

AUSTIN WESTERN RAILROAD

FREIGHT TARIFF AWRR 6000

NAMING

GENERAL CAR DEMURRAGE RULES AND CHARGES

AND

SWITCHING AND MISCELLANEOUS RULES AND CHARGES

APPLYING AT ALL STATIONS ON

THE

AUSTIN WESTERN RAILROAD

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular items.

ISSUED: September 27, 2007

EFFECTIVE: October 1, 2007

ISSUED BY

T. D. Towner, President
Austin Western Railroad
315 West 3rd Street
Pittsburg, KS 66762

FREIGHT TARIFF AWRR 6000

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		<p>ITEM 10</p> <p>METHOD OF CANCELLING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter suffixes will be used in alphabetical sequence starting with A. Example: Item 1010-A cancels Item 1010, and Item 1010-B cancels Item 1010-A in a prior supplement, which in turn cancelled Item 1010</p>
		<p>ITEM 15</p> <p>NOTIFICATION OF CHANGES</p> <p>The AWRR reserves the right at any time to change the provisions of this Tariff; provided, however, any such change shall be effective only with regard to any transportation services provided under this Tariff for freight tendered on or after the effective date of the changes. AWRR will make available on its webpage of the WATCO web site this Tariff and supplements, which may be made from time to time. Shipper should review this Tariff, as well as other Publications with regard to AWRR before tendering freight to AWRR.</p> <p>For explanation of Abbreviations and Reference Marks indicating changes, see last page of this tariff.</p>
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.		

