



Freight Services for Connecting Carriers

SWP 8201

LOCAL FREIGHT & SWITCHING SERVICES TARIFF PUBLISHING
RULES AND CHARGES FOR CONNECTING CARRIERS, AT STATIONS ON

Series Rev. C

SOUTHWEST PENNSYLVANIA RAILROAD COMPANY

THIS TARIFF GOVERNED BY CONDITIONS OF CARRIAGE CLXX 6000-
SERIES

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FREIGHT SERVICES FOR CONNECTING CARRIERS

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INTRODUCTION

Based in Scottdale, PA, Carload Express, Inc. (CLXX) subsidiary **Southwest Pennsylvania Railroad (SWP)** provides rail freight service to over 30 customers along its 66-mile network. SWP connects with Norfolk Southern, CSX Transportation, and the Wheeling & Lake Erie railroads, providing you with a variety of competitive rail routing options.

This **Freight Services for Connecting Carriers SWP 8201-Series** Tariff organizes all rail services and charges that are applicable to Connecting Carriers. For additional information, please also consult **Conditions of Carriage CLXX 6000-series** tariff.

If you have any questions, please contact: **SWP Customer Service (412) 426-2800** or customer@carloadexpress.com

FOR RAILROAD EMERGENCIES CALL TOLL FREE 1 (844) 426-6400

SECTION 1: RULES

CONDITIONS OF CARRIAGE (1.1)

Except as otherwise expressly provided, this tariff publication incorporates all provisions of Conditions of Carriage CLXX 6000-series. CLXX 6000-series jointly with SWP 8101- and 8201-series tariffs cancels SWP 8100 tariff. Provisions not brought forward are hereby cancelled.

AMENDMENTS & REVISIONS (1.2)

This tariff will be amended by the following symbols: ↑ to indicate rate increase; ↓ to indicate rate decrease; → to indicate a text-only change.

Subsequent issues of tariffs will be denoted by a tariff version letter, such as 8101-D.

HANDLING OF LOADED AND EMPTY CARS (1.3)

1. Except as otherwise provided, the charges published in this tariff include the switching of a loaded car for unloading and the return of the same car empty.
2. Except as otherwise provided, the charges published in this tariff include the switching of an empty car for loading and the return of the same car loaded.
3. Except as otherwise provided, if a car moves fully or partially loaded in each direction, an interline switching charge will be assessed in each direction.

CAR DIVERSIONS OR RECONSIGNMENTS (1.4)

Except as otherwise provided, when a car is received from a connecting carrier and is held for diversion or reconsignment on the tracks of SWP, and which is diverted or reconsigned via a connecting carrier, an interline switching charge will be assessed to the applicable carrier, in each direction.

When a car is received from a connecting carrier and is placed for delivery to a consignee, and which is later reconsigned, an interline switching charge will be assessed to the applicable carrier for the return movement of the car, provided specific switching charge is not already in effect.

SECTION 2: INTERLINE SWITCHING**DEFINITION & APPLICATION (2.1)**

Except as otherwise provided, interline switching includes the movement of loaded cars (and empty cars moving on own wheels), on revenue billing, between interchange tracks of connecting carriers and stations on SWP, on which connecting carriers have had or will have a line-haul movement to or from the station at which the rail service is performed. Charges are provided in Table 2.4 below.

Except as otherwise provided, SWP will assess a interline switching charge against the carrier delivering the car to SWP, applicable to loaded cars (and empty cars moving on own wheels), on revenue billing, on the switching movement between interchange tracks of connecting lines and stations on SWP. Charges are provided in Table 2.4 below.

EXCESS DIMENSION AND WEIGHT CARS (2.2)

SWP will assess a interline switching charge of 15% of the immediately preceding or following line-haul charge of the connecting carrier, subject to a minimum charge per car as shown in Table 2.4, applicable to loads on Heavy Capacity and Special Type Cars, as listed in the Official Railway Equipment Register (RER 6413 - series) and to shipments exceeding 11 feet in width (either load or car), 17 feet in height over top of rail (combined load and car), or 286,000 lbs. gross weight on rail, subject to approval by SWP's Chief Engineer.

