

**FT CSS 6001-A
(Cancels CSS 6001)**

CHICAGO SOUTHSHORE AND SOUTH BEND RAILROAD



FREIGHT TARIFF CSS 6001-A (Cancels Freight Tariff CSS 6001)

**LOCAL FREIGHT TARIFF
GOVERNING
VARIOUS ACCESSORIAL SERVICES
AND
SWITCHING CHARGES**

**APPLYING AT ALL STATIONS ON
CHICAGO SOUTHSHORE AND SOUTH BEND RAILROAD**

ACCESSORIAL SERVICE AND SWITCHING TARIFF

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EFFECTIVE: January 1, 2010

ISSUED BY:

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For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.			

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RULES AND OTHER GOVERNING PROVISIONS	RULES AND OTHER GOVERNING PROVISIONS
<p>ITEM 5</p> <p align="center">GOVERNING CLASSIFICATION</p> <p>The term "UFC 6000" means Uniform Freight Classification UFC 6000-Series.</p>	<p>ITEM 30</p> <p align="center">CAPACITIES AND DIMENSIONS OF CARS</p> <p>For marked capacity, lengths, dimensions and cubical capacities of cars, see "Official Railway Equipment Register", RER 6414-Series.</p>
<p>ITEM 10</p> <p align="center">STATION LIST AND CONDITIONS</p> <p>Tariff is governed by the "Official List of Open and Prepay Stations", OPSL 6000-Series</p>	<p>ITEM 40</p> <p align="center">METHOD OF CANCELING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter suffices cancel correspondingly 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 440-A cancels Item 440, and Item 370-B cancels Item 370-A in a prior supplement, which in turn canceled item 370.</p>
<p>ITEM 12</p> <p align="center">CHICAGO SWITCHING DISTRICT</p> <p>The term "Chicago Switching District" as used in this tariff is defined as all customers served by the CSS and interchange with connections in Chicago, IL and stations shown as being within Chicago, IL switch limits in Tariff OPSL 6000-series."</p>	<p>ITEM 45</p> <p align="center">DEFINITIONS</p> <p>Industrial Switching is classified and defined as follows:</p> <p>Intra-Plant Switching - A switching movement from one track to another, or between two locations on the same track, entirely within the confines of the same plant or industry.</p> <p>Intra-Terminal Switching - A switching movement (other than Intra-Plant switching) from one track to another of the same road within the switching limits of one station or industrial switching district.</p> <p>Inter-Terminal Switching - 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 location or industrial switching district.</p>
<p>ITEM 15</p> <p align="center">EXPLOSIVES DANGEROUS ARTICLES AND EXCEPTIONS</p> <p>Tariff is governed by the "Bureau Of Explosives" BOE 6000-Series.</p>	<p>ITEM 50</p> <p align="center">DEMURRAGE RULES</p> <p>Demurrage rules, regulations and charges will apply as provided for in Freight Tariff CSS 6004-Series.</p> <p>Exception: Where switching service is performed on traffic moving under line-haul rates which are subject to special detention charges and rules, the switching charges provided in this tariff will be subject to the same detention charges and rules as applicable in connection with the line haul rates and provision of Freight Tariff CSS 6004-Series will not apply.</p>
<p>ITEM 20</p> <p>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</p> <p>(a) 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 re-issues of such item, notes, rules, etc.</p> <p>(b) Where reference is made in this tariff to another tariff such reference applies also to such tariff to the extent it may be applicable on intrastate traffic or traffic to, from or through Canada.</p>	<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>
<p>ITEM 25</p> <p align="center">TERMINAL PRIVILEGES OR SERVICES</p> <p>Shipments made under the rates contained in this tariff are entitled also to terminal services and privileges, and are subject to the charges, allowances, rules, and regulations legally applicable thereto, as provided in separately published, lawfully filed tariffs.</p> <p>Exception: When provisions of this tariff specifically cover any such charge, allowance, rule or regulation, corresponding or conflicting provisions in such separate tariffs will not apply.</p>	

