

PROVISIONS HEREIN WILL NOT RESULT IN AN EFFECT ON QUALITY OF HUMAN ENVIRONMENT OR ENERGY CONSUMPTION.

**IN 8000**

**15<sup>TH</sup> REVISION**

**REPORTING MARKS — IN**

**NUMERIC CODE — 324**

**Indiana Northeastern Railroad Company**  
**FREIGHT & SWITCHING TARIFF IN 8000**

DECLARATION AND DESCRIPTION OF  
SWITCHING, DEMURRAGE, TERMINAL AND SURCHARGES ON  
TRACKS AND INDUSTRIES SERVED BY THE  
INDIANA NORTHEASTERN RAILROAD COMPANY

For reference to Governing Publications, See Item 5

**ISSUED: February 8, 2022**

**EFFECTIVE: February 8, 2022**

This Tariff Revision is in effect, thus canceling all previous Revisions.

**ISSUED BY:**

G. E. Shultz, President  
P.O. Box 262  
Hillsdale, Michigan 49242

(517) 439-4677

**SECTION 1 — GOVERNING PROVISIONS — GENERAL RULES AND REGULATIONS**

ALPHABETICAL LISTING OF IN STATIONS AND DIVISIONS FROM AND TO WHICH THIS TARIFF APPLIES

INDIANA NORTHEASTERN RAILROAD			IN STATION DIVISION NUMBER	INDIANA NORTHEASTERN RAILROAD			IN STATION DIVISION NUMBER
STATION NAME	FSAC NUMBER	SPLC NUMBER		STATION NAME	FSAC NUMBER	SPLC NUMBER	
ALLEN, MI	60900	318933	M-6	JONESVILLE, MI	60909	318937	M-6
ANGOLA, IN	60901	361150	I-4	LITCHFIELD, MI	60910	318943	M-6
ASHLEY-HUDSON, IN	60902	361424	I-2	MONTGOMERY, MI	60911	318992	M-5
BANKERS, MI	60903	318982	M-5	MONTPELIER, OH (*)	60912	343545	N/A
BATAVIA, MI	60918	319673	Embargoed	PLEASANT LAKE, IN	60913	361176	I-4
COLDWATER, MI	60904	319660	M-6	QUINCY, MI	60914	319654	M-6
EDON, OH	60905	343552	O-1	RAY, IN	60915	361112	I-4
FREMONT, IN	60906	361116	I-4	READING, MI	60916	318995	M-5
HAMILTON, IN	60907	361182	I-2	SOUTH MILFORD, IN	65302	361277	I-3
HELMER, IN	65301	361192	I-3	STEUBENVILLE, IN	60917	361186	I-2
HILLSDALE, MI	60908	318970	M-5				

(\*) See Abbreviations and Reference Marks, Page 13.

<b>ITEM</b>	<b>APPLICATION</b>														
1	<p style="text-align:center;"><b>DIVISION REFERENCES</b></p> <p>This Tariff references to 6 different IN division numbers, O-1, I-2, I-3, I-4, M-5 and M-6. To identify the division location of individual IN stations, consult the Alphabetical Station List at the top of page 2 (this page).</p> <p>In the application of charges contained in Tariff Items 225, 275, 277, 400 and 510 contained herein, the following IN served stations can be considered in different IN divisions, based on whichever division results in a lower charge:</p> <table style="width:100%; margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align:center; border-bottom: 1px solid black;">STATION</th> <th style="text-align:center; border-bottom: 1px solid black;">CAN BE CONSIDERED IN EITHER DIVISION</th> </tr> </thead> <tbody> <tr> <td style="text-align:center;">Steubenville, Indiana</td> <td style="text-align:center;">I-2, I-3 or I-4</td> </tr> <tr> <td style="text-align:center;">Ashley-Hudson, Indiana</td> <td style="text-align:center;">I-2, I-3</td> </tr> <tr> <td style="text-align:center;">Ray, Indiana</td> <td style="text-align:center;">I-4 or M-5</td> </tr> <tr> <td style="text-align:center;">Hillsdale, Michigan</td> <td style="text-align:center;">M-5 or M-6</td> </tr> <tr> <td style="text-align:center;">Jonesville, Michigan</td> <td style="text-align:center;">M-5 or M-6</td> </tr> <tr> <td style="text-align:center;">Edon, Ohio</td> <td style="text-align:center;">O-1 or I-2</td> </tr> </tbody> </table>	STATION	CAN BE CONSIDERED IN EITHER DIVISION	Steubenville, Indiana	I-2, I-3 or I-4	Ashley-Hudson, Indiana	I-2, I-3	Ray, Indiana	I-4 or M-5	Hillsdale, Michigan	M-5 or M-6	Jonesville, Michigan	M-5 or M-6	Edon, Ohio	O-1 or I-2
STATION	CAN BE CONSIDERED IN EITHER DIVISION														
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Jonesville, Michigan	M-5 or M-6														
Edon, Ohio	O-1 or I-2														
5	<p style="text-align:center;"><b>DESCRIPTION OF GOVERNING CLASSIFICATION</b></p> <p>This Tariff is governed, except as otherwise provided, by the Uniform Freight Classification, UFC 6000 Series, ICC UFC 6000 Series, issued by the Uniform Classification Committee, Agent, Supplements thereto and reissues thereof.</p>														
10	<p style="text-align:center;"><b>STATION LIST AND CONDITIONS</b></p> <p>This Tariff is governed by ICC OP SL 6000 Series to the extent shown below:</p> <p style="text-align:center;"><b>PREPAY REQUIREMENTS AND STATION CONDITIONS</b></p> <p>The following is listed for additions and abandonments of stations, and, except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance of freight, and changes in station facilities. When a station is abandoned, as of a date specified in the above-named Tariff, the rates from and to such station as published in this Tariff are inapplicable on and after that date. When any above-named station is legally embargoed (for any reason) by the IN, rates and charges named in this Tariff to and from that station will become inapplicable on such date as the effective date of any such embargo and will remain so until such embargo is lifted.</p>														