RAILWAY EQUIPMENT MOVING ON OWN WHEELS (2.3) →

When a locomotive, empty railway freight, or railway passenger car moving on own wheels, but not under own power is switched by SWP in interline or intermediate switching, a charge will be assessed according to Table 2.4 (Interline Switching) or Table 3.3 (Intermediate Switching).

(Continued on following page)

INTERLINE SWITCHING CHARGES (2.4)

Except as otherwise provided, SWP will assess interline switching charges to connecting carriers according to the table below.

Charge Per Car	Applies To	Commodity / Conditions
\$805 ↑	Loaded Cars	Default Rate (All commodities unless otherwise listed)
\$1054 ↑	Loaded Cars	Chemicals (STCC Group 28) & Petroleum products (STCC Group 29)
\$1170 ↑	Loaded Cars	Hazardous (STCC Group 49)
\$1057 ↑	Loaded Cars	Denatured Alcohol (STCC 49-091-52)
\$13,209 ↑	Loaded	Toxic Inhalation Hazard (TIH) or Poison Inhalation Hazard (PIH) Commodities as defined in AAR Circular No. OT-55-1
\$13,209 ↑	Residue Empty Cars	Toxic Inhalation Hazard (TIH) or Poison Inhalation Hazard (PIH) Commodities as defined in AAR Circular No. OT-55-1, for cars not moving in conjunction with a prior or subsequent loaded waybill on AVR (See Handling of Loaded & Empty Cars 1.3)
\$543 ↑	Loaded Cars	Coal (STCC Group 11)
\$730 ↑	Loaded Cars	Sand (STCC Group 14-413)
\$692 ↑	Loaded Cars	Rock Salt (STCC Group 14-715)
15% of Connecting Line-Haul (\$1,494 minimum ↑)	Loaded Cars	Excess Dimension and Weight Carloads, all STCC Groups
\$1,170 ↑	Loaded Cars	Military Equipment & Ordnance (STCC Group 19 & STCC Group 41)
\$725 ↑	Loaded Cars	Private Tank Cars or Covered Hopper Cars of Chemicals (STCC Group 28) or Petroleum products (STCC Group 29) to or from SWP Storage-In-Transit (each way)
\$823 ↑	Loaded Cars	Private Tank Cars or Covered Hopper Cars of Hazardous Materials (STCC Group 49) to or from SWP Storage-In-Transit (each way)
\$594 ↑	Empty	Railway Freight Equipment moving on own wheels (STCC Group 37-422)
\$1071 ↑	Any	Locomotives moving on own wheels (STCC Group 37-411), Railway Passenger Car (STCC Group 37-421)

SECTION 3: INTERMEDIATE SWITCHING

DEFINITION & APPLICATION (3.1)

Intermediate Switching is a switching service performed by SWP between the interchange tracks of one carrier to the interchange tracks of another carrier. Except as otherwise provided, SWP will assess an intermediate switching charge per car against the carrier delivering the car to SWP, applicable to either loaded or empty cars, for the switching movement between the interchange tracks of one carrier to the interchange tracks of another carrier, regardless of whether the car is moving on a revenue waybill with the connecting carrier.

EXCESS DIMENSION AND WEIGHT CARS (3.2)

SWP will assess an intermediate switching charge of 15% of the immediately preceding or following line-haul charge of the connecting carrier, subject to a minimum charge per car as shown in Table 3.4, applicable to loads on Heavy Capacity and Special Type Cars, as listed in the Official Railway Equipment Register (RER 6413 - series) and to shipments exceeding 11 feet in width (either load or car), 17 feet in height over top of rail (combined load and car), or 286,000 lbs. gross weight on rail, subject to approval by SWP’s Chief Engineer.

INTERMEDIATE SWITCHING CHARGES (3.3)

Except as otherwise provided, SWP will assess intermediate switching charges according to the table below.

