
MASSACHUSETTS COASTAL RAILROAD, LLC

TARIFF MC 9100

- ▶ ACCESSORIAL SERVICES
 - ▶ MISCELLANEOUS FREIGHT CHARGES
 - ▶ DEMURRAGE & STORAGE
 - ▶ STATIONS, GENERAL RULES and
CONDITIONS OF CARRIAGE
-

EFFECTIVE: January 1st, 2022

ISSUED BY:

Massachusetts Coastal Railroad,
LLC 12 Harding Street, Unit 201

508-291-2116

Lakeville, MA 02347

A Cape Rail, Inc. Company

www.masscoastal.com

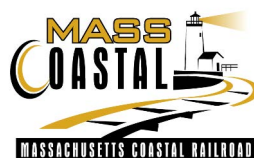


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▶ Part 1. Reference Items, General Rules and Conditions of Carriage

Item 35

Station List and Conditions

This tariff is governed by the Official Railroad Station List OPSL 6000-series, issued by Railinc, Agent, to the extent shown below:

1. Prepay Requirements and Station Conditions

For additions and abandonment of stations, and for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight and changes in station facilities.

When a station is abandoned as of a date specified in the above named publication, the rates from and to such station are inapplicable on and after that date.

2. Geographical list of stations

For geographical locations of stations referred to by station number.

3. Station numbers

For identification of stations shown or referred to by number.

Item 40

Stations by Line Segment

<u>Line Segment</u>	<u>Interchange w/ CSXT Rule 260</u>	<u>Station (all in MA)</u>
Cape Line	Middleboro, MA	MIDBO Middleboro
		ROCH Rochester
		TRE Tremont
		WARE Wareham
		EWARE E Wareham
		ONSET Onset
		BUZ Buzzards Bay
		SAG Sagamore
		SAND Sandwich
		WB W Barnstable
		YJ Yarmouth
		HYN Hyannis
NFAL NFalmouth		
Dean St Industrial	Taunton, MA	TAUNT Taunton
Watuppa Line	Taunton, MA	TAUNT Taunton

OPSL-6000 Series

Station Type	Station Name	OPSL	FSAC	SPLC	Rate NRB	Zip
O	Cotley	00900	00900	144221		02779
O,R	Myricks (1-3495)	01000	01000	144227	Taunton, MA	02718
O,R	Assonet (1-3495)	01005	01005	144282	Taunton, MA	02722
O	Bayview	01012	01012	144383		02748
O	Braleys	01013	01013	144285		02717
O,R	Acushnet (1-3495)	01015	01015	144343	Taunton, MA	02743
O,R	New Bedford (1-3495)	01020	01020	144360	Taunton, MA	02741

I- Explanation of Notes:

- A Notes 1 and 3495- As explained in OPSL 6000-series
- B Note 3495- Change: Massachusetts Coastal Railroad, LLC
(MC) 12 Harding Street, Unit 201
Lakeville, MA 02347
Tel: (508) 291-2116
Fax: (508) 923-9722

(See Mass Coastal's system map at masscoastal.com.)

CUSTOMER SERVICE

CONTACTS

Mass Coastal Customer Service
508-291-2116 Option 3
customerservice@masscoastal.com

Sandra Daley (414) 881-2044 Fax
(972) 692-8016
customerservice@masscoastal.com

Item 45

Connecting Railroads and Payment of Interline Freight

- A. Mass Coastal connects with CSX Transportation, with connections to all rail served points in North America. Visit shipCSX.com for a wide range of information, including access to the *ShipCSX* suite of e-business tools.
 - B. Freight charges on interline prepaid and interline collect shipments are invoiced by CSX Transportation. Parties responsible for payment of freight should refer to credit rules and terms of CSX Transportation.
-

Item 50

Explosives and Dangerous Articles

For rules and regulations governing the transportation of explosives and other dangerous articles of freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Bureau of Explosives Tariff STB BOE 6000-series.

Item 65

Protection of Perishable Freight

Shippers must specify on the bill of lading whether commodities loaded are perishable in nature requiring protection against heat or cold, and must be sure they are furnished a suitable car from the railroad for their shipment. Mass Coastal is not responsible for any loss or damage arising from the lack or failure of such protection, unless specified on the bill of lading.

