

DELRAY CONNECTING RAILROAD COMPANY

FREIGHT TARIFF DC 8080-E (Cancels ICC DC 8080-D)

COVERING
RULES AND CHARGES GOVERNING
SWITCHING,
SPECIAL ENGINE SERVICE
AND
WEIGHING OF CARS
ON THE
DELRAY CONNECTING RAILROAD COMPANY

SWITCHING TARIFF

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular items.

ISSUED: March 1, 1999

EFFECTIVE: April 1, 1999

ISSUED BY

W. M. Moss
President
P. O. Box 32538
Detroit, MI 48232

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

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| <p align="center">RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</p> | <p align="center">SECTION 1 SWITCHING</p> | | | | | | | | | | | | | | | | | | | | |
|--|--|----------|------------|-------|--------|-------------------|---------|------------------|---------|------------------|---------|--------|--------------|----------|-----------------------|----------|-------------|----------|--------|---------------|----------|
| <p>ITEM 20</p> <p align="center">REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</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 re-issues of such items, notes, rules, etc.</p> | <p>ITEM 115</p> <p align="center">DEFINITIONS OF TERMS INTRA-TERMINAL, INTER-TERMINAL, INTRA-PLANT, INTER-PLANT</p> <p>INTRA-TERMINAL - A switching movement (other than intra-plant or inter-plant) of traffic originating at and destined to points located on the tracks of this railroad.</p> <p>INTER-TERMINAL - A switching movement between a point located on tracks owned or served by Delray Connecting Railroad and interchange tracks with the connecting railroad of traffic having origin and destination within the Detroit switching district.</p> <p>INTRA-PLANT - 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.</p> <p>INTER-PLANT - A switching movement (other than intra-plant) between plants or units of a single industry located on the tracks of this railroad.</p> | | | | | | | | | | | | | | | | | | | | |
| <p>ITEM 45</p> <p align="center">CAPACITIES, DIMENSIONS OF CARS</p> <p>For marked capacities, lengths, dimensions and cubical capacities of cars, see the Official Railway Equipment Register, RER 6411, issued by the National Railway Publication Company, Agent.</p> | <p>ITEM 120</p> <p>[1]</p> <p align="center">SWITCHING LOADED CARS</p> | | | | | | | | | | | | | | | | | | | | |
| <p>ITEM 60</p> <p align="center">NATIONAL SERVICE ORDER TARIFF</p> <p>This tariff is subject to provisions of various Surface Transportation Board Service Orders and General Permits as shown in TARIFF NSO 6100.</p> | <p>The charge for switching loaded cars within the Delray, MI switching limits will be as follows:</p> <ol style="list-style-type: none"> (1) Intra-Terminal will be \$131.00 per car or \$74.00 per car when in ten car multiples. (2) Inter-Terminal (except as provided in Item 155) will be \$186.00 per car. (3) Intra-Plant will be \$95.00 per car or \$74.00 per car when in ten car multiples. (4) Inter-Plant will be \$95.00 per car or \$74.00 per car when in ten car multiples (5) Switching rates and charges which are absorbed in whole or in part, by line-haul carriers will be assessed by zones as: <table border="1" data-bbox="873 1069 1523 1307"> <thead> <tr> <th>Zone</th> <th>Industries</th> <th>Rates</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Zone 1</td> <td>Great Lakes Steel</td> <td>\$65.00</td> </tr> <tr> <td>Hickman-Williams</td> <td>\$65.00</td> </tr> <tr> <td>Darling Delaware</td> <td>\$65.00</td> </tr> <tr> <td rowspan="3">Zone 2</td> <td>Detroit Coke</td> <td>\$109.00</td> </tr> <tr> <td>Hickman-Williams West</td> <td>\$109.00</td> </tr> <tr> <td>Marbi, Inc.</td> <td>\$109.00</td> </tr> <tr> <td>Zone 3</td> <td>Allied Signal</td> <td>\$140.00</td> </tr> </tbody> </table> | Zone | Industries | Rates | Zone 1 | Great Lakes Steel | \$65.00 | Hickman-Williams | \$65.00 | Darling Delaware | \$65.00 | Zone 2 | Detroit Coke | \$109.00 | Hickman-Williams West | \$109.00 | Marbi, Inc. | \$109.00 | Zone 3 | Allied Signal | \$140.00 |
