

Subject, except as otherwise provided herein, to "Application of Selective Increases" as provided for in Item 115-series.

FT LVRB 8500-U

# LEHIGH VALLEY RAIL MANAGEMENT LLC BETHLEHEM DIVISION

## FREIGHT TARIFF LVRB 8500-U

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 EQUIPMENT  
AT STATIONS ON  
LEHIGH VALLEY RAIL MANAGEMENT LLC - BETHLEHEM DIVISION

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.

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## FREIGHT TARIFF LVRB 8500-U

TABLE OF CONTENTS	
SUBJECT	ITEM(S)
Abbreviations and Reference Marks, Explanation Of . . . .	1000
General Rules and Regulations: . . . . .	
Application of Selective Increases . . . . .	115
Capacity and Dimensions of Cars . . . . .	45
Consecutive Numbers . . . . .	40
Explosives, Dangerous Articles . . . . .	15
Governing Classification, Description of . . . . .	5
Method of Canceling Items . . . . .	25
Reference to Tariffs, Items, Notes, Rules, Etc . . . . .	20
Standard Transportation Commodity Codes Tariff . . . . .	125
Station List and Conditions . . . . .	10
Special Rules and Regulations - Unlimited:	
Demurrage Charges . . . . .	200
Security Deposits . . . . .	245
Switching Limits Defined . . . . .	210
Application of Rates - Articulated Railway Cars . . . . .	220
Shipments Requiring Two or More Railway Cars . . . . .	230
Maintenance Charge for Switch Connection . . . . .	250
Special Rules And Regulations - Limited:	
Local Switching . . . . .	300-310
Proportional Switching . . . . .	400-420
Section 1 - Local Switching And Miscellaneous Services:	
Application of Rates . . . . .	300
Intraterminal Switching Defined . . . . .	310
Rates . . . . .	315-390
Section 2 - Proportional Switching and Miscellaneous Services:	
Application of Rates . . . . .	400
Interchange Line-haul Switching Defined . . . . .	410
Interchange Error Movement . . . . .	415
Intermediate Switching . . . . .	420
Rates . . . . .	450-485
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 Services . . . . .	530
Explanation Of Notes For Items 500-530 . . . . .	540
Liability for Commodity Loss or Damage . . . . .	550
List of Holidays . . . . .	560

RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS	
<p><b>ITEM 5</b></p> <p style="text-align: center;"><b>DESCRIPTION OF GOVERNING CLASSIFICATION</b></p> <p>The term "Uniform Classification" when used herein means the Uniform Freight Classification UFC 6000-series issued by the National Railroad Freight Committee, Agent.</p> <p>Exception: Rules 13, 24, and 29 of UFC 6000-series do not apply.</p>	
<p><b>ITEM 10</b></p> <p style="text-align: center;"><b>STATION LIST AND CONDITIONS</b></p> <p>This tariff is governed by the Official List of Open and Prepay Stations, OPSL 6000-series, issued by Railinc, Agent to the extent shown below:</p> <p style="text-align: center;"><b>PREPAY REQUIREMENTS AND STATION CONDITIONS</b></p> <p>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><b>ITEM 15</b></p> <p style="text-align: center;"><b>EXPLOSIVES, DANGEROUS ARTICLES</b></p> <p>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.</p>	
<p><b>ITEM 20</b></p> <p style="text-align: center;"><b>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</b></p> <p>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.</p>	
<p><b>ITEM 25</b></p> <p style="text-align: center;"><b>METHOD OF CANCELING ITEMS</b></p> <p>As the 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.</p>	
<p><b>ITEM 40</b></p> <p style="text-align: center;"><b>CONSECUTIVE NUMBERS</b></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. 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><b>ITEM 45</b></p> <p style="text-align: center;"><b>CAPACITIES AND DIMENSIONS OF CARS AND CONNECTING RAILROADS AND JUNCTION POINTS</b></p> <p>See Official Railway Equipment Register, issued by R.E.R. Publishing Corporation, Agent.</p>	

