

ICC HOS 8008 (NEW)

HOOSIER SOUTHERN RAILROAD

FREIGHT TARIFF HOS 8008 (NEW)

CONTAINING
LOCAL RATES
ON
FREIGHT ALL KINDS
ALSO
RULES, REGULATIONS AND CHARGES
GOVERNING
SWITCHING
AT AND BETWEEN
STATIONS ON THE
HOOSIER SOUTHERN RAILROAD

LOCAL FREIGHT TARIFF

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular rates and provisions contained herein.

Governed, except as otherwise provided herein, by Uniform Classification, ICC UFC 6000-series (See Item 5).

ISSUED: DECEMBER 8, 1994

EFFECTIVE: DECEMBER 15, 1994

ISSUED BY:

Alvin Evans, President
Hoosier Southern Railroad
509 Schiller Street
Tell City, IN 47586

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

FREIGHT TARIFF ICC HOS 8008

<p align="center">RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</p>
<p>ITEM 5</p> <p align="center">DESCRIPTION OF GOVERNING CLASSIFICATIONS AND EXCEPTIONS</p> <p>The terms "Governing Classifications" and "Uniform Freight Classification," when used herein, mean: Uniform Freight Classification ICC 6000-series, issued by National Railroad Freight Committee, Agent.</p>	<p>ITEM 50</p> <p align="center">METHOD OF CANCELLING ITEMS</p> <p>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.</p> <p>EXAMPLE: Item 5-A cancels Item 5 and Item 10-B cancels Item 10-A in a prior supplement, which in turn cancelled Item 10.</p>
<p>ITEM 10</p> <p align="center">STATION LISTS AND CONDITIONS</p> <p>This tariff is governed by Official List of Open and Prepay Stations, Station List Publishing Company, Agent, ICC OPSP 6000-series, to the extent shown below:</p> <p align="center">PREPAY REQUIREMENTS AND STATION CONDITIONS</p> <p>(a) 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.</p> <p>When a station is abandoned as of a date specified in the above named tariff, the rates from and to such station as published in this tariff are inapplicable on and after that date.</p> <p align="center">GEOGRAPHICAL LIST OF STATIONS</p> <p>(b) For geographical locations of stations referred to in this tariff by station numbers.</p> <p align="center">STATION NUMBERS</p> <p>(c) For the identification of stations when stations are shown or referred to by numbers in this tariff.</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS SPECIAL RULES, REGULATIONS AND CHARGES</p> <p>ITEM 100</p> <p align="center">DEMURRAGE AND CAR SERVICE REGULATIONS AND CHARGES</p> <p>Demurrage and car service regulations and charges provided in tariffs lawfully on file with Interstate Commerce Commission will apply in addition to the charges shown herein.</p> <p>EXCEPTION: Where switching service is performed on traffic moving under line-haul rates which are subject to special detention charges and rules, the switching charges provided in this tariff will be subject to the same detention charges and rules as applicable in connection with the line-haul rates, and provisions of Freight Tariff ICC ASLG 6004-series will not apply.</p>
<p>ITEM 20</p> <p align="center">REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</p> <p>(a) 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 reissues of such items, notes, rules, etc.</p> <p>(b) Where reference is made in this tariff to another tariff by ICC number, such reference applies also to such tariff to the extent it may be applicable on intrastate traffic.</p>	<p>ITEM 110</p> <p align="center">CARS FURNISHED BUT NOT USED</p> <p>Except as otherwise provided in tariffs lawfully on file, when an empty car is (1) placed or constructively placed for loading, but is not used in subsequent transportation service and is released empty, a charge of \$180.00 per car in addition to applicable demurrage charges will be made against the party ordering but not using the equipment.</p> <p>EXCEPTION: This charge will not apply when cars are refused or rejected account of not being in proper condition for loading.</p> <p>(1) The term placed or constructively placed as used herein is defined in Items 540 and 545-series of Freight Tariff ICC ASLG 6004-series.</p>
<p>ITEM 30</p> <p align="center">CONSECUTIVE NUMBERS</p> <p>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.</p> <p>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.</p>	<p>ITEM 120</p> <p align="center">CHARGES ON CARS RECEIVED WITHOUT BILLING, OR WITH IMPROPER BILLING AT INTERCHANGE POINTS</p> <p>When cars empty or loaded are received at an interchange point by a carrier from its connection without proper billing (see Note), such cars will, upon the request of the delivering carrier, be returned, subject to a charge of \$90.00 per car for returning the loaded or empty car to the connections of the carrier making the request.</p> <p>NOTE - When instructions are not received within twenty-four (24) hours from time of receipt of car at connection, a hold charge of \$40.00 per car will be assessed thereafter for each twenty-four (24) hours or fraction thereof until instruction or billing is received.</p>
<p>ITEM 40</p> <p align="center">NATIONAL SERVICE ORDER TARIFF</p> <p>This tariff is subject to the provision of various Interstate Commerce Commission Service Orders and General Permits as shown in National Service Order Tariff ICC NSO 6100-series.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

