

FT BB 3001-A

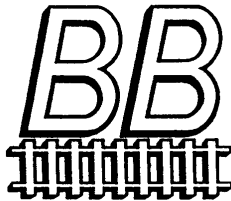
All previous issues of BB 3001 are cancelled
as of the effective date shown below.

BUCKINGHAM BRANCH RAILROAD COMPANY

BB Road Code 108

Buckingham Division [A]

Richmond & Alleghany Division



FREIGHT TARIFF BB 3001-A

CONTAINING

GENERAL RULES

LOCAL RATES FROM, TO, AND BETWEEN ALL POINTS ON BB

SWITCHING CHARGES

ACCESSORIAL CHARGES

STORAGE CHARGES

DEMURRAGE CHARGES

Charges and Prices are at current level. [A]

NOTE: Special contract and commodity rates will be quoted and established upon request.

Issued: July 1, 2007

Effective August 1, 2007

ISSUEB BY:

Robert E. Bryant, President
Buckingham Branch Railroad Company
P. O. Box 336 – 1043 Main Street
Dillwyn, VA 23936-0336

PLAN OF TARIFF

(For information only. The application of this tariff will be governed by the precise terms and conditions stated elsewhere herein and not by this Plan of Tariff.)

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EXPLANATION OF ABBREVIATIONS

<u>Abbreviation</u>	<u>Explanation</u>
[A]	Denotes Addition
AAR	Association of American Railroads
BB	Buckingham Branch Railroad Company
[C]	Denotes Change resulting in neither an increase nor a decrease
CSXT	CSX Transportation, Inc.
DGVR	Durbin & Greenbrier Valley RR, Inc [C]
FSAC	Freight Station Accounting Code
FRA	Federal Railway Administration
FT	Freight Tariff
Haz-Mat	Hazardous Materials
[I]	Increase
NS	Norfolk Southern
OPSL	Official Railroad Station List
P. O.	Post Office
[R]	Denotes Reduction or decrease
SPLC	Specific Point Location Code
STB	Surface Transportation Board of US Dept. of Transportation
STCC	Standard Transportation Commodity Code
UFC	Uniform Freight Classification [A]
VA	Virginia, Commonwealth of
ZIP	US Postal Zone Speed (ZIP) Code

SECTION ONE

GENERAL RULES

Item 1.1 Scope of this Tariff

This tariff covers rules, rates and charges for the Buckingham Branch Railroad Company (BB). All charges are payable to:

**Buckingham Branch Railroad Company
P. O. Box 336 – 1043 Main Street
Dillwyn, VA 23936-0336**

Item 1.2 Adjustments and Increases Authorized by BB Tariff Only

Except as otherwise provided in connection with particular rates and charges, rates and charges in this tariff, as amended, are subject to increases provided in this Tariff, or supplements thereto, effective with date shown.

Item 1.3 Reference to Tariffs, Items, Notes, Rules, etc.

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

Item 1.4 Method of Canceling Items

As this tariff is supplemented, numbered items with letter suffixes cancel correspondingly numbered items in original tariff or a prior supplement. Letter suffixes will be used in alphabetical sequence starting with "A". Example: Item 6-B cancels Item 6-A in a prior supplement which cancelled item 6.

Item 1.5 Storage

Rules and charges governing car storage are contained in Section 5.

Item 1.6 Demurrage

Rules and charges governing car demurrage are contained in Section 6.

Item 1.7 Distances/ Mileage

As information only – see Item 1.7 for mile posts to calculate distances (mileages) between stations.

Total BB Richmond & Alleghany Division miles operated:	199.6 miles
Total BB Buckingham Division miles operated (17+2)	<u>19.0 miles [A]</u>
TOTAL MILES OPERATED	218.6 miles [A]

Item 1.8 Station List

BUCKINGHAM BRANCH RAILROAD COMPANY (BB - 108)

