UNION COUNTY INDUSTRIAL RAILROAD COMPANY

FREIGHT TARIFF UCIR 8100A6

This tariff cancels rates, rules, regulations, and charges published in UCIR Tariff 8100A5 in full.

Rules and Other Governing Provisions
General Rules and Regulations Unlimited
Demurrage Charges
Local and Proportional Rates
Accessorial Charges

At and between stations on the
Union County Industrial Railroad Company

THIS TARIFF ALSO APPLIES ON INTERSTATE TRAFFIC IN THE STATE OF PENNSYLVANIA

Issued: October 1, 2016 **Effective: November 1, 2016**

Issued by:
North Shore Railroad Company
356 Priestley Avenue
Northumberland, PA 17857
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The provisions herein, if effective, will not result in adverse effect on the human environment.

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METHOD OF ADDING, CHANGING OR DELETING ITEMS IN THIS TARIFF

Changes to this tariff will be made by issuing supplements. These supplements will show the action taken on each item, namely:

<A> Addition
<B> Changes resulting in neither an increase nor a decrease
<I> Increase
<C> No Change
<D> Reductions

Underscored portion denotes changes/additions.

There will be only one supplement to this tariff in effect at any time. Any item contained in a prior supplement will be brought forward to subsequent supplements, showing the original effective date of the item.

ALPHABETICAL LIST OF STATIONS FROM AND TO WHICH RATES APPLY

STATE	STATION	NUMBER	NOTES
PA	Lewisburg	40	
PA	Mifflinburg	45	
PA	Milton	20	Interchange with Norfolk Southern
PA	New Columbia	30	
PA	Sunbury	55	Interchange with Canadian Pacific
PA	West Milton	25	
PA	Winfield	50	

EXPLANATION OF ABBREVIATIONS (AND REFERENCE MARKS)

AAR	Association of American Railroads
BOE	Bureau of Explosives
OPSL	Official Railroad Station List, (Railinc, Agent)
PA	State of Pennsylvania
RER	Official Railway Equipment Register (R.E.R Publishing Corporation, Agent)
STB	Surface Transportation Board
STCC	Standard Transportation Commodity Code
UCIR	Union County Industrial Railroad
UFC	Uniform Freight Classification (Uniform Freight Classification Committee, Agent)

SECTION 1 – RULES AND OTHER GOVERNING PROVISIONS and GENERAL RULES AND REGULATIONS UNLIMITED

ITEM 5 – Uniform Freight Classification and Exceptions

Governed, except as otherwise provided herein, by Uniform Freight Classification, UFC 6000 Series.

Provisions formerly shown herein and not brought forward are hereby eliminated.

ITEM 10 – Station List and Conditions

This tariff is governed by the Official Railroad Station List, OPSL 6000 Series, to the extent shown below:

Prepay Requirement and Station Conditions - For additions and abandonments of stations and except as otherwise shown herein, for prepay requirements, changes in the names of stations, restrictions as to the acceptance or delivery of freight and changes in station facilities. When a station is abandoned, on a date specified in the above named tariff, the rates from and to that station published in this tariff are inapplicable on or after that date.

ITEM 15 – Explosives, Dangerous Articles

For rules and regulations governing the transportation of explosives and other dangerous articles, and for specifications of shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see tariff BOE 6000 Series.

ITEM 20 – Reference to Tariffs, Items, Notes of Rules

Where reference is made in this tariff to tariffs, items notes or rules, such references are continuous and include supplements to and successive issues of such tariffs and reissues of items, notes and rules.

ITEM 40 – Consecutive Numbers

Where consecutive numbers are represented in this tariff by the first and last numbers connected by the word “to” or a hyphen, they will be understood to include both the numbers shown. If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last number.

SECTION 1 – RULES AND OTHER GOVERNING PROVISIONS and GENERAL RULES AND REGULATIONS UNLIMITED

ITEM 45 – Capacities and Dimensions of Railcars

For marked capacities, lengths, dimensions, and cubical of railcars, see RER 6414 Series.

ITEM 105 – Straight or Mixed Carloads

The rates published in this tariff apply on straight or mixed carloads, unless specifically indicated otherwise.