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

**FREIGHT TARIFF LVRB 8500-U**

<p><b>RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</b></p>
<p><b>ITEM 115</b> <b>APPLICATION OF SELECTIVE INCREASES</b></p> <p>A selective increase of four (4) percent has been applied to rates and charges contained in this tariff, except where otherwise provided in specific items of this tariff. All rates, treated under the provisions of this item, will be rounded to the next highest whole dollar amount.</p>
<p><b>ITEM 125</b> <b>STANDARD TRANSPORTATION COMMODITY CODE NUMBERS</b></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><b>RULES AND OTHER GOVERNING PROVISIONS SPECIAL RULES AND REGULATIONS - UNLIMITED</b></p>
<p><b>ITEM 200</b> <b>DEMURRAGE CHARGES [I NS]</b></p> <p>Demurrage for heavy duty industrial cars or cars deemed as specialty equipment by the Equipment Manager of the Railroad will be \$150.00 [I NS] per car per day or fraction thereof after free time. Free time will be one (1) day for loaded cars and two (2) days for empty cars.</p> <p>Demurrage for refrigerated cars or cars deemed as specialty equipment by the Equipment Manager of the Railroad will be \$70.00 [I NS] per car per day or fraction thereof after free time. Free time will be one (1) day for loaded cars and two (2) days for empty cars.</p> <p>Demurrage on all other cars will be \$45.00 [I NS] per car per day or fraction thereof after free time. Free time will be one (1) day for loaded cars and two (2) days for empty cars.</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><b>ITEM 210</b> <b>SWITCHING LIMITS DEFINED</b></p> <p>The entire line of road, beginning at point of connection with (NS) Norfolk Southern Railway Company at West End Junction, Bethlehem, PA, and extending in a generally easterly direction to connection with (NS) Norfolk Southern Railway Company at Florence Junction, Bethlehem, PA; thence in a generally southerly direction to point of connection with (NS) Norfolk Southern Railway Company at South Junction, Bethlehem, PA, a distance of approximately three and one-half (3 ½) miles.</p>
<p><b>ITEM 220</b> <b>APPLICATION OF RATES - ARTICULATED RAILWAY CARS</b></p> <p>The rates in this tariff will apply on each unit-segment of the articulation as a car. Each unit-segment must physically be part of the multi-unit-articulated-vehicle-of-commerce at the time of movement.</p>
<p><b>ITEM 230</b> <b>SHIPMENTS REQUIRING TWO OR MORE RAILWAY CARS [C]</b></p> <p>When shipments are loaded in so called articulated cars (two or more units permanently or temporarily joined together), or when a shipment requires two or more cars for transportation (including any and all reach cars or idlers), the rate for each unit-segment, reach car, or idler car in the sequence will be \$500.00 in addition to the applicable charges associated with the loaded railcar.</p>

<p><b>RULES AND OTHER GOVERNING PROVISIONS SPECIAL RULES AND REGULATIONS - UNLIMITED</b></p>
<p><b>ITEM 245</b> <b>SECURITY DEPOSITS</b></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"> <li>1. Is not on the railroad's credit list or</li> <li>2. Fails to pay demurrage, storage and other charges after specific written demand referring to this tariff provision.</li> </ol> <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 \$600.00 [C] or up to the maximum amount of demurrage, storage and other charges that accrued on anyone 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 [C]; or (b) the amount of existing past due demurrage, storage and other charges accrued by the customer, plus \$1,000.00 [C].</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 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"> <li>1. Is placed on the railroad's credit list, or</li> <li>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.</li> </ol>
<p><b>ITEM 250</b> <b>MAINTENANCE CHARGE FOR SWITCH CONNECTION [C]</b></p> <p>Switch Connection is a switch maintained and/or used by the LVRB for access to privately-owned sidetracks.</p> <p>Annual charge for maintenance of a Switch Connection \$3,500 per year</p> <p>Exemptions: The charge will not apply during any calendar year beginning January 1, 2005 in which the privately-owned sidetrack served by the switch connection originates and/or terminates twenty-four (24) or more carloads.</p> <p>Payable Date This charge is payable by the owner of the sidetrack served by the switch connection on or before January 1, 2006 and each succeeding January 1. The charge relates to LVRB maintenance of this switch connection during the previous calendar year.</p> <p>Service Obligation LVRB is under no obligation to provide service to or from private sidetracks for which the applicable charge is unpaid.</p>

