

**PADUCAH & LOUISVILLE RAILWAY, INC.**



**UNIT TRAIN TARIFF PAL 5000**

**NAMING  
 RULES AND CHARGES  
 ON  
 UNIT TRAIN SHIPMENTS OF COMMODITIES  
 OTHER THAN BITUMINOUS COAL; OR  
 COKE, THE DIRECT PRODUCT OF COAL; OR  
 COKE, PETROLEUM**

FROM	TO
Stations on the Paducah & Louisville Railway, Inc.	Interchange points on the Paducah & Louisville Railway, Inc.
Interchange points on the Paducah & Louisville Railway, Inc.	Stations on the Paducah & Louisville Railway, Inc.

**ISSUED: August 10, 2015** **EFFECTIVE: August 10, 2015**

**ISSUED BY**

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## **APPLICATION OF TARIFF**

### **APPLICATION - ITEM 1**

This tariff contains rates, rules, regulation, etc. which govern the handling of unit train shipments of all commodities other than bituminous coal, coke derived from coal, or petroleum coke; from, to and between stations served by the Paducah & Louisville Railway, Inc.

If provisions in other lawful tariffs to which the PAL is a party contain provisions which conflict with the provisions of this tariff, this tariff shall supersede and govern when the commodity is coal, bituminous.

## **RULES AND OTHER REGULATIONS**

### **STATION LISTS AND CONDITIONS - ITEM 10**

This tariff is governed by the Official Railroad Station List, OPSL 6000-series, Railinc, Agent.

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.

### **REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC. - ITEM 20**

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.

### **CONSECUTIVE NUMBERS - ITEM 40**

When amended, this tariff will be replaced in its entirety using letter suffixes to cancel, replace and supersede the prior version, beginning with A. Tariff 5000 is replaced by 5000-A, which is replaced by 5000-B, etc.

### **CAPACITIES AND DIMENSIONS OF CARS - ITEM 45**

For marked capacities, lengths, dimensions and cubical capacities of cars, see the Official Railway Equipment Register.

### **CARS FURNISHED BY CONSIGNEE OR CONSIGNOR – ITEM 70**

Cars furnished by consignor or consignee for the transportation of products herein via the PAL are not subject to the provisions of Tariff RIC 6007-series and any applicable mileages contained therein will not

be paid by PAL on cars used in movements on this railroad.

### **INTRASTATE APPLICATION - ITEM 105**

Provisions in this tariff will apply on intrastate traffic to the same extent as applicable on interstate traffic.

### **DEFINITION OF A UNIT TRAIN - ITEM 125**

A unit train is a single set of a minimum of 65 cars with locomotives provided for the movement of product to one destination for unloading or one origin for loading where the locomotives and cars are placed and pulled with a single switching movement to/from the customer's facility, or to/ from a designated transfer point of an industrial switching company acting as an agent for the customer. PAL will deliver the unit train to the industry siding/track, the crew will depart, leaving the locomotives with the railcars, and then PAL will recrew to withdraw the train set.

Additional service beyond the scope of this definition will be subject to additional charges as described in Items 135, 140 and 190.

### **LIMITATIONS ON UNIT TRAIN SERVICE - ITEM 130**

Unit train service requires special infrastructure and operating capabilities that may not be needed for single car or multi-car service. PAL is not capable of providing unit train service to or from every station. Customers must obtain PAL Operations approval and confirmation that unit train service can be provided at a particular station and/or industry location prior to request for such service. Customers must confirm with any railroad connecting to PAL that unit train service can be provided at locations that customer wants to transport a unit train to or from.

### **UNIT TRAIN SWITCHING - ITEM 135**

Facilities that require PAL to aggregate or disaggregate cars to or from a unit train will be subject to switching charges in addition to the line haul transportation charges. The price for this intra-plant switching service will be \$150 per each car in the train set when the switching service can be performed by PAL without leaving the assigned siding or industry tracks. Time spent performing these services will be counted against the free time allowed for loading/unloading (see item 170). When cars are moved from or to a site other than the industry's siding/track, such movement will be subject to PAL line haul transportation charges.

### **INTRATERMINAL AND INTRAPLANT SWITCHING - ITEM 140**

- (a) This section contains intraterminal and intraplant switching charges applicable at stations on this railroad, and applies in instances when car/s are set out from or added to unit trains at facilities where trains can be placed/pulled in a single switching movement as described in item 125.

- (b) Intraplant switching is hereby defined as a switching movement from one location to another location at an industry or assigned siding or designated transfer point ("facility"), to another location at the same facility where the service can be performed without leaving the facility. The charge for this service is \$275 per car.
- (c) Intraterminal switching is hereby defined as a switching movement outside the boundaries of a facility, to another track owned by this railroad industry, but not to or from interchange with a connecting railroad. The charge for this service is \$500 per car.

