction of or on behalf of a customer (agent), authorizes and accepts all the rules, requirements, and charges published herein. Any action taken by a customer or its agent(s) that initiates, accepts delivery, or affects a movement of supplemental service on one of Patriot Rail Company's railroads, constitutes acceptance by that customer of all terms, rules, and applicable charges contained in this document and the applicable Charge Catalog 2000 series, as amended from time to time, unless otherwise stated by a private written agreement between the parties.

"Tariff" shall mean this document as well as the Charge Catalogs published for each railroad.

1.02 GENERAL APPLICATION

The Tariff publishes various terms and charges by which RR may bill a customer or agent. These charges are designed to compensate the RR for costs incurred for activities performed or for the use of its assets.

Charges and terms contained in the Tariff apply to all commodities (unless specifically omitted or otherwise explicitly provided) to all points on the RR, and to both rail controlled and private cars.

1.03 MILEAGE ON PRIVATE CARS

Patriot Rail Company LLC and its railroads ("RR") do not generally pay mileage on private cars. All moves are zero mileage payout while on the RR, except in cases in which RR specifically agrees otherwise in writing.

1.04 GENERAL TERMS RELATED TO HOLDING CARS, DEMURRAGE, STORAGE

The disposition of a car at its point of detention determines the purpose for which the car is being held and therefore the applicable rules.

All cars (railroad-controlled and private) held for or by consignors, consignees, or parties responsible for the loading or unloading of the railcar are subject to demurrage rules and charges in this section, with the following **EXCEPTIONS**:

1. Private cars held on leased or private tracks.

2. Cars containing freight refused or unclaimed and awaiting sale by the RR for the time held beyond legal requirements.
3. Cars assigned to shippers returned to points of assignment loaded when material is authorized to be returned without freight charges under provisions of freight publications.
4. Cars assigned to shippers returned empty to point of assignment while subject to storage rules.
5. Empty railroad equipment moving on its own wheels under transportation charges as freight.



1.05 EMPTY CARS ORDERED OR APPROPRIATED FOR LOADING BUT NOT USED

When empty cars are placed on orders but not used in transportation service, demurrage will be charged for all detention, excluding holidays, from actual or constructive placement (Items 2.1 & 2.2) or appropriation until the time RR interchanges the car(s) back to other railroads, and RR's car hire liability is transferred, and car hire charges cease to accrue to RR.

Customers performing switching service for themselves or other parties must, in addition to advising RR that

cars will not be used in transportation service for loading, return such cars to the point at which the RR initially delivered the car(s).

In the application of this Item, a demurrage day consists of a calendar day computed from the hour of actual or constructive placement of the car or appropriation, except when cars are placed in advance of the date for which they were ordered for loading, in which case time will be computed from 12:01 a.m. of the day for which they were ordered. Partial days are rounded up to a whole day.

When a car is ordered and placed on a public track and is not used, and no instructions are received from the party who ordered the car within twenty-four (24) hours from the first 12:01 a.m., demurrage charges accrue. The car may be removed and treated as released at the time of removal.

In the event a car is rejected because it is not suitable for loading, this Item will not apply if the party ordering the car advises RR of rejection and condition that caused car to be rejected within twenty-four (24) hours, exclusive of holidays, after actual placement. If rejection has not been made within time specified in the previous paragraph, demurrage will be charged for all detention, computed as set forth in this item.

These provisions will also apply in connection with cars that are held on constructive placement on shipper-owned or leased tracks and on cars that are on-route to be delivered or constructively placed.

*Note: charges and additional terms specific to each Patriot Rail Company LLC railroad ("RR") are stipulated in Charge Catalog 2000 Series, issued for each railroad and available on our website: www.patriotrail.com

1.06 CARS PULLED WITH NO BILLING

It is customers' responsibility to submit billing instructions in an accurate and timely manner. Railcars that are not promptly billed interfere with our ability to safely and efficiently operate our railroads. Therefore, loaded cars pulled at customers' request without proper shipping instructions will incur a fee, in addition to demurrage and any other applicable charges. Any charges incurred due to incomplete or missing shipping instructions are the responsibility of the consignor or freight payer. Charges associated with cars pulled without proper billing are specified in each RR's Charge Catalog 2000 Series.

1.07 EMPTY OR LOADED CARS ORDERED OR RELEASED BUT NOT ABLE TO BE PLACED OR PULLED

It is customers' responsibility to ensure that cars ordered or released are ready and able to be placed or pulled. When customers order or release an empty or loaded car and it is determined upon arrival of the crew that the equipment cannot be placed or pulled by RR as a result of conditions attributable to consignor, loader, consignee, in-care-of party, unloader, etc – a per car fee may be assessed as specified in each RR's Charge Catalog 2000 Series.

The charges associated with this section shall be assessed in addition to demurrage and any other applicable charges.

1.08 INTERCHANGE SET-BACK CHARGES

I. CUSTOMER ERROR

Cars released without proper billing instructions that are returned to us by interchange railroads will incur a set-back charge assessed in addition to any other applicable linehaul and accessorial charges. If shipper billed in error, the shipper is responsible for return handling charges, set-back charges, and any other applicable charges. Charges are specified for each RR in Charge Catalog 2000 Series.

II. RAILROAD ERROR

Cars moved onto tracks of the RR by connecting carrier in error or for purposes other than interchange to or from RR will be subject to charges as stipulated in each RR's Charge Catalog 2000 Series.

1.09 CUSTOMER SET-BACK CHARGES

Upon customer request to return cars previously released to RR, RR will perform the return service for a charge assessed in addition to any other applicable linehaul and/or accessorial charges.

1.10 IMPROPER CARS FURNISHED FOR LOADING BY OTHER RAILROADS

When cars ordered by industries (or by RR on behalf of industries) for loading from Class 1 or other connecting railroads are refused by customers because they are not deemed in proper condition for loading, a charge will be assessed against the railroad furnishing the car.

1.11 NOTIFICATIONS FROM RR

RR will provide notice electronically (via ShipperConnect web portal or email) as follows:

1. On cars destined for public delivery tracks, notice will be given to the appropriate party when the car is placed.
2. On cars for other-than-public delivery tracks, notice of constructive placement will be given to the appropriate party.
3. Actual placement of a car upon the tracks of a consignor or consignee will constitute notice except when two or more parties use the same track, notice will be provided.
4. On cars stopped in transit, notice will be given to the party instructing the stop when the car arrives at the stop point.

On refused loaded cars, it is the responsibility of consignee to advise the consignor.

Consignor, consignee or other affected party must furnish RR forwarding instructions, empty car release information or other disposition (as applicable) electronically. When the device used indicates the time and date, such time and date will govern.

1.12 NOTIFICATIONS TO RR

Placement Requests: All car placement requests must be submitted to RR using ShipperConnect™. RR will accept requests provided to its Customer Service Center via telephone, email, or fax, subject to a \$65 charge. The charge applies to each request (not a per car charge).

RR will accept billing information via three methods, at no charge:

1. ShipperConnect™/EBOL
2. Class 1 website
3. By making arrangements with 3rd party logistics services providers to submit forwarding instructions on their behalf via EDI or via a Class 1 website tool.

For our customers' convenience, Patriot Rail Company LLC accepts billing instructions forwarded to its Customer Service Center via email or fax however this requires manual input of billing information by RR employees. Manual input of customer billing information (including any changes, modifications, revisions to submitted billing) is subject to a **\$65** charge per each bill of lading. RR reserves the right to reject any unreasonable request for service, any fax or email forwarding instructions that are illegible, whether due to poor transmission quality, illegible handwriting or otherwise.

RR will not accept delivery of forwarding instructions by U.S. Mail, express service, personal delivery, or any other means.

Hazardous Materials (including hazardous waste) billing instructions will incur an additional **\$45** charge.

All empty release information must be submitted to RR using ShipperConnect™. RR will accept empty release information provided to its Customer Service Center via

telephone, email, or fax, subject to a \$65 charge per incident.

When electronic devices are used to forward instructions and/or empty release information to RR, the date and time recorded by these devices will be the date and time instructions shall be considered as received by RR.

1.13 FREE TIME

In general, free time as stated below will be allowed for each car. However, each RR's Charge Catalog 2000 Series, or any written private agreements will supersede the free time specified in this Item.

Railroad Controlled Cars:

Loading: 48 hours free

Unloading: 48 hours free

Private Cars Held on Railroad Track:

Empty Held for Loading: 48 hours free

Loaded Held for Unloading: 48 hours free

Free time will be computed from the first 12:01 a.m. after actual placement or after constructive placement. In all cases, after free time has expired and demurrage is being incurred, non-service days, weekend days, and holidays are included in calculating time. Before the expiration of free time, holidays and non-service days will be excluded from time calculation.

Note: The rules contained within 1.13 apply to non-hazardous cars. See section 8 for additional rules pertaining to hazardous cars.

1.14 HEAVY DUTY FLATS: USE & DEMURRAGE

When heavy duty flat cars (flat cars with AAR mechanical designation FD, FW, FM) or cars with capacity of 200,000 pounds or over are used on shipments originating or terminating at stations on RR, charges for use of such cars and/or demurrage will apply, in addition to all other charges associated with the shipment. **Section 3** Demurrage rules and terms apply. Applicable charges are stipulated in each RR's Charge Catalog 2000 Series.

1.15 HOLIDAYS

Holidays observed may be different for each RR and are therefore referenced separately in each railroad's Charge Catalog 2000 series.



Section 6 – Credit Terms and Security Deposit

6.01 PAYMENT AND CREDIT TERMS

All charges under this tariff must be prepaid, unless satisfactory arrangements with RR have been made prior to performance of service.

Charges for services rendered under terms of this Tariff will accrue against the customer located on the RR or against the responsible rail carrier involved, unless arrangements to the contrary have been made with RR prior to performance of service.

All payment for services provided by RR, whether covered in this Tariff or not, are due and payable within fifteen (15) days for freight and thirty (30) days for non-freight following the invoice date. Payments received after expiration of the credit period shall be subject to a service charge of two percent (2%) per month (or fraction thereof) of the outstanding balance.

6.02 SECURITY DEPOSITS FOR PAYMENT OF DEMURRAGE AND STORAGE CHARGES

All consignors, consignees or agents thereof conducting business with RR, or on a RR's property, will be required to apply for credit with Patriot Rail Company LLC.

All railroads, except Class 1 rail carriers and rail carriers that previously conducted business with the RR, will be required to apply for credit with RR.

Credit will be granted solely at the discretion of Patriot Rail Company LLC.

6.03 SECURITY DEPOSITS

Security Deposits for Payment of Demurrage and Storage Charges

All Consignors, Consignees or agents thereof conducting business with RR, or on RR's property, will be required to apply for credit with RR.

All railroads will be required to apply for credit with the RR, except for Class 1 rail carriers and other rail carriers that conducted business with the Subscribing Carrier prior to January 1, 2015.

Credit will be granted solely at the discretion of RR.

Security Deposits for Payment of Accessorial Charges and/or Surcharges

A security deposit to ensure payment of any accessorial charges and/or surcharges that may accrue will be required from every Consignor, Consignee, or agent thereof who:

- A. Is not on the Subscribing Carrier's credit list, and / or
- B. Fails to pay accessorial charges and/or surcharges after specific written demand referring to this tariff provision.

A deposit must be paid, by wire transfer, before any freight car is delivered to such Consignor, Consignee, or agent thereof for Loading or Unloading. A deposit on one unit of equipment is not transferable to another.

A deposit for each car shall be in the minimum amount of two hundred dollars (200.00) or up to the maximum amount of accessorial charges that accrued on any one car during the preceding twelve (12) months.

In the case of a Consignor, Consignee or agent thereof receiving multiple carloads for Loading or Unloading, the total amount required to be deposited shall not exceed the lesser of the amount of existing past accessorial charges accrued by the Consignor, Consignee, or agent thereof due or \$25,000.

Once the Consignor, Consignee, or agent thereof is placed on Subscribing Carriers' authorized credit list, or has paid all outstanding accessorial charges and has given assurance to the satisfaction of the Carrier's credit office that future accessorial charges will be paid within the credit period prescribed in applicable tariffs, the Subscribing Carrier will refund the balance of the deposit to the Consignor, Consignee, or agent thereof by the 5th day of the month following that in which the equipment is released to the Subscribing Carrier after deducting any and all unpaid accessorial charges.

Security deposits will no longer be required after the Consignor, Consignee, or agent thereof either:

- A. Is placed on Subscribing Carriers' authorized credit list, or
- B. Has paid all outstanding accessorial charges and has given assurance to the satisfaction of the Carrier's credit office that future accessorial charges will be paid within the credit period prescribed in applicable tariffs.

6.04 BILLING DISPUTES

We commit to addressing disputed bills urgently

If you believe that there has been a billing error, we want to make it right as quickly as possible. To be eligible for this guarantee, the following procedure should be followed:

- A. The dispute must be specific in nature, applying to a specific car or car group, related to time of actual or constructive placement, release, or application of rules and terms in this Tariff
- B. Claims must be submitted in writing, within 30 days of the invoice date to:
revenuegroup@patriotrail.com.
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- D. Customer or agent must pay the undisputed amount at the time the dispute is filed, according to normal bill payment procedures.

will transport the traffic via an available route at its discretion between origin and destination.



11.04 ADDITIONAL CHARGE FOR CUSTOMER-CAUSED CONGESTION ON RAILROAD FACILITIES

When, in the sole judgement of RR, an excessive quantity of constructively placed cars for a particular consignee congests RR's facilities causing material operating problems, RR will notify shipper, consignee (receiver), in-care-of party, or any other party deemed necessary to make arrangements for avoidance of such congestion or bunching of cars. Additionally, RR will contact and advise the consignee (receiver) at the location to which cars are destined that, starting ten days (10) from the date of notification, RR will charge consignee or any other party responsible for the congestion or bunching of the cars the applicable storage fee per car per day, as stipulated in each RR's Charge Catalog 2000 Series, for all cars on constructive placement exceeding two (2) times the number of cars that can be unloaded per day with current switching service. When customer's constructive placed cars drop below the level above RR will, effective that day, cease the daily charge. This charge is in addition to all applicable provisions in this Tariff and each RR's Charge Catalog 2000 Series.

11.05 CARS FOUND TO BE LEAKING HAZARDOUS MATERIALS

If after cars received by RR at interchange or from customers are found to be leaking Hazardous Materials and RR or an agent of RR takes action for securement of the leaking car, RR will assess a charge of **\$2,500** per car for the handling of such cars.

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11.06 CARS FOUND TO BE LEAKING NON- HAZARDOUS MATERIALS

RR will assess a charge of **\$1,500** per car for the handling of cars loaded with or containing residue of Non-Hazardous Materials that are found to be leaking, and for which RR or its representatives take action for securement of the leaking car. Charges will be assessed to the shipper shown on the applicable bill of lading. The charge covers administrative and switching activities, but excludes all demurrage, storage, and other securement charges.

11.07 LEASE TRACK AND STORAGE AGREEMENT OVERAGE

In the event a customer makes arrangements with railroad to have a private lease track agreement or a

Charge Catalog 2000-1 Series

Pricing for Optional, Accessorial, and Supplemental Services

Utah Central Railway Company, LLC



The Utah Central Railway Company, LLC ("UCRY") operates over 34 miles of rail line in and around Ogden, UT. UCRY interchanges traffic with Class I carriers UP and BNSF at Ogden, UT. The railroad provides exclusive rail switching services at Business Depot Ogden.

We are defined by our values, in how we work: with safety as our cornerstone DNA; in how we act: with ethical conduct and personal integrity; and, in how we create value: by engaging as a team to deliver professional, safe, and tailored solutions to customer needs. We strive to become one of the eminent companies in the transportation industry.

Our employees and managers are some of the very best in the industry. We are fully committed to a just culture where people know that they will be treated with respect and fairness, which engenders a culture of operational excellence, accountability, and execution. We own our company's performance. We work every day to do every task better— more safely, more cost effectively, and more operationally sound, than our competitors.

This publication, jointly with our Freight Tariff No. 1000, provides common terms, conditions, and charges for our services. We hope you find these publications useful.

CORPORATE HEADQUARTERS

PATRIOT RAIL COMPANY LLC

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Fax: 801-732-8908

SALES & MARKETING

Jack Burgess – AVP Sales
Phone: (904) 302-7180
Email: Jack.Burgess@patriotrail.com



Charge Schedule

Item #*	Item Description	Charge
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1.06	Car Pulled with No Billing	\$300
1.07	Car Released Not Available to Pull	\$450
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1.09	Industry Set-Back Charges	\$550
1.10	Improper Cars Furnished by Connecting RR	\$750
3.01	Demurrage (per day)	\$75
4.01	Car Held at Customers' Request (per car per day)	\$125
5.01	Overloaded/Improperly Loaded Car	\$750
7.01	Intraplant Switch	\$250
7.02	Interplant Switch	\$400
7.03	Second Transfer Switch	\$325
7.05	Expedited Service Charge	\$175
7.06	Placement of Scale/Test Car	\$1,500
7.07 & 11.01	Turning Car	\$300
7.08	Delay of Train 1 st ½ Hour	\$250
7.08	Delay of Train Per Hour or fraction (after 1 st ½ Hr)	\$500
7.09	Cars Received/Delivered at Non-Interchange Locations	\$400
7.10	Unscheduled (Extra) Train	\$3,865
7.11	Non-Revenue Empty or Loaded Car	\$500
8.02	Storage (per car per day)	\$75
8.03	Storage – Explosives (All Classes)	\$200
8.03	Storage Hazardous Materials	\$150
8.05	Car Received in Error	\$500
8.05	Failure by Connecting Railroads to Pull Interchange	\$250
9.01 & 9.02	Special Train Service (exclusive of other applicable charges)	\$8,700
9.03	Special Train Service at Terminal – 8 hours or less	\$2,500
9.03	Special Train Service at Terminal – over 8 hrs (\$/hr)	\$500
9.04	Idler & Buffer Car Charge (per car)	\$500
9.04	Return of Idler & Buffer Car to Interchange Point	\$700
10.01	Reconsignment, Diversion, Reshipment (\$/car/order)	\$400

*Note: Item numbers correspond to sections in Freight Tariff No. 1000

Utah Central Railway Company, LLC

Holiday Schedule

Date	Holiday
January 1	New Year's Day
Last Monday in May	Memorial Day
July 4	Independence Day
July 24	Pioneers' Day
1 st Monday in September	Labor Day
4 th Thursday in November	Thanksgiving Day
December 25	Christmas Day

NOTE: When one of these holidays falls on Saturday or Sunday, the business day prior to or following the actual holiday will be observed instead

APPENDIX B-INVOICES

KENCO INVOICES

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 2/01/15 thru 2/28/15

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 3/04/15

Demurrage Agreement: SYS-UNLOAD

Invoice # 101415 1

Invoice Date: 3/04/15

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	UNLD	OAR	62166	D5U WOODPULP	2/17/15 13:29	2/26/15 12:56	2/27/15 14:41	10	2	410.00	
2	UNLD	AGR	77820	D5C WOODPULP	2/20/15 18:33	2/23/15 16:33	2/26/15 9:50	6	2	160.00	
3	UNLD	AGR	78759	D5C WOODPULP	2/20/15 18:33	2/23/15 16:33	2/26/15 9:50	6	2	160.00	
4	UNLD	OAR	62114	D5U WOODPULP	2/20/15 18:33	2/23/15 16:33	2/26/15 9:50	6	2	160.00	
5	UNLD	AGR	77786	D5C WOODPULP	2/20/15 18:33	2/23/15 16:33	2/25/15 15:09	5	2	120.00	
6	UNLD	AGR	78975	D5C WOODPULP	2/20/15 18:33	2/23/15 16:33	2/25/15 12:45	5	2	120.00	
7	UNLD	CEFX	501348	D5C SALT	2/19/15 19:46	2/23/15 16:34	2/24/15 16:00	4	2	80.00	
8	UNLD	OAR	62227	D5U WOODPULP	2/20/15 18:33	2/23/15 16:33	2/24/15 13:38	4	2	80.00	
9	UNLD	OAR	62233	D5U WOODPULP	2/20/15 18:33	2/23/15 16:33	2/24/15 13:38	4	2	80.00	
10	UNLD	OAR	61118	D5U WOODPULP	2/17/15 13:29	2/19/15 13:16	2/23/15 13:14	6	2	160.00	
11	UNLD	OAR	61297	D5U WOODPULP	2/17/15 13:30	2/19/15 13:16	2/23/15 13:14	6	2	160.00	
12	UNLD	SP	247755	D5C SALT	2/10/15 16:56	2/12/15 14:59	2/17/15 6:30	6	3	120.00	
TOTAL UNLOADING								12 CARS	68	25	1,810.00
TOTAL FOR BUSINESS DEPOT								12 CARS	68	25	1,810.00
TOTAL FOR KENCO GROUP								12 CARS	68	25	1,810.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 6/17/15

Invoice Date: 4/07/15

Demurrage Agreement: SYS-UNLOAD

Invoice # 101435 1

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	---Placed--- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due
1	UNLD	AGR	78190	D5C	WOODPULP	3/23/15 18:37	3/27/15 20:02	3/31/15 15:00	8 2	270.00
2	UNLD	AGR	79012	D5C	WOODPULP	3/23/15 18:37	3/27/15 20:02	3/31/15 15:00	8 2	270.00
3	UNLD	OAR	62190	D5U	WOODPULP	3/23/15 18:37	3/27/15 20:02	3/31/15 15:00	8 2	270.00
4	UNLD	OAR	62223	D5U	WOODPULP	3/23/15 18:37	3/27/15 20:02	3/31/15 15:00	8 2	270.00
5	UNLD	AGR	77605	D5C	WOODPULP	3/23/15 18:37	3/27/15 20:02	3/31/15 6:25	7 2	215.00
6	UNLD	AGR	78888	BEK	WOODPULP	3/23/15 18:37	3/27/15 20:02	3/31/15 6:25	7 2	215.00
7	UNLD	OAR	62258	D5U	WOODPULP	3/23/15 18:37	3/27/15 20:02	3/31/15 6:25	7 2	215.00
8	UNLD	OAR	62115	D5U	WOODPULP	3/11/15 18:35	3/23/15 18:12	3/26/15 14:39	15 2	760.00
9	UNLD	AGR	1832	BEK	WOODPULP	3/11/15 18:35	3/23/15 18:12	3/26/15 10:28	15 2	760.00
10	UNLD	AGR	77580	D5C	WOODPULP	3/11/15 18:35	3/23/15 18:12	3/26/15 10:28	15 2	760.00
11	UNLD	AGR	78878	BEK	WOODPULP	3/11/15 18:35	3/23/15 18:12	3/25/15 14:42	14 2	690.00
12	UNLD	GMRC	78009	D5C	WOODPULP	3/11/15 18:35	3/23/15 18:12	3/25/15 14:42	14 2	690.00
13	UNLD	OAR	62178	D5U	WOODPULP	3/11/15 18:35	3/23/15 18:12	3/25/15 14:42	14 2	690.00
14	UNLD	AGR	77649	D5C	WOODPULP	3/11/15 18:35	3/23/15 18:12	3/24/15 12:51	13 2	620.00
15	UNLD	OAR	62168	D5U	WOODPULP	3/11/15 18:35	3/23/15 18:12	3/24/15 12:51	13 2	620.00
16	UNLD	AGR	77731	D5C	WOODPULP	3/11/15 18:35	3/16/15 16:52	3/20/15 14:52	9 2	340.00
17	UNLD	AGR	77758	D5C	WOODPULP	3/11/15 18:35	3/16/15 16:52	3/20/15 14:52	9 2	340.00
18	UNLD	AGR	78783	D5C	WOODPULP	3/11/15 18:35	3/16/15 16:52	3/20/15 14:52	9 2	340.00
19	UNLD	GMRC	78186	D5C	WOODPULP	3/11/15 18:35	3/16/15 16:52	3/20/15 14:52	9 2	340.00
20	UNLD	OAR	61265	D5U	WOODPULP	3/11/15 18:35	3/16/15 16:52	3/20/15 14:52	9 2	340.00
21	UNLD	GMRC	77003	D5C	WOODPULP	3/11/15 18:35	3/16/15 16:52	3/18/15 13:28	7 2	215.00
22	UNLD	OAR	61232	D5U	WOODPULP	3/11/15 18:35	3/16/15 16:52	3/18/15 13:28	7 2	215.00
23	UNLD	OAR	62177	D5U	WOODPULP	3/11/15 18:35	3/16/15 16:52	3/18/15 13:28	7 2	215.00
24	UNLD	AGR	77583	D5C	WOODPULP	3/11/15 18:35	3/16/15 16:52	3/17/15 10:40	6 2	160.00
25	UNLD	AGR	78746	D5C	WOODPULP	3/11/15 18:35	3/16/15 16:52	3/17/15 10:40	6 2	160.00
26	UNLD	GMRC	78128	D5C	WOODPULP	3/11/15 18:35	3/16/15 16:52	3/17/15 10:40	6 2	160.00
27	UNLD	OAR	62148	D5U	WOODPULP	3/11/15 18:35	3/16/15 16:52	3/17/15 10:40	6 2	160.00
28	UNLD	OAR	61238	D5U	WOODPULP	2/17/15 13:30	3/09/15 12:51	3/12/15 15:37	23 2	1,320.00
29	UNLD	OAR	62248	D5U	WOODPULP	2/17/15 13:29	3/09/15 12:51	3/12/15 15:37	23 2	1,320.00
30	UNLD	AGR	77587	D5C	WOODPULP	2/17/15 13:29	3/09/15 12:51	3/12/15 10:57	23 2	1,320.00
31	UNLD	AGR	77643	D5C	WOODPULP	2/17/15 13:29	3/09/15 12:51	3/12/15 10:57	23 2	1,320.00
32	UNLD	AGR	77755	D5C	WOODPULP	2/17/15 13:29	3/09/15 12:51	3/12/15 10:57	23 2	1,320.00
33	UNLD	OAR	62285	D5U	WOODPULP	2/17/15 13:29	3/09/15 12:51	3/12/15 10:57	23 2	1,320.00
34	UNLD	AGR	77776	D5C	WOODPULP	2/17/15 13:29	3/09/15 12:51	3/11/15 14:35	22 2	1,250.00
35	UNLD	OAR	61243	D5U	WOODPULP	2/17/15 13:30	3/09/15 12:51	3/11/15 14:35	22 2	1,250.00
36	UNLD	AGR	77832	D5C	WOODPULP	2/17/15 13:29	3/09/15 12:51	3/11/15 11:34	22 2	1,250.00
37	UNLD	OAR	61116	D5U	WOODPULP	2/17/15 13:29	3/09/15 12:51	3/11/15 11:34	22 2	1,250.00
38	UNLD	OAR	62311	D5U	WOODPULP	2/17/15 13:29	3/09/15 12:51	3/11/15 11:34	22 2	1,250.00
39	UNLD	OAR	62312	D5U	WOODPULP	2/17/15 13:29	3/09/15 12:51	3/11/15 11:34	22 2	1,250.00
40	UNLD	NS	463494	D6C	PAPER PRINTING	3/03/15 14:58	3/04/15 11:59	3/06/15 15:30	3 2	40.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 9/01/15 thru 9/30/15

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 10/02/15

Demurrage Agreement: SYS-UNLOAD

Invoice # 101509 1

Invoice Date: 10/02/15

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered-		---Placed---		---Released---		Total	Credit	Amount	
					Date	Time	Date	Time	Date	Time	Days	Days	Due	
1	UNLD	NS	463444	D6C	PAPER PRINTING	9/23/15	14:38	9/23/15	16:40	9/28/15	15:01	5	4	40.00
2	UNLD	NS	463523	D6C	PAPER PRINTING	9/23/15	14:38	9/23/15	16:40	9/28/15	15:01	5	4	40.00
3	UNLD	OAR	62155	DSU	WOODPULP	9/09/15	15:53	9/14/15	19:03	9/17/15	14:25	8	7	40.00
4	UNLD	WRWK	3772	BFL	WOODPULP	9/09/15	15:53	9/14/15	19:03	9/17/15	14:25	8	7	40.00
5	UNLD	WRWK	3749	BFL	WOODPULP	9/09/15	15:53	9/14/15	19:03	9/15/15	14:27	6	5	40.00
TOTAL UNLOADING										5 CARS	32	27	200.00	
TOTAL FOR BUSINESS DEPOT										5 CARS	32	27	200.00	
TOTAL FOR KENCO GROUP										5 CARS	32	27	200.00	

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 1/01/16 thru 1/31/16

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 2/03/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101597 1

Invoice Date: 2/03/16

Page 2

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
39	UNLD	OAR	62244	DSU WOODPULP	12/28/15 20:10	1/06/16 17:17	1/11/16 18:06	14	4	700.00	
40	UNLD	OAR	62317	DSU WOODPULP	12/28/15 20:10	1/06/16 17:17	1/11/16 18:06	14	4	700.00	
41	UNLD	OAR	61270	DSU WOODPULP	12/28/15 20:10	1/06/16 17:17	1/11/16 7:05	13	4	630.00	
42	UNLD	OAR	61297	DSU WOODPULP	12/28/15 20:10	1/06/16 17:17	1/11/16 7:05	13	4	630.00	
43	UNLD	OAR	62221	DSU WOODPULP	12/28/15 20:10	1/06/16 17:17	1/11/16 7:05	13	4	630.00	
TOTAL UNLOADING								43 CARS	824	144	47,600.00
TOTAL FOR BUSINESS DEPOT								43 CARS	824	144	47,600.00
TOTAL FOR KENCO GROUP								43 CARS	824	144	47,600.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 2/01/16 thru 2/29/16

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 3/02/16

Demurrage Agreement: SYS-LOAD

Invoice # 101611 1

Invoice Date: 3/02/16

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due
1	LOAD	CNW	520060	DSC SCRAP PAPER	2/10/16 17:31	2/16/16 17:50	2/18/16 13:16	8	2	420.00
2	LOAD	FBOX	505860	DSC REV PALLET, SHPN	2/05/16 16:08	2/05/16 16:12	2/11/16 13:45	5	3	140.00
TOTAL LOADING								2 CARS	13	560.00
TOTAL FOR BUSINESS DEPOT								2 CARS	13	560.00
TOTAL FOR KENCO GROUP								2 CARS	13	560.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 2/01/16 thru 2/29/16

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 3/02/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101612 1

Invoice Date: 3/02/16

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	UNLD	OAR	62114	D5U WOODPULP	1/06/16 10:55	2/02/16 17:01	2/04/16 16:02	29	2	1,890.00	
2	UNLD	OAR	62159	D5U WOODPULP	1/06/16 10:55	2/02/16 17:01	2/04/16 16:02	29	2	1,890.00	
3	UNLD	OAR	62186	D5U WOODPULP	1/06/16 10:55	2/02/16 17:01	2/04/16 16:02	29	2	1,890.00	
4	UNLD	OAR	62208	D5U WOODPULP	1/06/16 10:55	2/02/16 17:01	2/04/16 16:02	29	2	1,890.00	
5	UNLD	OAR	62294	D5U WOODPULP	1/06/16 10:54	2/02/16 17:01	2/04/16 16:02	29	2	1,890.00	
6	UNLD	OAR	62108	D5U WOODPULP	1/06/16 10:55	2/02/16 17:01	2/04/16 8:30	28	2	1,820.00	
7	UNLD	OAR	61211	D5U WOODPULP	1/06/16 10:55	2/02/16 17:01	2/03/16 14:38	28	2	1,820.00	
8	UNLD	EEC	600	D5C PAPER PRINTING	1/08/16 15:37	1/29/16 17:39	2/02/16 13:52	25	2	1,610.00	
9	UNLD	OAR	62189	D5U WOODPULP	1/08/16 15:37	1/29/16 17:39	2/02/16 13:52	25	2	1,610.00	
10	UNLD	OAR	62243	D5U WOODPULP	1/15/16 19:04	1/29/16 17:39	2/02/16 13:52	18	2	1,120.00	
11	UNLD	OAR	61214	D5U WOODPULP	1/08/16 15:37	1/29/16 17:39	2/01/16 15:47	24	2	1,540.00	
12	UNLD	OAR	62165	D5U WOODPULP	1/08/16 15:37	1/29/16 17:39	2/01/16 15:47	24	2	1,540.00	
13	UNLD	OAR	62265	D5U WOODPULP	1/08/16 15:37	1/29/16 17:39	2/01/16 15:47	24	2	1,540.00	
TOTAL UNLOADING								13 CARS	341	26	22,050.00
TOTAL FOR BUSINESS DEPOT								13 CARS	341	26	22,050.00
TOTAL FOR KENCO GROUP								13 CARS	341	26	22,050.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 7/01/16 thru 7/31/16