Item 80

Capacities and Dimensions of Cars

For marked dimensions and capacities of cars, see The Official Railway Equipment Register, STB RER 6413-series, issued by R. E. R. Publishing Corporation, Agent.

Item 110

Non-Acceptance of Freight

Cars that cannot be placed upon private sidings because of physical construction of cars and/or curvature of sidetracks will not be accepted from connecting line for delivery on Mass Coastal.

Item 115

Requests to Move Loaded Cars Prior to Issuance of Billing

Mass Coastal's policy is to NOT pull loaded cars without complete billing from the customer. This is to protect the shipper from misroutes and billing errors that can occur when cars are moved without complete and accurate shipping instructions.

Item 125

Order / Notify Bills of Lading

Mass Coastal does not provide Order / Notify service. Bills of lading or shipping instructions tendered in the form of an order / notify bill of lading will be handled as straight bills of lading. Instructions requesting Mass Coastal to not complete delivery of a shipment until either securing authorization for delivery from the shipper or some other party, surrender of the bill of lading or notification by Mass Coastal to the shipper or some other party shall have no effect and be void regardless of whether such instructions are contained in a straight or an order / notify bill of lading; and Mass Coastal shall have no liability for delivering a shipment to the consignee listed in the bill of lading in such circumstances.

Item 140

Movement of Empty Cars in Road-haul Service

Railroad Cars

Empty cars of railroad ownership will be handled according to Car Service Rules as published in The Official Railway Equipment Register, STB RER 6413-series, issued by R. E. R. Publishing Corporation, Agent.

Private Cars

Empty private cars will be handled according to the provisions of Freight Tariff ASLG 6007-series; however, NO mileage allowance will be paid on private cars unless otherwise specified in a freight transportation contract.

Item 155

Unloading and Release of Cars at Destination

- A. Upon placement of a car at destination for unloading, consignee is responsible for unloading in a manner which does not damage the car, and for releasing the car clean of all dunnage and debris, and in a condition suitable for reloading by another shipper.
- B. If consignee fails to remove all lading, dunnage, blocking, bracing, strapping, debris or other material; or likewise, fails to secure interior loading devices and close doors, hatches and gates, then the consignee will be responsible for reimbursing Mass Coastal for the associated cost, including car cleaning, and the cost of any switching associated with such work.
- C. Demurrage, detention and storage charges apply until car is released to Mass Coastal in a clean condition.
- D. Notification by consignee that equipment is unloaded and released must be made in ShipperConnect; or otherwise made in writing (facsimile or email) to Mass Coastal's Customer Service Desk. Information provided in writing must include identity of consignee, name of person furnishing data, and car initial and number. Equipment will be considered released on the date and time such notification is received from the consignee.

Item 160

Holidays

For purposes of calculating demurrage free time, the following are defined as holidays:

- New Year's Day
 - Memorial Day
 - Fourth of July
 - Labor Day
 - Thanksgiving Day
 - Day After Thanksgiving
 - Christmas Eve
 - Christmas Day
 - New Year's Eve
-

Item 185

Idlers and Trailers

Idlers or trailers, also cars containing overflow or excess over carload, as per Rule 24 of UFC or exceptions thereto, will be treated as loaded cars.

Item 250

Demurrage: Purpose and General Rules

A. Demurrage is a charge for detaining a car. Railroads charge demurrage as an incentive for customers to load and unload cars promptly in order to improve utilization.

B. While on Mass Coastal, shipments are subject to demurrage rules and charges either:

- 1) as per a special, written agreement between the customer and Mass Coastal; or,
- 2) only as published in this tariff.

EXCEPTION: Shipments utilizing special, heavy capacity flat cars are subject to use and detention charges as published in Freight Tariff RIC 6740-series, and are in addition to demurrage charges in special agreements or as published in this tariff.

C. Private cars placed or stored on customer owned or leased tracks are NOT subject to demurrage charges. All other private cars ARE subject to demurrage charges, unless otherwise specifically covered under a provision or provisions contained in Items 275 to 315 of this tariff.

D. Weekends and holidays (as defined in Item 160) are treated as free time for the purpose of calculating demurrage – provided that free time as described in Item 260 has not expired. Once free time has expired, weekends and holidays are treated like any other day.

E. The date and time that a loaded or empty release is made in ShipperConnect, or otherwise received in writing (facsimile or email), governs the calculation of demurrage. Releases and forwarding instructions cannot be "back-dated."