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EFFECTIVE: FEBRUARY 8, 2022

ISSUED BY: G. E. SHULTZ, PRESIDENT, P.O. BOX 262, HILLSDALE, MICHIGAN 49242

IN 8000	INDIANA NORTHEASTERN RAILROAD COMPANY	15 <sup>TH</sup> REVISION	PAGE 2
<u>ITEM</u>	<u>APPLICATION</u>		
15	<p align="center"><b>EXPLOSIVES, DANGEROUS ARTICLES — HAZARDOUS MATERIALS</b></p> <p>Cars loaded with explosives, poisons, compressed flammable gas, radioactive or toxic inhalation hazardous materials, as shown in Tariff ICC BOE 6000-series, will not be accepted for movement. Hazardous materials other than those covered above are subject to movement only by permits issued by the General Manager. Customers anticipating movement of any hazardous materials should contact IN for permit authority at least 48 hours prior to shipment. IN reserves the right to decline to issue a permit for other hazardous materials in addition to those covered above.</p>		
20	<p align="center"><b>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</b></p> <p>Where reference is made in this Tariff to Tariffs, Items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such Tariffs and reissues of such Items, notes, rules, etc. Where reference is made in this Tariff to another Tariff by STB number, such reference applies also to such Tariff; to the extent it may be applicable on intrastate traffic.</p>		
25	<p align="center"><b>TERMINAL OR TRANSIT PRIVILEGES OR SERVICES</b></p> <p>Shipments made under the rates contained in this Tariff are entitled also to terminal and transit services and privileges, and are subject to the charges, allowances, rules and regulations legally applicable thereto, as provided in separately published, lawfully filed Tariffs.</p>		
45	<p align="center"><b>CAPACITIES AND DIMENSIONS OF CARS</b></p> <p>For marked capacities, lengths, dimensions and cubical capacities of cars, see Tariff ICC RER 6412 Series. For gallon capacities of tank cars, see Tariff ICC WTL 6300 Series. Cars may not be loaded in excess of load limits.</p>		
110	<p align="center"><b>RECEIPT OF ORDER NOTIFY FREIGHT FROM CONNECTING CARRIERS</b></p> <p>Carload freight from a connecting carrier, when consigned to order notify, or when consigned to one party, notify or advise another party, will not be accepted by the IN until the road haul carrier (Class 1) has taken up the order notify bill of lading, written order or any other document required as a precedent to delivery.</p>		
115	<p align="center"><b>TEAM TRACK TRAFFIC</b></p> <p>Public team tracks and platforms of the IN may be used for loading or unloading railcars, subject to the provisions of this Tariff and provisions contained in a standard Side-Track Agreement.</p>		
120	<p align="center"><b>APPLICATION OF RATES TO OR FROM INDUSTRIES LOCATED ON IN</b></p> <p>Except as otherwise provided for by contract between the IN and the industry, rates named in this Tariff apply for all industries located on the IN. All charges for services rendered under this Tariff will be invoiced to the industry or individual requesting said services.</p>		
125	<p align="center"><b>CARRIERS' LIMITED LIABILITY</b></p> <p>Carriers will not be responsible for any loss or lading damage due to delays incident to switching service and unavoidable causes, natural shrinkage, drying, blow-off, and/or difference between origin and destination weights.</p>		
130	<p align="center"><b>ORDERING EQUIPMENT — BILLING INSTRUCTIONS</b></p> <p>IN served shippers should order all railcars desired for loading from the IN Agent. This order should specify class of car needed, lading, capacity needed, destination, and routing desired. When cars are loaded, shipper should furnish IN with the following: contents, weight and shipping instructions. Shippers are not allowed to reload cars that are made empty by themselves, without first obtaining permission from the IN Agent or General Manager.</p>		
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IN 8000	INDIANA NORTHEASTERN RAILROAD COMPANY	15 <sup>TH</sup> REVISION	PAGE 3																
ITEM	<u>APPLICATION</u>																		
135	<p style="text-align: center;"><b>APPLICATION OF RATES</b></p> <p>All charges named herein, unless otherwise stated, are for moving empty cars one way and loaded the other. If cars are loaded both ways, they will be charged for as two different shipments and will be afforded all switching and demurrage rights as two different movements. Freight moving in less than carload shipments shall be subject to the provisions of and treated the same as carload freight. Cars with bulging sides, leaning cars or cars of excessive length or width that cannot be placed where desired because of sharp curves or danger of striking buildings, sheds, etc., will be placed at the nearest team track for loading or unloading.</p>																		
