

EFFINGHAM RAILROAD COMPANY

FREIGHT TARIFF EFRR 3000

CONTAINING

LOCAL AND PROPORTIONAL RATES

ALSO

SWITCHING, DEMURRAGE AND MISCELLANEOUS RULES AND CHARGES

APPLYING

FROM, TO, BETWEEN AND AT

STATIONS ON THE EFFINGHAM RAILROAD COMPANY

GENERAL TARIFF

ISSUED: April 10, 2003

EFFECTIVE: May 1, 2003

ISSUED BY

Charles W. Barenfanger, President
Effingham Railroad Company
129 North Kennedy - Box 190
Vandalia, IL 62471

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

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<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p>
<p>ITEM 5</p> <p align="center">DESCRIPTION OF GOVERNING CLASSIFICATIONS</p> <p>The term "Uniform Freight Classification" when used herein means: ICC UFC 6000-Series.</p>	<p>ITEM 40</p> <p align="center">METHOD OF DENOTING REISSUED MATTER IN SUPPLEMENTS</p> <p>Matter brought forward without change from one supplement to another will be designated by a reference mark [NC]. To determine the original effective date, consult the supplement in which the matter first became effective.</p>
<p>ITEM 10</p> <p align="center">STATION LIST AND CONDITIONS</p> <p>This tariff is governed by the Official Railroad Station List, OPSL 6000-Series, to the extent shown below:</p> <p align="center">PREPAY REQUIREMENTS AND STATION CONDITIONS</p> <p>For additions and abandonment's 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 are applicable on and after that date.</p>	<p>ITEM 45</p> <p align="center">INTERCHANGED ERROR MOVEMENT</p> <p>Cars received by EFRR in error without forwarding instructions from the delivering carrier will be handled in accordance with AAR Car Service Rule 7, subject to a charge of \$475.00 per car for returning car to delivering carrier or forwarding car to proper carrier within the same switching district. Charge for this service will be assessed against the delivering carrier.</p>
<p>ITEM 20</p> <p align="center">REFERENCE TO TARIFF, RULES, ETC.</p> <p>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</p>	<p>ITEM 50</p> <p align="center">RAIL CAR HEIGHT LIMITATIONS</p> <p>Cars received by EFRR shall not exceed 22' 6" in height.</p>
<p>ITEM 25</p> <p align="center">CAPACITIES AND DIMENSIONS OF CARS</p> <p>For marked capacities, lengths, dimensions and cubical capacities of cars, see RER 6413-Series</p>	
<p>ITEM 30</p> <p align="center">NATIONAL SERVICE ORDER TARIFF</p> <p>This tariff is subject to provisions of various Service Orders and General Permits of the Surface Transportation Board (or former Interstate Commerce Commission) shown in National Service Order Tariff 6100-Series.</p>	<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>
<p>ITEM 35</p> <p align="center">METHOD OF CANCELING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel corresponding 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 25-A cancels item 25 and item 50-B cancels item 50-A in a prior supplement which in turn canceled item 50.</p>	

