

FT SH 8500-M
(Cancels FT SH 8500-L)

STEELTON & HIGHSPIRE RAILROAD COMPANY

FREIGHT TARIFF SH 8500-M (Cancels Freight Tariff SH 8500-L)

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

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: August 12, 2008

EFFECTIVE: October 1, 2008

ISSUED BY

Jesse H. Hartman
Railroad Manager
215 S. Front Street
Steelton, PA 17113

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

FREIGHT TARIFF SH 8500-M

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

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<p align="center">RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS SPECIAL RULES AND REGULATIONS - UNLIMITED</p>
<p>ITEM 125</p> <p align="center">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>ITEM 245 (Cont'd.)</p> <p align="center">SECURITY DEPOSITS</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>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 align="center">RULES AND OTHER GOVERNING PROVISIONS SPECIAL RULES AND REGULATIONS - UNLIMITED</p>	
<p>ITEM 200</p> <p align="center">DEMURRAGE CHARGES</p> <p>The rules and regulations, as provided in Freight Tariff ASLG 6004-series, American Short Line and Regional 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>ITEM 210</p> <p align="center">SWITCHING LIMITS DEFINED</p> <p>The entire line of road, beginning at point of connection with (NS) Norfolk Southern Railway Company at Locust Street, Steelton, PA, and extending in a generally southeasterly direction to a point of connection with (NS) Norfolk Southern Railway Company at Blueberry Hill Substation, Steelton, PA, continuing in the same southeasterly direction in Steelton to the Borough Limits, thence to point of connection with (NS) Norfolk Southern Railway Company in Highspire, PA, a total distance of approximately two and three quarters (2-3/4) miles.</p>	<p align="center">SECTION 1</p>
<p>ITEM 245</p> <p align="center">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 align="center">LOCAL SWITCHING AND MISCELLANEOUS SERVICES SPECIAL RULES AND REGULATIONS - LIMITED</p>
<p align="center">(CONT'D. IN NEXT COLUMN)</p>	<p>ITEM 300</p> <p align="center">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>For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.</p>	<p>ITEM 305</p> <p align="center">INTRAPLANT SWITCHING DEFINED</p> <p>Intraplant switching means the movement of a car or cars from one point within an industrial plant department to another point within the same plant department.</p>
	<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>

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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 315 [I] INTRATERMINAL SWITCHING (ITEM 310)</p> <p>All traffic: Between all points and all industries within the switching limits (Item 210)</p> <p align="right">(TARIFF CODE 02)</p> <p>Railroad owned cars..... \$189.00</p> <p align="right">(TARIFF CODE 01)</p> <p>Privately owned cars..... \$126.00</p>	<p>ITEM 340 (TARIFF CODE 10) [I] LOCOMOTIVES (NOTE 1), LOCOMOTIVE TENDERS, LOCOMOTIVES AND TENDERS, LOCOMOTIVE CRANES, POWER SHOVELS AND POWER DERRICKS</p> <p>Locomotives, Locomotive Tenders, Locomotives And Tenders, Locomotive Cranes, Power Shovels And Power Derricks, Material Transfer Cars, Electric Pushers, On Their Own Wheels, Dead.....\$342.00 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 320 [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="right">(TARIFF CODE 04)</p> <p>Railroad owned cars \$169.00</p> <p align="right">(TARIFF CODE 03)</p> <p>Privately owned cars \$110.00</p>	<p>ITEM 350 (TARIFF CODE 58) [I] REMOVAL AND REPLACEMENT OF CARS AFTER FIRST PLACEMENT OR SERVICE</p> <p>For removal and replacement of car originally placed on a track requiring movement that changes car's position on the track will be assessed a charge for each movement.....\$ 82.00</p>
<p>ITEM 321 [I] HOLDING CARS</p> <p>Designated by shipper to "hold", awaiting instructions to move cars to point of interchange or, side tracked ahead of destination awaiting instructions for placement or, cars ordered from sidetrack for placement. Charges will be assessed as follows:</p> <p align="right">(TARIFF CODE 61)</p> <p>Tender of two or three carloads at one time.....\$134.00</p> <p align="right">(TARIFF CODE 62)</p> <p>Tender of four or more at one time.....\$110.00</p>	<p>ITEM 360 (TARIFF CODE XX) [I] SHOP CARS-REPAIRED OR TO BE REPAIRED</p> <p>For switching of empty cars, on own wheels, new, repaired, or to be repaired.....\$ 65.00</p>
<p>ITEM 325 (TARIFF CODE 63) [I] SPECIAL SWITCHING OF RAILROAD CARS (PRIVATE OR RAILROAD) TO HOLDING TRACKS</p> <p>For switching of empty cars to industry or railroad owned track(s) for the purpose of holding excessive empty cars ahead of designated storage tracks.....\$ 40.00</p>	<p>ITEM 375 (TARIFF CODE 52) [I] USE OF RAILROAD-OWNED TRACKS</p> <p>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 railroad supervision as to the time and place of use.....\$ 84.00 per movement</p>
<p>ITEM 335 (TARIFF CODE XX) [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</p> <p align="center">or</p> <p>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 steam or air for dumping), rerailling of cars, or other equipment and other services not specifically covered herein..... \$305.00 per hour.</p>	<p>ITEM 390 (TARIFF CODE 40-46) [I] WEIGHING</p> <p>For weighing or reweighing cars on railroad company scales, charges will be assessed each time car is weighed, loaded or empty..... \$ 64.00</p>
	<p>ITEM 395 [I] WELD TRAIN, LOADED OR EMPTY</p> <p>Placement of loaded or empty weld train from or to hold track; or shifting loaded or empty weld train between tracks of weld plant \$395.00</p>
<p>For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.</p>	