ITEM 210 – Application of Reference Marks

In all cases where reference marks are shown in the rate column, but not immediately preceded by a rate, they are to be used in connection with the rate appearing next after such reference mark.

ITEM 220 – Prepayment of Charges

All charges under this tariff must be prepaid, unless satisfactory arrangements with the UCIR have been made prior to performance of service.

ITEM 230 – Application

Rates in this tariff apply in addition to otherwise lawfully applicable freight charges, and shall accrue solely to the UCIR.

ITEM 240 – Loaded Railcars Refused

A loaded railcar refused by connecting line or consignee will be returned to the consignor or connecting line at the tariff rate applicable for a new shipment. If a loaded railcar is refused by consignee and returned to a hold track, a charge of $170.00 per railcar will be assessed for the movement from the hold track to consignee or consignor located on the UCIR.

ITEM 250 – Perishable Freight

Perishable freight, under refrigeration, will be accepted from connecting lines for delivery to a consignee located on the UCIR, provided that the UCIR shall not be required to provide protective service.

SECTION 2 – DEMURRAGE CHARGES

ITEM 300 – Railcars Subject to Demurrage

All railroad and privately owned railcars held for or by UCIR consignors or consignees are subject to demurrage rules and charges contained in this tariff, except the following:

1. Railcars for loading or unloading UCIR materials while on the UCIR tracks or private sidings connecting therewith
2. Railcars of refused or unclaimed freight to be sold by the UCIR, for the time held beyond legal requirements
3. Railcars assigned to shippers, returned empty to assignment points to the extent storage rules apply
4. Railcars moving on their own wheels, under transportation charges, as freight
5. Railcars of railroad ownership, leased for storage of commodities, while held on lessee's tracks
6. Loaded private railcars held on private tracks
7. Empty private railcars held on private tracks
8. Empty railcars ordered and rejected as unsuitable for loading

ITEM 301 – Purpose

UCIR bases its freight transportation prices and service on the expectation that railcars furnished to customers will be promptly loaded and unloaded. The purpose of this section is to describe how the time railcars under the control of customers is defined, and to specify the prices that UCIR charges should a customer retain control of railcars beyond the free time specified in this section.

ITEM 305 – Explanation of Terms

For the purposes of applying provisions of this section, the following definitions will govern:

Actual placement – The time at which a railcar is placed by UCIR, in an accessible position for loading or unloading, or at a point designated by the consignor or consignee.

Consignee – The party to whom a shipment is consigned on the bill of lading or other shipping document or the party entitled to receive the shipment.

Consignor – The party in whose name a railcar is ordered or the party who furnishes forwarding instructions.

Constructive Placement – When a railcar cannot be actually placed by UCIR because of any condition attributable to the consignor or consignee, including order notification and inbound shipments, such railcar will be held on UCIR tracks and notice will be given to the consignor or consignee that the railcar is held awaiting disposition instructions. A railcar which has been placed by UCIR on private, or other than public delivery tracks, including lead tracks, serving the consignor or consignee will be considered constructively placed without notice.

SECTION 2 – DEMURRAGE CHARGES

ITEM 305 – Explanation of Terms (continued)

Demurrage Day – A 24-hour period or part thereof, commences the first 0001 hours after tender, except holidays.

Disposition – Information, including forwarding instructions or release, which allows the railroad to either tender or release a railcar from the consignor's or consignee's account.

Empty Railcars Ordered and Not Used – An empty railcar ordered and placed for loading and not used in transportation service.

Empty Release Information – Notice by the consignee, given to authorized personnel of UCIR, that a railcar is unloaded and available for pick up. Information given must include: identity of consignee, party furnishing information, railcar initial and number, location of empty railcar, and the date and time of release. The date and time of release cannot be earlier than the date and time notice is given.

Forwarding Instructions – Shipping instructions given by consignor to UCIR at the point of loading, containing all of the necessary information to transport the shipment to final destination.

Holiday – The following days are considered holidays for purposes of this tariff: New Year's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. <A>

Lease Track – Any trackage leased to a user through written lease agreement. Lease track will be treated as private track under this section.

Loading – The complete or partial loading of a railcar in conformity with AAR and UCIR loading and clearance rules and the furnishing of forwarding instructions.

