

SALT LAKE, GARFIELD & WESTERN RAILWAY COMPANY

FREIGHT TARIFF SLGW 8000

**NAMING
LOCAL RATES
ON
FREIGHT, ALL KINDS
ALSO
RULES, REGULATIONS AND CHARGES
GOVERNING
SWITCHING AND DEMURRAGE
AT AND BETWEEN STATIONS
ON THE
SALT LAKE, GARFIELD & WESTERN RAILWAY COMPANY**

LOCAL FREIGHT TARIFF

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

ISSUED: June 11, 2015

EFFECTIVE: July 1, 2015

ISSUED BY

**Michael Hughes
President
Salt Lake, Garfield & Western Railway Company
1201 West North Temple
Salt Lake City, UT 84106**

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For explanation of terms and explanation of abbreviations and reference marks, see Item 9999, this tariff.			

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RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL	RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL
<p>ITEM 10</p> <p>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</p> <p>Where reference is made in this tariff, 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.</p>	<p>ITEM 40</p> <p>HANDLING EXPLOSIVE, DANGEROUS ARTICLES AND CRUDE OIL BY RAIL</p> <p>For rules and regulations governing the transportation of explosives and other dangerous articles of freight, and specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Bureau of Explosives Tariff BOE 6000-series.</p> <p>SLGW shall not transport any explosive, Toxic Inhalation Hazard (TIH), Poison Inhalation Hazard (PIH) materials or Crude Oil by Rail except by contract and in special train service.</p> <p>Rates and conditions for special train service, as outlined in Item 171, shall apply in addition to the contracted rate.</p> <p>Any applicable surcharge rate shall also apply.</p>
<p>ITEM 20</p> <p>CONSECUTIVE NUMBERS</p> <p>Where consecutive numbers are represented in this tariff by the first and last numbers connected by the word to or a hyphen, they will be understood to include both of the numbers shown. If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.</p>	
<p>ITEM 30</p> <p>METHOD OF CANCELING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.</p> <p>EXAMPLE: Item 10-A cancels Item 10 and Item 10-B cancels Item 10-A in a prior supplement, which in turn canceled Item 10. For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 9999, this tariff.</p>	

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<p align="center">SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES</p>	<p align="center">SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES</p>
<p>ITEM 100</p> <p align="center">DEFINITION OF INTRA-PLANT AND INTRA-TERMINAL SWITCHING</p> <p align="center">INTRA-PLANT</p> <p>A switching movement from one location to another location within the confines of an industry located on the SLGW.</p> <p align="center">INTRA-TERMINAL</p> <p>A switching movement (other than intra-plant) from one location to another location on the SLGW within the switching limits of one station or industrial switching district.</p>	<p>ITEM 120</p> <p align="center">CHARGES ON CARS RECEIVED WITHOUT BILLING, OR WITH IMPROPER BILLING AT INTERCHANGE POINTS</p> <p>When cars empty or loaded are received at an interchange point by a carrier from its connection without proper billing (see Note), such cars will, upon the request of the delivering carrier, be returned, subject to a charge of \$100.00 per car for returning the loaded or empty car to the connections of the carrier making the request.</p> <p>NOTE: If instructions are not received within twenty four (24) hours from time of receipt of car at connection, a hold charge of \$50.00 per car will be assessed thereafter for each twenty-four (24) hours or fraction thereof until instruction of billing is received.</p>
<p>ITEM 110</p> <p align="center">CARS FURNISHED BUT NOT USED</p> <p>Except as otherwise provided in lawfully published tariffs, when an empty car is (1) placed or constructively placed for loading, but is not used in subsequent transportation service and is released empty, a charge of \$450.00 per car will be assessed to the party ordering the car and will be in addition to applicable demurrage charges.</p> <p>EXCEPTION - This charge will not apply when cars are refused or rejected on account of not being in proper condition for loading.</p> <p>(1) The term placed or constructively placed as used herein is defined in Items 540 and 545-series of Freight Tariff RIC 6004-Series.</p>	<p>ITEM 125</p> <p align="center">CARS INTERCHANGED IN ERROR</p> <p>When cars are delivered in interchange in error to SLGW, charge of \$100.00 per car will be assessed against the interchanging railroad delivering such car.</p>
	<p>ITEM 130</p> <p align="center">OVERLOADED CARS</p> <p>SLGW will not accept cars that are loaded in excess of load limit markings. When a car is found to be loaded in excess of its stenciled load limit while enroute but before placement, it will be placed at or near location where overload is discovered and consignor requested to arrange for disposition, or at carriers convenience it may be returned to the shipper for removal of the excess weight. For all such overloaded cars placed for disposition or returned to shipper, a charge of \$450.00 per car will be assessed which includes weighing. Regular switching charges are additional and may also be charged.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 9999, this tariff.</p>	