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<p align="center">SECTION 1 GENERAL RULES AND CHARGES GOVERNING DIVERSION OR RECONSIGNMENT OF FREIGHT</p>	<p align="center">SECTION 1 GENERAL RULES AND CHARGES GOVERNING DIVERSION OR RECONSIGNMENT OF FREIGHT</p>
<p>ITEM 100</p> <p align="center">DEFINITIONS</p> <p>The term DIVERSION / RECONSIGNMENT means any order received by CSS that requires: any change in the original shipping document of a shipment involving:</p> <ol style="list-style-type: none"> 1. The name of the Consignor. 2. The name of the Consignee. 3. The destination. 4. The route. 5. A request to stop a car for the purpose of delivery or re-forwarding. <p>Destination for the purpose of this section means the destination on the bill of lading, or if such destination is served by a terminal yard, the terminal yard will be considered the destination.</p>	<p>ITEM 120</p> <p align="center">NON-APPLICATION</p> <p>Diversions will NOT be permitted under the following conditions:</p> <ol style="list-style-type: none"> A. After the car has been interchanged to a participating carrier for the line-haul movement or switching to the consignee. B. After the car is placed at destination on CSS. Any instructions effecting the movement of the car after placement at destination will constitute a new movement, subject to switching or line-haul charges as the case may be. C. Traffic moving under Confidential Contract unless permitted under the provisions of the governing Contract. D. On movements that require CSS to perform an out-of-line-haul. These shipments will be executed as shipments terminating and originating at the diverted station and will be subject to all applicable freight charges. E. To a station or to a point of delivery against which an embargo is in force. F. For requests to change the name of the freight payer. <p>This Tariff will NOT supersede the provisions of any governing contract or tariff that may prevent the car from being diverted.</p>
<p>ITEM 110</p> <p align="center">CONDITIONS</p> <ol style="list-style-type: none"> A. Provisions of this tariff will apply only to cars that are in CSS account as a line-haul carrier. B. Orders for diversions will only be accepted from: Consignor, Consignee, Freight Payer, or authorized representatives of the Consignor, Consignee, Freight Payer affected under these provisions. C. Diversion charges will only apply if the diversion is accomplished. D. In order to effect a diversion, instructions must be received in time to permit the change to be accomplished before the car reaches destination or is interchanged with another participating in the line-haul movement. E. Diversion requests will only be processed when requests are received by the CSS in writing, via Faxmittal, or via EDI. <p>CSS reserves the right to refuse the diversion request if charges accruing against the consignment are not guaranteed to the satisfaction of CSS.</p>	<p>ITEM 130</p> <p align="center">CHANGING A DIVERSION ORDER</p> <p>Requests to cancel a previous order effecting destination or route will be accepted when provided by authorized parties provided the car has not reached the billed destination or been interchanged to another participating in the line-haul movement. Cancellations will be subject to a charge of \$50.00 per car or per bill of lading. Only one (1) change in destination or route will be permitted. If the requested change would require the CSS to perform an out-of-line-haul movement, it will not be permitted. Such requests will be executed as a shipment terminating and originating at the diverted station and will be subject to all applicable freight charges.</p>
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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<p>SECTION 1 GENERAL RULES AND CHARGES GOVERNING DIVERSION OR RECONSIGNMENT OF FREIGHT</p>	<p>SECTION 1 GENERAL RULES AND CHARGES GOVERNING DIVERSION OR RECONSIGNMENT OF FREIGHT</p>
<p>ITEM 140</p> <p>CARRIER RESPONSIBILITY TO EFFECT DIVERSION</p> <p>A. CSS will make every effort to effect a diversion when a car is in CSS possession and written instructions are provided.</p> <p>B. CSS will NOT be responsible for failure to effect diversion after a car has been interchanged to a connecting carrier.</p> <p>C. CSS will NOT be responsible for executing a diversion order on a specific day or at a specific time of day.</p> <p>D. CSS will NOT be responsible for additional charges incurred when a diversion cannot be accomplished.</p> <p>E. CSS will NOT be responsible for any charges accruing on cars delivered to connecting carriers, other than the absorption of reciprocal switching charges that are authorized by CSS switching absorption provisions.</p>	<p>ITEM 150</p> <p>ASSESSMENT OF DIVERSION CHARGES</p> <p>A charge of \$125.00 per car will apply on any diversion accomplished (See Notes).</p> <p>Note 1 - If the diversion request is submitted at billed destination prior to placement, the charge will be \$225.00 per car or per each bill of lading.</p> <p>Note 2 - If the change to the bill of lading is only in pay status (from prepaid to collect or vice versa) the charge will be \$50.00 per car or per bill of lading.</p> <p>Note 3 - Diversion charges do not include the cost of any additional switching, demurrage, line-haul or other applicable charges that may accrue as a result of the diversion. Charges are in addition to the applicable price publications.</p> <p>Note 4 - Shipment comprised of more than one car tendered on one bill of lading on one day from one shipper at one original to one consignee at one destination for movement under line-haul rates or charges specifically provided for application on multiple car shipments, will be subject to the diversion or reconsignment charge provided herein for each car in the consignment.</p>
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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SECTION 2 RULES GOVERNING WEIGHING OF FREIGHT	SECTION 2 RULES GOVERNING WEIGHING OF FREIGHT
<p>ITEM 200</p> <p align="center">SUPERVISION OF SCALES</p> <p>When weight obtained on railroad or private scales are used for the assessment of freight charges or for determining tare weight of freight car, such scales shall be maintained, tested and operated in accordance with the Track Scale Specifications and Rules approved by the Association of American Railroads.</p>	<p>ITEM 230</p> <p align="center">INFORMATION TO BE SHOWN ON SCALE RECORD, WEIGHT CERTIFICATE, WAYBILL, FREIGHT BILL ETC.</p> <p>A record should be kept on the scale weight certificate showing the following:</p> <ul style="list-style-type: none"> A. Date and time of weighing. B. Condition of the weather. C. Weighed at rest. D. Coupled at one end, or uncoupled and free at both ends. <p>The shipping document will contain the following:</p> <ul style="list-style-type: none"> A. As to scale weights: <ul style="list-style-type: none"> 1. Station at which car is weighed. 2. Gross, actual tare (specify when used) or marked tare and net weight. 3. Railroad scale, tariff or agreement. B. As to average weights, the correct gross weight.
<p>ITEM 215</p> <p align="center">ASCERTAINMENT</p> <ul style="list-style-type: none"> 1. When weights are used for the assessment of freight charges, weighing must be performed by carriers, its agent or under weight agreements granted by carrier. 2. Cars are weighed at rest: <ul style="list-style-type: none"> A. When uncoupled and free at both end, or B. When coupled at one end and free at the other end. 3. When the actual tare of a car has been ascertained immediately before loading, it shall be used in lieu of the marked tare. 4. The marked tare should be used to arrive at the net weight of the load, except as provided in Paragraph 3. 	<p>ITEM 240</p> <p align="center">TOLERANCE WEIGHTS TO GOVERN</p> <p>Definition of Tolerance: The difference in weights due to variation in scales or weighing which may be permitted without correction of the billed weight.</p> <p>Allowable tolerance will be:</p> <ul style="list-style-type: none"> A. On loaded cars, one (1%) percent, subject to minimum of 500 pounds. B. On empty cars, 500 pounds.
<p>ITEM 225</p> <p align="center">WHEN CARS MAY BE REWEIGHED</p> <p>Carrier will reweigh cars, when it is practicable and scales are available, as follows:</p> <ul style="list-style-type: none"> A. When there is evidence of loss of lading in transit or the lading is transferred en route. B. When consignor or consignee requests the reweighing. 	<p>ITEM 250</p> <p align="center">CHARGES FOR WEIGHING OR REWEIGHING</p> <ul style="list-style-type: none"> A. When weights are obtained for the assessment of freight charges, no charge will be made by the CSS for the service. B. When a car is weighed or reweighed either empty or loaded, at request of either consignor or consignee, the charge will be: <p align="center">\$100.00 per car at private or railroad scales</p> C. Weighing or reweighing charges do not include the cost of any additional switching, demurrage, line-haul or other applicable charges that may accrue as a result of this service, charges are in addition to the applicable price publications.
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

