



RAILWAY
General Tariff

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Switching and Accessorial Provisions Section VI
(ORIGINAL)

SWITCHING AND ACCESSORIAL PROVISIONS



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Item 1000 - Intra-Plant Switching

INTRA-PLANT SWITCHING – A switching movement from one (1) location to another location within the confines of an industry.

Item 1010 - Intra-Terminal Switching

INTRA-TERMINAL SWITCHING – A switching movement (other than intra-plant) from one (1) location to another location within the switching limits of one (1) station or industrial district of the same railroad.

Item 1020 - Inter-Terminal Switching

INTER-TERMINAL SWITCHING – A switching movement between one railroad and another railroad when such movement is within the switching limits of the same station or switching district. Any switching charges from connecting roads will be in addition to those of the Carrier.

Item 1030 – Reciprocal Switching

Any reciprocal switching provided by carrier will be covered by addendum to the Optional Services Catalog – Customer Switching and Accessorial Services issued by the serving Carrier.

Item 1035 – Intermediate Switching

INTERMEDIATE SWITCHING – When carrier performs the service of moving shipments between two other carriers at an interchange point and charges are assessed as a switch movement not a line haul charge.

Item 1040 – Cars Received in Error by Carrier

When loaded or empty cars are received by Carrier from connecting roads that are not consigned to Carrier or its customers, these cars will be treated as mishandled cars received in error and charges will be assessed against the interchanging Carrier.



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**Item 1050– “Shipment to order”, “Order notify” or “Straight bill of lading”
requiring surrender of bill of lading or written order**

When the original Bill of Lading or written order covering a shipment described above is not available, the property may be delivered in advance of the surrender of the Bill of Lading or written order, as the case may require, under provisions of Rule 7 of the UFC.

If a Bill of Lading is tendered after car is released loaded or empty, shipper releasing said car bill be assessed charges as covered under the Optional Services Catalog – Customer Switching and

Accessorial Services plus applicable demurrage as covered in the Extended Asset Use Tariff for every day Carrier awaits instructions for movement.

When Order Bills of Lading or written orders are received prior to arrival of the car on the Carrying Road there will be no charge.



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Item 1070 – Special Train Charges (Special Switching)

Upon request, special switching or train service may be provided with reasonable advance notice to Carrier and only when Carrier determines that sufficient locomotives and crews are available to provide such service during prescribed scheduled operating and switching times. Special Switching Requests must be submitted in writing via fax or email to Carrier. All applicable line-haul charges will be assessed in addition to charges specified at time of request to cover crew and locomotive usage. The time expended in switching service shall be the time the locomotive and crew arrive at their duty location until the time the crew returns to their off duty location. If such service is performed on days or at hours other than prescribed scheduled operating and switching times, additional charges may be assessed and must be determined by the Marketing and Sales Manager at the time request is made.

If special switching or train service is subsequently cancelled within 24 hours of the original requested time there will be a \$1,000 cancellation fee.

Item 1080 – Closing Doors on Cars

Loaded cars will not be moved unless all doors, hatches, gates and tie-down devices are secured. Additional Intra -Terminal Switch charges will apply if any subsequent trips to the customer are necessary due to doors, etc., not being secured.

On empty cars, when it becomes necessary for the Carrier or their contractor, to close doors, hatches, gates or secure tie-down devices, charges will be assessed against the customer releasing said car.

This service is provided at the convenience and discretion of the Carrier.



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Item 1090 – Improperly Loaded Cars – (Overloaded)

When a car is overloaded (car or rail limits), the shipper will be notified and given the opportunity to take corrective action. Charges assessed include the service of weighing when done at Carrier's facility, if applicable.

Corrective action may include the following and charges will be at prevailing line-haul and accessorial rates.

The excess lading/product may be removed, with the remaining lading forwarded to the original billed destination, at the price from the original billed origin, on the remaining weight.

The excess lading/product may be placed in another car and both cars forwarded to the original billed destination at a price from the original billed origin to the original billed destination per car.

The entire lading/product may be transferred to another car if such transferrable results in the car being accepted for further movement with freight charges being those on the weight of the reloaded car, from original billed origin, to the original billed destination.

The excess lading/product may be placed in another car and returned to the original billed origin. The remaining lading in the original car may be forwarded to the original billed destination, at the price from the original billed origin, on the remaining weight. For that portion returned to the original billed origin, the charge will be negotiated with the participating Carriers at the time of return.