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 8/03/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101689 1

Invoice Date: 8/03/16

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time		----Placed----		---Released---		Total Days	Credit Days	Amount Due	
							Date	Time	Date	Time				
1	UNLD	MWCX	500581	J6A	SALT	7/25/16	9:17	7/28/16	16:35	7/29/16	15:30	3	2	70.00
2	UNLD	SOU	565513	D6C	PAPER PRINTING	7/13/16	16:36	7/15/16	15:42	7/18/16	13:05	5	4	70.00
3	UNLD	NS	463540	D6C	PAPER PRINTING	7/11/16	9:20	7/12/16	12:22	7/14/16	12:31	3	2	70.00
4	UNLD	SOU	565329	D6C	PAPER PRINTING	7/11/16	9:20	7/12/16	12:22	7/14/16	12:31	3	2	70.00
TOTAL UNLOADING										4 CARS	14	10	280.00	
TOTAL FOR BUSINESS DEPOT										4 CARS	14	10	280.00	
TOTAL FOR KENCO GROUP										4 CARS	14	10	280.00	

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 8/01/16 thru 8/31/16

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 9/06/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101703 1

Invoice Date: 9/06/16

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	---Placed--- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	UNLD	LRS	1232	BFL	PAPER PRINTING	8/15/16 9:36	8/16/16 18:49	8/18/16 14:46	3	2	70.00
2	UNLD	NS	463496	D6C	PAPER PRINTING	8/12/16 9:34	8/16/16 18:49	8/18/16 14:46	6	5	70.00
3	UNLD	SOU	565597	D6C	PAPER PRINTING	8/12/16 9:33	8/16/16 18:49	8/18/16 14:46	6	5	70.00
4	UNLD	NS	463131	D6C	PAPER PRINTING	7/25/16 9:17	7/28/16 16:35	8/02/16 14:45	8	2	420.00
5	UNLD	NS	463421	D6C	PAPER PRINTING	7/25/16 9:17	7/28/16 16:35	8/02/16 14:45	8	2	420.00
6	UNLD	SOU	565305	D6C	PAPER PRINTING	7/25/16 9:17	7/28/16 16:35	8/02/16 14:45	8	2	420.00
7	UNLD	SOU	565320	D6C	PAPER PRINTING	7/25/16 9:17	7/28/16 16:35	8/02/16 14:45	8	2	420.00
8	UNLD	SOU	565473	D6C	PAPER PRINTING	7/27/16 12:42	7/28/16 16:35	8/02/16 14:45	6	4	140.00
9	UNLD	WRWK	1899	D6C	PAPER PRINTING	7/27/16 12:42	7/28/16 16:35	8/02/16 14:45	6	4	140.00
10	UNLD	WRWK	1905	D6C	PAPER PRINTING	7/27/16 12:42	7/28/16 16:35	8/02/16 14:45	6	4	140.00

TOTAL UNLOADING

10 CARS 65 32 2,310.00

TOTAL FOR BUSINESS DEPOT

10 CARS 65 32 2,310.00

TOTAL FOR KENCO GROUP

10 CARS 65 32 2,310.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 8/01/16 thru 8/31/16

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 9/06/16

Demurrage Agreement: SYS-LOAD

Invoice # 101702 1

Invoice Date: 9/06/16

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	---Placed--- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	LOAD	ABOX	51958	85N REV PALLET.SHPN	8/18/16 19:35	8/19/16 15:02	8/23/16 13:46	5	4	70.00	
TOTAL LOADING								1 CARS	5	4	70.00
TOTAL FOR BUSINESS DEPOT								1 CARS	5	4	70.00
TOTAL FOR KENCO GROUP								1 CARS	5	4	70.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 9/01/16 thru 9/30/16

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 10/04/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101724 1

Invoice Date: 10/04/16

Page 1

Seq	Held For	Car	Car Typ	Commodity	PCON/Ordered Date	Time	Placed Date	Time	Released Date	Time	Total Days	Credit Days	Amount Due
1	UNLD	CSXT 151201	D5C	PAPER PRINTING	9/01/16	15:52	9/02/16	14:57	9/08/16	9:34	7	5	140.00
TOTAL UNLOADING										1 CARS	7	5	140.00
TOTAL FOR BUSINESS DEPOT										1 CARS			140.00
TOTAL FOR KENCO GROUP										1 CARS	7		140.00

SPECIALIZED RAIL SERVICES INVOICES

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 6/10/16

Invoice Date: 3/04/14

Demurrage Agreement: SYS-UNLOAD

Invoice # 101280 1

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	NC	DWC	795091	D6C	WOODPULP	2/11/14 15:01	2/14/14 14:57	2/19/14 18:07	8	6	80.00
TOTAL NO STATUS CHANGE							1 CARS	8	6	80.00	
1	UNLD	CN	598023	D6U	WOODPULP	2/14/14 12:44	2/22/14 14:12	2/26/14 12:56	12	10	80.00
2	UNLD	BNSF	728902	D5C	WOODPULP	2/14/14 12:45	2/22/14 14:12	2/25/14 16:19	11	10	40.00
3	UNLD	TR	405188	D5C	WOODPULP	2/11/14 15:01	2/14/14 14:57	2/19/14 10:07	8	6	80.00
4	UNLD	BCOL	60838	D6C	ORINTD STRND BD	2/11/14 15:01	2/14/14 14:57	2/18/14 14:37	7	6	40.00
5	UNLD	IC	533216	D6C	ORINTD STRND BD	2/11/14 15:01	2/14/14 14:57	2/18/14 14:37	7	6	40.00
6	UNLD	BNSF	726494	D5C	WOODPULP	1/30/14 17:52	2/03/14 14:13	2/06/14 13:02	7	6	40.00
7	UNLD	BNSF	728908	D5C	WOODPULP	1/30/14 17:52	2/03/14 14:13	2/06/14 13:02	7	6	40.00
8	UNLD	CNIS	417353	D5U	WOODPULP	1/30/14 17:52	1/30/14 17:54	2/03/14 12:08	4	2	40.00
TOTAL UNLOADING							8 CARS	63	52	400.00	
TOTAL FOR BUSINESS DEPOT							9 CARS	71	58	480.00	
TOTAL FOR SPECIALIZED RAIL							9 CARS	71	58	480.00	

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 3/01/14 thru 3/31/14

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Carey Davis

Station: 800 BUSINESS DEPOT

Run Date: 4/02/14

Demurrage Agreement: SYS-UNLOAD

Invoice # 101288 1

Invoice Date: 4/02/14

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due
1	UNLD	DWC	794473	D6C WOODPULP	3/12/14 22:29	3/21/14 15:32	3/24/14 16:53	12	11	40.00
2	UNLD	DWC	794861	D6C WOODPULP	3/12/14 22:29	3/21/14 15:32	3/24/14 16:53	12	11	40.00
TOTAL UNLOADING							2 CARS	24	22	80.00
TOTAL FOR BUSINESS DEPOT							2 CARS	24	22	80.00
TOTAL FOR SPECIALIZED RAIL							2 CARS	24	22	80.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Carey Davis

Station: 800 BUSINESS DEPOT

Run Date: 5/05/14

Demurrage Agreement: SYS-LOAD

Invoice # 101299 1

Invoice Date: 5/05/14

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	---Placed--- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	NC	CNIS 417353	D5U	WOODPULP		4/03/14 16:02	4/07/14 15:42	4	2	40.00	
TOTAL NO STATUS CHANGE								1 CARS	4	2	40.00
TOTAL FOR BUSINESS DEPOT								1 CARS	4	2	40.00
TOTAL FOR SPECIALIZED RAIL								1 CARS	4	2	40.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Carey Davis

Station: 800 BUSINESS DEPOT

Run Date: 5/05/14

Demurrage Agreement: SYS-UNLOAD

Invoice # 101300 1

Invoice Date: 5/05/14

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered-		----Placed----		---Released---		Total	Credit	Amount
					Date	Time	Date	Time	Date	Time	Days	Days	Due
1	UNLD	BNSF 729362	D5C	WOODPULP	4/17/14	12:29	4/24/14	12:54	4/29/14	16:10	12	9	120.00
2	UNLD	TR 405078	D5C	WOODPULP	4/17/14	12:29	4/24/14	12:54	4/29/14	16:10	12	9	120.00
3	UNLD	BNSF 721607	D5C	WOODPULP	4/17/14	12:29	4/17/14	17:12	4/23/14	17:37	6	3	120.00
4	UNLD	BNSF 721977	D5C	WOODPULP	4/17/14	12:29	4/17/14	17:12	4/23/14	17:37	6	3	120.00
5	UNLD	BNSF 721979	D5C	WOODPULP	4/17/14	12:29	4/17/14	17:12	4/23/14	17:37	6	3	120.00
6	UNLD	BNSF 727320	D5C	WOODPULP	4/17/14	12:29	4/17/14	17:12	4/23/14	17:37	6	3	120.00
7	UNLD	BNSF 721652	D5C	WOODPULP	4/09/14	11:07	4/09/14	18:49	4/14/14	14:20	5	2	120.00
8	UNLD	CN 598020	D6U	WOODPULP	4/09/14	11:07	4/11/14	16:48	4/14/14	14:20	5	4	40.00
9	UNLD	DWC 794346	D6C	WOODPULP	4/09/14	11:07	4/09/14	18:49	4/12/14	14:52	3	2	40.00
10	UNLD	BNSF 721835	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/09/14	10:29	6	2	160.00
11	UNLD	BNSF 727502	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/09/14	10:29	6	2	160.00
12	UNLD	BNSF 721855	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/08/14	16:12	5	2	120.00
13	UNLD	BNSF 726674	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/08/14	16:12	5	2	120.00
14	UNLD	BNSF 721616	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/07/14	11:46	4	2	80.00
15	UNLD	BNSF 727417	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/07/14	9:58	4	2	80.00
TOTAL UNLOADING										15 CARS	91	50	1,640.00
TOTAL FOR BUSINESS DEPOT										15 CARS	91	50	1,640.00
TOTAL FOR SPECIALIZED RAIL										15 CARS	91	50	1,640.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Carey Davis

Station: 800 BUSINESS DEPOT

Run Date: 5/05/14

Demurrage Agreement: SYS-UNLOAD

Invoice # 101300 1

Invoice Date: 5/05/14

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered-		----Placed----		---Released---		Total Days	Credit Days	Amount Due
					Date	Time	Date	Time	Date	Time			
1	UNLD	BNSF 729362	D5C	WOODPULP	4/17/14	12:29	4/24/14	12:54	4/29/14	16:10	12	9	120.00
2	UNLD	TR 405078	D5C	WOODPULP	4/17/14	12:29	4/24/14	12:54	4/29/14	16:10	12	9	120.00
3	UNLD	BNSF 721607	D5C	WOODPULP	4/17/14	12:29	4/17/14	17:12	4/23/14	17:37	6	3	120.00
4	UNLD	BNSF 721977	D5C	WOODPULP	4/17/14	12:29	4/17/14	17:12	4/23/14	17:37	6	3	120.00
5	UNLD	BNSF 721979	D5C	WOODPULP	4/17/14	12:29	4/17/14	17:12	4/23/14	17:37	6	3	120.00
6	UNLD	BNSF 727320	D5C	WOODPULP	4/17/14	12:29	4/17/14	17:12	4/23/14	17:37	6	3	120.00
7	UNLD	BNSF 721652	D5C	WOODPULP	4/09/14	11:07	4/09/14	18:49	4/14/14	14:20	5	2	120.00
8	UNLD	CN 598020	D6U	WOODPULP	4/09/14	11:07	4/11/14	16:48	4/14/14	14:20	5	4	40.00
9	UNLD	DWC 794346	D6C	WOODPULP	4/09/14	11:07	4/09/14	18:49	4/12/14	14:52	3	2	40.00
10	UNLD	BNSF 721835	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/09/14	10:29	6	2	160.00
11	UNLD	BNSF 727502	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/09/14	10:29	6	2	160.00
12	UNLD	BNSF 721855	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/08/14	16:12	5	2	120.00
13	UNLD	BNSF 726674	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/08/14	16:12	5	2	120.00
14	UNLD	BNSF 721616	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/07/14	11:46	4	2	80.00
15	UNLD	BNSF 727417	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/07/14	9:58	4	2	80.00
TOTAL UNLOADING										15 CARS	91	50	1,640.00
TOTAL FOR BUSINESS DEPOT										15 CARS	91	50	1,640.00
TOTAL FOR SPECIALIZED RAIL										15 CARS	91	50	1,640.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 5/01/14 thru 5/31/14

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Carey Davis

Station: 800 BUSINESS DEPOT

Run Date: 6/03/14

Demurrage Agreement: SYS-UNLOAD

Invoice # 101305 1

Invoice Date: 6/03/14

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered-		----Placed----		---Released---		Total Days	Credit Days	Amount Due
					Date	Time	Date	Time	Date	Time			
1	UNLD	BNSF 726698	D5C	WOODPULP	5/22/14	14:06	5/22/14	16:07	5/29/14	14:00	7	6	40.00
2	UNLD	DWC 794720	D6C	WOODPULP	5/22/14	14:06	5/22/14	16:07	5/29/14	14:00	7	6	40.00
3	UNLD	IC 533272	D6C	WOODPULP	5/22/14	14:06	5/22/14	16:07	5/29/14	14:00	7	6	40.00
4	UNLD	BNSF 726467	D5C	WOODPULP	5/22/14	14:06	5/22/14	16:07	5/27/14	16:06	5	4	40.00
5	UNLD	BNSF 728524	D5C	WOODPULP	5/22/14	14:06	5/22/14	16:07	5/27/14	16:06	5	4	40.00
6	UNLD	DWC 795095	D6C	WOODPULP	5/22/14	14:04	5/22/14	16:07	5/27/14	16:06	5	4	40.00
7	UNLD	BNSF 726200	D5C	WOODPULP	5/14/14	14:37	5/20/14	16:04	5/21/14	17:42	7	2	215.00
8	UNLD	BNSF 728903	D5C	WOODPULP	5/14/14	14:37	5/20/14	16:04	5/21/14	17:42	7	2	215.00
9	UNLD	IC 533213	D6C	WOODPULP	5/14/14	14:38	5/20/14	16:04	5/21/14	16:48	7	4	120.00
10	UNLD	BNSF 721976	D5C	WOODPULP	5/14/14	14:40	5/20/14	16:04	5/21/14	11:32	7	2	215.00
11	UNLD	CN 415275	D5U	WOODPULP	5/16/14	10:55	5/20/14	16:04	5/21/14	11:17	5	3	80.00
12	UNLD	AOK 354510	D6C	WOODPULP	5/16/14	10:55	5/20/14	16:04	5/20/14	16:48	4	2	80.00
13	UNLD	BNSF 721705	D5C	WOODPULP			5/08/14	19:34	5/17/14	14:52	9	2	340.00
14	UNLD	BNSF 728426	D5C	WOODPULP			5/08/14	19:34	5/17/14	14:52	9	2	340.00
15	UNLD	BNSF 728929	D5C	WOODPULP			5/08/14	19:34	5/17/14	14:52	9	2	340.00
16	UNLD	BNSF 726615	D5C	WOODPULP			5/08/14	19:34	5/15/14	18:51	7	2	215.00
17	UNLD	BNSF 726622	D5C	WOODPULP			5/08/14	19:34	5/15/14	18:51	7	2	215.00
18	UNLD	BNSF 728809	D5C	WOODPULP			5/08/14	19:34	5/15/14	18:51	7	2	215.00
19	UNLD	FBOX 502254	D5C	WOODPULP			5/08/14	19:34	5/15/14	18:51	7	2	215.00
20	UNLD	BNSF 726738	D5C	WOODPULP			5/08/14	19:34	5/14/14	17:26	6	2	160.00
21	UNLD	BNSF 729226	D5C	WOODPULP			5/08/14	19:34	5/14/14	17:26	6	2	160.00
22	UNLD	BNSF 726295	D5C	WOODPULP			5/08/14	19:34	5/14/14	10:44	6	2	160.00
TOTAL UNLOADING										22 CARS	146	65	3,525.00
TOTAL FOR BUSINESS DEPOT										22 CARS	146	65	3,525.00
TOTAL FOR SPECIALIZED RAIL										22 CARS	146	65	3,525.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 6/01/14 thru 6/30/14

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Carey Davis

Station: 800 BUSINESS DEPOT

Run Date: 7/07/14

Demurrage Agreement: SYS-UNLOAD

Invoice # 101323 1

Invoice Date: 7/07/14

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	UNLD	BNSF 721567	D5C	WOODPULP	6/19/14 12:55	6/19/14 15:23	6/27/14 15:00	8	2	80.00	
2	UNLD	BNSF 721943	D5C	WOODPULP	6/19/14 12:55	6/19/14 15:23	6/27/14 15:00	8	2	80.00	
3	UNLD	BNSF 727370	D5C	WOODPULP	6/19/14 12:55	6/19/14 15:23	6/26/14 12:11	7	2	80.00	
4	UNLD	AOK 14057	D5C	WOODPULP	6/19/14 12:55	6/19/14 15:23	6/25/14 17:05	6	2	40.00	
5	UNLD	BNSF 721851	D5C	WOODPULP	6/19/14 12:55	6/19/14 15:23	6/25/14 17:05	6	2	40.00	
6	UNLD	DWC 794788	D6C	WOODPULP	6/11/14 11:41	6/11/14 17:17	6/19/14 16:12	8	2	80.00	
7	UNLD	NS 458112	D5C	BOARDS,SAWDUST	6/11/14 11:41	6/11/14 17:17	6/19/14 16:12	8	2	80.00	
8	UNLD	BNSF 721550	D5C	WOODPULP	6/11/14 15:24	6/11/14 17:16	6/16/14 15:05	5	2	40.00	
9	UNLD	CN 414673	D5U	WOODPULP	6/11/14 15:24	6/11/14 17:16	6/16/14 15:05	5	2	40.00	
10	UNLD	DWC 794869	D6C	WOODPULP	6/11/14 15:24	6/11/14 17:16	6/16/14 15:05	5	2	40.00	
TOTAL UNLOADING								10 CARS	66	20	600.00
TOTAL FOR BUSINESS DEPOT								10 CARS	66	20	600.00
TOTAL FOR SPECIALIZED RAIL								10 CARS	66	20	600.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 5/08/15

Demurrage Agreement: SYS-UNLOAD

Invoice # 101331 1

Invoice Date: 8/05/14

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	---Placed--- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due
1	UNLD	BNSF 726555	D5C	WOODPULP	7/25/14 14:01	7/30/14 11:20	7/31/14 12:48	6	2	160.00
2	UNLD	BNSF 726743	D5C	WOODPULP	7/25/14 14:01	7/30/14 11:20	7/31/14 12:48	6	2	160.00
3	UNLD	CN 415437	D5U	WOODPULP	7/18/14 14:59	7/30/14 11:20	7/30/14 17:40	12	2	550.00
4	UNLD	CNIS 413035	D5U	WOODPULP	7/18/14 14:59	7/30/14 11:20	7/30/14 17:40	12	2	550.00
5	UNLD	BNSF 721725	D5C	WOODPULP	7/18/14 14:59	7/28/14 16:33	7/29/14 15:30	11	2	480.00
6	UNLD	BNSF 726589	D5C	WOODPULP	7/18/14 14:59	7/28/14 16:33	7/29/14 15:30	11	2	480.00
7	UNLD	BNSF 727274	D5C	WOODPULP	7/18/14 14:59	7/28/14 16:33	7/29/14 15:30	11	2	480.00
8	UNLD	BNSF 728821	D5C	WOODPULP	7/18/14 14:59	7/28/14 16:33	7/29/14 15:30	11	2	480.00
9	UNLD	TR 405113	D5C	WOODPULP	7/18/14 14:59	7/28/14 16:33	7/29/14 15:30	11	2	480.00
10	UNLD	BNSF 728447	D5C	WOODPULP	7/18/14 14:59	7/28/14 16:33	7/28/14 21:47	10	2	410.00
11	UNLD	BNSF 728975	D5C	WOODPULP	7/18/14 14:59	7/25/14 15:40	7/28/14 12:00	10	2	410.00
12	UNLD	CN 558164	D5U	WOODPULP	7/23/14 14:12	7/25/14 15:40	7/28/14 12:00	5	3	80.00
13	UNLD	CN 558353	D5U	WOODPULP	7/14/14 13:22	7/23/14 13:55	7/28/14 12:00	14	2	690.00
14	UNLD	DWC 793805	D6C	WOODPULP	7/23/14 14:11	7/25/14 15:40	7/28/14 12:00	5	3	80.00
15	UNLD	CNA 415817	D5U	WOODPULP	7/14/14 13:23	7/23/14 13:55	7/25/14 17:00	11	2	480.00
16	UNLD	SMW 608086	D6C	HRDWOOD WODPULP	7/14/14 13:22	7/23/14 13:55	7/25/14 17:00	11	2	480.00
17	UNLD	DWC 795087	D6C	WOODPULP	7/14/14 13:23	7/23/14 13:55	7/24/14 21:47	10	2	410.00
18	UNLD	CN 598001	D6U	WOODPULP	7/14/14 13:23	7/23/14 13:55	7/23/14 17:26	9	2	340.00
19	UNLD	AOK 354571	D6C	WOODPULP	7/14/14 13:22	7/22/14 14:24	7/23/14 12:24	9	2	340.00
20	UNLD	DWC 793582	D6C	WOODPULP	7/14/14 13:22	7/22/14 14:24	7/23/14 12:24	9	2	340.00
21	UNLD	TBOX 889553	D6C	WOODPULP	7/14/14 13:22	7/22/14 14:24	7/23/14 12:24	9	2	340.00
22	UNLD	BNSF 726677	D5C	WOODPULP	7/14/14 13:23	7/18/14 15:05	7/22/14 15:18	8	2	270.00
23	UNLD	SMW 608032	D6C	WOODPULP	7/14/14 13:23	7/18/14 15:05	7/22/14 15:18	8	2	270.00
24	UNLD	TR 405190	D5C	WOODPULP	7/14/14 13:23	7/18/14 15:05	7/21/14 18:56	7	2	215.00
25	UNLD	CNA 412794	D5U	WOODPULP	7/14/14 13:23	7/18/14 15:05	7/21/14 18:56	7	2	215.00
26	UNLD	DWC 794510	D6C	WOODPULP	7/14/14 13:23	7/18/14 15:05	7/21/14 18:56	7	2	215.00
27	UNLD	TBOX 668257	D6C	WOODPULP	7/14/14 13:23	7/18/14 15:05	7/21/14 18:56	7	2	215.00
28	UNLD	BNSF 726302	D5C	WOODPULP	7/14/14 13:23	7/17/14 13:02	7/18/14 15:01	4	2	80.00
29	UNLD	BNSF 726359	D5C	WOODPULP	7/14/14 13:23	7/17/14 13:02	7/18/14 15:01	4	2	80.00
30	UNLD	BNSF 728674	D5C	WOODPULP	7/14/14 13:23	7/17/14 13:02	7/18/14 15:01	4	2	80.00
31	UNLD	BNSF 728684	D5C	WOODPULP	7/14/14 13:23	7/17/14 13:02	7/18/14 15:01	4	2	80.00
32	UNLD	AOK 112024	BFN	WOODPULP	7/08/14 8:30	7/16/14 12:44	7/17/14 17:58	10	2	410.00
33	UNLD	CN 558273	D5U	WOODPULP	7/08/14 8:30	7/16/14 12:44	7/17/14 17:58	10	2	410.00
34	UNLD	CN 598186	D6U	WOODPULP	7/02/14 16:45	7/16/14 12:44	7/17/14 14:23	15	3	690.00
35	UNLD	BNSF 721728	D5C	WOODPULP	7/02/14 16:45	7/16/14 12:44	7/16/14 22:20	14	3	620.00
36	UNLD	CN 412164	D5U	WOODPULP	7/02/14 16:45	7/16/14 12:44	7/16/14 22:20	14	3	620.00
37	UNLD	FBOX 504082	D5C	WOODPULP	7/02/14 16:45	7/16/14 12:44	7/16/14 22:20	14	3	620.00
38	UNLD	NS 469422	D6C	WOODPULP	7/02/14 16:45	7/16/14 12:44	7/16/14 22:20	14	3	620.00
39	UNLD	DWC 793750	D6C	WOODPULP	7/08/14 8:30	7/11/14 18:03	7/14/14 19:28	7	2	215.00
40	UNLD	IC 533143	D6C	WOODPULP	7/08/14 8:30	7/11/14 18:03	7/14/14 19:28	7	2	215.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 5/08/15

Demurrage Agreement: SYS-UNLOAD

Invoice # 101331 1

Invoice Date: 8/05/14

Page 2

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered-		----Placed----		---Released---		Total	Credit	Amount	
					Date	Time	Date	Time	Date	Time	Days	Days	Due	
41	UNLD	CNA	405708	D5C	WOODPULP	6/26/14	17:42	7/10/14	13:47	7/14/14	12:32	18	2	970.00
42	UNLD	IC	533130	D6C	WOODPULP	7/02/14	16:45	7/10/14	13:47	7/11/14	14:35	9	3	270.00
43	UNLD	CN	414257	D5U	WOODPULP	7/02/14	16:45	7/10/14	13:47	7/11/14	12:50	9	3	270.00
44	UNLD	BNSF	726767	D5C	WOODPULP	7/02/14	16:45	7/07/14	11:23	7/10/14	13:47	8	3	215.00
45	UNLD	DWC	795149	D6C	WOODPULP	6/26/14	17:42	7/09/14	10:34	7/10/14	13:47	14	2	690.00
TOTAL UNLOADING										45 CARS	427	100	16,830.00	
TOTAL FOR BUSINESS DEPOT										45 CARS	427	100	16,830.00	
TOTAL FOR SPECIALIZED RAIL										45 CARS	427	100	16,830.00	

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 9/01/15 thru 9/30/15

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 10/02/15

Demurrage Agreement: SYS-UNLOAD

Invoice # 101510 1

Invoice Date: 10/02/15

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	---Placed--- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due
1	UNLD	DWC	793136	D6C WOODPULP	9/16/15 14:38	9/28/15 15:22	9/29/15 16:34	13	7	270.00
2	UNLD	DWC	793353	D6C WOODPULP	9/17/15 17:31	9/28/15 15:21	9/29/15 16:34	12	7	215.00
3	UNLD	DWC	794555	D6C WOODPULP	9/17/15 17:31	9/28/15 15:21	9/29/15 16:34	12	7	215.00
4	UNLD	AOK	111362	BFL WOODPULP CELLUL	9/16/15 14:32	9/28/15 15:22	9/28/15 17:59	12	7	215.00
5	UNLD	NS	472774	D6C WOODPULP CELLUL	9/16/15 14:32	9/28/15 15:22	9/28/15 17:59	12	7	215.00
6	UNLD	TBOX	670085	D6C WOODPULP CELLUL	9/16/15 14:32	9/28/15 15:22	9/28/15 17:59	12	7	215.00
7	UNLD	AGR	78010	D5C WOODPULP	9/14/15 19:32	9/23/15 18:37	9/28/15 13:17	14	8	270.00
8	UNLD	DWC	793630	D6C WOODPULP	9/17/15 17:31	9/23/15 18:37	9/26/15 17:21	9	7	80.00
9	UNLD	DWC	794281	D6C WOODPULP	9/17/15 17:31	9/23/15 18:37	9/26/15 17:21	9	7	80.00
10	UNLD	OAR	62117	D5U WOODPULP	9/17/15 17:31	9/23/15 18:37	9/25/15 18:29	8	7	40.00
11	UNLD	WC	22325	D6C WOODPULP	9/17/15 17:33	9/23/15 18:37	9/25/15 18:29	8	7	40.00
12	UNLD	AOK	411141	D6C WOODPULP CELLUL	9/14/15 19:32	9/21/15 12:47	9/23/15 16:08	9	8	40.00
13	UNLD	TBOX	661118	D6C WOODPULP CELLUL	9/14/15 19:32	9/21/15 12:47	9/23/15 16:08	9	8	40.00
14	UNLD	TBOX	666474	D6C WOODPULP CELLUL	9/14/15 19:32	9/21/15 12:47	9/23/15 16:08	9	8	40.00
15	UNLD	TBOX	670505	D6C WOODPULP CELLUL	9/14/15 19:32	9/21/15 12:47	9/23/15 16:08	9	8	40.00
16	UNLD	AGR	6137	D5C WOODPULP	9/14/15 19:32	9/21/15 12:47	9/21/15 19:40	7	6	40.00
17	UNLD	TBOX	660973	D6C HROWOOD WOODPULP	9/14/15 19:32	9/21/15 12:47	9/21/15 19:40	7	6	40.00
18	UNLD	TBOX	661273	D6C WOODPULP CELLUL	8/27/15 19:45	9/03/15 14:44	9/04/15 16:05	8	7	40.00

TOTAL UNLOADING

18 CARS

179

129

2,135.00

TOTAL FOR BUSINESS DEPOT

18 CARS

179

129

2,135.00

TOTAL FOR SPECIALIZED RAIL

18 CARS

179

129

2,135.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 10/01/15 thru 10/31/15

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 11/02/15

Demurrage Agreement: SYS-UNLOAD

Invoice # 101523 1

Invoice Date: 11/02/15

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due
1	UNLD	DWC	793652	D6C WOODPULP	10/05/15 15:35	10/13/15 13:36	10/15/15 14:29	10	7	120.00
2	UNLD	DWC	793969	D6C WOODPULP	10/05/15 15:34	10/13/15 13:36	10/15/15 14:29	10	7	120.00
3	UNLD	DWC	795249	D6C WOODPULP	10/05/15 15:34	10/13/15 13:36	10/15/15 14:29	10	7	120.00
4	UNLD	NS	470097	D6C WOODPULP CELLUL	10/05/15 15:34	10/13/15 13:36	10/14/15 17:56	9	7	80.00
5	UNLD	AOK	110180	D6C WOODPULP CELLUL	10/05/15 15:34	10/13/15 13:36	10/13/15 18:04	8	7	40.00
6	UNLD	TBOX	660073	D6C WOODPULP CELLUL	10/05/15 15:34	10/13/15 13:36	10/13/15 18:04	8	7	40.00
TOTAL UNLOADING							6 CARS	55	42	520.00
TOTAL FOR BUSINESS DEPOT							6 CARS	55	42	520.00
TOTAL FOR SPECIALIZED RAIL							6 CARS	55	42	520.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from thru 1/07/16

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 1/07/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101565 2

