

PATAPSCO & BACK RIVERS RAILROAD

FREIGHT TARIFF PBR 8500-N

(Cancels Freight Tariff PBR 8500-M)

**CHARGES, RULES AND REGULATIONS
FOR
LOCAL, PROPORTIONAL AND
MISCELLANEOUS SWITCHING CHARGES
ALSO
PROVISIONS GOVERNING RECEIPT AND DELIVERY
OF CARS OF FREIGHT
AND STORAGE PROVISIONS ON EMPTY ASSIGNED EQUIPMENT
AT STATIONS ON
PATAPSCO & BACK RIVERS RAILROAD**

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

SWITCHING AND MISCELLANEOUS TARIFF

Governed, except as otherwise provided herein, by Uniform Freight Classification shown in Item 5-series.

ISSUED: December 1, 2006

EFFECTIVE: January 1, 2007

ISSUED BY

J. M. Smith
5111 North Point Boulevard
Sparrows Point, MD 21219

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

FREIGHT TARIFF PBR 8500-N

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| For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff. | | | |

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| RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS | RULES AND OTHER GOVERNING PROVISIONS SPECIAL RULES AND REGULATIONS - UNLIMITED |
|--|--|
| <p>ITEM 115</p> <p>FUEL SURCHARGES - Non Application</p> <p>This tariff will not be subject to Fuel Surcharges during 2007.</p> | <p>ITEM 245</p> <p>SECURITY DEPOSITS</p> <p>A security deposit to insure payment of any demurrage, storage and other charges 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 or 2. Fails to pay demurrage, storage and other 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 in the minimum amount of \$200.00 or up to the maximum amount of demurrage, storage and other charges that accrued on any one car during the preceding 12 months.</p> |
| <p>ITEM 125</p> <p>STANDARD TRANSPORTATION COMMODITY CODE NUMBERS</p> <p>Reference to commodities transported under the terms of this tariff shall be made by STCC number, as set forth in the Standard Transportation Commodity Code Tariff STCC 6001-series.</p> <p>When shipments contain explosives or other dangerous commodities (See Item 15), the seven digit 49-series STCC number must be shown on the shipping document by the shipper.</p> | <p>However, in the case of a customer receiving multiple carloads for loading or unloading, the total amount required to be deposited shall not exceed the higher of the following two numbers: (a) \$2,000.00; or (b) the amount of existing past due demurrage, storage and other charges accrued by the customer, plus \$500.00.</p> <p>The deposit will be refunded after payment has been received for demurrage, storage and other charges on the corresponding equipment, should such charges have been incurred. The customer's request for such refund must be made in writing to the office of the superintendent of the railroad. If no refund request is received by that designated office within thirty (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 and other charges on that shipment.</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 charges, and has given assurance to the satisfaction of the railroad's credit officer that future charges will be paid within credit period of 15 consecutive days from the date on the bill. |
| <p>RULES AND OTHER GOVERNING PROVISIONS SPECIAL RULES AND REGULATIONS - UNLIMITED</p> | |
| <p>ITEM 200</p> <p>DEMURRAGE CHARGES</p> <p>The car service rules and regulations, as provided in Freight Tariff ASLG 6004-series, issued by American Short Line Railroad Association, Agent, will govern all cars handled under the provisions of this tariff.</p> <p>All demurrage records will be maintained on a monthly calendar basis and billing, where applicable, will be presented by this railroad within 15 days after the monthly period ends.</p> | <p>SECTION 1</p> |
| <p>ITEM 210</p> <p>SWITCHING LIMITS DEFINED</p> <p>The entire line of road, beginning at point of connection with CSX Transportation, Inc. (CSXT) commencing at the west end of Grays Yard of the PBR, Baltimore County, MD, including all industries on the spur extending north to Wise Avenue; thence to connection with Norfolk Southern Railway Company (NS) at Wise Avenue Yard, Sparrows Point, Baltimore County, MD; thence southeastwardly to bend east of Humphrey's Creek; thence southwestwardly and westwardly to the east bank of the Patapsco River, thence southwardly and eastwardly to end of road immediately west of U.S. Government Light House, including spur to plants of LaFarge North America and Pennwood Wharf, all in Baltimore County, State of Maryland.</p> | <p>LOCAL SWITCHING AND MISCELLANEOUS SERVICES</p> |
| <p>ITEM 225 (TARIFF CODE 19)</p> <p>SEPARATE HANDLING OF LONG CARS</p> <p>When, because of track structure constraints not operationally compatible with cars over 68 feet in length, this railroad is required to switch one-car-at-a-time, a charge of \$127.00 per car will apply in addition to all other applicable charges.</p> | <p>ITEM 300</p> <p>APPLICATION</p> <p>Rates and charges apply on local switching and miscellaneous services for intraplant (Item 305) and intraterminal (Item 310) activities described in this Section.</p> |
| | <p>ITEM 305</p> <p>INTRAPLANT SWITCHING DEFINED</p> <p>Intraplant switching means the movement of a car or cars from a point within an industrial plant department to another point within the same plant department.</p> |
| <p>For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.</p> | |

