

# WACCAMAW COASTLINE RAILROAD

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## FREIGHT TARIFF WCLR 8008

(For cancellations, see Item 1, this tariff)

CONTAINING  
LOCAL RATES  
ALSO  
RULES, REGULATIONS, AND CHARGES  
GOVERNING  
SWITCHING AND WEIGHING  
APPLYING FROM, TO, BETWEEN  
AND AT  
STATIONS ON THE  
WACCAMAW COASTLINE RAILROAD

## LOCAL TARIFF

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

ISSUED: May 12, 2008

EFFECTIVE: June 1, 2008

ISSUED BY:

Ken Pippin, President  
Waccamaw Coastline Railroad  
171 Highway 905  
Conway, SC 29526

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

## FT WCLR 8008

<b>RULES AND OTHER GOVERNING PROVISIONS</b> <b>RULES AND REGULATIONS - GENERAL</b>	<b>RULES AND OTHER GOVERNING PROVISIONS</b> <b>RULES AND REGULATIONS - GENERAL</b>
<b>ITEM 1</b>  <b>CANCELLATION NOTICE</b>  FT WCLR 8008 cancels FT WCLR 8002-A and FT WCLR 6004 in their entirety.  Provisions formerly shown in FT WCLR 8002-A and FT WCLR 6004, and not brought forward herein, are hereby cancelled.	<b>ITEM 30</b>  <b>CONSECUTIVE NUMBERS</b>  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.
<b>ITEM 5</b>  <b>DESCRIPTION OF GOVERNING CLASSIFICATION AND EXCEPTIONS</b>  The terms “Governing Classifications” and “Uniform Freight Classification” when used herein, mean: Uniform Freight Classification 6000-series, issued by National Railroad Freight Committee Agent.	<b>ITEM 50</b>  <b>METHOD OF CANCELLING ITEMS</b>  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.  Example-Item 5-A cancels Item 5 and Item 10-B cancels Item 10-A in a prior supplement, which in turn, cancelled Item 10.
<b>ITEM 10</b>  <b>STATION LISTS AND CONDITIONS</b>  This tariff is governed by Official Railroad Station List, OPSL 6000-series, Railinc, Agent, to the extent below:  <b>PREPAY REQUIREMENTS AND STATION CONDITIONS</b>  (a) For additions and abandonments 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.  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.  <b>GEOGRAPHICAL LIST OF STATIONS</b>  (b) For geographical locations of stations referred to in this tariff by station numbers.  <b>STATION NUMBERS</b>  (c) For the identification of stations when stations are shown or referred to by numbers in this tariff.	<b>RULES AND OTHER GOVERNING PROVISIONS</b> <b>RULES AND REGULATIONS - UNLIMITED</b>
<b>ITEM 20</b>  <b>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</b>  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.	<b>ITEM 100</b>  <b>DEMURRAGE AND CAR SERVICE REGULATIONS AND CHARGES</b>  Demurrage and car service regulations and changes will apply in addition to the charges shown herein.  EXCEPTION-Where switching service is performed on traffic moving under line-haul rates which are subject to special detention charges and rules, the switching charges provided in this tariff will be subject to the same detention charges and rules as applicable in connection with the line-haul rates.
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.	