FREIGHT TARIFF ICC HOS 8008

SECTION 1 SWITCHING RULES AND OTHER GOVERNING PROVISIONS	SECTION 1 SWITCHING RULES AND OTHER GOVERNING PROVISIONS
<p>ITEM 200</p> <p>DEFINITION OF INTRA-PLANT, INTRA-TERMINAL AND OTHER INTER-TERMINAL SWITCHING</p> <p align="center">INTRA-PLANT</p> <p>A switching movement from one location to another location within the confines of an industry located on the HOS.</p> <p align="center">INTRA-TERMINAL</p> <p>A switching movement (other than intra-plant) from one location to another on the HOS, within the switching limits of one station or industrial switching district.</p> <p align="center">INTER-TERMINAL</p> <p>A switching movement between industry tracks on the HOS and interchange with connecting lines when within the switching limits of the same station.</p>	<p>ITEM 260</p> <p align="center">CHARGES FOR CARS OF FOUR (4) AND MORE THAN FOUR (4) AXLES</p> <p>(a) Charges for intra-plant or intra-terminal switching at points on these lines will be confined in cars having no more than four (4) axles.</p> <p>(b) When cars with more than four (4) axles are found in intra-plant, intra-terminal or inter-terminal service, the charges for such service will be 200% of that shown herein for the same service application on cars with four (4) axles.</p>
<p>ITEM 210</p> <p align="center">OVERLOADED CARS</p> <p>HOS will not accept cars that are loaded in excess of load limit markings. When a car is found to be loaded in excess of its stenciled load limit while enroute but before placement, it will be placed at or near location where overload is discovered and consignor requested to arrange for disposition, or at carriers' convenience it may be returned to the shipper for removal of the excess weight. For the extra service performed, the switching charge will be assessed which includes weighing. The regular switching charge will be in addition.</p>	<p>ITEM 270</p> <p align="center">SWITCHING FROM PRIVATE SIDE TRACKS TO HOLD TRACKS</p> <p>The intra-terminal or inter-terminal switching charges in this Section also apply on cars moved to hold or team tracks when billed to a consignee in care of freight agent at point where loaded.</p>
<p>ITEM 220</p> <p align="center">FURNISHING CARS</p> <p>HOS will undertake to furnish cars of any particular type, size or dimension when to be used in intra-plant, intra-terminal or inter-terminal switching.</p>	<p>ITEM 280</p> <p align="center">SPECIAL SWITCHING SERVICE (Not subject to Item 260)</p> <p>When a switching movement cannot be handled in regular train operation because of excess dimensions or weight, additional charge for special handling will be \$850.00 per car. This charge will be in addition to any other charge applicable to the movement.</p>
<p>ITEM 230</p> <p align="center">NON-APPLICATION OF CHARGES IN CONNECTION WITH LINE-HAUL</p> <p>The charges published in this Section will not apply in connection with a line-haul.</p>	<p>ITEM 290</p> <p align="center">CHARGE FOR USE OF SPECIAL EQUIPMENT</p> <p>HOS will not furnish cars that are other than ordinary equipment for use in intra-plant, intra-terminal or inter-terminal switching service. In the event other than ordinary equipment is used, an additional charge of \$250.00 will be assessed. On joint-line movements, this charge will be assessed only once (see Exception).</p> <p>ORDINARY EQUIPMENT MEANS:</p> <ol style="list-style-type: none"> (1) XM boxcars not exceeding 52 feet in length, inside measurement. (2) FM flatcars, not over 54 feet in length and having capacity not over 180,000 pounds. (3) 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. (4) Open-top hopper cars not exceeding 43 feet in length, inside measurement, and having marked capacity not exceeding 180,000 pounds. (5) Shipper owned or leased cars. <p>EXCEPTION - Provisions of this item do not apply on a movement immediately prior or subsequent to a revenue line-haul movement and notation so stating is made by shipper on shipping document.</p>