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| SECTION 1 | SECTION 1 |
|---|---|
| LOCAL SWITCHING AND MISCELLANEOUS SERVICES (Rates and Charges in dollars and cents per car, except as noted) | LOCAL SWITCHING AND MISCELLANEOUS SERVICES (Rates and Charges in dollars and cents per car, except as noted) |
| <p>ITEM 310</p> <p align="center">INTRATERMINAL SWITCHING DEFINED</p> <p>Intraterminal switching is the movement of a car or cars from one track to another track, or between two locations of the same track (other than intraplant switching as defined in Item 305), within the switching limits of the same area or industrial switching district.</p> | <p>ITEM 340</p> <p align="center">[I]</p> <p align="center">LOCOMOTIVES (NOTE 1), LOCOMOTIVE TENDERS, LOCOMOTIVES AND TENDERS, LOCOMOTIVE CRANES, POWER SHOVELS AND POWER DERRICKS</p> <p align="center">(TARIFF CODE 31)</p> <p>(a) Locomotives, Locomotive Tenders, Locomotives And Tenders, Locomotive Cranes, Power Shovels And Power Derricks, Material Transfer Cars, Electric Pushers, On Their Own Wheels, Dead..... \$437.00 Per Unit</p> <p align="center">(TARIFF CODE 32)</p> <p>(b) Locomotives, Locomotives And Tenders, On Their Own Wheels, Under Their Own Power..... \$280.00 Per Unit</p> <p>Note 1: A locomotive is considered to be a single unit or a combination of units operated under a single control.</p> |
| <p>ITEM 315</p> <p align="center">[I] INTRATERMINAL SWITCHING (ITEM 310)</p> <p>All traffic: Between all points and all industries within the switching limits (Item 210)</p> <p align="center">(TARIFF CODE 02)</p> <p>Railroad owned cars..... \$205.00</p> <p align="center">(TARIFF CODE 01)</p> <p>Privately owned cars..... \$130.00</p> | <p>ITEM 345</p> <p align="center">[I] MOLTEN METAL AND MOLTEN SLAG</p> <p>For switching of molten metal and molten slag, loaded in cars owned and maintained by shipper, between blast furnace plants and points located or connected with the tracks of carrier. No additional charge will be made for use of a "reach car" in performing this switch movement.</p> <p align="center">(TARIFF CODE 09)</p> <p>Car capacity over 130 net ton.....\$338.00</p> <p align="center">(TARIFF CODE 10)</p> <p>Car capacity 330 net ton.....\$442.00</p> <p align="center">(TARIFF CODE 07)</p> <p>When partly loaded (Item 305).....\$360.00</p> <p align="center">(TARIFF CODE 11)</p> <p>Molten Slag.....\$239.00</p> <p align="center">(TARIFF CODE 71)</p> <p>Removal and replacement of molten metal cars partially loaded or unloaded after first placement or service between all tracks within blast furnace area.....\$103.00</p> |
| <p>ITEM 320</p> <p align="center">[I] INTRAPLANT SWITCHING (ITEM 305)</p> <p>All traffic: Between all tracks within the yards or plants of industries located on the tracks of carrier within its switching limits (Item 210)</p> <p align="center">(TARIFF CODE 04)</p> <p>Railroad owned cars \$196.00</p> <p align="center">(TARIFF CODE 03)</p> <p>Privately owned cars \$120.00</p> | <p>ITEM 350</p> <p align="center">[I] (TARIFF CODE 72)</p> <p align="center">REMOVAL AND REPLACEMENT OF CARS AFTER FIRST PLACEMENT OR SERVICE</p> <p>For removal and replacement of cars upon request of consignor or consignee, as applicable, will be assessed an additional charge for each car respotted or replaced.....\$103.00</p> |
| <p>ITEM 321</p> <p align="center">[I] HOLDING LOCALLY LOADED CARS (TARIFF CODE 70)</p> <p>When loaded cars ordered from loading point by shipper cannot be placed to designated destination track due to conditions beyond the control of this railroad, an additional charge will be assessed for the holding and subsequent delivery of the cars..... \$57.00</p> <p align="center">(TARIFF CODE 73)</p> <p>Coil cars specially ordered to Sparrows Point Plant Tracks 592, 593 and 597.....\$160.00</p> <p align="center">(TARIFF CODE 74)</p> <p>Coil cars specially ordered to Sparrows Point Plant Track 511.....\$85.00</p> | <p>ITEM 355</p> <p align="center">[I] CARS PASSING THROUGH RADIATION DETECTION</p> <p>Loaded cars of scrap generated within the Sparrows Point Plant that must pass through the radiation detector at Gray's Yard on PBR before they can be delivered to specified location within the Sparrows Point Plant limits will be assessed a switch charge of \$344.00 per car. Item 315 will not apply.</p> |
| <p>ITEM 335 (TARIFF CODE 34)</p> <p align="center">[I] LOCOMOTIVE RENTAL OR SPECIAL SERVICE</p> <p>For rental of locomotives, including crew, upon definite prearrangement with superintendent as to time, place and service to be performed or prior request to carrier for locomotive services not required in connection with performing services under items named elsewhere in this tariff, such as stand-by (with or without supplying air for dumping), rerailling of cars, or other equipment and other services not specifically covered herein..... \$378.00 per hour.</p> | |
| For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff. | |

