

# THE LAKE TERMINAL RAILROAD COMPANY

FREIGHT TARIFF LT 8010 - AH **I**

(CANCELS ALL PREVIOUS FREIGHT  
TARIFF LT 8010)

ALL-RAIL  
LOCAL AND PROPORTIONAL SWITCHING TARIFF  
APPLYING ON LOCAL TRAFFIC AT OR BETWEEN STATIONS ON  
THE LAKE TERMINAL RAILROAD  
AND  
ON INTERCHANGE TRAFFIC WITH  
CSX TRANSPORTATION, INC.  
NORFOLK SOUTHERN RAILWAY COMPANY  
AT LORAIN AND SOUTH LORAIN, OHIO

## SWITCHING TARIFF

### NOTICE

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

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ISSUED BY  
JW Burwinkel  
Sr. Vice President Administration  
900 Thompson Run Road  
Monroeville PA, 15146

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CANCELLATION NOTICE

Rates and charges shown in previous Tariff LT 8010 are cancelled by this issue, and not brought forward herein are cancelled account obsolete.

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**ITEM 50  
CHECK SHEET OF PAGES**

All of the pages contained in this tariff are listed consecutively by number. The pages to the tariff, and the supplements to the tariff, listed on this page, bear issued dates that are the same as, or are prior to, the issued date of this page. "0" in the revision column indicates an original page.

REVISION	PAGE	REVISION	PAGE

**ITEM 100  
EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS**

ABBREVIATION	EXPLANATION
BOE	Bureau of Explosives
CSXT	CSX Transportation, Incorporated
LT	The Lake Terminal Railroad Company
Jct.	Junction
NS	Norfolk Southern Railway Company
NSO	National Service Order
UFC	Uniform Freight Classification (National Railroad Freight Committee, Agent)
ORSL	The Official Railroad Station List
RER	The Official Railway Equipment Register
RIC	RAILINC, Agent
STCC	Standard Transportation Commodity Code

REFERENCE MARK	EXPLANATION
<b>I</b>	To denote increases.
<b>C</b>	To denote changes in wording which result in neither increases nor reductions in charges.
<b>R</b>	To denote reductions.
<b>N</b>	To denote new items.
<b>(3)</b>	On shipments moving on heavy-duty flat cars as described in Freight Tariff RIC 6740 series and Schnabel-type cars, an additional charge of \$2,408 per car will be assessed.
<b>(4)</b>	Applicable only in connection with CSX Transportation, Inc. Not subject to fuel surcharge.

For explanation of Abbreviations/Reference Marks, see Item 100.

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**RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION
101	LT CONDITIONS OF CARRIAGE	Switching and other services provided under this publication are subject to the rules and provisions of LT Conditions of Carriage No. 1 series, including the LT Liability provisions of Rules 200, 250, and 265, and the Fuel Surcharge provisions of Rule 280. LT Conditions of Carriage No. 1 series is available via the Internet on the LT website at <a href="http://www.transtarrail.com">www.transtarrail.com</a> under Customer Circulars.
102	SECURITY DEPOSITS FOR PAYMENT OF DEMLTAGE AND STORAGE CHARGES	<p>All Consignors, Consignees, or agents thereof conducting business with Lorain Connecting Railroad (Carrier) will be required to apply for credit with Carrier.</p> <p>Credit will be granted solely at the discretion of the Carrier.</p>
103	SECURITY DEPOSITS FOR PAYMENT OF ACCESSORIAL CHARGES	<p>A security deposit to insure payment of accessorial charges that may accrue will be required from every Consignor, Consignee, or agent thereof who:</p> <p>A. Is not on the Lorain Connecting Railroad’s credit list, and                      B. Fails to pay accessorial charges after specific written demand referring to this tariff provision.</p> <p>A deposit must be paid, by wire transfer, before any freight car is delivered to such Consignor, Consignee, or agent thereof for loading or unloading. A deposit on one unit of equipment is not transferable to another.</p> <p>A deposit for each car shall be in the minimum amount of two hundred dollars (500.00) or up to the maximum amount of accessorial charges accrued on any one car during the preceding twelve (12) months.</p> <p>In the case of a Consignor, Consignee, or agent thereof receiving multiple carloads for loading or unloading, the total amount required to be deposited shall not exceed the lesser of the amount of existing past accessorial charges accrued by the Consignor, Consignee, or agent thereof due or \$25,000.</p>

For explanation of abbreviations/reference marks, see Item 100.