Invoice Date: 1/07/16

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered-		----Placed----		---Released---		Total Days	Credit Days	Amount Due	
					Date	Time	Date	Time	Date	Time				
1	UNLD	DWC	793311	D6C	WOODPULP	12/14/15	13:43	12/29/15	17:47	12/31/15	14:51	17	12	350.00
2	UNLD	DWC	794345	D6C	WOODPULP	12/14/15	13:43	12/29/15	17:47	12/31/15	14:51	17	12	350.00
3	UNLD	TBOX	663113	D6C	WOODPULP CELLUL	12/14/15	13:43	12/29/15	17:47	12/31/15	14:51	17	12	350.00
4	UNLD	TBOX	660698	D6C	WOODPULP CELLUL	12/14/15	13:43	12/29/15	17:47	12/30/15	18:49	16	11	350.00
5	UNLD	TBOX	662818	D6C	WOODPULP CELLUL	12/18/15	18:01	12/29/15	17:47	12/30/15	18:49	12	7	350.00
6	UNLD	UP	369103	D6C	WOODPULP CELLUL	12/14/15	13:43	12/29/15	17:47	12/30/15	18:49	16	11	350.00
7	UNLD	CN	558415	D5U	WOODPULP	12/14/15	13:52	12/23/15	18:09	12/29/15	15:16	15	11	280.00
8	UNLD	CN	598162	D6U	WOODPULP	12/14/15	13:52	12/23/15	18:09	12/29/15	15:16	15	11	280.00
9	UNLD	DWC	795210	D6C	WOODPULP	12/14/15	13:52	12/23/15	18:09	12/29/15	15:16	15	11	280.00
10	UNLD	WC	22385	D6C	WOODPULP	12/14/15	13:43	12/23/15	18:09	12/28/15	19:05	14	11	210.00
11	UNLD	TBOX	665688	D6C	WOODPULP CELLUL	12/14/15	13:43	12/23/15	18:09	12/24/15	16:44	10	5	350.00
12	UNLD	TBOX	889230	D6C	WOODPULP CELLUL	12/14/15	13:43	12/23/15	18:09	12/24/15	16:44	10	5	350.00
13	UNLD	AOK	112025	BFN	WOODPULP	12/09/15	20:25	12/22/15	16:14	12/23/15	17:06	14	11	210.00
14	UNLD	BCOL	60812	D6C	WOODPULP	12/09/15	20:25	12/22/15	16:14	12/23/15	17:06	14	11	210.00
15	UNLD	CNIS	412095	D5C	WOODPULP	12/09/15	20:25	12/22/15	16:14	12/23/15	17:06	14	11	210.00
16	UNLD	IC	533284	D6C	WOODPULP	12/09/15	20:25	12/22/15	16:14	12/23/15	17:06	14	11	210.00
17	UNLD	CN	412105	D5U	WOODPULP	12/14/15	13:52	12/22/15	16:14	12/22/15	17:12	8	3	350.00
18	UNLD	CNA	412769	D5U	WOODPULP	12/14/15	13:52	12/22/15	16:14	12/22/15	17:12	8	3	350.00
19	UNLD	TBOX	670911	D6C	WOODPULP CELLUL	12/09/15	20:24	12/20/15	13:51	12/22/15	9:52	13	10	210.00
20	UNLD	CNA	417538	D5U	WOODPULP	12/09/15	20:24	12/20/15	13:51	12/21/15	17:28	12	9	210.00
21	UNLD	DWC	794023	D6C	WOODPULP	12/09/15	20:24	12/20/15	13:51	12/21/15	17:28	12	9	210.00
22	UNLD	GTW	517899	D5U	WOODPULP	12/09/15	20:25	12/20/15	13:51	12/21/15	17:28	12	9	210.00
23	UNLD	TBOX	665680	D6C	WOODPULP CELLUL	12/09/15	20:24	12/20/15	13:51	12/21/15	17:28	12	9	210.00
24	UNLD	TBOX	668274	D6C	WOODPULP CELLUL	12/09/15	20:24	12/20/15	13:51	12/21/15	17:28	12	9	210.00
25	UNLD	DWC	558686	D5C	HRDWOOD WODPULP	12/11/15	16:32	12/17/15	13:47	12/18/15	14:47	7	6	70.00
26	UNLD	NS	472733	D6C	WOODPULP CELLUL	12/11/15	16:32	12/17/15	13:47	12/18/15	14:47	7	6	70.00
27	UNLD	TBOX	661837	D6C	WOODPULP CELLUL	12/11/15	16:32	12/17/15	13:47	12/18/15	14:47	7	6	70.00
28	UNLD	TBOX	666359	D6C	WOODPULP CELLUL	12/11/15	16:32	12/17/15	13:47	12/18/15	14:47	7	6	70.00
29	UNLD	GTW	517812	D5U	WOODPULP	12/09/15	20:24	12/17/15	13:47	12/17/15	14:29	8	7	70.00
30	UNLD	TBOX	663444	D6C	WOODPULP CELLUL	12/09/15	20:24	12/17/15	13:47	12/17/15	14:29	8	7	70.00
31	UNLD	CN	413885	D5U	WOODPULP	11/29/15	20:34	12/14/15	13:35	12/15/15	11:47	16	11	350.00
32	UNLD	CNIS	413226	D5U	WOODPULP	11/29/15	20:35	12/14/15	13:35	12/15/15	11:47	16	11	350.00
33	UNLD	GTW	517993	D5U	WOODPULP	11/29/15	20:34	12/14/15	14:00	12/14/15	17:22	15	10	350.00
34	UNLD	AGR	1495	D5C	WOODPULP	11/19/15	18:29	11/25/15	16:59	12/01/15	17:45	12	7	350.00
35	UNLD	AGR	77527	D5C	WOODPULP	11/19/15	18:29	11/25/15	16:59	12/01/15	17:45	12	7	350.00
36	UNLD	AGR	77777	D5C	WOODPULP	11/19/15	18:29	11/25/15	16:59	12/01/15	17:45	12	7	350.00
37	UNLD	DWC	793737	D6C	HRDWOOD WODPULP	11/19/15	18:29	11/25/15	16:59	12/01/15	17:45	12	7	350.00

TOTAL UNLOADING

37 CARS

458

322

9,520.00

TOTAL FOR BUSINESS DEPOT

37 CARS

458

322

9,520.00

TOTAL FOR SPECIALIZED RAIL

37 CARS	458	322	9,520.00
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100 100 100 100 100	100 100 100 100 100	100 100 100 100 100 100 100 100 100 100
100 100 100 100 100	100 100 100 100 100	100 100 100 100 100 100 100 100 100 100

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 1/01/16 thru 1/31/16

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 2/03/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101599 1

Invoice Date: 2/03/16

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	NC	CNA	415872	DSU	WOODPULP	1/21/16 20:21	1/26/16 15:37	1/26/16 15:37	5	2	210.00
TOTAL NO STATUS CHANGE							1 CARS	5	2	210.00	
1	UNLD	AGR	78739	D5C	WOODPULP	1/08/16 15:37	1/27/16 12:30	1/27/16 15:40	19	5	980.00
2	UNLD	DWC	794608	D6C	WOODPULP	1/15/16 19:04	1/27/16 12:30	1/27/16 15:40	12	5	490.00
3	UNLD	TBOX	660194	D6C	WOODPULP	1/13/16 16:20	1/27/16 12:30	1/27/16 15:40	14	5	630.00
4	UNLD	TBOX	662443	D6C	WOODPULP CELLUL	1/21/16 20:20	1/26/16 7:57	1/27/16 15:40	6	5	70.00
5	UNLD	TBOX	667220	D6C	WOODPULP CELLUL	1/21/16 20:20	1/26/16 7:57	1/27/16 15:40	6	5	70.00
6	UNLD	CN	558273	DSU	WOODPULP	1/08/16 15:37	1/26/16 7:57	1/26/16 15:32	18	5	910.00
7	UNLD	CNIS	413142	DSU	WOODPULP	1/15/16 19:04	1/26/16 7:57	1/26/16 15:32	11	2	630.00
8	UNLD	CNIS	417151	DSU	WOODPULP	1/15/16 19:04	1/26/16 7:57	1/26/16 15:32	11	2	630.00
9	UNLD	TBOX	889369	D6C	WOODPULP	1/08/16 15:37	1/26/16 7:57	1/26/16 15:32	18	2	1,120.00
10	UNLD	NOKL	536162	D5C	WOODPULP	1/06/16 10:53	1/25/16 10:57	1/25/16 17:31	19	5	980.00
11	UNLD	NOKL	571113	D5C	WOODPULP	1/06/16 10:53	1/25/16 10:57	1/25/16 17:31	19	5	980.00
12	UNLD	SMW	536029	D5C	WOODPULP	1/06/16 10:53	1/25/16 10:57	1/25/16 17:31	19	5	980.00
13	UNLD	TBOX	665912	D6C	WOODPULP CELLUL	1/18/16 12:28	1/25/16 10:57	1/25/16 17:31	7	5	140.00
14	UNLD	TBOX	667997	D6C	WOODPULP CELLUL	1/18/16 12:28	1/25/16 10:57	1/25/16 17:31	7	5	140.00
15	UNLD	TBOX	670979	D6C	WOODPULP CELLUL	1/18/16 12:28	1/25/16 10:57	1/25/16 17:31	7	5	140.00
16	UNLD	KRR	7021	D5C	WOODPULP	1/06/16 10:53	1/19/16 15:26	1/22/16 17:26	16	2	980.00
17	UNLD	LW	50015	D6C	HRDWOOD WODPULP	1/06/16 10:52	1/22/16 14:00	1/22/16 17:26	16	2	980.00
18	UNLD	NOKL	600067	D6C	WOODPULP CELLUL	1/18/16 12:28	1/22/16 14:00	1/22/16 17:26	4	2	140.00
19	UNLD	TBOX	662521	D6C	WOODPULP CELLUL	1/18/16 12:28	1/22/16 14:00	1/22/16 17:26	4	2	140.00
20	UNLD	TBOX	665573	D6C	WOODPULP CELLUL	1/18/16 12:28	1/22/16 14:00	1/22/16 17:26	4	2	140.00
21	UNLD	TBOX	666726	D6C	WOODPULP CELLUL	1/18/16 12:28	1/22/16 14:00	1/22/16 17:26	4	2	140.00
22	UNLD	AOK	354634	D6C	WOODPULP	1/06/16 10:53	1/21/16 14:30	1/21/16 18:31	15	3	840.00
23	UNLD	CN	406526	D5C	WOODPULP	1/08/16 15:37	1/21/16 14:30	1/21/16 18:31	13	3	700.00
24	UNLD	CNA	412290	DSU	WOODPULP	1/06/16 10:53	1/21/16 14:30	1/21/16 18:31	15	3	840.00
25	UNLD	CNIS	413330	DSU	WOODPULP	1/08/16 15:37	1/21/16 14:30	1/21/16 18:31	13	3	700.00
26	UNLD	DWC	795080	D6C	WOODPULP	1/08/16 15:37	1/21/16 14:30	1/21/16 18:31	13	3	700.00
27	UNLD	TBOX	667772	D6C	WOODPULP	1/06/16 10:53	1/21/16 14:30	1/21/16 18:31	15	3	840.00
28	UNLD	KRR	7037	D5C	WOODPULP	1/06/16 10:53	1/21/16 14:24	1/21/16 14:30	15	2	910.00
29	UNLD	SMW	536186	D5C	WOODPULP	1/06/16 10:53	1/21/16 14:24	1/21/16 14:30	15	2	910.00
30	UNLD	DWC	794448	D6C	WOODPULP	1/06/16 10:55	1/19/16 15:26	1/20/16 17:30	14	2	840.00
31	UNLD	FBOX	504174	D5C	WOODPULP	1/06/16 10:55	1/19/16 15:26	1/19/16 19:20	13	5	560.00
32	UNLD	TBOX	670434	D6C	WOODPULP CELLUL	1/06/16 10:53	1/19/16 15:26	1/19/16 19:20	13	5	560.00
33	UNLD	CN	598108	D6U	WOODPULP	1/04/16 17:03	1/12/16 13:03	1/19/16 13:49	15	5	700.00
34	UNLD	NS	470074	D6C	WOODPULP CELLUL	1/08/16 15:37	1/12/16 13:03	1/19/16 13:49	11	5	420.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 1/01/16 thru 1/31/16

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 2/03/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101599 1

Invoice Date: 2/03/16

Page 2

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	---Placed--- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
35	UNLD	TBOX	660008	D6C	WOODPULP CELLUL	1/08/16 15:37	1/15/16 13:59	1/15/16 16:54	7	5	140.00
36	UNLD	TBOX	662733	D6C	WOODPULP CELLUL	1/08/16 15:37	1/15/16 13:59	1/15/16 16:54	7	5	140.00
37	UNLD	TBOX	667350	D6C	WOODPULP CELLUL	1/08/16 15:37	1/12/16 13:03	1/15/16 16:54	7	5	140.00
38	UNLD	TBOX	667353	D6C	WOODPULP CELLUL	1/08/16 15:37	1/15/16 13:59	1/15/16 16:54	7	5	140.00
39	UNLD	DWC	794910	D6C	WOODPULP	1/04/16 17:04	1/11/16 16:51	1/14/16 12:51	10	5	350.00
40	UNLD	NS	470097	D6C	WOODPULP CELLUL	1/04/16 17:04	1/11/16 16:51	1/14/16 12:51	10	5	350.00
41	UNLD	TBOX	662291	D6C	WOODPULP CELLUL	1/04/16 17:04	1/11/16 16:51	1/14/16 12:51	10	5	350.00
42	UNLD	TBOX	663678	D6C	WOODPULP CELLUL	1/06/16 10:53	1/13/16 16:08	1/14/16 12:51	8	5	210.00
43	UNLD	TBOX	889234	D6C	WOODPULP CELLUL	1/06/16 10:53	1/13/16 16:08	1/14/16 12:51	8	5	210.00
44	UNLD	LP	369137	D6C	WOODPULP CELLUL	1/06/16 10:53	1/13/16 16:08	1/14/16 12:51	8	5	210.00
45	UNLD	CN	558131	D5U	WOODPULP	1/04/16 17:04	1/11/16 16:51	1/12/16 12:37	8	5	210.00
46	UNLD	DWC	795002	D6C	WOODPULP	1/04/16 17:03	1/11/16 16:51	1/12/16 12:37	8	5	210.00
47	UNLD	DWC	795152	D6C	WOODPULP	1/04/16 17:03	1/11/16 16:51	1/12/16 12:37	8	5	210.00
48	UNLD	TBOX	661650	D6C	WOODPULP	12/28/15 20:10	1/08/16 15:03	1/09/16 15:51	12	5	490.00
49	UNLD	BCOL	60260	D6U	WOODPULP	12/28/15 20:10	1/06/16 17:19	1/07/16 17:07	10	5	350.00
50	UNLD	CNA	406197	D5C	WOODPULP	12/28/15 20:10	1/06/16 17:19	1/07/16 17:07	10	5	350.00
51	UNLD	CNIS	413300	D5U	WOODPULP	12/28/15 20:10	1/06/16 17:19	1/07/16 17:07	10	5	350.00
52	UNLD	DWC	794296	D6C	WOODPULP	12/28/15 20:10	1/06/16 17:19	1/07/16 17:07	10	5	350.00
53	UNLD	DWC	794409	D6C	WOODPULP	12/20/15 14:04	1/06/16 17:18	1/07/16 17:07	18	5	910.00
54	UNLD	WC	22349	D6C	WOODPULP	12/28/15 20:10	1/06/16 17:19	1/07/16 17:07	10	5	350.00
55	UNLD	AGR	77645	D5C	WOODPULP	12/18/15 18:01	1/04/16 11:15	1/05/16 17:15	18	4	980.00
56	UNLD	AGR	78955	D5C	WOODPULP	12/18/15 18:01	1/04/16 11:15	1/05/16 17:15	18	4	980.00
57	UNLD	NS	469636	D6C	WOODPULP CELLUL	12/18/15 18:01	12/30/15 17:40	1/05/16 17:15	18	4	980.00
58	UNLD	OAR	62121	D5U	WOODPULP	12/20/15 14:04	1/04/16 11:15	1/05/16 17:15	16	5	770.00
59	UNLD	NS	469497	D6C	WOODPULP CELLUL	12/18/15 18:01	12/30/15 17:40	1/04/16 17:32	17	7	700.00
60	UNLD	NS	471269	D6C	WOODPULP CELLUL	12/20/15 14:04	12/30/15 17:40	1/04/16 17:32	15	5	700.00

TOTAL UNLOADING

60 CARS

709

251

32,060.00

TOTAL FOR BUSINESS DEPOT

61 CARS

714

253

32,270.00

TOTAL FOR SPECIALIZED RAIL

61 CARS

714

253

32,270.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 2/01/16 thru 2/29/16

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 3/02/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101613 1

Invoice Date: 3/02/16

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time		----Placed----		---Released---		Total Days	Credit Days	Amount Due
1	UNLD	CN	414037	D5U	WOODPULP	1/28/16 13:49	2/05/16 16:13	2/06/16 15:04	9	3	420.00		
2	UNLD	DWC	794783	D6C	WOODPULP	1/28/16 13:49	2/05/16 16:13	2/06/16 15:04	9	3	420.00		
3	UNLD	WC	21612	D5C	WOODPULP	1/28/16 13:49	2/05/16 16:13	2/06/16 15:04	9	3	420.00		
4	UNLD	BCOL	60266	D6U	WOODPULP	1/21/16 20:20	2/04/16 10:23	2/05/16 12:27	15	4	770.00		
5	UNLD	CN	415359	D5U	WOODPULP	1/22/16 14:08	2/04/16 10:23	2/04/16 18:03	13	4	630.00		
6	UNLD	KRR	7029	D5C	WOODPULP	1/27/16 13:41	2/03/16 14:56	2/04/16 18:03	8	3	350.00		
7	UNLD	TBOX	660704	D6C	WOODPULP CELLUL	1/28/16 13:48	2/03/16 14:56	2/04/16 18:03	7	3	280.00		
8	UNLD	TBOX	666520	D6C	WOODPULP CELLUL	1/28/16 13:48	2/03/16 14:56	2/04/16 18:03	7	3	280.00		
9	UNLD	TBOX	668055	D6C	WOODPULP CELLUL	1/28/16 13:48	2/03/16 14:56	2/04/16 18:03	7	4	210.00		
10	UNLD	TBOX	660807	D6C	WOODPULP CELLUL	1/28/16 13:48	2/02/16 13:01	2/03/16 16:12	6	3	210.00		
11	UNLD	TBOX	665546	D6C	WOODPULP CELLUL	1/28/16 13:48	2/02/16 13:01	2/03/16 16:12	6	3	210.00		
12	UNLD	TBOX	889220	D6C	WOODPULP	1/21/16 20:20	2/02/16 13:01	2/03/16 14:56	13	7	420.00		
13	UNLD	DWC	793255	D6C	WOODPULP	1/21/16 20:20	2/02/16 13:01	2/02/16 17:01	12	7	350.00		
14	UNLD	FBOX	504526	D5C	WOODPULP	1/21/16 20:20	2/02/16 13:01	2/02/16 17:01	12	7	350.00		
15	UNLD	SMW	536116	D5C	WOODPULP	1/06/16 10:53	1/19/16 15:26	2/02/16 17:01	27	7	1,400.00		
16	UNLD	TBOX	661293	D6C	WOODPULP	1/13/16 16:20	1/28/16 11:18	2/01/16 17:25	19	7	840.00		
17	UNLD	TBOX	662938	D6C	WOODPULP CELLUL	1/25/16 14:25	1/29/16 17:41	2/01/16 17:25	7	3	280.00		
18	UNLD	TBOX	666309	D6C	WOODPULP CELLUL	1/25/16 14:25	1/29/16 17:41	2/01/16 17:25	7	3	280.00		
19	UNLD	TBOX	666649	D6C	WOODPULP CELLUL	1/25/16 14:25	1/29/16 17:41	2/01/16 17:25	7	3	280.00		

TOTAL UNLOADING

19 CARS 200 80 8,400.00

TOTAL FOR BUSINESS DEPOT

19 CARS 200 80 8,400.00

TOTAL FOR SPECIALIZED RAIL

19 CARS 200 80 8,400.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 7/01/16 thru 7/31/16

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 8/03/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101692 1

Invoice Date: 8/03/16

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	UNLD	BNSF 729107	D5C	WOODPULP	7/11/16 9:24	7/15/16 15:42	7/16/16 16:42	5	3	140.00	
2	UNLD	CNA 412701	D5U	WOODPULP	7/11/16 9:24	7/13/16 16:27	7/14/16 18:07	3	2	70.00	
3	UNLD	DWC 793571	D6C	WOODPULP	7/11/16 9:24	7/13/16 16:27	7/14/16 18:07	3	2	70.00	
4	UNLD	FBOX 504019	D5C	WOODPULP	7/11/16 9:24	7/13/16 16:27	7/14/16 18:07	3	2	70.00	
5	UNLD	BNSF 729363	D5C	WOODPULP	7/11/16 9:24	7/13/16 16:27	7/14/16 9:23	3	2	70.00	
6	UNLD	FBOX 504903	D5C	WOODPULP	7/11/16 9:24	7/13/16 16:27	7/14/16 9:23	3	2	70.00	
7	UNLD	FBOX 505281	D5C	WOODPULP	7/11/16 9:24	7/13/16 16:27	7/14/16 9:23	3	2	70.00	
8	UNLD	BNSF 729255	D5C	WOODPULP	6/29/16 16:16	7/05/16 19:55	7/06/16 10:00	7	6	70.00	
9	UNLD	GTW 517916	D5U	WOODPULP	6/29/16 16:16	7/05/16 19:55	7/06/16 10:00	7	6	70.00	
10	UNLD	TBOX 667197	D6C	WOODPULP	6/29/16 16:16	7/05/16 19:55	7/06/16 10:00	7	6	70.00	
TOTAL UNLOADING								10 CARS	44	33	770.00
TOTAL FOR BUSINESS DEPOT								10 CARS	44	33	770.00
TOTAL FOR SPECIALIZED RAIL								10 CARS	44	33	770.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 8/01/16 thru 8/31/16

In account of:

Please Remit to:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 9/06/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101706 1

Invoice Date: 9/06/16

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered-		----Placed----		---Released---		Total Days	Credit Days	Amount Due	
					Date	Time	Date	Time	Date	Time				
1	UNLD	FBOX	502731	D5C	WOODPULP	8/22/16	14:01	8/25/16	14:56	8/26/16	14:19	4	3	70.00
2	UNLD	AOK	14020	D5C	WOODPULP	8/18/16	19:36	8/24/16	14:57	8/25/16	14:08	7	4	210.00
3	UNLD	FBOX	504299	D5C	WOODPULP	8/18/16	19:36	8/24/16	14:57	8/25/16	14:08	7	4	210.00
4	UNLD	MNA	617119	D6C	WOODPULP	8/18/16	19:35	8/24/16	14:57	8/25/16	14:08	7	4	210.00
5	UNLD	MNA	617180	D6C	WOODPULP	8/18/16	19:35	8/24/16	14:57	8/25/16	14:08	7	4	210.00
6	UNLD	BNSF	728442	D5C	WOODPULP	8/18/16	19:36	8/24/16	14:57	8/24/16	16:04	6	4	140.00
7	UNLD	DWC	793493	D6C	WOODPULP	8/18/16	19:36	8/24/16	14:57	8/24/16	16:04	6	4	140.00
8	UNLD	BNSF	728458	D5C	WOODPULP	8/18/16	19:36	8/23/16	13:12	8/24/16	12:59	6	5	70.00
9	UNLD	CN	415264	D5U	WOODPULP	8/18/16	19:36	8/23/16	13:12	8/24/16	12:59	6	5	70.00
10	UNLD	MNA	617035	D6C	WOODPULP	8/16/16	15:41	8/22/16	11:14	8/23/16	11:30	7	3	280.00
11	UNLD	MNA	617073	D6C	WOODPULP	8/16/16	15:41	8/22/16	11:14	8/23/16	11:30	7	3	280.00
12	UNLD	MNA	617085	D6C	WOODPULP	8/16/16	15:41	8/22/16	11:14	8/23/16	11:30	7	3	280.00
13	UNLD	DWC	409695	D5C	WOODPULP	8/15/16	9:36	8/19/16	17:22	8/21/16	14:30	6	2	280.00
14	UNLD	DWC	793337	D6C	WOODPULP	8/15/16	9:36	8/19/16	17:22	8/21/16	14:30	6	2	280.00
15	UNLD	FBOX	502018	D5C	WOODPULP	8/15/16	9:36	8/19/16	17:22	8/21/16	14:30	6	2	280.00
16	UNLD	FBOX	504648	D5C	WOODPULP	8/15/16	9:36	8/19/16	17:22	8/21/16	14:30	6	2	280.00
17	UNLD	FBOX	505794	D5C	WOODPULP	8/15/16	9:36	8/19/16	17:22	8/21/16	14:30	6	2	280.00
18	UNLD	NS	473022	D5C	WOODPULP	8/15/16	9:36	8/19/16	17:22	8/21/16	14:30	6	2	280.00
19	UNLD	BNSF	728784	D5C	WOODPULP	8/12/16	9:43	8/18/16	17:57	8/19/16	16:00	7	5	140.00
20	UNLD	CN	558193	D5U	WOODPULP	8/12/16	9:43	8/18/16	17:57	8/19/16	16:00	7	5	140.00
21	UNLD	CNA	417437	D5U	WOODPULP	8/12/16	9:33	8/18/16	17:57	8/19/16	16:00	7	5	140.00
22	UNLD	DWC	793592	D6C	WOODPULP	8/12/16	9:33	8/18/16	17:57	8/19/16	16:00	7	5	140.00
23	UNLD	FBOX	502261	D5C	WOODPULP	8/12/16	9:33	8/18/16	17:57	8/19/16	16:00	7	5	140.00
24	UNLD	FBOX	504177	D5C	WOODPULP	8/12/16	9:33	8/18/16	17:57	8/19/16	16:00	7	5	140.00
25	UNLD	DWC	793098	D6C	WOODPULP	8/12/16	9:33	8/17/16	16:56	8/18/16	15:57	6	5	70.00
26	UNLD	AOK	14012	D5C	WOODPULP	8/12/16	9:32	8/16/16	14:33	8/17/16	13:28	5	4	70.00
27	UNLD	BNSF	726267	D5C	WOODPULP	8/12/16	9:32	8/16/16	14:33	8/17/16	13:28	5	4	70.00
28	UNLD	BNSF	728862	D5C	WOODPULP	8/12/16	9:32	8/16/16	14:33	8/17/16	13:28	5	4	70.00
29	UNLD	MNA	617122	D6C	WOODPULP	8/08/16	17:53	8/10/16	17:55	8/14/16	18:58	6	3	210.00
30	UNLD	FBOX	506048	D5C	WOODPULP	8/08/16	17:53	8/10/16	17:55	8/12/16	11:51	4	3	70.00
31	UNLD	MNA	617166	D6C	WOODPULP	8/08/16	17:53	8/10/16	17:55	8/12/16	11:51	4	3	70.00
32	UNLD	NS	473195	D5C	WOODPULP	8/08/16	17:53	8/10/16	17:55	8/12/16	11:51	4	3	70.00
33	UNLD	FBOX	505371	D5C	WOODPULP	7/27/16	12:42	8/03/16	18:02	8/04/16	17:39	8	4	280.00
34	UNLD	DWC	793804	D6C	WOODPULP	7/27/16	13:18	8/03/16	18:02	8/04/16	14:45	8	4	280.00
35	UNLD	FBOX	505563	D5C	WOODPULP	7/27/16	13:18	8/03/16	18:02	8/04/16	14:45	8	4	280.00
36	UNLD	MNA	617083	D6C	WOODPULP	7/27/16	12:42	8/03/16	18:02	8/04/16	14:45	8	4	280.00
37	UNLD	BCOL	48006	D5U	WOODPULP	7/27/16	13:19	8/03/16	18:02	8/03/16	18:45	7	4	210.00
38	UNLD	DWC	409579	D5C	WOODPULP	7/27/16	12:42	8/03/16	18:02	8/03/16	18:45	7	4	210.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 8/01/16 thru 8/31/16

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 9/06/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101706 1

Invoice Date: 9/06/16

Page 2

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
39	UNLD	IBT 18870	D5C	WOODPULP	7/27/16 12:42	8/03/16 18:02	8/03/16 18:45	7	4	210.00	
40	UNLD	BNSF 726470	D5C	WOODPULP	7/27/16 13:19	8/02/16 18:42	8/03/16 14:45	7	5	140.00	
41	UNLD	CN 412102	DSU	WOODPULP	7/27/16 13:18	8/02/16 18:42	8/03/16 14:45	7	5	140.00	
42	UNLD	FBOX 505051	D5C	WOODPULP	7/27/16 12:42	8/02/16 18:42	8/03/16 14:45	7	5	140.00	
43	UNLD	FBOX 505183	D5C	WOODPULP	7/27/16 12:42	8/02/16 18:42	8/03/16 14:45	7	5	140.00	
44	UNLD	NS 473778	D5C	WOODPULP	7/27/16 12:42	8/02/16 18:42	8/03/16 14:45	7	5	140.00	
45	UNLD	TOFX 887198	D5C	WOODPULP	7/27/16 13:18	8/02/16 18:42	8/03/16 14:45	7	5	140.00	
46	UNLD	TR 405065	D5C	WOODPULP	7/27/16 13:18	8/01/16 15:41	8/02/16 13:40	6	5	70.00	
47	UNLD	TR 405102	D5C	WOODPULP	7/27/16 13:18	8/01/16 15:41	8/02/16 13:40	6	5	70.00	
TOTAL UNLOADING								47 CARS	301	185	8,120.00
TOTAL FOR BUSINESS DEPOT								47 CARS	301	185	8,120.00
TOTAL FOR SPECIALIZED RAIL								47 CARS	301	185	8,120.00

EXHIBIT B-VERIFIED STATEMENT

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. FD 36131

UTAH CENTRAL RAILWAY COMPANY, LLC
v.
KENCO LOGISTICS SERVICES, LLC, KENCO GROUP,
AND SPECIALIZED RAIL SERVICE, INC.

VERIFIED STATEMENT OF NICHOLAS THARP

I am Nicholas Tharp. I am currently the Assistant Vice President Transportation for Patriot Rail Company LLC (“Patriot”) the parent company of the Utah Central Railway Company, LLC (“UCRY”). I have spent the last seventeen years in railroad operations. Sixteen of those years with a Class I railroad. I have been with Patriot Rail since May 2017.

UCRY is a Class III railroad that operates about 34 miles of railroad line in and around Ogden, UT. UCRY also operates within the Business Depot Ogden (“BDO”), a former rail hub for military warehousing and distribution, now a business park sitting on approximately 1,118 acres. UCRY provides rail service to the businesses and industries within the BDO. The purpose of this Verified Statement is to explain UCRY’s operations.

UCRY operates one weekday shift at the BDO, the traffic volume is not high enough to justify a second shift. The UCRY crew works Monday through Friday from 08:00 am to 04:00 pm. The UCRY crew is ready and waiting to receive cars delivered to interchange from Union Pacific Railroad Company (“UP”) and Utah Railway for the BNSF Railway Company (“BNSF”). The interchange point for both the UP and BNSF is located on track just outside of the BDO at UCRY Yard Track 800. Kenco Logistic Service and Kenco Group (collectively

“Kenco”) and Specialized Rail Services, Inc. (“SRS”) are located in the BDO Kenco is specifically located at 218 North 800 West, BDO 6E, Ogden, UT 84404 and SRS is specifically located at 120 East 700 South, Clearfield, Utah, 84015. Cars destined to Kenco and SRS are included in a general train that handles all cars within the BDO, whether for delivery or pick-up.

UCRY interchanges cars with UP three days a week, Sunday, Tuesday, and Thursday. This schedule is dictated by UP because they both deliver and pull the interchange traffic to and from BDO. UCRY interchanges with BNSF on Wednesdays. This schedule is also dictated by BNSF because they deliver and pull interchange traffic to and from BDO. UCRY does not have the authority to leave BDO and go get interchange traffic from UP or BNSF. UCRY can only wait for UP and BNSF to deliver or pull interchange at BDO. Neither UP nor BNSF provide a specific time for interchange, only specific days they plan to perform interchange.

UCRY is the receiving carrier in interchange for the cars at issue. UCRY receives cars from both BNSF and UP. UCRY has no control over when BNSF and UP will deliver cars for interchange into the BDO or the volume of cars, including cars destined to Kenco and SRS. The initiating carrier, BNSF or UP, is responsible for the number of cars delivered to BDO and when cars are delivered to interchange for the BDO. UCRY has no control over how many cars the initiating carrier delivers to interchange. Under 49 U.S.C. §10742, UCRY must accept the cars tendered to it in interchange to complete the rail transportation service for the cars destined for Kenco and SRS. UCRY has never refused interchange traffic from UP or BNSF. It is UCRY’s job to get those cars to Kenco and SRS as quickly and efficiently as possible.