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| SECTION 1 | |
|---|--|
| LOCAL SWITCHING AND MISCELLANEOUS SERVICES (Rates and Charges in dollars and cents per car, except as noted) | |
| ITEM 360 [I] | (TARIFF CODE 13) SHOP CARS-REPAIRED OR TO BE REPAIRED For switching empty cars by PBR from industry or railroad owned tracks to point of repair or designated hold tracks, or between designated hold tracks and point of repair..... \$71.00 |
| ITEM 365 [I] | (TARIFF CODE 29) SWITCHING FOR THE PURPOSE OF CLEANING CARS For switching cars to a cleaning track for the purpose of removing debris and refuse.....\$273.00 Rate shown includes switching to and from cleaning track(s) from existing location, but does not include cleaning of cars or transportation of refuse or debris from cleaning track. |
| ITEM 370 [I] | (TARIFF CODE 15) SORTING AND ASSEMBLING CARS On traffic interchanged with railroads connecting with the PBR at Sparrows Point, MD, and on traffic originating at points located on or connected with the tracks of the PBR..... \$40.00 |
| ITEM 375 [C] | (TARIFF CODE 30) USE OF RAILROAD-OWNED TRACKS For use of tracks of carrier by locomotive cranes, power shovels, and power derricks, under their own power (which use will be permitted only when such equipment is in the charge of competent crews, and on permission granted and arrangements made with the superintendent as to the time and place of use)..... \$105.00 per day |
| ITEM 390 [C] | (TARIFF CODE 40 - 45) WEIGHING For weighing or reweighing cars on railroad company scales, charges will be assessed each time car is weighed, loaded or empty. (1) Industries located north of Gray's Yard.....\$318.00 (2) Industries located south of Gray's Yard (except (3))..... \$85.00 (3) S. Scrap Prep area (800/1100 yard areas).....\$150.00 When shipment cars are overweight for shipment and railroad must switch loaded cars back to shipper for adjustment of lading, switching charges under Item 315 apply. If overloaded cars are adjusted by shipper at a hold point designated by railroad, only re-weighing charges will apply. |
| For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff. | |

