

FT BVRV 8500-F
(Cancels FT BVRV 8500-E)

BRANDYWINE VALLEY RAILROAD COMPANY

FREIGHT TARIFF BVRV 8500-F (Cancels Freight Tariff BVRV 8500-E)

**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

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

ISSUED: February 12, 2007

EFFECTIVE: April 1, 2007

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 BVRY 8500-F

TABLE OF CONTENTS		RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS	
SUBJECT	ITEM(S)		
Abbreviations and Reference Marks, Explanation Of.....	1000	ITEM 10	
General Rules and Regulations:		STATION LIST AND CONDITIONS	
Capacity and Dimensions of Cars.....	45	This tariff is governed by the Official Railroad Station List, OPSL 6000-series, Railinc, Agent, to the extent shown below:	
Consecutive Numbers.....	40	PREPAY REQUIREMENTS AND STATION CONDITIONS	
Explosives, Dangerous Articles.....	15	For additions and abandonments of stations, and except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight and changes in station facilities.	
Governing Classification, Description of.....	5	ITEM 15	EXPLOSIVES, DANGEROUS ARTICLES
Method of Canceling Items.....	25	For rules and regulations governing the transportation of explosives and other dangerous articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Bureau of Explosives Tariff BOE 6000-series issued by Charles L. Keller, Agent.	
Reference to Tariffs, Items, Notes, Rules, Etc.....	20	ITEM 20	REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.
Standard Transportation Commodity Codes Tariff.....	125	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 revisions of such items, notes, rules, etc.	
Station List and Conditions.....	10	ITEM 25	METHOD OF CANCELLING ITEMS
Special Rules And Regulations - Unlimited:		As this tariff is supplemented, numbered items with letter suffixes cancel correspondingly numbered items in the original tariff, or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A. Example: Item 100-A cancels Item 100 and Item 300-B cancels Item 300-A in a prior supplement which, in turn, cancelled Item 300.	
Cars order but not loaded.....	230	ITEM 40	CONSECUTIVE NUMBERS
Cars not suitable for loading.....	240	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 of 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 numbers.	
Holding cars.....	210	ITEM 45	CAPACITIES AND DIMENSIONS OF CARS AND CONNECTING RAILROADS AND JUNCTION POINTS
Interchange error movement.....	205	See Official Railway Equipment Register, RER 6414-series, issued by R.E.R. Publishing Corporation, Agent.	
Ordinary equipment.....	225		
Overload charges.....	215		
Security Deposits.....	245		
Turning cars.....	220		
Section 1 - Local Switching And Miscellaneous Services:			
Application Of Rates.....	300		
Intraplant Switching Defined.....	305		
Intraterminal Switching Defined.....	310		
Interplant Switching Defined.....	312		
Rates.....	315-390		
Section 2 - Proportional Switching And Miscellaneous Services:			
Application Of Rates.....	400		
Inter-terminal Switching Defined/Charge.....	405-410		
Interchange Line-haul Switching Defined.....	415		
Rates.....	425-470		
Intermediate Switching.....	480		
Section 3 - Provisions Governing Receipt And Delivery Of Freight:			
Application Of Rates.....	500		
At Privately Owned Sidetracks Or Industrial Tracks.....	510		
Loading And Unloading Locations.....	520		
Charges For Delay In Accepting Service.....	530		
Explanation Of Notes For Items 500-530.....	540		
RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS			
ITEM 5			
DESCRIPTION OF GOVERNING CLASSIFICATION			
The term "Uniform Classification" when used herein means the Uniform Freight Classification UFC 6000-series issued by the National Railroad Freight Committee, Agent.			
Exception: Rules 13, 24 and 29 of UFC 6000-series do not apply.			

For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.

