



**Indiana Business Railroad d/b/a  
Union City Terminal Railroad**

**FREIGHT TARIFF UCT 8000-ORIGINAL ISSUE  
(Original Issue)**

**NAMING  
SWITCHING AND ACCESSORIAL RULES AND CHARGES  
AT LOCATIONS ON THE UNION CITY TERMINAL RAILROAD**

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THIS TARIFF APPLIES ON INTERSTATE TRAFFIC AND INTRASTATE TRAFFIC IN  
THE STATE OF TENNESSEE

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NOTICE  
FOR GOVERNING CLASSIFICATIONS, SEE ITEM 5

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ISSUED: APRIL 15, 2017

EFFECTIVE: MAY 24, 2017

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ISSUED BY:  
UNION CITY TERMINAL RAILROAD  
ATTN: VP MARKETING  
POB 926 | UNION CITY, TN 38281

ADMINISTRATIVE ADDRESS:  
INDIANA BUSINESS RAILROAD | POB 6333 | EVANSVILLE, IN 47719  
EMAIL: [INFO@INDIANABUSINESSRAILROAD.COM](mailto:INFO@INDIANABUSINESSRAILROAD.COM)

**METHOD OF ADDING, CHANGING OR DELETING ITEMS IN THIS TARIFF**

Changes to this Tariff may be made by issuing supplements. These supplements will show the action taken on each item, namely:

- ▲ Increase
- Change resulting in neither an increase nor a decrease
- ▼ Decrease

There will be only one supplement to this tariff in effect at any time. Any item contained in a prior supplement will be brought forward to subsequent supplements.

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<b>GENERAL RULES AND REGULATIONS</b>							
<b>ITEM</b>	<b>APPLICATION</b>						
1	<p><b>CANCELLATION NOTICE</b></p> <p>This Tariff cancels rates, rules, regulations and charges published in the following Tariffs:</p> <p>UCT – None</p> <p>CN – All prior Tariffs for traffic between Rives, TN and Union City, TN and for traffic between Union City, TN and Rives, TN.</p>						
2	RESERVED FOR FUTURE USE						
3	RESERVED FOR FUTURE USE						
4	<p><b>LIST OF PARTICIPATING CARRIERS</b></p> <p>The following carriers shall be deemed to be participating carriers in this Tariff:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: left;"><u>Name of Carrier</u></td> <td style="text-align: left;"><u>AAR Accounting Rule 260</u></td> <td style="text-align: left;"><u>Reporting Mark</u></td> </tr> <tr> <td>Union City Terminal Railroad</td> <td>Code Number 460</td> <td>UCT</td> </tr> </table>	<u>Name of Carrier</u>	<u>AAR Accounting Rule 260</u>	<u>Reporting Mark</u>	Union City Terminal Railroad	Code Number 460	UCT
<u>Name of Carrier</u>	<u>AAR Accounting Rule 260</u>	<u>Reporting Mark</u>					
Union City Terminal Railroad	Code Number 460	UCT					
5	<p><b>DESCRIPTION OF GOVERNING CLASSIFICATION</b></p> <p>This Tariff is governed, except as otherwise provided herein, by Uniform Freight Classification (UFC) 6000 series, issued by the Uniform Freight Classification Committee, Agent, and supplements thereto or reissues thereof.</p>						
6	RESERVED FOR FUTURE USE						
7	RESERVED FOR FUTURE USE						
8	<p><b>APPLICATION OF INCREASES</b></p> <p>Increases in rates and charges in this Tariff on regulated traffic are subject to change upon twenty (20) calendar days' notice.</p>						
9	RESERVED FOR FUTURE USE						
10	<p><b>STATION LIST AND CONDITIONS</b></p> <p>This Tariff is governed by the Official Railroad Station List, OPSL 6000 series, to the extent shown below:</p> <p style="text-align: center;"><b>PREPAY REQUIREMENTS AND STATION CONDITIONS</b></p> <p>For addition and abandonment of stations, and except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight, and changes in station facilities.</p> <p>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, is inapplicable on and after that date.</p> <p style="text-align: center;"><b>GEOGRAPHICAL LIST OF STATIONS</b></p> <p>For geographical locations of stations referred to in this Tariff by station number.</p> <p style="text-align: center;"><b>STATION NUMBERS</b></p> <p>For the identification of stations when stations are shown or referred to by numbers in this Tariff.</p>						
15	<p><b>EXPLOSIVES, DANGEROUS ARTICLES, AND HAZARDOUS MATERIALS</b></p> <p>For rules and regulations governing the transportation of explosives and other dangerous articles of freight and hazardous materials, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles or hazardous materials, see Bureau of Explosives Tariff BOE 6000-series.</p>						