FREIGHT TARIFF PBR 8500-N

| SECTION 2 | SECTION 2 |
|---|--|
| <p align="center">PROPORTIONAL SWITCHING AND MISCELLANEOUS SERVICES SPECIAL RULES AND REGULATIONS - LIMITED (Rates and Charges in dollars and cents per car, except as noted.)</p> | <p align="center">PROPORTIONAL SWITCHING, INTER-TERMINAL (ITEM 405) SWITCHING AND MISCELLANEOUS SERVICES (Rates and Charges in dollars and cents per car, except as noted.)</p> |
| <p>ITEM 400</p> <p align="center">APPLICATION</p> <p>Rates and charges on proportional switching and miscellaneous services for inter-terminal (Item 405) and interchange line-haul (Item 410) activities described in this Section.</p> | <p>ITEM 435 [I]</p> <p>Commodities, other than shown below.....\$434.00</p> |
| <p>ITEM 405</p> <p align="center">INTER-TERMINAL SWITCHING</p> <p>Inter-terminal switching is a switching movement from a track of one road to a track of another road, when both tracks are within the switching limits of the same station or industrial switching districts.</p> | <p>ITEM 444 [I]</p> <p>Scrap Iron or Steel (STCC 40 211 X).....\$261.00</p> |
| <p>ITEM 410</p> <p align="center">INTERCHANGE LINE-HAUL SWITCHING</p> <p>Shipments destined to or originating at points beyond point of interchange with the PBR at Sparrows Point, MD. When the rates as published in Column A of Section 2 are not absorbed by the connecting railroads of the PBR, as provided in the individual tariffs of these railroads, the rates published in Column B of Section 2 will be in addition to line-haul rates applicable to point of interchange with the PBR.</p> | <p>ITEM 446 [I]</p> <p align="center">INTERMEDIATE SWITCHING MOVEMENTS</p> <p>When cars are received from interchange with a railroad and are delivered to interchange with a different railroad, such cars will be subject to a charge of.....\$387.00</p> |
| <p>ITEM 415 (TARIFF CODE 27) [I]</p> <p align="center">INTERCHANGE ERROR MOVEMENT</p> <p>Cars received by the PBR in error or without forwarding instructions from the delivering carrier will be handled in accordance with AAR Car Service Rule 7, subject to a switching charge of \$208.00 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 447 (TARIFF CODE 18) [I]</p> <p align="center">HOLDING CARS</p> <p>When loaded cars are consigned in care of PBR's agent or ordered from loading point, and either designated by shipper to "hold", or held by PBR account of insufficient billing instructions to move cars to destination or to point of interchange with connecting railroads, a charge will be assessed for such holding..... \$95.00</p> |
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| SECTION 2 | | | SECTION 2 | | |
|---|---|---|--|---|---|
| PROPORTIONAL SWITCHING, INTER-TERMINAL (ITEM 405) SWITCHING AND MISCELLANEOUS SERVICES (Rates and Charges in dollars and cents per car, except as noted.) | | | PROPORTIONAL SWITCHING INTERCHANGE LINE-HAUL SWITCHING (ITEM 410) (Rates and Charges in dollars and cents per car, except as noted) | | |
| ITEM 448 (TARIFF CODE 20) [C] RETURN OF SHIPMENT CARS For switching of a loaded car, returned at the request of customers' shipper, in return movement from a designated route to a point on a customer or railroad owned track, this railroad will apply a charge of..... \$340.00 | | | | COLUMN A ABSORBED ITEM 410 [I] | COLUMN B NON-ABSORBED ITEM 410 [I] |
| PROPORTIONAL SWITCHING AND INTERCHANGE LINE-HAUL SWITCHING (ITEM 410) (Rates and Charges in dollars and cents per car, except as noted) | | | | | |
| | COLUMN A ABSORBED ITEM 410 [I] | COLUMN B NON-ABSORBED ITEM 410 [I] | ITEM 468 | | |
| | | | Lumber (STCC 24 X) Wallboard (STCC 26 613 X) Gypsum Wallboard (STCC 32 754 X) | \$412.00 | \$412.00 |
| | | | ITEM 470 | | |
| | | | Ore, Iron (STCC 10 X) | \$190.00 | \$217.00 |
| | | | ITEM 476 | | |
| | | | Dust, flue (STCC 33 119 40) } Scale, mill (STCC 33 119 45) } | \$202.00 | \$227.00 |
| | | | ITEM 478 | | |
| | | | Scrap iron or steel (STCC 40 211 X) | | |
| | | | (1) Industries located North of Gray's Yard | (1)\$291.00 | (1)\$344.00 |
| | | | (2)Industries located South of Gray's Yard | (2)\$223.00 | (2)\$261.00 |
| | | | ITEM 480 | | |
| | | | Semi-finished iron or steel products, viz: Billets, blooms, coiled rods, ingots, ingot moulds and stools, pig iron skelp, slab or breakdown slab, or sheet bars (STCC 33 X; 34 X) | \$223.00 | \$261.00 |
| | | | ITEM 486 | | |
| | | | Slag, basic (cementitious), ground or pulverized (STCC 32 952 53) | \$255.00 | \$294.00 |
| ITEM 450 | | | | | |
| Commodities, Other Than Shown Below | \$380.00 | \$434.00 | | | |
| ITEM 456 | | | | | |
| Coal (STCC 11 X) | \$190.00 | \$215.00 | | | |
| ITEM 460 | | | | | |
| Coke (STCC 29 X) | \$208.00 | \$238.00 | | | |
| ITEM 462 | | | | | |
| Electrometallurgical Products) Ferro alloys (STCC 33 13 X)) | \$259.00 | \$294.00 | | | |
| ITEM 464 | | | | | |
| Iron and steel manufactured products } (STCC 33 X) | \$223.00 | \$261.00 | | | |
| ITEM 466 | | | | | |
| Lime (STCC 32 741 X) } Limestone (STCC 14 212 X) } | \$218.00 | \$218.00 | | | |