UCRY uses ShipperConnect to track cars in real time and to provide its crew with updated information on when UP or BNSF will arrive for interchange. UCRY’s crew also uses

ShipperConnect to determine when cars have been released and ordered by its customers. This allows the UCRY crew to know a customer has cars available to be pulled from the customer facility and which cars are requested to be delivered to a customer facility.

Once UCRY receives cars at interchange, it pulls the cars into the BDO and switches them to create blocks of cars for specific customers. The UCRY crew then delivers the cars to destination at Kenco and SRS. From the time the cars are interchanged to UCRY it takes approximately an hour and a half to move the cars to Kenco and SRS. Both Kenco's and SRS's siding can hold between 6-8 cars at a time. They both receive one switch a day which is industry practice for similar businesses. UCRY will provide a second switch if asked, but this switch must be paid for in accordance with the applicable tariff. UCRY can only deliver cars if Kenco and SRS have room available on their tracks. If at the time of delivery, there are cars that have been released, UCRY crews will pull the empty cars and replace them with loaded cars.

When the customer releases a car from their facility, UCRY pulls the car and places it in the outbound interchange cut of cars for UP or Utah Railway (BNSF) to pull from the interchange at their next scheduled time. Any cars delivered to BDO at interchange by UP or Utah Railway (BNSF) are shown electronically to the customers in order for them to select the cars wanted and order placement. Once space is made available at the customer facility from the pulling of released cars, UCRY spots ordered cars into the facility. If no cars are released or ordered, UCRY does not switch the customer because no work shows up on the train crews' paperwork.

Kenco and SRS are both closed gate locations meaning that they have limited track space (six to eight cars for each shipper). If UCRY receives more loaded cars for delivery to Kenco or

SRS than there is space at Kenco's or SRS's facility, respectively, UCRY will deliver the cars that Kenco or SRS have room to receive and constructively place the excess cars. This means the cars will be held on UCRY tracks and Kenco or SRS will be notified via a Constructive Placement Email. Kenco or SRS must release cars through ShipperConnect before they can request constructively placed cars be actually placed. Once cars on Kenco or SRS track have been released and UCRY has received a request to actually place cars, UCRY will move the specifically requested cars to the appropriate customer spot the next time UCRY switches cars. UCRY spots the cars ordered by Kenco and SRS, therefore it is Kenco's or SRS's responsibility to order the oldest cars.

It should be noted that once Kenco or SRS releases cars in ShipperConnect, demurrage for the car being released, if accruing, stops. Additionally, once a request to actually place a constructively placed car is received through ShipperConnect demurrage, if accruing on that car, also stops.

In their filings before the Board, Kenco and SRS have stated UCRY has not picked up their released cars in a timely fashion. However, they fail to mention that these cars were not released until after UCRY's crew was done for the day and the shipper did not request an additional switch. See as examples Kenco invoices 101415 line 7 and 10159 lines 39-40 and SRS invoices 101288, 101300 lines 1-6; 101331 lines 35-40; 101565 lines 4 and 5; and 101599 lines 10-27.

Additionally, there have been times when UCRY has been notified through the real time ShipperConnect system that cars were released and ready for pick-up, only to discover that the cars had not been unloaded and were not ready to be picked up. When UCRY is notified that cars

have been released, UCRY will seek to confirm with the shipper's personnel at the local dock that the cars have been unloaded and are ready for pick-up, only to be informed that the cars had not been emptied. In these instances, demurrage is no longer being charged because the car was released but the car is not available to UCRY, thereby defeating the purpose of demurrage. If UCRY's crew determines that the released car is not available to UCRY, someone on site will contact UCRY Customer Service and have Customer Service place the car back in demurrage status.

There have also been times where cars destined for Kenco and SRS have been placed on UCRY tracks because UCRY could not reach Kenco or SRS tracks. On November 24, 2015, the UCRY switch locomotive broke. It was out of service until late in the day November 25, 2015. UCRY gave SRS two credit days during the time the locomotive was out of service. Additionally, from the 9th to the 14th of December of 2015, the BDO rebuilt the track to SRS's facility and UCRY could not place cars at the SRS facility. While UCRY held SRS cars on UCRY, UCRY did not charge SRS demurrage during that time.

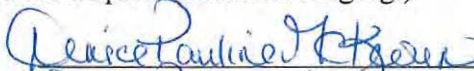
VERIFICATION

I, Nicholas Tharp, declare under penalty of perjury that to the best of my knowledge the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement. Executed this 20th day of April 2018.


Nicholas Tharp

STATE OF FLORIDA
COUNTY OF DUVAL

The foregoing instrument was acknowledged before me this 20th day of April, 2018, by
Nicholas Tharp (name of person acknowledging.)

 Signature of Notary Public
Denice Pauline McKeown Print, Type/Stamp Name of
Notary Personally known: ☒ OR Produced
Identification: _____ Type of Identification
Produced: _____

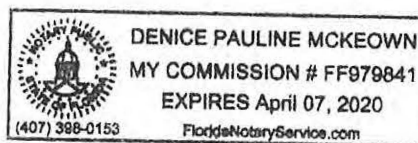
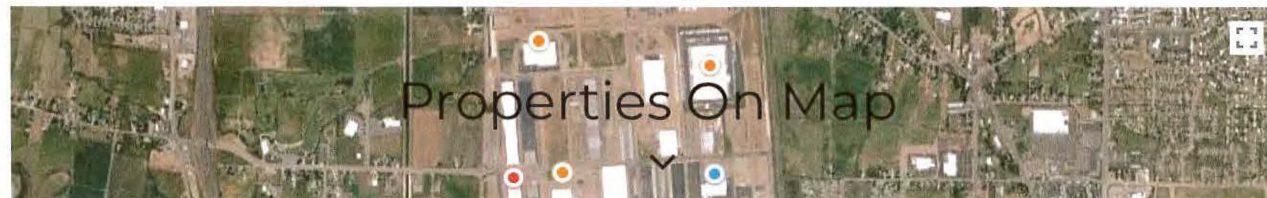


EXHIBIT A MAPS



- ▼ Listing Type



Kenco
Rail route from interchange point back to Kenco car spot location

- Legend**
- 1200 w @
 - Feature 1
 - Golden Spike Event Center
 - Kenco
 - Kenco Warehouse
 - Wahlquist Jr High School
 - Weber County Event Center

Kenco Warehouse

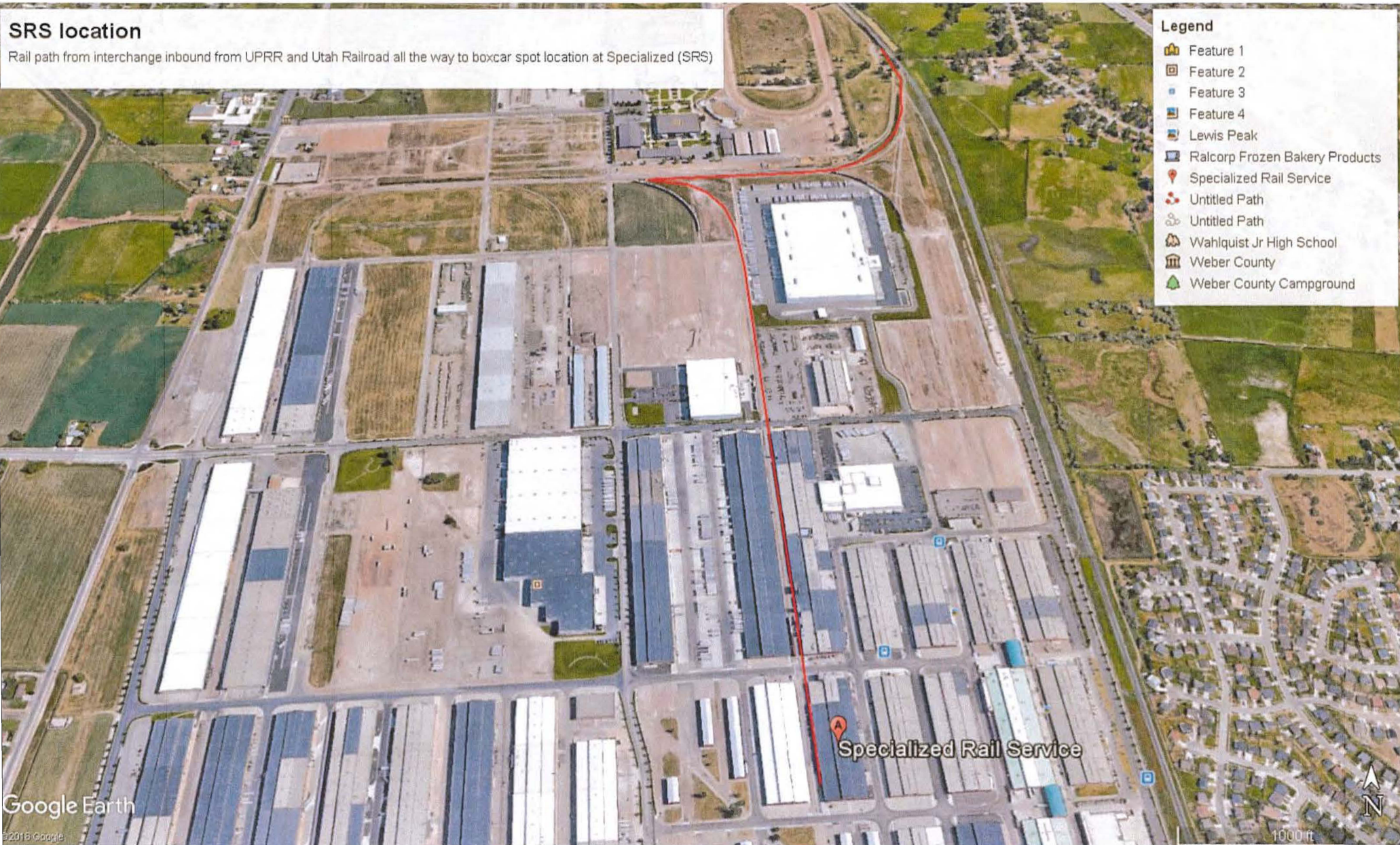


SRS location

Rail path from interchange inbound from UPRR and Utah Railroad all the way to boxcar spot location at Specialized (SRS)

Legend

- Feature 1
- Feature 2
- Feature 3
- Feature 4
- Lewis Peak
- Ralcorp Frozen Bakery Products
- Specialized Rail Service
- Untitled Path
- Untitled Path
- Wahlquist Jr High School
- Weber County
- Weber County Campground



Google Earth

©2018 Google

Specialized Rail Service

1000 ft

EXHIBIT C-GENESSE AND WYOMING RAILROAD TARIFFS
AND
OMNITRAX TARIFFS

Optional Services Catalog

Extended Asset Use



a Genesee & Wyoming Company

Flexible Asset Utilization...

The effective management of railcars is critical to the success of AGR and our customers. Efficient asset utilization benefits you by increasing the availability of railcars.

From time to time, you may need to use our railcars for a longer period of time. In that case we provide you, at your option, with the use of that equipment, for a fee.

Extended use of railway provided assets

We give you free time for loading and unloading cars. If you choose to keep a railroad car, or a private car on railroad property, for additional time, you will be billed a simple flat daily fee. Daily charges apply as defined in the Southern Region General Tariff 1000 Section III, Demurrage and Storage Provisions, Page 22, Item 3090.

AT LOADING	FREE TIME	ITEM 3040
Railroad Owned Cars Loading	1 Day	\$80 per Railcar per Day
AT UNLOADING	FREE TIME	ITEM 3050
Railroad Owned Cars Unloading	2 Days	\$80 per Railcar per Day
Extended use of railway track assets		
Private Railcars	FREE TIME	ITEM 3040
Loaded and Empty	0 Day	\$70 per Railcar per Day
Dangerous Goods and Hazardous Materials (Excluding TIH/PIH)	FREE TIME	ITEM 3050
Loading and Unloading	0 Days	\$150 per Railcar per Day

AGR 6006-9

(Cancels All Prior Versions)

Loading and Unloading Flexibility

Billing Guarantee

Weekly Invoicing

Our top priority is to provide safe, reliable transportation for our customers. Part of that commitment is to maintain a fluid and adequate supply of rail cars and to ensure that all railcar assets, both railroad and privately-owned, are utilized as optimally as possible.

Please contact your local marketing representative if you have any questions concerning this service.

Mr. Kirk Quinlivan
734 Hixon Road (Fountain)
Monroeville, AL 36460
Phone: (251) 575-8900
Kirk.quinlivan@gwrr.com

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www.gwrr.com

Optional Services Catalog

Extended Asset Use



a Genesee & Wyoming Company

Billing Guarantees

As part of our efforts to streamline the billing process, we are committing to an expedited and simple billing process.

Billing On-Time

We commit to bill you on time

We have changed our systems to issue Extended Asset Utilization invoices weekly.

Billing Disputes

We commit to addressing disputed bills quickly

If you believe that there has been a billing error, we want to make it right as quickly as possible. To be eligible for this guarantee, you must submit your claim, in writing, within 30 days of the invoice date to AGR-billing@gwrr.com or Revenue Billing, 13901 Sutton Park Drive South, Ste 185, Jacksonville, FL 32224. Along with a brief description, your claim must include the car initial and number and the related invoice number.



Flexible Car Ordering...

Things don't always go as planned. We recognize that, sometimes, you will have to change your railcar order for loading or unloading. When this involves ordering an empty railcar for loading and actual or constructive placement is performed, and the railcar is then released without being loaded, it is classified as a *railcar ordered but not used*.

Optional Services Catalog

Extended Asset Use



a Genesee & Wyoming Company

Flexible Asset Utilization...

The effective management of railcars is critical to the success of ALM and our customers. Efficient asset utilization benefits you by increasing the availability of railcars.

From time to time, you may need to use our railcars for a longer period of time. In that case we provide you, at your option, with the use of that equipment, for a fee.

Extended use of railway provided assets

We give you free time for loading and unloading cars. If you choose to keep a railroad car, or a private car on railroad property, for additional time, you will be billed a simple flat daily fee. Daily charges do not apply to non-chargeable days, as defined in the Central Region General Tariff 1000 Section III, Demurrage and Storage Provisions, Page 22, Item 3090.

AT LOADING	FREE TIME	ITEM 3040
Loading	1 Day	\$80 per Railcar per Day
AT UNLOADING	FREE TIME	ITEM 3050
Unloading	2 Days	\$80 per Railcar per Day

EXTENDED USE OF RAILWAY TRACK ASSETS		
PRIVATE EMPTY RAILCAR	FREE TIME	ITEM 3040
Loading on ALM Track	1 Day	\$80 per Railcar per Day
PRIVATE EMPTY RAILCAR	FREE TIME	ITEM 3050
Unloading on ALM Track	2 Days	\$80 per Railcar per Day

DANGEROUS GOODS AND HAZARDOUS MATERIALS (EXCLUDING TIH/PIH)		
	FREE TIME	ITEM 3050
Loading and Unloading	0 Days	\$500 per Railcar per Day

ALM 6006-6

(Cancels All Prior Versions)

- **Loading and Unloading Flexibility**
- **Billing Guarantee**
- **Weekly Invoicing**

Our top priority is to provide safe, reliable transportation for our customers. Part of that commitment is to maintain a fluid and adequate supply of rail cars and to ensure that all railcar assets, both railroad and privately-owned, are utilized as optimally as possible.

Please contact your local marketing representative if you have any questions concerning this service.

Ryan Atkins
Manager, Marketing & Sales
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(501) 844-4444 Ext. 205

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www.gwrr.com

Optional Services Catalog

Extended Asset Use



a Genesee & Wyoming Company

Billing Guarantees

As part of our efforts to streamline the billing process, we are committing to an expedited and simple billing process.

Billing On-Time

We commit to bill you on time

We have changed our systems to issue Extended Asset Utilization invoices weekly.

Billing Disputes

We commit to addressing disputed bills quickly

If you believe that there has been a billing error, we want to make it right as quickly as possible. To be eligible for a review, a claim must be submitted, in writing, within 30 days of the invoice date to: centralregion_disputes@gwrr.com. Along with a brief description, your claim must include the car initial and number and the related invoice number. Any claim not filed within thirty (30) days from the date of the invoice will be declined. Any non-disputed charges should be paid within 15 days of the date of the invoice.



Flexible Car Ordering...

Things don't always go as planned.

We recognize that, sometimes, you will have to change your railcar order for loading or unloading. When this involves ordering an empty railcar for loading and actual or constructive placement is performed, and the railcar is then released without being loaded, it is classified as a *railcar ordered but not used*.

Optional Services Catalog

Extended Asset Use

Flexible Asset Utilization...

The effective management of railcars is critical to the success of CERA and our customers. Efficient asset utilization benefits you by increasing the availability of railcars.

From time to time, you may need to use our railcars for a longer period of time. In that case we provide you, at your option, with the use of that equipment, for a fee.

Extended use of railway provided assets

We give you free time for loading and unloading cars. If you choose to keep a railroad car, or a private car on railroad property, for additional time, you will be billed a simple flat daily fee. Daily charges do not apply to non-chargeable days, as defined in the Midwest Region General Tariff 1000 Section III, Demurrage and Storage Provisions, Page 22, Item 3090.

AT LOADING	FREE TIME	ITEM 3040
Loading	1 Day	\$85 per Railcar per Day
AT UNLOADING	FREE TIME	ITEM 3050
Unloading	2 Days	\$85 per Railcar per Day

EXTENDED USE OF RAILWAY TRACK ASSETS (EXCLUDING HAZARDOUS MATERIALS)		
PRIVATE EMPTY RAILCAR	FREE TIME	ITEM 3040
Loading on CERA Track	1 Day	\$60 per Railcar per Day
PRIVATE EMPTY RAILCAR	FREE TIME	ITEM 3050
Unloading on CERA Track	2 Days	\$60 per Railcar per Day

DANGEROUS GOODS AND HAZARDOUS MATERIALS (EXCLUDING TIH/PIH)		
	FREE TIME	ITEM 3050
Loading and Unloading	0 Days	\$250 per Railcar per Day



a Genesee & Wyoming Company

CERA 6006-12

(Cancels All Prior Versions)

- **Loading and Unloading Flexibility**
- **Billing Guarantee**
- **Weekly Invoicing**

Our top priority is to provide safe, reliable transportation for our customers. Part of that commitment is to maintain a fluid and adequate supply of rail cars and to ensure that all railcar assets, both railroad and privately-owned, are utilized as optimally as possible.

Please contact your local marketing representative if you have any questions concerning this service.

Amanda Rice
Manager, Sales & Marketing
Amanda.rice@gwrr.com
(812) 354-8080 EXT 2115

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www.gwrr.com

Billing Guarantees

As part of our efforts to streamline the billing process, we are committing to an expedited and simple billing process.

Billing On-Time

We commit to bill you on time

We have changed our systems to issue Extended Asset Utilization invoices weekly.

Billing Disputes

We commit to addressing disputed bills quickly

If you believe that there has been a billing error, we want to make it right as quickly as possible. To be eligible for this guarantee, you must submit your claim, in writing, within 30 days of the invoice date to CERA-Billing@gwrr.com or Revenue Billing, 13901 Sutton Park Drive South, Ste 185, Jacksonville, FL 32224. Along with a brief description, your claim must include the car initial and number and the related invoice number.



a Genesee & Wyoming Company



Flexible Car Ordering...

Things don't always go as planned.

We recognize that, sometimes, you will have to change your railcar order for loading or unloading. When this involves ordering an empty railcar for loading and actual or constructive placement is performed, and the railcar is then released without being loaded, it is classified as a *railcar ordered but not used*.

Optional Services Catalog

Extended Asset Use



a Genesee & Wyoming Company

Flexible Asset Utilization...

The effective management of railcars is critical to the success of MMRR and our customers. Efficient asset utilization benefits you by increasing the availability of railcars.

From time to time, you may need to use our railcars for a longer period of time. In that case we provide you, at your option, with the use of that equipment, for a fee.

Extended use of railway provided assets

We give you free time for loading and unloading cars. If you choose to keep a railroad car, or a private car on railroad property, for additional time, you will be billed a simple flat daily fee. Daily charges do not apply to non-chargeable days, as defined in the Midwest Region General Tariff 1000 Section III, Demurrage and Storage Provisions, Page 22, Item 3090.

AT LOADING	FREE TIME	ITEM 3040
Loading	1 Day	\$85 per Railcar per Day
AT UNLOADING	FREE TIME	ITEM 3050
Unloading	2 Days	\$85 per Railcar per Day

EXTENDED USE OF RAILWAY TRACK ASSETS (EXCLUDING HAZARDOUS MATERIALS)		
PRIVATE EMPTY RAILCAR	FREE TIME	ITEM 3040
Loading on MMRR Track	1 Day	\$60 per Railcar per Day
PRIVATE EMPTY RAILCAR	FREE TIME	ITEM 3050
Unloading on MMRR Track	2 Days	\$60 per Railcar per Day

HEAVY DUTY DETENTION		
	FREE TIME	ITEM 3050
		\$100 per Railcar per Day
Loading and Unloading	2 Days for Unloading	\$150 per Railcar per Day after 3 Days
	1 Day for Loading	
		\$200 per Railcar per Day after 6 days

DANGEROUS GOODS AND HAZARDOUS MATERIALS (EXCLUDING TIH/PIH)		
	FREE TIME	ITEM 3050
Loading and Unloading	0 Days	\$250 per Railcar per Day

MMRR 6006-15

(Cancels All Prior Versions)

- **Loading and Unloading Flexibility**
- **Billing Guarantee**
- **Weekly Invoicing**

Our top priority is to provide safe, reliable transportation for our customers. Part of that commitment is to maintain a fluid and adequate supply of rail cars and to ensure that all railcar assets, both railroad and privately-owned, are utilized as optimally as possible.

Please contact your local marketing representative if you have any questions concerning this service.

Mr. Robert Bingham
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(989) 797-5132

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www.gwrr.com

Optional Services Catalog

Extended Asset Use



a Genesee & Wyoming Company

Billing Guarantees

As part of our efforts to streamline the billing process, we are committing to an expedited and simple billing process.

Billing On-Time

We commit to bill you on time

We have changed our systems to issue Extended Asset Utilization invoices weekly.

Billing Disputes

We commit to addressing disputed bills quickly

If you believe that there has been a billing error, we want to make it right as quickly as possible. To be eligible for this guarantee, you must submit your claim, in writing, within 30 days of the invoice date to MMRR-billing@gwrr.com or Revenue Billing, 13901 Sutton Park Drive South, Ste 185, Jacksonville, FL 32224. Along with a brief description, your claim must include the car initial and number and the related invoice number.



Flexible Car Ordering...

Things don't always go as planned.

We recognize that, sometimes, you will have to change your railcar order for loading or unloading. When this involves ordering an empty railcar for loading and actual or constructive placement is performed, and the railcar is then released without being loaded, it is classified as a *railcar ordered but not used*.

CENTRAL TEXAS & COLORADO RIVER RAILWAY, LLC

Customer Demurrage, Switching and Accessorial Services

Demurrage Charges

Tariff Item

All Equipment Loaded and Empty

\$70 per car per day – Railroad Owned Cars [I]
\$55 per car per day – Shipper Owned/Leased Cars

24 hours Free Time Loading	Item 2040
48 hours Free Time Unloading	Item 2050
No Free Time other than Loading/Unloading	Item 2060

Free time will be calculated from the first 07:00 AM following actual or constructive placement.
Non-Chargeable Days shall not be included in the calculation of Free time.

Hazardous Material : Loaded/Empty Last Contained

Item 2080

\$250 per car per day
No Free Time

TIH/PIH : Loaded/Empty Last Contained

Item 2090

\$1,500 per car per day
No Free Time

Heavy Wide Dimensional

Item 2100

\$350 per car per day
No Free Time

Storage Charges

Item 2070[D]

Maximum Allowable Gross Weight on Rail

Tariff Item

Except as provided below, CTXR will provide switching and Transportation services for loaded cars with a maximum gross weight on rails of 263,000 lbs.

Item 1100



CTXR Rate Tariff 8001

Issued : December 4, 2017
Effective : January 1, 2018

CTXR Rate Tariff 8001 designates specific charges for services described in the General Tariff 5000 series and is published with the corresponding item number.

Reference Mark	Explanation
[A]	Addition
[C]	Denotes Change
[D]	Canceled
[I]	Increase
[R]	Reduction/Decrease

CTXR CUSTOMER SERVICE

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CTXR MARKETING

Mike Walsh

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Mobile: 630.664.8509

Email: mwalsh@omnitrax.com

www.omnitrax.com

BROWNSVILLE & RIO GRANDE INTERNATIONAL RAILROAD

Customer Demurrage, Switching and Accessorial Services

Maximum Allowable Gross Weight on Rail

Tariff Item

BRG will only provide switching and transportation services for loaded cars with a maximum gross weight on rails of 286,000 lbs.

Item 1100

ITEM 8610 [C]

Free Time

A. Free Time for each car will be:

Loading 24 hours

Unloading48 hours

B. Time will be computed from first 7:00 A.M. following notification.

C. Sundays and the following holidays will be excluded, until chargeable days begin:

New Year's Day	Thanksgiving Day
Memorial Day	Friday after Thanksgiving
Independence Day	Christmas Eve
Labor Day	Christmas Day
	New Year's Eve

ITEM 8640 [I]

Demurrage Charges

A. On interstate and Texas intrastate traffic:

First four days \$33.50 per car per day

Next two days \$44.00 per car per day

Each subsequent day \$77.50 per car per day

B. On international traffic for Customs Broker or Agents

First two days \$38.50 per car per day

Each subsequent day \$60.50 per car per day

Note 1 - All days following free time will be subject to these charges.

Note 2 - Reference herein to charges per day will also apply to fractions of a day.

Special Demurrage Charges

TIH/PIH: Loaded/Empty Last Contained

Item 2090 [A]

\$1,500 per car per day

No Free Time

Heavy Wide Dimensional

Item 2100 [A]

\$350 per car per day

No Free Time



BRG Rate Tariff 8001

Issued : May 11, 2017

Effective : June 1, 2017

BRG CUSTOMER SERVICE

Phone: 877.276.3777

Fax: 877.336.8977

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BRG MARKETING

Tony Chavez

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Email: tchavez@omnitrax.com

www.omnitrax.com

Customer Demurrage, Switching and Accessorial Services



Demurrage Charges

Tariff Item

All Equipment Loaded and Empty

\$100 per car per day – Railroad Owned Cars
 \$85 per car per day – Shipper Owned/Leased Cars

24 hours Free Time Loading	Item 2040
48 hours Free Time Unloading	Item 2050
No Free Time other than Loading/Unloading	Item 2060

Free time will be calculated from the first 00:01 AM following actual or constructive placement.
 Non-Chargeable Days shall not be included in the calculation of Free time.

Hazardous Material : Loaded/Empty Last Contained	Item 2080
\$250 per car per day	
No Free Time	

TIH/PIH : Loaded/Empty Last Contained	Item 2090
\$1,500 per car per day	
No Free Time	

Heavy Wide Dimensional	Item 2100
\$350 per car per day	
No Free Time	

Storage Charges	Item 2070[D]
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Maximum Allowable Gross Weight on Rail

Tariff Item

ATN will only provide switching and transportation services for loaded cars with a maximum gross weight on rails of 286,000 lbs. with the following exceptions:	Item 1100
- Cars moving past MP 447.7, Ivalee, AL, are restricted to: 263,000 lbs.	
- Cars moving past MP 93.5, south of Guntersville, AL, are restricted to: 263,000 lbs.	

ATN Rate Tariff 8001

Issued : January 2, 2018
Effective : January 1, 2018

ATN Rate Tariff 8001 designates specific charges for services described in the General Tariff 5000 series and is published with the corresponding item number.

Reference Mark	Explanation
[A]	Addition
[C]	Denotes Change
[D]	Canceled
[I]	Increase
[R]	Reduction/Decrease

ATN CUSTOMER SERVICE

Phone: 877.276.3777

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ATN MARKETING

Roy Budgell

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www.omnitrax.com

Customer Demurrage, Switching and Accessorial Services**Demurrage Charges****Tariff Item****All Equipment Loaded and Empty**

\$95 per car per day – Railroad Marked Equipment [I]
 \$80 per car per day – Private Marked Equipment

24 hours Free Time Loading

Item 2040

48 hours Free Time Unloading

Item 2050

No Free Time other than Loading/Unloading

Item 2060

01-Farm Products 48 hours Free Time Loading

Item 2040.1

Free time will be calculated from the first 00:01 AM
 following actual or constructive placement.

Non-Chargeable Days shall not be included in the calculation
 of Free time.

Hazardous Material : Loaded/Empty Last Contained

Item 2080

\$250 per car per day

No Free Time

TIH/PIH : Loaded/Empty Last Contained

Item 2090

\$1,500 per car per day

No Free Time

Heavy Wide Dimensional

Item 2100

\$350 per car per day

No Free Time

Storage Charges

Item 2070[D]

Maximum Allowable Gross Weight on Rail**Tariff Item**

NKCR will only provide switching and transportation services
 for Loaded cars with a maximum gross weight on rails of
 268,000 lbs. with the following exceptions:

- Wallace Sub: restricted to 286,000 lbs.
- Holdrege Sub: between MP 0.8 to 11.0 restricted to 286,000 lbs.

Item 1100

**NKCR Rate Tariff 8001**

Issued : December 4, 2017

Effective : January 1, 2018

NKCR Rate Tariff 8001 designates specific charges for services described in the General Tariff 5000 series and is published with the corresponding item number.

Reference Mark	Explanation
[A]	Addition
[C]	Denotes Change
[D]	Canceled
[I]	Increase
[R]	Reduction/Decrease

NKCR CUSTOMER SERVICE

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NKCR MARKETING

Will Metcalf

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Email: wmetcalf@omnitrax.com

www.omnitrax.com

CARLTON TRAIL RAILWAY COMPANY

Customer Demurrage, Switching and Accessorial Services

Demurrage Charges

Tariff Item

All Equipment Loaded and Empty

\$100 per car per day –Railroad Owned Cars [I]
\$90 per car per day –Shipper Owned/Leased Cars [I]

24 hours Free Time Loading Item 2040
48 hours Free Time Unloading Item 2050
No Free Time other than Loading/Unloading Item 2060

Free time will be calculated from the first 00:01 AM following actual or constructive placement.
Non-Chargeable Days shall not be included in the calculation of Free time.

Hazardous Material : Loaded/Empty Last Contained Item 2080
\$250 per car per day
No Free Time

TIH/PIH : Loaded/Empty Last Contained Item 2090
\$1,500 per car per day
No Free Time

Heavy Wide Dimensional Item 2100
\$350 per car per day
No Free Time

Storage Charges Item 2070[D]

Maximum Allowable Gross Weight on Rail

Tariff Item

CTRW will only provide switching and transportation services for loaded cars with a maximum gross weight on rails of 268,000 lbs. Item 1100



CTRW Rate Tariff 8001

Issued : December 1, 2017
Effective : January 1, 2018

CTRW Rate Tariff 8001 designates specific charges for services described in the General Tariff 5000 series and is published with the corresponding item number.

Reference Mark	Explanation
[A]	Addition
[C]	Denotes Change
[D]	Canceled
[I]	Increase
[R]	Reduction/Decrease

CTRW CUSTOMER SERVICE

Phone: 877.276.3777

Fax: 877.336.8977

Email: cscus@omnitrax.com

CTRW MARKETING

Trent Weber

Office: 204.953.3688

Mobile: 204.771.3102

Email: tweber@omnitrax.com

www.omnitrax.com

Section 1 – General Car Rules and Charges

1.01 INTRODUCTION

Thank you for partnering with Patriot Rail Company LLC for your freight transportation and logistics needs. The purpose of this publication is to provide our customers with a clear understanding of the terms and charges associated with the services we provide.

The terms and conditions of service, as well as the charges stated in this Tariff are applicable to all points on RR lines. This document supersedes and replaces all former versions of Tariff 6400, Tariff 1000, and the Steel River Transportation Holdings (SRTH) Tariff issued on February 1, 2016 and effective on April 1, 2016 .