<b>GENERAL RULES AND REGULATIONS</b>	
<b>ITEM</b>	<b>APPLICATION</b>
20	<p><b>REFERENCE TO TARIFFS, ITEMS, NOTES AND RULES</b></p> <p>Where reference is made in this Tariff to Tariffs, Items, Notes or Rules, such references are continuous and include supplements to and successive issues of such Tariffs and reissues of Items, Notes or Rules.</p>
30	<p><b>PERISHABLE FREIGHT</b></p> <p>UCT does not provide Protective Service. Customers must contact VP Marketing to make arrangements.</p>
40	<p><b>CONSECUTIVE NUMBERS</b></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 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>
45	<p><b>CAPACITIES AND DIMENSIONS OF CARS</b></p> <p>For marked capacities, lengths, dimensions and cubical capacities of cars, see The Official Railway Equipment Register, RER 6414 series.</p> <p>The maximum gross weight of a railcar on the UCT is 286,000 pounds.</p>
60	<p><b>RESERVED FOR FUTURE USE</b></p>
70	<p><b>MILEAGE CHARGES ON RAILCARS</b></p> <p>UCT will <u>NOT</u> pay mileage charges on any railcars. This includes private owned car(s) and railroad-controlled cars when moving to, from, or via stations on the UCT.</p>
75	<p><b>DEMURRAGE</b></p> <p>Cars handled under the provisions of this Tariff will also be subject to the demurrage provisions of UCT 9000 Series Tariff (as amended).</p>
80	<p><b>CHANGES IN OR ADDITION OF FIRMS OR INDUSTRIES</b></p> <p>Switching charges shown in this Tariff apply to the physical locations or plant sites and are not affected by name changes or ownership changes of the occupants or property.</p>
90	<p><b>PAYMENT AND CREDIT TERMS</b></p> <p>All charges under this Tariff are expressed in U.S. Dollars and must be prepaid. Charges for services rendered under terms of this Tariff will accrue against the customer located on the UCT, unless other arrangements have been made in writing with UCT prior to performance of service.</p> <p>All payments for services covered herein are due and payable on the Billing date.</p> <p>Payments received after the expiration of the credit period shall be subject to a service charge of the higher of two percent (2%) per month (or fraction thereof) of the outstanding balance, or the highest rate then allowed by law.</p> <p>Switching and Accessorial charges assessed must be paid in full and disputes for adjustment together with supporting documentation must be presented in writing to UCT within fifteen (15) days after the date on which an invoice for same is rendered. Disputes <b>MUST</b> be car specific and provided in writing. Disputes may be emailed or mailed to UCT.</p>
130	<p><b>RECEIPT AND DELIVERY OF CARS OR FREIGHT ON, TO, OR FROM PRIVATE AND INDUSTRIAL TRACKS</b></p> <p>This Tariff does not grant the use of private sidings or facilities to parties other than the owners thereof, unless the privilege of use is granted to others by the owners, without cost to UCT.</p>

**GENERAL RULES AND REGULATIONS**

<b>ITEM</b>	<b>APPLICATION</b>
200	RESERVED FOR FUTURE USE
205	<p><b>HOLIDAYS</b></p> <p>UCT holidays are defined, for purposes of this Tariff, as: New Year’s Day, Martin Luther King, Jr. Day, President’s Day, Good Friday, Easter Sunday, Memorial Day, Independence Day, Labor Day, Day Before Thanksgiving, Thanksgiving Day and Christmas Day.</p>
210	<p><b>HOURS OF OPERATION</b></p> <p>UCT hours of operation are defined, for purposes of this Tariff, as 9:00AM to 5:00PM (Local Union City, TN Time) Monday thru Saturday except Holiday Days listed in Item 205.</p>
260	<p><b>CAR(S) WITH MORE THAN FOUR (4) AXLES</b></p> <p>When a railcar with more than four (4) axles is moved between points on UCT the charges for such “more than four (4) axle car” will be three times (3x) the rates published in this Tariff (including Items 320, 330, and 350 which are published for a car with four (4) axles).</p>