## **CHARGES FOR TRANSPORTING PRIVATELY OWNED/LEASED EMPTY CARS - ITEM 155**

Transportation rates in tariffs or contracts published by PAL or by another railroad that interchanges with PAL include the movement of privately owned or leased empty railcars to the point of loading or as a return movement after unloading. PAL will assess freight charges for empty private car moves in the following situations:

- Moves that are subsequent to a non-chargeable empty move.
- Moves that are subsequent to a chargeable empty move, unless the second move is immediately followed by a loaded move.
- Moves that are not associated with a loaded move, but are moves either to or from a storage location.

The charge for this service for unit trains of 65 cars or more is \$2.75 per mile per car, subject to a minimum charge of \$200.00 per car, subject to fuel surcharge tariff PAL 8500. Shipments of less than 65 car lots are not subject to tariff PAL 5000-Series, but PAL 3008.

**EXCEPTION:** This item will not apply on cars involved and damaged in derailments and sent to repair facilities for repair.

## **DEMURRAGE RULES AND CHARGES - ITEM 170**

Unit trains used in transporting the products covered by this tariff will be subject to the following demurrage rules:

1. Demurrage time includes the total time the cars and locomotives are at the industry siding/track being loaded/unloaded, beginning with the time of actual placement and ending when PAL has been notified through electronic communication that the train set is completely unloaded, or in the case of loaded trains, the time complete forwarding instructions have been tendered to PAL, and in addition, any time assets are held under constructive placement. Free time is the amount of time allowed for loading/unloading for which no demurrage charges will accrue. Free time will be allowed according to the following schedule:

Up to 70 cars = 15 hours  
71 – 80 cars = 16 hours  
81 – 90 cars = 17 hours  
91 or more cars = 18 hours

2. Demurrage will be computed from the time of actual or constructive placement until the train is released. If a train is constructively placed, the amount of time between the times the train was ordered for placement to the actual placement will be deducted from the demurrage time. Demurrage time includes:
  - a. The amounts of time locomotives are used.
  - b. The amounts of time private cars are held on railroad tracks under constructive placement.
  - c. The amounts of time railroad furnished cars are held on railroad tracks under constructive placement and the amount of time at the industry siding/track.
  
3. After expiration of free time, the following charges apply:
  - a. Locomotive consist detention: \$300 per hour, or fraction thereof.
  - b. Private cars held on railroad tracks: \$2 per car per hour, or fraction thereof.
  - c. Railroad owned or leased cars: \$3 per car per hour, or fraction thereof.

### **CANCELLATION OF EMPTY UNIT TRAINS - ITEM 180**

If customer has ordered an empty unit train for loading, and subsequently cancels the order after the unit train has been received in interchange from a railroad connecting to PAL, requiring return of the empty train to the connecting railroad, customer will be subject to a train cancellation fee of \$10,000.

### **LOCOMOTIVE REPOSITIONING - ITEM 190**

In instances where after constructive or actual placement, it is determined that the unit train cannot be loaded/unloaded within a reasonable time frame, at PAL discretion, the locomotives will be separated from the unit train and put in other service or returned to a connecting railroad. When loading/unloading is completed, PAL will reassign locomotives to the unit train to complete the trip cycle. In such instances, a locomotive repositioning fee of \$3,000 will be assessed. In such instances, railcar demurrage is continuous, but the locomotive detention clock will be stopped when the original locomotive set is withdrawn, and will be restarted when the replacement set is reattached to the railcars.

### **WEIGHING - ITEM 200**

PAL will not perform the service of weighing of cars handled for the assessment of freight charges.

Weighing for billing will be determined by consignor at origin, by the use of consignors weighing facilities or by consignee at destination, by use of consignees weighing facilities.

Freight charges will be assessed on weights so determined, but not less than the minimum weight per shipment. Consignor/consignee weighing facilities must conform to the requirements of the AAR Scale Handbook.

## **SWITCHING CHARGES ON LOADED CARS HELD FOR INSTRUCTIONS - ITEM 230**

When on consignor's order, loaded or empty cars are removed from industry or team track and held by this railroad awaiting instructions, a switching charge of \$300.00 per car will be assessed for the movement; such charge will be in addition to all other charges applicable and will not be absorbed.

When on consignor's order loaded cars are removed by this railroad from industry or team track and prior to departure from origin station are subsequently ordered back to the original industry or team track, a switching charge of \$300.00 per car, will be assessed for the movement of the car in each direction and the car will remain on continuous demurrage in the account of the party in whose name the car was ordered for loading.