F. Verbal releases and forwarding instructions will not be accepted. All notifications should be

sent to Mass Coastal's Customer Service Desk, and must be made by one of the following means only:

- 1) ShipperConnect
- 2) EDI (electronic data interchange)
- 3) E-BOL (electronic bill of lading via ShipperConnect)
- 4) facsimile (508-923-9722)
- 5) e-mail customerservice@masscoastal.com

- G. If Mass Coastal fails to make the customer's next scheduled switch after a customer has requested that a car be placed, then free time will be granted for that car until such switch is made.
- H. No allowance can be made for the bunching of inbound cars at interchange, since Mass Coastal does not control the flow of inbound cars from connecting railroads.
- I. Cars awaiting high and wide clearance ARE subject to demurrage.
- J. Cars for which customer has submitted a claim for damaged good, etc., are NOT subject to demurrage, provided customer has furnished all necessary information regarding the claim to Mass Coastal.
- K. Demurrage charges are billed monthly and are to be paid within fifteen (15) calendar days from presentation of the invoice. Invoices include all cars released during the month.

Item 260

**Demurrage Free Time and Charges:
All Cars Placed for Loading or Unloading**

- A. Customers receive Twenty Four (24) hours of "free time" within which to release cars back to Mass Coastal, starting from the next 12:01 a.m. (0001 hours) following constructive or actual placement. This time period is for both loading and unloading. Release must be made prior to expiration of Twenty Four (24) hours, or demurrage charges will accrue.
- B. All demurrage is calculated on a "straight plan;" that is, credit days are NOT accumulated to offset demurrage days.
- C. Cars ordered for placement by customers via ShipperConnect will be released from constructive placement automatically at the time the request is made. Any chargeable time incurred up to that point will be added to the "placed-to-released cycle" for purposes of calculating total demurrage.
- D. Demurrage ends at the date and time that cars are released by the customer back to the railroad.

Charge

Loaded or empty cars released following the expiration of free time:

Placed For	Free Time	Daily Charge**
loading or unloading	24 hours from next 12:01 am following constructive or actual placement	\$75

** Daily charge for Refrigerated Railcars (Mechanical Designation "R") is \$150.00

** Daily charge for special railcars with Mechanical Designation FD, FM or FW is \$275.

Item 270

Payment of Use and Detention Charges

Charges for Use and Detention of special railcars are to be paid directly to the car owner by the customer.

Item 275

Storage: Purpose and General Rules

- A. Storage is a charge for holding a private, loaded car, containing non-hazardous materials, on a railroad controlled track under special circumstances in lieu of demurrage. Storage charges are significantly lower than demurrage charges in recognition of the fact that an entity other

than a railroad has invested in the car, and that users of private cars may agree between and among themselves to use such cars for temporary storage of product.

- B. The term “storage” can also refer to holding private cars at no charge, or to holding cars containing hazardous materials, as further defined in this Part 2 of this tariff.
- C. All private, loaded cars consigned to Mass Coastal customers will be placed into storage in lieu of demurrage upon arrival at the serving station when not ordered for placement by the customer; HOWEVER, in recognition of the fact that cars may be held in storage for an extended period of time, customer agrees to protect, save harmless, defend and indemnify Mass Coastal from and against all claims, costs, expenses and liability for all loss and damage to lading contained in subject car(s) – including damage to the railcar itself – stored on Mass Coastal’s tracks, regardless of cause and whether caused by, arising out of or resulting from trespassers, vandals or acts of God. By accepting a car into storage status in lieu of demurrage, customer is agreeing to this provision. If customer does NOT wish to agree to this provision, customer must notify Mass Coastal in writing – prior to subject car’s arrival at serving station – to request that standard demurrage apply.
- D. This item applies ONLY to private cars billed to and to be unloaded by customers located on Mass Coastal.
- E. While on Mass Coastal, shipments are subject to only those storage rules and charges as are published in this tariff.
- F. Weekends and holidays are treated the same as regular business days for the purpose of calculating storage. Once a car is put into storage status, every day is counted, including weekends and holidays. [Note this is different than the rules governing demurrage.]
- G. The date and time that a customer’s instructions are received governs the calculation of storage. Instructions cannot be “back-dated.”
- H. Verbal instructions cannot be accepted. All instructions should be sent to Mass Coastal’s Customer Service Desk, and must be made by one of the following means only:
 - 1) ShipperConnect
 - 2) EDI (electronic data interchange)
 - 3) E-BOL (electronic bill of lading via ShipperConnect)
 - 4) facsimile 508-923-9722
 - 5) e-mail (customerservice@masscoastal.com)
- I. Storage charges are billed monthly and are to be paid within fifteen (15) calendar days from presentation of the invoice. Storage invoices include accrued charges on all cars in storage, including those not yet released from storage status.