Loaded Railcar – A railcar that is completely or partially loaded.

Notification – Any communication furnished either in writing or verbally, to all parties entitled to receive same under the requirements of this section.

Order date – The date that the consignor/consignee requires placement of railcar.

Other Than Public Delivery Track – Any trackage assigned for individual use, including privately owned or leased track.

Partial Unloading – Partial unloading of a railcar and furnishing of forwarding instructions to UCIR.

Private Railcar – A railcar bearing other than railroad reporting marks and which is not a railroad controlled railcar and on which railroad does not pay per diem.

Private Track – Any trackage which is not owned or which is leased to a user by the railroad or a third party.

SECTION 2 – DEMURRAGE CHARGES

ITEM 305 – Explanation of Terms (continued)

Public Delivery Track – Any track open to the general public for loading and unloading.

Railroad Controlled Railcar – A railcar bearing other than railroad reporting marks, provided to the railroad directly by the railcar companies or others, for use by the railroad in serving any of its customers.

Refused Loaded Railcar – When an original loaded railcar is refused by the consignee at destination without being unloaded.

Reloading – When a railcar is held by consignee for loading after being released empty to UCIR.

Stopped In Transit – A railcar is held en route because of any conditions attributed to the consignor, consignee, or owner.

Tender – The notification by UCIR to the consignee of the actual or constructive placement of a loaded railcar for unloading or the consignor of the actual or constructive placement of an empty railcar for loading.

Time – Local time is applicable, expressed on the basis of the 24-hour clock. Example: 12:01 a.m. is expressed as 0001 hours or 01:01 p.m. as 1301 hours.

Unloading – The complete unloading of a railcar and notice received from the consignee that the railcar is empty and available to UCIR.

SECTION 2 – DEMURRAGE CHARGES

ITEM 310 – Notification to Consignee or Consignor

The following notifications will be furnished by UCIR as indicated:

1. Railcar for delivery on Other than Public Delivery Tracks:
   - Notice of constructive placement if railcar is held on UCIR tracks due to reasons attributed to the consignee or consignor.
   - Delivery of railcar upon tracks of consignee will constitute notice.
2. Railcar for delivery on Public Delivery Tracks:
   - Notice will be given to the party entitled to receive notice when a railcar is actually placed.
3. Railcar Stopped in Transit:
   - Notice will be given to the consignor, consignee, or owner responsible for a railcar being stopped on the UCIR, upon arrival of the railcar at the point of stoppage.
4. Refused Loaded Railcar:
   - When a railcar is refused at destination, UCIR will give notice of such refusal to the consignee or owner.
5. Notification may be given electronically, verbally or in writing, and will contain the following:
   - Railcar initial and number
   - If lading transferred en route, the initial and number of the original railcar
   - Commodity
   - Date
   - Location

ITEM 315 – Notification to be given to Union County Industrial Railroad

Railroad personnel are on duty from 7:00 a.m. to 4:00 p.m. weekdays, except holidays, to receive forwarding instructions, empty release information, or other disposition of railcars. When railroad personnel are not on duty, an electronic recording device will be available to receive such communication from the consignee or consignor. The date and time such communication is received and recorded will govern any demurrage charges incurred. Forwarding instructions, empty release information, or other disposition of railcars may also be provided in writing by facsimile machine. The date and time of such communication is received and recorded will govern any demurrage charges incurred.

Notice may be given UCIR by:

Telephone: 570.473.7949
Facsimile: 570.473.8432

SECTION 2 – DEMURRAGE CHARGES

ITEM 320 – Railcars Held for Loading/Unloading

This item does not apply to private railcars.

Railcars held for loading:

Tender – The notification by UCIR to consignor of the actual or constructive placement of any empty railcar on orders of the consignor. A railcar held by UCIR will be constructively placed on "order date" if the railcar order is not cancelled prior to order date or if placement instructions have not been received by UCIR.

Release – Date and time forwarding instructions are received from consignor by UCIR. Once forwarding instructions are received by the UCIR, the consignor is acknowledging that its railcar is loaded, all seals (if applicable) are in place, and all hatches or doors are closed and that the railcar is available for pick up. A railcar found to be improperly loaded or overloaded will not be considered released until the load has been adjusted properly and suitable for shipping. A railcar placed on interchange tracks of consignor doing its own switching must also be returned to interchange tracks for release.