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Item 1200 – Dunnage and Shipping Devices or Containers

When shipments are made in shipper's racks, crates, trays, bins, etc., the return movement of the empty racks, crates, trays, bins, etc., shall be deemed as an empty movement and may be subject to a Rule 11 charge for return. See Carrier's Optional Service Catalog for application. If a car containing racks, crates, trays, bins, etc., is placed at a customer and all are removed and there is no loaded movement in connection with this car, the initial movement of this car into the customer shall be deemed as a loaded movement and line-haul charges assessed accordingly.

Item 1300 – Cars Released Empty, when Actually Loaded or Released Loaded when Actually Empty

If a car is released empty and found to be loaded and vice versa, the customer will be billed the freight rate plus any accessorial switching and demurrage as determined by the Marketing Manager to return car.

Item 1350 – Turning of Cars

At the request of the customer or account of incorrect placarding by shipper, Carrier will turn a car based on line-haul charges to/from customer to/from turning point. Charges will be assessed to appropriate party based on circumstances necessitating turning of car.



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Item 1500 – Empty Cars Ordered and Not Used

If Carrier receives an order for empty cars, and such order is cancelled by the ordering party after such empty is dispatched in a Carrier train to a shipper, a line haul charge will be assessed to cover movement of car back to interchange point plus demurrage charges for each day car was on line for delivery to shipper.

When an empty car is rejected by a shipper as either being unfit for loading or for any reason not the correct equipment ordered, a charge of \$175 for the rejected car will be assessed against the furnishing carrier.



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Item 1550 – Mileage Charges on Privately Owned Cars

The Carrier will not pay mileage charges on privately owned cars when moving from, to or via stations on the Carrier Road.

Item 1600 – Movement of Locomotives

Privately owned, leased or foreign line locomotives will be moved over the Carrier Road subject to a line haul charge to be determined by the Marketing and Sales Manager and is contingent on locomotive moving in regular Carrier train service. Carrier will not absorb any switching charges applicable to shipments of locomotives. Prior to moving said locomotive, contact Carrier Marketing and Sales Manager for special arrangements for this movement.

All privately owned, leased or foreign locomotives are subject to a joint inspection at interchange by both the Carrier mechanical personnel and connecting carrier mechanical personnel. Any locomotives that fail inspection will be rejected at interchange.

Carrier Road will assume no liability while moving locomotives.



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Item 1650 – Diversion or Re-consignment

When an order is placed with the Transportation Logistics Center for Carrier Road by the Consignee, Consignor, or Owner of shipment, that modifies any provision or terms described below, a diversion/re-consignment charge to the party requesting change is applicable.

- Change in the name of the Consignee
- Change in the name of the Consignor
- Change in the destination
- Change in the route
- Any other instruction given by the Consignor, Consignee or Owner affecting delivery and requiring addition to or change in billing (except orders received prior to arrival of the car on the Carrier Road or after departure from Carrier Road), and additional movement of the car, or both.

If this information is received before the arrival of the car on or after departure from Carrier Road, no charge will be assessed.

Cars stopped, diverted or re-consigned under the terms of this Item are subject to demurrage provisions as described in the FEC 1000 General Tariff.

Diversion or re-consignment orders will not be accepted by Carrier for cars that have already left Carrier's control.



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Item 1700 – Leasing of Railroad Tracks for Storage

Carrier's tracks may be leased to customers, subject to availability and pursuant to terms and conditions of special agreements. Requests for lease of tracks must be received in writing through the Manager of Marketing and Sales stating the number of car spots requested and the estimated duration of the storage needed.

Cars placed in storage must be privately owned and free of car hire. Cars held on storage tracks will not be subject to demurrage charges.

When Carrier is requested to switch car in or out of storage by customer, a charge of \$300 per switch per car will be assessed.

Item 1750 – Failure to Deliver Load to Supplying Carrier

When a foreign road delivers a car to the Carrier for a customer to load, and the customer fails to return the loaded car to the foreign road that supplied the car, but instead ships the loaded car via another railroad, the customer will pay a minimum of \$500 per car to the Carrier plus any applicable charges that may be assessed by the foreign railroad originally supplying the car. This situation is not applicable to charges assessed in Item 1500.



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Item 1800 – Special Car Restrictions

The handling of a car in excess of 89 feet in length, with a marked capacity greater than 210,000 pounds, in excess of Plate F dimensions or with six (6) or more axles shall be handled on a permit basis only, and special handling charges may be applied. Any requests for special clearances of high, wide or heavy equipment should be cleared through the General Manager's Office for Carrier before movement.