

FT BVR Y 8500-E
(Cancels FT BVR Y 8500-D)

BRANDYWINE VALLEY RAILROAD COMPANY

FREIGHT TARIFF BVR Y 8500-E (Cancels Freight Tariff BVR Y 8500-D)

CHARGES, RULES AND REGULATIONS
FOR
LOCAL, PROPORTIONAL AND
MISCELLANEOUS SWITCHING CHARGES
ALSO
PROVISIONS GOVERNING RECEIPT AND DELIVERY
OF CARS OF FREIGHT
AND STORAGE PROVISIONS ON EMPTY ASSIGNED EQUIPMENT
AT STATIONS ON
BRANDYWINE VALLEY RAILROAD COMPANY

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular items.

SWITCHING AND MISCELLANEOUS TARIFF

Goverened, except as otherwise provided herein, by Uniform Freight Classification shown in Item 5-series.

ISSUED: February 9, 2006

EFFECTIVE: March 1, 2006

ISSUED BY
B. Keith Burns
Administrator
P.O. Box 3001, ARC Bldg.
Coatsville, PA 19320

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

FREIGHT TARIFF BVRV 8500-E

<p align="center">RULES AND OTHER GOVERNING PROVISIONS SPECIAL RULES AND REGULATIONS - UNLIMITED</p>	<p align="center">SECTION 1</p>
<p>ITEM 230 [1] CARS ORDERED BUT NOT LOADED</p> <p>When order for cars for loading is canceled or car is returned empty, the following charge of \$168.00 per car will be assessed person, firm or corporation ordering such car.</p> <p>(Charges will not apply on cars refused or rejected account defective or unfit for loading - see Item 240.)</p>	<p align="center">LOCAL SWITCHING AND MISCELLANEOUS SERVICES (Rates and Charges in dollars and cents per car, except as noted)</p>
<p>ITEM 240 [1] CARS NOT SUITABLE FOR LOADING</p> <p>When cars ordered for loading are refused or rejected on account not being in proper condition to load, a charge of \$180.00 per car will be assessed carrier furnishing such car.</p>	<p>ITEM 300</p> <p align="center">APPLICATION</p> <p>Rates and charges apply on local switching and miscellaneous services for intraplant (Item 305) and intraterminal (Item 310) activities described in this Section.</p>
<p>ITEM 245</p> <p align="center">SECURITY DEPOSITS</p> <p>A security deposit to insure payment of any demurrage, storage and other charges that may accrue will be required from every customer who:</p> <ol style="list-style-type: none"> 1. Is not on the railroad's credit list or 2. Fails to pay demurrage, storage and other charges after specific written demand referring to this tariff provision. <p>The deposit must be paid in cash, certified check, cashier's check or money order before any freight car is delivered to such customer for loading or unloading. A deposit on one unit of equipment will not be transferrable to another.</p> <p>The deposit for each car shall be in the minimum amount of \$200.00 or up to the maximum amount of demurrage, storage and other charges that accrued on any one car during the preceding 12 months.</p> <p>However, in the case of a customer receiving multiple carloads for loading or unloading, the total amount required to be deposited shall not exceed the higher of the following two numbers: (a) \$2,000.00; or (b) the amount of existing past due demurrage, storage and other charges accrued by the customer, plus \$500.00.</p> <p>The deposit will be refunded after payment has been received for demurrage, storage and other charges on the corresponding equipment, should such charges have been incurred. The customer's request for such refund must be made in writing to the office of the superintendent of the railroad. If no refund request is received by that designated office within thirty (30) days after the equipment is released, the railroad will refund the remainder of the deposit to the customer after deducting any unpaid demurrage, storage and other charges on that shipment.</p> <p>Deposits will no longer be required after the customer either:</p> <ol style="list-style-type: none"> 1. Is placed on the railroad's credit list, or 2. Has paid all outstanding charges, and has given assurance to the satisfaction of the railroad's credit officer that future charges will be paid within credit period of 15 consecutive days from the date on the bill. 	<p>ITEM 305</p> <p align="center">INTRAPLANT SWITCHING DEFINED</p> <p>Intraplant switching means the movement of a car or cars from a point within an industrial plant department to another point within the same plant department.</p>
	<p>ITEM 310</p> <p align="center">INTRATERMINAL SWITCHING DEFINED</p> <p>Intraterminal switching is the movement of a car or cars from one track to another track, or between two locations of the same track (other than intraplant switching as defined in Item 305), within the switching limits of the same area or industrial switching district.</p>
<p>For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.</p>	<p>ITEM 312</p> <p align="center">INTERPLANT SWITCHING DEFINED</p> <p>An switching movement between plants or units of a single industry located within the corporate limits of one station.</p>