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<p align="center">SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES</p>	<p align="center">SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES</p>
<p>ITEM 140</p> <p align="center">NON-APPLICATION ON ORDER NOTIFY, ETC., SHIPMENTS</p> <p>Intra-plant, intra-terminal or inter-terminal switching service provided for herein will not be performed on shipments moving under order notify bills of lading or under straight bills of lading (including shipments consigned to one party, notify or advised another party) which carry a provision (see Section 4, Rule 7 of Uniform Freight Classification), requiring the surrender of bill of lading, written order, or other document before making delivery.</p>	<p>ITEM 171</p> <p align="center">SPECIAL SWITCHING FOR EXPLOSIVES, INHALATION HAZARD COMMODITIES AND CRUDE OIL BY RAIL</p> <p>When special switching of explosives, TIH/PIH commodities, or crude oil by rail per Item 40, are constructively placed on SLGW tracks, cars will be subject to charges immediately, without any applicable free time.</p> <p>Immediately upon notification of constructive placement the charge will be \$500.00 for the first 24 hours or portion thereof.</p> <p>Charges will increase to \$1,000.00 per day, or portion thereof, for each day thereafter until space is made available.</p>
<p>ITEM 150</p> <p align="center">CHARGES FOR CARS OF FOUR (4) AND MORE THAN FOUR (4) AXLES</p> <p>(a) Charges for intra-plant or intra-terminal switching at points on these lines will be confined in cars having no more than four (4) axles.</p> <p>(b) When cars with more than four (4) axles are found in switching service, the charge will be 200% of the local FAK rate in Item 280, this tariff.</p>	<p>ITEM 180</p> <p align="center">SWITCHING OF LOCOMOTIVES ON OWN WHEELS, BUT NOT UNDER OWN POWER</p> <p>Locomotives moving on own wheels, but not under own power, when moved from one location to another location within the same switching district will be assessed a charge of \$1,000.00 per unit.</p>
<p>ITEM 160</p> <p align="center">SWITCHING FROM PRIVATE SIDE TRACKS TO HOLD TRACKS</p> <p>The intra-terminal switching charge in Item 200, this tariff, will also apply on cars when billed to hold or moved to a storage track.</p>	<p>ITEM 190</p> <p align="center">TURNING OF CARS TO PERMIT UNLOADING</p> <p>Applicable only on cars loaded and unloaded within the switching limits of the station (including adjacent of contiguous switching of industrial districts) involved.</p> <p>(a) Except as provided in Paragraph (b), orders calling for placement of cars for unloading from a particular side or end will not be accepted when moving in intra-plant or intra-terminal service.</p> <p>(b) Upon request of shipper for a car moving in intra-terminal switching service to be placed for unloading from a particular side or end, the SLGW will perform such service at a switch charge as noted in Item 200 which will be in addition to the applicable switching and special equipment penalty charge.</p>
<p>ITEM 170</p> <p align="center">SPECIAL SWITCHING DUE TO EXCESS DIMENSIONS OR WEIGHT</p> <p>When handling excess dimension cars (which exceed Plate F); cars cannot be handled in regular train service. When special switching is provided due to excess dimensions or weight, an additional charge for special handling will be \$1,000.00 per car. This charge will be in addition to any other charge applicable to the movement.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 9999, this tariff.</p>	