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RULES AND REGULATIONS - UNLIMITED	DEMURRAGE RULES AND CHARGES
<p>ITEM 20</p> <p align="center">SECURITY DEPOSIT</p> <p>AWRR has the right to demand that a rail customer, responsible for the payment of demurrage, which has a history of delinquency or non-payment of demurrage charges, not in bona fide dispute, provide assurance for the timely payment of those charges. Such 'assurance' will be required in one of the following forms:</p> <p>Payment upon incurrence of the charges by Mastercard or Visa credit card, (2) by deposit with AWRR of cash, letter of credit, surety bond or other suitable guarantee in the amount equal to average monthly demurrage bill, as calculated over the past six months. Carrier will determine the suitability of the security tendered. All instruments on deposit are hereinafter referred to as 'security'. If the credit card privilege is abused through a customer's refusal to pay charges not in bona fide dispute, Carrier has the right to refuse further extension of the credit card option and to require thereafter the deposit of security. If a demurrage bill incurred by a customer subject to the aforesated security deposit requirement, not in bona fide dispute, is not paid when due, immediately thereafter, Carrier will satisfy the bill by drawing against the security. Because deposits are established due to delinquencies or non-payment of demurrage charges, no interest will be paid by Carrier on any security deposited with it. It is within the discretion of the Carrier to determine when issues of delinquency have been resolved and when the rail customer is no longer required to maintain a security deposit. Should rail service to the customer no longer be required, the security on deposit will be released and returned, upon satisfaction of all outstanding demurrage bills. Credit card information will be required for each transaction and credit card information will not be retained by the carrier.</p>	<p>ITEM 30 (Cont'd)</p> <p align="center">INDEX OF TERMS</p> <p>CASH CUSTOMER: Any customer notified by AWRR that they have been placed on cash status for nonpayment of miscellaneous charges.</p> <p>CAR ORDER WANT DATE: The date for which customer requested car for loading.</p> <p>CHARGEABLE DAY: A twenty-four (24) hour period, or fraction thereof.</p> <p>CLOSING EVENT: The event in a car cycle that closes the cycle and results in computation of time and charges.</p> <p>CONSIGNEE: The party designated on the bill of lading as the entity entitled to receive delivery of the car from the carrier.</p> <p>CONSIGNOR: The party designated on the bill of lading as the entity which has caused the car to be consigned into transportation.</p> <p>CONSTRUCTIVE PLACEMENT: When a car, including order notify and in-bond shipments, cannot be actually placed or delivered because of any condition attributable to the consignee, consignor, loader or unloader, such car will be held on AWRR tracks and notice will be sent or given to the party entitled to receive notification that the car is held awaiting disposition instructions. Such cars which have been placed by AWRR on private or other than public delivery tracks, including lead tracks serving the loader or unloader, will be considered constructively placed without notice.</p> <p>CONSTRUCTIVE PLACEMENT TIME: The time from constructive placement notice until a car is ordered for placement.</p> <p>DEMURRAGE DAY: A twenty-four (24) hour period, or fraction.</p> <p>DISPOSITION: Information, including forwarding instructions and/or release, which allows the to either tender or release the car.</p> <p>EMPTY CARS ORDERED AND NOT USED: Empty cars ordered, placed or constructive placed for loading and not used in transportation service.</p> <p>EMPTY RELEASE INFORMATION: Advice by unloader, given to an authorized representative of AWRR, that a car is partially or completely unloaded and available to AWRR.</p> <p>FORWARDING INSTRUCTIONS: A bill of lading, or other suitable instructions, given to an authorized representative of AWRR that contains all of the necessary information which allows for the immediate movement of traffic on AWRR. Advice received by AWRR to move a car from a shipper's loading or storage track to AWRR's yard or hold track to be held for "forwarding instructions", whether furnished by the party loading the car or another party, or a bill of lading or an order consigning the car to an Agent of AWRR which has no beneficial interest in the lading, does not constitute "forwarding instructions" or a release from demurrage. A bill of lading, or other suitable order, covering car(s) requiring clearance from all carriers in the routing will not constitute "forwarding instructions" until clearance is received from all carriers in the routing.</p> <p>INDUSTRIAL INTERCHANGE TRACK: Designated delivery or receipt track or tracks for the exchange of cars between carrier and industry performing their own switching including industrial switch line acting as Agent for Industry.</p>
<p>ITEM 25</p> <p align="center">CONGESTION RESULTING FROM RAIL CUSTOMER MAY RESULT IN AN EMBARGO</p> <p>If a rail customer's excessive retention of railcars (whether or not related to the customer's credit card/security deposit experience) results in operational congestion as determined by the carrier of the customer's and/or the Carrier's rail tracks. Carrier may impose an embargo against the customer's receipt of further railcars until the congestion is eliminated.</p>	
<p align="center">DEMURRAGE AND STORAGE RULES AND CHARGES</p>	
<p>ITEM 30</p> <p align="center">INDEX OF TERMS</p> <p>For the purpose of applying provisions of this book, the following are defined and will govern:</p> <p>ACTUAL PLACEMENT: When a car is placed in an accessible position for loading or unloading, or at a point designated by the consignor or consignee or party loading or unloading the car.</p> <p>APPROPRIATE: To commence the loading, use or control of a car without benefit of a car order.</p> <p>ASSIGNED CARS: The assignment of cars to a given shipper at a specific location as defined in Car Service Rule 16 and Car Hire Rule 22 as published in the Official Railway Equipment Register.</p> <p align="center">(Continued in next column)</p>	
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