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

**FREIGHT TARIFF LVRB 8500-U**

<b>SECTION 1</b>	
<b>LOCAL SWITCHING AND MISCELLANEOUS SERVICES SPECIAL RULES AND REGULATIONS – LIMITED</b>	
<b>ITEM 300</b>	<b>APPLICATION</b>
Rates and charges apply on local switching and miscellaneous services for intraterminal (Item 310) activities described in this Section.	
<b>ITEM 310</b>	<b>INTRATERMINAL SWITCHING DEFINED</b>
Intraterminal switching is the movement of a car or cars from one track to another track, or between two locations of the same track, within the switching limits of the same area or industrial switching district.	
<b>LOCAL SWITCHING AND MISCELLANEOUS SERVICES SPECIAL RULES AND REGULATIONS – LIMITED</b> (Rates and Charges in dollars and cents per car, except as noted)	
<b>ITEM 315</b>	<b>INTRATERMINAL SWITCHING (ITEM 310)</b>
All traffic: Between all points and all industries within the switching limits (Item 210) (TARIFF CODE 01)	
All cars . . . . .	\$582.00 [I NS]
<b>ITEM 321</b>	(TARIFF CODE 70) <b>HOLDING CARS [I NS]</b>
When loaded or empty cars cannot be placed to designated destination track due to conditions beyond the control of this railroad, an additional charge per movement will be assessed for the holding and subsequent delivery of the cars. . . . . \$200.00 [I NS]	
In addition, a per car per day charge will apply beginning the day the cars are placed on hold tracks. . . . . \$45.00 [I NS]	
If private or other railroad ownership cars, loaded or empty, are held on Railroad Owned tracks for any reason, including but not limited to storage, a per car per day charge will apply beginning the day the cars arrive on Railroad Owned tracks. There will be no free time. . . . . \$45.00 [I NS]	
The charges in this item will apply in addition to charges published elsewhere in this tariff.	
Note: All Saturdays, Sundays, and holidays (See Item 560) are to be considered chargeable days for cars being held awaiting instructions under this item, including the first Saturday, Sunday or holiday immediately following the day cars are placed on hold tracks.	
Carrier reserves the right to determine which of its tracks shall be used for holding cars subject to provisions of this item.	
<b>ITEM 323</b>	(TARIFF CODE 73) <b>ORDERED, NOT USED, REJECTED [I NS]</b>
When an empty car is ordered by a shipper, or by a third party on behalf of a shipper, and the car is subsequently cancelled or rejected by the shipper for any reason a charge will apply against the shipper. . . . . \$250.00 [I NS]	

<b>SECTION 1</b>	
<b>ITEM 335</b>	(TARIFF CODE 35) [C] <b>LOCOMOTIVE RENTAL OR SPECIAL SERVICE</b>
For rental of locomotives, including crew, upon definite prearrangement with railroad management 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 steam or air for dumping), rerailling of cars, or other equipment and other services not specifically covered herein . . . . . \$500.00 per hour. [C]	
<b>ITEM 340</b>	<b>LOCOMOTIVES (NOTE 1), LOCOMOTIVE TENDERS, LOCOMOTIVES AND TENDERS, LOCOMOTIVE CRANES, POWER SHOVELS AND POWER DERRICKS</b>
(TARIFF CODE 11)	
(a)	Locomotives, Locomotive Tenders, Locomotives And Tenders, Locomotive Cranes, Power Shovels And Power Derricks, Material Transfer Cars, Electric Pushers, On Their Own Wheels, Dead . . . . . \$1,057.00 Per Unit [I NS]
(TARIFF CODE 12)	
(b)	Locomotives, Locomotives And Tenders, On Their Own Wheels, Under Their Own Power . . . . . \$950.00 Per Unit [I NS]
Note 1: A locomotive is considered to be a single unit.	
<b>ITEM 350</b>	(TARIFF CODE 72) <b>REMOVAL AND REPLACEMENT OF CARS AFTER FIRST PLACEMENT OR SERVICE [I]</b>
For removal and replacement of a car originally placed on a track, whether empty, partly loaded, partly unloaded, or fully loaded, requiring movement that changes car's position on the track or when necessary for the placement or removal of other car(s), a charge will be assessed for each additional movement of each car. . . . . \$200.00 [I NS]	
<b>ITEM 360</b>	(TARIFF CODE 66) <b>SHOP CARS-REPAIRED OR TO BE REPAIRED [I NS]</b>
For switching of empty or loaded cars, repaired, or to be repaired, on railroad or customer owned tracks . . . . . \$325.00 [I NS]	
<b>ITEM 370</b>	(TARIFF CODE 71) <b>SORTING AND ASSEMBLING [I NS]</b>
For sorting, assembling and selectively sequencing empty or loaded cars by type of car or railroad markings, when not randomly placed, the following charge will apply in addition to charges published elsewhere in this tariff. . . . . \$200.00 per movement [I NS]	
<b>ITEM 380</b>	(TARIFF CODE 74) <b>TURNING CARS / "WYE TURNAROUND" [C]</b>
Consignors and shippers should load railcars in a manner that unloading can be accomplished from either side of the railcar. If needed for convenience of loading or unloading after delivery at origin or destination, customers may request a repositioning called "turning car" or "Y" service, a charge will be assessed for each railcar that is turned . . . . . \$500.00 [C]	
<b>ITEM 390</b>	(TARIFF CODE 41-42) <b>WEIGHING [I NS]</b>
For weighing or reweighing cars on railroad company scales, charges will be assessed each time car is weighed, loaded or empty . \$250.00 [I NS]	