<p style="text-align: center;">SECTION 2 RULES GOVERNING WEIGHING OF FREIGHT</p>	<p style="text-align: center;">SECTION 2 RULES GOVERNING WEIGHING OF FREIGHT</p>
<p>ITEM 260</p> <p style="text-align: center;">WEIGHT AGREEMENTS</p> <p>A. When consignor's or consignee's weights of property are accepted and applied by the carriers under weight agreements properly supervised, such weights should be designated in the prescribed manner on waybills, shipping ticket, bills of lading, or weight certificates and the property should not be reweighed. Proper supervision means checking of the records of the consignor or consignee by the authorized representatives of the carrier, to verify the weights and description furnished and the weighing of a sufficient number of cars for verification.</p> <p>B. Forms of weight agreement suitable to the character of the business tendered for transportation shall embrace the following general principles. The agreements shall be in writing and provide that:</p> <ol style="list-style-type: none"> 1. The consignor or consignee, as the case may be, shall report and certify correct gross weights (except where estimated weights are provided in tariff or classification) and correct description of commodities on shipping tickets, bill of lading or weigh certificates, and correct gross, tare, and net weights when obtained on track scales, where such weights are used for billing purpose. 2. The consignor or consignee, as the case may be, shall allow the authorized representative of the carrier to inspect the original weight sheets, book, invoices, and records necessary to verify the weights and description of the commodities certified in the shipping tickets, bills of lading or weight certificates. 3. The consignor or consignee, as the case may be, shall promptly pay to the authorized Representative of the carrier bills for all undercharges resulting from the certification of incorrect weights or improper description. 4. When weights of uniform or standard weight articles are based upon averages, the consignor or consignee, as the case may be, shall give prompt notice to the authorized representative of the carrier when any change is made in the package or material used which will affect the weight arrived at by the use of the average. 5. The consignor or consignee, as the case may be, shall keep in good weighing condition any and all scales used in determining weights and have track scales tested, maintained, and operated in accordance with track scale specifications and rules approved by the Association of American Railroads and shall allow the authorized representative of the carrier to inspect and test them. 	<p>ITEM 260 (Cont'd)</p> <p style="text-align: center;">WEIGHT AGREEMENTS</p> <ol style="list-style-type: none"> 6. The agreement may be cancelled by ten (10) days' notice in writing to either party. 7. All shipment made under the agreement will be subject to rates and charges prescribed by UFC. tariffs. or rules of the carriers interested.
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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SECTION 3 RULES AND CHARGES FOR RECIPROCAL SWITCHING	SECTION 3 RULES AND CHARGES FOR RECIPROCAL SWITCHING		
ITEM 300	ITEM 310		
APPLICATION OF RECIPROCAL SWITCHING CHARGES	RECIPROCAL SWITCHING (For application see item 300)		
<p>Charges in item 310 apply on all traffic handled in reciprocal switching service between industries or team tracks located on CSS and connecting lines, where the origin or destination is beyond the Chicago Switching District. (See Notes 1 and 2)</p> <p>Charges in item 315 apply on specific traffic, as named therein, handled in reciprocal switching service between the specific CSS industry named therein and connecting lines where the origin or destination is beyond the Chicago Switching District. (See Notes 1 and 2)</p> <p>Note 1. Applies only on traffic where the line-haul rate makes provision for absorption in whole or in part, of the reciprocal switching charges named herein. Any portion of these charges which are not absorbed will be in addition to the line-haul rate and accrue solely to the CSS.</p> <p>Note 2. Provisions published in items 310 and 315-series do not apply in connection with traffic moving on rates which do not provide for any absorption of the reciprocal switching charges named therein. In such instances, switching charges as otherwise provided in this tariff will apply and will be in addition to the line-haul rate.</p>	BETWEEN	AND	CHARGES
	<p>ARRO Packaging Corp 11861 South Cottage Grove Ave. Chicago, IL 60633</p> <p>Maloney Lumber and Plywood 12800 S. Butler Drive Chicago, IL 60633</p> <p>Maryland Pig Service/ National Material Trading 12901 South Stony Island Ave. Chicago, IL 60633</p> <p>Sims Metal Management Scrap Processor 12701 S. Doty Ave. Chicago, IL 60633</p> <p>Metron Steel/Primary Steel LLC (Namasco) 12900 S. Metron Drive Chicago, IL 60633</p> <p>Reserve Marine Terminal/Transfer Logistics 12701 S. Doty Ave. Chicago, IL 60633</p> <p>S. H. Bell Co. 12800 Butler Drive, Shed #1 Chicago, IL 60633</p> <p>The Sweets Mix Co. 12700 S. Butler Drive Chicago, IL 60633</p> <p>Windy City Warehouse 12700 S. Butler Drive Chicago, IL 60633</p>	<p>Point of connection with all carriers located in the Chicago Switching District</p>	<p>\$5.15 NT, Min. \$410.00 Per car</p>
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>			