**FT WCLR 8008**

<b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</b>	<b>SECTION 1 SWITCHING RULES AND CHARGES</b>
<p><b>ITEM 110</b></p> <p align="center"><b>CARS FURNISHED BUT NOT USED</b></p> <p>Except as otherwise provided in tariffs lawfully on file, when an empty car is (1) actually placed or constructively placed for loading, but is not used in subsequent transportation service and is released empty, a charge of \$250.00 per car in addition to applicable demurrage charges will be made against the party ordering but not using the equipment.</p> <p>EXCEPTION-This charge will not apply when cars are refused or rejected account of not being in proper condition for loading.</p> <p>(1) The term actually placed or constructively placed as used herein is defined in Items 120 and 130-series of FT WCLR 6004-series.</p>	<p><b>ITEM 200</b></p> <p align="center"><b>DEFINITION OF INTRA-PLANT, INTRA-TERMINAL AND INTER-TERMINAL SWITCHING</b></p> <p align="center"><u>INTRA-PLANT</u></p> <p>A switching movement from one location to another location within the confines of an industry located on the WCLR.</p> <p align="center"><u>INTRA-TERMINAL</u></p> <p>A switching movement (other than intra-plant) from one location to another on the WCLR, within the switching limits of one station or industrial switching district.</p> <p align="center"><u>INTER-TERMINAL</u></p> <p>A switching movement between industry tracks on the WCLR and interchange with connecting lines when within the switching limits of the same location.</p>
<p><b>ITEM 120</b></p> <p align="center"><b>CHARGES ON CARS RECEIVED WITHOUT BILLING, OR WITH IMPROPER BILLING AT INTERCHANGE POINTS</b></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 \$200.00 per car for returning the loaded or empty car to the connections of the carrier making the request.</p> <p>NOTE-When instructions are not received within twenty-four (24) hours from time of receipt of car at connection, a hold charge of \$100.00 per car will be assessed thereafter for each twenty-four (24) hours or fraction thereof until instructions or billing is received.</p>	<p><b>ITEM 210</b></p> <p align="center"><b>OVERLOAD CARS</b></p> <p>WCLR 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 en route 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 the extra service performed, the switching charge will be assessed which includes weighing. The regular switching charge will be in addition.</p>
	<p><b>ITEM 220</b></p> <p align="center"><b>FURNISHING CARS</b></p> <p>WCLR will not undertake to furnish cars of any particular type, size or dimension when to be used in intra-plant, intra-terminal or inter-terminal switching.</p> <p><b>ITEM 230</b></p> <p align="center"><b>NON-APPLICABLE OF CHARGES IN CONNECTION WITH LINE-HAUL</b></p> <p>The charges published in this Section will not apply in connection with a line-haul.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SECTION 1 SWITCHING RULES AND CHARGES	SECTION 1 SWITCHING RULES AND CHARGES
<p><b>ITEM 240</b></p> <p><b>NON-APPLICATION IN COMBINATION WITH OTHER CHARGES</b></p> <p>The charges published in this Section will not apply in combination with other charges in this Section between locations on the same railroad.</p>	<p><b>ITEM 275</b></p> <p><b>SPECIAL SWITCHING SERVICE</b></p> <p>Special Switching Service is a movement in 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>The charge for special switching service will be a minimum of \$1000 for the first four hours, plus \$250 for each additional hour or fraction thereof over four (4) hours but not exceeding eight (8) hour per occurrence, and will be in addition to all other charges associated with the movement.</p> <p>The time for the purposes 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 switching service.)</p>
<p><b>ITEM 250</b></p> <p><b>NON-APPLICATION ON "ORDER NOTIFY," ETC., SHIPMENTS</b></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 advise another party) which carry a provision (see Section 4, Rule 7 of Uniform Freight Classification) (See Item 5), requiring the surrender of bill of lading, written order, or other document before making delivery.</p>	<p><b>ITEM 280</b></p> <p><b>SPECIAL SWITCHING SERVICE</b> (Not subject to Item 260)</p> <p>When a switching movement cannot be handled in regular train operation because of excess dimensions or weight, additional charge for special handling will be \$1000.00 per car. This charge will be in addition to any other charge applicable to the movement.</p>
<p><b>ITEM 260</b></p> <p><b>CHARGES FOR CARS OF FOUR (4) AND MORE THAN FOUR (4) AXLES</b></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 intra-plant, intra-terminal, or inter-terminal service, the charges for such service will be 200% of that shown herein for the same service application on cars with four (4) axles.</p>	
<p><b>ITEM 270</b></p> <p><b>SWITCHING FROM PRIVATE SIDE TRACKS TO HOLD TRACKS</b></p> <p>The intra-terminal or inter-terminal switching charges in this section will apply on cars moved to hold or team tracks when billed to a consignee in care of freight agent at point where loaded.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FT WCLR 8008**