FREIGHT TARIFF AWRR 6000

DEMURRAGE RULES AND CHARGES	DEMURRAGE RULES AND CHARGES
<p>ITEM 30 (Cont'd)</p> <p align="center">INDEX OF TERMS</p> <p>LEASED TRACK: A track assigned to a user through a written lease agreement and is considered the same as a private track for demurrage purposes.</p> <p>LOADER: Party physically loading the car.</p> <p>LOADING: The loading of a car in conformity with AWRR loading and clearance rules, advice that the car is available for movement, and the furnishing of forwarding instructions.</p> <p>ORDER IN CUSTOMER: A customer who, by prior arrangement, has notified AWRR that cars shall not be placed, or considered to be placed, for loading or unloading, until AWRR has received an order for placement from said customer. Until such order for placement is received, cars will be on constructive placement.</p> <p>OTHER THAN PUBLIC DELIVERY TRACK: Any trackage assigned for individual use, including privately owned or leased track.</p> <p>PRERELEASE: A notification given to the carrier by a customer advising train will be ready for movement in a set amount of time. A prerelease does not constitute a release for demurrage purposes.</p> <p>PRIVATE CAR: A car which is not a railroad owned or controlled car.</p> <p>PRIVATE TRACK: Any track which is not owned or leased by a railroad.</p> <p>PUBLIC DELIVERY TRACK: Any track for use by the general public for loading and unloading (i.e. Team Track).</p> <p>RAILROAD CONTROLLED CAR: A car bearing other than railroad reporting marks provided to a railroad directly by car companies or others for use by a railroad in serving any of its customers.</p> <p>RAILROAD CONTROLLED TRACKS: Any track designated by AWRR not defined as a leased track or private track.</p> <p>RELEASE: The following will constitute Release: Except as otherwise provided in this Tariff, the term "release" means the notification received from loader or unloader that loading or unloading of a car has been completed and the car is available for movement and forwarding instructions have been received, if applicable. Cars placed on industrial interchange tracks of a industry doing it's own switching, including those tracks of an industrial switch line acting as Agent of industry, will be removed from track and considered received and held for disposition as provided in Item 70 of this Tariff.</p> <p>SPOT ON ARRIVAL: AWRR, without notification, will place cars for loading or unloading immediately upon their availability for placement.</p> <p>SPOT ON ARRIVAL CUSTOMER: A customer who has not requested to be an Order In Customer will be considered a Spot On Arrival Customer (see Spot On Arrival). If constructive placement of a car is necessary, the car will not be placed for loading or unloading until AWRR has received an order for placement from the Spot On Arrival Customer.</p> <p align="center">(Continued in next column)</p>	<p>ITEM 30 (Cont'd)</p> <p align="center">INDEX OF TERMS</p> <p>STCC: Standard Transportation Commodity Code.</p> <p>TEAM TRACK: Any track designated by AWRR for use by the general public for loading and unloading (i.e. Public Delivery Track).</p> <p>TIME: Local time applicable.</p> <p>UNLOADER: Party physically unloading a car.</p> <p>UNLOADED/UNLOADING: The complete or partial unloading of a car and advice the car is available for movement and the furnishing of forwarding instructions when required.</p> <hr/> <p>ITEM 35</p> <p align="center">GENERAL APPLICATION</p> <p>A. The rate in effect on the date of closing event will be used to calculate charges named in this Tariff.</p> <p>B. The rates and charges in this Tariff are stated in money of the United States and are payable in United States dollars or its equivalent.</p> <p>C. All railroad owned and controlled cars, assigned cars, and privately owned cars, including idler cars, held for or by freight payors in connection with diversion requests, consignors, consignees, loaders or unloaders, are subject to the rules and charges contained in this Tariff EXCEPT as provided for in paragraph D.</p> <p>D. The rules and charges contained in this Tariff do not apply on the following:</p> <ol style="list-style-type: none"> 1. Cars for loading or unloading of AWRR company material. 2. Cars of refused or unclaimed freight to be sold by AWRR for the time held beyond legal requirements. 3. Private cars held on private tracks. 