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**SECTION 3
RULES AND CHARGES
FOR RECIPROCAL SWITCHING**

ITEM 315
[C]

**RECIPROCAL SWITCHING
(For application see item 300)**

Grain, in bulk (STCC 011) in volume shipments when shipped between Nidera Inc / Chicago & Illinois River Marketing LLC, located at the International Port Lake Calumet Harbor Terminal and points of connection with all carriers located in the Chicago Switching District. (See Notes 1 and 2)

RATES IN DOLLARS PER CAR

<u>NUMBER OF CARS:</u>	<u>RATE</u>
25 or more	\$255.00

Note 1 - All cars must be pre-blocked, requiring no additional switching.

Note 2 - Cars must be delivered to or received from CSS at one junction, at one time, on one day.

**SECTION 4
RULES AND CHARGES
FOR INTERMEDIATE SWITCHING**

ITEM 400

**APPLICATION OF INTERMEDIATE SWITCHING
CHARGES**

Charges in Item 405 apply on all cars, loaded or empty, handled by CSS in intermediate switching service between connecting railroads.

Charges for intermediate service, on traffic loaded or empty, originating beyond and destined beyond the Chicago Switching District, will be paid by the connecting line delivering the car to the CSS.

For traffic originating at or destined to points within the Chicago Switching District where the CSS is the intermediate carrier, the road-haul carrier shall assume intermediate switching charge of the CSS for handling the loaded or empty car.

For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.

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SECTION 4 RULES AND CHARGES FOR INTERMEDIATE SWITCHING		
ITEM 405 [I]		
INTERMEDIATE SWITCHING (For application see item 400)		
BETWEEN	APPLICATION	CHARGES (Per Car)
Any Railroads Connecting with CSS	Loaded Freight, except as provided below	\$150.00
	Empty Freight Cars including Idler Cars (See Note A below)	\$150.00
	ALL CLASSES OF RAILWAY EQUIPMENT MOVING ON OWN WHEELS, OTHER THAN FREIGHT EQUIPMENT Viz., BUT NOT LIMITED TO: Locomotives (dead or under their own power), Passenger Cars, Maintenance of Way Equipment, Rail or Scale Test Cars.	\$625.00
	RSSM (Rail Security Sensitive Materials), including, but not limited to: PIH/TIH, Explosives - Division 1.1, 1.2, 1.3, Class 7 Radioactive Materials, and other RSSM commodities as described in BOE 6000-series.	\$525.00
	DIMENSIONAL SHIPMENTS Carloads exceeding height, width, or maximum gross weight restrictions as published in "Railway Line Clearances" publication, including any other shipment which by tariff requires a special clearance or "Dimensional Movement File".	\$425.00
<p>When shipments are loaded in or on articulated cars, the switching charges published in this item will apply whether loaded or empty. (See Note B below).</p> <p style="padding-left: 40px;">Per car of five (5) units or less..... \$475.00 Each additional unit..... \$125.00</p> <p>Note A - An idler car is an empty car used in transporting freight of unusual length or too long to be loaded on a single car and on which no part of the load rests.</p> <p>Note B - Definition of an articulated car for the purpose of applying the provisions shown herein will be a car consisting of two or more cars (units) permanently coupled together in such a manner that they cannot be separated without the use of special tools or devices and such cars will be operated under one recording mark or car number and therefore will be considered as one car.</p>		

SECTION 4 RULES AND CHARGES FOR INTERMEDIATE SWITCHING
ITEM 410 [A]
NON-ABSORPTION OF INTERMEDIATE CARRIER'S SWITCH CHARGE
<p>Except as otherwise provided, when CSS Reciprocal Switching Charge is absorbed in whole or in part by a connecting line-haul carrier, and interchange between CSS and the line-haul carrier is effected by an intermediate carrier, applicable tariff charges assessed by the intermediate carrier for the switch movement of a loaded freight car from or to the connecting line-haul carrier or for the return of an empty car to the line-haul carrier will be in addition to the CSS Reciprocal Switching Charge.</p>