137	<p style="text-align: center;"><b>APPROVED MAXIMUM GROSS RAILCAR WEIGHTS BY IN DIVISION</b></p> <p>Maximum gross weight loading (in pounds) per Ordinary Equipment Railcar is approved for movement on the IN rail system to and from interchange with the NS at Montpelier, Ohio.</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;"><u>IN Division</u></th> <th style="text-align: center;"><u>Maximum Approved Gross Weight—Each Ordinary Equipment Railcar</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">O-1</td> <td style="text-align: center;">286,000 pounds</td> </tr> <tr> <td style="text-align: center;">I-2</td> <td style="text-align: center;">286,000 pounds</td> </tr> <tr> <td style="text-align: center;">I-3</td> <td style="text-align: center;">286,000 pounds</td> </tr> <tr> <td style="text-align: center;">I-4</td> <td style="text-align: center;">286,000 pounds</td> </tr> <tr> <td style="text-align: center;">M-5</td> <td style="text-align: center;">286,000 pounds</td> </tr> <tr> <td style="text-align: center;">M-6</td> <td style="text-align: center;">(East of MP 80.73) 286,000 pounds</td> </tr> <tr> <td style="text-align: center;">M-6</td> <td style="text-align: center;">(West of MP 80.73) 263,000 pounds (embargoed)</td> </tr> </tbody> </table> <p><u>Weight Note:</u> If approved for loading railcars to 286,000 pounds gross weight by the IN, IN served customers must also make sure all intermediate and destination carriers have approved the movement of railcars to 286,000 pounds gross weight before loading railcars to 286,000 pounds gross weight.</p>			<u>IN Division</u>	<u>Maximum Approved Gross Weight—Each Ordinary Equipment Railcar</u>	O-1	286,000 pounds	I-2	286,000 pounds	I-3	286,000 pounds	I-4	286,000 pounds	M-5	286,000 pounds	M-6	(East of MP 80.73) 286,000 pounds	M-6	(West of MP 80.73) 263,000 pounds (embargoed)
<u>IN Division</u>	<u>Maximum Approved Gross Weight—Each Ordinary Equipment Railcar</u>																		
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M-6	(West of MP 80.73) 263,000 pounds (embargoed)																		
139	<p style="text-align: center;"><b>BASIC RAIL FREIGHT SERVICE</b></p> <p>Basic Rail Freight Service (Basic Service) includes a single inbound movement from interchange with a Connecting Carrier (except in the case of a Local Freight move — see Item 400) to placement on a customer's sidetrack, and a single outbound movement of the same railcar after release from the customer's sidetrack to interchange with a Connecting Carrier. The in and out movements are for a standard-type railcar, loaded to not exceed the maximum allowable weight for that particular division, moved in regular train service, loaded in one direction and empty in the opposite direction. The basic movement includes, if in railroad system equipment, a set amount of free time at the customer's sidetrack for loading or unloading before demurrage charges apply. The basic movement has no restriction on the part of the railroad for free time for loading or unloading if the railcar is a private "X" marked railcar.</p> <p>The Indiana Northeastern Railroad connects with and interchanges railcars with the Norfolk Southern at Montpelier, Ohio and is an NS "Handling Line Carrier". For rail traffic moving to or from the NS, in many cases the IN is fully compensated from NS for providing Basic Freight Service. When NS does not fully compensate the IN for providing Basic Freight Service, a Surcharge from the IN directly to the IN served customer will apply.</p> <p>When rail services beyond the described Basic Freight Services are provided by the Indiana Northeastern Railroad, additional charges as described in this Tariff will apply.</p>																		
140	<p style="text-align: center;"><b>PREPAYMENT OF CHARGES</b></p> <p>All charges under this Tariff must be prepaid unless satisfactory payment arrangements with the IN have been made prior to the performance of service.</p>																		
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IN 8000	INDIANA NORTHEASTERN RAILROAD COMPANY	15 <sup>TH</sup> REVISION	PAGE 4
<u>ITEM</u>	<u>APPLICATION</u>		
145	<p style="text-align: center;"><b>SPECIAL EQUIPMENT — DETERMINATION — EXCLUSION</b></p> <p>All switching and terminal services/charges outlined in this Tariff apply to the handling of loads on or in ordinary equipment. The IN General Manager will make the exclusive determination if any equipment consigned to the IN will be considered as ordinary equipment or special equipment by the IN.</p> <p>The handling of any special equipment car(s) or locomotive(s) — equipment in excess of 89 feet in length, equipment with 6 or more axles, equipment for passenger type service, equipment with a width in excess of 10' 8", or equipment with a height in excess of 15' 6" — is excluded from this Tariff. The IN General Manager shall make the exclusive determination as to; accepting any special equipment in interchange, allowing movements on the IN and applicable rates for demurrage &amp; handling any special equipment cars accepted by the IN.</p>		
150	<p style="text-align: center;"><b>DEFINITION OF TERMS</b></p> <p style="text-align: center;">(When the following terms are used in this Tariff, they shall have the following meanings.)</p> <ol style="list-style-type: none"> <li>1. <b>SURCHARGES</b> – are charges published in this Tariff for the Basic Service (see Item 139) movement of railcars between any IN served customer and any connecting carrier. Surcharges published in this Tariff will be in addition to the line-haul transportation charge or charges on regulated traffic published in Tariffs or other instruments as well as deregulated traffic, having application from or to stations on the IN. Surcharge payments shown herein are payable by the rail user (i.e., shipper or consignor on outbound shipments, and receiver or consignee on inbound shipments) on shipments originating or terminating at IN stations. These surcharge payments are to be collected by and accrue solely to the IN.