4. Cars used for the purpose of testing loading and unloading procedures, new types of dunnage, or new types of equipment as authorized by AWRR. 5. Empty cars actually placed for loading and then rejected as being unfit for loading. <hr/> <p>ITEM 40</p> <p align="center">DEMURRAGE CHARGES</p> <p>On cars subject to demurrage charges after expiration of free time allowed (See Item 80), the following charges per car, per day, or fraction of a day, will be made until the car is released (See Item 115):</p> <p align="center">\$40.00 per day or portion thereof on non-heavy duty flatcars. \$125.00 per day or portion thereof on heavy duty flatcars. \$150.00 per day or portion thereof on cars that transport hazardous material.</p> <p>The applicable charge will accrue on all days, except holidays (See Item 90) that fall as the first chargeable day.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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DEMURRAGE RULES AND CHARGES	DEMURRAGE RULES AND CHARGES
<p>ITEM 50</p> <p align="center">EMPTY CARS ORDERED OR APPROPRIATED FOR LOADING BUT NOT USED</p> <p>When a car so ordered and placed is not used, and no advice from the party who ordered the car has been received within twenty-four (24) hours, exclusive of Saturdays and Sundays, demurrage charges will start from the first 07:00 A.M. after car is placed and will be charged until the car has been released for removal from the loading location.</p>	<p>ITEM 80</p> <p align="center">FREE TIME AND CALCULATION OF CHARGES</p> <p>Cars for loading and unloading will be allowed forty-eight (48) hours free time. Free time begins at the first 07:00 A.M. after the car is constructively or actually placed (See Item 30), and notification is given (See Item 110).</p>
<p>ITEM 60</p> <p align="center">LOADED PRIVATE CARS HELD ON RAILROAD TRACKS</p> <p>The demurrage clock starts at the first 07:00 A.M. after the car is placed on hold. (See Item 40 for charges)</p>	<p>ITEM 90</p> <p align="center">HOLIDAYS</p> <p>Wherever reference is made to "holidays", it shall mean only the days listed below.</p> <p>New Year's Day – January 1 (See Note). Good Friday. Memorial Day – Last Monday of May. Independence Day – July 4 (See Note). Labor Day – First Monday of September. Thanksgiving Day – Fourth Thursday of November. Christmas Day – December 25 (See Note).</p> <p>NOTE: When this date occurs on a Sunday, the following Monday will be observed as the holiday.</p>
<p>ITEM 70</p> <p align="center">CARS HELD FOR PURPOSES OTHER THAN LOADING AND UNLOADING</p> <p>Applicable to cars held:</p> <p>A. On orders of the loader or unloader. B. While awaiting proper disposition from the loader, unloader or, in connection with diversion request, or the freight payor. C. As a result of conditions attributable to the loader or unloader.</p> <p>Computation: (See Item 40 for charges) A. Demurrage will be computed on the following from the first 07:00 a.m.:</p> <ol style="list-style-type: none"> 1. After notification of actual or constructive placement until car is released, forwarding instructions are received, or disposition advice is received on: <ol style="list-style-type: none"> a. Cars diverted or reshipped. b. Cars held empty for loading - ordered and not used (other than rejected car). c. Cars held for "Surrender of Order notify Bills of Lading " at destination. d. Cars waiting for payment of accrued charges at origin or destination. e. Cars held for official grading or inspection. f. Cars held for any other purpose, except as covered by Items 50 and 60, which is not attributable to the AWRR. 2. After a car is received by AWRR until date and time of disposition on: <ol style="list-style-type: none"> a. Cars received from connecting carriers. b. Loaded private cars returned to railroad tracks. 3. After actual or constructive placement until date and time of refusal on a refused loaded car. 4. After notification is given to loader/beneficial owner until date of disposition on a refused loaded car 5. After actual placement or car order date, whichever is later, until date and time of rejection, on empty cars rejected as being unsuitable for loading. 	<p>ITEM 110</p> <p align="center">NOTIFICATION</p> <p>Notification by industry of release of cars must be by one of the following:</p> <ol style="list-style-type: none"> 1. Shipper Connect (Web Interface Tools). To gain access, please email: RMIHelpdesk@watcocompanies.com. 2. In writing via email to DataEntry@watcocompanies.com. 3. In writing by fax to (866) 413-5160, 24 Hours a day
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	<p>ITEM 115</p> <p align="center">RELEASES</p> <p>A railcar is considered released only after billing instructions have been received, regardless of who is responsible for the billing.</p> <p>NOTE: Demurrage charges will continue to accrue to the Origin Industry even when cars are released to a Third-party, until the time billing is received from the Third-party.</p>