FREIGHT TARIFF BVRY 8500-E

SECTION 1	SECTION 1
LOCAL SWITCHING AND MISCELLANEOUS SERVICES (Rates and Charges in dollars and cents per car, except as noted)	LOCAL SWITCHING AND MISCELLANEOUS SERVICES (Rates and Charges in dollars and cents per car, except as noted)
<p>ITEM 315 [1] INTRATERMINAL SWITCHING CHARGE (ITEM 310)</p> <p>All traffic: Between all points and all industries within the switching limits.....\$204.00</p>	<p>ITEM 365 [1] SWITCHING FOR THE PURPOSE OF INSPECTION, FUMIGATION, CLEANING CARS</p> <p>For switching cars to a designated track for the purpose of inspection, fumigation or cleaning of cars.....\$204.00</p>
<p>ITEM 320 [1] INTRAPLANT SWITCHING CHARGE (ITEM 305)</p> <p>All traffic: Between all tracks within the yards or plants of industries located on the tracks of carrier within its switching limits: (a) In privately owned or leased equipment.....\$ 50.00 (b) In railroad owned or leased equipment.....\$179.00</p>	<p>ITEM 375 [1] USE OF RAILROAD-OWNED TRACKS</p> <p>For use of tracks of carrier by locomotive cranes, power shovels, and power derricks, under their own power (which use will be permitted only when such equipment is in the charge of competent crews, and on permission granted and arrangements made with the superintendent as to the time and place of use)..... \$104.00 per day</p>
<p>ITEM 325 [1] INTERPLANT SWITCHING CHARGE(ITEM 312)</p> <p>All traffic: Between one point within the corporate limits of a station and point of the same industry located within the corporate limit of the same station.....\$191.00</p>	<p>ITEM 390 [1] WEIGHING</p> <p>For weighing or reweighing cars on railroad company scales, charges will be assessed each time car is weighed, loaded or empty:</p> <p>(a) At Coatesville, PA.....\$ 58.00 (b) At Elsmere Jct., DE.....\$255.00</p>
<p>ITEM 335 [1] LOCOMOTIVE RENTAL OR SPECIAL SERVICE</p> <p>For rental of locomotives, including crew, upon definite prearrangement with superintendent as to time, place and service to be performed or prior request to carrier for locomotive services not required in connection with performing services under items named elsewhere in this tariff, such as stand-by (with or without supplying air for dumping), rereiling of cars, or other equipment and other services not specifically covered herein..... \$350.00 per hour.</p>	SECTION 2
<p>ITEM 340 [1] LOCOMOTIVES (NOTE 1), LOCOMOTIVE TENDERS, LOCOMOTIVES AND TENDERS, LOCOMOTIVE CRANES, POWER SHOVELS AND POWER DERRICKS</p> <p>(a) Locomotives, Locomotive Tenders, Locomotives And Tenders, Locomotive Cranes, Power Shovels And Power Derricks, Material Transfer Cars, Electric Pushers, On Their Own Wheels, Dead..... \$393.00 Per Unit</p> <p>(b) Locomotives, Locomotives And Tenders, On Their Own Wheels, Under Their Own Power..... \$251.00 Per Unit</p> <p>Note 1: A locomotive is considered to be a single unit or a combination of units operated under a single control.</p>	PROPORTIONAL SWITCHING AND MISCELLANEOUS SERVICES SPECIAL RULES AND REGULATIONS - LIMITED (Rates and Charges in dollars and cents per car, except as noted.)
	APPLICATION
	Rates and charges on proportional switching and miscellaneous services for inter-terminal (Item 405) and interchange line-haul (Item 410) activities described in this Section.
For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.	