SECTION 1 SWITCHING RULES AND CHARGES	SECTION 1 SWITCHING RULES AND CHARGES												
<p><b>ITEM 290</b></p> <p align="center"><b>CHARGE FOR USE OF SPECIAL EQUIPMENT</b></p> <p>WCLR will not furnish cars that are other than ordinary equipment for use in intra-plant, intra-terminal or inter-terminal switching service. In the event other than ordinary equipment is used, an additional charge of \$350.00 will be assessed. On joint-line movements, this charge will be assessed only once (see Exception).</p> <p><b>ORDINARY EQUIPMENT MEANS:</b></p> <ol style="list-style-type: none"> <li>(1) XM boxcars not exceeding 52 feet in length, inside measurement.</li> <li>(2) FM flatcars, not over 54 feet in length and having capacity not over 180,000 pounds.</li> <li>(3) Gondola cars having marked capacity not greater than 180,000 pounds, but not including gondola cars of any length equipped with covers, hoods, containers or cradle floors.</li> <li>(4) Open-top hopper cars not exceeding 43 feet in length, inside measurement, and having marked capacity not exceeding 180,000 pounds.</li> <li>(5) Shipper owned or leased cars.</li> </ol> <p>EXCEPTION-Provisions of this item do not apply on a movement immediately prior or subsequent to a revenue line-haul movement and notation so stating is made by shipper on shipping document.</p>	<p><b>ITEM 310</b></p> <p align="center"><b>CHARGE FOR HEAVY DUTY FLAT CARS</b></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"><u>USE CHARGE</u></p> <p>\$1500.00 per car switching movement (not subject to any other switching charges published in this tariff).</p> <p align="center"><u>SPECIAL DETENTION CHARGES</u></p> <p>When cars are held beyond the Free Time permitted in Tariff WCLR 6004-series, charges therein will be assessed and in addition the following detention charges will be assessed for each twenty-four (24) hour period or fraction thereof beyond the authorized free time:</p> <p align="center"><u>CHARGES IN DOLLARS PER CAR</u></p> <table> <tr> <td>1<sup>ST</sup> 24 hours</td><td>\$200.00</td></tr> <tr> <td>2<sup>ND</sup> 24 hours</td><td>\$250.00</td></tr> <tr> <td>3<sup>RD</sup> 24 hours</td><td>\$300.00</td></tr> <tr> <td>4<sup>TH</sup> 24 hours</td><td>\$350.00</td></tr> <tr> <td>5<sup>TH</sup> 24 hours</td><td>\$400.00</td></tr> <tr> <td>6<sup>TH</sup> 24 hours and each subsequent 24 hours</td><td>\$500.00</td></tr> </table> <p align="center"><u>NON-USE CHARGE</u></p> <p>When car is ordered, placed and released back to WCLR without being used in transportation service, a charge of \$600.00 per car will be assessed and will be in addition to any detention charges that may accrue.</p>	1 <sup>ST</sup> 24 hours	\$200.00	2 <sup>ND</sup> 24 hours	\$250.00	3 <sup>RD</sup> 24 hours	\$300.00	4 <sup>TH</sup> 24 hours	\$350.00	5 <sup>TH</sup> 24 hours	\$400.00	6 <sup>TH</sup> 24 hours and each subsequent 24 hours	\$500.00
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<p><b>ITEM 300</b></p> <p align="center"><b>SWITCHING OF LOCOMOTIVES ON OWN WHEELS, BUT NOT UNDER OWN POWER</b></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 \$450.00. If the locomotive is moved for turning, the charge will be applied in each direction.</p>													
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.													

**FT WCLR 8008**

<p align="center"><b>SECTION 1</b> <b>SWITCHING RULES AND CHARGES</b></p>	<p align="center"><b>SECTION 1</b> <b>SWITCHING RULES AND CHARGES</b></p>
<p><b>ITEM 320</b></p> <p align="center"><b>TURNING OF CARS TO PERMIT UNLOADING</b></p> <p align="center"><b>PART 1</b></p> <p>Applicable only on cars loaded and unloaded within the switching limits of the station (including adjacent or 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, intra-terminal or inter-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 WCLR will perform such service at a charge of \$200.00 per car, which will be in addition to the applicable switching and special equipment penalty charge (See Note 1, Part 1).</p> <p>NOTE 1-Applicable only where WYE is located within the switching limits of the station (including adjacent or contiguous switching or industrial districts where intra-terminal switching charges are in effect) involved.</p> <p align="center"><b>PART 2</b></p> <p>1. In instances where is it desired that freight in carloads be placed on delivery tracks for loading or unloading at stop-off points or destination from one particular side or end of car, cars must be properly placarded on both sides and notation made on Bill of Lading and waybill subsequently as follows:</p> <p>Deliver car for unloading from the door or end specified by placard.</p> <p>2. On freight in carloads, not properly placarded on both sides of car to unload from one particular side or end of car which shipper or consignee after initial placement of car, directs carrier to turn and return to the same track for unloading from opposite side or end of car, the following shall apply:</p> <p align="center">(Continued in next column)</p>	<p><b>ITEM 320</b></p> <p align="center"><b>TURNING OF CARS TO PERMIT UNLOADING</b></p> <p align="center">CHARGES (See Notes 1 and 2, Part 2)</p> <p>(a) If the car is turned at a WYE or a turntable within the confines of an industry, apply published intra-plant switching charges, but in no case less than \$200.00 [I].</p> <p>(b) If the car is turned at a WYE or a turntable within the same switching district, but outside the confines of the industry, \$200.00.</p> <p>(c) If the car must be moved to a WYE or a turntable located outside the switching district and the roundtrip distance to and from the WYE or the turntable is 100 miles or less, \$500.00.</p> <p>NOTE 1 - If Bill of Lading carries a notation that car has been placarded and placard has disappeared before placement, the charge named therein will not apply.</p> <p>NOTE 2 - If the line-haul rate is lower than the charge for turning of the car, the line-haul rate will be assessed.</p> <p><b>ITEM 330</b></p> <p align="center"><b>CHARGES FOR INTRA-PLANT, INTRA-TERMINAL AND INTER-TERMINAL SWITCHING</b></p> <p>Except as otherwise provided herein, WCLR will assess the following charges in dollars per car for switching service as defined in Item 200.</p> <p align="center">INTRA-PLANT \$150.00</p> <p align="center">INTRA-TERMINAL When in Shipper Owned or Leased Equipment - \$250.00 When in other than Shippers Equipment - \$300.00</p> <p align="center">INTER-TERMINAL \$350.00</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>