For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.

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| SECTION 3 | SECTION 3 |
|--|--|
| PROVISIONS GOVERNING RECEIPT AND DELIVERY OF CARS OF FREIGHT | PROVISIONS GOVERNING RECEIPT AND DELIVERY OF CARS OF FREIGHT |
| <p>ITEM 500</p> <p>APPLICATION</p> <p>Rules and charges applicable on receipt and delivery of cars of freight under conditions described in this tariff.</p> | <p>ITEM 530</p> <p>[I]</p> <p>CHARGES FOR DELAY IN ACCEPTING SERVICE</p> <p>When receipt or delivery of a car or cars as provided in Items 510 and 520 cannot be accomplished in continuous movement (Notes 2 and 3, Item 540), at the carrier's ordinary operating convenience (Notes 1 and 3, Item 540), because of interruption, interference or any other condition caused by the shipper or consignee, the carrier will arrange for receipt or delivery under the following provisions:</p> |
| <p>ITEM 510</p> <p>RECEIPT AND DELIVERY AT PRIVATELY-OWNED SIDETRACKS OR INDUSTRIAL TRACKS</p> <p>Except as otherwise provided in Item 530, cars of freight moving at carload switching rates published in tariffs or other instruments will be delivered on and removed from privately-owned side tracks or industrial tracks near and connecting with the carrier's tracks without additional charge, provided there are no conditions which make it unsafe for the carrier's locomotive to operate over such tracks, or that prevent the carrier from receiving or delivering cars at its ordinary operating convenience (See Notes 1 and 3, Item 540).</p> | <p>(TARIFF CODE 33)</p> <p>A. If it appears that the delay will be temporary in nature, the locomotive will be held at the nearest available location and the service completed when conditions permit. Fifteen (15) minutes free time will be allowed for such temporary delay. Following such free time, a charge of \$109.00 for each fifteen (15) minutes, or fraction thereof, for which the locomotive is delayed will be assessed in addition to all other rates and charges. Charges will be assessed in accordance with Paragraph (B) when delays encountered during a locomotive trick or shift, aggregate more than fifteen (15) minutes.</p> |
| <p>ITEM 520</p> <p>RECEIPT AND DELIVERY AT LOADING AND UNLOADING LOCATIONS</p> <p>Except as otherwise provided in Item 530, cars covered by Item 510 will be received and delivered at loading and unloading locations on tracks designated by the industry within the industrial plant site without any additional charge when such service can be ordinarily performed in continuous movement (Notes 2 and 3, Item 540), at the carrier's ordinary operating convenience (Notes 1 and 3, Item 540), provided the locomotives in general use for switching in the vicinity of the plant site can do so safely.</p> | <p>B. If, after a reasonable period of delay, the obstruction or condition preventing completion of service has not been removed or eliminated, the carrier may, at its option, withdraw its locomotive and place the car or cars on a hold or other available track or tracks within or without the industry plant site. Charges for the delay encountered shall be computed in accordance with Paragraph (A). Subsequent movement by carrier's locomotive of the car or cars from the hold or other track or tracks to actual point of delivery will be subject to switching charges provided in this tariff, viz:</p> |
| | <p>(TARIFF CODE 25)</p> <p>RAILROAD CAR\$192.00</p> <p>(TARIFF CODE 26)</p> <p>PRIVATE CAR\$120.00</p> <p>C. For the purpose of applying the provisions of Paragraph (A) and (B), time shall commence to run from the minute the conductor determines that the shipper or consignee is unable to accept service.</p> <p>D. On cars under special detention rules and charges, the same detention rules and charges will be applied as govern in connection with the line-haul rates.</p> |
| For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff. | |