</li> <li>2. <b>INTRA-TERMINAL SWITCHING</b> – "Local Freight" is a Basic Service (see Item 139) for movement of traffic originating at and destined to points located on tracks served by the IN. This would cover shipments between different stations that are both served by the IN. This service includes the initial spotting of a car at the origin station, movement of and spotting of same car at the destination.</li> <li>3. <b>INTRA-PLANT SWITCHING</b> – is an additional (extra) switching movement with charges assessed per car, from one track to another or between two locations on the same track, entirely within the confines of the (single) plant, industry or station when the movement does not leave the tracks of the (single) plant, industry or station.</li> <li>4. <b>INTRA-STATION SWITCHING</b> – is an additional (extra) switching movement to apply to any industry that has consigned to them, more loaded or empty railcars than their siding or facility can hold. In such case where cars must be left at the nearest station until space is available at the industry siding, charges for such movements will be assessed per car.</li> <li>5. <b>STANDBY SWITCH ENGINE SERVICE</b> – is an additional (extra) service that can be provided by the IN to assist in the movement of railcars for loading or unloading of multi car shipments by an industry.</li> <li>6. <b>INTERCHANGE</b> – is when a railroad delivers railcars to a connecting carrier (railroad) and the connecting railroad accepts delivery of these cars. The carrier that accepts these cars for movement is then responsible for any liabilities then associated with having said cars in their possession.</li> <li>7. <b>CONNECTING CARRIER</b> – is any other railroad that physically connects to and thus has the ability to interchange railcars with the IN.</li> <li>8. <b>ORDINARY EQUIPMENT</b> – is considered to be commonly used railcars, including standard types of: covered hopper cars, open-top hopper cars, boxcars, tank cars, gondola cars and flat cars, with a maximum gross loaded weight of the railcar plus lading not to exceed 286,000 pounds. <b>NOTE:</b> Movement of Ordinary Equipment Railcars weighing in excess of 263,000 pounds gross weight on rail will only be allowed on specific IN divisions (See Item 137 for details).</li> </ol>		
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IN 8000	INDIANA NORTHEASTERN RAILROAD COMPANY	15 <sup>TH</sup> REVISION	PAGE 5						
<b>SECTION 2 — SWITCHING AND TERMINAL CHARGES</b>									
<b>SPECIAL SWITCHING AND TERMINAL CHARGES</b>									
This section states specific charges that will be assessed by the IN directly to the individual, industry, customer or railroad requesting the special switching and or terminal services defined in this Tariff.									
<u>ITEM</u>	<u>APPLICATION</u>								
210	<p style="text-align: center;"><b>EMPTY CARS RETURNED</b></p> <p>When an empty car is ordered by a customer and is later placed or constructively placed for loading and is not loaded but is instead released back to the IN as an empty for movement offline via interchange, a charge of \$350.00 <b>per car</b> will be assessed against the party ordering, but not using the car. This charge will be assessed on a per car basis. Applicable detention and demurrage charges will be assessed in addition to this charge.</p> <p>EXCEPTIONS:</p> <ol style="list-style-type: none"> <li>1. This charge will not apply if release of empty car is the result of IN's failure or inability to place the car within 5 business days of when the car was ordered or requested.</li> <li>2. The charge will not apply when a car is rejected by the party ordering the car if the car is, in the judgment of the Railroad, defective, unfit, of improper type or the loading would be a violation of any outstanding car service order or loading rule.</li> </ol>								
212	<p style="text-align: center;"><b>EMPTY CARS CANCELLED</b></p> <p>When an empty car is ordered by a customer and is later cancelled, after the car is received by the Railroad at interchange, but before the car is delivered to the customer, a charge of \$200.00 <b>per car</b> will be assessed against the party ordering and then canceling the car. This charge will be assessed on a per car basis.</p>								
215	<p style="text-align: center;"><b>INTRA-PLANT &amp; INTRA-STATION SWITCHING</b></p> <p>A charge of \$125.00 <b>per car</b> will be assessed for intra-plant or intra-station switching, if this service is provided by the Railroad on the next scheduled train that will be working that station.</p> <p>This charge will apply to all cars switched into an industry track that were constructively placed by the Railroad because the industry track did not have the track capacity to accept the railcars.</p> <p>If a special train is called to provide this service, at the request of the industry, charges will be assessed as outlined in Item 220, below.</p>								