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<p align="center">SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES</p>	<p align="center">SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES</p>
<p>ITEM 200</p> <p>CHARGES FOR INTRA-PLANT AND INTRA-TERMINAL SWITCHING</p> <p>Except as otherwise provided herein, SLGW will assess the following charges in dollars per car for switching service as defined in Item 100:</p> <p align="center">INTRA PLANT</p> <p align="center">\$125.00</p> <p align="center">INTRA-TERMINAL</p> <p align="center">\$200.00 for any car</p>	<p>ITEM 240</p> <p align="center">CHARGE FOR HEAVY DUTY FLAT CARS</p> <p>When heavy-duty flat cars as defined in Tariff RIC 6740-series are used on shipments both originating and terminating within the same switching district, the following charges will be assessed:</p> <p align="center">USE CHARGE</p> <p>\$1,000.00 per car switching movement (not subject to any other switching charges published in this tariff).</p> <p align="center">SPECIAL DETENTION CHARGES</p> <p>When cars are held beyond the Free Time permitted in SLGW demurrage tariff, a charge of \$200.00 will be assessed for each twenty-four (24) hour period or fraction thereof beyond the authorized free time:</p> <p align="center">NON-USE CHARGE</p> <p>When car is ordered, placed and released back to SLGW without being used in transportation service, a charge of \$500.00 per car will be assessed and will be in addition to any detention charges that may accrue.</p>
<p>ITEM 210</p> <p align="center">WEIGHING CHARGES</p> <p>When a car is weighed or reweighed either empty or loaded at the request of either consignor or consignee, a charge of \$100.00 per car will be made each time the car is weighed.</p>	<p>ITEM 260</p> <p align="center">HANDLING OF CARS DELIVERED IN BAD ORDER CONDITION</p> <p>A charge of \$100.00 per car will be assessed against the industry / shipper which offers cars to the SLGW that contain AAR/FRA defects to cover the cost of extra handling. The industry / shipper will also be responsible for the costs of the car repairs at the current AAR pricing.</p>
<p>ITEM 220</p> <p align="center">STORAGE CHARGES</p> <p>Cars held for storage at the request of the customer will be charged at a rate of \$50.00 per day until released by customer.</p>	
<p>ITEM 230</p> <p>PRIVATE CARS HELD FOR LOADING OR UNLOADING</p> <p>Should private cars arrive at SLGW for loading or unloading and customer is unable to receive such cars, SLGW will allow customer 48 hours to have car moved for loading or unloading. After 48 hours, car or cars will be assessed a charge of \$40.00 per day until spotted for loading or unloading.</p> <p>After 10 days, cars will be considered in "storage" and charges will apply thereafter as outlined in Item 220.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 9999, this tariff.</p>	

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<p align="center">SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES</p>	<p align="center">SECTION 2 LOCAL RATES</p>
<p>ITEM 275</p> <p align="center">SPECIAL SWITCHING SERVICE</p> <p>Special Switching Service is movement other than normal service at the specific request of the shipper or consignee, or as may be required due to other conditions not permitted in normal operations.</p> <p>Monday-Saturday: The charge for special switching service will be a minimum \$600.00 for the first four (4) hours, plus \$150.00 for each additional hour or fraction thereof over four (4) hours but not exceeding eight (8) hours per occurrence, and will be in addition to all other charges associated with the movement. The time for the purpose of these charges is to be calculated from the time the crew goes on duty until the crew goes off duty.</p> <p>(The railroad reserves the right to restrict or modify any request for special service.)</p>	<p>ITEM 280</p> <p align="center">FREIGHT ALL KINDS (See Note)</p> <p>FREIGHT, ALL KINDS, moving between points on the SLGW: \$450.00 Per Car.</p> <p>NOTE: Not applicable for use in construction combination rates.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 9999, this tariff.</p>	