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SECTION 5 RULES AND CHARGES FOR INDUSTRIAL AND RELATED SERVICES	SECTION 5 RULES AND CHARGES FOR INDUSTRIAL AND RELATED SERVICES
<p>ITEM 500</p> <p align="center">INTRA-PLANT SWITCHING CHARGE</p> <p>Except as otherwise provided, the switching charge on all cars, either loaded or empty moved between any two locations within the same plant or industry will be \$ 130.00 per car regardless of weight.</p> <p>When a car is handled loaded and empty in one transportation service a movement will consist of both loaded and empty.</p> <p>On cars either loaded or empty, moved between any two locations of the same plant or industry, the movement of which required the use of carrier's switching tracks (not main line or running tracks), for a distance not exceeding 1,000 feet and when the cars so moved are supplied by the industry for whose account the switching is performed, without any cost of the carrier, the charge will be \$150.00 per car regardless of weight.</p>	<p>ITEM 520</p> <p align="center">IDLER OR TRAILERS</p> <p>Idlers or trailers will be treated as loaded cars.</p>
<p>ITEM 510</p> <p align="center">INTRA-TERMINAL SWITCHING CHARGE</p> <p>On cars either loaded or empty, moved from a team track, industry or private siding reached directly by the CSS within the switching limits to a team track, industry or private siding reached directly by the CSS within the same switching limits, a charge of \$150.00 per car will be assessed. This charge will apply also on empty cars of private ownership moved for convenience of the owner.</p>	<p>ITEM 540</p> <p align="center">SWITCHING BETWEEN RAILROAD TRACK SCALES AND INDUSTRIES, PRIVATE TRACKS, SIDINGS OR TEAM TRACK</p> <p>When, at request of consignors or consignees, cars are weighted (loaded or empty) over CSS track scales, after having been placed at industries, or upon private tracks, sidings or team tracks, or delivered to connecting railroads, the charge for the switch movement of the loaded or empty cars each way between the scales and industries, private tracks siding or team tracks, or junctions with connecting railroads located within the same switching district as the scales, will be the local switching charge applicable between two industries within that switching district.</p>
<p>ITEM 515</p> <p align="center">INTER-TERMINAL SWITCHING CHARGE</p> <p>On cars either loaded or empty, moved from an industry or private siding reached directly by the CSS within the switching limits to CSS junctions with connecting lines on traffic destined to points within the same switching limits, a charge of \$500.00 per car will be assessed. This charge will apply also on empty cars of private ownership moved for convenience of the owner.</p> <p>On cars either loaded or empty, moved from CSS junction points with connecting lines on traffic originating within the switching limits to industry or private siding reached directly by the CSS within the same switching limits, a charge of \$500.00 per car will be assessed. This charge will apply also on empty cars of private ownership moved for the convenience of the owner.</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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SECTION 5 RULES AND CHARGES FOR INDUSTRIAL AND RELATED SERVICES	SECTION 6 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 550</p> <p align="center">SWITCHING - TURNING OF CARS TO PERMIT UNLOADING</p> <p>In instances where it is desired that freight in carloads be placed on delivery tracks for unloading from one particular side or end of car, cars must be properly placarded on both sides and notation made on bill of lading and waybill substantially as follows:</p> <p>NOTICE TO CARRIER - Deliver car for loading or unloading from the doors or end specified by placard.</p> <p>On freight in carloads, not properly placarded on both sides of car to unload from one particular side or end of car, which shipper or consignee, after initial placement of car, directs carrier to turn and return to the same track for unloading from opposite side or end of car, the following shall apply:</p> <p align="center">CHARGES (See Notes 1 and 2)</p> <p>A. If the car is turned at a "Y" or turn-table within the confines of an industry apply the intra-plant switching charge of \$ 130.00 per car.</p> <p>B. If the car is turned at a "Y" or turn-table within the same switching district, but outside the confines of the industry apply intra-terminal switching charge of \$350.00 per car.</p> <p>C. If the car must be moved to a "Y" or turn-table located outside the switching district and the round-trip distance to and from "Y" or turn-table is 100 miles or less - \$475.00 per car</p> <p>Note 1 - If bill of lading has carriers notation that car has been placarded, and placard has disappeared before placement, the charge named herein will not apply.</p> <p>Note 2 -If the line-haul rate is lower than the charge for turning of the car, the line-haul rate will be assessed.</p>	<p>ITEM 600</p> <p align="center">DEFINITION OF OVERLOADED OR IMPROPERLY LOADED CAR</p> <p align="center">OVERLOAD CARS</p> <p>An overloaded car is defined as a car for which either the net weight is in excess of the car's stenciled load limit or the gross weight is in excess of the track weight limit at any point along the route of movement.</p> <p align="center">IMPROPERLY LOADED</p> <p>An improperly loaded car is defined as a car in or on which lading has not been loaded in accordance with AAR standard loading practices, Official Railway Equipment Register exceptions or individual railroad practices or exceptions.</p> <hr/> <p>ITEM 610</p> <p align="center">OVERLOADED OR IMPROPERLY LOADED CARS DISCOVERED AT ORIGIN OR ENROUTE</p> <p>A. Overloaded or improperly loaded cars as described in Item 600, when discovered at origin will be:</p> <ol style="list-style-type: none"> 1. return to the shippers track or 2. to the connecting line tendering such cars to CSS. <p>The shipper shall be assessed the intra-plant or intra-terminal switching charge plus the penalty charges named in Item 640. Connecting lines shall be assessed the inter-terminal switch charge for return of the car(s).</p> <p>B. CSS may elect to stop an overloaded or improperly loaded car enroute and hold it on a track where partial unloading or adjustment of the load may be accomplished. It will be the responsibility of the shipper to partially unload or adjust the car at his expense. CSS will not furnish any personnel, equipment or machinery that may be necessary to partially unload or adjust the overloaded or improperly loaded car and penalty charges named in Item 640 will be assessed against the shipper.</p>
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