FREIGHT TARIFF BVRY 8500-F

<p align="center">RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS SPECIAL RULES AND REGULATIONS - UNLIMITED</p>
<p align="center">ITEM 125</p> <p align="center">STANDARD TRANSPORTATION COMMODITY CODE NUMBERS</p> <p>Reference to commodities transported under the terms of this tariff shall be made by STCC number, as set forth in the Standard Transportation Commodity Code Tariff STCC 6001-series.</p> <p>When shipments contain explosives or other dangerous commodities (See Item 15), the seven digit 49-series STCC number must be shown on the shipping document by the shipper.</p>	<p align="center">ITEM 220</p> <p align="center">TURNING CARS</p> <p>The charge for turning cars to facilitate unloading or any other purpose will be \$250.00 per car.</p>
<p align="center">RULES AND OTHER GOVERNING PROVISIONS SPECIAL RULES AND REGULATIONS - UNLIMITED</p>	<p align="center">ITEM 225</p> <p align="center">ORDINARY EQUIPMENT - OTHER THAN ORDINARY EQUIPMENT</p>
<p align="center">ITEM 200</p> <p align="center">DEMURRAGE CHARGES</p> <p>The car service rules and regulations, as provided in Freight Tariff ASLG 6004-series, issued by American Short Line Railroad Association, Agent, will govern all cars handled under the provisions of this tariff.</p> <p>All demurrage records will be maintained on a monthly calendar basis and billing, where applicable, will be presented by this railroad within 15 days after the monthly period ends.</p>	<p>Except as otherwise provided, rates or charges published herein for application on intra-plant, intra-terminal or inter-terminal switching service apply to shipments which are both loaded and unloaded within the same switching district, only when loaded in or on ordinary equipment. Ordinary equipment means:</p> <ol style="list-style-type: none"> 1. Flat cars not exceeding 54 feet in length and having marked capacity not greater than 180,000 pounds, not including flat cars of any length, equipment with racks, frames, bulkheads, tie down devices, hoods or other appurtenances extending above the deck of the car or on special type flat cars with mechanical designations "FD", "FG", "FW", "FM", as listed under the heading of Heavy Capacity and Special Type Flat Cars in the Official Railway Equipment Register. 2. Gondola cars having marked capacity not greater than 180,000 pounds, but not including gondola cars of any length equipped with covers, hoods, containers or cradle floors. 3. Cars other than described as ordinary equipment in Paragraphs 1 to 4, owned or leased by shipper or consignee.
<p align="center">ITEM 205</p> <p align="center">[I]</p> <p align="center">INTERCHANGE ERROR MOVEMENT</p> <p>Cars received by the BVRY in error or without forwarding instructions from the delivering carrier will be handled in accordance with AAR Car Service Rule 7, subject to a switching charge of \$199.00 per car for returning car to delivering carrier or forwarding car to proper carrier within the same switching district. Charge for this service will be assessed against the delivering carrier.</p>	<p>Except as otherwise provided, when shipments that are both loaded and unloaded within the same switching district are loaded in cars that are other than ordinary equipment the rate of charge to apply will be the rate or charge published herein for application to shipments loaded in ordinary equipment as described in Paragraphs 1 to 3 above plus charge of \$159.00 per car for use of other than ordinary equipment.</p>
<p align="center">ITEM 210</p> <p align="center">HOLDING CARS</p> <p>When loaded cars are consigned in care of BVRY's agent or ordered from loading point, and either designated by shipper to "hold", or held by BVRY account of insufficient billing instructions to move cars to destination or to point of interchange with connecting railroads, a charge will be assessed for such holding.....\$53.00</p>	<p>EXCEPTION - These charges will not apply on shipments of ferrous scrap when in gondola cars having a marked capacity greater than 180,000 pounds, including gondola cars of any length with covers, hoods, containers, or cradle floors when such cars are furnished at carrier's convenience in lieu of ordinary gondola cars ordered by shipper, provided that the following certification is made on the shipment document by the shipper:</p> <ol style="list-style-type: none"> (a) Ordinary gondola cars of 180,000 pounds capacity or less ordered by shipper and car of over 180,000 pounds capacity furnished by carrier. (b) Shipment could have been loaded in size of car ordered.
<p align="center">ITEM 215</p> <p align="center">OVERLOAD CHARGES</p> <ol style="list-style-type: none"> 1. Cars interchanged from BVRY to another carrier which are returned to BVRY because such cars are overloaded will be subject to demurrage rules and charges as shown in Item 200, and will be subject to an additional charge of \$358.00 per car. 2. Cars found to be overloaded while on the tracks of the BVRY and returned to the shipper will be subject to demurrage rules and charges as shown in Item 200, and will be subject to an additional charge of \$239.00 per car. 	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.</p>	