220	<p style="text-align: center;"><b>STANDBY SWITCH ENGINE SERVICE</b></p> <p>Standby switch engine service will be provided by the IN upon reasonable advance request, subject to the availability of engine(s) and qualified railroad personnel. To the extent that the services of an engine(s) and crew are required beyond the railroad's normally provided service to spot cars, the IN will furnish engine(s) and crew under the following conditions and charges:</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td style="padding-right: 20px;">Single locomotive w/ 2 qualified crew members:</td> <td>\$160.00 <b>per hour</b> – (base rate)</td> </tr> <tr> <td>Requirement of 1 additional locomotive, add:</td> <td>\$60.00 <b>per hour</b> – (each additional)</td> </tr> <tr> <td>Requirement of 1 additional crew member, add:</td> <td>\$50.00 <b>per hour</b> – (each additional)</td> </tr> </table> <p><b>Minimum</b> service under this Item if a train crew is dispatched specifically for this purpose is 2 hours.</p> <p>Service is subject to maximum permissible on duty time of 12 hour for crew members. Charges will be assessed against the party requesting the special switching service and will be in addition to all other applicable charges.</p> <p>When a customer requests or directly causes a delay to train operations during normal switching duties, such delay is subject to the charges covered by this Item but will only be assessed charges based on hours actually used or delayed (no hourly minimum).</p>			Single locomotive w/ 2 qualified crew members:	\$160.00 <b>per hour</b> – (base rate)	Requirement of 1 additional locomotive, add:	\$60.00 <b>per hour</b> – (each additional)	Requirement of 1 additional crew member, add:	\$50.00 <b>per hour</b> – (each additional)
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<u>ITEM</u>	<u>APPLICATION</u>		
225	<p style="text-align: center;"><b>SET BACK CARS</b></p> <p>When a railcar is loaded and released by an industry and is subsequently moved from the industry by the Railroad and the industry later requests the railcar be returned or delivered back to the industry for weight, grade, billing or any other reason that the Railroad is not responsible, a charge will be made for such service as listed herein, based on the location of the railcar on the IN system when the Set Back request is made to the Railroad, if this service is provided by the IN on the next scheduled train that will be working to or in the station requesting this service. This charge will be assessed on a <b>dollars per car</b> basis.</p> <ol style="list-style-type: none"> <li>1. \$125.00 per railcar if the railcar is to be Set Back within the same division that it is located</li> <li>2. \$250.00 per car if the railcar is to be Set Back to a different division from where it is located</li> </ol> <p>NOTE:</p> <ul style="list-style-type: none"> <li>▪ If a special train is called to provide this service, at the request of the industry, charges will be assessed as outlined in Item 220.</li> <li>▪ If a railcar is released by an industry and subsequently a Set Back request is made by the industry, demurrage calculations will be based on when the same car is last released from the industry.</li> <li>▪ All the charges covered by this Item are in addition to any other charges that may otherwise apply by way of this Tariff.</li> </ul>		
265	<p style="text-align: center;"><b>CARS HELD FOR INSTRUCTIONS</b></p> <p>When a loaded car is released and forwarded to IN and removed from an industry or team track and then later set-out or held by IN on a side-track enroute awaiting billing instructions, a charge of \$150.00 <b>per car</b> will be assessed to the shipper, plus any other applicable charges.</p> <p>NOTE: Demurrage calculations on any railcar Held for Instructions will be based on when the same car is properly billed and released for outbound movement to interchange.</p>		
270	<p style="text-align: center;"><b>EMPTY CAR STORAGE</b></p> <p>When IN-allowed empty cars are delivered to the IN for storage on IN side-tracks, a charge of 20 cents (\$.20) <b>per track foot</b> (measured drawbar to drawbar) <b>per day</b> will be assessed against the party requesting storage, provided the cars are given to the IN per diem free. This charge will be assessed from the date of interchange until date placed for loading or interchange. Charges covered under this Item will be paid monthly, in advance, to the IN. Permits to store cars on IN tracks will be issued by the General Manager. IN reserves the right to decline any request for any reason to store cars on the IN. The IN reserves the right to order any cars held for storage under this Item, to vacate the IN tracks/facilities at any time.</p>		
273	<p style="text-align: center;"><b>LOADED CAR STORAGE</b></p> <p>When IN-allowed loaded cars are delivered to the IN for storage on IN side-tracks, a charge of 35 cents (\$.35) <b>per track foot</b> (measured drawbar to drawbar) <b>per day</b> will be assessed against the party requesting storage, provided the cars are given to the IN per diem free. This charge will be assessed from the date of interchange until date placed for loading or interchange. Charges covered under this Item will be paid monthly, in advance, to the IN. Permits to store cars on IN tracks will be issued by the General Manager. IN reserves the right to decline any request for any reason to store cars on the IN. The IN reserves the right to order any cars held for storage under this Item, to vacate the IN tracks/facilities at any time.</p>		
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ITEMAPPLICATION