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| SECTION 3 | SECTION 4 |
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| PROVISIONS GOVERNING RECEIPT AND DELIVERY OF CARS OF FREIGHT | STORAGE PROVISIONS ON EMPTY ASSIGNED EQUIPMENT |
| <p>ITEM 540</p> <p>EXPLANATION OF NOTES</p> <p>Note 1 - The term "ordinary operating convenience" means the time selected by the carrier when it is most advantageous to the carrier, in relation to its coordinated and harmonious switching activities in a particular switching zone. Ordinarily it contemplates only one switch a day except when additional switches are made by the carrier in its own or the public interest as distinguished from the industry's interest. To secure the prompt release of equipment or facilities, or when necessitated by the volume of traffic. Movements to, from or within the plant site at other times at the request of the industry or to meet the requirements of industrial operations are not at the carrier's ordinary operating convenience.</p> <p>Note 2 - The term "continuous movement" means a movement between the carrier's tracks and the loading or unloading locations, a hold track or tracks, or other place where cars are received or delivered without any delay or any suspension or break in time, or continuity of the movement, due to any circumstances or condition for which the industry is directly responsible.</p> <p>Note 3 - The operations named below, where performed by the carrier as necessary incidents to the placement and removal of cars moving at published carload rates, shall not be deemed: (1) to break the "continuous movements"; (2) to be in excess of the "ordinary operating convenience" of the carrier; (3) to be an "interruption, interference or any other condition caused by the shipper or consignee"; nor (4) to be a "circumstance or condition for which the industry is directly responsible" as those terms are used in this Section if:</p> <p>(a) The removal and replacement of cars empty, partly loaded, partly unloaded or fully loaded when incidental to the placement or removal of other cars.</p> <p>(b) Operations performed in providing a service for which a separate charge is authorized in this tariff.</p> | <p>ITEM 610</p> <p>CARS SUBJECT TO CHARGES</p> <p>Cars may be subject to charges other than for switching, weighing, or other defined transportation services of this tariff as a result of car hire and delays in accepting or releasing cars from/to service.</p> <p>A. Demurrage rules apply on all ordered non-private railroad cars once they arrive for a shipper or consignee and are available for placement. Customers are notified of cars arriving for their account and these cars become subject to demurrage charges if not ordered for placement, or, once placed, are not loaded or unloaded in a timely manner. Other instruments, tariffs, or agreements may also effect private cars with respect to storage charges.</p> <p>B. Actual placement means placing a car in an accessible position for loading or unloading, on a track designated for servicing a shipper or consignee. Under normal circumstances, where there has been no delay by the consignee, shipper or assignee to request the car placed, demurrage rules under Item 200 become effective at actual placement. If such timely placement is prevented by any cause attributable to the assignee, shipper, or consignee, the car shall be considered constructively placed without notice at a location determined by the railroad, and demurrage rules under Item 200 become effective at constructive placement.</p> <p>C. When delivery of a non-private, empty or loaded car, consigned to an other-than-public delivery track cannot be made because of any condition attributable to the assignee, such car shall be held at point of assignment and considered constructively placed with notice, as all cars received for customers are noticed to them.</p> <p>D. Customers are required to release cars not required for their use, or provide other instruction to the railroad in order to mitigate demurrage charges and the expenses that cause them.</p> <p>E. In the event there is a designated hold point and cars cannot be reasonably accommodated at that designated hold point, they may be held at any available hold point determined by the railroad, and will be subject to these rules.</p> |
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| STORAGE PROVISIONS ON EMPTY ASSIGNED EQUIPMENT | |
| <p>ITEM 600</p> <p>APPLICATION</p> <p>Rules and storage charges applicable on assigned equipment as described in this Section.</p> | <p>ITEM 620</p> <p>NOTIFICATION</p> <p>A. When empty assigned cars are held at any point awaiting orders from assignee for placement for loading, a written notice of arrival shall be sent or given assignee within 24 hours of arrival of the empty car at the point where held, exclusive of Saturdays, Sundays & Holidays.</p> <p>B. When loaded cars arrive on PBR Railroad for delivery to online consignees, the railroad will furnish written notice of the cars being held for the consignee within 24 hours of the arrival, exclusive of Saturdays, Sundays & Holidays.</p> <p>(Continued on next page)</p> |
| For explanations of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff. | |