<p>ITEM 240</p> <p align="center">NON-APPLICATION IN COMBINATION WITH OTHER CHARGES</p> <p>The charges published in this Section will not apply in combination with other charges in this Section between locations on the same railroad.</p>	<p>ITEM 300</p> <p align="center">SWITCHING OF LOCOMOTIVES ON OWN WHEELS, BUT NOT UNDER OWN POWER</p> <p>Locomotives moving on own wheels, but not under own power, when moved from one location to another location within the same switching district will be assessed a charge of \$450.00. If the locomotive is moved for turning, the charge will be applied in each direction.</p>
<p>ITEM 250</p> <p align="center">NON-APPLICATION ON "ORDER NOTIFY," ETC. SHIPMENTS</p> <p>Intra-plant, Intra-terminal or Inter-terminal switching service provided for herein will not be performed on shipments moving under order notify bills of lading or under straight bills of lading (including shipments consigned to one party, notify or advise another party) which carry a provision (see Section 4, Rule 7 of Uniform Freight Classification) (See Item 5), requiring the surrender of bill of lading, written order or other document before making delivery.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<p>ITEM 310</p> <p align="center">CHARGE FOR HEAVY DUTY FLAT CARS</p> <p>When heavy-duty flat cars as defined in Tariff ICC RPS 6740-series are used on shipments both originating and terminating within the same switching district, the following charges will be assessed:</p> <p align="center">USE CHARGE</p> <p>\$1,000.00 per car switching movement (not subject to any other switching charges published in this tariff).</p> <p align="center">SPECIAL DETENTION CHARGES</p> <p>When cars are held beyond the Free Time permitted in Tariff ICC ASLG 6004-series, charges therein will be assessed, and in addition, the following detention charges will be assessed for each twenty-four (24) hour period or fraction thereof beyond the authorized free time:</p> <p align="center">CHARGES IN DOLLARS PER CAR</p> <p>1st 24 hours - \$100.00 2nd 24 hours - \$150.00 3rd 24 hours - \$200.00 4th 24 hours - \$250.00 5th 24 hours - \$300.00 6th 24 hours and each subsequent 24 hours - \$400.00</p> <p align="center">NON-USE CHARGE</p> <p>When car is ordered, placed and released back to HOS without being used in transportation service, a charge of \$500.00 per car will be assessed and will be in addition to any detention charges that may accrue.</p>	<p>ITEM 320 (Cont'd)</p> <p align="center">TURNING OF CARS TO PERMIT UNLOADING CHARGES (See Notes 1 and 2)</p> <p>(a) If the car is turned at a WYE or a turntable within the confines of an industry, apply published intra-plant switching charges, but in no case less than \$110.00. (b) If the car is turned at a WYE or a turntable within the same switching district, but outside the confines of the industry, \$200.00. (c) If the car must be moved to a WYE or a turntable located outside the switching district and the roundtrip distance to and from the WYE or the turntable is 100 miles or less, \$375.00.</p> <p>NOTE 1 - If Bill of Lading carries a notation that car has been placarded and placard has disappeared before placement, the charge named therein will not apply. NOTE 2 - If the line-haul rate is lower than the charge for turning of the car, the line-haul rate will be assessed.</p>																								