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SECTION 2	SECTION 2		
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ITEM 400 APPLICATION 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.	ITEM 435 [I] CHARGES Commodities, other than shown below.....\$354.00		
ITEM 405 INTER-TERMINAL SWITCHING 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.	ITEM 440 [I] Iron and steel manufactured products.....\$204.00 (STCC 33-X)		
ITEM 410 INTERCHANGE LINE-HAUL SWITCHING Shipments destined to or originating at points beyond point of interchange with the SH at Steelton, PA. When the rates as published in Column A of Section 2 are not absorbed by the connecting railroads of the SH, 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 SH.	PROPORTIONAL SWITCHING 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 450 Commodities, Other Than Shown Below	\$313.00	\$354.00
	ITEM 462 Ferro alloys (STCC 33 13 X)	\$204.00	\$204.00
	ITEM 463 Fluorspar (STCC 14 712 10)	\$204.00	\$204.00
	ITEM 464 Iron and steel manufactured products (STCC 33 X) Iron, metallic, crude (STCC 33-115-X)	\$204.00	\$204.00
ITEM 415 [I] INTERCHANGE ERROR MOVEMENT Cars received by the SH 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 \$170.00 for returning cars to delivering carrier or forwarding cars to proper carrier within the same switching district. Charges for this service will be assessed against the delivering carrier.	ITEM 476 Dust, flue (STCC 33 119 40) Scale, mill (STCC 33 119 45)	\$204.00	\$204.00
ITEM 420 [I] OVERLOADED CARS RECEIVED AT INTERCHANGE Cars found to be loaded in excess of allowable gross weight on wheels will be subject to a charge of \$281.00 per car and assessed against the shipper or consignee.	ITEM 478 Scrap iron or steel (STCC 40 211 X)	\$204.00	\$204.00
ITEM 425 [I] WELD TRAIN RETURNED EMPTY Weld trains received empty for loading, but released empty and returned to the line-haul carrier, will be subject to a charge of \$1,124 and will be assessed against the party responsible for the empty return.	ITEM 480-B Semi-finished iron or steel products, viz: Billets, blooms, coiled rods, ingots, ingot moulds and stools, pig iron, skelp, slabs or breakdown slabs, or sheet bars (STCC 33 X; 34 X)	(a) \$204.00 (b) \$461.00	(a) \$204.00 (b) \$461.00
	(a) - Applicable when loaded in cars other than shown in (b) below. (b) - Applicable when loaded in special covered flat cars or special covered gondola cars.		
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 align="center">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 (Cont'd.)</p> <p align="center">CHARGES FOR DELAY IN ACCEPTING SERVICE</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 Item 320 of this tariff.</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>
<p>ITEM 510</p> <p align="center">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>ITEM 540</p> <p align="center">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 520</p> <p align="center">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 or 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>ITEM 530 (TARIFF CODE 08)</p> <p>[1]</p> <p align="center">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>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 \$72.00 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>	
(CONTINUED IN NEXT COLUMN)	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.</p>	

FREIGHT TARIFF SH 8500-M

ITEM 1000

EXPLANATIONS OF ABBREVIATIONS
AND REFERENCE MARKS

- AAR - Association of American Railroads
 - ASLG - American Short Line and Regional Railroad Association
 - BOE - Bureau of Explosives
 - NS - Norfolk Southern Railway Company
 - OPSL - Open and Prepay Station List
 - RER - Railway Equipment Register
 - SH - Steelton & Highspire Railroad Company
 - STCC - Standard Transportation Commodity Codes Tariff
- TARIFF
- CODE - Indicates carrier's internal accounting code
 - XX - Indicates no applicable tariff code
 - UFC - Uniform Freight Classification
 - [A] - Denotes Addition
 - [C] - Denotes no change in rates
 - [D] - Cancellation
 - [I] - Denotes Increase
 - [N] - Denotes change in wording which results in neither an increase nor decrease
 - [R] - Denotes reduction
 - X- - The STCC number making reference hereto falling into one of the following categories:
 - 2 - Digit level (major industry group)
 - 3 - Digit level (minor industry group)
 - 4 - Digit level (industries)
 - 5 - Digit level (product classes)shall also embrace all articles assigned additional digits listed thereunder in Tariff STCC 6001-series