Computation – Time will be computed from the first 0001 hours after tender until release. If a railcar is placed prior to the date for which it was ordered, time will be computed from the first 0001 hours on the date for which it was ordered until released. On a reloaded railcar, the time will be computed from the first 0001 hours after notice is received by UCIR that the railcar is empty until released. When the same railcar is loaded and reloaded, empty release information must be furnished to UCIR. If not furnished, demurrage will continue until forwarding instructions are received.

Free Time – The first 48 hours after time computation begins will be demurrage free, except that a railcar placed on Friday will be free until Monday midnight. If a holiday occurs during free time, 24 hours additional free time will be granted.

Railcars held for unloading:

UCIR delivers railcars received in interchange under load to consignee by next available train after receipt from connecting carriers. Unless arrangements are made otherwise, UCIR cannot be responsible for anticipating delivery schedule of consignor or consignee.

Tender – The notification by UCIR to consignee of actual or constructive placement of loaded railcar.

Release – Date and time that the railroad receives notice that a railcar is empty. When a railcar is unloaded by the railroad, the railcar will be released at the time the unloading process is complete.

Computation – Time will be computed from the first 0001 hours after tender until release. When the same railcar is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue until forwarding instructions are received by the railroad.

Free Time – The first 48 hours after time computation begins, will be demurrage free, except that a railcar placed on Friday will be free until Monday midnight. If a holiday occurs during free time, 24 hours additional free time will be granted.

SECTION 2 – DEMURRAGE CHARGES

ITEM 330 – Heavy Duty or Special Type Flat Cars Held for Loading/Unloading

This item applies to use of heavy duty or special type flat car with AAR mechanical designations "FD", "FW", or "FM".

Heavy duty or special type flat cars held for loading:

Tender – The notification by UCIR to consignor of the actual or constructive placement of any empty railcar on orders of the consignor. A special designation railcar will not be held until "order date" by UCIR and will be constructively placed for consignee after railcar is received in interchange by next available train after receipt from connecting carriers.

Release – Date and time forwarding instructions are received from consignor by UCIR. Once forwarding instructions are received by the UCIR, the consignor is acknowledging that its railcar is loaded, all seals (if applicable) are in place, and all hatches or doors are closed and that the railcar is available for pick up. A railcar found to be improperly loaded or overloaded will not be considered released until the load has been adjusted properly and suitable for shipping. A railcar placed on interchange tracks of consignor, doing its own switching, must also be returned to interchange tracks for release.

Computation – Time will be computed from the first 0001 hours after tender until release. When the same railcar is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue until forwarding instructions are received by the railroad.

Free Time – A railcar will be allowed the first 24-hour period, or fraction thereof, after the first 0001 hours after placement or notification if a railcar is held en route.

Heavy duty or special type flat cars held for unloading:

UCIR delivers railcars received in interchange under load to consignee by next available train after receipt from connecting carriers. Unless arrangements are made otherwise, UCIR cannot be responsible for anticipating delivery schedule of consignor or consignee.

Tender – The notification by UCIR to consignor of the actual or constructive placement of loaded railcar.

Release – Date and time that the railroad receives notice that a railcar is empty. When a railcar is unloaded by the railroad, the railcar will be released at the time the unloading process is complete.

Computation – Time will be computed from the first 0001 hours after tender until release. When the same railcar is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue until forwarding instructions are received by the railroad.

Free Time – A railcar will be allowed the first 24-hour period, or fraction thereof, after the first 0001-hours after placement or notification if the railcar is held en route.

SECTION 2 – DEMURRAGE CHARGES

ITEM 340 – Railroad Cars Held For Other Purposes

Applicable to railcars held on orders of consignor or consignee while awaiting disposition instructions from the consignor or consignee as a result of conditions attributable to consignee or consignor.

Tender – Notification by UCIR to consignee or consignor of actual or constructive placement of loaded railcar.