STATION (1)	MILE POST	COUNTY/ CITY	RULE 260	OPSL	FSAC	SPLC	NATIONAL RATE BASIS	RATE ZIP
Alpha, VA	CBB 12.7	Buckingham		980	62566	258233	Bremo, VA	23936
AM Junction, VA	CA 85.5	Richmond City						
Arvonias, VA	CBB 4.0	Buckingham		940	62564	258210	Bremo, VA	23004
Atlee, VA	CA 94.4	Hanover		690	68487	257193	Richmond, VA	23111
Bear Island, VA	CA 108.3	Hanover		695	68488	257114	Doswell, VA	23047
Beaver Dam, VA	CA 124.3	Hanover		715	68492	257122	Doswell, VA	23015
Bremo, VA	CBB 0.0	Fluvanna		905	62560	258163	Bremo, VA	23022
Bridgeport, VA	CBB 2.0	Buckingham		930	62562	258214	Bremo, VA	23004
Buckner, VA	CA 131.3	Louisa						
Bumpass, VA	CA 129.4	Louisa						
Charlottesville, VA	CA 181.4	Charlottesville City	CHLVL	770	68503	258400	Charlottesville, VA	22906
Clifton Forge, VA	CA 277.6	Alleghany	CLFGE	811	811	259610	Covington, VA	24422
Crozet, VA	CA 194.8	Albemarle		785	68506	258371	Charlottesville, VA	22932
Dillwyn, VA	CBB 16.4	Buckingham		990	62568	258237	Bremo, VA	23936
Doswell, VA	CA 111.8	Hanover	DOSWL	700	68489	257113	Doswell, VA	23047
Dutch Gap, VA	CBB 2.6	Buckingham		935	62563	258211	Bremo, VA	23004
Ellerson, VA	CA 91.3	Hanover		685	68486	257197	Richmond, VA	23111
Farmington, VA	CA 185.7	Albemarle		775	68504	258324	Charlottesville, VA	22903
Fishersville, VA	CA 213.5	Augusta		795	68508	258643	Waynesboro, VA	22939
Fredrick Hall, VA	CA 134.6	Louisa		720	68493	257258	Doswell, VA	23117
Gordonsville, VA	CA 160.4	Orange		755	68500	252772	Orange, VA	22942
G Tower(Gordonsville)VA	CA 9.1	Orange						
Goshen, VA	CA 253.1	Rockbridge		810	68511	259230	Staunton, VA	24439
Hewlett, VA	CA 119.7	Hanover		710	68491	257125	Doswell, VA	22546
JD Cabin, VA	CA 276.0	Alleghany						
Johnson, VA	CBB 9.4	Buckingham		970	62565	258247	Bremo, VA	23936
Keswick, VA	CA 174.1	Albemarle		760	68501	258343	Charlottesville, VA	22947
Louisa, VA	CA 146.4	Louisa		730	68495	257263	Orange, VA	23093
Madison Run, VA	CA 4.1	Orange		750	68499	252773	Orange, VA	22942
Mechums River, VA	CA 191.9	Albemarle		780	68505	258348	Charlottesville, VA	22901
Mineral, VA	CA 140.8	Louisa		727	68512	257240	Doswell, VA	23117
New Canton, VA	CBB 0.5	Buckingham		920	62561	258244	Bremo, VA	23123
Newton, VA	CBB 14.6	Buckingham		985	62567	258236	Bremo, VA	23936
Orange, VA	CA 0.0	Orange	ORNGE	745	68498	252778	Orange, VA	22960
Pendleton, VA	CA 134.9	Louisa		725	68494	257267	Doswell, VA	23117
Peyton, VA	CA 218.7	Augusta		800	68509	258649	Staunton, VA	24401
Ruffin, VA	CA 88.1	Henrico		680	68485	257311	Richmond, VA	23229
Shadwell, VA	CA 176.3	Albemarle		765	68502	258347	Charlottesville, VA	22947
South Orange, VA	CA 0.5	Orange		740	68497	252777	Orange, VA	22960
Staunton, VA	CA 220.8	Staunton City	STAUN	805	68510	258700	Staunton, VA	24401
Strathmore, VA	CBB 152.8	Fluvanna	STRMR	900	62559	258168	Bremo, VA	23022
Trevillian, VA	CA 151.0	Louisa		735	68496	257278	Orange, VA	23170
Verdon, VA	CA 114.7	Hanover		705	68490	257138	Doswell, VA	23047
Waynesboro, VA	CA 208.7	Waynesboro City	WAYNS	790	68507	258800	Waynesboro, VA	22980

Footnote: Station List Source is Open and Prepaid Station List (OPSL)

(1) Subject to OPSL Notes: 1 - Carload Freight Only 3495 - CSXT Interchange 3700 - NS Interchange

Item 1.9 Industries/Customers List (As information only.)