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SECTION 3 DEMURRAGE RULES AND CHARGES	SECTION 3 DEMURRAGE RULES AND CHARGES
<p>ITEM 300</p> <p>GLOSSARY OF TERMS</p> <p>For the purpose of applying demurrage rules and charges provided in this tariff, items provided in Section 3 shall govern.</p>	<p>ITEM 325</p> <p>CONSIGNEE</p> <p>The party to whom a shipment is consigned and/or the party entitled to receive the shipment. For the purpose of this tariff, Consignee includes any person receiving railcars from this railroad for unloading as more specifically provided for in 49 CFR 1333.</p>
<p>ITEM 305</p> <p>PRIVATE TRACK</p> <p>A private track is:</p> <ol style="list-style-type: none"> 1. A track outside of SLGW's right-of-way, yard and terminals, and of which SLGW does not own either rails, ties, roadbed or right-of-way. The track may be used jointly by two or more parties when written notice has been furnished to SLGW by the owner of the track prior to such joint use; or 2. A track or portion thereof owned or operated by SLGW that is leased for the purpose of the storage of railcars of Lessee through a written agreement. The joint use of a lease track by each or two or more parties must have written consent from SLGW prior to such joint use. 	<p>ITEM 330</p> <p>ACTUAL PLACEMENT</p> <p>Actual Placement is made when a car is placed in an accessible position for loading or unloading or at a point previously designated by the consignor or consignee.</p>
<p>ITEM 310</p> <p>RAILROAD-CONTROLLED CARS</p> <p>A railroad-controlled car is a car provided to SLGW directly, by car companies or others, for indiscriminate use of SLGW in servicing any of its customers.</p>	<p>ITEM 335</p> <p>CONSTRUCTIVE PLACEMENT</p> <p>When a car consigned or ordered to a private track cannot be actually placed because of a condition attributable to the consignor or consignee, such a car will be held at an available hold point and notice shall be sent or given the consignor that the car is held (naming the hold point if not held at destination) and that this railroad is unable to effect placement.</p> <p>"Notification may be made by electronic mail or by fax."</p>
<p>ITEM 315</p> <p>PRIVATE CAR</p> <p>A private car is a car bearing other than railroad reporting marks, except as otherwise provided in Item 310.</p>	<p>ITEM 340</p> <p>GENERAL APPLICATION</p> <p>The rules and charges published herein apply at points on the SLGW on international, interstate and intrastate traffic.</p> <p>The charges apply on railroad owned or leased cars and on private (non-railroad) owned or leased cars.</p> <p>EXCEPTION - The provisions of this section are not applicable to private (non-railroad) owned or leased cars held on industry owned or leased tracks where the ownership of lease of the car and the track is the same.</p>
<p>ITEM 320</p> <p>CONSIGNOR</p> <p>The party in whose name cars are ordered and/or the party who furnishes SLGW forwarding directions. For the purpose of this tariff, Consignor includes any person receiving railcars from this railroad for loading as more specifically provided for in 49 CFR 1333.</p>	
For explanation of terms and explanation of abbreviations and reference marks, see Item 9999, this tariff.	