**SECTION 1 – SWITCHING CHARGES**

ITEM	APPLICATION
300	<p><b>GLOSSARY AND DEFINITION OF TERMS</b></p> <p>Car ..... A ‘railcar’ for purposes of this Tariff.</p> <p>Carrier Code.....AAR Accounting Rule 260 Assigned Carrier Code for Union City Terminal Railroad is UCT-460.</p> <p>Customer (or Industrial or Industry)</p> <p>Track(s).....A track serving a customer or industry, whether located upon property owned or leased by UCT or upon property owned or leased by the customer or industry.</p> <p>Interchange Switching ..... A switching movement between one railroad and interchange with a connecting railroad on shipments having an immediately preceding or following line-haul movement via the connecting railroad.</p> <p>Intermediate Switching ..... A switching movement between interchange tracks of one carrier to interchange tracks of another carrier within the switching limits of the same station.</p> <p>Intra-Plant Switch ..... A switching movement from one location to another location within the confines of an industry.</p> <p>Intra-Terminal Switch..... A switching movement (other than intra-plant) from one location to another location within the switching limits of one station or industrial switching district of the same railroad.</p> <p>Private Car ..... A railcar not owned or controlled by a railroad.</p> <p>Railcar..... A piece of railroad equipment (either privately owned, owned by a railroad or controlled by a railroad) moving on its own wheels and shall include freight cars, baggage cars, caboose cars, and locomotives, but shall not include track equipment.</p> <p>Railroad-Controlled Car..... A car with railroad reporting marks (also known as a system car, or a foreign car). Or a car bearing other than railroad reporting marks that is either leased or controlled by a railroad.</p> <p>Reciprocal Switching..... An arrangement between one railroad and a connecting railroad serving the same station or switching district where the carrier physically serving the industry performs switching service for loading or unloading on behalf of the other carrier on shipments having an immediately preceding or following line-haul movement via the other carrier.</p> <p>Rule 11 ..... AAR Accounting Rule covering interline shipment(s) where each railroad bills the customer separately. It is the default rate rule governing interline traffic where a joint-line rate is unavailable. Rule 11 must be indicated on the original Bill of Lading along with each price authority for the rail carriers involved in the movement.</p> <p>System Car..... A railcar with an AAR Reporting Mark suffix other than “X” owned by a railroad company, or a suffix “X” car controlled by a railroad. Also known as a “foreign” car.</p> <p>Team Track..... A track or tracks assigned by UCT for use by the general public.</p> <p>Unabsorbed Switch Charge..... Applies in addition to the line-haul transportation charge or charges of a connecting carrier published in tariffs or other instruments of that carrier when moving to or from any UCT station via a junction with that connecting carrier.</p>
310	<p><b>HANDLING OF LOADED AND/OR EMPTY CARS</b></p> <p>Except as otherwise provided herein, switching charges published in this Tariff will apply on loaded and/or empty cars and empty cars containing residual material.</p>