| Zone | Industries | Rates | | | | | | | | | | | | | | | | | | | |
| Zone 1 | Great Lakes Steel | \$65.00 | | | | | | | | | | | | | | | | | | | |
| | Hickman-Williams | \$65.00 | | | | | | | | | | | | | | | | | | | |
| | Darling Delaware | \$65.00 | | | | | | | | | | | | | | | | | | | |
| Zone 2 | Detroit Coke | \$109.00 | | | | | | | | | | | | | | | | | | | |
| | Hickman-Williams West | \$109.00 | | | | | | | | | | | | | | | | | | | |
| | Marbi, Inc. | \$109.00 | | | | | | | | | | | | | | | | | | | |
| Zone 3 | Allied Signal | \$140.00 | | | | | | | | | | | | | | | | | | | |
| <p>ITEM 75</p> <p align="center">METHOD OF CANCELLING ITEMS</p> <p>As this 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 sequences starting with A.</p> <p>EXAMPLE: Item 445-A cancels Item 445, and Item 365-B cancels Item 365-A in a prior supplement, which in turn cancelled Item 365.</p> | <p>ITEM 155</p> <p>[1]</p> <p align="center">GREAT LAKES STEEL INTER-TERMINAL SWITCHING</p> <p>The charge for switching movement between Great Lakes Steel Blast Furnace at Zug Island and interchange on traffic received from or delivered to Great Lakes Steel Storage Yard on Zug Island will be \$95.00 per car.</p> | | | | | | | | | | | | | | | | | | | | |
| <p>ITEM 100</p> <p align="center">METHOD OF DENOTING REISSUED MATTER IN SUPPLEMENTS</p> <p>Matter brought forward without change from one supplement to another will be designated as Reissued by a reference mark in the form of a square enclosing a number, the number being that of the supplements in which the reissued matter first appeared in its currently effective form. To determine its original effective date, consult the supplement in which the reissued matter first became effective.</p> | <p>ITEM 160</p> <p>[1]</p> <p align="center">FACTORY REFUSE</p> <p>The charge for switching movement of Factory Refuse for furtherance in line-haul transportation will be \$109.00 per car when charge is paid by the industry.</p> | | | | | | | | | | | | | | | | | | | | |
| <p>ITEM 105</p> <p align="center">TERMINAL TRANSIT AND OTHER PRIVILEGES AND CHARGES</p> <p>Shipments transported under this tariff are entitled to such privileges and subject to such charges as are applicable for car service, demurrage, storage or any other privileges, charges or rules on any shipments transported under this tariff.</p> | <p>ITEM 165</p> <p>[1]</p> <p align="center">SWITCHING EMPTY CARS</p> <ol style="list-style-type: none"> (a) The switching charges published herein applicable on loaded cars will also apply on empty cars when no loaded movement is involved. (b) Empty cars will be given one free switch movement when charge is collected on loaded movement. (c) The charge for switching empty cars placed for loading on industrial tracks or team tracks and not loaded will be \$131.00 per car. | | | | | | | | | | | | | | | | | | | | |
| <p align="center">SECTION 1 SWITCHING</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>ITEM 110</p> <p align="center">DEFINITION - SWITCHING LIMITS</p> <p>The Delray switching limits include all tracks located within the corporate limits of Detroit and those on Zug Island, River Rouge, MI.</p> | | | | | | | | | | | | | | | | | | | | | |