SUPPLEMENT 1 TO FREIGHT TARIFF AWRR 6000-A

<p>SWITCHING AND MISCELLANEOUS RULES AND CHARGES</p> <p>ITEM 120</p> <p style="text-align: center;">TURNING CARS</p> <p>(1) If shipper issues instructions on the Bill of Lading as provided in paragraph (3) "NOTICE TO CARRIER" for turning rail cars, AWRR will apply a \$400.00 charge against the shipper. (See Note)</p> <p>(2) If "NOTICE TO CARRIER" as provided in paragraph 3 is not shown on bill of lading, AWRR will assess an intra-terminal charge in both directions in accordance with rate in Item 150 upon completion of the service. This charge will be assessed against the party requesting the turn</p> <p>(3) NOTICE TO CARRIER: Deliver car for loading or unloading from "left side only" or "right side only" or end specified by placard. For EDI Billing in the H3 Segment (for special handling instructions) for unloading cars designate UR (unload right) or UL (unload left). Designation of UP (Unload as placarded) will not be accepted.</p> <p>Note: Charges provided in paragraph (1) will be waived on staggered door boxcars, if customer complies with paragraph 3 ("NOTICE TO CARRIER").</p>	<p>SWITCHING AND MISCELLANEOUS RULES AND CHARGES</p> <p>ITEM 170</p> <p style="text-align: center;">EMPTY CARS REJECTED</p> <p>When an empty car is rejected for loading by an industry located on the AWRR, and returned unused for reasons other than described in Item 180, a charge for \$200.00 per car will be assessed against the facility that received the ordered car.</p> <p>ITEM 180</p> <p style="text-align: center;">EMPTY CARS RETURNED UNFIT FOR LOADING</p> <p>When an empty car is received from a connecting carrier for loading by an industry located on the AWRR, and is refused by the industry because the car is not in proper condition to load and must be returned to the connecting carrier, Intra-terminal charges will be assessed in accordance with Item 150 against the connecting carrier. The charge will be made for one direction only.</p>
<p>ITEM 130</p> <p style="text-align: center;">DIVERSION OR RECONSIGNMENT</p> <p>\$225.00 If car has not reached destination station. \$300.00 If car reached destination station, but has not been spotted.</p>	<p>ITEM 190</p> <p style="text-align: center;">EMPTY CARS ORDERED OR SUPPLIED FOR SPECIFIC CARRIER ROUTING</p> <p>Empty cars that are ordered or supplied by carriers/car owners that are intended for shipment via the same carrier, or specific junctions but are loaded and billed to travel on other than the supplying carrier or via routing other than ordered routing will incur a charge of \$500.00 per car.</p> <p>This charge will be assessed by AWRR. Charges for this same item description could be imposed by the other roads involved or car owners.</p>
<p>ITEM 140</p> <p style="text-align: center;">INTRA-PLANT SWITCHING</p> <p>The AWRR will perform intra-plant switching on loaded or empty cars at a charge of \$100.00 per car non-hazardous or \$150.00 per car hazardous (STCC series 28, 29, 48, 49).</p> <p>Intra-Plant Switching - A switching movement of cars, loaded or empty, from one track to another track or between two points on the same track, within the same plant or industry without leaving the tracks of the same plant or industry.</p>	<p>ITEM 200</p> <p style="text-align: center;">SPECIAL SWITCH</p> <p>\$675.00 Per Request Additional \$225.00/hour, for services over 3 hours.</p> <p>Special Switch – Switching outside of normal operating or service hours. Requests must be received in writing prior to any movements being performed. The AWRR will review all requests for special switches and will approve or deny depending on railroad availability. Charges shall be assessed will be in addition to any other chargeable services performed in connection therewith.</p>
<p>ITEM 150</p> <p style="text-align: center;">INTRA-TERMINAL SWITCHING</p> <p>The AWRR will perform intra-terminal switching on loaded or empty cars at a charge of \$200.00 per car non-hazardous or \$300.00 per car hazardous (STCC series 28, 29, 48, 49).</p> <p>Intra-Terminal Switching - A switching movement of cars, loaded or empty, (other than intra-plant switching) from one track to another track of the same railroad, within the switching limits of the same station or industrial switching district.</p>	<p>ITEM 210</p> <p style="text-align: center;">SPECIAL TRAIN</p> <p>\$1250.00 Per Request Additional \$225.00/hour, for services over 8 hours.</p> <p>Special Train – Train services outside of normal operating or service hours. Requests must be received in writing prior to any movements being performed. The AWRR will review all requests for special train and will approve or deny depending on railroad availability. (Over-sized / dimensional loads handled on individual basis) Charges shall be assessed will be in addition to any other chargeable services performed in connection therewith.</p>
<p>ITEM 160</p> <p style="text-align: center;">WEIGHING</p> <p>A charge of \$125.00 per car when scale is enroute of movement and no additional switching is required, \$250.00 per car for out of route movement to weigh, will be assessed on cars weighed at shipper/consignee request on AWRR track scales.</p>	<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>