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RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION
103	SECURITY DEPOSITS FOR PAYMENT OF ACCESSORIAL CHARGES	<p>Once the Consignor, Consignee, or agent thereof is placed on the Carrier's authorized credit list, or has paid all outstanding accessorial charges and has given assurance to the satisfaction of the Carrier's credit office that future accessorial charges will be paid within the credit period prescribed in applicable tariffs, the Carrier will refund the balance of the deposit to the Consignor, Consignee, or agent thereof by the 5th day of the month following that in which the equipment is released to the Carrier after deducting any and all unpaid accessorial charges.</p> <p>Security deposits will no longer be required after the Consignor, Consignee, or agent thereof either:</p> <p>A. Is placed on Carrier's authorized credit list, or                      B. Has paid all outstanding accessorial charges and has given assurance to the satisfaction of the Carrier's credit office that future accessorial charges will be paid within the credit period prescribed in applicable tariffs.</p>

For explanation of abbreviations/reference marks, see Item 100.

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**RULES AND OTHER GOVERNING PROVISIONS**  
**GENERAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION
105	DESCRIPTION OF GOVERNING CLASSIFICATION	The term "Uniform Classification" when used herein means Tariff UFC 6000 series, issued by National Railroad Freight Committee, Agent.
110	STATION LIST AND CONDITIONS	<p>This tariff is governed by Tariff OPSL 6000 series, issued by RAILINC, Agent, to the extent shown below.</p> <p><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>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><b>GEOGRAPHICAL LIST OF STATIONS</b></p> <p>For geographical locations of stations referred to in this tariff.</p>
115	EXPLOSIVES, DANGEROUS ARTICLES	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 Tariff BOE 6000 series.
120	REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.	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.
125	TERMINAL OR TRANSIT PRIVILEGES OR SERVICES	<p>Shipments made under the rates contained in this tariff are entitled also to terminal or transit services and privileges, and are subject to the charges, allowances, rules and regulations legally applicable thereto, as provided in separately published, lawfully-filed tariffs.</p> <p style="text-align: center;"><u><b>EXCEPTION</b></u></p> <p>When provisions of this tariff specifically cover any such charge, allowance, rule or regulation, corresponding or conflicting provisions in such separate tariffs will not apply.</p>

For explanation of abbreviations/reference marks, see Item 100.

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**RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION
140	CONSECUTIVE NUMBERS	Where consecutive numbers are represented herein by the first and last numbers connected by the word "to" or a hyphen, they will be understood to include both the numbers shown and all of the numbers between. If the first number only bears a reference mark, such reference mark also applies to the last number shown and all of the numbers between.
145	CAPACITIES AND DIMENSIONS OF CARS	For marked capacities, lengths, dimensions and cubical capacities of cars, see Tariff RER 6414 series, issued by R.E.R. Publishing Corporation, Agent.
160	NATIONAL SERVICE ORDER TARIFF	This tariff is subject to provisions of various Surface Transportation Board Service Orders and General Permits as shown in Tariff NSO 6100 series, Western Trunk Line Committee, Agent.
180	COMMODITIES IN PRIVATELY OWNED CARS	Switching rates named in this tariff, applicable to commodities shipped in privately owned cars, include the return movement of the empty cars.
185	SWITCHING LIMITS DEFINED	The switching limits of The Lake Terminal Railroad Company comprise the entire line of railroad beginning at the point of interchange with the east side of the 28th Street Yard of CSXT at Lorain, OH, and extending east to the middle of the East River Road to point of interchange with the yard of NS at South Lorain, OH.
190	APPLICATION OF CHARGES	Switching charges named in this tariff will apply on all local shipments on LT and on all shipments destined to or originating at points beyond point of interchange with connecting railroads at Lorain or South Lorain, OH. Switching charges on outbound traffic in this tariff will apply in or on equipment furnished from immediately available sources on LT. Requests for equipment by ownership will be considered only when LT does not have, immediately available, suitable equipment of the size, type and capacity requested. When charges published herein are not absorbed in whole, the balance of such unabsorbed charges will be in addition to connecting railroads' rates to or from interchange point with LT at Lorain and South Lorain, OH.
210	CAR DEMURRAGE RULES AND CHARGES	Except as otherwise provided, the car demurrage rules and charges, as provided in Freight Tariff RIC 6004 series, will govern on all cars handled or switched under this tariff.
240	EXEMPT COMMODITIES AND EQUIPMENT	Except as otherwise provided in Exempt Circulars and Quotations, this tariff does not apply to commodities, equipment and services exempted from regulation by the Surface Transportation Board under the various subject numbers of Ex Parte 346.