**FT WCLR 8008**

<p align="center"><b>SECTION 2 WEIGHING RULES AND CHARGES</b></p>	<p align="center"><b>SECTION 4 CAR DEMURRAGE RULES AND CHARGES</b></p>
<p><b>ITEM 400</b></p> <p align="center"><b>WEIGHING CHARGES</b></p> <p>When a car is weighed or reweighed either empty or loaded at the request of either consignor or consignee, a charge of \$250.00 per car will be made each time the car is weighed, if scale is available. (Applicable only if scale is available.)</p>	<p><b>ITEM 700</b> [A]</p> <p align="center"><b>GLOSSARY OF TERMS</b></p> <p>For the purpose of applying rules in Section 3 of this tariff, the following are defined and shall govern.</p>
<p align="center"><b>SECTION 3 LOCAL AND PROPORTIONAL RATES</b></p>	<p><b>ITEM 705</b> [A]</p> <p align="center"><b>PUBLIC DELIVERY TRACK</b></p> <p>Any accessible track open to the general public for loading or unloading.</p>
<p><b>ITEM 500</b></p> <p align="center"><b>FREIGHT ALL KINDS</b></p> <p>FREIGHT, ALL KINDS, when moving locally on the WCLR, will be moved at the rate of \$500.00 per car.</p>	<p><b>ITEM 710</b> [A]</p> <p align="center"><b>OTHER THEN PUBLIC DELIVERY TRACK</b></p> <p>Any railroad track or portion of a track assigned for individual use or for joint use, including privately owned or leased tracks.</p>
<p><b>ITEM 600</b></p> <p align="center"><b>FREIGHT ALL KINDS</b></p> <p>Rates on traffic other than local and interchanged at Conway with CALA: All traffic \$450.00 per car.</p>	<p><b>ITEM 715</b> [A]</p> <p align="center"><b>PRIVATE TRACK</b></p> <p>A private track is:</p> <ol style="list-style-type: none"> <li>1. A track outside of WCLR's right-of-way, yard and terminals, and of which WCLR 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 WCLR by the owner of the track prior to such joint use; or</li> <li>2. A track or portion thereof owned or operated by WCLR that is leased for the purpose of the storage of rail cars of Lessee through a written agreement. The joint use of a lease track by each of two or more parties must have written consent from WCLR prior to such joint use.</li> </ol>
	<p><b>ITEM 720</b> [A]</p> <p align="center"><b>RAILROAD-CONTROLLED CARS</b></p> <p>A railroad-controlled car is a car provided to WCLR directly by car companies or others, for indiscriminate use by WCLR in servicing any of its customers.</p>