FREIGHT TARIFF AWRR 6000

<p align="center">SWITCHING AND MISCELLANEOUS RULES AND CHARGES</p>	<p align="center">SWITCHING AND MISCELLANEOUS RULES AND CHARGES</p>
<p>ITEM 220</p> <p align="center">OVERLOADED CARS DEFINITION</p> <p>An overloaded car is defined as a rail car for which either the net weight (actual weight of freight including all other materials incidental to the movement of the goods) is in excess of the car's authorized load limit (as listed in Universal Machine Language Equipment Register-UMLER), or the gross weight (combined weight of railcar and freight including all other material incidental to the movement of the goods) is in excess of the track weight limitations at any point along the route of movement. See AWRR's webpage under railroads at www.watcocompanies.com for track weight capacity.</p>	<p>ITEM 260</p> <p align="center">OVERLOADED CARS – DISPOSITION OF</p> <p>When a customer fails to respond within the first twenty-four (24) hours, a second notice will be sent. If shipper fails to respond within seven (7) calendar days from the first 07:00 A. M. after the first notification, AWRR will, at our option, transfer the shipment, transfer the excess to another car or remove the excess and sell it to the best advantage.</p> <p>The actual cost of transfer for removing the excess plus any additional charge(s), less the proceeds of the sales of the excess, if any, will be assessed against the shipper, unless satisfactory arrangements are made with AWRR.</p>
<p>ITEM 230</p> <p align="center">OVERLOAD RESPONSIBILITY</p> <p>If a car is overloaded, shipper is responsible for the removal and disposal of the excess portion of the lading of the car. AWRR will not be responsible for damaged goods or loss of lading resulting from the process of removing excess portion and AWRR does not assume responsibility for the proper loading or unloading of any lading into or out of a car containing excessive lading. All charges referred to are assessed as a deterrent to the unsafe practice of overloading rail cars and are not connected in any way with the line-haul transportation charges. These charges are not freight or "or other lawful charges" within the meaning of Section 7 of the Bill of Lading, and the execution of Section 7 will not in any way relieve the shipper from the responsibility for the charges set forth in Items 240, 250 and 270.</p> <p>Demurrage charges commence with the first 07:00 A. M. after notification is given user or owner of the lading by AWRR that excess commodity must be removed, with no other free time allowed.</p>	<p>ITEM 270</p> <p align="center">OVERLOADED CARS RECEIVED FROM CONNECTING LINES</p> <p>When a car is received from a connecting line in road haul service, and is discovered to be overloaded, shipper and delivery line will be notified to remove the excess as provided in this tariff. If the overload is discovered at the junction and car is ordered returned the delivering carrier, the applicable inter-terminal switch charge will be assessed in addition to a \$350.00 per car penalty.</p>
<p>ITEM 240</p> <p align="center">OVERLOADED CARS AT ORIGIN</p> <p>When a car is overloaded and such fact is discovered at origin station, shipper or owner of the lading will be notified to remove the excess as provided in this tariff. If the car is returned to the industry where loaded, one intra-terminal switch charge found in Item 150 will be assessed in addition to a \$350.00 per car penalty.</p>	<p>ITEM 280</p> <p align="center">SETBACK CHARGES FOR CARS HANDLED IN ERROR</p> <p>A charge of \$250.00 per car will be assessed on cars interchanged to or from AWRR due to error on the part of rail carrier making such interchange.</p>
<p>ITEM 250</p> <p align="center">OVERLOADED CARS AT OTHER THAN ORIGIN</p> <p>When a car at a station is discovered to be overloaded and such fact is discovered after the shipment has left the origin station, shipper will be notified to remove the excess as provided in this tariff. The applicable intra-terminal switch charge found in Item 150 from the point where the overloaded condition is discovered to the nearest public track will be assessed in addition to a \$350.00 per car penalty.</p> <p>If car arrives at destination terminal and is approved by AWRR to be delivered to consignee without removing excess, overload charge of \$350.00 per car will be the only penalty assessed.</p>	<p align="center">PER-DEIM</p> <p>AWRR does not pay private car mileage allowance.</p>
<p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p>	
<p align="center">ABBREVIATION OR REFERENCE MARK</p>	<p align="center">EXPLANATION</p>
<p>AWRR.....</p> <p>[A].....</p> <p>[C].....</p> <p>[I].....</p> <p>[NC].....</p> <p>[R].....</p> <p>\$.....</p>	<p>Austin Western Railroad</p> <p>Addition / New</p> <p>Change in wording</p> <p>Increase</p> <p>No Change</p> <p>Reduction</p> <p>United States dollar or dollars</p>