For explanation of abbreviations/reference marks, see Item 100.

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**RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION	Rate
239	LOAD ADJUSTMENTS	A charge per car will be assessed on cars ordered back to industries from any other location for load adjustments, whether shipments are cancelled or again forwarded. If loaded car is again forwarded, no additional charge will be assessed for placement of car at location from which originally ordered back for load adjustment.	\$407
242	LOADED CARS HELD FOR FINAL DISPOSITION ORDERS	A charge per car will be assessed on loaded cars consigned in care of this railroad's agent or ordered from loading point, and either designated by shipper to "Hold," or held by this railroad account of insufficient billing instructions to move cars to destination.	\$153
245	EMPTY CARS HELD PRIOR TO PLACEMENT PER CUSTOMER REQUEST	A charge per car will be assessed on empty cars held prior to placement per the customer's request. This charge is in addition to the applicable switching rate, demurrage charge, and other associated fees published herein.	\$153
250	ORDERING HEAVY DUTY FLAT CARS	When an industry on this Railroad requests the placement of an empty Heavy Duty Flat Car, as described in Tariff RIC 6740 series, an ordering charge per car will be assessed the requesting party. This charge is in addition to all other applicable freight and accessorial charges and applies whether such car is actually used in railroad service.	\$186
260	OVERLOADED CARS	A charge per car will be assessed on cars, when weighed and found to be overloaded, ordered by industry back to the point of origin. No additional charge will be assessed for movement to the scales and return to point of origin.	\$407
270	SPECIAL SWITCHING SERVICE	Requests of industry for special movement of car or cars, necessitating crew being taken from previously assigned work or requiring the assigning of a new crew to perform special move, will be performed at a charge per hour. (See Item 380.) This charge is in addition to the applicable switching rate published herein. Time and charges will be computed from the time such locomotive and crew is ordered from its regularly assigned duties until it returns to its regular assignment.	\$430
271	EMPTY CARS ORDERED AND NOT USED	If the service of switching and placing an empty ordered car has been performed, and the car is subsequently released back to the carrier empty, the party ordering, but not using the equipment will be assessed charge per car, in addition to applicable demurrage and detention charges.	\$430

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**RULES AND OTHER GOVERNING PROVISIONS**  
**SPECIAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION	Rate
280	PAYMENT TERMS	All credit customers must pay charges in accordance with the terms established by the billing carrier. When the LT is the billing carrier, the credit period is fifteen (15) days, including Saturdays and Sundays and legal holidays and shall begin on the day following presentation of the freight bill. The term "freight bill" as used in this item includes paperless documents, billing by electronic data interchange (EDI), and invoice less procedures. Presentation of the freight bill shall be deemed to have been made: (a) upon mailing of acceptance check, draft, or money order when paying by mail, and (b) upon receipt of funds in the carrier's bank account when paying via electronic transmission.	
290	FINANCE CHARGES	The LT may assess a finance charge of 1.5% per month on unpaid bills for freight and miscellaneous charges, including demurrage, switching and weighing, which are past due its credit terms. Any invoice not paid within ten (10) calendar days after its respective date will be considered late, and the party responsible for payment shall be assessed finance charges as described herein.	
291	CARS RELEASED FROM INDUSTRY OR TEAM TRACKS WITHOUT FINAL DESTINATION FORWARDING INSTRUCTIONS	<p>1. Except as otherwise provided, when on customer's order a car is removed from industry or team track without proper final destination forwarding instructions, and such car is held on carrier's track awaiting such forwarding instructions, a handling charge per car will be assessed against such customer, and the car will remain in continuous demurrage or detention until such forwarding instructions are received by carrier's representative.</p> <p>2. Except as otherwise provided, when on customer's order a car is removed from industry or team track without proper final destination forwarding instructions, and such car is held on shippers leased track awaiting such forwarding instructions, a handling charge per car will be assessed against such customer for the service of placing the car at the shippers leased track.</p> <p>3. If a car is removed from industry or team track on customer's order without proper final destination forwarding instructions, and the car has to be delivered back to the original industry, team track, or classification yard because the Class 1 Railroad did not receive forwarding instructions, a handling charge per car will be assessed against such customer, and the switching charge, as the case may be, will be assessed for the movement of the car in each direction.</p>	\$533

For explanation of abbreviations/reference marks, see Item 100.