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

**FREIGHT TARIFF LVRB 8500-U**

SECTION 2			
PROPORTIONAL SWITCHING AND MISCELLANEOUS SERVICES SPECIAL RULES AND REGULATIONS - LIMITED (Rates and Charges in dollars and cents per car, except as noted.)			
<b>ITEM 400</b>			
<b>APPLICATION</b>			
Rates and charges on proportional switching and miscellaneous services for interchange line-haul (Item 410) activities described in this Section.			
<b>ITEM 410</b>			
<b>INTERCHANGE LINE-HAUL SWITCHING</b>			
Shipments destined to or originating at points beyond point of interchange with the LVRB at Bethlehem, PA. When the rates as published in Column A of Section 2 are not absorbed by the connecting railroads of the LVRB, as provided in the individual tariffs of these railroads, the rates published in Column B of Section 2 will be in addition to line-haul rates applicable to point of interchange with the LVRB.			
<b>ITEM 415</b>			
<b>INTERCHANGE ERROR MOVEMENT [C]</b>			
Cars received by the LVRB 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 \$550.00 [C] for returning car to proper carrier or forwarding cars to proper carrier. Charges for this service will be assessed against the delivering carrier.			
<b>ITEM 420</b>			
<b>INTERMEDIATE SWITCHING [C]</b>			
Intermediate switching service is defined as switching which LVRB performs between interchange tracks of one carrier to interchange tracks of another carrier at the same station. LVRB will assess the intermediate switching charge of \$600.00 [C] to the delivering line-haul carrier.			
<b>PROPORTIONAL SWITCHING INTERCHANGE LINE-HAUL SWITCHING (ITEM 410) (Rates and Charges in dollars and cents per car, except as noted.)</b>			
	<b>INTERCHANGE</b>	<b>COLUMN A Absorbed ITEM 410</b>	<b>COLUMN B Non-Absorbed ITEM 410</b>
<b>ITEM 450</b> All Commodities, except as provided for in Items 455 thru 485	Bethlehem, PA (Iron Hill Yard & Shimersville Yard)	\$865.00 [I NS]	\$865.00 [I NS]
	Bethlehem, PA (Riverside Yard)	\$865.00 [I NS]	\$865.00 [I NS]
<b>ITEM 455</b> Machinery, except electrical (STCC 35)	Bethlehem, PA (Iron Hill Yard & Shimersville Yard)	\$2,038.00 [C]	\$2,378.00 [C]
	Bethlehem, PA (Riverside Yard)	\$2,038.00 [C]	\$2,378.00 [C]
<b>ITEM 460</b> Electrical machinery, equipment or supplies (STCC 36)	Bethlehem, PA (Iron Hill Yard & Shimersville Yard)	\$2,038.00 [C]	\$2,378.00 [C]
	Bethlehem, PA (Riverside Yard)	\$2,038.00 [C]	\$2,378.00 [C]