Item 285

**Storage Charges: (cars meet all of the following criteria)
Private, Empty, Non-hazardous Cars
Held on Railroad Tracks for Loading by Mass Coastal’s Customers**

Mass Coastal provides storage for these cars at no charge.

Item 295

**Storage Free Time and Charges: (cars meet all of the following criteria)
Private, Loaded, Non-hazardous Cars Held on Railroad Tracks,
In Lieu of Demurrage**

- A. Customers receive twenty-four (24) hours of “free time” within which to order cars in for placement, starting from the next 12:01 a.m. (0001 hours) following arrival at serving station. Request for placement must be made prior to expiration of twenty-four (24) hours, or storage charges will accrue.
- B. Storage ends at the date and time that orders are received from the customer to place the car on the customer’s tracks.

Charge

Storage charge for each day, or portion of a day:

Move	Free Time	Daily Charge
inbound load	24 hours from next 12:01 am following arrival at serving station	\$15

Item 315

Storage of Loaded or Empty Hazardous Cars and Switching to Industry

- A. Loaded cars containing hazardous materials, or empty cars containing hazardous material residue, must be either:
 - 1) ordered in for placement at customer’s siding within forty-eight (48) hours of arrival at serving station; or,
 - 2) stored on a track leased by the customer.

EXCEPTION: Storage of cars containing toxic or poisonous inhalation hazards (TIH / PIH) on Mass Coastal’s tracks – or on customers’ leased tracks – IS NOT PERMITTED. Such cars must be delivered to consignee’s private facility tracks by the next regularly scheduled train. If consignee’s private facility tracks are full, Mass Coastal reserves the right to pull car(s) to make room on the track(s) to spot the TIH / PIH car(s).

- B. CFR 49, Parts 174.1 – 174.20, governs non-compliance with this Item.
- C. Loaded cars stored on customer’s lease tracks are subject to intra-plant or intra-terminal switch charges (as defined in Item 360) when ordered for placement to customer’s private facility tracks.

► Part 3. Accessorial Services & Miscellaneous Charges

Item 350

Diversion and Re-consignment

- A. The terms “diversion” and “re-consignment” refer to any instructions given by consignor, consignee or owner necessary to affect the delivery of a loaded or empty car, and requiring an addition to, or change in, the billing, or requiring an additional movement of the car, or both. The concept applies only to a car which has left the origin point, but has not yet been actually or constructively placed at destination. Such a car, when diverted or re-consigned, is subject to charges as described below.

EXCEPTIONS:

- 1) A diversion or re-consignment of an otherwise “reverse-route empty” which does not involve Mass Coastal incurring any backhaul mileage (when a car is moved “back” over a segment of the railroad already traversed in the move) to fulfill the request, will NOT be subject to charges.
 - 2) A change in the billing which involves only a change from collect to prepay or vice versa after car leaves original point of shipment, will not be considered a diversion or re-consignment. In such a case, instructions must be received by Mass Coastal’s Customer Service Desk in time to permit the change to be accomplished before placement of car at final destination.
 - 3) If a diversion or re-consignment order is received before a car has left the origin point named on the bill of lading, and Mass Coastal is able to effect the change prior to issuing switching instructions to the train crew, then such change will not be subject to charges.
- B. Cars actually or constructively placed at destination (where through freight obligation has been met) can no longer be diverted or re-consigned. In such case, cars must be re-billed with a new bill of lading, generating a new freight charge.
- C. The through freight rate to be used will be the rate from point of origin to final destination, unless the rate from point of origin to diversion point, or from diversion point to final destination, is higher, in which case the higher rate will apply.
- D. No diversion or re-consignment order shall designate any specific day or time of day for the execution of the order. Where day or time of execution is made a condition of the diversion or re-consignment order it will have no effect or application.
- E. When a diversion or re-consignment order is received after the car has been delivered to a connecting railroad, or is received too late for Mass Coastal to effect the change desired before delivery to a connecting railroad, Mass Coastal will direct the requesting party to contact the connecting railroad to which the car was delivered, at which time the responsibility of Mass Coastal will end. The car will then be subject to the rules of the railroad on which the order is accomplished.