**FT WCLR 8008**

<p align="center"><b>SECTION 4</b> <b>CAR DEMURRAGE RULES AND CHARGES</b></p>	<p align="center"><b>SECTION 4</b> <b>CAR DEMURRAGE RULES AND CHARGES</b></p>
<p><b>ITEM 725</b> [A]  <b>PRIVATE CAR</b></p> <p>A private car is a car bearing other than railroad reporting marks, except as otherwise provided in Item 720.</p>	<p><b>ITEM 750</b> [C]  <b>GENERAL APPLICATION</b></p> <p>The rules and charges published herein apply at points on the WCLR on international, interstate and intrastate traffic. 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 or lease of the car and the track is the same.</p>
<p><b>ITEM 730</b> [A]  <b>CONSIGNOR</b></p> <p>The party in whose name cars are ordered and /or the party who furnishes WCLR forwarding directions.</p>	<p><b>ITEM 755</b> [C]  <b>FREE TIME</b></p> <p>Free time for each car will be:</p> <p style="padding-left: 40px;">Loading – 1 Day (24 hours) Unloading – 2 Days (48 hours)</p> <p>Time will be computed from actual or constructive placement, whichever comes first.</p> <p>On international, interstate and intrastate traffic for purposes of computing free time, Saturdays, Sundays and holidays will be included.</p>
<p><b>ITEM 735</b> [A]  <b>CONSIGNEE</b></p> <p>The party to whom a shipment is consigned and/or the party entitled to receive the shipment.</p>	<p><b>ITEM 760</b> [A]  <b>NOTIFICATION</b></p> <p>Notification by WCLR and/or industry of arrival or release of cars will be:</p> <p style="padding-left: 40px;">A. In writing by U.S. mail, fax or otherwise; B. By personal or phone communication; C. By delivery of cars to designated interchange tracks with industry.</p> <p>Appropriate records will be maintained by WCLR and industry.</p>
<p><b>ITEM 740</b>  <b>ACTUAL PLACEMENT</b></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><b>ITEM 745</b>  <b>CONSTRUCTIVE PLACEMENT</b></p> <p>When a car consigned or ordered to a private tack 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 of not held at designation) and that this railroad is unable to effect placement; however, if car is placed on the private track serving the consignor or consignee the car shall be considered constructively placed without notice.</p>	



<p align="center"><b>SECTION 4</b> <b>CAR DEMURRAGE RULES AND CHARGES</b></p>	<p align="center"><b>SECTION 4</b> <b>CAR DEMURRAGE RULES AND CHARGES</b></p>
<p><b>ITEM 765</b> [I] <b>DEMURRAGE CHARGES</b></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>First six days - \$75.00 per car per day. Each subsequent day - \$150.00 per car per day.</p> <p>NOTE 1 – 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 will be billed to consignee on inbound loaded cars and consignor on empty cars placed for loading unless other arrangements are made in writing prior to delivery.</p>	<p><b>ITEM 775</b></p> <p align="center"><b>PRIVATE CARS HELD ON RAILROAD TRACKS</b></p> <p>For the purpose of applying item in this tariff, private cars on private tracks will be exempt from the rules and charges, except private cars, while held under constructive placement on railroad tracks will be subject to demurrage charges after expiration of free time allowed, and will be considered released from that demurrage transaction upon receipt of Notice to Deliver car to tracks of consignee.</p>
<p><b>ITEM 770</b> [A] <b>EXCEPTIONS TO DEMURRAGE CHARGES</b></p> <p>The following situations due to no fault of the WCLR 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 WCLR.</p> <p>A. Strike at plant or industry served by WCLR which prevents loading or unloading. However, cars held because of strikes will be subject to detention charges of \$20.00 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><b>ITEM 780</b> [A] <b>EMPTY CARS ORDERED OR APPROPRIATED FOR LADING BUT NOT USED</b></p> <p>When empty cars are placed on orders or appropriated but not used in transportation service, demurrage will be charged for all detention time as provided in Item 765.</p>
	<p><b>ITEM 785</b> [A] <b>CARS RECEIVED UNDER LOAD AND HELD FOR FORWARDING DIRECTIONS</b></p> <p>On loaded cars received from private tracks, and held by WCLR 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 765.</p>
	<p><b>ITEM 790</b> [A] <b>CARS FOUND TO BE OVERLOADED OR IMPROPERLY LOADED</b></p> <p>When cars are found to be overloaded or improperly loaded and not in conformity with railroad loading and clearance rules, the following will apply:</p> <ol style="list-style-type: none"> <li>1. If found while still on industry or railroad tracks where loaded, car will be considered to be under continuous loading transaction until adjustment of the load has been made.</li> <li>2. If found at origin after having been removed from industry or WCLR tracks where loaded, car will not be considered released until load has been adjusted.</li> </ol>

**FT WCLR 8008**

	EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS
	CALA - Carolina Southern Railroad WCLR - Waccamaw Coastline Railroad CSXT - CSXT Transportation, Inc. OPSL - Open and Prepay Station List RIC - Railinc STCC - Standard Transportation Commodity Code UFC - Uniform Freight Classification & - And \$ - Dollars [A] - Addition [C] - Denotes change [I] - Denotes Increase [NC] - Brought forward without change - Denotes Reduction