By arranging for services with Patriot Rail Company LLC and any of its railroads (herein referred to as "RR"), a customer or any third party acting under the direction of or on behalf of a customer (agent), authorizes and accepts all the rules, requirements, and charges published herein. Any action taken by a customer or its agent(s) that initiates, accepts delivery, or affects a movement of supplemental service on one of Patriot Rail Company's railroads, constitutes acceptance by that customer of all terms, rules, and applicable charges contained in this document and the applicable Charge Catalog 2000 series, as amended from time to time, unless otherwise stated by a private written agreement between the parties.

"Tariff" shall mean this document as well as the Charge Catalogs published for each railroad.

1.02 GENERAL APPLICATION

The Tariff publishes various terms and charges by which RR may bill a customer or agent. These charges are designed to compensate the RR for costs incurred for activities performed or for the use of its assets.

Charges and terms contained in the Tariff apply to all commodities (unless specifically omitted or otherwise explicitly provided) to all points on the RR, and to both rail controlled and private cars.

1.03 MILEAGE ON PRIVATE CARS

Patriot Rail Company LLC and its railroads ("RR") do not generally pay mileage on private cars. All moves are zero mileage payout while on the RR, except in cases in which RR specifically agrees otherwise in writing.

1.04 GENERAL TERMS RELATED TO HOLDING CARS, DEMURRAGE, STORAGE

The disposition of a car at its point of detention determines the purpose for which the car is being held and therefore the applicable rules.

All cars (railroad-controlled and private) held for or by consignors, consignees, or parties responsible for the loading or unloading of the railcar are subject to demurrage rules and charges in this section, with the following **EXCEPTIONS**:

1. Private cars held on leased or private tracks.

2. Cars containing freight refused or unclaimed and awaiting sale by the RR for the time held beyond legal requirements.
3. Cars assigned to shippers returned to points of assignment loaded when material is authorized to be returned without freight charges under provisions of freight publications.
4. Cars assigned to shippers returned empty to point of assignment while subject to storage rules.
5. Empty railroad equipment moving on its own wheels under transportation charges as freight.



1.05 EMPTY CARS ORDERED OR APPROPRIATED FOR LOADING BUT NOT USED

When empty cars are placed on orders but not used in transportation service, demurrage will be charged for all detention, excluding holidays, from actual or constructive placement (Items 2.1 & 2.2) or appropriation until the time RR interchanges the car(s) back to other railroads, and RR's car hire liability is transferred, and car hire charges cease to accrue to RR.

Customers performing switching service for themselves or other parties must, in addition to advising RR that

cars will not be used in transportation service for loading, return such cars to the point at which the RR initially delivered the car(s).

In the application of this Item, a demurrage day consists of a calendar day computed from the hour of actual or constructive placement of the car or appropriation, except when cars are placed in advance of the date for which they were ordered for loading, in which case time will be computed from 12:01 a.m. of the day for which they were ordered. Partial days are rounded up to a whole day.

When a car is ordered and placed on a public track and is not used, and no instructions are received from the party who ordered the car within twenty-four (24) hours from the first 12:01 a.m., demurrage charges accrue. The car may be removed and treated as released at the time of removal.

In the event a car is rejected because it is not suitable for loading, this Item will not apply if the party ordering the car advises RR of rejection and condition that caused car to be rejected within twenty-four (24) hours, exclusive of holidays, after actual placement. If rejection has not been made within time specified in the previous paragraph, demurrage will be charged for all detention, computed as set forth in this item.

These provisions will also apply in connection with cars that are held on constructive placement on shipper-owned or leased tracks and on cars that are on-route to be delivered or constructively placed.

*Note: charges and additional terms specific to each Patriot Rail Company LLC railroad ("RR") are stipulated in Charge Catalog 2000 Series, issued for each railroad and available on our website: www.patriotrail.com

1.06 CARS PULLED WITH NO BILLING

It is customers' responsibility to submit billing instructions in an accurate and timely manner. Railcars that are not promptly billed interfere with our ability to safely and efficiently operate our railroads. Therefore, loaded cars pulled at customers' request without proper shipping instructions will incur a fee, in addition to demurrage and any other applicable charges. Any charges incurred due to incomplete or missing shipping instructions are the responsibility of the consignor or freight payer. Charges associated with cars pulled without proper billing are specified in each RR's Charge Catalog 2000 Series.

1.07 EMPTY OR LOADED CARS ORDERED OR RELEASED BUT NOT ABLE TO BE PLACED OR PULLED

It is customers' responsibility to ensure that cars ordered or released are ready and able to be placed or pulled. When customers order or release an empty or loaded car and it is determined upon arrival of the crew that the equipment cannot be placed or pulled by RR as a result of conditions attributable to consignor, loader, consignee, in-care-of party, unloader, etc – a per car fee may be assessed as specified in each RR's Charge Catalog 2000 Series.

The charges associated with this section shall be assessed in addition to demurrage and any other applicable charges.

1.08 INTERCHANGE SET-BACK CHARGES

I. CUSTOMER ERROR

Cars released without proper billing instructions that are returned to us by interchange railroads will incur a set-back charge assessed in addition to any other applicable linehaul and accessorial charges. If shipper billed in error, the shipper is responsible for return handling charges, set-back charges, and any other applicable charges. Charges are specified for each RR in Charge Catalog 2000 Series.

II. RAILROAD ERROR

Cars moved onto tracks of the RR by connecting carrier in error or for purposes other than interchange to or from RR will be subject to charges as stipulated in each RR's Charge Catalog 2000 Series.

1.09 CUSTOMER SET-BACK CHARGES

Upon customer request to return cars previously released to RR, RR will perform the return service for a charge assessed in addition to any other applicable linehaul and/or accessorial charges.

1.10 IMPROPER CARS FURNISHED FOR LOADING BY OTHER RAILROADS

When cars ordered by industries (or by RR on behalf of industries) for loading from Class 1 or other connecting railroads are refused by customers because they are not deemed in proper condition for loading, a charge will be assessed against the railroad furnishing the car.

1.11 NOTIFICATIONS FROM RR

RR will provide notice electronically (via ShipperConnect web portal or email) as follows:

1. On cars destined for public delivery tracks, notice will be given to the appropriate party when the car is placed.
2. On cars for other-than-public delivery tracks, notice of constructive placement will be given to the appropriate party.
3. Actual placement of a car upon the tracks of a consignor or consignee will constitute notice except when two or more parties use the same track, notice will be provided.
4. On cars stopped in transit, notice will be given to the party instructing the stop when the car arrives at the stop point.

On refused loaded cars, it is the responsibility of consignee to advise the consignor.

Consignor, consignee or other affected party must furnish RR forwarding instructions, empty car release information or other disposition (as applicable) electronically. When the device used indicates the time and date, such time and date will govern.

1.12 NOTIFICATIONS TO RR

Placement Requests: All car placement requests must be submitted to RR using ShipperConnect™. RR will accept requests provided to its Customer Service Center via telephone, email, or fax, subject to a \$65 charge. The charge applies to each request (not a per car charge).

RR will accept billing information via three methods, at no charge:

1. ShipperConnect™/EBOL
2. Class 1 website
3. By making arrangements with 3rd party logistics services providers to submit forwarding instructions on their behalf via EDI or via a Class 1 website tool.

For our customers' convenience, Patriot Rail Company LLC accepts billing instructions forwarded to its Customer Service Center via email or fax however this requires manual input of billing information by RR employees. Manual input of customer billing information (including any changes, modifications, revisions to submitted billing) is subject to a **\$65** charge per each bill of lading. RR reserves the right to reject any unreasonable request for service, any fax or email forwarding instructions that are illegible, whether due to poor transmission quality, illegible handwriting or otherwise.

RR will not accept delivery of forwarding instructions by U.S. Mail, express service, personal delivery, or any other means.

Hazardous Materials (including hazardous waste) billing instructions will incur an additional **\$45** charge.

All empty release information must be submitted to RR using ShipperConnect™. RR will accept empty release information provided to its Customer Service Center via

telephone, email, or fax, subject to a **\$65** charge per incident.

When electronic devices are used to forward instructions and/or empty release information to RR, the date and time recorded by these devices will be the date and time instructions shall be considered as received by RR.

1.13 FREE TIME

In general, free time as stated below will be allowed for each car. However, each RR's Charge Catalog 2000 Series, or any written private agreements will supersede the free time specified in this Item.

Railroad Controlled Cars:

Loading: 48 hours free

Unloading: 48 hours free

Private Cars Held on Railroad Track:

Empty Held for Loading: 48 hours free

Loaded Held for Unloading: 48 hours free

Free time will be computed from the first 12:01 a.m. after actual placement or after constructive placement. In all cases, after free time has expired and demurrage is being incurred, non-service days, weekend days, and holidays are included in calculating time. Before the expiration of free time, holidays and non-service days will be excluded from time calculation.

Note: The rules contained within 1.13 apply to non-hazardous cars. See section 8 for additional rules pertaining to hazardous cars.

1.14 HEAVY DUTY FLATS: USE & DEMURRAGE

When heavy duty flat cars (flat cars with AAR mechanical designation FD, FW, FM) or cars with capacity of 200,000 pounds of over are used on shipments originating or terminating at stations on RR, charges for use of such cars and/or demurrage will apply, in addition to all other charges associated with the shipment. **Section 3** Demurrage rules and terms apply. Applicable charges are stipulated in each RR's Charge Catalog 2000 Series.

1.15 HOLIDAYS

Holidays observed may be different for each RR and are therefore referenced separately in each railroad's Charge Catalog 2000 series.



Section 6 – Credit Terms and Security Deposit

6.01 PAYMENT AND CREDIT TERMS

All charges under this tariff must be prepaid, unless satisfactory arrangements with RR have been made prior to performance of service.

Charges for services rendered under terms of this Tariff will accrue against the customer located on the RR or against the responsible rail carrier involved, unless arrangements to the contrary have been made with RR prior to performance of service.

All payment for services provided by RR, whether covered in this Tariff or not, are due and payable within fifteen (15) days for freight and thirty (30) days for non-freight following the invoice date. Payments received after expiration of the credit period shall be subject to a service charge of two percent (2%) per month (or fraction thereof) of the outstanding balance.

6.02 SECURITY DEPOSITS FOR PAYMENT OF DEMURRAGE AND STORAGE CHARGES

All consignors, consignees or agents thereof conducting business with RR, or on a RR's property, will be required to apply for credit with Patriot Rail Company LLC.

All railroads, except Class 1 rail carriers and rail carriers that previously conducted business with the RR, will be required to apply for credit with RR.

Credit will be granted solely at the discretion of Patriot Rail Company LLC.

6.03 SECURITY DEPOSITS

Security Deposits for Payment of Demurrage and Storage Charges

All Consignors, Consignees or agents thereof conducting business with RR, or on RR's property, will be required to apply for credit with RR.

All railroads will be required to apply for credit with the RR, except for Class 1 rail carriers and other rail carriers that conducted business with the Subscribing Carrier prior to January 1, 2015.

Credit will be granted solely at the discretion of RR.

Security Deposits for Payment of Accessorial Charges and/or Surcharges

A security deposit to ensure payment of any accessorial charges and/or surcharges that may accrue will be required from every Consignor, Consignee, or agent thereof who:

- A. Is not on the Subscribing Carrier's credit list, and / or
- B. Fails to pay accessorial charges and/or surcharges after specific written demand referring to this tariff provision.

A deposit must be paid, by wire transfer, before any freight car is delivered to such Consignor, Consignee, or agent thereof for Loading or Unloading. A deposit on one unit of equipment is not transferable to another.

A deposit for each car shall be in the minimum amount of two hundred dollars (200.00) or up to the maximum amount of accessorial charges that accrued on any one car during the preceding twelve (12) months.

In the case of a Consignor, Consignee or agent thereof receiving multiple carloads for Loading or Unloading, the total amount required to be deposited shall not exceed the lesser of the amount of existing past accessorial charges accrued by the Consignor, Consignee, or agent thereof due or \$25,000.

Once the Consignor, Consignee, or agent thereof is placed on Subscribing Carriers' authorized credit list, or has paid all outstanding accessorial charges and has given assurance to the satisfaction of the Carrier's credit office that future accessorial charges will be paid within the credit period prescribed in applicable tariffs, the Subscribing Carrier will refund the balance of the deposit to the Consignor, Consignee, or agent thereof by the 5th day of the month following that in which the equipment is released to the Subscribing Carrier after deducting any and all unpaid accessorial charges.

Security deposits will no longer be required after the Consignor, Consignee, or agent thereof either:

- A. Is placed on Subscribing Carriers' authorized credit list, or
- B. Has paid all outstanding accessorial charges and has given assurance to the satisfaction of the Carrier's credit office that future accessorial charges will be paid within the credit period prescribed in applicable tariffs.

6.04 BILLING DISPUTES

We commit to addressing disputed bills urgently

If you believe that there has been a billing error, we want to make it right as quickly as possible. To be eligible for this guarantee, the following procedure should be followed:

- A. The dispute must be specific in nature, applying to a specific car or car group, related to time of actual or constructive placement, release, or application of rules and terms in this Tariff
- B. Claims must be submitted in writing, within 30 days of the invoice date to:
revenuegroup@patriotrail.com.
- C. Along with the specific claim (including the car initial and number and the related invoice number), a brief description of relevant facts should be included
- D. Customer or agent must pay the undisputed amount at the time the dispute is filed, according to normal bill payment procedures.

will transport the traffic via an available route at its discretion between origin and destination.



11.04 ADDITIONAL CHARGE FOR CUSTOMER-CAUSED CONGESTION ON RAILROAD FACILITIES

When, in the sole judgement of RR, an excessive quantity of constructively placed cars for a particular consignee congests RR's facilities causing material operating problems, RR will notify shipper, consignee (receiver), in-care-of party, or any other party deemed necessary to make arrangements for avoidance of such congestion or bunching of cars. Additionally, RR will contact and advise the consignee (receiver) at the location to which cars are destined that, starting ten days (10) from the date of notification, RR will charge consignee or any other party responsible for the congestion or bunching of the cars the applicable storage fee per car per day, as stipulated in each RR's Charge Catalog 2000 Series, for all cars on constructive placement exceeding two (2) times the number of cars that can be unloaded per day with current switching service. When customer's constructive placed cars drop below the level above RR will, effective that day, cease the daily charge. This charge is in addition to all applicable provisions in this Tariff and each RR's Charge Catalog 2000 Series.

11.05 CARS FOUND TO BE LEAKING HAZARDOUS MATERIALS

If after cars received by RR at interchange or from customers are found to be leaking Hazardous Materials and RR or an agent of RR takes action for securement of the leaking car, RR will assess a charge of **\$2,500** per car for the handling of such cars.

Charges will be assessed to the shipper shown on the applicable bill of lading. The charge includes administrative and switching charges, but excludes demurrage, storage, and all other securement charges. Shipper remains liable for all other securement, clean-up, and other incidental charges associated with the leaking car. In addition, Shipper must provide RR with any reports prepared on Shipper's behalf by third party response contractors in connection with such incidents

11.06 CARS FOUND TO BE LEAKING NON- HAZARDOUS MATERIALS

RR will assess a charge of **\$1,500** per car for the handling of cars loaded with or containing residue of Non-Hazardous Materials that are found to be leaking, and for which RR or its representatives take action for securement of the leaking car. Charges will be assessed to the shipper shown on the applicable bill of lading. The charge covers administrative and switching activities, but excludes all demurrage, storage, and other securement charges.

11.07 LEASE TRACK AND STORAGE AGREEMENT OVERAGE

In the event a customer makes arrangements with railroad to have a private lease track agreement or a

Charge Catalog 2000-1 Series

Pricing for Optional, Accessorial, and Supplemental Services

Utah Central Railway Company, LLC



The Utah Central Railway Company, LLC ("UCRY") operates over 34 miles of rail line in and around Ogden, UT. UCRY interchanges traffic with Class I carriers UP and BNSF at Ogden, UT. The railroad provides exclusive rail switching services at Business Depot Ogden.

We are defined by our values, in how we work: with safety as our cornerstone DNA; in how we act: with ethical conduct and personal integrity; and, in how we create value: by engaging as a team to deliver professional, safe, and tailored solutions to customer needs. We strive to become one of the eminent companies in the transportation industry.

Our employees and managers are some of the very best in the industry. We are fully committed to a just culture where people know that they will be treated with respect and fairness, which engenders a culture of operational excellence, accountability, and execution. We own our company's performance. We work every day to do every task better— more safely, more cost effectively, and more operationally sound, than our competitors.

This publication, jointly with our Freight Tariff No. 1000, provides common terms, conditions, and charges for our services. We hope you find these publications useful.

CORPORATE HEADQUARTERS

PATRIOT RAIL COMPANY LLC

10060 Skinner Lake Drive
Jacksonville, FL 32246
Phone: 855-955-RAIL (7245)
Email: ucry-cs@patriotrail.com
www.patriotrail.com

CONTACTS

OPERATIONS

P.O. Box 10402
Ogden, UT 84409
Phone: 801-732-8906
Fax: 801-732-8908

SALES & MARKETING

Jack Burgess – AVP Sales
Phone: (904) 302-7180
Email: Jack.Burgess@patriotrail.com



Charge Schedule

Item #*	Item Description	Charge
1.05	Car Ordered Not Used	\$400
1.06	Car Pulled with No Billing	\$300
1.07	Car Released Not Available to Pull	\$450
1.08-I	Interchange Set-Back Charges – Customer Error	\$550
1.08-II	Interchange Set-Back Charges – Other RR Error	\$550
1.09	Industry Set-Back Charges	\$550
1.10	Improper Cars Furnished by Connecting RR	\$750
3.01	Demurrage (per day)	\$75
4.01	Car Held at Customers' Request (per car per day)	\$125
5.01	Overloaded/Improperly Loaded Car	\$750
7.01	Intraplant Switch	\$250
7.02	Interplant Switch	\$400
7.03	Second Transfer Switch	\$325
7.05	Expedited Service Charge	\$175
7.06	Placement of Scale/Test Car	\$1,500
7.07 & 11.01	Turning Car	\$300
7.08	Delay of Train 1 st ½ Hour	\$250
7.08	Delay of Train Per Hour or fraction (after 1 st ½ Hr)	\$500
7.09	Cars Received/Delivered at Non-Interchange Locations	\$400
7.10	Unscheduled (Extra) Train	\$3,865
7.11	Non-Revenue Empty or Loaded Car	\$500
8.02	Storage (per car per day)	\$75
8.03	Storage – Explosives (All Classes)	\$200
8.03	Storage Hazardous Materials	\$150
8.05	Car Received in Error	\$500
8.05	Failure by Connecting Railroads to Pull Interchange	\$250
9.01 & 9.02	Special Train Service (exclusive of other applicable charges)	\$8,700
9.03	Special Train Service at Terminal – 8 hours or less	\$2,500
9.03	Special Train Service at Terminal – over 8 hrs (\$/hr)	\$500
9.04	Idler & Buffer Car Charge (per car)	\$500
9.04	Return of Idler & Buffer Car to Interchange Point	\$700
10.01	Reconsignment, Diversion, Reshipment (\$/car/order)	\$400

*Note: Item numbers correspond to sections in Freight Tariff No. 1000

Utah Central Railway Company, LLC

Holiday Schedule

Date	Holiday
January 1	New Year's Day
Last Monday in May	Memorial Day
July 4	Independence Day
July 24	Pioneers' Day
1 st Monday in September	Labor Day
4 th Thursday in November	Thanksgiving Day
December 25	Christmas Day

NOTE: When one of these holidays falls on Saturday or Sunday, the business day prior to or following the actual holiday will be observed instead

APPENDIX B-INVOICES

KENCO INVOICES

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 2/01/15 thru 2/28/15

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 3/04/15

Demurrage Agreement: SYS-UNLOAD

Invoice # 101415 1

Invoice Date: 3/04/15

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	UNLD	OAR	62166	D5U WOODPULP	2/17/15 13:29	2/26/15 12:56	2/27/15 14:41	10	2	410.00	
2	UNLD	AGR	77820	D5C WOODPULP	2/20/15 18:33	2/23/15 16:33	2/26/15 9:50	6	2	160.00	
3	UNLD	AGR	78759	D5C WOODPULP	2/20/15 18:33	2/23/15 16:33	2/26/15 9:50	6	2	160.00	
4	UNLD	OAR	62114	D5U WOODPULP	2/20/15 18:33	2/23/15 16:33	2/26/15 9:50	6	2	160.00	
5	UNLD	AGR	77786	D5C WOODPULP	2/20/15 18:33	2/23/15 16:33	2/25/15 15:09	5	2	120.00	
6	UNLD	AGR	78975	D5C WOODPULP	2/20/15 18:33	2/23/15 16:33	2/25/15 12:45	5	2	120.00	
7	UNLD	CEFX	501348	D5C SALT	2/19/15 19:46	2/23/15 16:34	2/24/15 16:00	4	2	80.00	
8	UNLD	OAR	62227	D5U WOODPULP	2/20/15 18:33	2/23/15 16:33	2/24/15 13:38	4	2	80.00	
9	UNLD	OAR	62233	D5U WOODPULP	2/20/15 18:33	2/23/15 16:33	2/24/15 13:38	4	2	80.00	
10	UNLD	OAR	61118	D5U WOODPULP	2/17/15 13:29	2/19/15 13:16	2/23/15 13:14	6	2	160.00	
11	UNLD	OAR	61297	D5U WOODPULP	2/17/15 13:30	2/19/15 13:16	2/23/15 13:14	6	2	160.00	
12	UNLD	SP	247755	D5C SALT	2/10/15 16:56	2/12/15 14:59	2/17/15 6:30	6	3	120.00	
TOTAL UNLOADING								12 CARS	68	25	1,810.00
TOTAL FOR BUSINESS DEPOT								12 CARS	68	25	1,810.00
TOTAL FOR KENCO GROUP								12 CARS	68	25	1,810.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 6/17/15

Invoice Date: 4/07/15

Demurrage Agreement: SYS-UNLOAD

Invoice # 101435 1

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered-		----Placed----		---Released---		Total	Credit	Amount	
					Date	Time	Date	Time	Date	Time	Days	Days	Due	
1	UNLD	AGR	78190	D5C	WOODPULP	3/23/15	18:37	3/27/15	20:02	3/31/15	15:00	8	2	270.00
2	UNLD	AGR	79012	D5C	WOODPULP	3/23/15	18:37	3/27/15	20:02	3/31/15	15:00	8	2	270.00
3	UNLD	OAR	62190	D5U	WOODPULP	3/23/15	18:37	3/27/15	20:02	3/31/15	15:00	8	2	270.00
4	UNLD	OAR	62223	D5U	WOODPULP	3/23/15	18:37	3/27/15	20:02	3/31/15	15:00	8	2	270.00
5	UNLD	AGR	77605	D5C	WOODPULP	3/23/15	18:37	3/27/15	20:02	3/31/15	6:25	7	2	215.00
6	UNLD	AGR	78888	BEK	WOODPULP	3/23/15	18:37	3/27/15	20:02	3/31/15	6:25	7	2	215.00
7	UNLD	OAR	62258	D5U	WOODPULP	3/23/15	18:37	3/27/15	20:02	3/31/15	6:25	7	2	215.00
8	UNLD	OAR	62115	D5U	WOODPULP	3/11/15	18:35	3/23/15	18:12	3/26/15	14:39	15	2	760.00
9	UNLD	AGR	1832	BEK	WOODPULP	3/11/15	18:35	3/23/15	18:12	3/26/15	10:28	15	2	760.00
10	UNLD	AGR	77580	D5C	WOODPULP	3/11/15	18:35	3/23/15	18:12	3/26/15	10:28	15	2	760.00
11	UNLD	AGR	78878	BEK	WOODPULP	3/11/15	18:35	3/23/15	18:12	3/25/15	14:42	14	2	690.00
12	UNLD	GMRC	78009	D5C	WOODPULP	3/11/15	18:35	3/23/15	18:12	3/25/15	14:42	14	2	690.00
13	UNLD	OAR	62178	D5U	WOODPULP	3/11/15	18:35	3/23/15	18:12	3/25/15	14:42	14	2	690.00
14	UNLD	AGR	77649	D5C	WOODPULP	3/11/15	18:35	3/23/15	18:12	3/24/15	12:51	13	2	620.00
15	UNLD	OAR	62168	D5U	WOODPULP	3/11/15	18:35	3/23/15	18:12	3/24/15	12:51	13	2	620.00
16	UNLD	AGR	77731	D5C	WOODPULP	3/11/15	18:35	3/16/15	16:52	3/20/15	14:52	9	2	340.00
17	UNLD	AGR	77758	D5C	WOODPULP	3/11/15	18:35	3/16/15	16:52	3/20/15	14:52	9	2	340.00
18	UNLD	AGR	78783	D5C	WOODPULP	3/11/15	18:35	3/16/15	16:52	3/20/15	14:52	9	2	340.00
19	UNLD	GMRC	78186	D5C	WOODPULP	3/11/15	18:35	3/16/15	16:52	3/20/15	14:52	9	2	340.00
20	UNLD	OAR	61265	D5U	WOODPULP	3/11/15	18:35	3/16/15	16:52	3/20/15	14:52	9	2	340.00
21	UNLD	GMRC	77003	D5C	WOODPULP	3/11/15	18:35	3/16/15	16:52	3/18/15	13:28	7	2	215.00
22	UNLD	OAR	61232	D5U	WOODPULP	3/11/15	18:35	3/16/15	16:52	3/18/15	13:28	7	2	215.00
23	UNLD	OAR	62177	D5U	WOODPULP	3/11/15	18:35	3/16/15	16:52	3/18/15	13:28	7	2	215.00
24	UNLD	AGR	77583	D5C	WOODPULP	3/11/15	18:35	3/16/15	16:52	3/17/15	10:40	6	2	160.00
25	UNLD	AGR	78746	D5C	WOODPULP	3/11/15	18:35	3/16/15	16:52	3/17/15	10:40	6	2	160.00
26	UNLD	GMRC	78128	D5C	WOODPULP	3/11/15	18:35	3/16/15	16:52	3/17/15	10:40	6	2	160.00
27	UNLD	OAR	62148	D5U	WOODPULP	3/11/15	18:35	3/16/15	16:52	3/17/15	10:40	6	2	160.00
28	UNLD	OAR	61238	D5U	WOODPULP	2/17/15	13:30	3/09/15	12:51	3/12/15	15:37	23	2	1,320.00
29	UNLD	OAR	62248	D5U	WOODPULP	2/17/15	13:29	3/09/15	12:51	3/12/15	15:37	23	2	1,320.00
30	UNLD	AGR	77587	D5C	WOODPULP	2/17/15	13:29	3/09/15	12:51	3/12/15	10:57	23	2	1,320.00
31	UNLD	AGR	77643	D5C	WOODPULP	2/17/15	13:29	3/09/15	12:51	3/12/15	10:57	23	2	1,320.00
32	UNLD	AGR	77755	D5C	WOODPULP	2/17/15	13:29	3/09/15	12:51	3/12/15	10:57	23	2	1,320.00
33	UNLD	OAR	62285	D5U	WOODPULP	2/17/15	13:29	3/09/15	12:51	3/12/15	10:57	23	2	1,320.00
34	UNLD	AGR	77776	D5C	WOODPULP	2/17/15	13:29	3/09/15	12:51	3/11/15	14:35	22	2	1,250.00
35	UNLD	OAR	61243	D5U	WOODPULP	2/17/15	13:30	3/09/15	12:51	3/11/15	14:35	22	2	1,250.00
36	UNLD	AGR	77832	D5C	WOODPULP	2/17/15	13:29	3/09/15	12:51	3/11/15	11:34	22	2	1,250.00
37	UNLD	OAR	61116	D5U	WOODPULP	2/17/15	13:29	3/09/15	12:51	3/11/15	11:34	22	2	1,250.00
38	UNLD	OAR	62311	D5U	WOODPULP	2/17/15	13:29	3/09/15	12:51	3/11/15	11:34	22	2	1,250.00
39	UNLD	OAR	62312	D5U	WOODPULP	2/17/15	13:29	3/09/15	12:51	3/11/15	11:34	22	2	1,250.00
40	UNLD	NS	463494	D6C	PAPER PRINTING	3/03/15	14:58	3/04/15	11:59	3/06/15	15:30	3	2	40.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 9/01/15 thru 9/30/15

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 10/02/15

Demurrage Agreement: SYS-UNLOAD

Invoice # 101509 1

Invoice Date: 10/02/15

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	UNLD	NS	463444	D6C PAPER PRINTING	9/23/15 14:38	9/23/15 16:40	9/28/15 15:01	5	4	40.00	
2	UNLD	NS	463523	D6C PAPER PRINTING	9/23/15 14:38	9/23/15 16:40	9/28/15 15:01	5	4	40.00	
3	UNLD	QAR	62155	DSU WOODPULP	9/09/15 15:53	9/14/15 19:03	9/17/15 14:25	8	7	40.00	
4	UNLD	WRWK	3772	BFL WOODPULP	9/09/15 15:53	9/14/15 19:03	9/17/15 14:25	8	7	40.00	
5	UNLD	WRWK	3749	BFL WOODPULP	9/09/15 15:53	9/14/15 19:03	9/15/15 14:27	6	5	40.00	
TOTAL UNLOADING								5 CARS	32	27	200.00
TOTAL FOR BUSINESS DEPOT								5 CARS	32	27	200.00
TOTAL FOR KENCO GROUP								5 CARS	32	27	200.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 1/01/16 thru 1/31/16

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 2/03/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101597 1

Invoice Date: 2/03/16

Page 2

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
39	UNLD	QAR	62244	DSU WOODPULP	12/28/15 20:10	1/06/16 17:17	1/11/16 18:06	14	4	700.00	
40	UNLD	QAR	62317	DSU WOODPULP	12/28/15 20:10	1/06/16 17:17	1/11/16 18:06	14	4	700.00	
41	UNLD	QAR	61270	DSU WOODPULP	12/28/15 20:10	1/06/16 17:17	1/11/16 7:05	13	4	630.00	
42	UNLD	QAR	61297	DSU WOODPULP	12/28/15 20:10	1/06/16 17:17	1/11/16 7:05	13	4	630.00	
43	UNLD	QAR	62221	DSU WOODPULP	12/28/15 20:10	1/06/16 17:17	1/11/16 7:05	13	4	630.00	
TOTAL UNLOADING								43 CARS	824	144	47,600.00
TOTAL FOR BUSINESS DEPOT								43 CARS	824	144	47,600.00
TOTAL FOR KENCO GROUP								43 CARS	824	144	47,600.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 2/01/16 thru 2/29/16

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 3/02/16

Demurrage Agreement: SYS-LOAD

Invoice # 101611 1

Invoice Date: 3/02/16

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due
1	LOAD	CNW	520060	DSC SCRAP PAPER	2/10/16 17:31	2/16/16 17:50	2/18/16 13:16	8	2	420.00
2	LOAD	FBOX	505860	DSC REV PALLET, SHPN	2/05/16 16:08	2/05/16 16:12	2/11/16 13:45	5	3	140.00
TOTAL LOADING								2 CARS	13	560.00
TOTAL FOR BUSINESS DEPOT								2 CARS	13	560.00
TOTAL FOR KENCO GROUP								2 CARS	13	560.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 2/01/16 thru 2/29/16

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 3/02/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101612 1