<b>SECTION 1 – SWITCHING CHARGES</b>									
<b>ITEM</b>	<b>APPLICATION</b>								
320	<p><b>INTRA-PLANT SWITCH</b></p> <p>The charge for an Intra-Plant Switch is \$200 per car and other equipment.</p>								
330	<p><b>INTRA-TERMINAL SWITCH</b></p> <p>The charge for an Intra-Terminal Switch is:</p> <ul style="list-style-type: none"> <li>• \$200 per car,</li> <li>• \$250 per car moving under STCC Code 49,</li> <li>• \$250 per locomotive,</li> <li>• \$250 per baggage car or caboose.</li> </ul> <p>This Intra-Terminal Switch charge will apply when moving car into storage or when moving car out of storage</p>								
340	<b>RESERVED FOR FUTURE USE</b>								
350	<p><b>INTERCHANGE/RECIPROCAL SWITCH</b></p> <p>Interchange/Reciprocal Switch Charges for traffic moving on UCT from, or to the CN Interchange at Rives, TN are as follows (the charge listed covers both inbound and outbound move):</p> <ul style="list-style-type: none"> <li>• \$550 per car,</li> <li>• \$850 per car moving under STCC Code 49,</li> <li>• \$550 per locomotive,</li> <li>• \$550 per baggage car or caboose.</li> </ul> <p>The charge for Interchange/Reciprocal Switch (where the car origin or destination is CN or any carrier beyond CN) will be per above and this charge does NOT include (does NOT cover) the charge(s) of other railroads in the route.</p>								
360	<b>RESERVED FOR FUTURE USE</b>								
370	<b>RESERVED FOR FUTURE USE</b>								
380	<b>RESERVED FOR FUTURE USE</b>								
395	<p><b>SPECIAL SWITCHING SERVICE</b></p> <p>Upon request, special switching service will be provided with reasonable advance-notice to UCT and only when UCT determines that sufficient locomotive(s) and crew(s) is (are) available to provide such service. Special Switching Requests must be submitted in writing via email to UCT. All otherwise applicable Tariff charges will apply in addition to the charges specified below. The time expended in special switching service shall begin when the crew reports for that duty at their home terminal and (once the crew is finished with the special switching) shall end once the locomotive and crew returns to their home terminal and is released from duty relating to the special switching.</p> <p>Note: The crew duty time may not exceed the then-prevailing Hours of Service provisions detailed in 49 CFR Part 228 (as amended).</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">TIME EXPENDED IN SWITCHING SERVICE</th> <th style="text-align: center;">CHARGE</th> </tr> </thead> <tbody> <tr> <td>Up to but not exceeding 4 hours</td> <td style="text-align: center;">\$1,500.00</td> </tr> <tr> <td>Greater than 4 hours but not exceeding 8 hours</td> <td style="text-align: center;">\$3,500.00</td> </tr> <tr> <td>Per hour for time exceeding 8 hours (but not exceeding 12 hours total)</td> <td style="text-align: center;">\$750.00 per hour</td> </tr> </tbody> </table>	TIME EXPENDED IN SWITCHING SERVICE	CHARGE	Up to but not exceeding 4 hours	\$1,500.00	Greater than 4 hours but not exceeding 8 hours	\$3,500.00	Per hour for time exceeding 8 hours (but not exceeding 12 hours total)	\$750.00 per hour
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<b>SECTION 2 – ACCESSORIAL CHARGES AND OTHER</b>	
<b>ITEM</b>	<b>APPLICATION</b>
400	RESERVED FOR FUTURE USE
401	<p><b>SPECIAL TRAIN CHARGES</b></p> <p>Except as otherwise provided in this Tariff, when special movements of cars or other equipment are requested by a customer, or are required because of excessive dimension, excessive weight, high center of gravity, or other conditions not permitting normal operation, the following charges will be assessed <u>in addition to</u> other lawfully published rates.</p> <p>\$150.00 per car, subject to a minimum charge of \$5,500 per train.</p> <p><b>CONDITIONS</b></p> <ol style="list-style-type: none"> <li>1. Reasonable notice must be given to UCT by the party requesting service under the provisions of this Item. Service may be provided subject to UCT’s determination that sufficient locomotives and crews are available to perform the requested service. All requests for Special Movements must be received in writing by UCT via email before service is performed.</li> <li>2. For operational considerations UCT reserves the right to restrict such trains to a maximum number of cars.</li> </ol>
405	<p><b>ASSEMBLING UNIT TRAINS</b></p> <p>UCT may assemble unit trains for online customers. The following conditions must be met PRIOR to movement of empty equipment to UCT:</p> <ol style="list-style-type: none"> <li>1. A written request must be submitted to UCT via email including the following information: <ol style="list-style-type: none"> <li>a) Number of cars to assemble as a Unit,</li> <li>b) Date first cars are expected to arrive at UCT,</li> <li>c) Date which Unit Train will be loaded,</li> <li>d) Location of loading,</li> <li>e) Ownership of equipment (private, railroad owned, railroad-controlled, or leased).</li> </ol> </li> <li>2. Party requesting assembly of a Unit Train must obtain written authorization from UCT’s VP Marketing, and, VP Operations or General Manager.</li> <li>3. Railroad-marked or Railroad-controlled railcars will not be considered under this item until written car hire relief has been obtained from the railroad owning or controlling the railcars.</li> <li>4. For operational considerations UCT reserves the right to restrict such trains to a maximum number of cars.</li> </ol>
410	<p><b>TURNING OF CARS TO PERMIT UNLOADING</b></p> <ol style="list-style-type: none"> <li>1. In instances where it is desired that freight in carloads be placed on industrial or team tracks for loading or unloading from one particular side, or end of the car, cars must be properly placarded on both sides, and notation made on the Bill of Lading and Waybill substantially as follows: <p style="text-align: center;"><b>NOTICE TO CARRIER</b></p> <p style="text-align: center;">“Deliver car for loading or unloading from the door or end specified by placard.”</p> </li> <li>2. When freight in carloads is properly placarded on both sides of the car to load or unload from one particular side, or end of the car, and customer directs UCT to turn the car so that loading or unloading can be done from the other side or end of the car, a charge of \$350.00 per car shall apply, in addition to all other transportation charges.</li> <li>3. If the Bill of Lading carries notation that the car has been placarded, and the placard has disappeared before placement, a charge of \$250.00 per car will apply if the customer requests that the car be turned.</li> <li>4. A car to be turned must be sent to another railroad or on private track to accomplish turning, the charges of the other railroad(s) or private track owner will be in addition to the charges contained in this Item.</li> </ol>



