

SQUAW CREEK SOUTHERN RAILROAD

FREIGHT TARIFF SCS 8000

NAMING
RULES AND CHARGES
GOVERNING
SWITCHING AND DEMURRAGE
ALSO
MISCELLANEOUS RULES AND CHARGES
APPLYING AT AND BETWEEN
STATIONS ON THE
SQUAW CREEK SOUTHERN RAILROAD
IN THE STATE OF GEORGIA

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: November 4, 2008

EFFECTIVE: November 24, 2008

ISSUED BY

Cory Respondek
Secretary - Treasurer
P O Box 303
Boonville, IN 47601

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RULES AND REGULATIONS - GENERAL	RULES AND REGULATIONS - UNLIMITED
<p>ITEM 10</p> <p>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 445-A cancels Item 445 and Item 365-B cancels Item 365-A in a prior supplement which in turn canceled Item 365.</p>	<p>ITEM 75</p> <p>PAYMENT OF CHARGES</p> <p>Customer shall be liable for the payment of any and all demurrage and other charges accruing on traffic from, to and at stations on the SCS. Nothing herein shall limit the right of the SCS to require at time of movement, shipment or delivery the prepayment or guarantee of such charges. Customer will pay SCS immediately upon presentation of a bill therefor by the SCS. The SCS will not accept shipment from customer, make delivery of shipment to customer, or accept request for any other movement of car without payment or guarantee of all outstanding and current charges, unless customer has entered into an agreement for credit with the SCS. SCS reserves the right, at its sole discretion, to cancel the credit of any customer at any time.</p> <p>When cars are held by the SCS, such cars will be considered constructively placed and subject to demurrage charges in Section 3 of this tariff when held beyond the free time allowed.</p>

For explanation of Abbreviations and Reference Marks, see last part of this tariff.

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SECTION 1 SWITCHING RULES AND CHARGES	SECTION 2 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 100</p> <p align="center">DEFINITION OF INTRA-PLANT SWITCHING</p> <p>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>ITEM 200</p> <p align="center">RE SPOTTING (SET-BACK) CHARGE</p> <p>A charge of \$75.00 per car will be assessed on cars that have been placed for loading or unloading and subsequently removed and respotted (set-back) in order to place or move other cars.</p>
<p>ITEM 105</p> <p align="center">DEFINITION OF INTRA-TERMINAL SWITCHING</p> <p>A switching movement (other than intra-plant) from one track to another track within the switching limits of the same station or industrial district by the same railroad.</p>	<p>ITEM 210</p> <p align="center">MARSHALLING SERVICE</p> <p>To meet requirement of consignee as to the position of loaded cars prior to placement, the SCS will sort and assemble such cars at a charge of \$75.00 per car.</p>
<p>ITEM 110</p> <p align="center">DEFINITION OF INTER-TERMINAL SWITCHING</p> <p>A switching movement from tracks of one railroad to another railroad, or from tracks of industry by one railroad to another railroad, when such movement is within the switching limits of the same station or industrial district.</p>	<p>ITEM 220</p> <p align="center">CARS ORDERED BUT NOT USED</p> <p>When order for cars for loading is canceled or car is returned empty, a charge of \$75.00 per car will be assessed against the person, firm or corporation ordering such car (See Note).</p> <p>Note - Charge will not apply on cars not being in proper condition to load, see Item 230.</p>
<p>ITEM 120</p> <p align="center">INTRA-PLANT SWITCHING CHARGE</p> <p>The SCS will perform intra-plant switching at a charge of \$75.00 per car.</p>	<p>ITEM 230</p> <p align="center">CARS NOT SUITABLE FOR LOADING</p> <p>When cars ordered for loading are refused or rejected on account not being in proper condition to load, a charge of \$75.00 per car will be assessed against the carrier furnishing such car.</p>
<p>ITEM 130</p> <p align="center">INTRA-TERMINAL SWITCHING CHARGE</p> <p>The SCS will perform intra-terminal switching at a charge of \$75.00 per car.</p>	<p>ITEM 240</p> <p align="center">CARS FURNISHED BY NS RELOADED OUT VIA CSXT</p> <p>If a car furnished by NS (other than pool cars) for loading or unloading is reloaded out via CSXT, a charge of \$1,035.00 will assessed in addition to any and all other applicable charges.</p>
<p>ITEM 140</p> <p align="center">INTER-TERMINAL SWITCHING CHARGE</p> <p>The SCS will perform inter-terminal switching at a charge of \$75.00 per car.</p>	
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SECTION 3 CAR DEMURRAGE RULES AND CHARGES	SECTION 3 CAR DEMURRAGE RULES AND CHARGES
APPLICATION	ITEM 330
Demurrage Rules and Charges contained herein apply to all railroad owned or controlled cars, assigned cars, and privately-owned or leased cars held for or by consignors and consignees for any purpose.	FREE TIME
ITEM 300	Free time as follows will be allowed for each car:
HOLIDAYS	Twenty-Four (24) 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 Labor Day President's Day Thanksgiving Day Memorial Day Christmas Day Independence Day	Free time will be computed from the first 7:00 AM on the day following arrival of car at Madison, GA. For the purpose of computing free time, all days count, including Saturdays, Sundays and holidays.
ITEM 310	ITEM 340
ACTUAL PLACEMENT	DEMURRAGE CHARGES
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.	After expiration of free time allowed a charge of \$60.00 per car, per day, or fraction of a day, including Saturdays, Sundays and holidays, will be made until car is released.
Cars placed on private tracks, other than tracks serving the consignor or consignee, at the request of consignor or consignee, will be considered actually placed.	Note 1: Not applicable on privately-owned or leased cars on consignor or consignee's private tracks.
ITEM 320	Note 2: Privately-owned or leased 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 consignor or consignee's private tracks.
CONSTRUCTIVE PLACEMENT	
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, car will be considered constructively placed without notice.	
For explanation of Abbreviations and Reference Marks, see last part of this tariff.	

