



**ATLANTIC RAILWAYS**  
**FREIGHT TARIFF ATL 8000**

NAMING  
MISCELLANEOUS RULES AND CHARGES,  
ALSO  
SWITCHING, CAR DEMURRAGE

APPLYING  
FROM, TO AND AT STATIONS ON THE  
ATLANTIC RAILWAYS SYSTEM

**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: February 16th 2021

EFFECTIVE: March 1<sup>st</sup> 2021

ISSUED BY  
J. E. Elkin  
Railroad President  
Atlantic Railways CO LLC  
440 Knox Abbott Dr; Suite 390; Cayce, SC 29033

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For explanation of terms and explanation of abbreviations and reference marks not explained herein, see last page of tariff.

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<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</b></p>	<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</b></p>
<p><b>ITEM 60</b></p> <p align="center"><b>PAYMENT OF CHARGES</b></p> <p>Customer shall be liable for payments of the transportation charges accruing on a shipment and nothing herein shall limit the right of the ATL to require at time of movement, shipment or delivery the prepayment or guarantee of charges, unless Customer has entered into an agreement for credit with the ATL. Customer will pay ATL immediately upon presentation of a bill therefor by ATL. If charges have not been prepaid, or customer has not entered into an agreement for credit with ATL shall not make delivery of the shipment without payment or guarantee by shipper or consignee of all charges.</p> <p>Acceptance of shipment by Customer shall be deemed acceptance of responsibility for payment of all charges accruing on the shipment, including, but not limited to demurrage, switching and all other charges that may be applicable. Such payment shall be in U.S. money and cannot be reduced to offset claims, damages to property, or for any other reasons.</p> <p><b>FINANCE CHARGES:</b> The ATL will assess a finance charge of 1.5% per month (18% per annum) on unpaid bills, including, without limitation, demurrage, switching and all other charges which are not paid within credit period. The finance charge continues to accrue daily until payment is received by ATL.</p> <p>If ATL, at its sole discretion, uses a collection agency or attorneys to collect delinquent bills for freight or other charges and ATL is successful in collecting such charges, Customers shall reimburse ATL for all reasonable collection costs, including reasonable collection agency fees and reasonable attorneys' fees.</p>	<p><b>ITEM 75</b></p> <p align="center"><b>SECURITY DEPOSIT</b></p> <p>For customers who have established credit with the ATL, a deposit to secure payment of any freight, demurrage, storage, detention, switching or other accessorial charge that may accrue will be required from such customer who has failed to pay demurrage, storage, detention, switching or other accessorial charges when due under applicable laws and regulations. (Customers as referred to herein shall mean any and all consignors, consignees, beneficial owners or other responsible parties.)</p> <p>The deposit must be paid before any freight car or trailer is delivered to such customer for loading or unloading.</p> <p>The minimum deposit for each freight car will be the average amount per freight car of demurrage, detention, storage, switching or other accessorial charges outstanding at the time this tariff provision is invoked against Customer. The maximum amount of deposit will be determined by this railroad's credit office or through other alternative forms of security. The credit office may waive the minimum deposit per car by accepting a revolving deposit of \$1,000.00 to \$50,000.00 based on traffic volume. The deposit will be held in an escrow account to guarantee payment of and to be applied against any switching, demurrage, detention, storage or other accessorial charges which may accrue since the implementation of the security deposit arrangement.</p> <p>ATL will refund the deposit or balance of the deposit within thirty (30) days after notification by its agents that the equipment has been released to ATL. Any switching, demurrage, detention, storage or other accessorial charges will be deducted from the deposits before any refunds are made. The deposit or balance of the deposit may be transferable to another freight car to cover charges incurred since the implementation of the security deposit arrangement.</p> <p>Security deposits will no longer be required after the Customer has paid all outstanding switching, demurrage, detention, storage and other accessorial charges and has given assurance in writing to the satisfaction of ATL's credit office that future switching, demurrage, detention, storage and other accessorial charges will be paid within the credit period.</p>