Release – Date and time that the railroad receives notice as to the disposition of a railcar. When a railcar is unloaded by the railroad, the railcar will be released at the time the unloading process is complete.

Computation – Time will be computed from the first 0001 hours:

1. After tender until release on: railcar delivered; empty for loading ordered and not used (other than rejected railcar); partially unloaded; reconsigned; reshipped; stopped in transit
2. After railcar is received by UCIR until date of disposition on railcar received from connecting carrier
3. After tender until date of refusal on refused loaded railcar by consignee
4. After tender until date of disposition on refused loaded railcar by consignor

ITEM 345 – Empty Railcars Ordered But Not Used

This item does not apply to empty railcars rejected by consignor as unfit for loading, provided railroad has been notified within 24 hours of tender.

Tender – The notification, actual or constructive placement of empty railcar.

Released – Date and time disposition instructions are received by railroad.

Computation – Time will be computed from the first 0001 hours after tender until released. If a railcar is placed prior to the date for which it was ordered, time will be computed from the first 0001 hours on the date for which it was ordered until released. On a railcar for reloading, time will be computed from the first 0001 hours after notice is received that the railcar is empty until released.

Charges – A railcar ordered and not used are subject to normal demurrage terms and charges. An additional handling charge of $150.00 will be assessed on an empty railcar ordered and not used.

SECTION 2 – DEMURRAGE CHARGES

ITEM 350 – Demurrage Plans and Prices

Settlement of charges will be made on a monthly basis on all railcars released during the calendar month.

Unless otherwise agreed upon by the UCIR in writing, demurrage charges will be assessed by UCIR against the consignor at origin or consignee at destination, who will be responsible for payment.

Calculation of Charges – Following expiration of free time, charges will accrue as follows:

1. $30.00 per day for railroad cars, $10.00 per day for private cars held on railroad owned tracks
2. Refrigerated box cars with mechanical designations “RP” or “FPL” will be assessed $50.00 per day demurrage
3. Heavy duty or special type flat car with AAR mechanical designations
4. “FD”, “FW”, or “FM” will be assessed $175.00 per day demurrage unless otherwise agreed upon <I>
5. If a shipment requires the use of a heavy duty or special type flat car with AAR mechanical designations “FD”, “FW”, or “FM”, use and detention charges for such a railcar provided in Freight Tariff RIC 6740-Series will apply in addition to demurrage

ITEM 360 – Claims

In order to be allowed relief from demurrage charges as billed, a claim must be received by UCIR in writing no later than 15 days following the month in which the bill was issued, stating fully the conditions for which relief was claimed.

Relief will be granted only under the following circumstances:

Railroad Error – If, through delivering railroad error, demurrage charges are assessed, demurrage charges will be adjusted to the amount that would have accrued if not for such error. (Railcar bunching is not considered to be a railroad error.)

Strike Interference – When it is impossible to load, unload, or receive a railcar from or make a railcar available to UCIR because of strike interference at the point where loading or unloading is to be accomplished, demurrage will be assessed at $30.00 per day for the railcar affected. Demurrage will accrue to UCIR during the period of the strike interference, provided:

1. The disruption exceeds 10 days duration during one calendar month
2. The provisions of this item will not apply to an inbound railcar when waybills are dated four days after the beginning of the strike interference and a loaded railcar when ordered after the beginning and prior to the end of the strike interference

Weather Interference – When due to severe weather conditions such as tornados, hurricanes, floods, or snow storms, the operations of consignee or consignor are disrupted, the demurrage directly attributable thereto will be cancelled provided the disruption exceeds two days in duration.

SECTION 3 – LOCAL AND PROPORTIONAL RATES

ITEM 400 – Application

Except as specifically provided herein, rates in this tariff apply as local and proportional rates. Rates in this tariff apply to all shipments on the UCIR, unless otherwise agreed by specific tariff, exempt quotation or contract.

ITEM 405 – Proportional Rates

Proportional rates are limited in their application to traffic destined to, or originating from specific points or territories, including rates which are published for application on traffic destined “from beyond”; “when destined beyond”; or when to or from interchange with connecting carriers. Proportional rates apply to all shipments when the UCIR does not participate in a through rate.