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**RULES AND OTHER GOVERNING PROVISIONS  
SPECIAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION	Rate
300	EXTRA LOCOMOTIVE SERVICE CHARGES	<p>Requests to this company for locomotive service in connection with standby servicers-railing of cars or other equipment, movement of cars for convenience of cranes or locomotives, or for any purpose other than switching, the charge per locomotive, including crew, per hour. (See Item 380.)</p> <p>When a temporary change in the regularly established practice of placing cars for loading or unloading at any point on this railroad is caused by construction of new facilities or alteration of old facilities belonging to the consignor or consignee at that point, which makes it necessary for this railroad to use extra locomotive service to accomplish the placement of cars, for loading or unloading at that point, the charge for this extra locomotive service, during the period of this construction or alteration will be per hour. (See Item 380.)</p>	<p>\$430</p> <p>\$430</p>
320	RECLASSIFICATION OF CARS	<p>Upon request and order of consignor or consignee prior to departure of train from a classification yard, a car or cars, already classified on basis of prior orders, will be reclassified for diversion by reissued switching orders differing from original delivery orders.</p> <p>The charge for reclassification of cars will be per hour (see Item 380), computed from the time the assigned locomotive and crew is ordered to start such work until it is released from such special assignment.</p>	<p>\$430</p>
330	SHIPMENTS REQUIRING SPECIAL HANDLING	<p>When shipments, because of dimension, weight or other special handling characteristics, cannot be handled in routine switching service, a locomotive service charge per hour (see Item 380), will be assessed in addition to the applicable published switching rate. Time and charges will be computed from the time such locomotive and crew is ordered from its regularly assigned duties until it returns to its regular assignment.</p>	<p>\$430</p>
340	CHANGE IN DESTINATION OF SHIPMENT	<p>At industry locations having mechanized switch order facilities, any change in switching instructions already issued to the railroad regarding original destination can only be accomplished by the issuance of a new switch order containing the desired revision. Service requirements needed to accomplish the change will be charged for, under the appropriate provisions of this tariff.</p>	<p>\$188</p>
341	PENALTY HOLD CHARGE	<p>A charge per car, in addition to the switching charge, will be assessed when a loaded car is ordered hold, awaiting final disposition. Car will remain on continuous demurrage in accordance with Freight Tariff 6004 series. When a shipment requires, on account of length, two or more open cars, charges for such service will apply per shipment.</p>	<p>\$188</p>

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**RULES AND OTHER GOVERNING PROVISIONS**  
**SPECIAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION	Rate
342	RULE GOVERNING IMPROPERLY LOADED CARS	<p>Unless special loading, bracing, and blocking for a particular shipment is approved in advance and in writing by an authorized official, it is the duty of the consignor or owner of the shipment (the "Shipper") to ensure that its shipment complies with all applicable Association of American Railroads rules, circulars, pamphlets and/or general information series publications and with all applicable loading pamphlets, diagrams, manuals, publications, and/or procedures (collectively, the "Loading Requirements"). Railroad cannot and does not routinely inspect shipments to determine compliance with these Loading Rules in light of the various different requirements does so in general terms and Railroad takes no responsibility for hidden or latent non-compliance with the Loading Requirements or patent non-compliance with the Loading Requirements which because of the unique characteristics of the shipment are not readily recognizable except to a person expert to the particular shipment. Railroad has the right to inspect, weigh and reject shipments at origin for not complying with the Loading Requirements.</p> <p>Railroad may elect to stop en route: 1) any car that does not comply with the Loading Requirements, or 2) a trainload shipment that includes one or more improperly loaded car(s), and hold the individual car or the entire train on a track or tracks where the load re-blocking, re-bracing or transloading may be accomplished. It will be the responsibility of the Shipper to re-block, re-brace or transload the lading at its expense. Railroad will not furnish any personnel, equipment or machinery that may be necessary to properly secure a load. Upon request and order of consignor or consignee prior to departure of train from a classification yard, a car or cars, already classified on basis of prior orders, will be reclassified for diversion by reissued switching orders differing from original delivery orders.</p> <p>Charges for each such car will be assessed as follows:                      1. Per car handling charge for each improperly loaded car.                      2. Subject to demurrage and storage provisions published in tariff 6004-Series.</p>	\$2,000
343	EQUIPMENT ORDERED & SUPPLIED	<p>When Railroad furnishes a car requested by shipper, Railroad will assess and shipper will pay a per car charge when shipper routes Railroad owned, leased or controlled equipment via routes that are not approved by Railroad. This charge is in addition to any other charges which may be due. Exception 1: With written or electronic approval from Railroad's Car Management Department, a shipper may utilize such equipment, without incurring this charge, for outbound shipments via a carrier other than Railroad.</p>	\$2,500