<u>INDUSTRIES/CUSTOMERS LIST</u>	<u>RAILROAD STATION</u>
Agmark	Peyton, VA
AmeriGas	Keswick, VA
Augusta Cooperative Farm Bureau	Peyton, VA
Bakery Feeds Div. of Griffin Industries	Doswell, VA
Barton Beer	Ruffin, VA
Bear Island Paper Div.	Bear Island, VA
Besse Forest Products Group	Fishersville, VA
Buckingham Branch Railroad Co.	Dillwyn, VA
Builders Specialties	Ruffin, VA
Burke-Parsons-Bowlby Corp.	Goshen, VA
Captive Plastic	Ruffin, VA
Cargill Salt	Dillwyn, VA
Clayton John W	Mechums Run, VA
Convalesce Coated Products (Formerly Ludlow)	Doswell, VA
Cumberland Building Supply	Dillwyn, VA
Dixon Sand Div. of Kyanite Mining Corp.	Dillwyn, VA
Dixon Sand Div. of Kyanite Mining Corp.	Dillwyn, VA
Emerson & Clements Wood Yards	Dillwyn, VA
Fairgrounds Distribution Center	Ruffin, VA
Glatfelter Pulpwood Co.	Dillwyn, VA
International Paper Corp.	Dillwyn, VA
Klockner Pentaplast of America, Inc.	Gordonsville, VA
Koppers Industries, Inc.	Dillwyn, VA
Koppers Industries, Inc.	South Orange, VA
Kyanite Mining Corp.	Dillwyn, VA
Lee Tennis Products	Arvonnia, VA
LeSueur Richmond Slate Corp.	Arvonnia, VA
Libby Industrial Park	Staunton, VA
Luck Stone Corp.	Shadwell, VA
Martin Marietta Aggregates	Verdon, VA
MeadWestvaco Corp.	Alpha, VA
NewPage Corporation	Doswell, VA
Orange-Madison Coop.-Louisa (Sou. States)	Louisa, VA
Orange-Madison Coop.-Orange (Sou. States)	Madison Run, VA
Richmond Times-Dispatch (Media General)	Atlee, VA
Ruffin & Payne, Inc.	Ruffin, VA
Seay Milling & Machinery Co.	Dillwyn, VA
Solite LLC	Bridgeport, VA
Sound Structures	Doswell, VA
Tetra Chemical	Fishersville, VA
Transit Mixed Concrete Corp.	Staunton, VA
University of Virginia	Charlottesville, VA
U. S. Silica Co.	Beaver Dam, VA
Virginia Plastics	Ruffin, VA
Virginia Power Co. (Dominion Power)	Frederick Hall, VA
Virginia Vermiculite Co.	Louisa, VA
WayneTex (NS open to BB)	Waynesboro, VA

SECTION TWO

RATES/PRICES

Item 2.1 Local Commodity Rates/Prices

The following local rates/prices apply in regular train service only from, to or between all stations on the Buckingham Branch Railroad Company (BB) except between Buckingham Branch Division stations and Richmond & Allegheny Division stations:

<u>STCC</u>	<u>Commodity</u>	<u>Rate Per Car</u>
XX XXX XX (All)	All Commodities	\$5.00 per loaded car mile subject to a minimum of \$300.00 per car and a maximum of \$1,000.00 (See Notes A, B & C, Item 2.1)

Note A: Special contract and commodity rates/prices will be quoted and established upon request.

Note B: Freight Charges are subject to applicable Fuel Surcharges. [A]

Note C: Hazardous Materials (HAZ-MAT) shipments may be subject to Surcharge (Item 4.4). [A]

Item 2.2 Charge for Moving Empty Railcars (See Note 1)

When an empty (see Note 2 below) railcar is moved by BB, and said railcar is being returned to origin from a loaded movement in which BB participated as a line haul carrier, that movement shall be free of charge. All other movements of **empty railcars** shall be chargeable at a rate of **\$2.20** per mile (BB mileage), subject to a **\$300 per car minimum** and shall be applied in either direction each time a car is moved between two BB stations. [I]

Note 1 – Applicable only for privately owned or leased railcars, except will apply for railroad owned or leased railcars when moving from or to a facility for car cleaning, repair or alteration. No mileage allowance will be paid by BB on the private railcars moving under the provisions of this item.