SECTION 6 MISCELLANEOUS RULES AND CHARGES	SECTION 6 MISCELLANEOUS RULES AND CHARGES								
<p>ITEM 630</p> <p>OVERLOADS DISCOVERED AT DESTINATION</p> <p>If an overloaded car is delivered to destination and is not detected while enroute, whether the overloaded condition is discovered prior to delivery or not, or if the outturn weights are used for the assessment of freight charges and the car or cars are subsequently determined to be overloaded, the penalty charges named in Item 640 will be assessed against the shipper responsible for overloading the car.</p>	<p>ITEM 655</p> <p>INTERCHANGE ERROR MOVEMENTS</p> <p>A. Cars, loaded or empty, received by CSS in error or without forwarding instructions from the delivering carrier, will be returned to the delivering carrier or forwarded to the proper carrier within the same switching district at a charge of \$200.00 per car. Charge will be assessed against the delivering carriers. (See Note)</p> <p>B. If cars are held by CSS awaiting disposition or necessary data from the delivering carrier, an additional charge of \$20.00 per car will be assessed against the delivering carrier for each day or fraction thereof, car is held from the first 12:01 AM following written notification that car is being held for disposition until disposition is furnished.</p> <p>C. The provisions of paragraph (B) will not apply when forwarding instructions are to be furnished by shipper and cars are subject to demurrage charges.</p> <p>Note - When a car is returned from a terminal switching carrier or when an intermediate carrier is used to return car, such terminal switching charge and/or intermediate charge will be in addition to the penalty charge.</p>								
<p>ITEM 640</p> <p>PENALTY CHARGES</p> <table border="0"> <thead> <tr> <th style="text-align: left;">AMOUNT OF OVER-LOADED IN EXCESS OF LOAD LIMIT FOR CAR USED</th> <th style="text-align: right;">PENALTY CHARGE PER CAR</th> </tr> </thead> <tbody> <tr> <td>1 to 2000 pounds</td> <td style="text-align: right;">\$ 500.00</td> </tr> <tr> <td>2001 to 4000 pounds</td> <td style="text-align: right;">\$ 750.00</td> </tr> <tr> <td>4001 and over</td> <td style="text-align: right;">\$1,000.00</td> </tr> </tbody> </table>	AMOUNT OF OVER-LOADED IN EXCESS OF LOAD LIMIT FOR CAR USED	PENALTY CHARGE PER CAR	1 to 2000 pounds	\$ 500.00	2001 to 4000 pounds	\$ 750.00	4001 and over	\$1,000.00	<p>ITEM 660 [!]</p> <p>EMPTY CARS ORDERED BUT NOT LOADED</p> <p>On empty cars that are ordered for loading and the service of appropriating, switching or placing has been performed and the car is not loaded but returned to the railroad empty, a switching charge of \$200.00 per car will be assessed for this service and collected from the person, firm or corporation ordering such cars, and will be in addition to all other charges that may apply. (See Exception)</p> <p>Exception - Switching charge, as named herein, will not be assessed, if car is rejected, account unsuitable for loading provided that, car unsuitable for loading (mechanically defective) is rejected to CSS within forty eight (48) hours of actual or constructive placement. Rejected cars must be confirmed in writing to CSS and include specific details for which the car is deemed to be unsuitable for loading.</p>
AMOUNT OF OVER-LOADED IN EXCESS OF LOAD LIMIT FOR CAR USED	PENALTY CHARGE PER CAR								
1 to 2000 pounds	\$ 500.00								
2001 to 4000 pounds	\$ 750.00								
4001 and over	\$1,000.00								
<p>ITEM 650</p> <p>DEMURRAGE ON OVERLOADED OR IMPROPERLY LOADED CARS</p> <p>Individual overloaded or improperly loaded cars discovered at origin or enroute shall be placed on demurrage immediately following notification to the consignor or owner of the overloaded or improperly loaded condition.</p> <p>No free time will be allowed on cars held due to overloading or improper loading.</p>	<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>								

