

SUPPLEMENT  
TO  
CSS 6004-C

# CHICAGO SOUTHSHORE AND SOUTH BEND RAILROAD

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## SUPPLEMENT 1 TO FREIGHT TARIFF CSS 6004-C

NAMING  
RULES AND CHARGES  
GOVERNING  
DEMURRAGE AND STORAGE  
*(Not Applicable On Unit Coal Trains,  
For Application See Tariff ASLG 6004-series)*  
AT STATIONS ON THE  
CHICAGO SOUTHSHORE AND SOUTH BEND RAILROAD

### DEMURRAGE & STORAGE PROVISIONS

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#### ISSUED BY

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(The provisions published herein, if effective, will not result in an effect on the quality of the human environment.)

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***Method of Canceling Items***

As this tariff is supplemented, numbered items with lettered suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequences starting with A. Example: Item 100-A cancels Item 100 and Item 200-B cancels Item 200-A in a prior supplement which in turn cancelled Item 200.

For explanation of abbreviations and reference marks, see last page of tariff.

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***Section IV: Hazardous materials***

***Safety is our first priority***

We never compromise safety. We are particularly diligent when it comes to the safe transportation of hazardous materials, including empty cars with hazardous material residue. No credit days will be allowed for any car containing hazardous materials or hazardous material residue.

Hazardous Materials are defined as “Hazardous Wastes” and “Hazardous Substances” as named in Hazardous Materials Regulations of the U.S. Department of Transportation in 40 Code of Federal Regulations (CFR) 260 through 263 and 49 CFR 171.8 or successor thereof, requiring the use of 4-digit identification numbers on shipping documents, placards or panels.

The following criteria reflect specific regulations of this railroad and North American regulatory authorities:

<b>LOADING, UNLOADING AND STORAGE</b>	<b>ITEM 8500</b>
<p>Hazardous materials may not be loaded, unloaded or stored on our tracks. Shippers, consignees and unloaders must take cars into a recognized secure facility without delay.</p>	

<b>OVERLOADED OR IMPROPERLY LOADED CARS</b>	<b>ITEM 8550</b>
<p>Overloaded, improperly loaded or improperly secured cars will not be pulled unless it is determined that it is safe to do so, and authorized by regulatory agencies. This may require such things as weight reduction, return to origin, or movement towards destination under restriction (e.g., check pressure en route).</p>	

<b>RAILROAD CARS CONTAINING HAZARDOUS MATERIALS OR HAZARDOUS MATERIAL RESIDUE</b>	<b>ITEM 8600</b>
<p>Additional Hazardous Materials in rail cars.....0 credit days allowed</p> <p>This charge will be in addition to, and run concurrent with, any applicable per day demurrage charges.</p> <p>This charge applies to cars that are transporting hazardous materials, or have residue from a previous movement of hazardous materials.</p>	<p>\$75 per car, per day</p>

<b>PRIVATE CARS CONTAINING HAZARDOUS MATERIALS OR HAZARDOUS MATERIAL RESIDUE, <u>EXCEPT AS PROVIDED IN ITEM 8710</u></b>	<b>ITEM 8700-A</b>
<p>Hazardous Materials in private cars.....0 credit days allowed</p> <p>This charge applies to cars that are transporting hazardous materials, or have residue from a previous movement of hazardous materials.</p> <p>(<u>Underscored</u> portion denotes change/addition.)</p>	<p>\$150 per car, per day</p>

For explanation of abbreviations and reference marks, see last page of tariff.

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***Section IV: Hazardous materials (cont'd)***

PRIVATE CARS CONTAINING HAZARDOUS MATERIALS, I.E., ANHYDROUS AMMONIA OR CHLORINE GAS, LIQUEFIED	ITEM 8710 [A] [I]
<p>Hazardous Materials, in Private Cars...0 credit days allowed</p> <p>Charges to apply immediately upon notification of constructive placement.</p>	<p>\$500 per car for the first 24 hours or portion thereof and \$1,000 per car, per day, or portion thereof, for each day thereafter until the rail car is placed on your private track.</p>

SECURING LEAKING CARS	ITEM 8800
<p>Cars carrying dangerous goods/hazardous materials (or cars containing residue of dangerous goods/hazardous materials) which are found to be leaking may be moved to an isolation track for securement. The cost of securement varies widely, depending on the work involved. Securement fees will be assessed, and invoiced, on a case by case basis.</p>	<p>\$2000 for switching.</p> <p>This charge does not include securement fees, which vary depending on the work involved.</p> <p>Payment of these charges is the responsibility of the owner of the commodity.</p>

COMPUTATION OF STORAGE CHARGES	ITEM 8810 [A]
<p>Unless otherwise specifically provided in this Section, computation of storage charges will begin at the first 0001 (12:01 a.m.) after the time that constructive placement begins, and ends at the time the rail car is placed on your private track.</p>	

For explanation of abbreviations and reference marks, see last page of tariff.