Invoice Date: 3/02/16

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due
1	UNLD	OAR	62114	D5U WOODPULP	1/06/16 10:55	2/02/16 17:01	2/04/16 16:02	29	2	1,890.00
2	UNLD	OAR	62159	D5U WOODPULP	1/06/16 10:55	2/02/16 17:01	2/04/16 16:02	29	2	1,890.00
3	UNLD	OAR	62186	D5U WOODPULP	1/06/16 10:55	2/02/16 17:01	2/04/16 16:02	29	2	1,890.00
4	UNLD	OAR	62208	D5U WOODPULP	1/06/16 10:55	2/02/16 17:01	2/04/16 16:02	29	2	1,890.00
5	UNLD	OAR	62294	D5U WOODPULP	1/06/16 10:54	2/02/16 17:01	2/04/16 16:02	29	2	1,890.00
6	UNLD	OAR	62108	D5U WOODPULP	1/06/16 10:55	2/02/16 17:01	2/04/16 8:30	28	2	1,820.00
7	UNLD	OAR	61211	D5U WOODPULP	1/06/16 10:55	2/02/16 17:01	2/03/16 14:38	28	2	1,820.00
8	UNLD	EEC	600	D5C PAPER PRINTING	1/08/16 15:37	1/29/16 17:39	2/02/16 13:52	25	2	1,610.00
9	UNLD	OAR	62189	D5U WOODPULP	1/08/16 15:37	1/29/16 17:39	2/02/16 13:52	25	2	1,610.00
10	UNLD	OAR	62243	D5U WOODPULP	1/15/16 19:04	1/29/16 17:39	2/02/16 13:52	18	2	1,120.00
11	UNLD	OAR	61214	D5U WOODPULP	1/08/16 15:37	1/29/16 17:39	2/01/16 15:47	24	2	1,540.00
12	UNLD	OAR	62165	D5U WOODPULP	1/08/16 15:37	1/29/16 17:39	2/01/16 15:47	24	2	1,540.00
13	UNLD	OAR	62265	D5U WOODPULP	1/08/16 15:37	1/29/16 17:39	2/01/16 15:47	24	2	1,540.00

TOTAL UNLOADING

13 CARS 341 26 22,050.00

TOTAL FOR BUSINESS DEPOT

13 CARS 341 26 22,050.00

TOTAL FOR KENCO GROUP

13 CARS 341 26 22,050.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 7/01/16 thru 7/31/16

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 8/03/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101689 1

Invoice Date: 8/03/16

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due
1	UNLD	MWCX 500581	J6A	SALT	7/25/16 9:17	7/28/16 16:35	7/29/16 15:30	3	2	70.00
2	UNLD	SOU 565513	D6C	PAPER PRINTING	7/13/16 16:36	7/15/16 15:42	7/18/16 13:05	5	4	70.00
3	UNLD	NS 463540	D6C	PAPER PRINTING	7/11/16 9:20	7/12/16 12:22	7/14/16 12:31	3	2	70.00
4	UNLD	SOU 565329	D6C	PAPER PRINTING	7/11/16 9:20	7/12/16 12:22	7/14/16 12:31	3	2	70.00
TOTAL UNLOADING								4 CARS	14	280.00
TOTAL FOR BUSINESS DEPOT								4 CARS	14	280.00
TOTAL FOR KENCO GROUP								4 CARS	14	280.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 8/01/16 thru 8/31/16

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 9/06/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101703 1

Invoice Date: 9/06/16

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered-		----Placed----		---Released---		Total	Credit	Amount	
					Date	Time	Date	Time	Date	Time	Days	Days	Due	
1	UNLD	LRS	1232	BFL	PAPER PRINTING	8/15/16	9:36	8/16/16	18:49	8/18/16	14:46	3	2	70.00
2	UNLD	NS	463496	D6C	PAPER PRINTING	8/12/16	9:34	8/16/16	18:49	8/18/16	14:46	6	5	70.00
3	UNLD	SOU	565597	D6C	PAPER PRINTING	8/12/16	9:33	8/16/16	18:49	8/18/16	14:46	6	5	70.00
4	UNLD	NS	463131	D6C	PAPER PRINTING	7/25/16	9:17	7/28/16	16:35	8/02/16	14:45	8	2	420.00
5	UNLD	NS	463421	D6C	PAPER PRINTING	7/25/16	9:17	7/28/16	16:35	8/02/16	14:45	8	2	420.00
6	UNLD	SOU	565305	D6C	PAPER PRINTING	7/25/16	9:17	7/28/16	16:35	8/02/16	14:45	8	2	420.00
7	UNLD	SOU	565320	D6C	PAPER PRINTING	7/25/16	9:17	7/28/16	16:35	8/02/16	14:45	8	2	420.00
8	UNLD	SOU	565473	D6C	PAPER PRINTING	7/27/16	12:42	7/28/16	16:35	8/02/16	14:45	6	4	140.00
9	UNLD	WRWK	1899	D6C	PAPER PRINTING	7/27/16	12:42	7/28/16	16:35	8/02/16	14:45	6	4	140.00
10	UNLD	WRWK	1905	D6C	PAPER PRINTING	7/27/16	12:42	7/28/16	16:35	8/02/16	14:45	6	4	140.00
TOTAL UNLOADING										10 CARS	65	32	2,310.00	
TOTAL FOR BUSINESS DEPOT										10 CARS	65	32	2,310.00	
TOTAL FOR KENCO GROUP										10 CARS	65	32	2,310.00	

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 8/01/16 thru 8/31/16

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 9/06/16

Demurrage Agreement: SYS-LOAD

Invoice # 101702 1

Invoice Date: 9/06/16

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	LOAD	ABOX	51958	85N REV PALLET.SHPN	8/18/16 19:35	8/19/16 15:02	8/23/16 13:46	5	4	70.00	
TOTAL LOADING								1 CARS	5	4	70.00
TOTAL FOR BUSINESS DEPOT								1 CARS	5	4	70.00
TOTAL FOR KENCO GROUP								1 CARS	5	4	70.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 9/01/16 thru 9/30/16

In account of:

KENCO GROUP
P.O. BOX 160484
CLEARFIELD, UT 84016
Attn: BRETT FISHER

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 10/04/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101724 1

Invoice Date: 10/04/16

Page 1

Seq	Held For	Car	Car Typ	Commodity	PCON/Ordered Date	Time	Placed Date	Time	Released Date	Time	Total Days	Credit Days	Amount Due	
1	UNLD	CSXT 151201	D5C	PAPER PRINTING	9/01/16	15:52	9/02/16	14:57	9/08/16	9:34	7	5	140.00	
TOTAL UNLOADING											1 CARS	7	5	140.00
TOTAL FOR BUSINESS DEPOT											1 CARS			140.00
TOTAL FOR KENCO GROUP											1 CARS	7		140.00

SPECIALIZED RAIL SERVICES INVOICES

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 6/10/16

Invoice Date: 3/04/14

Demurrage Agreement: SYS-UNLOAD

Invoice # 101280 1

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	NC	DWC	795091	D6C	WOODPULP	2/11/14 15:01	2/14/14 14:57	2/19/14 18:07	8	6	80.00
TOTAL NO STATUS CHANGE							1 CARS	8	6	80.00	
1	UNLD	CN	598023	D6U	WOODPULP	2/14/14 12:44	2/22/14 14:12	2/26/14 12:56	12	10	80.00
2	UNLD	BNSF	728902	D5C	WOODPULP	2/14/14 12:45	2/22/14 14:12	2/25/14 16:19	11	10	40.00
3	UNLD	TR	405188	D5C	WOODPULP	2/11/14 15:01	2/14/14 14:57	2/19/14 10:07	8	6	80.00
4	UNLD	BCOL	60838	D6C	ORINTD STRND BD	2/11/14 15:01	2/14/14 14:57	2/18/14 14:37	7	6	40.00
5	UNLD	IC	533216	D6C	ORINTD STRND BD	2/11/14 15:01	2/14/14 14:57	2/18/14 14:37	7	6	40.00
6	UNLD	BNSF	726494	D5C	WOODPULP	1/30/14 17:52	2/03/14 14:13	2/06/14 13:02	7	6	40.00
7	UNLD	BNSF	728908	D5C	WOODPULP	1/30/14 17:52	2/03/14 14:13	2/06/14 13:02	7	6	40.00
8	UNLD	CNIS	417353	D5U	WOODPULP	1/30/14 17:52	1/30/14 17:54	2/03/14 12:08	4	2	40.00
TOTAL UNLOADING							8 CARS	63	52	400.00	
TOTAL FOR BUSINESS DEPOT							9 CARS	71	58	480.00	
TOTAL FOR SPECIALIZED RAIL							9 CARS	71	58	480.00	

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 3/01/14 thru 3/31/14

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Carey Davis

Station: 800 BUSINESS DEPOT

Run Date: 4/02/14

Demurrage Agreement: SYS-UNLOAD

Invoice # 101288 1

Invoice Date: 4/02/14

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date	Time	----Placed---- Date	Time	---Released--- Date	Time	Total Days	Credit Days	Amount Due	
1	UNLD	DWC	794473	D6C	WOODPULP	3/12/14	22:29	3/21/14	15:32	3/24/14	16:53	12	11	40.00
2	UNLD	DWC	794861	D6C	WOODPULP	3/12/14	22:29	3/21/14	15:32	3/24/14	16:53	12	11	40.00
TOTAL UNLOADING										2 CARS	24	22	80.00	
TOTAL FOR BUSINESS DEPOT										2 CARS	24	22	80.00	
TOTAL FOR SPECIALIZED RAIL										2 CARS	24	22	80.00	

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Carey Davis

Station: 800 BUSINESS DEPOT

Run Date: 5/05/14

Demurrage Agreement: SYS-LOAD

Invoice # 101299 1

Invoice Date: 5/05/14

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	---Placed--- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	NC	CNIS 417353	D5U	WOODPULP		4/03/14 16:02	4/07/14 15:42	4	2	40.00	
TOTAL NO STATUS CHANGE								1 CARS	4	2	40.00
TOTAL FOR BUSINESS DEPOT								1 CARS	4	2	40.00
TOTAL FOR SPECIALIZED RAIL								1 CARS	4	2	40.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Carey Davis

Station: 800 BUSINESS DEPOT

Run Date: 5/05/14

Demurrage Agreement: SYS-UNLOAD

Invoice # 101300 1

Invoice Date: 5/05/14

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered-		----Placed----		---Released---		Total	Credit	Amount
					Date	Time	Date	Time	Date	Time	Days	Days	Due
1	UNLD	BNSF 729362	D5C	WOODPULP	4/17/14	12:29	4/24/14	12:54	4/29/14	16:10	12	9	120.00
2	UNLD	TR 405078	D5C	WOODPULP	4/17/14	12:29	4/24/14	12:54	4/29/14	16:10	12	9	120.00
3	UNLD	BNSF 721607	D5C	WOODPULP	4/17/14	12:29	4/17/14	17:12	4/23/14	17:37	6	3	120.00
4	UNLD	BNSF 721977	D5C	WOODPULP	4/17/14	12:29	4/17/14	17:12	4/23/14	17:37	6	3	120.00
5	UNLD	BNSF 721979	D5C	WOODPULP	4/17/14	12:29	4/17/14	17:12	4/23/14	17:37	6	3	120.00
6	UNLD	BNSF 727320	D5C	WOODPULP	4/17/14	12:29	4/17/14	17:12	4/23/14	17:37	6	3	120.00
7	UNLD	BNSF 721652	D5C	WOODPULP	4/09/14	11:07	4/09/14	18:49	4/14/14	14:20	5	2	120.00
8	UNLD	CN 598020	D6U	WOODPULP	4/09/14	11:07	4/11/14	16:48	4/14/14	14:20	5	4	40.00
9	UNLD	DWC 794346	D6C	WOODPULP	4/09/14	11:07	4/09/14	18:49	4/12/14	14:52	3	2	40.00
10	UNLD	BNSF 721835	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/09/14	10:29	6	2	160.00
11	UNLD	BNSF 727502	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/09/14	10:29	6	2	160.00
12	UNLD	BNSF 721855	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/08/14	16:12	5	2	120.00
13	UNLD	BNSF 726674	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/08/14	16:12	5	2	120.00
14	UNLD	BNSF 721616	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/07/14	11:46	4	2	80.00
15	UNLD	BNSF 727417	D5C	WOODPULP	4/03/14	16:06	4/03/14	16:08	4/07/14	9:58	4	2	80.00
TOTAL UNLOADING										15 CARS	91	50	1,640.00
TOTAL FOR BUSINESS DEPOT										15 CARS	91	50	1,640.00
TOTAL FOR SPECIALIZED RAIL										15 CARS	91	50	1,640.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Carey Davis

Station: 800 BUSINESS DEPOT

Run Date: 5/05/14

Demurrage Agreement: SYS-UNLOAD

Invoice # 101300 1

Invoice Date: 5/05/14

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	UNLD	BNSF 729362	D5C	WOODPULP	4/17/14 12:29	4/24/14 12:54	4/29/14 16:10	12	9	120.00	
2	UNLD	TR 405078	D5C	WOODPULP	4/17/14 12:29	4/24/14 12:54	4/29/14 16:10	12	9	120.00	
3	UNLD	BNSF 721607	D5C	WOODPULP	4/17/14 12:29	4/17/14 17:12	4/23/14 17:37	6	3	120.00	
4	UNLD	BNSF 721977	D5C	WOODPULP	4/17/14 12:29	4/17/14 17:12	4/23/14 17:37	6	3	120.00	
5	UNLD	BNSF 721979	D5C	WOODPULP	4/17/14 12:29	4/17/14 17:12	4/23/14 17:37	6	3	120.00	
6	UNLD	BNSF 727320	D5C	WOODPULP	4/17/14 12:29	4/17/14 17:12	4/23/14 17:37	6	3	120.00	
7	UNLD	BNSF 721652	D5C	WOODPULP	4/09/14 11:07	4/09/14 18:49	4/14/14 14:20	5	2	120.00	
8	UNLD	CN 598020	D6U	WOODPULP	4/09/14 11:07	4/11/14 16:48	4/14/14 14:20	5	4	40.00	
9	UNLD	DWC 794346	D6C	WOODPULP	4/09/14 11:07	4/09/14 18:49	4/12/14 14:52	3	2	40.00	
10	UNLD	BNSF 721835	D5C	WOODPULP	4/03/14 16:06	4/03/14 16:08	4/09/14 10:29	6	2	160.00	
11	UNLD	BNSF 727502	D5C	WOODPULP	4/03/14 16:06	4/03/14 16:08	4/09/14 10:29	6	2	160.00	
12	UNLD	BNSF 721855	D5C	WOODPULP	4/03/14 16:06	4/03/14 16:08	4/08/14 16:12	5	2	120.00	
13	UNLD	BNSF 726674	D5C	WOODPULP	4/03/14 16:06	4/03/14 16:08	4/08/14 16:12	5	2	120.00	
14	UNLD	BNSF 721616	D5C	WOODPULP	4/03/14 16:06	4/03/14 16:08	4/07/14 11:46	4	2	80.00	
15	UNLD	BNSF 727417	D5C	WOODPULP	4/03/14 16:06	4/03/14 16:08	4/07/14 9:58	4	2	80.00	
TOTAL UNLOADING								15 CARS	91	50	1,640.00
TOTAL FOR BUSINESS DEPOT								15 CARS	91	50	1,640.00
TOTAL FOR SPECIALIZED RAIL								15 CARS	91	50	1,640.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 5/01/14 thru 5/31/14

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Carey Davis

Station: 800 BUSINESS DEPOT

Run Date: 6/03/14

Demurrage Agreement: SYS-UNLOAD

Invoice # 101305 1

Invoice Date: 6/03/14

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered-		----Placed----		---Released---		Total	Credit	Amount
					Date	Time	Date	Time	Date	Time	Days	Days	Due
1	UNLD	BNSF 726698	D5C	WOODPULP	5/22/14	14:06	5/22/14	16:07	5/29/14	14:00	7	6	40.00
2	UNLD	DWC 794720	D6C	WOODPULP	5/22/14	14:06	5/22/14	16:07	5/29/14	14:00	7	6	40.00
3	UNLD	IC 533272	D6C	WOODPULP	5/22/14	14:06	5/22/14	16:07	5/29/14	14:00	7	6	40.00
4	UNLD	BNSF 726467	D5C	WOODPULP	5/22/14	14:06	5/22/14	16:07	5/27/14	16:06	5	4	40.00
5	UNLD	BNSF 728524	D5C	WOODPULP	5/22/14	14:06	5/22/14	16:07	5/27/14	16:06	5	4	40.00
6	UNLD	DWC 795095	D6C	WOODPULP	5/22/14	14:04	5/22/14	16:07	5/27/14	16:06	5	4	40.00
7	UNLD	BNSF 726200	D5C	WOODPULP	5/14/14	14:37	5/20/14	16:04	5/21/14	17:42	7	2	215.00
8	UNLD	BNSF 728903	D5C	WOODPULP	5/14/14	14:37	5/20/14	16:04	5/21/14	17:42	7	2	215.00
9	UNLD	IC 533213	D6C	WOODPULP	5/14/14	14:38	5/20/14	16:04	5/21/14	16:48	7	4	120.00
10	UNLD	BNSF 721976	D5C	WOODPULP	5/14/14	14:40	5/20/14	16:04	5/21/14	11:32	7	2	215.00
11	UNLD	CN 415275	D5U	WOODPULP	5/16/14	10:55	5/20/14	16:04	5/21/14	11:17	5	3	80.00
12	UNLD	AOK 354510	D6C	WOODPULP	5/16/14	10:55	5/20/14	16:04	5/20/14	16:48	4	2	80.00
13	UNLD	BNSF 721705	D5C	WOODPULP			5/08/14	19:34	5/17/14	14:52	9	2	340.00
14	UNLD	BNSF 728426	D5C	WOODPULP			5/08/14	19:34	5/17/14	14:52	9	2	340.00
15	UNLD	BNSF 728929	D5C	WOODPULP			5/08/14	19:34	5/17/14	14:52	9	2	340.00
16	UNLD	BNSF 726615	D5C	WOODPULP			5/08/14	19:34	5/15/14	18:51	7	2	215.00
17	UNLD	BNSF 726622	D5C	WOODPULP			5/08/14	19:34	5/15/14	18:51	7	2	215.00
18	UNLD	BNSF 728809	D5C	WOODPULP			5/08/14	19:34	5/15/14	18:51	7	2	215.00
19	UNLD	FBOX 502254	D5C	WOODPULP			5/08/14	19:34	5/15/14	18:51	7	2	215.00
20	UNLD	BNSF 726738	D5C	WOODPULP			5/08/14	19:34	5/14/14	17:26	6	2	160.00
21	UNLD	BNSF 729226	D5C	WOODPULP			5/08/14	19:34	5/14/14	17:26	6	2	160.00
22	UNLD	BNSF 726295	D5C	WOODPULP			5/08/14	19:34	5/14/14	10:44	6	2	160.00
TOTAL UNLOADING										22 CARS	146	65	3,525.00
TOTAL FOR BUSINESS DEPOT										22 CARS	146	65	3,525.00
TOTAL FOR SPECIALIZED RAIL										22 CARS	146	65	3,525.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 6/01/14 thru 6/30/14

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Carey Davis

Station: 800 BUSINESS DEPOT

Run Date: 7/07/14

Demurrage Agreement: SYS-UNLOAD

Invoice # 101323 1

Invoice Date: 7/07/14

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	UNLD	BNSF 721567	D5C	WOODPULP	6/19/14 12:55	6/19/14 15:23	6/27/14 15:00	8	2	80.00	
2	UNLD	BNSF 721943	D5C	WOODPULP	6/19/14 12:55	6/19/14 15:23	6/27/14 15:00	8	2	80.00	
3	UNLD	BNSF 727370	D5C	WOODPULP	6/19/14 12:55	6/19/14 15:23	6/26/14 12:11	7	2	80.00	
4	UNLD	AOK 14057	D5C	WOODPULP	6/19/14 12:55	6/19/14 15:23	6/25/14 17:05	6	2	40.00	
5	UNLD	BNSF 721851	D5C	WOODPULP	6/19/14 12:55	6/19/14 15:23	6/25/14 17:05	6	2	40.00	
6	UNLD	DWC 794788	D6C	WOODPULP	6/11/14 11:41	6/11/14 17:17	6/19/14 16:12	8	2	80.00	
7	UNLD	NS 458112	D5C	BOARDS.SAWDUST	6/11/14 11:41	6/11/14 17:17	6/19/14 16:12	8	2	80.00	
8	UNLD	BNSF 721550	D5C	WOODPULP	6/11/14 15:24	6/11/14 17:16	6/16/14 15:05	5	2	40.00	
9	UNLD	CN 414673	D5U	WOODPULP	6/11/14 15:24	6/11/14 17:16	6/16/14 15:05	5	2	40.00	
10	UNLD	DWC 794869	D6C	WOODPULP	6/11/14 15:24	6/11/14 17:16	6/16/14 15:05	5	2	40.00	
TOTAL UNLOADING								10 CARS	66	20	600.00
TOTAL FOR BUSINESS DEPOT								10 CARS	66	20	600.00
TOTAL FOR SPECIALIZED RAIL								10 CARS	66	20	600.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 5/08/15

Demurrage Agreement: SYS-UNLOAD

Invoice # 101331 1

Invoice Date: 8/05/14

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due
1	UNLD	BNSF 726555	D5C	WOODPULP	7/25/14 14:01	7/30/14 11:20	7/31/14 12:48	6	2	160.00
2	UNLD	BNSF 726743	D5C	WOODPULP	7/25/14 14:01	7/30/14 11:20	7/31/14 12:48	6	2	160.00
3	UNLD	CN 415437	D5U	WOODPULP	7/18/14 14:59	7/30/14 11:20	7/30/14 17:40	12	2	550.00
4	UNLD	CNIS 413035	D5U	WOODPULP	7/18/14 14:59	7/30/14 11:20	7/30/14 17:40	12	2	550.00
5	UNLD	BNSF 721725	D5C	WOODPULP	7/18/14 14:59	7/28/14 16:33	7/29/14 15:30	11	2	480.00
6	UNLD	BNSF 726589	D5C	WOODPULP	7/18/14 14:59	7/28/14 16:33	7/29/14 15:30	11	2	480.00
7	UNLD	BNSF 727274	D5C	WOODPULP	7/18/14 14:59	7/28/14 16:33	7/29/14 15:30	11	2	480.00
8	UNLD	BNSF 728821	D5C	WOODPULP	7/18/14 14:59	7/28/14 16:33	7/29/14 15:30	11	2	480.00
9	UNLD	TR 405113	D5C	WOODPULP	7/18/14 14:59	7/28/14 16:33	7/29/14 15:30	11	2	480.00
10	UNLD	BNSF 728447	D5C	WOODPULP	7/18/14 14:59	7/28/14 16:33	7/28/14 21:47	10	2	410.00
11	UNLD	BNSF 728975	D5C	WOODPULP	7/18/14 14:59	7/25/14 15:40	7/28/14 12:00	10	2	410.00
12	UNLD	CN 558164	D5U	WOODPULP	7/23/14 14:12	7/25/14 15:40	7/28/14 12:00	5	3	80.00
13	UNLD	CN 558353	D5U	WOODPULP	7/14/14 13:22	7/23/14 13:55	7/28/14 12:00	14	2	690.00
14	UNLD	DWC 793805	D6C	WOODPULP	7/23/14 14:11	7/25/14 15:40	7/28/14 12:00	5	3	80.00
15	UNLD	CNA 415817	D5U	WOODPULP	7/14/14 13:23	7/23/14 13:55	7/25/14 17:00	11	2	480.00
16	UNLD	SMW 608086	D6C	HRDWOOD WODPULP	7/14/14 13:22	7/23/14 13:55	7/25/14 17:00	11	2	480.00
17	UNLD	DWC 795087	D6C	WOODPULP	7/14/14 13:23	7/23/14 13:55	7/24/14 21:47	10	2	410.00
18	UNLD	CN 598001	D6U	WOODPULP	7/14/14 13:23	7/23/14 13:55	7/23/14 17:26	9	2	340.00
19	UNLD	AOK 354571	D6C	WOODPULP	7/14/14 13:22	7/22/14 14:24	7/23/14 12:24	9	2	340.00
20	UNLD	DWC 793582	D6C	WOODPULP	7/14/14 13:22	7/22/14 14:24	7/23/14 12:24	9	2	340.00
21	UNLD	TBOX 889553	D6C	WOODPULP	7/14/14 13:22	7/22/14 14:24	7/23/14 12:24	9	2	340.00
22	UNLD	BNSF 726677	D5C	WOODPULP	7/14/14 13:23	7/18/14 15:05	7/22/14 15:18	8	2	270.00
23	UNLD	SMW 608032	D6C	WOODPULP	7/14/14 13:23	7/18/14 15:05	7/22/14 15:18	8	2	270.00
24	UNLD	TR 405190	D5C	WOODPULP	7/14/14 13:23	7/18/14 15:05	7/21/14 18:56	7	2	215.00
25	UNLD	CNA 412794	D5U	WOODPULP	7/14/14 13:23	7/18/14 15:05	7/21/14 18:56	7	2	215.00
26	UNLD	DWC 794510	D6C	WOODPULP	7/14/14 13:23	7/18/14 15:05	7/21/14 18:56	7	2	215.00
27	UNLD	TBOX 668257	D6C	WOODPULP	7/14/14 13:23	7/18/14 15:05	7/21/14 18:56	7	2	215.00
28	UNLD	BNSF 726302	D5C	WOODPULP	7/14/14 13:23	7/17/14 13:02	7/18/14 15:01	4	2	80.00
29	UNLD	BNSF 726359	D5C	WOODPULP	7/14/14 13:23	7/17/14 13:02	7/18/14 15:01	4	2	80.00
30	UNLD	BNSF 728674	D5C	WOODPULP	7/14/14 13:23	7/17/14 13:02	7/18/14 15:01	4	2	80.00
31	UNLD	BNSF 728684	D5C	WOODPULP	7/14/14 13:23	7/17/14 13:02	7/18/14 15:01	4	2	80.00
32	UNLD	AOK 112024	BFN	WOODPULP	7/08/14 8:30	7/16/14 12:44	7/17/14 17:58	10	2	410.00
33	UNLD	CN 558273	D5U	WOODPULP	7/08/14 8:30	7/16/14 12:44	7/17/14 17:58	10	2	410.00
34	UNLD	CN 598186	D6U	WOODPULP	7/02/14 16:45	7/16/14 12:44	7/17/14 14:23	15	3	690.00
35	UNLD	BNSF 721728	D5C	WOODPULP	7/02/14 16:45	7/16/14 12:44	7/16/14 22:20	14	3	620.00
36	UNLD	CN 412164	D5U	WOODPULP	7/02/14 16:45	7/16/14 12:44	7/16/14 22:20	14	3	620.00
37	UNLD	FBOX 504082	D5C	WOODPULP	7/02/14 16:45	7/16/14 12:44	7/16/14 22:20	14	3	620.00
38	UNLD	NS 469422	D6C	WOODPULP	7/02/14 16:45	7/16/14 12:44	7/16/14 22:20	14	3	620.00
39	UNLD	DWC 793750	D6C	WOODPULP	7/08/14 8:30	7/11/14 18:03	7/14/14 19:28	7	2	215.00
40	UNLD	IC 533143	D6C	WOODPULP	7/08/14 8:30	7/11/14 18:03	7/14/14 19:28	7	2	215.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 5/08/15

Demurrage Agreement: SYS-UNLOAD

Invoice # 101331 1

Invoice Date: 8/05/14

Page 2

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered-		---Placed---		---Released---		Total	Credit	Amount	
					Date	Time	Date	Time	Date	Time	Days	Days	Due	
41	UNLD	CNA	405708	D5C	WOODPULP	6/26/14	17:42	7/10/14	13:47	7/14/14	12:32	18	2	970.00
42	UNLD	IC	533130	D6C	WOODPULP	7/02/14	16:45	7/10/14	13:47	7/11/14	14:35	9	3	270.00
43	UNLD	CN	414257	D5U	WOODPULP	7/02/14	16:45	7/10/14	13:47	7/11/14	12:50	9	3	270.00
44	UNLD	BNSF	726767	D5C	WOODPULP	7/02/14	16:45	7/07/14	11:23	7/10/14	13:47	8	3	215.00
45	UNLD	DWC	795149	D6C	WOODPULP	6/26/14	17:42	7/09/14	10:34	7/10/14	13:47	14	2	690.00
TOTAL UNLOADING										45 CARS	427	100	16,830.00	
TOTAL FOR BUSINESS DEPOT										45 CARS	427	100	16,830.00	
TOTAL FOR SPECIALIZED RAIL										45 CARS	427	100	16,830.00	

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 9/01/15 thru 9/30/15

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 10/02/15

Demurrage Agreement: SYS-UNLOAD

Invoice # 101510 1

Invoice Date: 10/02/15

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	---Placed--- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due
1	UNLD	DWC	793136	D6C WOODPULP	9/16/15 14:38	9/28/15 15:22	9/29/15 16:34	13	7	270.00
2	UNLD	DWC	793353	D6C WOODPULP	9/17/15 17:31	9/28/15 15:21	9/29/15 16:34	12	7	215.00
3	UNLD	DWC	794555	D6C WOODPULP	9/17/15 17:31	9/28/15 15:21	9/29/15 16:34	12	7	215.00
4	UNLD	AOK	111362	BFL WOODPULP CELLUL	9/16/15 14:32	9/28/15 15:22	9/28/15 17:59	12	7	215.00
5	UNLD	NS	472774	D6C WOODPULP CELLUL	9/16/15 14:32	9/28/15 15:22	9/28/15 17:59	12	7	215.00
6	UNLD	TBOX	670085	D6C WOODPULP CELLUL	9/16/15 14:32	9/28/15 15:22	9/28/15 17:59	12	7	215.00
7	UNLD	AGR	78010	D5C WOODPULP	9/14/15 19:32	9/23/15 18:37	9/28/15 13:17	14	8	270.00
8	UNLD	DWC	793630	D6C WOODPULP	9/17/15 17:31	9/23/15 18:37	9/26/15 17:21	9	7	80.00
9	UNLD	DWC	794281	D6C WOODPULP	9/17/15 17:31	9/23/15 18:37	9/26/15 17:21	9	7	80.00
10	UNLD	OAR	62117	D5U WOODPULP	9/17/15 17:31	9/23/15 18:37	9/25/15 18:29	8	7	40.00
11	UNLD	WC	22325	D6C WOODPULP	9/17/15 17:33	9/23/15 18:37	9/25/15 18:29	8	7	40.00
12	UNLD	AOK	411141	D6C WOODPULP CELLUL	9/14/15 19:32	9/21/15 12:47	9/23/15 16:08	9	8	40.00
13	UNLD	TBOX	661118	D6C WOODPULP CELLUL	9/14/15 19:32	9/21/15 12:47	9/23/15 16:08	9	8	40.00
14	UNLD	TBOX	666474	D6C WOODPULP CELLUL	9/14/15 19:32	9/21/15 12:47	9/23/15 16:08	9	8	40.00
15	UNLD	TBOX	670505	D6C WOODPULP CELLUL	9/14/15 19:32	9/21/15 12:47	9/23/15 16:08	9	8	40.00
16	UNLD	AGR	6137	D5C WOODPULP	9/14/15 19:32	9/21/15 12:47	9/21/15 19:40	7	6	40.00
17	UNLD	TBOX	660973	D6C HRDWOOD WOODPULP	9/14/15 19:32	9/21/15 12:47	9/21/15 19:40	7	6	40.00
18	UNLD	TBOX	661273	D6C WOODPULP CELLUL	8/27/15 19:45	9/03/15 14:44	9/04/15 16:05	8	7	40.00

TOTAL UNLOADING

18 CARS

179

129

2,135.00

TOTAL FOR BUSINESS DEPOT

18 CARS

179

129

2,135.00

TOTAL FOR SPECIALIZED RAIL

18 CARS

179

129

2,135.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 10/01/15 thru 10/31/15