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SECTION 1 DEMURRAGE RULES AND CHARGES	SECTION 2 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 55</p> <p align="center">DEMURRAGE RULES AND CHARGES</p> <p align="center"><u>DEMURRAGE SCHEDULE</u></p> <p>Free time will start at the first 7:00 AM after placement, or after proper notification has been sent or given where required. For the purposes of computing free time, Sundays and holidays will be excluded. Free time for unloading is forty-eight (48) hours, and free time for loading is twenty-four (24) hours. Demurrage will start after free time (see note). Demurrage will be charged at the following rates:</p> <p> \$30.00 for each of the first six (6) days. \$50.00 for each of the subsequent days until the car is released.</p> <p>The applicable charge will accrue on all Sundays and holidays after free time has expired, including the first Sunday or holiday immediately following the day on which free time has expired, except as otherwise noted below:</p> <p>On loaded cars received from another railroad, or loaded private cars received from private tracks, and held by this railroad for forwarding directions or other disposition, time will be computed from the first 7:00 AM after they are received until proper forwarding direction or other disposition is furnished, except that cars received between 5:00 PM and 7:00 AM will not be subject to demurrage if disposition or forwarding directions are received prior to the following 12:00 noon, exclusive of Saturday, Sunday and holidays.</p> <p>Customers can only release loaded or empty cars to the railroad during "Normal Working Hours" which are between 6:50 AM and 5:00 PM on any day except Saturday, Sunday and holidays. Customers can release cars at other times by FAX. If the cars are released at other times that are different than "Normal Working Hours", the release time will be adjusted to the next time the railroad would have "Normal Working Hours". That is, if a customer would release a car on Saturday at 2:00 PM the release time would be changed to Monday at 6:50 AM, or if a customer would release a car on Monday at 8:00 PM, the release time would be changed to Tuesday at 6:50 AM.</p> <p>Exception: If a car is released by FAX after Friday 5:01 PM and before Sunday at 6:49 AM, then the car will be considered released as of 6:50 AM Sunday.</p> <p>Cars will be constructively placed to a shipper or receiver of rail freight if the customer cannot take the car because of conditions at the facility which will not allow the railroad to place the car. If a car is constructively placed by the railroad, the railroad will notify the customer during "Normal Working Hours" of the constructive placement by 2:00 PM either by phone, FAX or mail which would be postmarked with that day's date. The demurrage rules would apply to this car as if the car were placed at the customer's track. The railroad will place the car when the next normal switch will allow the railroad to place the car. Exception to free time to load a car. If a car is placed for loading between 7:01 AM Friday and 7:00 AM Saturday, the free time for loading is 48 hours. Example: Car placed for loading at 8:00 AM Friday. Customer releases car at 4:00 PM Monday. No demurrage is charged.</p> <p>Note: Holidays are: New Years Day, Memorial Day, July Fourth, Labor Day, Thanksgiving, and Christmas.</p>	<p>ITEM 60</p> <p align="center">PAYMENTS OF CHARGES AND SECURITY DEPOSIT FOR DEMURRAGE, STORAGE OR OTHER ASSESSORIAL CHARGES</p> <p>Railroad may request prepayment of tariff charges before moving car. If this request is made, the carload will not be moved from customers track, or considered released from demurrage charges until payment of all tariff charges and demurrage, if any, are deposited in railroad's account. Customer may deposit funds into the account prior to billing, if customer so desires.</p> <p>Railroad may remove a car from a team or customer track if car is on demurrage and customer has not deposited enough money with the railroad to maintain a \$150.00 credit balance for customer's account. If the car is removed from team or customer's track, the customer will still be responsible for demurrage on the car plus an additional switch charge to return the car to the team or customer's track. This switch charge will be \$300.00 per car. Railroad will not be liable for any lading damage. This Item does not limit the railroad's ability to collect freight charges by any other means.</p> <p>A security deposit to insure payment of any demurrage, storage or other assessorial charge that may accrue will be required from every customer who:</p> <ol style="list-style-type: none"> 1. Is not on the railroad's credit list and 2. Fails to pay demurrage, storage or other assessorial charges after specific written demand referring to this tariff provision. <p>The deposit must be paid in cash, certified check, cashier's check or money order before any freight car is delivered to such customer for loading or unloading. A deposit on one unit of equipment will not be transferable to another.