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**SCALE FEES—WEIGHING CARS**

The Indiana Northeastern Railroad has a certified scale available for weighing railcars located at Hillsdale, MI.

The following charges in **dollars per car** will apply to customers from their respective IN divisions for the weighing of cars when railroad scale weights are requested by the customer or industry.

**(A) For weighing an originating or terminating car, received from or destined to the NS road haul connection at Montpelier, Ohio, the following dollars per railcar charges will be assessed:**

**DIVISION OF CUSTOMER: O-1 \$240 I-2 \$210 I-3 \$240 I-4 \$150 M-5 \$120 M-6 \$36**

EXCEPTION NOTE: Scale fees will not apply to shipments that move to or from the NS road haul connection that have weight agreements in place as part of the "HANDLING LINE ARRANGEMENT" between the IN and the NS.

**(B) For weighing Local Freight railcars, in addition to applicable intra-terminal switching charges, the IN will provide, upon request, the weighing of railcars at the following dollars per railcar rates, dependent on the origin and destination division as shown in the following matrix:**

		<u>DESTINATION DIVISION</u>					
		O-1	I-2	I-3	I-4	M-5	M-6
<u>ORIGIN DIVISION</u>	O-1	162	144	138	108	72	36
	I-2	144	138	138	108	60	36
	I-3	138	138	138	108	60	36
	I-4	108	108	108	90	48	36
	M-5	72	60	60	48	48	36
	M-6	36	36	36	36	36	54

**WEIGHT NOTE:** The above scale fees are in addition to all other applicable charges and cover the actual weighing of railcars on track scales in Hillsdale, Michigan. If after weights are known and the car is set back for unloading or additional loading and then the same car must be weighed again, scale fees will again be charged for this additional weighing service.

**OVERWEIGHT CARS:** The IN reserves the right to weigh railcars that are suspected to be overloaded for movement on specific IN divisions (see Item 137), and if the suspected car(s) is overloaded, IN will charge applicable scale fees and demurrage charges to the industry that overloads said car and will hold said overloaded car until weight is reduced to a level acceptable for further movement by the IN.

**HOLD RAILROAD HARMLESS:** The IN Railroad will weigh railcars and provide those weights when requested, and will, to the best of its ability, provide accurate weights. However, by weighing railcars, the IN Railroad does not assume or accept responsibility or liability for quantity of lading at unload or accept or assume liability for providing inaccurate weights.

**286K NOTE:** Movement restrictions could apply on railcars loaded to 286,000 pounds gross weight — see Item 137.

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**ITEM****APPLICATION**

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**RAILCAR TURNING — “WYING” CARS**

The Indiana Northeastern Railroad has a wye track available for turning railcars in Hillsdale, Michigan.

The following charges in **dollars per car** will apply to customers from their respective IN divisions for wying railcars.

**(A) For wying an originating or terminating car, received from or destined to the NS road haul connection at Montpelier, Ohio, the dollars per railcar charges to be assessed are detailed below.**

The following charges will apply for the wying of railcars of any type (most likely boxcars) when this service is requested by the customer or industry or otherwise required and/or necessary.

NOTE: When boxcars come in from the NS interchange at Montpelier, Ohio, for delivery to customers at or west of Hillsdale, the Railroad will (at no extra charge) visually inspect the boxcar to see if placards are in place directing loading or unloading from a particular side door.

- If the boxcar is aligned in a direction to allow for loading or unloading from the correct side when it arrives at destination, the Railroad will deliver the boxcar without wying the car.
- If the boxcar is aligned in a direction that will not allow for loading or unloading from the correct side at its destination, the Railroad will (without consulting the customer) wye the car to make sure the car is facing properly when it arrives at the customer's track. This service will generate a charge as identified below.

CHARGE RATE		DESCRIPTION OF WYING SERVICE TO BE PROVIDED
A	\$36	Wying railcars for customers in division M-6 while the railcar is moving through Hillsdale
B	\$180	Wying railcars for customers located in division M-6 after the railcar is already placed
C	\$120	Wying railcars for customers in division M-5
D	\$216	Wying railcars for customers located in division I-4 or I-2
E	\$264	Wying railcars for customers located in division O-1 or I-3

**EXCEPTIONS:**

- In the event a railcar destined to division M-6 is incorrectly placarded and is delivered to destination facing the wrong direction, the customer will be charged rate “B” as shown above.
- In the event the Railroad delivers a railcar to a customer in division M-6 that is placarded properly but is not wye'd to face properly upon delivery, the Railroad will return the railcar to Hillsdale and wye the railcar at rate “A” as shown above.

**(B) For wying Local Freight railcars, in addition to applicable intra-terminal switching charges, the IN will provide, upon request, wying of railcars at the following dollars per railcar rates, dependent on the origin and destination division as shown in the following matrix:**

		DESTINATION DIVISION					
		O-1	I-2	I-3	I-4	M-5	M-6
ORIGIN DIVISION	O-1	162	144	138	108	72	36
	I-2	144	138	138	108	60	36
	I-3	138	138	138	108	60	36
	I-4	108	108	108	90	48	36
	M-5	72	60	60	48	48	36
	M-6	36	36	36	36	36	54

**WYING NOTES:**

- If a special train is called to provide this service at the request of the industry, Item 220 charges will apply.
- If a railcar is placed at an industry and subsequently a turning request is made by the industry, demurrage calculations will be based on when the same car was first placed at the industry.
- All the charges covered by this Item are in addition to any other charges that may otherwise apply.
- Movement restrictions could apply on railcars loaded to 286,000 pounds gross weight — see Item 137.