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SECTION 1 MISCELLANEOUS RULES AND CHARGES	SECTION 1 MISCELLANEOUS RULES AND CHARGES
<p><b>ITEM 110</b></p> <p align="center"><b>HAZARDOUS MATERIALS</b></p> <p>Shipments of Hazardous Materials will not be accepted in interchange unless prior arrangements have been made with the ATL.</p>	<p><b>ITEM 150</b></p> <p align="center"><b>TURNING OF CARS TO PERMIT LOADING OR UNLOADING, ETC.</b></p> <p>If cars are turned at request of customer to facilitate loading or unloading, or for any other purpose, a charge of \$300.00 per car per occurrence will be assessed and will be in addition to all other applicable charges. (See Note, this item.) Plus charges of interchanging railroad.</p> <p>NOTE. ATL does not have local turning capabilities and must interchange cars for turning.</p>
<p><b>ITEM 120</b></p> <p align="center"><b>CARS INTERCHANGED IN ERROR</b></p> <p>An additional charge of \$500.00 per car will be assessed to delivering carriers on all cars interchanged to the ATL in error.</p>	
<p><b>ITEM 130</b></p> <p align="center"><b>EMPTY CARS ORDERED BUT NOT LOADED</b></p> <p>On empty cars that are ordered for loading and order is canceled and car is in route, or the service of switching or placing of car has been performed and the car is not loaded but returned to this railroad empty, a charge of \$300.00 per car will be assessed and collected from the person, firm or corporation ordering such cars. (See Note, this item.)</p> <p>Note - Charge will not apply on cars unfit for loading, see Item 135, this tariff.)</p>	<p><b>ITEM 160</b></p> <p align="center"><b>SPECIAL FREIGHT TRAIN SERVICE</b></p> <p>Special Freight Train Service is the movement of a train in other than normal freight train service at the specific request of the shipper or consignee, or as may be required due to other conditions outside normal train operations.</p> <p>The charge for special freight train or switching service will be \$750.00 per hour, subject a minimum of \$3,000.00 per occurrence, and will be in addition to all other charges associated with the movement</p> <p>Charges to be calculated from the time the crew and locomotive report for special service until the return of crew and locomotive to starting point.</p> <p>(This railroad reserves the right to restrict or modify any request for special freight train service.)</p>
<p><b>ITEM 135</b></p> <p align="center"><b>IMPROPER CARS FURNISHED FOR LOADING BY CONNECTING LINES</b></p> <p>When cars ordered by industries for loading are refused on account of not being in proper condition to load, a charge of \$300.00 per car will be assessed against the railroad furnishing the car.</p>	
<p><b>ITEM 145</b></p> <p align="center"><b>PERISHABLES</b></p> <p>The ATL does not provide protective service. Perishable freight under protective service will be accepted from connecting railroad for delivery to Customers with the understanding that protective service is not provided by the ATL and the ATL accepts no liability for any loss or damage resulting from failure of such protective service.</p>	<p><b>ITEM 170</b></p> <p align="center"><b>STANDBY SERVICE</b></p> <p>When the ATL's locomotive and crew are held at the request of an industry or delayed by an industry within the confines of the industry or immediately adjacent thereto, the charge for such standby or delay shall be \$750.00 per hour or fraction thereof. Such charges shall be in addition to other published charges, if any, applicable to cars delayed or handled.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks not explained herein, see last page of tariff.</p>	