</p> <p>The deposit for each car shall be the minimum amount of \$170.00, or up to the maximum amount of demurrage, storage and other assessorial charges that accrued on any car during the preceding 12 months.</p> <p>In the event that a customer receives a multiple carload shipment for loading or unloading, the total amount required to be deposited shall not exceed the higher of the following two amounts:</p> <ol style="list-style-type: none"> 1. \$2,000.00 or 2. The amount of existing past due demurrage, storage or other assessorial charges accrued by the customer, plus \$170.00 per car. <p>The deposit will be refunded after payment has been received for demurrage, storage or other assessorial charges in the corresponding equipment, should such charges have been incurred. The customer's request for refund must be made in the manner and to the office designated by the railroad. If no other refund request is received by that designated office within 30 days after the equipment is released, the railroad will refund the remainder of the deposit to the customer after deducting any unpaid demurrage, storage or other assessorial charges on that equipment.</p> <p>Deposits will no longer be required after the customer either:</p> <ol style="list-style-type: none"> 1. Is placed on the railroad's credit list or 2. Has paid all outstanding demurrage, storage or other assessorial charges, and has given assurance to the satisfaction of the railroad's credit office that future demurrage, storage or other assessorial charges will be paid within the credit period ascribed by the STB. 3. Railroad may delete customer from it's credit list at any time.
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 2 MISCELLANEOUS RULES AND CHARGES	SECTION 3 SWITCHING												
<p>ITEM 65</p> <p align="center">INTEREST CHARGES ON INVOICES</p> <p>An interest charge of 18% per annum will be applied to all invoices when they have not been paid after 20 days of being issued. This charge will be applied on a monthly charge of 1.5% per month.</p>	<p>ITEM 200</p> <p align="center">INTRA-TERMINAL SWITCHING</p> <p>The EFRR will perform intra-terminal switching service as defined below:</p> <p>Between all industries and sidings.....\$300.00</p>												
<p>ITEM 70</p> <p align="center">CHARGES ON OVERLOADED OR IMPROPERLY LOADED CARS</p> <p>When cars are discovered to be overloaded or improperly loaded on the EFRR, thereby necessitating transfer, trimming or reloading in the interest of safe transportation, shipper or owner will be notified and requested to advise disposition. See paragraphs(1) and (2) below:</p> <p>(1) Except as provided in paragraph (2), cars discovered to be overloaded or improperly loaded will be placed on carriers track accessible for transfer, trimming or reloading, and shipper or owner will be required to transfer, trim or reload car to meet loading requirements for safe transportation. A charge of \$300.00 per car will be assessed for switching of overloaded or improperly loaded cars to and from the carrier's track where the transfer, trimming or unloading is performed.</p> <p>(2) When cars are discovered to be overloaded or improperly loaded at point of origin, and cars are ordered returned to the shipper's plant or point of loading, the applicable intra-terminal switching charge will be assessed.</p>	<p>ITEM 205</p> <p align="center">INTERMEDIATE SWITCH CHARGE</p> <p>The EFRR will perform intermediate switching service as defined below:</p> <p>Between all connections at Effingham, IL\$475.00</p>												
	COMMODITY RATES												
	<p>ITEM 225</p> <p>Commodity: Freight, all kinds</p> <table border="0"> <tr> <td>Between:</td> <td>And:</td> <td align="right">Rates in dollars per car</td> </tr> <tr> <td>Connections at</td> <td>Effingham,IL)</td> <td></td> </tr> <tr> <td>Effingham, IL</td> <td>South Effingham, IL)</td> <td align="right">\$475.00</td> </tr> <tr> <td></td> <td>TQW Junction, IL)</td> <td></td> </tr> </table>	Between:	And:	Rates in dollars per car	Connections at	Effingham,IL)		Effingham, IL	South Effingham, IL)	\$475.00		TQW Junction, IL)	
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<p>ITEM 75</p> <p align="center">EMPTY CARS ORDERED BUT NOT USED</p> <p>On empty cars that are ordered for loading and the service of switching or placing has been performed, and the car is not loaded but returned to the railroad empty, a intra- terminal switching charge of \$300.00 per car will be assessed for this service and collected from the person, firm or corporation ordering such cars.</p>													
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	EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS
	<p>FT - Freight Tariff EFRR - Effingham Railroad Company</p> <p>[A] - Addition [I] - Increase [NC] - Brought forward without change [R] - Reduction</p>
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.	