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<p align="center">SECTION 4 STORAGE RULES AND CHARGES</p>	<p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p>																								
<p>ITEM 400</p> <p align="center">STORAGE / HOLD CHARGE (See Note, this item)</p> <p>Cars held on tracks of this railroad or private sidings connected therewith, at the request of consignor or consignee, awaiting forwarding instructions or other disposition, or for the convenience of this railroad, will be subject to a storage/hold charge as follows:</p> <p align="center">\$50.00 per car per day, or fraction of a day</p> <p>The above charge to be computed from the first 7:00 AM of the day following the day car is first held until 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 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>ITEM 99999</p> <p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p> <table border="0"> <thead> <tr> <th align="left"><u>ABBR/REF</u></th> <th align="left"><u>Explanation</u></th> </tr> </thead> <tbody> <tr> <td>ABBR</td> <td>Abbreviations</td> </tr> <tr> <td>CSXT</td> <td>CSX Transportation, Inc.</td> </tr> <tr> <td>NS</td> <td>Norfolk Southern Railway</td> </tr> <tr> <td>SCS</td> <td>Squaw Creek Southern Railroad</td> </tr> <tr> <td>REF</td> <td>Reference Marks</td> </tr> <tr> <td>[A]</td> <td>Addition</td> </tr> <tr> <td>[C]</td> <td>Change</td> </tr> <tr> <td>[D]</td> <td>Canceled</td> </tr> <tr> <td>[I]</td> <td>Increase</td> </tr> <tr> <td>[R]</td> <td>Reduction</td> </tr> <tr> <td>[NC]</td> <td>Brought forward without change</td> </tr> </tbody> </table> <p>(<u>Underscored</u> portion denotes addition/change.)</p>	<u>ABBR/REF</u>	<u>Explanation</u>	ABBR	Abbreviations	CSXT	CSX Transportation, Inc.	NS	Norfolk Southern Railway	SCS	Squaw Creek Southern Railroad	REF	Reference Marks	[A]	Addition	[C]	Change	[D]	Canceled	[I]	Increase	[R]	Reduction	[NC]	Brought forward without change
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<p>ITEM 410</p> <p align="center">SWITCHING TO AND FROM STORAGE/HOLD TRACKS</p> <p>The SCS will assess a charge of \$150.00 per car for moving cars from and to storage/hold tracks. The charge will apply in each direction.</p>																									