FREIGHT TARIFF BVRV 8500-E

SECTION 2				SECTION 2			
INTERTERMINAL, INTERMEDIATE, PROPORTIONAL AND INTERCHANGE LINE-HAUL SWITCHING (Rates and Charges in dollars and cents per car, except as noted)				INTERTERMINAL, INTERMEDIATE, PROPORTIONAL AND INTERCHANGE LINE-HAUL SWITCHING (Rates and Charges in dollars and cents per car, except as noted)			
ITEM 405 INTER-TERMINAL SWITCHING Inter-terminal switching is a switching movement from a track of one road to a track of another road, when both tracks are within the switching limits of the same station or industrial switching districts.				PROPORTIONAL AND INTERCHANGE LINE-HAUL SWITCHING (Rates and Charges in dollars and cents per car, except as noted)			
ITEM 410 [I] INTER-TERMINAL SWITCHING CHARGE (ITEM 405) All traffic.....\$255.00				PART B AT COATESVILLE, PA WITH EPRV			
		BETWEEN (Except as noted)	AND (Except as noted)	CHARGE [I]			
ITEM 415 INTERCHANGE LINE-HAUL SWITCHING When the rates as published in this tariff are not absorbed in-whole or in-part by the connecting railroads of the BVRV, as provided in the individual tariffs of these railroads, the non-absorbed portion will be in addition to line-haul rates applicable to point of interchange with the BVRV.		ITEM 440 Commodities, other than shown below		From: Elsmere Jct, DE To: Coatesville, PA	From: Coatesville, PA To: Elsmere Jct, PA	\$250.00 \$250.00	
		ITEM 450 Semi-finished iron or steel products		Coatesville, PA	Elmsmere Jct., DE	\$250.00	
		ITEM 455 Scrap iron or steel		From: Elsmere Jct, DE To: Coatesville, PA		\$402.00	
		ITEM 460 Automobile residue (STCC 40 291 76)		From: Coatesville, PA To: Elsmere Jct, PA		\$250.00	
PROPORTIONAL AND INTERCHANGE LINE-HAUL SWITCHING (Rates and Charges in dollars and cents per car, except as noted)							
PART A AT COATESVILLE, PA WITH NS							
	BETWEEN (Except as noted)	AND (Except as noted)	CHARGE [I]				
ITEM 425 Commodities, Other Than Shown Below	NS	All other stations	\$525.00				
ITEM 430 Iron or steel products	Coatesville, PA	NS	\$236.00				
ITEM 435 Scrap iron or steel	NS	Coatesville, PA	\$236.00				
ITEM 436 Lumber/ Plywood	NS	Coatesville, PA	\$236.00				
For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.							

FREIGHT TARIFF BVRY 8500-E

SECTION 2	SECTION 3
INTERTERMINAL, INTERMEDIATE, PROPORTIONAL AND INTERCHANGE LINE-HAUL SWITCHING (Rates and Charges in dollars and cents per car, except as noted)	PROVISIONS GOVERNING RECEIPT AND DELIVERY OF CARS OF FREIGHT
ITEM 480 [I]	ITEM 530 [I]
INTERMEDIATE SWITCHING	CHARGES FOR DELAY IN ACCEPTING SERVICE
The BVRY will perform intermediate switching between connections at Coatesville, PA or Elsmere Jct, DE, and connections at Chadds Ford Jct, PA at the following charges:	When receipt or delivery of a car or cars as provided in Items 510 and 520 cannot be accomplished in continuous movement (Notes 2 and 3, Item 540), at the carrier's ordinary operating convenience (Notes 1 and 3, Item 540), because of interruption, interference or any other condition caused by the shipper or consignee, the carrier will arrange for receipt or delivery under the following provisions:
(a) All commodities, except as provided for in (b).....\$487.00 (b) Grain (STCC 01 13).....\$244.00	A. If it appears that the delay will be temporary in nature, the locomotive will be held at the nearest available location and the service completed when conditions permit. Fifteen (15) minutes free time will be allowed for such temporary delay. Following such free time, a charge of \$88.00 for each fifteen (15) minutes, or fraction thereof, for which the locomotive is delayed will be assessed in addition to all other rates and charges. Charges will be assessed in accordance with Paragraph (B) when delays encountered during a locomotive trick or shift, aggregate more than fifteen (15) minutes.
PART B SECTION 3	B. If, after a reasonable period of delay, the obstruction or condition preventing completion of service has not been removed or eliminated, the carrier may, at its option, withdraw its locomotive and place the car or cars on a hold or other available track or tracks within or without the industry plant site. Charges for the delay encountered shall be computed in accordance with Paragraph (A). Subsequent movement by carrier's locomotive of the car or cars from the hold or other track or tracks to actual point of delivery will be subject to switching charge of \$168.00 per car.
PROVISIONS GOVERNING RECEIPT AND DELIVERY OF CARS OF FREIGHT	C. For the purpose of applying the provisions of Paragraph and (B), time shall commence to run from the minute the conductor determines that the shipper or consignee is unable to accept service.
ITEM 500	D. On cars under special detention rules and charges, the same detention rules and charges will be applied as govern in connection with the line-haul rates.
APPLICATION	
Rules and charges applicable on receipt and delivery of cars of freight under conditions described in this tariff.	
ITEM 510	
RECEIPT AND DELIVERY AT PRIVATELY-OWNED SIDETRACKS OR INDUSTRIAL TRACKS	
Except as otherwise provided in Item 530, cars of freight moving at carload switching rates published in tariffs or other instruments will be delivered on and removed from privately-owned side tracks or industrial tracks near and connecting with the carrier's tracks without additional charge, provided there are no conditions which make it unsafe for the carrier's locomotive to operate over such tracks, or that prevent the carrier from receiving or delivering cars at its ordinary operating convenience (See Notes 1 and 3, Item 540).	
ITEM 520	
RECEIPT AND DELIVERY AT LOADING AND UNLOADING LOCATIONS	
Except as otherwise provided in Item 530, cars covered by Item 510 will be received and delivered at loading and unloading locations on tracks designated by the industry within the industrial plant site without any additional charge when such service can be ordinarily performed in continuous movement (Notes 2 and 3, Item 540), at the carrier's ordinary operating convenience (Notes 1 and 3, Item 540), provided the locomotives in general use for switching in the vicinity of the plant site can do so safely.	
For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.	