SECTION 2			
PROPORTIONAL SWITCHING INTERCHANGE LINE-HAUL SWITCHING (ITEM 410) (Rates and Charges in dollars and cents per car, except as noted.)			
	<b>INTERCHANGE</b>	<b>COLUMN A Absorbed ITEM 410</b>	<b>COLUMN B Non-Absorbed ITEM 410</b>
<b>ITEM 465</b> Fabricated metal products (STCC 34)	Bethlehem, PA (Iron Hill Yard & Shimersville Yard)	\$2,038.00 [C]	\$2,378.00 [C]
	Bethlehem, PA (Riverside Yard)	\$2,038.00 [C]	\$2,378.00 [C]
<b>ITEM 470</b> Liquefied gases, Coal or Petroleum for Online Customers (STCC 49 05)	Bethlehem, PA (Iron Hill Yard & Shimersville Yard)	\$2,906.00 [C]	\$3,340.00 [C]
	Bethlehem, PA (Riverside Yard)	\$2,906.00 [C]	\$3,340.00 [C]
<b>ITEM 471</b> Liquefied gases, Coal, Petroleum, other Hazardous Material for Storage or Staging except Carbon Dioxide (STCC 49)	Bethlehem, PA (Iron Hill Yard & Shimersville Yard)	\$1,585.00 [C]	\$1,585.00 [C]
	Bethlehem, PA (Riverside Yard)	\$1,585.00 [C]	\$1,585.00 [C]
<b>ITEM 472</b> Carbon Dioxide (STCC 4904509)	Bethlehem, PA (Iron Hill Yard & Shimersville Yard)	\$915.00 [I NS]	\$915.00 [I NS]
	Bethlehem, PA (Riverside Yard)	\$915.00 [I NS]	\$915.00 [I NS]
<b>ITEM 475</b> Cars, Railway, empty on own wheels (Subject to Item 220), including New, repaired, to be repaired, or to be dismantled	Bethlehem, PA (Iron Hill Yard & Shimersville Yard)	\$400.00 [I NS]	\$400.00 [I NS]
	Bethlehem, PA (Riverside Yard)	\$400.00 [I NS]	\$400.00 [I NS]
<b>ITEM 480</b> Oils, (including feed stock for bio-diesel production) Non HazMat (STCC 20 933)	Bethlehem, PA (Iron Hill Yard & Shimersville Yard)	\$640.00 [I NS]	\$640.00 [I NS]
	Bethlehem, PA (Riverside Yard)	\$640.00 [I NS]	\$640.00 [I NS]
<b>ITEM 485</b> Lumber or Wood Products (STCC 24)	Bethlehem, PA (Iron Hill Yard & Shimersville Yard)	\$825.00 [I NS]	\$825.00 [I NS]
	Bethlehem, PA (Riverside Yard)	\$825.00 [I NS]	\$825.00 [I NS]

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

**FREIGHT TARIFF LVRB 8500-U**

<b>SECTION 3</b>
<b>PROVISIONS GOVERNING RECEIPT AND DELIVERY OF CARS OF FREIGHT</b>
<p><b>ITEM 500</b></p> <p align="center"><b>APPLICATION</b></p> <p>Rules and charges applicable on receipt and delivery of cars of freight under conditions described in this tariff.</p>
<p><b>ITEM 510</b></p> <p align="center"><b>RECEIPT AND DELIVERY AT PRIVATELY-OWNED SIDETRACKS</b></p> <p>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 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 Note 1, Item 540).</p>
<p><b>ITEM 520</b></p> <p align="center"><b>RECEIPT AND DELIVERY AT LOADING AND UNLOADING LOCATIONS</b></p> <p>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 customer within the customer's facility without any additional charge when such service can be ordinarily performed in continuous movement (Note 2, Item 540), at the carrier's ordinary operating convenience (Note 1, Item 540), provided the locomotives in general use for switching in the vicinity of the site can do so safely.</p>