Note 2 – Cars containing product residue which exceeds ten percent (10%) of the weight of the marked capacity of the car shall be considered a loaded car and will be charged utilizing otherwise applicable rates.

Item 2.3 Special Freight Train Service Rates

Request for dedicated special freight train service for switching and/or road haul movement must be made in writing by consignor or consignee (or the agent of either), or others requiring service including specific billing party for such service. The charges for this service will be based on rates as follows and in addition to normal freight charges:

A. **\$50.00** per mile for the **distance** over the actual route of movement on BB subject to a minimum of **100 miles**. (Applicable only when specific reference is made hereto.) [I]

B. **\$220.00** per hour or fraction thereof but not less than **\$440.00** for each **special train/switching service** provided service is performed by a **regular train assignment**. (Applicable only when specific reference is made hereto.) [I]

C. **\$220.00** per hour or fraction thereof but not less than **\$1,760.00** for each **special train/switching service** if the service must be performed by an **extra train/switching assignment**. (Applicable only when specific reference is made hereto.) [I]

Item 2.4 Special Commodity Rates

Special contract and commodity rates will be quoted and established upon request by contacting Buckingham Branch Railroad Company, P. O. Box 336, 1043 Main Street, Dillwyn, VA 23936, Phone 434 983 3300 or FAX 434 983 3270.

SECTION THREE

SWITCHING RAIL CARS, LIMITS, PROVISIONS AND CHARGES

Item 3.1 Switching Limits: 1000 feet on each side of station.

Item 3.2 Switching, Industrial (Intra-Plant, Intra-Terminal and Inter-Terminal)

- A. When a car is moved from one track at any facility or plant located on BB to another track at the same facility or plant, the **Intra-Plant Switching Charge will be \$170.00** per car per switch provided switching service is performed during or in connection with regular and/or normal train service.
- B. When a car is moved from one BB track in an Intra-Terminal (*A switching movement [other than intra-plant switching] from one track to another track of the same railroad, or between the track(s) of an industry and the track of the railroad or between the tracks of two separate industries served by the same railroad.*) and/or Inter-Terminal (*A switching movement from a private siding of one railroad to a private siding of another railroad when both sidings are within the same limits of the same station*) area to another track the **Intra/Inter-Terminal Switching Charge will be \$250.00** per car provided switching service is performed during regular and/or normal train service.

Item 3.3 Switching from or to Hold Tracks

A **hold track switching charge of \$280.00 per car** will be assessed for movement of loaded cars from or to holding tracks when performed during regular train service.

Item 3.4 Reciprocal Switching, where applicable means the movement in switching service for loading or unloading, preceding or following a road haul movement over another railroad, from or to private or assigned siding on the switching railroad, to or from the point of interchange with the connecting railroad at the switching station, and the movement of the empty car in the reverse direction. **\$250.00 per car Reciprocal Switching Charge.**

Item 3.5 Absorption of Connection Railroad Switching Charges: BB will absorb (pay out of its road haul revenue) the lawfully published switching charges of the connecting railroad subject to the limitations in this item. Where under the provisions of this section, switching charges are not absorbed, such charges will be assessed in addition to all other applicable charges. Where under the provisions of this section, switching charges are absorbed not exceeding a specified maximum, any charges in excess of such maximum, will be assessed in addition to all other applicable charges.

BB will not absorb the switching charges of connecting railroads:

- (A) In excess of \$250 per car.
- (B) On less-than or any quantity shipments.
- (C) On shipments which pay BB a switching rate or charge only.
- (D) On shipments moving on rates which provide that switching charges will not be absorbed.
- (E) On shipments of railroad company materials.
- (F) On shipments of empty new railway cars moving on own wheels.
- (G) On shipments originating or terminating at stations on BB when the rate or charge on which freight charges are assessed is applicable only via single-line route of BB.

SECTION FOUR

ACCESSORIAL CHARGES

Item 4.1 Haul of Empty Cars Not Used

When cars placed or tendered for loading are not used, the party ordering same will be subject to a **Haul of Empty Cars Not Used Charge of \$250.00**

Item 4.2 Charges for Turning Rail Cars

Charge for **turning** car(s) and returning will be **\$250.00 per car**. This charge applies on cars not properly placarded or marked to unload from one particular side or end of car, which after initial placement has been made, shipper, consignee or owner directs carrier to turn car for unloading from opposite side or end of car. If Bill of Lading carries notation that car has been placarded, and placard has disappeared before placement, the charge named herein will not apply. This charge will be in addition to any turning charge assessed by connecting railroad(s).