<b>SECTION 2 – ACCESSORIAL CHARGES AND OTHER</b>	
<b>ITEM</b>	<b>APPLICATION</b>
415	<p><b>CLOSING DOORS</b></p> <p>When it is necessary for UCT to close doors, hatches, gates or secure tie down devices on empty cars, a charge of \$75.00 will be assessed against the customer releasing said car. Loaded cars will not be moved unless all doors, hatches, gates and tie-down devices are secured.</p>
420	<p><b>OVERLOAD CHARGES</b></p> <ol style="list-style-type: none"> <li>1. Cars found to be overloaded while on the tracks of UCT, or cars interchanged from UCT to another carrier which are returned to UCT because such cars are overloaded, will either be:                             <ol style="list-style-type: none"> <li>a) returned to the shipper for adjustment, or</li> <li>b) placed at a location suitable for adjusting the load.</li> </ol> <p>Determination of the above will be at the discretion of the UCT.</p> <p>Cars covered by this item will be subject to UCT demurrage rules and charges, no free time or credits will be allowed. Demurrage will begin upon notification to customer of overloaded condition, or placement of the car at the location for adjustment of the car, whichever occurs last.</p> <p>Cars covered by this item will be subject to a charge of \$500 per car, plus any applicable freight, switching and demurrage charges.</p> </li> <li>2. Cars found to be overloaded at a loading point served by UCT will not be moved until the load has been adjusted. Demurrage will continue until the car is released and accepted by UCT. No additional free time will be allowed.</li> <li>3. Cars found to be overloaded and delivered to an unloading point served by UCT will not be returned to the shipper or moved to another location for adjustment of the load. Such cars will be subject to a charge of \$300 per car. No additional demurrage free time will be granted.</li> </ol>
430	<p><b>DIVERSION OR RECONSIGNMENT</b></p> <p>Diversion or reconsignment means any one or more of the following when a car is located on or under control of the UCT:</p> <ol style="list-style-type: none"> <li>1. Change in the name of consignee</li> <li>2. Change in the name of consignor</li> <li>3. Change in the destination</li> <li>4. Change in route</li> <li>5. Any other instruction given by consignee, consignor, or owner affecting delivery and requiring an addition to or a change in billing, and additional movement of the car, or both.</li> </ol> <p>Except as otherwise provided herein, the term “destination” as used in these rules means the billed destination.</p> <p>Diversion or Reconsignment orders will not be accepted by UCT for cars that are not under its control</p> <p><b>CHARGES:</b></p> <p>When an order is placed with UCT by consignee, consignor, or owner that modifies any of the terms of shipment listed above in this item, the charge for Diversion or Reconsignment will be \$150 per car.</p> <p>Cars stopped, diverted or re-consigned under terms of this item are subject to demurrage provisions of the applicable Tariff.</p>

**SECTION 2 – ACCESSORIAL CHARGES AND OTHER**

<b>ITEM</b>	<b>APPLICATION</b>
440	<p>“SHIPMENT TO ORDER”, “ORDER NOTIFY” OR “STRAIGHT BILL OF LADING” REQUIRING SURRENDER OF BILL OF LADING OR WRITTEN ORDER</p> <ol style="list-style-type: none"> <li>1. When the original Bill of Lading or written order covering a shipment described above is not available, the property may be delivered in advance of the surrender of the Bill of Lading or written order, as the case may require, under the provisions of Rule 7 of the UFC.</li> <li>2. If a Bill of Lading is tendered after 9:00AM of the day following loading, a charge of \$50.00 per car will apply.</li> <li>3. When Order Bills of Lading or written orders are received prior to arrival of car on UCT, there will be no charge. Order Bills of Lading or written orders received after arrival of cars on UCT will be assessed a charge of \$50.00 per car.</li> <li>4. Cars held awaiting instructions under terms of this item will be subject to demurrage provisions of the applicable Tariff. Demurrage charges will accrue against the party issuing instructions.</li> </ol>
450	<p><b>CARS RECEIVED IN ERROR BY UCT</b></p> <p>Loaded or empty cars received by UCT from connections that are not consigned to UCT or its customers will be treated as mishandled cars received in error.</p> <p>The carrier interchanging a mishandled car to UCT will be assessed a charge of \$550.00 per car.</p>
455	<p><b>FAILURE TO DELIVER A LOAD TO UCT</b></p> <p>When UCT handles empty cars to or from UCT stations without a corresponding load, or</p> <p>When UCT handles empty cars in “back to back” empty shipments a charge of \$300 per car per movement will be applied to the party requesting the movement.</p> <p>This charge shall not apply to cars ordered and not used as covered in Item 460 of this Tariff.</p>
460	<p><b>EMPTY CARS ORDERED AND NOT USED</b></p> <p>If UCT receives an order for empty cars, and such order is canceled by the ordering party after such empty car is dispatched in a UCT train to a shipper, a charge of \$550.00 per car will be assessed.</p>
470	<p><b>USE OF RAILROAD TRACKS FOR STORAGE</b></p> <p>Tracks of UCT may be used to store private or railroad-controlled cars, subject to availability, pursuant to terms and conditions of special agreements. See also Item 260 in this Tariff.</p> <p>In absence of such special agreements, the charge for other than STCC 49 (loaded or residual) cars is:</p> <ol style="list-style-type: none"> <li>1. For cars less than sixty (60) feet coupled length \$5.00 per car per day, and</li> <li>2. For cars up to eighty-five (85) feet coupled length \$10.00 per car per day. and</li> <li>3. For cars with a coupled length greater than eighty-five (85) and for cars with STCC 49 (loaded or residual) a special agreement will apply.</li> </ol> <p>Each car will be subject to a minimum charge of One-hundred fifty dollars (\$150.00) per month.</p> <p>Request for use of tracks for storage must be received in writing by UCT, stating the amount of track (in number of linear feet), the car spots requested and the estimated duration of the storage.</p> <p>Cars placed in storage must be privately owned, or if railroad-controlled must be free of car hire.</p> <p>Cars held for storage will not be subject to demurrage.</p> <p>Switching charges for movement of cars from storage to a customer track or from a customer track to storage will apply, as provided in Item 330 in this Tariff.</p>