FREIGHT TARIFF BVRY 8500-F

<p align="center">RULES AND OTHER GOVERNING PROVISIONS SPECIAL RULES AND REGULATIONS - UNLIMITED</p>	<p>SECTION 1</p>
<p>ITEM 230</p> <p align="center">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</p> <p>[1]</p> <p align="center">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 \$187.00 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 transferable 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>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>
<p>For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.</p>	

FREIGHT TARIFF BVRV 8500-F

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</p> <p align="center">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</p> <p align="center">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</p> <p align="center">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</p> <p align="center">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</p> <p align="center">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</p> <p align="center">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</p> <p align="center">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>	<p>SECTION 2</p>
	<p>PROPORTIONAL SWITCHING AND MISCELLANEOUS SERVICES SPECIAL RULES AND REGULATIONS - LIMITED (Rates and Charges in dollars and cents per car, except as noted.)</p>
<p>ITEM 340</p> <p align="center">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>	<p>ITEM 400</p> <p align="center">APPLICATION</p> <p>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.</p>
<p>For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.</p>	

FREIGHT TARIFF BVRY 8500-F

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.....\$265.00				PART B AT COATESVILLE, PA WITH EPRY																										
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 BVRY, 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 BVRY.				<table border="1"> <thead> <tr> <th></th> <th>BETWEEN (Except as noted)</th> <th>AND (Except as noted)</th> <th>CHARGE</th> </tr> </thead> <tbody> <tr> <td rowspan="2">ITEM 440 Commodities, other than shown below</td> <td>From: Elsmere Jct, DE</td> <td>To: Coatesville, PA</td> <td>\$260.00[I]</td> </tr> <tr> <td>From: Coatesville, PA</td> <td>To: Elsmere Jct, PA</td> <td>\$260.00[I]</td> </tr> <tr> <td>ITEM 450 Semi-finished iron or steel products</td> <td>Coatesville, PA</td> <td>Elsmere Jct., DE</td> <td>\$260.00[I]</td> </tr> <tr> <td>ITEM 455 Scrap iron or steel</td> <td>From: Elsmere Jct, DE</td> <td>To: Coatesville, PA</td> <td>\$260.00[R]</td> </tr> <tr> <td>ITEM 460 Automobile residue (STCC 40 291 76)</td> <td>From: Coatesville, PA</td> <td>To: Elsmere Jct, PA</td> <td>\$260.00[I]</td> </tr> </tbody> </table>					BETWEEN (Except as noted)	AND (Except as noted)	CHARGE	ITEM 440 Commodities, other than shown below	From: Elsmere Jct, DE	To: Coatesville, PA	\$260.00[I]	From: Coatesville, PA	To: Elsmere Jct, PA	\$260.00[I]	ITEM 450 Semi-finished iron or steel products	Coatesville, PA	Elsmere Jct., DE	\$260.00[I]	ITEM 455 Scrap iron or steel	From: Elsmere Jct, DE	To: Coatesville, PA	\$260.00[R]	ITEM 460 Automobile residue (STCC 40 291 76)	From: Coatesville, PA	To: Elsmere Jct, PA	\$260.00[I]
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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	\$546.00																											
ITEM 430 Iron or steel products	Coatesville, PA	NS	\$245.00																											
ITEM 435 Scrap iron or steel	NS	Coatesville, PA	\$245.00																											
ITEM 436 Lumber/ Plywood	NS	Coatesville, PA	\$245.00																											

For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.

FREIGHT TARIFF BVRY 8500-F

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).....\$506.00 (b) Grain (STCC 01 13).....\$254.00	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.	

FREIGHT TARIFF BVRY 8500-F

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 Southern Railway Company NSO - National Service Order Tariff OPSL - 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 TARIFF</p> <p>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>	