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SECTION 6 MISCELLANEOUS RULES AND CHARGES	SECTION 6 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 665</p> <p align="center">IMPROPER OR UNFIT CARS FURNISHED FOR LOADING BY CONNECTING CARRIERS</p> <p>When an empty car is received from a connecting carrier for loading by an industry located on the CSS and is refused by the industry because the car is unsuitable for loading or is not of the proper type ordered, a charge of \$ 135.00 per car will be assessed against the railroad furnishing the car, and will be in addition to all other charges that may apply.</p>	<p>ITEM 680</p> <p align="center">REFUSED LOADED CARS</p> <p>At all points where the CSS switches carload traffic from other roads to industries located on sidings or switches and such traffic is refused by consignee, report of refusal must be made at once by the CSS agent to agent of connecting road from which car is received, and if disposition is not effected by connecting road agent within one (1) week after such report is made, car must then be returned to road from which it was received and on regular transfer slip, which must show that return is on account of refusal by consignee. Also show date car was originally delivered to the CSS. No charge will be made for return movement. However, in returning car, if a charge is made by an intermediate road used to reach delivering road such charge, as also all lawfully established car service charges accruing while car is on the CSS rails, must follow car and be shown on transfer slip so as to enable agent to make collection from road to which car is returned.</p>
<p>ITEM 670</p> <p align="center">ORDERING OF CARS</p> <p>When upon request of the consignor, CSS furnishes a carrier owned, controlled, or leased covered coil car, flat car, gondola car or box car for loading of a shipment, and such shipment is routed from origin station, adverse to CSS, without the prior concurrence of CSS Marketing Department, a charge of \$500.00 per car will be assessed to the person, firm or corporation ordering the cars.</p>	<p>ITEM 685</p> <p align="center">EXTRA ORDINARY SWITCHING SERVICE</p> <p>In cases where because of the number of cars being held on constructive placement at one time or the amount of time such cars are being held on constructive placement for a specific customer thereby creating congestion at the railroad yard and resulting in extra ordinary switching service, a charge of \$50.00 per car will be assessed for this service and will be in addition to all other applicable charges.</p>
<p>ITEM 675 [A]</p> <p align="center">CARS HELD FOR ORDERS</p> <p>Loaded cars or empty cars moving on tariff, contract, or exempt quote ordered from industries without final shipping directions or shipping directions with incorrect, incomplete or conflicting instructions, thus making it necessary to hold cars for further instructions, will be subject to a charge of \$200.00 per car and demurrage charges as named in Tariff CSS 6004-series.</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

SECTION 6 MISCELLANEOUS RULES AND CHARGES	SECTION 6 MISCELLANEOUS RULES AND CHARGES												
<p>ITEM 690 [1]</p> <p>CHARGE FOR USE OF AND ADDITIONAL DETENTION CHARGES ON SPECIAL TYPE OF HEAVY CAPACITY FLAT CARS</p> <p>PART 1 A charge of \$125.00 per car used in addition to the regular switching rates named in this tariff will be made for each car used both originating and terminating within the same Switching District as named in this tariff for the movement of a shipment for which carrier furnishes flat cars bearing mechanical designation "FG" or "FW" of any capacity, and cars of designation "FM" of 200,000 pounds and over nominal capacity; and a charge of \$375.00 per car used on flat cars bearing mechanical designation "FD", as named in Rule 21 of the Official Railway Equipment Register. This charge accrues to the carriers participating in the movement. (See Note 1) Said charges in Part I also apply on traffic having prior or subsequent barge movement.</p> <p>PART 2 When cars (referred to in Part I of this item) are held at origin point, intermediate point, and/or destination point, the following detention charges, per car, will apply after expiration of free time permitted in lawful publications:</p> <p style="text-align: right;">CHARGES:</p> <table border="0"> <tr> <td>1st 24 hours or fraction thereof after free time</td> <td>\$200.00</td> </tr> <tr> <td>2nd 24 hours or fraction thereof after free time</td> <td>\$200.00</td> </tr> <tr> <td>3rd 24 hours or fraction thereof after free time</td> <td>\$400.00</td> </tr> <tr> <td>4th 24 hours or fraction thereof after free time</td> <td>\$400.00</td> </tr> <tr> <td>5th 24 hours or fraction thereof after free time</td> <td>\$600.00</td> </tr> <tr> <td>6th 24 hours or fraction thereof after free time and each succeeding 24 hours or fraction thereof after free time.....</td> <td>\$800.00</td> </tr> </table> <p>Also, charges in Part 2 to be in addition to transportation charges, demurrage charges, and all other terminal or other charges on file to be paid by shipper or consignee, and to accrue to the carrier owning or leasing the equipment. (See Note 2)</p> <p>Note 1 - When special type heavy duty flat cars as described in Part I of this item are ordered and placed and released without being used, a use charge of \$ 125.00 per car shall be assessed and shall accrue to the railroad placing the car for loading.</p> <p>Note 2 - When special type heavy duty flat cars as described in Part I of this item are ordered and placed, but not used, detention charges set forth above shall be assessed, but in no case shall the detention charge for such car ordered and placed but not used, be less than \$800.00 per car, and shall accrue to the carrier owning or leasing the equipment.</p>	1st 24 hours or fraction thereof after free time	\$200.00	2nd 24 hours or fraction thereof after free time	\$200.00	3rd 24 hours or fraction thereof after free time	\$400.00	4th 24 hours or fraction thereof after free time	\$400.00	5th 24 hours or fraction thereof after free time	\$600.00	6th 24 hours or fraction thereof after free time and each succeeding 24 hours or fraction thereof after free time.....	\$800.00	<p>ITEM 692</p> <p>BANKRUPTCY OR INSOLVENCY</p> <p>A. In the event Shipper files or is the subject of a filed petition in bankruptcy and Shipper has a transportation contract or other agreement with CSS (collectively "Agreement"), Shipper will, as soon as practicable:</p> <ol style="list-style-type: none"> (1) Identify CSS as a "Critical Vendor" of essential services as that term is interpreted and understood within the context of a bankruptcy proceeding; (2) Identify any Agreement with CSS under which there remains continuing unperformed obligations; and, (3) Choose to elect to either assume or reject such Agreements identified pursuant to paragraph (2) above within (60) days of the date of the filing of the Shipper's petition in bankruptcy. <p>B. In the context of a bankruptcy proceeding, no Agreement identified under paragraph (2) may be assigned without CSS consent, unless CSS is given adequate assurance of future performance by the assignee. Such adequate assurance will include, but not necessarily be limited to, a deposit with CSS as security for the timely payment of switching and line-haul charges an amount equal to the average thirty (30) day accrual for such charges as or security guarantees in form and substance satisfactory to CSS from one or more persons who satisfy CSS' s standard of creditworthiness.</p>
1st 24 hours or fraction thereof after free time	\$200.00												
2nd 24 hours or fraction thereof after free time	\$200.00												
3rd 24 hours or fraction thereof after free time	\$400.00												
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<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>													