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 11/02/15

Demurrage Agreement: SYS-UNLOAD

Invoice # 101523 1

Invoice Date: 11/02/15

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Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due
1	UNLD	DWC	793652	D6C WOODPULP	10/05/15 15:35	10/13/15 13:36	10/15/15 14:29	10	7	120.00
2	UNLD	DWC	793969	D6C WOODPULP	10/05/15 15:34	10/13/15 13:36	10/15/15 14:29	10	7	120.00
3	UNLD	DWC	795249	D6C WOODPULP	10/05/15 15:34	10/13/15 13:36	10/15/15 14:29	10	7	120.00
4	UNLD	NS	470097	D6C WOODPULP CELLUL	10/05/15 15:34	10/13/15 13:36	10/14/15 17:56	9	7	80.00
5	UNLD	AOK	110180	D6C WOODPULP CELLUL	10/05/15 15:34	10/13/15 13:36	10/13/15 18:04	8	7	40.00
6	UNLD	TBOX	660073	D6C WOODPULP CELLUL	10/05/15 15:34	10/13/15 13:36	10/13/15 18:04	8	7	40.00
TOTAL UNLOADING							6 CARS	55	42	520.00
TOTAL FOR BUSINESS DEPOT							6 CARS	55	42	520.00
TOTAL FOR SPECIALIZED RAIL							6 CARS	55	42	520.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from thru 1/07/16

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 1/07/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101565 2

Invoice Date: 1/07/16

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered-		----Placed----		---Released---		Total Days	Credit Days	Amount Due	
					Date	Time	Date	Time	Date	Time				
1	UNLD	DWC	793311	D6C	WOODPULP	12/14/15	13:43	12/29/15	17:47	12/31/15	14:51	17	12	350.00
2	UNLD	DWC	794345	D6C	WOODPULP	12/14/15	13:43	12/29/15	17:47	12/31/15	14:51	17	12	350.00
3	UNLD	TBOX	663113	D6C	WOODPULP CELLUL	12/14/15	13:43	12/29/15	17:47	12/31/15	14:51	17	12	350.00
4	UNLD	TBOX	660698	D6C	WOODPULP CELLUL	12/14/15	13:43	12/29/15	17:47	12/30/15	18:49	16	11	350.00
5	UNLD	TBOX	662818	D6C	WOODPULP CELLUL	12/18/15	18:01	12/29/15	17:47	12/30/15	18:49	12	7	350.00
6	UNLD	UP	369103	D6C	WOODPULP CELLUL	12/14/15	13:43	12/29/15	17:47	12/30/15	18:49	16	11	350.00
7	UNLD	CN	558415	D5U	WOODPULP	12/14/15	13:52	12/23/15	18:09	12/29/15	15:16	15	11	280.00
8	UNLD	CN	598162	D6U	WOODPULP	12/14/15	13:52	12/23/15	18:09	12/29/15	15:16	15	11	280.00
9	UNLD	DWC	795210	D6C	WOODPULP	12/14/15	13:52	12/23/15	18:09	12/29/15	15:16	15	11	280.00
10	UNLD	WC	22385	D6C	WOODPULP	12/14/15	13:43	12/23/15	18:09	12/28/15	19:05	14	11	210.00
11	UNLD	TBOX	665688	D6C	WOODPULP CELLUL	12/14/15	13:43	12/23/15	18:09	12/24/15	16:44	10	5	350.00
12	UNLD	TBOX	889230	D6C	WOODPULP CELLUL	12/14/15	13:43	12/23/15	18:09	12/24/15	16:44	10	5	350.00
13	UNLD	AOK	112025	BFN	WOODPULP	12/09/15	20:25	12/22/15	16:14	12/23/15	17:06	14	11	210.00
14	UNLD	BCOL	60812	D6C	WOODPULP	12/09/15	20:25	12/22/15	16:14	12/23/15	17:06	14	11	210.00
15	UNLD	CNIS	412095	D5C	WOODPULP	12/09/15	20:25	12/22/15	16:14	12/23/15	17:06	14	11	210.00
16	UNLD	IC	533284	D6C	WOODPULP	12/09/15	20:25	12/22/15	16:14	12/23/15	17:06	14	11	210.00
17	UNLD	CN	412105	D5U	WOODPULP	12/14/15	13:52	12/22/15	16:14	12/22/15	17:12	8	3	350.00
18	UNLD	CNA	412769	D5U	WOODPULP	12/14/15	13:52	12/22/15	16:14	12/22/15	17:12	8	3	350.00
19	UNLD	TBOX	670911	D6C	WOODPULP CELLUL	12/09/15	20:24	12/20/15	13:51	12/22/15	9:52	13	10	210.00
20	UNLD	CNA	417538	D5U	WOODPULP	12/09/15	20:24	12/20/15	13:51	12/21/15	17:28	12	9	210.00
21	UNLD	DWC	794023	D6C	WOODPULP	12/09/15	20:24	12/20/15	13:51	12/21/15	17:28	12	9	210.00
22	UNLD	GTW	517899	D5U	WOODPULP	12/09/15	20:25	12/20/15	13:51	12/21/15	17:28	12	9	210.00
23	UNLD	TBOX	665680	D6C	WOODPULP CELLUL	12/09/15	20:24	12/20/15	13:51	12/21/15	17:28	12	9	210.00
24	UNLD	TBOX	668274	D6C	WOODPULP CELLUL	12/09/15	20:24	12/20/15	13:51	12/21/15	17:28	12	9	210.00
25	UNLD	DWC	558686	D5C	HRDWOOD WODPULP	12/11/15	16:32	12/17/15	13:47	12/18/15	14:47	7	6	70.00
26	UNLD	NS	472733	D6C	WOODPULP CELLUL	12/11/15	16:32	12/17/15	13:47	12/18/15	14:47	7	6	70.00
27	UNLD	TBOX	661837	D6C	WOODPULP CELLUL	12/11/15	16:32	12/17/15	13:47	12/18/15	14:47	7	6	70.00
28	UNLD	TBOX	666359	D6C	WOODPULP CELLUL	12/11/15	16:32	12/17/15	13:47	12/18/15	14:47	7	6	70.00
29	UNLD	GTW	517812	D5U	WOODPULP	12/09/15	20:24	12/17/15	13:47	12/17/15	14:29	8	7	70.00
30	UNLD	TBOX	663444	D6C	WOODPULP CELLUL	12/09/15	20:24	12/17/15	13:47	12/17/15	14:29	8	7	70.00
31	UNLD	CN	413885	D5U	WOODPULP	11/29/15	20:34	12/14/15	13:35	12/15/15	11:47	16	11	350.00
32	UNLD	CNIS	413226	D5U	WOODPULP	11/29/15	20:35	12/14/15	13:35	12/15/15	11:47	16	11	350.00
33	UNLD	GTW	517993	D5U	WOODPULP	11/29/15	20:34	12/14/15	14:00	12/14/15	17:22	15	10	350.00
34	UNLD	AGR	1495	D5C	WOODPULP	11/19/15	18:29	11/25/15	16:59	12/01/15	17:45	12	7	350.00
35	UNLD	AGR	77527	D5C	WOODPULP	11/19/15	18:29	11/25/15	16:59	12/01/15	17:45	12	7	350.00
36	UNLD	AGR	77777	D5C	WOODPULP	11/19/15	18:29	11/25/15	16:59	12/01/15	17:45	12	7	350.00
37	UNLD	DWC	793737	D6C	HRDWOOD WODPULP	11/19/15	18:29	11/25/15	16:59	12/01/15	17:45	12	7	350.00

TOTAL UNLOADING

37 CARS

458

322

9,520.00

TOTAL FOR BUSINESS DEPOT

37 CARS

458

322

9,520.00

TOTAL FOR SPECIALIZED RAIL

37 CARS	458	322	9,520.00
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DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 1/01/16 thru 1/31/16

In account of:

Please Remit to:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 2/03/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101599 1

Invoice Date: 2/03/16

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered-		----Placed----		---Released---		Total	Credit	Amount	
					Date	Time	Date	Time	Date	Time	Days	Days	Due	
1	NC	CNA	415872	DSU	WOODPULP	1/21/16	20:21	1/26/16	15:37	1/26/16	15:37	5	2	210.00
TOTAL NO STATUS CHANGE										1 CARS	5	2	210.00	
1	UNLD	AGR	78739	D5C	WOODPULP	1/08/16	15:37	1/27/16	12:30	1/27/16	15:40	19	5	980.00
2	UNLD	DWC	794608	D6C	WOODPULP	1/15/16	19:04	1/27/16	12:30	1/27/16	15:40	12	5	490.00
3	UNLD	TBOX	660194	D6C	WOODPULP	1/13/16	16:20	1/27/16	12:30	1/27/16	15:40	14	5	630.00
4	UNLD	TBOX	662443	D6C	WOODPULP CELLUL	1/21/16	20:20	1/26/16	7:57	1/27/16	15:40	6	5	70.00
5	UNLD	TBOX	667220	D6C	WOODPULP CELLUL	1/21/16	20:20	1/26/16	7:57	1/27/16	15:40	6	5	70.00
6	UNLD	CN	558273	DSU	WOODPULP	1/08/16	15:37	1/26/16	7:57	1/26/16	15:32	18	5	910.00
7	UNLD	CNIS	413142	DSU	WOODPULP	1/15/16	19:04	1/26/16	7:57	1/26/16	15:32	11	2	630.00
8	UNLD	CNIS	417151	DSU	WOODPULP	1/15/16	19:04	1/26/16	7:57	1/26/16	15:32	11	2	630.00
9	UNLD	TBOX	889369	D6C	WOODPULP	1/08/16	15:37	1/26/16	7:57	1/26/16	15:32	18	2	1,120.00
10	UNLD	NOKL	536162	D5C	WOODPULP	1/06/16	10:53	1/25/16	10:57	1/25/16	17:31	19	5	980.00
11	UNLD	NOKL	571113	D5C	WOODPULP	1/06/16	10:53	1/25/16	10:57	1/25/16	17:31	19	5	980.00
12	UNLD	SMW	536029	D5C	WOODPULP	1/06/16	10:53	1/25/16	10:57	1/25/16	17:31	19	5	980.00
13	UNLD	TBOX	665912	D6C	WOODPULP CELLUL	1/18/16	12:28	1/25/16	10:57	1/25/16	17:31	7	5	140.00
14	UNLD	TBOX	667997	D6C	WOODPULP CELLUL	1/18/16	12:28	1/25/16	10:57	1/25/16	17:31	7	5	140.00
15	UNLD	TBOX	670979	D6C	WOODPULP CELLUL	1/18/16	12:28	1/25/16	10:57	1/25/16	17:31	7	5	140.00
16	UNLD	KRR	7021	D5C	WOODPULP	1/06/16	10:53	1/19/16	15:26	1/22/16	17:26	16	2	980.00
17	UNLD	LW	50015	D6C	HRDWOOD WODPULP	1/06/16	10:52	1/22/16	14:00	1/22/16	17:26	16	2	980.00
18	UNLD	NOKL	600067	D6C	WOODPULP CELLUL	1/18/16	12:28	1/22/16	14:00	1/22/16	17:26	4	2	140.00
19	UNLD	TBOX	662521	D6C	WOODPULP CELLUL	1/18/16	12:28	1/22/16	14:00	1/22/16	17:26	4	2	140.00
20	UNLD	TBOX	665573	D6C	WOODPULP CELLUL	1/18/16	12:28	1/22/16	14:00	1/22/16	17:26	4	2	140.00
21	UNLD	TBOX	666726	D6C	WOODPULP CELLUL	1/18/16	12:28	1/22/16	14:00	1/22/16	17:26	4	2	140.00
22	UNLD	AOK	354634	D6C	WOODPULP	1/06/16	10:53	1/21/16	14:30	1/21/16	18:31	15	3	840.00
23	UNLD	CN	406526	D5C	WOODPULP	1/08/16	15:37	1/21/16	14:30	1/21/16	18:31	13	3	700.00
24	UNLD	CNA	412290	DSU	WOODPULP	1/06/16	10:53	1/21/16	14:30	1/21/16	18:31	15	3	840.00
25	UNLD	CNIS	413330	DSU	WOODPULP	1/08/16	15:37	1/21/16	14:30	1/21/16	18:31	13	3	700.00
26	UNLD	DWC	795080	D6C	WOODPULP	1/08/16	15:37	1/21/16	14:30	1/21/16	18:31	13	3	700.00
27	UNLD	TBOX	667772	D6C	WOODPULP	1/06/16	10:53	1/21/16	14:30	1/21/16	18:31	15	3	840.00
28	UNLD	KRR	7037	D5C	WOODPULP	1/06/16	10:53	1/21/16	14:24	1/21/16	14:30	15	2	910.00
29	UNLD	SMW	536186	D5C	WOODPULP	1/06/16	10:53	1/21/16	14:24	1/21/16	14:30	15	2	910.00
30	UNLD	DWC	794448	D6C	WOODPULP	1/06/16	10:55	1/19/16	15:26	1/20/16	17:30	14	2	840.00
31	UNLD	FBOX	504174	D5C	WOODPULP	1/06/16	10:55	1/19/16	15:26	1/19/16	19:20	13	5	560.00
32	UNLD	TBOX	670434	D6C	WOODPULP CELLUL	1/06/16	10:53	1/19/16	15:26	1/19/16	19:20	13	5	560.00
33	UNLD	CN	598108	D6U	WOODPULP	1/04/16	17:03	1/12/16	13:03	1/19/16	13:49	15	5	700.00
34	UNLD	NS	470074	D6C	WOODPULP CELLUL	1/08/16	15:37	1/12/16	13:03	1/19/16	13:49	11	5	420.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 1/01/16 thru 1/31/16

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 2/03/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101599 1

Invoice Date: 2/03/16

Page 2

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	---Placed--- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
35	UNLD	TBOX	660008	D6C	WOODPULP CELLUL	1/08/16 15:37	1/15/16 13:59	1/15/16 16:54	7	5	140.00
36	UNLD	TBOX	662733	D6C	WOODPULP CELLUL	1/08/16 15:37	1/15/16 13:59	1/15/16 16:54	7	5	140.00
37	UNLD	TBOX	667350	D6C	WOODPULP CELLUL	1/08/16 15:37	1/12/16 13:03	1/15/16 16:54	7	5	140.00
38	UNLD	TBOX	667353	D6C	WOODPULP CELLUL	1/08/16 15:37	1/15/16 13:59	1/15/16 16:54	7	5	140.00
39	UNLD	DWC	794910	D6C	WOODPULP	1/04/16 17:04	1/11/16 16:51	1/14/16 12:51	10	5	350.00
40	UNLD	NS	470097	D6C	WOODPULP CELLUL	1/04/16 17:04	1/11/16 16:51	1/14/16 12:51	10	5	350.00
41	UNLD	TBOX	662291	D6C	WOODPULP CELLUL	1/04/16 17:04	1/11/16 16:51	1/14/16 12:51	10	5	350.00
42	UNLD	TBOX	663678	D6C	WOODPULP CELLUL	1/06/16 10:53	1/13/16 16:08	1/14/16 12:51	8	5	210.00
43	UNLD	TOBX	889234	D6C	WOODPULP CELLUL	1/06/16 10:53	1/13/16 16:08	1/14/16 12:51	8	5	210.00
44	UNLD	LP	369137	D6C	WOODPULP CELLUL	1/06/16 10:53	1/13/16 16:08	1/14/16 12:51	8	5	210.00
45	UNLD	CN	558131	D5U	WOODPULP	1/04/16 17:04	1/11/16 16:51	1/12/16 12:37	8	5	210.00
46	UNLD	DWC	795002	D6C	WOODPULP	1/04/16 17:03	1/11/16 16:51	1/12/16 12:37	8	5	210.00
47	UNLD	DWC	795152	D6C	WOODPULP	1/04/16 17:03	1/11/16 16:51	1/12/16 12:37	8	5	210.00
48	UNLD	TBOX	661650	D6C	WOODPULP	12/28/15 20:10	1/08/16 15:03	1/09/16 15:51	12	5	490.00
49	UNLD	BCOL	60260	D6U	WOODPULP	12/28/15 20:10	1/06/16 17:19	1/07/16 17:07	10	5	350.00
50	UNLD	CNA	406197	D5C	WOODPULP	12/28/15 20:10	1/06/16 17:19	1/07/16 17:07	10	5	350.00
51	UNLD	CNIS	413300	D5U	WOODPULP	12/28/15 20:10	1/06/16 17:19	1/07/16 17:07	10	5	350.00
52	UNLD	DWC	794296	D6C	WOODPULP	12/28/15 20:10	1/06/16 17:19	1/07/16 17:07	10	5	350.00
53	UNLD	DWC	794409	D6C	WOODPULP	12/20/15 14:04	1/06/16 17:18	1/07/16 17:07	18	5	910.00
54	UNLD	WC	22349	D6C	WOODPULP	12/28/15 20:10	1/06/16 17:19	1/07/16 17:07	10	5	350.00
55	UNLD	AGR	77645	D5C	WOODPULP	12/18/15 18:01	1/04/16 11:15	1/05/16 17:15	18	4	980.00
56	UNLD	AGR	78955	D5C	WOODPULP	12/18/15 18:01	1/04/16 11:15	1/05/16 17:15	18	4	980.00
57	UNLD	NS	469636	D6C	WOODPULP CELLUL	12/18/15 18:01	12/30/15 17:40	1/05/16 17:15	18	4	980.00
58	UNLD	OAR	62121	D5U	WOODPULP	12/20/15 14:04	1/04/16 11:15	1/05/16 17:15	16	5	770.00
59	UNLD	NS	469497	D6C	WOODPULP CELLUL	12/18/15 18:01	12/30/15 17:40	1/04/16 17:32	17	7	700.00
60	UNLD	NS	471269	D6C	WOODPULP CELLUL	12/20/15 14:04	12/30/15 17:40	1/04/16 17:32	15	5	700.00

TOTAL UNLOADING

60 CARS

709

251

32,060.00

TOTAL FOR BUSINESS DEPOT

61 CARS

714

253

32,270.00

TOTAL FOR SPECIALIZED RAIL

61 CARS

714

253

32,270.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 2/01/16 thru 2/29/16

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 3/02/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101613 1

Invoice Date: 3/02/16

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time		----Placed----		---Released---		Total Days	Credit Days	Amount Due
1	UNLD	CN	414037	D5U	WOODPULP	1/28/16 13:49	2/05/16 16:13	2/06/16 15:04	9	3	420.00		
2	UNLD	DWC	794783	D6C	WOODPULP	1/28/16 13:49	2/05/16 16:13	2/06/16 15:04	9	3	420.00		
3	UNLD	WC	21612	D5C	WOODPULP	1/28/16 13:49	2/05/16 16:13	2/06/16 15:04	9	3	420.00		
4	UNLD	BCOL	60266	D6U	WOODPULP	1/21/16 20:20	2/04/16 10:23	2/05/16 12:27	15	4	770.00		
5	UNLD	CN	415359	D5U	WOODPULP	1/22/16 14:08	2/04/16 10:23	2/04/16 18:03	13	4	630.00		
6	UNLD	KRR	7029	D5C	WOODPULP	1/27/16 13:41	2/03/16 14:56	2/04/16 18:03	8	3	350.00		
7	UNLD	TBOX	660704	D6C	WOODPULP CELLUL	1/28/16 13:48	2/03/16 14:56	2/04/16 18:03	7	3	280.00		
8	UNLD	TBOX	666520	D6C	WOODPULP CELLUL	1/28/16 13:48	2/03/16 14:56	2/04/16 18:03	7	3	280.00		
9	UNLD	TBOX	668055	D6C	WOODPULP CELLUL	1/28/16 13:48	2/03/16 14:56	2/04/16 18:03	7	4	210.00		
10	UNLD	TBOX	660807	D6C	WOODPULP CELLUL	1/28/16 13:48	2/02/16 13:01	2/03/16 16:12	6	3	210.00		
11	UNLD	TBOX	665546	D6C	WOODPULP CELLUL	1/28/16 13:48	2/02/16 13:01	2/03/16 16:12	6	3	210.00		
12	UNLD	TBOX	889220	D6C	WOODPULP	1/21/16 20:20	2/02/16 13:01	2/03/16 14:56	13	7	420.00		
13	UNLD	DWC	793255	D6C	WOODPULP	1/21/16 20:20	2/02/16 13:01	2/02/16 17:01	12	7	350.00		
14	UNLD	FBOX	504526	D5C	WOODPULP	1/21/16 20:20	2/02/16 13:01	2/02/16 17:01	12	7	350.00		
15	UNLD	SMW	536116	D5C	WOODPULP	1/06/16 10:53	1/19/16 15:26	2/02/16 17:01	27	7	1,400.00		
16	UNLD	TBOX	661293	D6C	WOODPULP	1/13/16 16:20	1/28/16 11:18	2/01/16 17:25	19	7	840.00		
17	UNLD	TBOX	662938	D6C	WOODPULP CELLUL	1/25/16 14:25	1/29/16 17:41	2/01/16 17:25	7	3	280.00		
18	UNLD	TBOX	666309	D6C	WOODPULP CELLUL	1/25/16 14:25	1/29/16 17:41	2/01/16 17:25	7	3	280.00		
19	UNLD	TBOX	666649	D6C	WOODPULP CELLUL	1/25/16 14:25	1/29/16 17:41	2/01/16 17:25	7	3	280.00		

TOTAL UNLOADING

19 CARS 200 80 8,400.00

TOTAL FOR BUSINESS DEPOT

19 CARS 200 80 8,400.00

TOTAL FOR SPECIALIZED RAIL

19 CARS 200 80 8,400.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 7/01/16 thru 7/31/16

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 8/03/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101692 1

Invoice Date: 8/03/16

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
1	UNLD	BNSF 729107	D5C	WOODPULP	7/11/16 9:24	7/15/16 15:42	7/16/16 16:42	5	3	140.00	
2	UNLD	CNA 412701	D5U	WOODPULP	7/11/16 9:24	7/13/16 16:27	7/14/16 18:07	3	2	70.00	
3	UNLD	DWC 793571	D6C	WOODPULP	7/11/16 9:24	7/13/16 16:27	7/14/16 18:07	3	2	70.00	
4	UNLD	FBOX 504019	D5C	WOODPULP	7/11/16 9:24	7/13/16 16:27	7/14/16 18:07	3	2	70.00	
5	UNLD	BNSF 729363	D5C	WOODPULP	7/11/16 9:24	7/13/16 16:27	7/14/16 9:23	3	2	70.00	
6	UNLD	FBOX 504903	D5C	WOODPULP	7/11/16 9:24	7/13/16 16:27	7/14/16 9:23	3	2	70.00	
7	UNLD	FBOX 505281	D5C	WOODPULP	7/11/16 9:24	7/13/16 16:27	7/14/16 9:23	3	2	70.00	
8	UNLD	BNSF 729255	D5C	WOODPULP	6/29/16 16:16	7/05/16 19:55	7/06/16 10:00	7	6	70.00	
9	UNLD	GTW 517916	D5U	WOODPULP	6/29/16 16:16	7/05/16 19:55	7/06/16 10:00	7	6	70.00	
10	UNLD	TBOX 667197	D6C	WOODPULP	6/29/16 16:16	7/05/16 19:55	7/06/16 10:00	7	6	70.00	
TOTAL UNLOADING								10 CARS	44	33	770.00
TOTAL FOR BUSINESS DEPOT								10 CARS	44	33	770.00
TOTAL FOR SPECIALIZED RAIL								10 CARS	44	33	770.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 8/01/16 thru 8/31/16

In account of:

Please Remit to:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 9/06/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101706 1

Invoice Date: 9/06/16

Page 1

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	---Placed--- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due
1	UNLD	FBOX 502731	D5C	WOODPULP	8/22/16 14:01	8/25/16 14:56	8/26/16 14:19	4	3	70.00
2	UNLD	ADK 14020	D5C	WOODPULP	8/18/16 19:36	8/24/16 14:57	8/25/16 14:08	7	4	210.00
3	UNLD	FBOX 504299	D5C	WOODPULP	8/18/16 19:36	8/24/16 14:57	8/25/16 14:08	7	4	210.00
4	UNLD	MNA 617119	D6C	WOODPULP	8/18/16 19:35	8/24/16 14:57	8/25/16 14:08	7	4	210.00
5	UNLD	MNA 617180	D6C	WOODPULP	8/18/16 19:35	8/24/16 14:57	8/25/16 14:08	7	4	210.00
6	UNLD	BNSF 728442	D5C	WOODPULP	8/18/16 19:36	8/24/16 14:57	8/24/16 16:04	6	4	140.00
7	UNLD	DWC 793493	D6C	WOODPULP	8/18/16 19:36	8/24/16 14:57	8/24/16 16:04	6	4	140.00
8	UNLD	BNSF 728458	D5C	WOODPULP	8/18/16 19:36	8/23/16 13:12	8/24/16 12:59	6	5	70.00
9	UNLD	CN 415264	D5U	WOODPULP	8/18/16 19:36	8/23/16 13:12	8/24/16 12:59	6	5	70.00
10	UNLD	MNA 617035	D6C	WOODPULP	8/16/16 15:41	8/22/16 11:14	8/23/16 11:30	7	3	280.00
11	UNLD	MNA 617073	D6C	WOODPULP	8/16/16 15:41	8/22/16 11:14	8/23/16 11:30	7	3	280.00
12	UNLD	MNA 617085	D6C	WOODPULP	8/16/16 15:41	8/22/16 11:14	8/23/16 11:30	7	3	280.00
13	UNLD	DWC 409695	D5C	WOODPULP	8/15/16 9:36	8/19/16 17:22	8/21/16 14:30	6	2	280.00
14	UNLD	DWC 793337	D6C	WOODPULP	8/15/16 9:36	8/19/16 17:22	8/21/16 14:30	6	2	280.00
15	UNLD	FBOX 502018	D5C	WOODPULP	8/15/16 9:36	8/19/16 17:22	8/21/16 14:30	6	2	280.00
16	UNLD	FBOX 504648	D5C	WOODPULP	8/15/16 9:36	8/19/16 17:22	8/21/16 14:30	6	2	280.00
17	UNLD	FBOX 505794	D5C	WOODPULP	8/15/16 9:36	8/19/16 17:22	8/21/16 14:30	6	2	280.00
18	UNLD	NS 473022	D5C	WOODPULP	8/15/16 9:36	8/19/16 17:22	8/21/16 14:30	6	2	280.00
19	UNLD	BNSF 728784	D5C	WOODPULP	8/12/16 9:43	8/18/16 17:57	8/19/16 16:00	7	5	140.00
20	UNLD	CN 558193	D5U	WOODPULP	8/12/16 9:43	8/18/16 17:57	8/19/16 16:00	7	5	140.00
21	UNLD	CNA 417437	D5U	WOODPULP	8/12/16 9:33	8/18/16 17:57	8/19/16 16:00	7	5	140.00
22	UNLD	DWC 793592	D6C	WOODPULP	8/12/16 9:33	8/18/16 17:57	8/19/16 16:00	7	5	140.00
23	UNLD	FBOX 502261	D5C	WOODPULP	8/12/16 9:33	8/18/16 17:57	8/19/16 16:00	7	5	140.00
24	UNLD	FBOX 504177	D5C	WOODPULP	8/12/16 9:33	8/18/16 17:57	8/19/16 16:00	7	5	140.00
25	UNLD	DWC 793098	D6C	WOODPULP	8/12/16 9:33	8/17/16 16:56	8/18/16 15:57	6	5	70.00
26	UNLD	ADK 14012	D5C	WOODPULP	8/12/16 9:32	8/16/16 14:33	8/17/16 13:28	5	4	70.00
27	UNLD	BNSF 726267	D5C	WOODPULP	8/12/16 9:32	8/16/16 14:33	8/17/16 13:28	5	4	70.00
28	UNLD	BNSF 728862	D5C	WOODPULP	8/12/16 9:32	8/16/16 14:33	8/17/16 13:28	5	4	70.00
29	UNLD	MNA 617122	D6C	WOODPULP	8/08/16 17:53	8/10/16 17:55	8/14/16 18:58	6	3	210.00
30	UNLD	FBOX 506048	D5C	WOODPULP	8/08/16 17:53	8/10/16 17:55	8/12/16 11:51	4	3	70.00
31	UNLD	MNA 617166	D6C	WOODPULP	8/08/16 17:53	8/10/16 17:55	8/12/16 11:51	4	3	70.00
32	UNLD	NS 473195	D5C	WOODPULP	8/08/16 17:53	8/10/16 17:55	8/12/16 11:51	4	3	70.00
33	UNLD	FBOX 505371	D5C	WOODPULP	7/27/16 12:42	8/03/16 18:02	8/04/16 17:39	8	4	280.00
34	UNLD	DWC 793804	D6C	WOODPULP	7/27/16 13:18	8/03/16 18:02	8/04/16 14:45	8	4	280.00
35	UNLD	FBOX 505563	D5C	WOODPULP	7/27/16 13:18	8/03/16 18:02	8/04/16 14:45	8	4	280.00
36	UNLD	MNA 617083	D6C	WOODPULP	7/27/16 12:42	8/03/16 18:02	8/04/16 14:45	8	4	280.00
37	UNLD	BCOL 48006	D5U	WOODPULP	7/27/16 13:19	8/03/16 18:02	8/03/16 18:45	7	4	210.00
38	UNLD	DWC 409579	D5C	WOODPULP	7/27/16 12:42	8/03/16 18:02	8/03/16 18:45	7	4	210.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 8/01/16 thru 8/31/16

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 9/06/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101706 1

Invoice Date: 9/06/16

Page 2

Seq	Held For	Car	Car Type	Commodity	-PCON/Ordered- Date Time	----Placed---- Date Time	---Released--- Date Time	Total Days	Credit Days	Amount Due	
39	UNLD	IBT 18870	D5C	WOODPULP	7/27/16 12:42	8/03/16 18:02	8/03/16 18:45	7	4	210.00	
40	UNLD	BNSF 726470	D5C	WOODPULP	7/27/16 13:19	8/02/16 18:42	8/03/16 14:45	7	5	140.00	
41	UNLD	CN 412102	DSU	WOODPULP	7/27/16 13:18	8/02/16 18:42	8/03/16 14:45	7	5	140.00	
42	UNLD	FBOX 505051	D5C	WOODPULP	7/27/16 12:42	8/02/16 18:42	8/03/16 14:45	7	5	140.00	
43	UNLD	FBOX 505183	D5C	WOODPULP	7/27/16 12:42	8/02/16 18:42	8/03/16 14:45	7	5	140.00	
44	UNLD	NS 473778	D5C	WOODPULP	7/27/16 12:42	8/02/16 18:42	8/03/16 14:45	7	5	140.00	
45	UNLD	TOFX 887198	D5C	WOODPULP	7/27/16 13:18	8/02/16 18:42	8/03/16 14:45	7	5	140.00	
46	UNLD	TR 405065	D5C	WOODPULP	7/27/16 13:18	8/01/16 15:41	8/02/16 13:40	6	5	70.00	
47	UNLD	TR 405102	D5C	WOODPULP	7/27/16 13:18	8/01/16 15:41	8/02/16 13:40	6	5	70.00	
TOTAL UNLOADING								47 CARS	301	185	8,120.00
TOTAL FOR BUSINESS DEPOT								47 CARS	301	185	8,120.00
TOTAL FOR SPECIALIZED RAIL								47 CARS	301	185	8,120.00

EXHIBIT B-VERIFIED STATEMENT

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. FD 36131

UTAH CENTRAL RAILWAY COMPANY, LLC
v.
KENCO LOGISTICS SERVICES, LLC, KENCO GROUP,
AND SPECIALIZED RAIL SERVICE, INC.

VERIFIED STATEMENT OF NICHOLAS THARP

I am Nicholas Tharp. I am currently the Assistant Vice President Transportation for Patriot Rail Company LLC (“Patriot”) the parent company of the Utah Central Railway Company, LLC (“UCRY”). I have spent the last seventeen years in railroad operations. Sixteen of those years with a Class I railroad. I have been with Patriot Rail since May 2017.

UCRY is a Class III railroad that operates about 34 miles of railroad line in and around Ogden, UT. UCRY also operates within the Business Depot Ogden (“BDO”), a former rail hub for military warehousing and distribution, now a business park sitting on approximately 1,118 acres. UCRY provides rail service to the businesses and industries within the BDO. The purpose of this Verified Statement is to explain UCRY’s operations.