<p>ITEM 320</p> <p align="center">TURNING OF CARS TO PERMIT UNLOADING</p> <p align="center">PART 1</p> <p>Applicable only on cars loaded and unloaded within the switching limits of the station (including adjacent or contiguous switching of industrial districts) involved.</p> <p>(A) Except as provided in Paragraph (B), orders calling for placement of cars for unloading from a particular side or end will not be accepted when moving in intra-plant, intra-terminal or inter-terminal service.</p> <p>(B) Upon request of shipper for a car moving in intra-terminal switching service to be placed for unloading from a particular side or end, the HOS will perform such service at a charge of \$200.00 per car, which will be in addition to the applicable switching and special equipment penalty charge (See Note 1).</p> <p>NOTE 1 - Applicable only where WYE is located within the switching limits of the station (including adjacent or contiguous switching or industrial districts where intra-terminal switching charges are in effect) involved.</p> <p align="center">PART 2</p> <p>1. In instances where it is desired that freight in carloads be placed on delivery tracks for loading or unloading at stop-off points or destination from one particular side or end of car, cars must be properly placarded on both sides and notation made on Bill of Lading and waybill subsequently as follows:</p> <p>Deliver car for unloading from the door or end specified by placard.</p> <p>2. On freight in carloads, not properly placarded on both sides of car to unload from one particular side or end of car which shipper or consignee, after initial placement of car, directs carrier to turn and return to the initial placement of car, directs carrier to turn and return to the same track for unloading from opposite side or end of car, the following shall apply:</p>	<p>ITEM 330</p> <p align="center">CHARGES FOR INTRA-PLANT AND INTRA-TERMINAL SWITCHING</p> <p>Except as otherwise provided herein, HOS will assess the following charges in dollars per car for switching service as defined in Item 200:</p> <p align="center">INTRA-PLANT \$125.00</p> <p align="center">INTRA-TERMINAL When in Shipper Owned or Leased Equipment - \$200.00 When in other than Shipper's Equipment - \$300.00</p>																								
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	<p>SECTION 2</p>																								
	<p>ITEM 500</p> <p align="center">FREIGHT ALL KINDS</p> <p>FREIGHT, ALL KINDS, when moving locally on the HOS, will be moved at the rate of \$400.00 per car.</p>																								
	<p>ITEM 999999</p> <p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p> <table border="0"> <tr> <td>HOS</td> <td>Hoosier Southern Railroad</td> </tr> <tr> <td>NSO</td> <td>National Service Order</td> </tr> <tr> <td>ICC</td> <td>Interstate Commerce Commission</td> </tr> <tr> <td>OPSL</td> <td>Open and Prepay Station List</td> </tr> <tr> <td>RPS</td> <td>Railroad Publication Services</td> </tr> <tr> <td>STCC</td> <td>Standard Transportation Commodity Code</td> </tr> <tr> <td>UFC</td> <td>Uniform Freight Classification</td> </tr> <tr> <td>&</td> <td>And</td> </tr> <tr> <td>\$</td> <td>Dollars</td> </tr> <tr> <td>(I)</td> <td>Denotes increase</td> </tr> <tr> <td>(R)</td> <td>Denotes reduction</td> </tr> <tr> <td>(NC)</td> <td>Denotes change in wording which results in neither an increase nor reduction</td> </tr> </table>	HOS	Hoosier Southern Railroad	NSO	National Service Order	ICC	Interstate Commerce Commission	OPSL	Open and Prepay Station List	RPS	Railroad Publication Services	STCC	Standard Transportation Commodity Code	UFC	Uniform Freight Classification	&	And	\$	Dollars	(I)	Denotes increase	(R)	Denotes reduction	(NC)	Denotes change in wording which results in neither an increase nor reduction
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