NOTE: If shipment to be diverted or re-consigned is not located on Mass Coastal at the time of the request, it is in the best interests of Consignor, Consignee, or Owner to contact directly the railroad currently in possession of the car.

F. A diversion or re-consignment order must be made in writing naming the party responsible for charges, and proof of ownership must be established prior to execution of the diversion or re-consignment.

Charge

Diversion or Re-consignment Order: \$205 per order

Item 360

General Industrial Switching (Intra-Plant and Intra-Terminal)

Definitions and charges named in this item apply when switching is performed on the request of a customer in writing, and are in addition to applicable freight charges.

Intra-Plant Switching: A switching movement from one track to another or between two locations on the same track within the confines of the same (single) plant or industry. Definition applies only on movements which can be completed wholly within the confines of the same siding, plant or industry.

Intra-Terminal Switching: A switching movement (other than intra-plant) between industries, sidings or tracks located within a single station, or within two adjacent stations, on Mass Coastal.

Charges

[1] Intra-Plant Switching: \$200.00 per car

[2] Intra-Terminal Switching: \$290.00 per car

Item 395

Freight Charges – Empty Freight Cars Moving on Own Wheels and Back-to-Back, Empty, Private, Freight Cars and Locomotives

- A. Mass Coastal freight service covers the moving of an empty car to be loaded and the return of the loaded car or vice versa. Hence, empty movements without a corresponding loaded inbound or outbound movement are subject to freight charges. If an empty, private, car is received from a connection for an industry served by Mass Coastal and is subsequently ordered by the customer, or other authorized party, to be returned empty to the connection from which received, or to another connection, then a freight charge is assessed. The party ordering the return must present a bill of lading for “empty car moving on own wheels.”
- B. The freight charge in this Item covers movement between any two stations within a single line segment on Mass Coastal as described in Item 40, and expressly excludes movement between Mass Coastal line segments. In such cases, freight charges will also be due CSX Transportation for movement on their lines.

Charge

Freight Cars Moving on Own Wheels: \$385 per car

Item 400

Freight Charges – Passenger Cars

Mass Coastal welcomes private passenger cars to Southeastern Massachusetts. Freight charges are assessed on each leg of the trip: inbound from interchange to any station and outbound back to interchange. Customers should speak directly with Mass Coastal's Customer Service Desk well in advance of their planned trip or shipment.

Charge

Passenger Cars (each direction): \$725.00 per car

Item 430

Overloaded and Improperly Loaded Cars

- A. Overloaded and improperly loaded cars are extremely dangerous to railroad operations. When a car is found to be overloaded by more than one percent (1%) above the load limit stenciled on the side of the car, or above the gross rail load rating of any segment of track in the route regardless of the car's load limit; or is found to be improperly loaded according to AAR loading rules, the shipper will be required to take corrective action at its own expense.
 - B. An overloaded or improperly loaded car held or moved for corrective action is subject to demurrage charges as described in Part 2 of this tariff.
 - C. The shipper will be responsible for any and all derailment, track damage and car damage costs that are attributable to the car being overloaded or improperly loaded, including but not limited to, re-railing costs, car repairs, expenses related to traffic delays, environmental cleanup of any spilled commodities (hazardous and non-hazardous) and Mass Coastal's management time related to such an event.
-

Item 445

Turning of Cars to Permit Loading or Unloading

- A. When it is necessary or desired that a car be placed on a delivery track for unloading from one particular side or end of the car, such car must be properly placarded on both sides and a notation must be made on the bill of lading and the waybill.
- B. If this rule is not followed, and the car requires turning for unloading from the opposite side or end, then charges apply as outlined below.
- C. If the bill of lading carries a notation that car has been placarded, and the placard has been destroyed or removed before placement, then charges will NOT apply.