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<b>SECTION 3—RAILCAR DETENTION RULES AND CHARGES</b>			
<b>DEMURRAGE</b>			
This section states specific charges that will be assessed by the IN directly to the individual, industry or customer for holding railcars past the allotted Free Time as described herein.			
300	<p style="text-align: center;"><b>DEMURRAGE CHARGES</b></p> <p>Railroad controlled railcars are subject to demurrage charges after expiration of allowable free time (see Item 305). The following charges per car, per day or fraction of a day, will be made, following the allowable free time, until the car is RELEASED (see EXCEPTION). <b>NOTE: CARS HELD FOR INSTRUCTIONS and SET BACK CARS</b> are not considered released relating to charges for demurrage.</p> <p style="padding-left: 40px;">\$25.00 for the first chargeable day, AND; \$30.00 for each subsequent day.</p> <p>The above applicable charges will accrue on all Sundays and Holidays (see Item 310) subsequent to the first chargeable day, including a Sunday or Holiday immediately following the day on which the first chargeable day begins to run until car is released.</p> <p>EXCEPTION: Demurrage Rules and Charges published herein will NOT apply to "X MARK" cars held on private industry-controlled tracks or designated IN tracks or sidings, unless arrangements or provisions to mandate the charging of demurrage are in place and effective from the party that controls said X MARK equipment.</p> <p>RELEASED: In the case of a loaded car, it shall be considered released when the industry has the car loaded, notifies the railroad that the car is loaded and presents the IN with complete forwarding instructions. In the case of an empty car, cars will be considered released when the industry has the car unloaded and notifies the railroad that the car is ready for the IN to pick up.</p>		
305	<p style="text-align: center;"><b>FREE TIME AND DETERMINATION OF FIRST CHARGEABLE DAY</b></p> <p>Unless stated otherwise in this Tariff, cars placed for loading or unloading will be given forty-eight (48) hours free time to complete loading or unloading. Free time starts at the first 7:00 AM after the car is placed, or notification of constructive placement is given. Free time is considered the first 48-hour period that occurs after the first 7:00 AM when the car is considered placed. This period of 48 hours will not contain a Sunday or Holiday. The day immediately following the free time period is the first chargeable day. <b>Please note that Saturday is not a free day.</b></p> <p><b>ADDITIONAL NOTE:</b> Free time is further restricted to 24 hours on Unit Grain Trains outbound to the Norfolk Southern. Unit Grain Trains shall mean any group of 25 or more grain cars moving as a single block on a single BOL.</p> <p>When the same car is both unloaded and reloaded, each transaction will be treated as independent of the other and the free time for reloading shall not begin until after unloading is complete.</p> <p>When empty cars are ordered and placed for loading at an industry and the industry does not load and forward cars but instead releases said cars as empties, there will be NO free days allowed, and ALL days from constructive placement or placement until release will be charged demurrage charges.</p>		
310	<p style="text-align: center;"><b>HOLIDAYS</b></p> <p>Whenever reference is made to "Holidays", it shall mean only the days listed below:</p> <p style="padding-left: 40px;"><b>New Year's Day</b> — January 1 (See MONDAY NOTE)  <b>Memorial Day</b> — Last Monday of May  <b>Independence Day</b> — July 4 (See MONDAY NOTE)  <b>Labor Day</b> — First Monday of September  <b>Thanksgiving Day</b> — Fourth Thursday of November  <b>Christmas Day</b> — December 25 (See MONDAY NOTE)</p> <p>MONDAY NOTE: When this date occurs on Sunday, the following Monday will be observed as the Holiday.</p>		
ISSUED: FEBRUARY 8, 2022		EFFECTIVE: FEBRUARY 8, 2022	
ISSUED BY: G. E. SHULTZ, PRESIDENT, P.O. BOX 262, HILLSDALE, MICHIGAN 49242			

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315	<p style="text-align: center;"><b>PLACEMENT — CONSTRUCTIVE PLACEMENT — NOTIFICATION</b></p> <p>Cars will be considered placed when either: (A) ACTUALLY PLACED — Car is placed in an accessible position for loading or unloading or, (B) CONSTRUCTIVELY PLACED — Car cannot be actually placed through no fault of IN (including insufficient space on the industry's designated track for the number of cars ordered by or consigned to the industry) and notification is given to intended receiver of constructive placement at a holding point on the IN. For free time calculations, constructive placement will be considered as placement.</p> <p>Sufficient notification by IN to industry of placement or constructive placement of cars will be when the IN performs one of the following: A: Makes personal contact or phone communication to notify industry. B: FAX or hand delivery of notification to industry. C: By actual delivery of cars to industry's track, if on private industry-controlled track.</p> <p><b>NOTE:</b> IN records of such notification will govern disputes.</p>		
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**SECTION 4 — LOCAL FREIGHT CHARGES**

**INTRA-TERMINAL SWITCHING — LOCAL FREIGHT CHARGES**

This section states specific charges that will be assessed by the IN directly to the individual, industry or customer for moving Local Freight as a Basic Rail Freight Service movement as described in this Tariff.