Charge Per Car	Applies To	Conditions
\$303 ↑	Loaded or Empty Cars	Default Rate (All commodities unless otherwise listed)
\$13,209 ↑	Loaded or Residue Empty	Toxic Inhalation Hazard (TIH) or Poison Inhalation Hazard (PIH) Commodities as defined in AAR Circular No. OT-55-1
\$13,209 ↑	Residue Empty Cars	Toxic Inhalation Hazard (TIH) or Poison Inhalation Hazard (PIH) Commodities as defined in AAR Circular No. OT-55-1, for cars not moving in conjunction with a prior or subsequent loaded waybill on SWP (See <u>Handling of Loaded & Empty Cars 1.3</u>)
15% of Connecting Carrier Line-Haul Charge (\$1494 minimum ↑)	Loaded Cars (3.2)	Excess Dimension and Weight Carloads, all STCC Groups
\$536 ↑	Any	Locomotives moving on own wheels (STCC Group 37-411), Railway Passenger Cars on own wheels (STCC Group 37-421)

SECTION 4: SPECIAL CIRCUMSTANCES**CARS RETURNED ACCOUNT INTERCHANGE ERROR (4.1)**

Except as otherwise provided, if either loaded or empty cars delivered to interchange in error are rejected to the delivering carrier, forwarded to the proper carrier, or held, SWP will assess the delivering carrier an Interchange Error charge as shown in Table 4.8.

EMPTY CARS RETURNED ACCOUNT UNFIT FOR LOADING (4.2)

When an empty car is received from a connecting carrier for loading by an industry located on SWP, and is refused by the industry because the car is not in proper condition to load and must be returned to the connecting carrier, SWP will assess the delivering carrier the Unfit for Loading charge as shown in Table 4.8.

EARLY DELIVERY OF CARRIER-CONTROLLED CARS (4.3)

In the event that any connecting carrier delivers empty Carrier-controlled cars more than 24 hours prior to the order date requested by SWP or SWP's Customer, such cars may be subject to a fee chargeable by SWP to the connecting carrier supplying these cars, as shown in Table 4.8. Cars delivered more than seven (7) days prior to the order may also be subject to a Return of Early-Delivered Carrier-Controlled Car charge, as shown in Table 4.8.

MISAPPROPRIATION OF RAILROAD-CONTROLLED CARS (4.4)

SWP furnishes Railroad-Controlled Cars with the expectation that Customers will use them to load and Tender Shipments that include SWP in interline switching service. When a Customer on a connecting carrier utilizes a Railroad-Controlled Car that SWP provides, and that Customer tenders to another carrier or consignee not served by SWP, SWP may charge the Connecting Carrier a charge as shown in Table 4.8.

HANDLING CARS OF RAILROAD COMPANY MATERIAL (4.5)

Railroad company material moving via SWP on non-revenue billing between interchange tracks with connecting carrier and Customer-controlled tracks served by SWP will be charged as if a revenue movement according to Sections 2 and 3, as applicable.

SPECIAL TRAIN SERVICE (4.6)

When a connecting carrier requests freight train service that requires engine and crew to provide rail service at other than the normal assigned times when SWP agrees to perform such service, charges in SWP 8101 - series, Item 5.5 Train Service Outside of Normal Hours for the special handling may be assessed in addition to any other charges applicable to the movement.

When a movement cannot be handled in regular train service because of excessive dimension, excessive weight, high center of gravity or other condition not permitting normal train operations, charges in SWP 8101 - series, Item 5.6 Special Train Service for the special handling may be assessed in addition to any other charges applicable to the movement.

TURNING OF CARS (4.7)

When at the request of connecting carriers (or their customers), cars are turned to permit loading or unloading from one particular side or end of car, SWP will assess a Turning of Cars charge as shown in Table 4.8. SWP reserves the right to decline the turning of a car.