Charge

Car Turning: \$485.00 per car

Item 505

Weighing of Cars

Mass Coastal does not operate on-line scales for the weighing of cars. When weighing is required for the assessment of freight charges, weights should be furnished by either:

- a) railroad scale in the waybill route (without charge to parties named on the bill of lading); or,
 - b) railroad weight agreement.
-

Item 520

Special Train Service

- A. Special train service is the movement of a train in other than normal, regularly scheduled service performed on specific request of a customer, or when shipment characteristics (example: high / wide, excess weight, etc.) require it. A special train includes one locomotive.
- B. Request for special train service must be made in writing giving all necessary information to facilitate the movement of the train. Mass Coastal may restrict or modify a request for special train service.
- C. "Regularly scheduled" service is defined at the sole discretion of Mass Coastal and is subject to change.
- D. Charges for special train service are in addition to all other charges for the car(s) handled. The number of "service hours furnished by a special train" is calculated from the crew's on-duty time to their off-duty time.

Charges

- [1] When the train crew is NOT used exclusively to perform the service of the requesting customer: \$ 750 per event
- [2] When the train crew IS provided for the exclusive use of the requesting customer: \$1,200 per event
- [3] Locomotives for Work Train Service with T&E Crew. \$450/hr up to 10 hrs/shift per locomotive. Second Unit provided at \$250/hr
Overtime applies after 10 Hrs in a day

▶ Part 4. Glossary of Terms and Abbreviations

Item 1100

Glossary of Terms and Governing Definitions

For the purpose of applying the provisions of this tariff, the following are defined and govern:

Actual Placement: When a car is placed in an accessible position for loading or unloading at customer's facility, or at another point designated by the customer.

Bill of Lading: The written contract of carriage between shipper and railroad(s); contains all of the information necessary for railroad to create a waybill for the shipment.

Consignee: The party to whom a shipment is consigned or the party entitled to receive the shipment lading.

Under the bill of lading contract, regardless of whether the lading is actually delivered to an "in care of" or other party pursuant to the directions of the Shipper or Consignee, by accepting a shipment or by the acceptance of the shipment by a party on behalf of or by direction of the Consignee, the Consignee agrees to be bound by the terms and conditions of this tariff.

Consignor / Shipper: The party in whose name cars are ordered or the party who furnished the bill of lading or the forwarding instructions.

Consignor and Shipper shall have the same meaning for the purposes of this tariff. The Shipper is the party that enters into the contract of carriage with Mass Coastal or the originating railroad. The Shipper may be acting on its own behalf or on the behalf of another party; however, whether as principal or agent, the Shipper is bound in its own right to the terms and obligations of this tariff. The Shipper might or might not be the owner of the lading. When acting as a disclosed or undisclosed agent, the Shipper binds not only itself but also its principal to the terms and obligations of this tariff.

Constructive Placement: An industry term describing when a railroad controlled car cannot be actually placed at customer's facility because of any condition attributable to the customer, or is otherwise not ordered in for placement by the customer, and so is held on railroad tracks awaiting the customer's placement instructions.

On Mass Coastal, the time of a car's constructive placement is automated and equals seven (7) hours following the time of arrival at the customer's serving rail station.

Demurrage: A charge for detaining a car for loading or unloading beyond the prescribed free time.

Demurrage Day: A chargeable, twenty-four (24) hour period, or part thereof, beginning 0001 after the expiration of demurrage free time.

Disposition: Information, including forwarding instructions or release, which allows the railroad to either tender or release the car from the consignor's or consignee's account.

Diversión: An order received to deliver a loaded or empty car to other than its original billed destination or via other than its original billed route.

Foreign Car: A railroad controlled car bearing marks other than those of Mass Coastal.

Forwarding Instructions: A bill of lading or other written shipping instructions given to a railroad, containing all of the necessary information to transport a shipment.

Free Time: In the calculation of demurrage, the period of time between the next 12:01 am following constructive or actual placement and when the first demurrage day begins, including weekends and holidays when applicable.

In the calculation of storage, the period of time between the next 12:01 am following arrival at the serving station and when the first storage day begins. Weekends and holidays are not free in the calculation of storage.

Industrial Track: A track serving a particular industry, whether located upon the property of Mass Coastal or upon property owned or leased by the industry.

Interline Traffic: Road-haul traffic moving over two or more railroad lines.