**SECTION 2 – ACCESSORIAL CHARGES AND OTHER**

ITEM	APPLICATION
475	<p><b>HANDLING EMPTY RAILCARS FOR STORAGE</b></p> <p>This item applies on all types of railcars destined for storage on UCT, including, but not limited to, railroad-controlled cars, leased cars and private cars bearing other than railroad reporting marks, excluding baggage cars, cabooses, and locomotives (See Items 480 and 485).</p> <p>The charge for movement will be \$500.00 per car when moving into storage and no charge when moving from storage back to CN Interchange, subject to provisions of Item 260 in this Tariff.</p> <p>UCT will NOT be responsible for the payment of and will NOT pay any per diem, car hire or mileage charges on these cars.</p> <p>UCT’s maximum liability for loss and damage is \$100.00 per railcar.</p>
480	<p><b>MOVEMENT OF LOCOMOTIVE</b></p> <p>Privately owned, leased or foreign line locomotives will be moved over the UCT subject to the provisions of Items 260, 320, 330, and 350.</p> <p>All privately owned, leased or foreign line locomotives may be subject to a joint inspection at interchange by both UCT and CN personnel. Any locomotives that fail inspection will be rejected at interchange.</p> <p>UCT’s maximum liability for loss and damage is \$100.00 per each locomotive.</p>
485	<p><b>MOVEMENT OF BAGGAGE CAR OR CABOOSE</b></p> <p>Privately owned, leased or foreign line baggage cars or cabooses will be moved over the UCT subject to the provisions of Items 260, 320, 330, and 350.</p> <p>All Privately owned, leased or foreign line baggage cars may be subject to a joint inspection at interchange by both UCT and CN personnel. Any baggage car or caboose that fails inspection will be rejected at interchange.</p> <p>UCT’s maximum liability for loss and damage is \$100.00 per each baggage car or caboose.</p>
490	<p><b>HANDLING OF EMPTY FREIGHT CARS</b></p> <p>This item applies on all types of freight cars, including, but not limited to, railroad-controlled, leased cars and private cars bearing other than railroad reporting marks.</p> <p>Privately owned, leased or foreign line freight cars will be handled by the UCT subject to the provisions of Item 260, 320, 330, and 350.</p> <p>If special train service is required for movements other than those listed above, charges contained in Item 401 will apply.</p> <p>UCT’s maximum liability for loss and damage is \$100.00 per car.</p>
495	<p><b>SURCHARGES</b></p> <p>UCT may apply a surcharge on Items 320, 330, 350, 395, 401, 450, 455 and 475 for the following:</p> <ol style="list-style-type: none"> <li>1. Fuel – this surcharge shall be based upon the greater of the current surcharge in effect at CN (see CN Tariffs 7403, 7404, 7405 and 7425 as amended see <a href="http://www.cn.ca/en/customer-centre/tools/fuel-surcharge">www.cn.ca/en/customer-centre/tools/fuel-surcharge</a>), or other applicable CN Tariffs or contracts.</li> <li>2. Security – this surcharge shall be applied to cover costs associated with, or resulting from, a directive from any governmental agency relating to security or protection against possible terrorist threats or acts.</li> <li>3. Insurance – this surcharge shall be applied to cover costs of insurance when those insurance costs exceed the CPI increase for a given period.</li> </ol>

**EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS**

AAR Association of American Railroads ([www.aar.com](http://www.aar.com))

