

SUPPLEMENT  
TO  
FT NOPB 8003-C

# NEW ORLEANS PUBLIC BELT RAILROAD



## SUPPLEMENT 4 TO FREIGHT TARIFF NOPB 8003-C

(Supplement 4 cancels Supplement 3)  
(Supplement 4 contains all changes)

RATES, RULES AND REGULATIONS  
GOVERNING  
SWITCHING, CAR DEMURRAGE AND OTHER TERMINAL CHARGES  
BETWEEN  
POINTSON THE RAILS OF THE  
NEW ORLEANS PUBLIC BELT RAILROAD  
(NEW ORLEANS, LA)  
INCLUDING  
INTERCHANGE WITH CONNECTING LINES

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

ISSUED: November 15, 2013

EFFECTIVE: December 1, 2013  
(Except as otherwise provided)

ISSUED BY  
PUBLIC BELT RAILROAD COMMISSION  
FOR THE CITY OF NEW ORLEANS  
4822 Tchoupitoulas Street  
New Orleans, LA 70115

**SUPPLEMENT 4 TO TARIFF NOPB 8003-C**

<p align="center"><b>SECTION 1 RULES AND REGULATIONS - SWITCHING</b></p>	<p align="center"><b>SECTION 1 RULES AND REGULATIONS - SWITCHING</b></p>
<p>ITEM 100-A [NC]</p> <p align="center"><b>APPLICATION OF RATES DEFINED</b> (See Exception)</p> <p>Unless otherwise specified herein, the rates contained in this tariff cover the movement of a loaded car one way and the return of the empty or the placing of an empty car and returning it loaded; the placement of a loaded car and the return of the same loaded car after its refusal by a consignee; the movement of a car from one point on this carrier's line to another point on this line or to a connection terminal, other than that for which it was intended, because of a shipper's error. If an empty car is ordered for loading and the service of switching or placing it has been performed, and the car is not loaded, the connection terminal switching charge shown in Item 150 or successive issues thereof, will be assessed the person, firm or corporation ordering the car, except when the car is rejected by the shipper as unfit for loading, in which event the delivering carrier will be assessed the connection terminal switching charge shown in Item 150 or successive issues thereof.</p> <p>NOTE 1: The definition of "Car" includes any type of freight car, passenger car, scale or track test car, or single platform in an articulated unit in application of switch charges covered under this tariff.</p> <p>EXCEPTION: Not applicable on shipments requiring Special Handling, including Dimensional Loads (See Item 110) or shipments exceeding NOPB clearances as published in current Railway Line Clearances, unless arrangements are made in advance with the NOPB.</p> <p>Special handling is defined herein is additional service as may be determined by the NOPB to accommodate safe handling and movement of shipment which cannot be handled in regular train operation or during normal operating hours.</p>	<p>ITEM 110-A [NC]</p> <p align="center"><b>OVERSIZED SHIPMENTS - SPECIAL SWITCHING SERVICE</b></p> <p>Rates for an Oversized Shipment (also referred to as <b>Dimensional Load</b>) that is destined or will originate on the NOPB can be obtained by contacting the NOPB Business Development Department at 504-896-7415 or 7440. Dimensional load is classified as such under any of the following as loaded conditions:</p> <p><b>Width</b> - Lading exceeds Eleven feet (11')</p> <p><b>Height</b> - Lading exceeds Nineteen feet (19') A.T.R.</p> <p><b>Length</b> - Lading exceeds regular Car length, or conversely 18 Ft. or less (concentrated load).</p> <p><b>Weight</b> - Lading exceeds 200,000 lbs.</p> <p><b>Center of Gravity</b> - Combined center of gravity (CCG) exceeds 98 inches above top of Rail (ATR).</p> <p><b>General Application</b> - Lading would be classified as dimensional by NOPB's connecting carriers (BNSF, CN, CSXT, KCS, NS, UP).</p> <p>Note 1 - The above dimensions are not in accordance with published clearances. The Shipper must seek advance clearance approval from the NOPB's connecting carriers. Refer to Item 100.</p> <p>Note 2 - The Public Belt, as the switch carrier, will conduct an AAR Rule 89 inspection and an Appendix D inspection, to the extent required by law and/or custom and practice, for compliance as to its line, and will accept the shipment once compliance has been confirmed. The connecting carrier, as the originating carrier, will conduct an AAR Rule 89 inspection and an Appendix D inspection, for compliance as to its line, and will accept the shipment once compliance has been confirmed. The Public Belt's inspection and acceptance of the shipment should in no way be deemed to be made on behalf of the connecting carrier. Once the inspector of the connecting carrier has accepted the shipment, switch services have been completed and delivery has been made to the connecting carrier, the Public Belt is relieved from responsibility for any damage to the shipment or caused by the shipment while on the connecting carrier's line or any other carrier's.</p>
<p align="center">For explanation of abbreviations and reference marks not explained herein, see Item 99999-series, this tariff.</p>	

**SUPPLEMENT 4 TO TARIFF NOPB 8003-C**

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ITEM 150-D [C]  CONNECTION TERMINAL AND INTER-TERMINAL SWITCHING  PART A  (Not applicable to extent covered by PARTS B, C, D and E)	ITEM 150-D (Cont'd) [C]  CONNECTION TERMINAL AND INTER-TERMINAL SWITCHING  PART C  (Oil, crude)																
(Rates are based according to distance from main Classification Point - Cotton Warehouse Yard. Refer to Item No. 155 for list of Customers applicable to each Zone noted below.)	<table border="1"> <thead> <tr> <th align="left">All ZONES - All Customers</th> <th align="right">CHARGE</th> </tr> </thead> <tbody> <tr> <td>Single Car Shipments.....</td> <td align="right">\$325.00</td> </tr> <tr> <td>Unit Train Shipment of 100 or more Cars (See Notes 1 and 2)...</td> <td align="right">\$100.00</td> </tr> <tr> <td>Unit Train Shipment less the 100 Cars, minum 10 cars (See Notes 1 and 2).....</td> <td align="right">\$125.00</td> </tr> <tr> <td colspan="2">Note 1 - Unit Trains are to include its own locomotive power.</td> </tr> <tr> <td colspan="2">Note 2 - Applicable only when shipped on one day, from one consignor at one location at one origin via one route to one consignee at one location at one destination at one time on one bill of lading.</td> </tr> </tbody> </table>	All ZONES - All Customers	CHARGE	Single Car Shipments.....	\$325.00	Unit Train Shipment of 100 or more Cars (See Notes 1 and 2)...	\$100.00	Unit Train Shipment less the 100 Cars, minum 10 cars (See Notes 1 and 2).....	\$125.00	Note 1 - Unit Trains are to include its own locomotive power.		Note 2 - Applicable only when shipped on one day, from one consignor at one location at one origin via one route to one consignee at one location at one destination at one time on one bill of lading.					
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