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SECTION 3	EXPLANATIONS OF ABBREVIATIONS AND REFERENCE MARKS
<p align="center">PROVISIONS GOVERNING RECEIPT AND DELIVERY OF CARS OF FREIGHT</p>	<p>ASLG - American Short Line and Regional Railroad Association AAR - Association of American Railroads BOE - Bureau of Explosives BVRY - Brandywine Valley Railroad Company CSXT - CSX Transportation, Inc. FT - Freight Tariff NS - Norfolk Souther Railway Company NSO - National Service Order Tariff OPFL - Open and Prepay Station List RER - Railway Equipment Register RPS - Railroad Publication Services, Agent SB - South Buffalo Railway Company SH - Steelton & Highspire Railroad Company STCC - Standard Transportation Commodity Codes Tariff</p> <p>TARIFF CODE Indicates carrier's internal accounting code XX - Indicates no applicable tariff code UFC - Uniform Freight Classification [A] - Denotes Addition [C] - Denotes no change in rates [D] - Cancellation [I] - Denotes Increase [N] - Denotes change in wording which results in neither an increase nor decrease [R] - Denotes reduction -X- - The STCC number making reference hereto falling into one of the following categories: 2 - Digit level (major industry group) 3 - Digit level (minor industry group) 4 - Digit level (industries) 5 - Digit level (product classes) shall also embrace all articles assigned additional digits listed thereunder in Tariff STCC 6001-series</p> <p><u>Underlined</u> portion denotes change</p>
<p>ITEM 540</p> <p align="center">EXPLANATION OF NOTES</p> <p>Note 1 - The term "ordinary operating convenience" means the time selected by the carrier when it is most advantageous to the carrier, in relation to its coordinated and harmonious switching activities in a particular switching zone. Ordinarily it contemplates only one switch a day except when additional switches are made by the carrier in its own or the public interest as distinguished from the industry's interest. To secure the prompt release of equipment or facilities, or when necessitated by the volume of traffic. Movements to, from or within the plant site at other times at the request of the industry or to meet the requirements of industrial operations are not at the carrier's ordinary operating convenience.</p> <p>Note 2 - The term "continuous movement" means a movement between the carrier's tracks and the loading or unloading locations, a hold track or tracks, or other place where cars are received or delivered without any delay or any suspension or break in time, or continuity of the movement, due to any circumstances or condition for which the industry is directly responsible.</p> <p>Note 3 - The operations named below, where performed by the carrier as necessary incidents to the placement and removal of cars moving at published carload rates, shall not be deemed: (1) to break the "continuous movements"; (2) to be in excess of the "ordinary operating convenience" of the carrier; (3) to be an "interruption, interference or any other condition caused by the shipper or consignee"; nor (4) to be a "circumstance or condition for which the industry is directly responsible" as those terms are used in this Section if:</p> <p>(a) The removal and replacement of cars empty, partly loaded, partly unloaded or fully loaded when incidental to the placement or removal of other cars.</p> <p>(b) Operations performed in providing a service for which a separate charge is authorized in this tariff.</p>	
<p>For explanations of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.</p>	