ASLRRRA	American Short Line and Regional Railroad Association ( <a href="http://www.aslrra.org">www.aslrra.org</a> )
BNSF	Burlington Northern Santa Fe Railroad ( <a href="http://www.bnsf.com">www.bnsf.com</a> )
BOL	Bill of Lading
CFR	United States Code of Federal Regulations ( <a href="http://www.ecfr.gov">www.ecfr.gov</a> )
CN	Canadian National Railway ( <a href="http://www.cn.ca">www.cn.ca</a> )
CSM	Centralized Station Master ( <a href="http://www.railinc.com/rportal/centralized-station-master">www.railinc.com/rportal/centralized-station-master</a> )
CSX	CSX Transportation ( <a href="http://www.csx.com">www.csx.com</a> or <a href="http://www.shipcsx.com">www.shipcsx.com</a> )
CSXT	CSX Transportation ( <a href="http://www.csx.com">www.csx.com</a> or <a href="http://www.shipcsx.com">www.shipcsx.com</a> )
FSAC	Freight Station Accounting Code
IBR	Indiana Business Railroad ( <a href="http://www.indianabusinessrailroad.com">www.indianabusinessrailroad.com</a> )
ICRR	Illinois Central Railroad ( <a href="http://www.cn.ca">www.cn.ca</a> )
JIF	Junction Interchange File ( <a href="http://www.railinc.com/rportal/junction-interchange-file">www.railinc.com/rportal/junction-interchange-file</a> )
KCS	Kansas City Southern Railway ( <a href="https://kcsouthernenglish.silkroad.com">https://kcsouthernenglish.silkroad.com</a> )
NARPS	North American Railroad Professional Services, LLC., Agent ( <a href="http://www.narps.org">www.narps.org</a> )
NS	Norfolk Southern Corporation ( <a href="http://www.nscorp.com">www.nscorp.com</a> )
OPSL	Official Railroad Station List, RAILINC, Agent ( <a href="http://www.railinc.com">www.railinc.com</a> )
UCT	Indiana Business Railroad d/b/a Union City Terminal Railroad ( <a href="http://www.indianabusinessrailroad.com">www.indianabusinessrailroad.com</a> )
Pocket List	The Pocket List of Railroad Officials, Commonwealth Business Media, Agent ( <a href="http://www.cbizmedia.com">www.cbizmedia.com</a> )
RAILINC	Railinc Corporation ( <a href="http://www.railinc.com">www.railinc.com</a> )
RER	The Official Railway Equipment Register, R.E.R. Publishing Company, Agent ( <a href="http://www.sub-forms.com/dragon/init.do?site=ubm84_lonew">www.sub-forms.com/dragon/init.do?site=ubm84_lonew</a> )
RMI	Railcar Management Incorporated a GE Transportation Company ( <a href="http://www.railcarmgmt.com">www.railcarmgmt.com</a> )
RPS	( <i>see NARPS</i> ) North American Railroad Professional Services, LLC., Agent ( <a href="http://www.narps.org">www.narps.org</a> )
STB	Surface Transportation Board ( <a href="http://www.stb.dot.gov.us">www.stb.dot.gov.us</a> )
STCC	Standard Transportation Commodity Code, RAILINC, Agent ( <a href="https://www.railinc.com/rportal/standard-transportation-commodity-code">https://www.railinc.com/rportal/standard-transportation-commodity-code</a> )
TN	State of Tennessee ( <a href="http://www.tn.gov">www.tn.gov</a> )
TDOT	Tennessee Department of Transportation ( <a href="http://www.tn.gov/tdot/topic/rail-safety-and-inspection">www.tn.gov/tdot/topic/rail-safety-and-inspection</a> )
UFC	Uniform Freight Classification, RAILINC, Agent ( <a href="http://www.nationaltariffs.com/UFC_6000.htm">www.nationaltariffs.com/UFC_6000.htm</a> )
UP	Union Pacific Railroad ( <a href="http://www.uprr.com">www.uprr.com</a> )

# Indiana Business Railroad d/b/a Union City Terminal Railroad

Administrative Mailing Address: Indiana Business Railroad, POB 6333, Evansville, IN 47719  
Railroad Mailing Address: Union City Terminal Railroad, POB 926, Union City, TN 38281  
Email Address: [info@indianabusinessrailroad.com](mailto:info@indianabusinessrailroad.com)

## Application for Credit

Line of Credit Requested \$ \_\_\_\_\_ Present Balance \$ \_\_\_\_\_ Date \_\_\_\_\_

Company Name \_\_\_\_\_ Phone \_\_\_\_\_  
(Area code & number)

Name if D/B/A \_\_\_\_\_ For Past \_\_\_\_\_ Year(s)