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**RULES AND OTHER GOVERNING PROVISIONS**  
**SPECIAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION	Rate
345	CHANGE IN DESTINATION OF SHIPMENT OF SHIPMENT / AFTER CAR HAS BEEN HANDLED	Any change in switching instructions already issued to the railroad and movement of car is in progress because of, but not limited to, destination track unavailability, customer redirection, ect. A per occurrence service requirement change will be charged in addition to the tariff related movement cost.	\$213
350	INTERCHANGE ERROR DELIVERIES	Cars, empty or loaded, delivered to LT in error, will be returned to the delivering carrier at a charge per car. LT will make every reasonable effort to comply with connecting carriers' administrative procedures with respect to securing authorization in connection with return of such cars. But, if the service of returning cars is, in fact, provided by LT due to connecting-carrier error, charge remains applicable in the event any particular aspect of administrative procedure unilaterally established by connecting carrier is not fulfilled. This includes, but is not limited to, assignment of an "FR Number" by CSX Transportation, Inc.	\$426
370	INTRAPLANT SWITCHING DEFINED	(Applicable only when specific reference is made to this item)  Intraplant Switching means the movement of a car or cars from one point within an industrial plant to another point within the same plant at one station.	
380	PRORATING OF HOURLY CHARGES	(Applicable only when specific reference is made to this item)  Where hourly charges are named in this tariff, fractions of one hour will be charged for on the basis of one sixtieth (1/60th) of the stated hourly charge for each minute of service. The crew's time record will govern the assessment of charges.	

For explanation of abbreviations/reference marks, see Item 100.

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SWITCHING RATES

LOCAL TRAFFIC ON THE LAKE TERMINAL RAILROAD AND TRAFFIC INTERCHANGED BETWEEN THE LAKE TERMINAL RAILROAD AND CONNECTING CARRIERS, ORIGINATING AT OR DESTINED TO PUBLIC TEAM TRACKS, SIDINGS AND INDUSTRIES LOCATED ON OR CONNECTED WITH THE LAKE TERMINAL RAILROAD

ITEM	APPLICATION	RATES IN DOLLARS PER CAR, EXCEPT AS NOTED
400	FREIGHT CARS, EMPTY, Railway Standard Gauge, on own wheels, of Private or Railroad Ownership (See Note) ..... NOTE – Includes cars used as idlers when required to make shipments safe for transportation.	\$191
405	IRON OR STEEL PRODUCTS EXCEPTION: Will not apply to traffic specifically provided for in Item 340.	\$385 \$519 (4)
410	IRON OR STEEL PIPE, TUBES OR FITTINGS	\$385 \$519 (4)
540	TRAFFIC, ALL OTHER, except as otherwise provided in Items 300 to 370	\$434 (3) \$570 (3) (4)
541	WEIGHING When a car is weighed or reweighed, loaded or empty, at the request of consignor or consignee, a charge per car will be made for each weighing on railroad scales. When additional switching is required for weighing an empty or loaded car after placement for loading or unloading, a rate of \$205 per car will apply. When additional switching is required for weighing an empty or loaded car after placement for loading or unloading, a rate per car will apply.	\$62 \$218

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