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| <p>ITEM 620 (Cont'd.)</p> <p style="text-align: center;">NOTIFICATION</p> <p>C. Such notices shall contain the initials and car numbers of each car held, and may be delivered in any number of ways, including paper document or electronic means, with the agreement of the assignee and railroad.</p> <p>D. These notices will also constitute notice that cars being held for the assignee or consignee are subject to demurrage or storage charges contained in this tariff or any other tariff or applicable agreement.</p> | <p>ITEM 660</p> <p style="text-align: center;">LIST OF HOLIDAYS</p> <p>Whenever in this tariff reference is made to "holidays," it means the following:</p> <p style="margin-left: 40px;">New Year's Day Washington's Birthday Memorial Day Independence Day Labor Day Thanksgiving Day Christmas Day</p> <p>In the event one of the above holidays occurs on Sunday, the following Monday will be considered as a holiday for the purposes of this tariff. The dates observed for above holidays will be as provided by Federal law except where individual states decree otherwise.</p> |
| <p>ITEM 630</p> <p style="text-align: center;">STORAGE CHARGES</p> <p>Any time any customer elects to have railroad cars assigned to them such that empty cars return to PBR Railroad for hold until next loading, cars will be subject to demurrage charges unless the cars are private cars not carrying car hire rates. If cars are held on PBR, cars will be considered constructively placed at a location determined by the railroad once they are available for actual placement, and will become subject to demurrage rules under Item 200.</p> <p>PBR Railroad reserves the right under car service rules to reject any cars assigned for holding on PBR Railroad by another railroad unless PBR has been expressly notified by that railroad and the customer, and has agreed with the assignment arrangements.</p> <p>Private cars, not subject to car hire, are exempt from this item, but storage charges may be applicable under other agreement.</p> | <p>ITEM 1000</p> <p style="text-align: center;">EXPLANATIONS OF ABBREVIATIONS AND REFERENCE MARKS</p> |
| <p>ITEM 650</p> <p style="text-align: center;">RELEASE OF CARS FROM ASSIGNMENT</p> <p>A. At such time as the assignee wishes to reduce an assignment by one or more cars, the assignee must notify the carrier in writing and specify the effective date of release of such car or cars. The effective date of release, as specified by the assignee, may be one (1) or more days after the date of such written notice. The carrier will have the prerogative of selecting the car or cars to be removed from the assignment.</p> <p>B. Assignee will not be permitted to release a car or cars from assignment until all appurtenances installed by parties other than the carrier have been removed by assignee.</p> | <p>ASLG - American Short Line and Regional Railroad Association</p> <p>AAR - Association of American Railroads</p> <p>BOE - Bureau of Explosives</p> <p>CSXT - CSX Transportation, Inc.</p> <p>NS - Norfolk Southern Railway Company</p> <p>OPSL - Official Railroad Station List</p> <p>PBR - Patapsco & Back Rivers Railroad Company</p> <p>RER - Railway Equipment Register</p> <p>STCC - Standard Transportation Commodity Codes Tariff</p> <p>TARIFF</p> <p>CODE - Indicates carrier's internal accounting code</p> <p>XX - Indicates no applicable tariff code</p> <p>UFC - Uniform Freight Classification</p> <p>[A] - Denotes Addition</p> <p>[C] - Denotes no change in rates</p> <p>[D] - Cancellation</p> <p>[I] - Denotes Increase</p> <p>[N] - Denotes change in wording which results in neither an increase nor decrease</p> <p>[R] - Denotes reduction</p> <p>-X- - The STCC number making reference hereto falling into one of the following categories:</p> <p style="margin-left: 40px;">2 - Digit level (major industry group)</p> <p style="margin-left: 40px;">3 - Digit level (minor industry group)</p> <p style="margin-left: 40px;">4 - Digit level (industries)</p> <p style="margin-left: 40px;">5 - Digit level (product classes)</p> <p style="margin-left: 40px;">shall also embrace all articles assigned additional digits listed thereunder in Tariff STCC 6001-series</p> |
| | <p>(Underscored portions denote change.)</p> |