ITEM 410 – Local Rates

Local rates apply on movements of carloads between any two stations solely on the UCIR and do not include carloads interchanged with connecting carriers.

ITEM 415 – Payment

Rates assessed in this section will be billed by the UCIR, and are billable to and payable by the payer of line haul rates and charges assessed by connecting carriers.

Payment Terms: Net 15 Days - Past Due 30 Days - Add 2% per Month Late Charge.

ITEM 430 – Freight, All Kinds

Unless otherwise agreed upon, in addition to rates provided elsewhere in this tariff, the rates in this item apply.

For all railcar traffic containing commodities without agreed upon rates, a fee of $800.00 per railcar applies. This rate does not apply to excess dimensions, hazardous materials, radioactive, or idlers.

Unless otherwise agreed upon, a fee of $400.00 per railcar will be assessed for idlers.

SECTION 3 – LOCAL AND PROPORTIONAL RATES

Extra Handling Charges Table:

Unless otherwise agreed upon, in addition to rates provided elsewhere in this tariff, the rates in this table apply.

	Application	Description	Rate
ITEM 480	Excess Dimensions	Carload exceeding: 10’ 6” wide, 17’ high, or 110 net tons	Contact UCIR for a rate
ITEM 485	Hazardous Material	Shipment moving under STCC 49 xxx xx	Contact UCIR for a rate <B>
ITEM 490	Radioactive	Shipment moving under STCC 49 26x xx or 49 29x xx	Contact UCIR for a rate <B>

ITEM 491 – Prepayment or Guarantee of Charges and Security Deposits for Payment of Demurrage and Other Accessorial Charges

A security deposit to insure payment of any demurrage, detention, storage, accessorial, and/or freight charges that may accrue will be required from any consignor, consignee, beneficial owner, or other responsible parties, hereafter referred to as customer which is not on credit list and/or is placed on bad credit list:

1. Is not on UCIR’s authorized credit list
2. Fails to pay demurrage, detention, storage, accessorial and/or freight charges upon specific written demand referring to this tariff provision

The deposit must be paid in cash, certified check, cashier’s check, or money order before any freight railcar, container or trailer is delivered to such customer for loading or unloading.

The deposit for each freight railcar, container or trailer must be in the minimum amount of $225.00 or up to the maximum amount of demurrage, detention, storage, accessorial or freight charges that accrued on any one freight railcar, container or trailer during the preceding 24 months.

UCIR will refund the balance of the deposit to the customer within 30 days after the equipment is released to UCIR after deducting all unpaid charges on that equipment. Such deposit will not be transferable to another freight railcar, container or trailer.

Security deposits will no longer be required after the customer either

1. Is placed on UCIR’s authorized credit list
2. Has paid all outstanding demurrage, detention, storage, accessorial and/or freight charges and has given assurance to the satisfaction of the UCIR that future demurrage, detention, storage, accessorial, and/or freight charges will be paid within the credit period prescribed by the STB

SECTION 4 – ACCESSORIAL CHARGES

ITEM 500 – Special Train Service

If additional service is requested outside of normal service days, within regular business hours, the shipper or receiver will be assessed a special service charge of $285.00 per hour, with a minimum of four hours per request. <I>

If additional service is requested outside of normal business hours, a Saturday, or a Sunday, the shipper or receiver will be assessed a special service charge of $375.00 per hour, with a minimum of four hours per request. <A>

If additional service is requested on a holiday, as outlined in this tariff, the shipper or receiver will be assessed a special service charge of $450.00 per hour, with a minimum of four hours. <I>

The charges outlined in Item 500 include one locomotive and a two-person crew. If an additional locomotive is required, an additional charge of $125.00 per hour will be assessed**.** <C>

Normal service hours are 7:00 a.m. to 4:00 p.m., Monday through Friday - except holidays. <B>

The above charges apply in addition to otherwise applicable freight charges.

ITEM 510 – Intra Terminal Switch

A railcar switched between lease track and customer's private track or respotted to another location on a customer's private track will be assessed a charge of $95.00 per railcar.

ITEM 515 – Weighing and Reweighing of Empty and Loaded Railcars

When a request is made to weigh a railcar, a charge will be assessed in the amount of $150.00 per railcar per weighing.