Address \_\_\_\_\_  
(Street) (City) (State) (Zip)

Former Business Address (If Applicable) \_\_\_\_\_

Federal Tax I D Number \_\_\_\_\_

**OWNERSHIP:**     Sole Owner     Partnership     Corporation

Date Started/Incorporation Date \_\_\_\_\_ Have you ever operated under a different name? Yes \_\_\_ No \_\_\_

If yes, give name and address \_\_\_\_\_

### TRADE REFERENCES: (Minimum of 3)

Name \_\_\_\_\_ Address \_\_\_\_\_ Phone \_\_\_\_\_ Acct. No. \_\_\_\_\_

Name \_\_\_\_\_ Address \_\_\_\_\_ Phone \_\_\_\_\_ Acct. No. \_\_\_\_\_

Name \_\_\_\_\_ Address \_\_\_\_\_ Phone \_\_\_\_\_ Acct. No. \_\_\_\_\_

**BANK REFERENCE:**     Checking     Savings     Loan

Bank Name \_\_\_\_\_ Dept. \_\_\_\_\_ Acct. No. \_\_\_\_\_

Mailing Address \_\_\_\_\_ Phone No. \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Type of Business: \_\_\_\_\_

Tax Exemption #: \_\_\_\_\_ State Issued: \_\_\_\_\_

**ADDITIONAL INFORMATION TO BE  
COMPLETED ON NEXT PAGE**

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Email Address: [info@indianabusinessrailroad.com](mailto:info@indianabusinessrailroad.com)

**Our terms are due on date of invoice. Applicant's signature attests financial responsibility, ability, and willingness to pay our invoices in accordance to terms. A service charge of 2% per month, which is an annual rate of 24%, will accrue fifteen (15) days after invoice date.**

**I authorize you to contact references and to obtain information from outside resources that may be needed to obtain credit.**

**The application has been carefully prepared by the undersigned and is to my knowledge complete, accurate, and truthful.**

**IF MY ACCOUNT IS ACCEPTED, I AGREE TO PAY ACCORDING TO YOUR TERMS OF SALE. I FURTHER AGREE TO PAY ALL COLLECTION COSTS AND EXPENSES, INCLUDING REASONABLE ATTORNEY'S FEES INCURRED BY YOU IN COLLECTING OR ATTEMPTING TO COLLECT SUCH ACCOUNT.**

\_\_\_\_\_  
(COMPANY OR FIRM NAME)

\_\_\_\_\_  
(DATE SIGNED)

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
TITLE

## INDIVIDUAL PERSONAL GUARANTEE

Date \_\_\_\_\_

I, \_\_\_\_\_, residing at \_\_\_\_\_  
(Name) (Address)

For and in consideration of your extending credit at my request to \_\_\_\_\_ (Herein referred to as the "Company"),  
(Name of Company)

of which I am \_\_\_\_\_, hereby personally guarantee to you the payment at \_\_\_\_\_  
(Title) (Address)

in the State of \_\_\_\_\_ of any obligation of the Company and hereby agree to bind myself to pay you on demand any sum which may become due to you by the Company whenever the Company shall fail to pay the same. It is understood that this guaranty shall be a continuing and irrevocable guaranty and indemnity for such indebtedness of the Company. I do waive notice of default, non-payment, and notice thereof and consent to any modification of renewal of the credit agreement hereby guaranteed.

WITNESS \_\_\_\_\_ GUARANTOR \_\_\_\_\_ DATE \_\_\_\_\_  
(Signature) (Signature)

ADDRESS \_\_\_\_\_

## JOINT PERSONAL GUARANTEE

Date \_\_\_\_\_

We, \_\_\_\_\_ and \_\_\_\_\_ ( \_\_\_ his or \_\_\_ her) \_\_\_\_\_ residing at  
(Name) (Name)

\_\_\_\_\_, for and in consideration of your extending credit at my request to

\_\_\_\_\_ (herein after referred to as the "Company"), of which \_\_\_\_\_  
(Name of Company) (Name)

is \_\_\_\_\_, hereby personally guarantee to you the payment at \_\_\_\_\_  
(Title) (Address)

in the State of \_\_\_\_\_ of any obligation of the Company and we hereby agree to bind ourselves to pay you on demand any sum which may become due to you by the Company whenever the Company shall fail to pay the same. It is understood that this guaranty shall be a continuing and irrevocable guaranty and indemnity for such indebtedness of the Company. We do hereby waive notice of default, non-payment and notice thereof and consent to any modification or renewal of the credit agreement hereby guaranteed.

WITNESS \_\_\_\_\_ GUARANTOR \_\_\_\_\_ DATE \_\_\_\_\_  
(Signature) (Signature)