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SECTION 1 MISCELLANEOUS RULES AND CHARGES	SECTION 2 SWITCHING RULES AND CHARGES
<p><b>ITEM 180</b></p> <p align="center"><b>OVERLOADED CARS</b></p> <p>Cars found to be overloaded will be subject to the following additional charges:</p> <p>(1) \$400.00 per car - When a car is discovered to be overloaded at loading point or within the confines of the industry. Charge to be assessed consignor.</p> <p>(2) \$500.00 per car - When a car is discovered to be overloaded beyond loading point or confines of the industry. Charge to be assessed consignor.</p> <p>(It will be the responsibility of the consignor to adjust the lading at their own expense sufficient to eliminate the overload condition.)</p> <p>(3) \$500.00 per car - When a car is received in interchange from connections and is found to be overloaded, such car will be returned to delivering carrier for adjustment to lading to eliminate the overload condition. Charge to be assessed delivering carrier.</p>	<p><b>ITEM 200</b></p> <p align="center"><b>DEFINITION OF INTRA-PLANT SWITCHING</b></p> <p>Intra-plant switching is a switching movement from one track to another within the same plant or industry, or from one location to another location on the same track within the same plant or industry.</p>
	<p><b>ITEM 210</b></p> <p align="center"><b>DEFINITION OF INTRA-TERMINAL SWITCHING</b></p> <p>Intra-terminal switching is a switching movement (other than intra-plant switching) from one private or assigned track to another private or assigned track of the same railroad, within the switching limits of same station or industrial switching district.</p>
	<p><b>ITEM 220</b></p> <p align="center"><b>INTRA-PLANT SWITCHING CHARGE</b></p> <p>The ATL will perform intra-plant switching at a charge of \$300.00 per car.</p>
<p><b>ITEM 190</b></p> <p align="center"><b>MISSED INTERCHANGE</b></p> <p>When ATL delivers cars to interchange that have been way-billed, and have had interchange delivery notifications made through EDI(EDI 418), and have been left on interchange by the interchanging railroad in excess of 24 hours beyond its next scheduled service to interchange. A charge of \$85.00 Per car shall be assessed against the carrier that has missed interchange.</p>	<p><b>ITEM 230</b></p> <p align="center"><b>INTRA-TERMINAL SWITCHING CHARGE</b></p> <p>The ATL will perform intra-terminal switching at a charge of \$300.00 per car.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks not explained herein, see last page of tariff.</p>	

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<b>SECTION 3 CAR DEMURRAGE RULES AND CHARGES</b>	<b>SECTION 3 CAR DEMURRAGE RULES AND CHARGES</b>
<b>APPLICATION</b>	<b>ITEM 330</b>
Except where provided to the contrary, Demurrage Rules and Charges contained herein apply to all railroad and privately-owned cars held for or by consignors and consignees for any purpose.	<b>FREE TIME</b>
<b>ITEM 300</b>	Free time as follows will be allowed for each car:
<b>HOLIDAYS</b>	Forty-Eight (48) hours to complete unloading.
Wherever reference is made to "holidays," it shall mean only the days listed below:	Twenty-Four (24) hours to complete loading.
New Year's Day - January 1 (See Note 1) Washington's Birthday - Third Monday of February Memorial Day - Last Monday of May Independence Day - July 4 (See Note 1) Labor Day - First Monday of September Thanksgiving Day - Fourth Thursday of November Christmas Day - December 25 (See Note 1)	Free time will be computed from the first 7:00 AM after placement, or after notification has been sent or given where required. For the purpose of computing free time, Saturdays, Sundays and holidays will be excluded.
Note 1 - When this date occurs on a Sunday, the following Monday will be observed as the holiday.	<b>ITEM 340</b>
<b>ITEM 310</b>	<b>DEMURRAGE CHARGES</b>
<b>ACTUAL PLACEMENT</b>	After expiration of free time allowed the following charges per car per day, or fraction of a day, will be made until car is released.
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.	\$30.00 for each of the first two chargeable days,
<b>ITEM 320</b>	\$40.00 for each of the next two days,
<b>CONSTRUCTIVE PLACEMENT</b>	\$60.00 for each subsequent day.
When a car consigned or ordered to a private track, industrial interchange track or other-than-public-delivery track cannot be actually placed because of a condition attributable to the consignor or consignee, such car will be held at available hold point and notice shall be sent or given the consignor or consignee that the car is being held and that this railroad is unable to effect placement; however, if car is placed on private track, industrial interchange track or other-than-public delivery track serving the consignor or consignee, the car will be considered constructively placed without notice.	The applicable charge will accrue on all Saturdays, Sundays and holidays subsequent to the first chargeable day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable day begins to run.
	Note 1: Not applicable on privately-owned cars on private tracks.
	Note 2 : Privately-owned cars which are first held on railroad tracks under constructive placement will be subject to demurrage charges provided for herein after expiration of free time (See Item 330) until such time car is placed on private tracks.
For explanation of terms and explanation of abbreviations and reference marks not explained herein, see last page of tariff.	