NOTE: At locations where BB does not have facilities required for turning cars, the cars will be returned to connecting carrier for turning.

Item 4.3 Weighing of Cars not provided by BB.

NOTE: BB does not have rail scales and cannot weigh cars.

All cars which require weighing for the purpose of assessing freight charges will be weighed by and at expense of connecting carriers. Applicable weighing charges for account of connecting carriers will be as published in Tariffs which are lawfully on file.

Item 4.4 Hazardous Materials Surcharge

Carload commodities of **hazardous materials** being hauled or switched on BB will be subject to a **“HazMat” surcharge of \$500.00** per car when it has been determined that mainline and side track conditions are not Class 1 or better as defined under Federal Railway Administration (FRA) Track Safety Standards.

Item 4.5 Cars Interchanged in Error

- A. An **Interchange Error Charge of \$200.00 per car** will be assessed on all cars interchanged in error from connecting carrier(s). Cars received by BB in error or without necessary forwarding directions, will be handled in accordance with AAR Car Service Rule 7.
- B. Cars held awaiting disposition or for necessary data for forwarding will be subject to an additional charge (assessed against the tendering carrier), following the first 12:01 AM after which written notice is given by the tendering carrier: **Disposition Charge of \$20.00 per car per day or fraction thereof.**

Item 4.6 Cars Released but not ready to be Pulled

Car(s) released, but not ready to be pulled/switched, which caused the dispatch of a train to pick up same, and it develops that after arrival at the location to which dispatched the car(s) is/are not ready to pull, BB will assess a charge of **\$175.00 per car**, which will be in addition to any and all other applicable charges.

Item 4.7 Relocation of Locomotive(s)

Relocation of Locomotive(s) Charge of \$250.00 per locomotive unit will apply at Doswell, Verdon and West Doswell, VA, for foreign line locomotives used in connection with serving CSXT “Rock Runner” train.

Item 4.8 Diversion or Reconsignment

One diversion or reconsignment will be allowed on a shipment received on BB, provided no previous diversion or reconsignment has taken place on the same shipment subject to the following conditions:

- A. The **Diversion or Reconsignment charge shall be \$100 per car.**
- B. The original bill of lading should be surrendered or other proof of ownership established on cars moving on a “straight” bill of lading consignment.
- C. On shipments consigned “To Order”, an order to divert or reconsign under these rules will not be effective until the original bill of lading is surrendered for cancellation, endorsement or diversion or reconsignment, or exchange, or in its absence, the property may be reconsigned in advance of the surrender of the bill of lading only under the provisions of Rule 7 of Tariff UFC 6000 concerning the delivery of shipments consigned “To Order”.
- D. A request for diversion or reconsignment must be made or confirmed in writing, and an order for diversion or reconsignment which specifies that through rate is to be protected will not be construed as obligating carriers to protect other than the lawful rate and charges under these rules.

SECTION FIVE

DETENTION, HOLD AND STORAGE CHARGES

Item 5.1 Detention and Use Charges on Heavy Duty Flat Cars

When heavy duty flat cars with AAR mechanical designation FD, FW and FM, or cars with a capacity of 200,000 pounds or over, are used on shipments originating or terminating at stations on BB, the Use and Detention charge provided here will apply and are in addition to all other charges associated with the shipment and will accrue to BB.

- (A) **Detention Charge of \$100 per car per day**, or fraction thereof, will be assessed, and will be in addition to demurrage charges provided elsewhere in this Tariff when cars described herein are held beyond free time allowed.
- (B) **Heavy Duty Use Charge of \$200 per car per movement.**

Item 5.2 Hold Charge – Applicable to **loaded private cars held on tracks of BB** at the request of an appropriate representative of the customer, in writing to BB with specific reference to this item, subject to the following charges per car, per day or fraction of a day, computed from time of notification of arrival of car until released from hold track:

\$20 for the first ninety (90) days \$30 for each subsequent day thereafter. [I]

Item 5.3 Storage Charges This item applies to railway equipment, held on BB tracks, which will move or has moved on its own wheels, as freight, under transportation charges. Storage days will commence when cars are placed on BB hold track.