400	<b>INTRA-TERMINAL SWITCHING — LOCAL FREIGHT</b>
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When loaded cars are moved from one industry track to another (different) industry or track located on the IN, either in the same or in a different division, the following charges in **dollars per carload** will apply between different IN division stations, (these rates will not apply to any traffic moving from interchange with a connecting carrier):

		<u>DESTINATION DIVISION</u>					
		O-1	I-2	I-3	I-4	M-5	M-6
<u>ORIGIN DIVISION</u>	O-1	345	345	430	345	345	375
	I-2	345	345	430	345	345	375
	I-3	430	430	405	430	430	460
	I-4	345	345	430	345	345	375
	M-5	345	345	430	345	345	375
	M-6	375	375	460	375	375	345

**Local Rate Adjustments:**

<b>VOLUME REDUCTIONS:</b>	If single shipment of 3 or more cars: reduction of \$50.00/car.
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**EQUIPMENT REDUCTION:** If shipments are made using shipper owned, leased or otherwise controlled equipment, ("X" marked private cars) making this equipment per diem free to the IN, a reduction of \$50.00/car will apply in addition to any volume reduction.

**HAZARDOUS MATERIALS INCREASE:** If Hazardous materials are allowed under Item 15, **increase** the above rates by \$150.00/car.

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**SECTION 5 — SURCHARGES**

**SURCHARGES**

This section states specific Surcharges that will be assessed by the IN directly to the individual, on-line industry or customer that receives Basic Rail Freight Service that is subject to surcharges as described in this Tariff section.

545	<b>SURCHARGES FOR CORN, SOYBEAN OR WHEAT SHIPMENTS TO OR FROM THE NORFOLK SOUTHERN</b>
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The below stated Rates will apply in **dollars per carload** for outbound shelled corn, soybeans or wheat shipments, originating from or destined to a single IN served loading or unloading station, per loaded covered hopper-type grain railcar:

**CORN (STCC 0113215), SOYBEANS (STCC 0114415) or WHEAT (STCC 0113710)**

ORIGIN OR DESTINATION DIVISION	<u>CHARGE RATE 1-3 1-3 CARS ON 1 BOL</u>	<u>CHARGE RATE 4-20 4-20 CARS ON 1 BOL</u>	<u>CHARGE RATE 25-50 21-69 CARS ON 1 BOL</u>	<u>CHARGE RATE 75-85 70-100 CARS ON 1 BOL</u>
O-1	\$100.00	\$150.00	\$75.00	\$250.00
I-2	\$175.00	\$150.00	\$125.00	\$250.00
I-3	\$225.00	\$200.00	\$175.00	\$300.00
I-4	\$210.00	\$225.00	\$250.00	\$300.00
M-5	\$275.00	\$275.00	\$275.00	\$300.00
M-6	\$300.00	\$275.00	\$275.00	\$325.00

**Additional Information:**

- (A) More information on rates for movement of outbound grain onto the NS system can be obtained by contacting the Indiana Northeastern Railroad General Manager or President.
- (B) Grain shipping elevators that ship 75-car or larger unit grain trains located in Division O-1, Division I-3, and Division M-5 that ship corn, soybean and wheat by rail have contracted freight and surcharge rates included in confidential contracts in place with the Indiana Northeastern Railroad, whereas making the above surcharges non-applicable for shipments from their particular origins.
- (C) Shelled corn, soybeans or wheat moving from IN loading stations onto the NS will be considered as NS origin shipments and are allowed to be shipped under NS contract or tariff rates. Any applicable surcharges stated in this Item will be billed directly to the directly served IN grain customer. These grain surcharges, as applicable, will need to be considered when selling or buying rail grain FOB stations served by the Indiana Northeastern Railroad Company, as the grain buyer or seller on the NS rail system will not see these surcharges and therefore will likely not agree to pay these surcharges.

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ITEMAPPLICATION**SECTION 6 — ABBREVIATIONS AND REFERENCE MARKS**

600

**EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS**

STB	Surface Transportation Board
OH PUC	Ohio Public Service Commission
MI DOT	Michigan Department of Transportation
BOE	Bureau of Explosives
OPSL	Open and Prepay Station List
STCC	Standard Transportation Commodity Code
SPLC	Standard Point Location Code
RER	Railroad Equipment Register
UFC	Uniform Freight Classification
WTL	Western Trunk Lines
BOL	Bill of Lading
IN	Indiana Northeastern Railroad Company
NS	Norfolk Southern Railway Company
via	"By way of..."
\$	Dollar(s)
&	And
—	No charge
(C)	Cancel
(I)	Denotes an increase
(R)	Denotes a reduction
(NC)	Denotes no change in rate
(CW)	Change in wording resulting in neither an increase or reduction in charges
N/A	Not applicable
*	For interchange purposes only. Not intended to be used for "Local Freight."

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