Intra-Plant Switching: A switching movement from one track to another or between two locations on the same track within the confines of the same (single) plant or industry. Term applies only on movements which can be completed wholly within the confines of the same siding, plant or industry.

Intra-Terminal Switching: A switching movement (other than intra-plant) between industries, sidings or tracks located within a single station, or within two adjacent stations, on Mass Coastal.

Lease Track: Any track(s) assigned to a customer by Mass Coastal through written agreement.

Loading: The complete or partial loading of a car in conformity with AAR loading and clearance rules.

Loaded Car: A car that is completely or partially loaded.

Payor: The party primarily responsible for the payment of freight and other charges. The Payor may be the Shipper, Consignee or another party who has established credit.

Private Car: A car that is owned or leased by an entity other than a railroad.

Private Track / Siding: Any track which is not owned or leased by a railroad.

“Property of Mass Coastal”: Unless otherwise specified, refers to the owned property of the Executive Office of Transportation and Public Works of the Commonwealth of Massachusetts, as licensed to Mass Coastal to operate.

Public Delivery Track: Any track open to the general public for loading or unloading. Also called a “Team Track.”

Railroad Controlled Car: A car which is owned or leased by a railroad. (Cars carrying marks of TTX Company are considered railroad controlled for purposes of this tariff.)

Reciprocal (Absorbed) Switching: A type of interline switching where connecting railroads have access to each other’s open switching limits on a reciprocal basis.

Re-consignment: An order to bill a loaded or empty car to other than the original billed consignee; a change in the name of the consignor; or, an order that requires a change in the party responsible for payment of transportation charges of a shipment or empty car.

Rejected Car: When the original loaded car is rejected at destination without being unloaded. Or, when an empty car placed for loading is rejected at origin without being loaded.

Release: Date and time that the railroad receives valid notice that a car is empty and released to the railroad, or that forwarding instructions are received, and inspection is approved (if required) by Mass Coastal and connecting railroads.

Reshipment / Rebill: When the entire original shipment is forwarded in the same car to another destination via a new bill of lading.

Road-haul Traffic: Traffic received from or moved to a point outside of the switching limits of the same station or industrial switching terminal moving on a revenue waybill.

Serving Station: The rail station on Mass Coastal from where customer’s serving train (train that switches their facility) normally originates; or otherwise, the station where customer’s cars are staged awaiting customer’s request to place.

ShipperConnect: The on-line, customer interface tool of Railcar Management, Inc. furnished to all Mass Coastal customers for inputting their service requests and managing their rail business.

Storage: A charge for holding a private, loaded car containing non-hazardous materials on a railroad controlled track under special circumstances in lieu of demurrage.

Also refers to holding a private car at no charge under other, specific circumstances.

See Item 275 for applications of the term "storage."

Storage Day: A chargeable, twenty-four (24) hour period, or part thereof, beginning 0001 after the expiration of storage free time.

Team Track: A track assigned by Mass Coastal for use by the general public. Also called a "Public Delivery Track."

Tender: The presentation of a shipment for transportation by the shipper; or, the actual or constructive placement of a loaded car by the railroad.

Time: Local time applies, expressed on the basis of a 12 or 24 hour clock. For example: 12:01 a.m. may be expressed as 0001 hours.

Unloading: The complete unloading of a car.

Item 1120

Explanation of Abbreviations

AAR	Association of American Railroads
ASLG	A tariff heading of the ASLRRRA
ASLRRRA	American Short Line and Regional Railroad Association
BCLR	Bay Colony Railroad
BNSF	Burlington Northern Santa Fe Railway
BOE	Bureau of Explosives
CFR	Code of Federal Regulations
CN	Canadian National Railways
CPRS	Canadian Pacific Railway
CSXT	CSX Transportation
FRA	Federal Railroad Administration
FSAC	Freight Station Accounting Code
KCS	Kansas City Southern Railroad
MC	Massachusetts Coastal Railroad
MPS	Mechanical Protective Service
NARPS	North American RR Publishing Services
NS	Norfolk Southern Railway
OPSL	Official Railroad Station List
RCCR	Rail Carrier Cost Recovery
RER	Official Railway Equipment Register
STB	Surface Transportation Board
STCC	Standard Transportation Commodity Code
TIH / PIH	Toxic / poisonous Inhalation Hazard
UFC	Uniform Freight Classification
UP	Union Pacific Railroad