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<b>SECTION 4 STORAGE RULES AND CHARGES</b>	<b>SECTION 5 LOCAL RATES</b>																					
<p><b>ITEM 400</b></p> <p align="center"><b>STORAGE / HOLD CHARGE</b> (See Note, this item)</p> <p>Cars stored/held on tracks of this railroad at the request of consignor or consignee, awaiting forwarding instructions or other disposition, or for the convenience of this railroad, will be subject to storage/hold charge of \$60.00 per car per day, or fraction of a day, computed from day car is first stored/ held until day car is released from storage/hold tracks. Charges will be billed monthly.</p> <p>NOTE - This railroad does not assume liability beyond reasonable and ordinary care while cars are stored/held on storage/hold tracks, or for loss or damage caused by an Act of God, vandalism or theft. In the event full liability coverage is desired, cost of such coverage will be the responsibility of the customer or owner.</p>	<p><b>ITEM 500</b></p> <p align="center">(Rates in dollars and cents per car, except as noted) COMMODITY: Freight, NON HAZARDOUS, all kinds and in between the stations listed.</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:33%;">FROM</th> <th style="width:33%;">TO</th> <th style="width:34%;">RATE</th> </tr> </thead> <tbody> <tr> <td>CSXT – WHTNC</td> <td>BADIN, NC</td> <td>\$1400.00</td> </tr> <tr> <td>CSXT – WHTNC</td> <td>ISENHOURL, NC</td> <td>\$1100.00</td> </tr> <tr> <td>CSXT – WHTNC</td> <td>MOSS, NC</td> <td>\$1200.00</td> </tr> <tr> <td>NS</td> <td>BADIN, NC</td> <td>\$1500.00</td> </tr> <tr> <td>NS</td> <td>ISENHOURL, NC</td> <td>\$1200.00</td> </tr> <tr> <td>NS</td> <td>MOSS, NC</td> <td>\$1300.00</td> </tr> </tbody> </table>	FROM	TO	RATE	CSXT – WHTNC	BADIN, NC	\$1400.00	CSXT – WHTNC	ISENHOURL, NC	\$1100.00	CSXT – WHTNC	MOSS, NC	\$1200.00	NS	BADIN, NC	\$1500.00	NS	ISENHOURL, NC	\$1200.00	NS	MOSS, NC	\$1300.00
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<p><b>ITEM 410</b></p> <p align="center"><b>MOVING CARS TO AND FROM STORAGE/HOLD TRACKS</b></p> <p>The ATL will assess a charge of \$300.00 per car for moving cars to storage/hold tracks, and \$300.00 per car for removing cars from storage/hold tracks.</p>	<p><b>ITEM 501</b></p> <p align="center">(Rates in dollars and cents per car, except as noted) COMMODITY: PASSENGER CARS STCC 3742190 – INCLUDES LOCAL SWITCH CHARGES.</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:33%;">FROM</th> <th style="width:33%;">TO</th> <th style="width:34%;">RATE</th> </tr> </thead> <tbody> <tr> <td>NS</td> <td>ALL STATIONS</td> <td>\$2300.00</td> </tr> <tr> <td>CSXT</td> <td>ALL STATIONS</td> <td>\$2300.00</td> </tr> </tbody> </table>	FROM	TO	RATE	NS	ALL STATIONS	\$2300.00	CSXT	ALL STATIONS	\$2300.00												
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# FT ATL 8000

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS	
FT	- Freight Tariff
ATL	- Atlantic Railways
[A]	- Addition
[I]	- Increase
[NC]	- Brought forward without change
[R]	- Reduction

END