The Hold Track Storage charge will be \$20 per car per day, or portion thereof, plus applicable car hire rate. [I]

Item 5.4 Haz-Mat Storage of private railcars on BB tracks after expiration of free time for loading or unloading, will be allowed for a **Haz-Mat Storage Rate of \$100 per car, per storage-day**, which will be in addition to any applicable demurrage charges.

SECTION SIX

DEMURRAGE PROVISIONS AND CHARGES

Item 6.1 Demurrage General Application

The rules and charges published herein apply:

- (A) At all stations on BB.
- (B) On railroad owned or leased cars and on private (non-railroad) owned or leased cars (See Exception).

Exception: Not applicable to private (non-railroad) owned or leased cars held on private tracks (See Note), except when shipping document, tariff or contract provides that car is subject to demurrage charges provided herein.

Note: For the purpose of this note, private tracks will be considered any track not owned or leased by the railroad (BB).

Item 6.2 Demurrage Free Time

Forth-eight (48) hours free time (two days) will be allowed for each car for loading or unloading, except that for cars actually or constructively placed between 7:00 a.m. on Friday and 7:00a.m. Saturday, seventy-two (72) hours free time (three days) will be allowed. Free time will be computed from the first 7:00 a.m. after actual or constructive placement until released. On reloaded cars, free time will be computed from the first 7:00 a.m. after advice is received that the car is empty until released loaded. For the purpose of computing free time, the holidays listed below will be excluded:

1. New Years Day – January 1 (See Note)
2. Presidents Day – 3rd Monday of February
3. Memorial Day – last Monday of May
4. Independence Day – July 4 (See Note)
5. Labor Day – 1st Monday of September
6. Thanksgiving Day – 4th Thursday of November
7. Christmas Day – December 25 (See Note below)

Note – When this date occurs on a Sunday, the following Monday will be observed as the holiday.

Item 6.3 Notification Notification will be:

- (A) By personal or phone communication, or
- (B) By delivery of cars to designated receiving yard/location/track of industry.

Item 6.4 Placement of Cars

- (A) Actual Placement – When car is placed in an accessible position for loading or unloading.
- (B) Constructive Placement – When car cannot be actually placed through no fault of BB, and notice is given to the consignor or consignee of constructive placement at a hold point on BB. Such cars placed on private tracks will be considered constructively placed without notice.

Item 6.5 Demurrage Charges After the expiration of free time, charges will accrue as follows:
Demurrage Charge of \$65.00 per car, per day or fraction thereof applies. [I]

Item 6.6 Demurrage Billing Monthly

- (A) Settlement of charges will be made on a monthly basis on all cars coming online for the month.
- (B) Unless otherwise advised, in writing, demurrage charges will be assessed against the consignor at origin or consignee at destination who will be responsible for payment.
- (C) Payment is due upon receipt of the demurrage bill.

Item 6.7 Demurrage Claims In order to be allowed relief as indicated, a claim must be presented to BB, in writing, by the last day of the calendar month following the month in which the bill was issued, stating fully the conditions for which relief is claimed. Conditions are:

(A) RAILROAD ERROR:

1. If, through railroad error, demurrage charges are assessed, demurrage will be adjusted to the amount that would have accrued but for such error.
2. Run-around and bunching of cars will not be considered as railroad error.

(B) WEATHER INTERFERENCE: When, because of earthquakes, tornados, hurricanes, floods, or heavy snow (Acts of God), the operations of the consignor or consignee are disrupted, the demurrage directly chargeable thereto will be eliminated, provided the disruption exceed two (2) days in duration.

(C) STRIKE INTERFERENCE: When it is impossible to load or receive cars from or make cars available to BB because of strike interference at the point where the loading or unloading is to be accomplished, demurrage days will be charged at a rate of **\$65.00 per day during the period of strike interference, provided:** [I]

1. The disruption exceeds ten (10) days in duration during one calendar month.
2. The provisions of this item will **not** apply to:
 - (a) Inbound cars when waybills are dated four (4) days after the beginning of strike interference.
 - (b) Cars for loading when ordered after the beginning and prior to the ending of strike interference.

THE END