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SECTION 6 MISCELLANEOUS RULES AND CHARGES	SECTION 7 RULES AND CHARGES FOR SPECIAL TRAIN SERVICE
<p>ITEM 693</p> <p align="center">CREDIT TERMS</p> <p>If Credit is extended to Applicant for the payment of transportation charges, Applicant agrees to pay such transportation charges within the following time periods:</p> <ul style="list-style-type: none"> (a) Freight Charges - 15 Calendar days from the date of the freight bill. (b) Miscellaneous charges (e.g., demurrage, switching, weighing) - 30 calendar days from the date of the miscellaneous bill. (c) Additional charges for freight transportation and related services (e.g. balance due bills) - 30 calendar days from the date of bill for additional charges. <p>NOTE - Errors discovered in bills by customers should be corrected by customers and paid accordingly accompanied with an explanation of shortage or overage. Payment of all bills, including those corrected by customers, must be made within the credit period. Payment of bills alleged to be incorrect will not prejudice patron's claims, filed within the statutory period, for refund of overcharges. If customers receive bills that they feel they are not responsible for paying, they must notify the carrier within the credit terms that they are not responsible for paying the bills.</p> <p>Payment of an amount less than stated on a CSS invoice will be considered as payment on account and not as payment in full, notwithstanding any notation to the contrary as payment on the payer's remittance. Acceptance by CSS of the lesser amount will not constitute an accord and satisfaction. The payer will be advised of any remaining balance deemed due after application of the remitted funds.</p>	<p>ITEM 700</p> <p>[]</p> <p align="center">SPECIAL TRAIN SERVICE CHARGES APPLICABLE AT OR BETWEEN ALL STATIONS ON THE CSS</p> <p>When special freight train service is requested by shipper or consignee or required because of excessive dimensions, excessive weight, high center of gravity, or other conditions not permitting normal train operation, thereby necessitating the CSS to furnish engine or other equipment, train crew and pilot for the specific and sole purpose of accommodating the subject movement, and such service can be conveniently arranged (See Note 1), a charge of []\$3,000.00 per movement, (See Note 2) will be assessed to cover the special service, which will be in addition to the applicable published freight rate covering the move.</p> <p>For special freight train service at terminal points, when such movements can be conveniently arranged (See Note 1), a minimum charge of \$600.00 to cover a time period of eight (8) hours or less and an additional \$ 110.00 per hour or fraction thereof for time in excess of eight (8) hours, to cover the time required to make the movement and return the engine and crew to starting point will be assessed. Said charge will be in addition to the applicable published freight or switching rates.</p> <p>On shipments originating at or destined to stations on connecting carriers, via special freight train service, the combination of the separately published special freight train service charges of the CSS and the connecting carrier, in addition to the applicable published freight rate will be used to ascertain the freight charges, subject to all other applicable provisions.</p> <p>Note 1 - The term "conveniently arranged" is understood to mean that the necessary motive power and crews are available and can be allocated to the special train movement without detriment to normal operations.</p> <p>Note 2 - Carrier reserves the right to fill out such special trains with additional cars at its discretion.</p>
<p>ITEM 694</p> <p align="center">FINANCE CHARGE</p> <p>CSS will assess a finance charge of 12% per year (0.0329% per day) against line-haul freight charges billed on or after March 1, 2009, that are not received by CSS within the credit term provided. The finance charge will not apply against disputed line-haul freight charges that are found by CSS to have been incorrectly billed. The finance charge will be assessed on the unpaid balance of any line-haul freight charge from the first day following the end of the credit term through the date of receipt of payment in full. The finance charge will be billed monthly for all line-haul freight charges that were paid late in the prior calendar month. This item shall be construed pursuant to the laws of the State of Delaware.</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999, this tariff.</p>	

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**EXPLANATION OF ABBREVIATIONS AND
REFERENCE MARKS**

ITEM 99999

**EXPLANATION OF ABBREVIATIONS
AND REFERENCE MARKS**

AAR	Association of American Railroads
BOE	Bureau of Explosives
EDI	Electronic Data Interchange
Etc.	Et cetera
FT	Freight Tariff
i.e.	that is
Min.	Minimum
NT	Net Ton
OPSL	Official Railroad Station List, RAILINC, Agent
RER	Official Railway Equipment Register (R.E.R. Publishing Corporation, Agent)
STCC	Standard Transportation Commodity Code, RAILINC, Agent
UFC	Uniform Freight Classification
viz.	namely

[A] Addition
[C] Change
[D] Canceled
[I] Increase
[R] Reduction
[NC] Brought forward without change

(Underscored portion denotes addition/change.)