UCRY operates one weekday shift at the BDO, the traffic volume is not high enough to justify a second shift. The UCRY crew works Monday through Friday from 08:00 am to 04:00 pm. The UCRY crew is ready and waiting to receive cars delivered to interchange from Union Pacific Railroad Company (“UP”) and Utah Railway for the BNSF Railway Company (“BNSF”). The interchange point for both the UP and BNSF is located on track just outside of the BDO at UCRY Yard Track 800. Kenco Logistic Service and Kenco Group (collectively

“Kenco”) and Specialized Rail Services, Inc. (“SRS”) are located in the BDO Kenco is specifically located at 218 North 800 West, BDO 6E, Ogden, UT 84404 and SRS is specifically located at 120 East 700 South, Clearfield, Utah, 84015. Cars destined to Kenco and SRS are included in a general train that handles all cars within the BDO, whether for delivery or pick-up.

UCRY interchanges cars with UP three days a week, Sunday, Tuesday, and Thursday. This schedule is dictated by UP because they both deliver and pull the interchange traffic to and from BDO. UCRY interchanges with BNSF on Wednesdays. This schedule is also dictated by BNSF because they deliver and pull interchange traffic to and from BDO. UCRY does not have the authority to leave BDO and go get interchange traffic from UP or BNSF. UCRY can only wait for UP and BNSF to deliver or pull interchange at BDO. Neither UP nor BNSF provide a specific time for interchange, only specific days they plan to perform interchange.

UCRY is the receiving carrier in interchange for the cars at issue. UCRY receives cars from both BNSF and UP. UCRY has no control over when BNSF and UP will deliver cars for interchange into the BDO or the volume of cars, including cars destined to Kenco and SRS. The initiating carrier, BNSF or UP, is responsible for the number of cars delivered to BDO and when cars are delivered to interchange for the BDO. UCRY has no control over how many cars the initiating carrier delivers to interchange. Under 49 U.S.C. §10742, UCRY must accept the cars tendered to it in interchange to complete the rail transportation service for the cars destined for Kenco and SRS. UCRY has never refused interchange traffic from UP or BNSF. It is UCRY’s job to get those cars to Kenco and SRS as quickly and efficiently as possible.

UCRY uses ShipperConnect to track cars in real time and to provide its crew with updated information on when UP or BNSF will arrive for interchange. UCRY’s crew also uses

ShipperConnect to determine when cars have been released and ordered by its customers. This allows the UCRY crew to know a customer has cars available to be pulled from the customer facility and which cars are requested to be delivered to a customer facility.

Once UCRY receives cars at interchange, it pulls the cars into the BDO and switches them to create blocks of cars for specific customers. The UCRY crew then delivers the cars to destination at Kenco and SRS. From the time the cars are interchanged to UCRY it takes approximately an hour and a half to move the cars to Kenco and SRS. Both Kenco's and SRS's siding can hold between 6-8 cars at a time. They both receive one switch a day which is industry practice for similar businesses. UCRY will provide a second switch if asked, but this switch must be paid for in accordance with the applicable tariff. UCRY can only deliver cars if Kenco and SRS have room available on their tracks. If at the time of delivery, there are cars that have been released, UCRY crews will pull the empty cars and replace them with loaded cars.

When the customer releases a car from their facility, UCRY pulls the car and places it in the outbound interchange cut of cars for UP or Utah Railway (BNSF) to pull from the interchange at their next scheduled time. Any cars delivered to BDO at interchange by UP or Utah Railway (BNSF) are shown electronically to the customers in order for them to select the cars wanted and order placement. Once space is made available at the customer facility from the pulling of released cars, UCRY spots ordered cars into the facility. If no cars are released or ordered, UCRY does not switch the customer because no work shows up on the train crews' paperwork.

Kenco and SRS are both closed gate locations meaning that they have limited track space (six to eight cars for each shipper). If UCRY receives more loaded cars for delivery to Kenco or

SRS than there is space at Kenco's or SRS's facility, respectively, UCRY will deliver the cars that Kenco or SRS have room to receive and constructively place the excess cars. This means the cars will be held on UCRY tracks and Kenco or SRS will be notified via a Constructive Placement Email. Kenco or SRS must release cars through ShipperConnect before they can request constructively placed cars be actually placed. Once cars on Kenco or SRS track have been released and UCRY has received a request to actually place cars, UCRY will move the specifically requested cars to the appropriate customer spot the next time UCRY switches cars. UCRY spots the cars ordered by Kenco and SRS, therefore it is Kenco's or SRS's responsibility to order the oldest cars.

It should be noted that once Kenco or SRS releases cars in ShipperConnect, demurrage for the car being released, if accruing, stops. Additionally, once a request to actually place a constructively placed car is received through ShipperConnect demurrage, if accruing on that car, also stops.

In their filings before the Board, Kenco and SRS have stated UCRY has not picked up their released cars in a timely fashion. However, they fail to mention that these cars were not released until after UCRY's crew was done for the day and the shipper did not request an additional switch. See as examples Kenco invoices 101415 line 7 and 10159 lines 39-40 and SRS invoices 101288, 101300 lines 1-6; 101331 lines 35-40; 101565 lines 4 and 5; and 101599 lines 10-27.

Additionally, there have been times when UCRY has been notified through the real time ShipperConnect system that cars were released and ready for pick-up, only to discover that the cars had not been unloaded and were not ready to be picked up. When UCRY is notified that cars

have been released, UCRY will seek to confirm with the shipper's personnel at the local dock that the cars have been unloaded and are ready for pick-up, only to be informed that the cars had not been emptied. In these instances, demurrage is no longer being charged because the car was released but the car is not available to UCRY, thereby defeating the purpose of demurrage. If UCRY's crew determines that the released car is not available to UCRY, someone on site will contact UCRY Customer Service and have Customer Service place the car back in demurrage status.

There have also been times where cars destined for Kenco and SRS have been placed on UCRY tracks because UCRY could not reach Kenco or SRS tracks. On November 24, 2015, the UCRY switch locomotive broke. It was out of service until late in the day November 25, 2015. UCRY gave SRS two credit days during the time the locomotive was out of service. Additionally, from the 9th to the 14th of December of 2015, the BDO rebuilt the track to SRS's facility and UCRY could not place cars at the SRS facility. While UCRY held SRS cars on UCRY, UCRY did not charge SRS demurrage during that time.

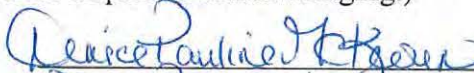
VERIFICATION

I, Nicholas Tharp, declare under penalty of perjury that to the best of my knowledge the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement. Executed this 20th day of April 2018.


Nicholas Tharp

STATE OF FLORIDA
COUNTY OF DUVAL

The foregoing instrument was acknowledged before me this 20th day of April, 2018, by
Nicholas Tharp (name of person acknowledging.)


Denice Pauline McKeown Signature of Notary Public
Print, Type/Stamp Name of
Notary Personally known: ☒ OR Produced
Identification: _____ Type of Identification
Produced: _____

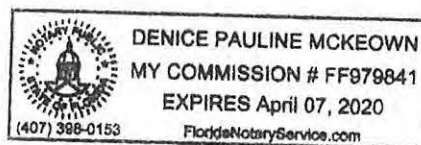


EXHIBIT A MAPS



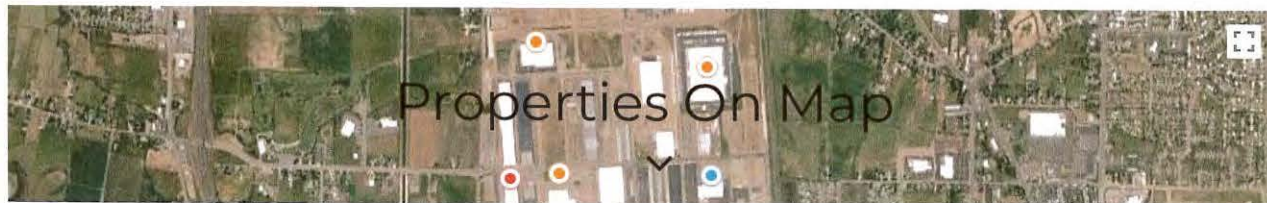
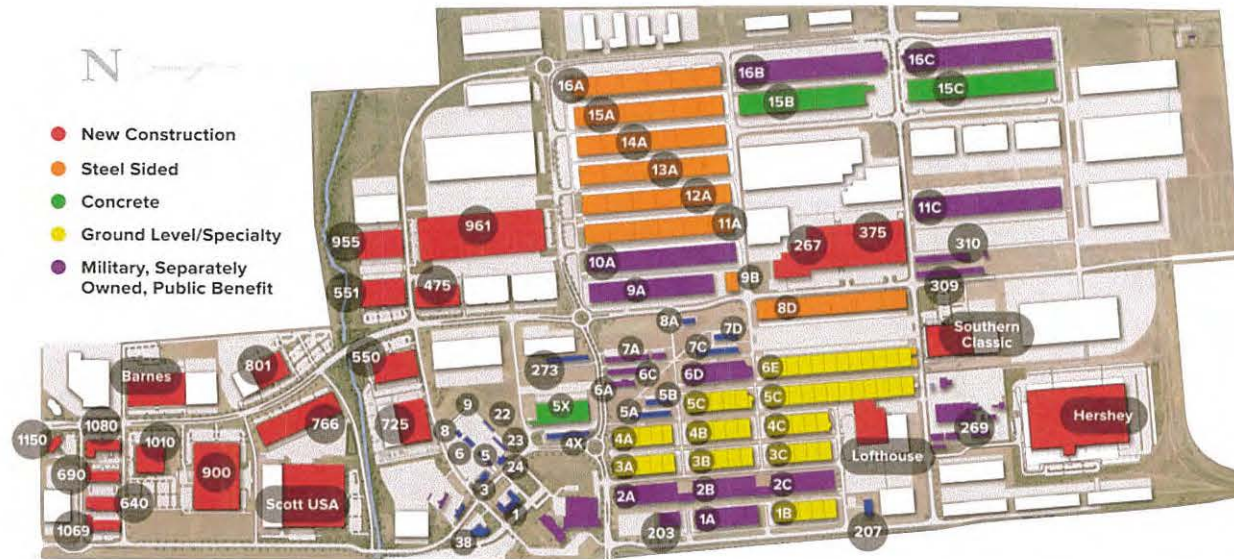
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Search

Available Space

Listing Type

Square Footage

0 - 500,000

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Sort Option

Square Footage



Listing Type



Kenco
Rail route from interchange point back to Kenco car spot location

- Legend**
- 1200 w @
 - Feature 1
 - Golden Spike Event Center
 - Kenco
 - Kenco Warehouse
 - Wahlquist Jr High School
 - Weber County Event Center

Kenco Warehouse



SRS location

Rail path from interchange inbound from UPRR and Utah Railroad all the way to boxcar spot location at Specialized (SRS)

Legend

- Feature 1
- Feature 2
- Feature 3
- Feature 4
- Lewis Peak
- Ralcorp Frozen Bakery Products
- Specialized Rail Service
- Untitled Path
- Untitled Path
- Wahlquist Jr High School
- Weber County
- Weber County Campground



EXHIBIT C-GENESSE AND WYOMING RAILROAD TARIFFS
AND
OMNITRAX TARIFFS

Optional Services Catalog

Extended Asset Use



a Genesee & Wyoming Company

Flexible Asset Utilization...

The effective management of railcars is critical to the success of AGR and our customers. Efficient asset utilization benefits you by increasing the availability of railcars.

From time to time, you may need to use our railcars for a longer period of time. In that case we provide you, at your option, with the use of that equipment, for a fee.

Extended use of railway provided assets

We give you free time for loading and unloading cars. If you choose to keep a railroad car, or a private car on railroad property, for additional time, you will be billed a simple flat daily fee. Daily charges apply as defined in the Southern Region General Tariff 1000 Section III, Demurrage and Storage Provisions, Page 22, Item 3090.

AT LOADING	FREE TIME	ITEM 3040
Railroad Owned Cars Loading	1 Day	\$80 per Railcar per Day
AT UNLOADING	FREE TIME	ITEM 3050
Railroad Owned Cars Unloading	2 Days	\$80 per Railcar per Day
Extended use of railway track assets		
Private Railcars	FREE TIME	ITEM 3040
Loaded and Empty	0 Day	\$70 per Railcar per Day
Dangerous Goods and Hazardous Materials (Excluding TIH/PIH)	FREE TIME	ITEM 3050
Loading and Unloading	0 Days	\$150 per Railcar per Day

AGR 6006-9

(Cancels All Prior Versions)

Loading and Unloading Flexibility

Billing Guarantee

Weekly Invoicing

Our top priority is to provide safe, reliable transportation for our customers. Part of that commitment is to maintain a fluid and adequate supply of rail cars and to ensure that all railcar assets, both railroad and privately-owned, are utilized as optimally as possible.

Please contact your local marketing representative if you have any questions concerning this service.

Mr. Kirk Quinlivan
734 Hixon Road (Fountain)
Monroeville, AL 36460
Phone: (251) 575-8900
Kirk.quinlivan@gwrr.com

This document is subject to the terms, conditions and guidelines provided in The Southern Region General Tariff 1000.

www.gwrr.com

Optional Services Catalog

Extended Asset Use



a Genesee & Wyoming Company

Billing Guarantees

As part of our efforts to streamline the billing process, we are committing to an expedited and simple billing process.

Billing On-Time

We commit to bill you on time

We have changed our systems to issue Extended Asset Utilization invoices weekly.

Billing Disputes

We commit to addressing disputed bills quickly

If you believe that there has been a billing error, we want to make it right as quickly as possible. To be eligible for this guarantee, you must submit your claim, in writing, within 30 days of the invoice date to AGR-billing@gwrr.com or Revenue Billing, 13901 Sutton Park Drive South, Ste 185, Jacksonville, FL 32224. Along with a brief description, your claim must include the car initial and number and the related invoice number.



Flexible Car Ordering...

Things don't always go as planned. We recognize that, sometimes, you will have to change your railcar order for loading or unloading. When this involves ordering an empty railcar for loading and actual or constructive placement is performed, and the railcar is then released without being loaded, it is classified as a *railcar ordered but not used*.

Optional Services Catalog

Extended Asset Use



a Genesee & Wyoming Company

Flexible Asset Utilization...

The effective management of railcars is critical to the success of ALM and our customers. Efficient asset utilization benefits you by increasing the availability of railcars.

From time to time, you may need to use our railcars for a longer period of time. In that case we provide you, at your option, with the use of that equipment, for a fee.

Extended use of railway provided assets

We give you free time for loading and unloading cars. If you choose to keep a railroad car, or a private car on railroad property, for additional time, you will be billed a simple flat daily fee. Daily charges do not apply to non-chargeable days, as defined in the Central Region General Tariff 1000 Section III, Demurrage and Storage Provisions, Page 22, Item 3090.

AT LOADING	FREE TIME	ITEM 3040
Loading	1 Day	\$80 per Railcar per Day
AT UNLOADING	FREE TIME	ITEM 3050
Unloading	2 Days	\$80 per Railcar per Day

EXTENDED USE OF RAILWAY TRACK ASSETS		
PRIVATE EMPTY RAILCAR	FREE TIME	ITEM 3040
Loading on ALM Track	1 Day	\$80 per Railcar per Day
PRIVATE EMPTY RAILCAR	FREE TIME	ITEM 3050
Unloading on ALM Track	2 Days	\$80 per Railcar per Day

DANGEROUS GOODS AND HAZARDOUS MATERIALS (EXCLUDING TIH/PIH)		
	FREE TIME	ITEM 3050
Loading and Unloading	0 Days	\$500 per Railcar per Day

ALM 6006-6

(Cancels All Prior Versions)

- **Loading and Unloading Flexibility**
- **Billing Guarantee**
- **Weekly Invoicing**

Our top priority is to provide safe, reliable transportation for our customers. Part of that commitment is to maintain a fluid and adequate supply of rail cars and to ensure that all railcar assets, both railroad and privately-owned, are utilized as optimally as possible.

Please contact your local marketing representative if you have any questions concerning this service.

Ryan Atkins
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This document is subject to the terms, conditions and guidelines provided in The Central Region General Tariff 1000.

www.gwrr.com

Optional Services Catalog Extended Asset Use



a Genesee & Wyoming Company

Billing Guarantees

As part of our efforts to streamline the billing process, we are committing to an expedited and simple billing process.

Billing On-Time

We commit to bill you on time

We have changed our systems to issue Extended Asset Utilization invoices weekly.

Billing Disputes

We commit to addressing disputed bills quickly

If you believe that there has been a billing error, we want to make it right as quickly as possible. To be eligible for a review, a claim must be submitted, in writing, within 30 days of the invoice date to: centralregion_disputes@gwrr.com. Along with a brief description, your claim must include the car initial and number and the related invoice number. Any claim not filed within thirty (30) days from the date of the invoice will be declined. Any non-disputed charges should be paid within 15 days of the date of the invoice.



Flexible Car Ordering...

Things don't always go as planned.

We recognize that, sometimes, you will have to change your railcar order for loading or unloading. When this involves ordering an empty railcar for loading and actual or constructive placement is performed, and the railcar is then released without being loaded, it is classified as a *railcar ordered but not used*.

Optional Services Catalog

Extended Asset Use

Flexible Asset Utilization...

The effective management of railcars is critical to the success of CERA and our customers. Efficient asset utilization benefits you by increasing the availability of railcars.

From time to time, you may need to use our railcars for a longer period of time. In that case we provide you, at your option, with the use of that equipment, for a fee.

Extended use of railway provided assets

We give you free time for loading and unloading cars. If you choose to keep a railroad car, or a private car on railroad property, for additional time, you will be billed a simple flat daily fee. Daily charges do not apply to non-chargeable days, as defined in the Midwest Region General Tariff 1000 Section III, Demurrage and Storage Provisions, Page 22, Item 3090.

AT LOADING	FREE TIME	ITEM 3040
Loading	1 Day	\$85 per Railcar per Day
AT UNLOADING	FREE TIME	ITEM 3050
Unloading	2 Days	\$85 per Railcar per Day

EXTENDED USE OF RAILWAY TRACK ASSETS (EXCLUDING HAZARDOUS MATERIALS)		
PRIVATE EMPTY RAILCAR	FREE TIME	ITEM 3040
Loading on CERA Track	1 Day	\$60 per Railcar per Day
PRIVATE EMPTY RAILCAR	FREE TIME	ITEM 3050
Unloading on CERA Track	2 Days	\$60 per Railcar per Day

DANGEROUS GOODS AND HAZARDOUS MATERIALS (EXCLUDING TIH/PIH)		
	FREE TIME	ITEM 3050
Loading and Unloading	0 Days	\$250 per Railcar per Day



a Genesee & Wyoming Company

CERA 6006-12

(Cancels All Prior Versions)

- **Loading and Unloading Flexibility**
- **Billing Guarantee**
- **Weekly Invoicing**

Our top priority is to provide safe, reliable transportation for our customers. Part of that commitment is to maintain a fluid and adequate supply of rail cars and to ensure that all railcar assets, both railroad and privately-owned, are utilized as optimally as possible.

Please contact your local marketing representative if you have any questions concerning this service.

Amanda Rice
Manager, Sales & Marketing
Amanda.rice@gwrr.com
(812) 354-8080 EXT 2115

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www.gwrr.com

Billing Guarantees

As part of our efforts to streamline the billing process, we are committing to an expedited and simple billing process.

Billing On-Time

We commit to bill you on time

We have changed our systems to issue Extended Asset Utilization invoices weekly.

Billing Disputes

We commit to addressing disputed bills quickly

If you believe that there has been a billing error, we want to make it right as quickly as possible. To be eligible for this guarantee, you must submit your claim, in writing, within 30 days of the invoice date to CERA-Billing@gwrr.com or Revenue Billing, 13901 Sutton Park Drive South, Ste 185, Jacksonville, FL 32224. Along with a brief description, your claim must include the car initial and number and the related invoice number.



a Genesee & Wyoming Company



Flexible Car Ordering...

Things don't always go as planned.

We recognize that, sometimes, you will have to change your railcar order for loading or unloading. When this involves ordering an empty railcar for loading and actual or constructive placement is performed, and the railcar is then released without being loaded, it is classified as a *railcar ordered but not used*.

Optional Services Catalog

Extended Asset Use



a Genesee & Wyoming Company

Flexible Asset Utilization...

The effective management of railcars is critical to the success of MMRR and our customers. Efficient asset utilization benefits you by increasing the availability of railcars.

From time to time, you may need to use our railcars for a longer period of time. In that case we provide you, at your option, with the use of that equipment, for a fee.

Extended use of railway provided assets

We give you free time for loading and unloading cars. If you choose to keep a railroad car, or a private car on railroad property, for additional time, you will be billed a simple flat daily fee. Daily charges do not apply to non-chargeable days, as defined in the Midwest Region General Tariff 1000 Section III, Demurrage and Storage Provisions, Page 22, Item 3090.

AT LOADING	FREE TIME	ITEM 3040
Loading	1 Day	\$85 per Railcar per Day
AT UNLOADING	FREE TIME	ITEM 3050
Unloading	2 Days	\$85 per Railcar per Day

EXTENDED USE OF RAILWAY TRACK ASSETS (EXCLUDING HAZARDOUS MATERIALS)		
PRIVATE EMPTY RAILCAR	FREE TIME	ITEM 3040
Loading on MMRR Track	1 Day	\$60 per Railcar per Day
PRIVATE EMPTY RAILCAR	FREE TIME	ITEM 3050
Unloading on MMRR Track	2 Days	\$60 per Railcar per Day

HEAVY DUTY DETENTION		
	FREE TIME	ITEM 3050
		\$100 per Railcar per Day
Loading and Unloading	2 Days for Unloading	\$150 per Railcar per Day after 3 Days
	1 Day for Loading	
		\$200 per Railcar per Day after 6 days

DANGEROUS GOODS AND HAZARDOUS MATERIALS (EXCLUDING TIH/PIH)		
	FREE TIME	ITEM 3050
Loading and Unloading	0 Days	\$250 per Railcar per Day

MMRR 6006-15

(Cancels All Prior Versions)

- **Loading and Unloading Flexibility**
- **Billing Guarantee**
- **Weekly Invoicing**

Our top priority is to provide safe, reliable transportation for our customers. Part of that commitment is to maintain a fluid and adequate supply of rail cars and to ensure that all railcar assets, both railroad and privately-owned, are utilized as optimally as possible.

Please contact your local marketing representative if you have any questions concerning this service.

Mr. Robert Bingham
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(989) 797-5132

This document is subject to the terms, conditions and guidelines provided in The Midwest Region General Tariff 1000.

www.gwrr.com

Optional Services Catalog

Extended Asset Use



a Genesee & Wyoming Company

Billing Guarantees

As part of our efforts to streamline the billing process, we are committing to an expedited and simple billing process.

Billing On-Time

We commit to bill you on time

We have changed our systems to issue Extended Asset Utilization invoices weekly.

Billing Disputes

We commit to addressing disputed bills quickly

If you believe that there has been a billing error, we want to make it right as quickly as possible. To be eligible for this guarantee, you must submit your claim, in writing, within 30 days of the invoice date to MMRR-billing@gwrr.com or Revenue Billing, 13901 Sutton Park Drive South, Ste 185, Jacksonville, FL 32224. Along with a brief description, your claim must include the car initial and number and the related invoice number.



Flexible Car Ordering...

Things don't always go as planned.

We recognize that, sometimes, you will have to change your railcar order for loading or unloading. When this involves ordering an empty railcar for loading and actual or constructive placement is performed, and the railcar is then released without being loaded, it is classified as a *railcar ordered but not used*.

CENTRAL TEXAS & COLORADO RIVER RAILWAY, LLC

Customer Demurrage, Switching and Accessorial Services

Demurrage Charges

Tariff Item

All Equipment Loaded and Empty

\$70 per car per day – Railroad Owned Cars [I]
\$55 per car per day – Shipper Owned/Leased Cars

24 hours Free Time Loading	Item 2040
48 hours Free Time Unloading	Item 2050
No Free Time other than Loading/Unloading	Item 2060

Free time will be calculated from the first 07:00 AM following actual or constructive placement.
Non-Chargeable Days shall not be included in the calculation of Free time.

Hazardous Material : Loaded/Empty Last Contained	Item 2080
\$250 per car per day	
No Free Time	

TIH/PIH : Loaded/Empty Last Contained	Item 2090
\$1,500 per car per day	
No Free Time	

Heavy Wide Dimensional	Item 2100
\$350 per car per day	
No Free Time	

Storage Charges	Item 2070[D]
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Maximum Allowable Gross Weight on Rail	Tariff Item
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Except as provided below, CTXR will provide switching and Transportation services for loaded cars with a maximum gross weight on rails of 263,000 lbs.	Item 1100
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CTXR Rate Tariff 8001

Issued : December 4, 2017
Effective : January 1, 2018

CTXR Rate Tariff 8001 designates specific charges for services described in the General Tariff 5000 series and is published with the corresponding item number.

Reference Mark	Explanation
[A]	Addition
[C]	Denotes Change
[D]	Canceled
[I]	Increase
[R]	Reduction/Decrease

CTXR CUSTOMER SERVICE

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CTXR MARKETING

Mike Walsh

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www.omnitrax.com

BROWNSVILLE & RIO GRANDE INTERNATIONAL RAILROAD

Customer Demurrage, Switching and Accessorial Services

Maximum Allowable Gross Weight on Rail

Tariff Item

BRG will only provide switching and transportation services for loaded cars with a maximum gross weight on rails of 286,000 lbs.

Item 1100

ITEM 8610 [C]

Free Time

A. Free Time for each car will be:

Loading 24 hours

Unloading48 hours

B. Time will be computed from first 7:00 A.M. following notification.

C. Sundays and the following holidays will be excluded, until chargeable days begin:

New Year's Day	Thanksgiving Day
Memorial Day	Friday after Thanksgiving
Independence Day	Christmas Eve
Labor Day	Christmas Day
	New Year's Eve

ITEM 8640 [I]

Demurrage Charges

A. On interstate and Texas intrastate traffic:

First four days \$33.50 per car per day

Next two days \$44.00 per car per day

Each subsequent day \$77.50 per car per day

B. On international traffic for Customs Broker or Agents

First two days \$38.50 per car per day

Each subsequent day \$60.50 per car per day

Note 1 - All days following free time will be subject to these charges.

Note 2 - Reference herein to charges per day will also apply to fractions of a day.

Special Demurrage Charges

TIH/PIH: Loaded/Empty Last Contained

Item 2090 [A]

\$1,500 per car per day

No Free Time

Heavy Wide Dimensional

Item 2100 [A]

\$350 per car per day

No Free Time



BRG Rate Tariff 8001

Issued : May 11, 2017

Effective : June 1, 2017

BRG CUSTOMER SERVICE

Phone: 877.276.3777

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BRG MARKETING

Tony Chavez

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Email: tchavez@omnitrax.com

www.omnitrax.com

Customer Demurrage, Switching and Accessorial Services

Demurrage Charges

Tariff Item

All Equipment Loaded and Empty

\$100 per car per day – Railroad Owned Cars
\$85 per car per day – Shipper Owned/Leased Cars

24 hours Free Time Loading	Item 2040
48 hours Free Time Unloading	Item 2050
No Free Time other than Loading/Unloading	Item 2060

Free time will be calculated from the first 00:01 AM following actual or constructive placement.
Non-Chargeable Days shall not be included in the calculation of Free time.

Hazardous Material : Loaded/Empty Last Contained

Item 2080

\$250 per car per day
No Free Time

TIH/PIH : Loaded/Empty Last Contained

Item 2090

\$1,500 per car per day
No Free Time

Heavy Wide Dimensional

Item 2100

\$350 per car per day
No Free Time

Storage Charges

Item 2070[D]

Maximum Allowable Gross Weight on Rail

Tariff Item

ATN will only provide switching and transportation services for loaded cars with a maximum gross weight on rails of 286,000 lbs. with the following exceptions:

- Cars moving past MP 447.7, Ivalee, AL, are restricted to: 263,000 lbs.
- Cars moving past MP 93.5, south of Guntersville, AL, are restricted to: 263,000 lbs.

Item 1100



ATN Rate Tariff 8001

Issued : January 2, 2018
Effective : January 1, 2018

ATN Rate Tariff 8001 designates specific charges for services described in the General Tariff 5000 series and is published with the corresponding item number.

Reference Mark	Explanation
[A]	Addition
[C]	Denotes Change
[D]	Canceled
[I]	Increase
[R]	Reduction/Decrease

ATN CUSTOMER SERVICE

Phone: 877.276.3777

Fax: 877.336.8977

Email: cscus@omnitrax.com

ATN MARKETING

Roy Budgell

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Email: rbudgell@omnitrax.com

www.omnitrax.com

Customer Demurrage, Switching and Accessorial Services**Demurrage Charges****Tariff Item****All Equipment Loaded and Empty**

\$95 per car per day – Railroad Marked Equipment [I]
 \$80 per car per day – Private Marked Equipment

24 hours Free Time Loading	Item 2040
48 hours Free Time Unloading	Item 2050
No Free Time other than Loading/Unloading	Item 2060
01-Farm Products 48 hours Free Time Loading	Item 2040.1

Free time will be calculated from the first 00:01 AM following actual or constructive placement.
 Non-Chargeable Days shall not be included in the calculation of Free time.

Hazardous Material : Loaded/Empty Last Contained	Item 2080
\$250 per car per day	
No Free Time	

TIH/PIH : Loaded/Empty Last Contained	Item 2090
\$1,500 per car per day	
No Free Time	

Heavy Wide Dimensional	Item 2100
\$350 per car per day	
No Free Time	

Storage Charges	Item 2070[D]
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Maximum Allowable Gross Weight on Rail**Tariff Item**

NKCR will only provide switching and transportation services for Loaded cars with a maximum gross weight on rails of 268,000 lbs. with the following exceptions:	Item 1100
- Wallace Sub: restricted to 286,000 lbs.	
- Holdrege Sub: between MP 0.8 to 11.0 restricted to 286,000 lbs.	

**NKCR Rate Tariff 8001**

Issued : December 4, 2017
Effective : January 1, 2018

NKCR Rate Tariff 8001 designates specific charges for services described in the General Tariff 5000 series and is published with the corresponding item number.

Reference Mark	Explanation
[A]	Addition
[C]	Denotes Change
[D]	Canceled
[I]	Increase
[R]	Reduction/Decrease

NKCR CUSTOMER SERVICE

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NKCR MARKETING

Will Metcalf

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CARLTON TRAIL RAILWAY COMPANY

Customer Demurrage, Switching and Accessorial Services

Demurrage Charges

Tariff Item

All Equipment Loaded and Empty

\$100 per car per day –Railroad Owned Cars [I]
\$90 per car per day –Shipper Owned/Leased Cars [I]

24 hours Free Time Loading	Item 2040
48 hours Free Time Unloading	Item 2050
No Free Time other than Loading/Unloading	Item 2060

Free time will be calculated from the first 00:01 AM following actual or constructive placement.
Non-Chargeable Days shall not be included in the calculation of Free time.

Hazardous Material : Loaded/Empty Last Contained	Item 2080
\$250 per car per day	
No Free Time	

TIH/PIH : Loaded/Empty Last Contained	Item 2090
\$1,500 per car per day	
No Free Time	

Heavy Wide Dimensional	Item 2100
\$350 per car per day	
No Free Time	

Storage Charges	Item 2070[D]
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Maximum Allowable Gross Weight on Rail	Tariff Item
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CTRW will only provide switching and transportation services for loaded cars with a maximum gross weight on rails of 268,000 lbs.	Item 1100
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CTRW Rate Tariff 8001

Issued : December 1, 2017
Effective : January 1, 2018

CTRW Rate Tariff 8001 designates specific charges for services described in the General Tariff 5000 series and is published with the corresponding item number.

Reference Mark	Explanation
[A]	Addition
[C]	Denotes Change
[D]	Canceled
[I]	Increase
[R]	Reduction/Decrease

CTRW CUSTOMER SERVICE
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CERTIFICATE OF SERVICE

I hereby certify that I have caused the foregoing document to be served upon all parties of record by electronic delivery:

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Brinton M. Wilkins, Esq.
Kirton McConkie
Kirton McConkie Building.
50 E. South Temple #400
Salt Lake city, UT 84111



Melanie Yasbin
April 20, 2018