SPECIAL CIRCUMSTANCES CHARGES (4.8)

Charge Per Car	Charge
\$475 ↑	Interchange Error (4.1)
\$475 ↑	Empty Car Returned Account Unfit for Loading (4.2)
\$170 ↑	Early Delivery of Carrier-Controlled Car (4.3)
\$475 ↑	Return of Early-Delivered Carrier-Controlled Car (4.3)
\$2,225 ↑	Misappropriation of Railroad-Controlled Cars (4.4)
\$475 ↑	Turning of Cars (4.7)

SECTION 5: DEFINITIONS**DEFINITIONS (5.1)****CARE OF PARTY**

The Care of Party may be a third-party company unloading a railcar on behalf of the Customer at the rail destination. A Care of Party is not normally associated with the origin or shipper.

CARRIER-CONTROLLED CAR

A car provided by a Connecting Carrier directly, by car companies, other rail carriers, or other entities, for use by a Customer for loading.

CONSIGNEE

The party to whom a shipment is consigned, or the party entitled to receive the shipment. For the purposes of this tariff, Consignee included any person who receives railcars from a rail carrier for unloading, as more specifically described in 49 CFR Part 1333.

CONSIGNOR

The party in whose name a car is ordered. For purposes of this tariff, Consignor includes any person who receives railcars from a rail carrier for loading, as more specifically described in 49 CFR Part 1333.

CUSTOMER

The shipper (consignor), consignee, or care-of party that is physically served by a CLXX subsidiary railroad, and is the party responsible for the timely loading, unloading, or storage of railcars on tracks owned by, leased to, or otherwise made available to that party for this purpose. May be a plant, industry, lease track, public delivery track, warehouse, etc.

CUSTOMER TRACK

(Also Customer-controlled Track) Track assigned for Customer use including privately-owned or leased track.

CUSTOMER-CONTROLLED CAR

A car of any ownership specifically requested and assigned to a Customer or Consignor for their exclusive use.

DIVERSION

A diversion is any order received by Railroad that requires a change in the billing document of a shipment, a change in the freight payer of a shipment, or stopping a car for the purpose of delivery or reforwarding.

FORWARDING INSTRUCTIONS

Bill of lading or other suitable order containing all the necessary information to transport the shipment to final destination. Bill of lading or other suitable order must be given to Railroad via electronic data interchange, electronic mail, or facsimile to Customer Service at (412) 426-8800.

INDUSTRIAL TRACKS

Tracks serving a particular industry, whether located upon the property of CLXX or upon property owned or leased by the industry.

INTERCHANGE TRACKS

Interchange tracks are tracks on which cars are interchanged between CLXX railroads and connecting lines.

LINE-HAUL SERVICE

Rail freight service provided by a connecting carrier, often a Class I or Class II carrier, whereby that carrier has an agreement with CLXX to list or adopt CLXX rail stations as its own, or for CLXX to serve its stations from a designated interchange point; and in which that carrier is named in the waybill route or has issued the waybill, and may be responsible for collecting payment for freight from the applicable Customer.

LOADING

The complete or partial loading of a car in conformity with railroad loading and clearance rules and the furnishing of forwarding instructions.

PARTIAL UNLOADING

The partial unloading of a car and furnishing of the proper forwarding or handling instructions.

PRIVATE CAR

A car bearing other than railroad reporting marks and that is not railroad-controlled.

RAILROAD-CONTROLLED CAR

A car provided to Railroad directly, by car companies, other rail carriers, or other entities, for use by Railroad in servicing any of its customers. Cars not owned by Railroad will be registered in UMLER as pool or leased cars by SWP.

RAILROAD-CONTROLLED TRACKS

(Also CLXX-Controlled Tracks) All tracks which Railroad provides for its own uses and purposes and other tracks located inside of its right-of-way or yards and terminals.

RECONSIGNMENT

An order provided by consignor to bill a car to other than the original consignee. (An order to turn over the car to another party that does not require any additional movement of the car is not a reconsignment).

REFUSED LOADED CAR

When the original loaded car is refused at destination without being unloaded.

RELOADING

When a car is held for loading after being released as an empty.

RESHIPMENT

A new document by which the entire original shipment is forwarded in the same car to another destination.