<b>SECTION 3</b>
<b>PROVISIONS GOVERNING RECEIPT AND DELIVERY OF CARS OF FREIGHT</b>
<p><b>ITEM 530</b></p> <p align="center"><b>CHARGES FOR DELAY IN ACCEPTING SERVICE [C]</b></p> <p>When receipt or delivery of a car or cars as provided in Items 510 and 520 cannot be accomplished in continuous movement (Note 2, Item 540), at the carrier's ordinary operating convenience (Note 1, 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:</p> <p align="center">(TARIFF CODE 68) [C]</p> <p>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 \$125.00 [C] 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.</p> <p>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 customer's facility. 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 charges provided in Item 321 of this tariff.</p> <p>C. For the purpose of applying the provisions of Paragraph (A) and (B), time shall commence to run from the minute the carrier determines that the shipper or consignee is unable to accept service.</p> <p align="center">(TARIFF CODE 67) [C]</p> <p>D. When because of the inability of the receiver to accept all cars of a unit-train at the unloading site, a charge of \$800.00 [C] will be assessed for the subsequent movement of all residual unit-train cars to be delivered.</p>

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

**FREIGHT TARIFF LVRB 8500-U**

<b>SECTION 3</b>	
<b>PROVISIONS GOVERNING RECEIPT AND DELIVERY OF CARS OF FREIGHT</b>	
<b>ITEM 540</b>	<b>EXPLANATION OF NOTES</b>
<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 weekday except when additional switches are made by the carrier in its own or the public interest as distinguished from the customer'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 switching limits at other times at the request of the customer or to meet the requirements of customer 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 customer is directly responsible.</p>	
<b>ITEM 550</b>	<b>LIABILITY FOR COMMODITY LOSS OR DAMAGE [A]</b>
<p>LVRB will transport railcars, loaded or empty, within ordinary operating convenience (See Item 540). LVRB will not be liable for loss, damage, or delay caused by:</p> <ul style="list-style-type: none"> <li>• an act of God</li> <li>• a public enemy, terrorism, or cyber-attack</li> <li>• the authority of law</li> <li>• riots</li> <li>• strikes</li> <li>• acts of civil disobedience</li> <li>• an inherent quality or characteristic in the commodity</li> <li>• natural shrinkage</li> <li>• temperature, corrosion, or humidity related issues</li> <li>• shipper, consignor, consignee, owner, or any contracting party's inability or refusal to accept or receive a railcar, loaded or empty, when first offered for placement by LVRB</li> <li>• an act or default of shipper, consignor, consignee, owner, or any contracting party, including but not limited to, the failure of the shipper or any other party to properly block or brace the lading; or the stoppage and holding in transit of lading at the request of the shipper, consignor, consignee, owner, or any contracting party.</li> </ul> <p>LVRB's liability will not extend beyond the actual physical loss or damage to the cargo itself, including any costs reasonably incurred in efforts to mitigate the loss or damage. Notwithstanding anything to the contrary, with respect to Commodity loss or damage, LVRB will not be liable for any claims totaling less than \$250.00 per railcar or claims in excess of \$250,000.00 per railcar. As a condition precedent to any right to recovery for loss, damage, or delay to cargo, a written claim must be filed within nine (9) months after delivery of a shipment.</p>	

<b>SECTION 3</b>	
<b>PROVISIONS GOVERNING RECEIPT AND DELIVERY OF CARS OF FREIGHT</b>	
<b>ITEM 560</b>	<b>LIST OF HOLIDAYS</b>
<p>Whenever in this tariff reference is made to "holidays," it means the following:</p> <ul style="list-style-type: none"> <li>New Year's Day</li> <li>Memorial Day</li> <li>Independence Day</li> <li>Labor Day</li> <li>Thanksgiving Day</li> <li>Christmas Day</li> </ul> <p>In the event one of the above holidays occurs on Sunday, the following Monday will be considered as a holiday for the purposes of this tariff. The dates observed for above holidays will be as provided by Federal law except where individual states decree otherwise.</p>	
<b>ITEM 1000</b>	<b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</b>
<p>ASLG - American Short Line and Regional Railroad Association          BOE - Bureau of Explosives          CPRS - Canadian Pacific Railway          DH - Delaware and Hudson Railway Company          LVRB - Lehigh Valley Rail Management LLC, Bethlehem Division          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          STCC - Standard Transportation Commodity Codes Tariff          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          [NS] - Denotes rate not subject to Item 115 of this tariff          [R] - Denotes reduction</p> <p>-V- - 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>	