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<p align="center">SECTION 3 DEMURRAGE RULES AND CHARGES</p>	<p align="center">SECTION 3 DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 345</p> <p align="center">FREE TIME</p> <p>Free time for each car will be:</p> <p align="center">Loading – 1 Day (24 hours) Unloading – 2 Days (48 hours)</p> <p>Note 1. Time will be computed from actual or consecutive placement, after 0700.</p> <p>Note 2. No charges will be made for weekends and holidays prior to first chargeable day. (See Note 5)</p> <p>Note 3. All applicable switching charges will apply for the cars subject to this item.</p> <p>Note 4. The applicable switching charges will apply for the cars subject to this item.</p> <p>Note 5. The applicable charges will accrue on all Saturdays, Sundays or Holidays (See Note 6) subsequent to the first chargeable day, including a Saturday, Sunday or Holiday immediately following the day on which the first charges begin to accrue.</p> <p>Note 6. Whenever reference is made to "Holidays", it shall mean only these days listed below:</p> <p><i>New Years Day - January 1 (See Note 7, this item)</i> <i>President's Day - Third Monday of February</i> <i>Memorial Day - Last Monday of May</i> <i>Independence Day - July 4 (See Note 7, this item)</i> <i>Labor Day - First Monday of September</i> <i>Thanksgiving Day - Fourth Thursday in November</i> <i>Friday after Thanksgiving - Day after Thanksgiving</i> <i>Christmas Eve - December 24 (See Note 7, this item)</i> <i>Christmas Day - December 25 (See Note 7, this item)</i> <i>New Year's Eve - December 31 (See Note 7, this item)</i></p> <p>Note 7. When this date occurs on a Sunday, the following Monday will be observed as the Holiday.</p>	<p>ITEM 355</p> <p align="center">DEMURRAGE CHARGES</p> <p>The following charges will apply subsequent to free time allowed (Subject to Notes 1, 2, and 3):</p> <p>On international, interstate and intrastate traffic:</p> <p align="center">\$50.00 per car per day</p> <p>Note1. All days following free time will be subject to these charges.</p> <p>Note 2. Reference herein to charges per day will also apply to fractions of a day.</p> <p>Note 3. Demurrage charges are the responsibility of the party/person who detains such cars beyond the allotted free time allowed until released and available for movement.</p>
<p>ITEM 350</p> <p align="center">NOTIFICATION</p> <p>Notification by SLGW and/or industry of arrival or release of cars will be:</p> <p align="center">(a) In writing by fax. (b) By electronic mail.</p> <p>Release of loaded cars by industry to SLGW must be made by electronic mail/EDI, including Bill of Lading entry or receipt by UP or BNSF.</p> <p>Appropriate records will be maintained by SLGW and industry.</p>	<p>ITEM 360</p> <p align="center">EXCEPTIONS TO DEMURRAGE CHARGES</p> <p>The following situations due to no fault of the SLGW or industry will not be subject to charges. Claims for relief from demurrage rules and charges due to these causes should be made in writing within 30 days by industry or SLGW:</p> <p>A. Strike at plant or industry served by SLGW which prevents loading or unloading. However, cars held because of strikes will be subject to detention charges of \$25.00 per car per day for all days including Saturdays, Sundays and holidays. No free days will be allowed.</p> <p>B. Acts of God (flood, hurricane, earthquake), including weather interference which prevents loading or unloading.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 9999, this tariff.</p>	

<p align="center">SECTION 3 DEMURRAGE RULES AND CHARGES</p>	
<p>ITEM 370</p> <p align="center">EMPTY CARS ORDERED OR APPROPRIATED FOR LOADING BUT NOT USED</p> <p>When empty cars are placed on order or appropriated but not used in transportation service, demurrage will be charged for all detention time as provided in Item 355.</p>	
<p>ITEM 375</p> <p align="center">CARS RECEIVED UNDER LOAD AND HELD FOR FORWARDING DIRECTIONS</p> <p>On railroad owned cars held by SLGW, or loaded private tracks, and held by SLGW for forwarding directions or other disposition, time will be computed from the actual time such directions are received. Demurrage charges will be assessed for all detention time as provided in Item 355.</p>	
<p>ITEM 380</p> <p align="center">CARS FOUND TO BE OVERLOADED OR IMPROPERLY LOADED</p> <p>If cars are found to be overloaded or improperly and not in conformity with railroad loading and clearance rules, the following will apply:</p> <p>If found while still on industry or railroad tracks where loaded, car will be considered to be placed until adjustment of the load has been made.</p> <p>If found at origin after having been removed from industry or SLGW tracks where loaded, car will not be considered released until load has been adjusted.</p> <p>Charges assessed include the Weighing Charge as outlined in Item 210.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 9999, this tariff.</p>	

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	EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS	
	ITEM 9999	
	EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS	
	BNSF	BNSF Railway
	BOE	Bureau of Explosives
	OPSL	Open and Prepay Station List
	RIC	Railinc
	SLGW	Salt Lake, Garfield & Western Railway Company
	UP	Union Pacifica Railroad
	\$	Dollars
	[A]	Addition
	[C]	Denotes change in wording which results in neither an increase nor reduction in charges
	[I]	Denotes Increase
	[R]	Denotes Reduction / Decrease
	[NC]	Brought forward without change
	(Underscored portion denotes addition/change)	