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| SECTION 1 SWITCHING | SECTION 1 SWITCHING |
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| <p>ITEM 170 [1] HOLDING CARS</p> <p>A charge of \$131.00 per car will be assessed to cover the additional service performed in switching to and from hold tracks, on cars originating on the Delray Connecting Railroad and held by this Company on instructions from the shipper.</p> | <p>ITEM 185 (Cont'd.) APPLICATION OF SWITCHING RATES</p> <p>forth herein for application on other than ordinary equipment will not apply to shipments loaded in special type flat cars with mechanical designations FD,FG, FW, or FM listed in TARIFF RPS 6740 series, and for which use charges are provided therein.)</p> <p>EXCEPTION - This charge will not apply on shipments of ferrous scrap when in gondola cars having a marked capacity greater than 200,000 pounds, or gondola cars of any length with covers, hoods, containers or cradle floors when such cars are furnished at carriers convenience in lieu of ordinary gondola cars ordered by shipper provided that the following certification is made on the shipping documents by shipper:</p> <p>(A) Ordinary gondola cars of 200,000 pounds capacity or less ordered by shipper and car of 200,000 pounds capacity furnished by carrier.</p> <p>(B) Shipment could have been loaded in size of car ordered.</p> |
| <p>ITEM 175 [1] SPECIAL SWITCH MOVEMENT</p> <p>Special switch movements of freight cars (loaded or empty), locomotives, locomotive cranes, steam shovels or cranes will be performed by the Delray Connecting Railroad Company at its convenience, at a charge of \$252.00 per engine hour or fraction thereof, subject to a minimum charge of one hour. This charge is in addition to the regular switching charge if applicable.</p> | <p>ITEM 190 [1] SWITCHING HOT METAL IN HOT METAL CARS</p> <p>The charge for switching Hot Metal in Hot Metal Cars from the Great Lakes Steel Corp. (Blast Furnace Division Plant) to the point of interchange with the Consolidated Rail Corp., will be \$316.00 per car, plus a special engine charge of \$252.00 per hour or fraction thereof. No terminal allowance will be made. The aggregate weight of the car and lading must not exceed 600,000 pounds. The charge named herein includes the return transportation of the empty Hot Metal Cars from destination to point of origin. Necessary cars to transport the property will be furnished by the shippers or the receivers. No mileage allowance will be made. Shipments made under provisions of this item are subject to all terms and conditions of the Uniform Domestic Bill of Lading as described in the Uniform Freight Classification 6000, Uniform Classification Committee, Agent.</p> |
| <p>ITEM 180 [1] SPECIAL SERVICE</p> <p>When service is requested requiring the assignment of an engine at boat docks, rotary dumpers, conveyor booms, or shovels, the charge will be \$252.00 per engine hour or fraction thereof, subject to a minimum charge of four hours. This charge is in addition to the regular switching charge if applicable.</p> | <p style="text-align: center;">SECTION 2 WEIGHING</p> |
| <p>ITEM 185 [1] APPLICATION OF SWITCHING RATES</p> <p>Rates or charges published herein for application on intra-plant, intra-terminal or inter-terminal switching service apply to shipments which are both loaded and/or unloaded within the same district, only when loaded in or on ordinary equipment. Ordinary equipment means:</p> <ol style="list-style-type: none"> (1) Box cars not exceeding 52 feet in length, inside measurement, but not including box cars of any length which are cushioned underframe, insulated or equipped with any type of loading devices. (2) Flat cars not exceeding 54 feet in length and having marked capacity not greater than 180,000 pounds; but not including flat cars of any length equipped with racks, frames, bulkheads, tie devices, hoods or other appurtenances extending above the deck of the car, nor on special type flat cars with mechanical designations FD, FG, FW, FM, as listed under the heading of Heavy Capacity and Special Type Flat Cars in the Official Railway Equipment Register (See Item 45). (3) Gondola cars having marked capacity not greater than 200,000 pounds; but not including gondola cars of any length equipped with covers, hoods, containers or cradle floors. (4) Open top hopper cars not exceeding 60 feet in length, inside measurement, or having marked capacity not exceeding 200,000 pounds. (5) Cars other than described as ordinary equipment in paragraphs 1 to 4, owned or leased by shipper or consignee. <p>When shipments that are both loaded and unloaded within the same switching district are loaded in cars that are other than ordinary equipment, the rate or charge to apply will be the rate or charge published herein for application to shipments loaded in ordinary equipment as described in 1 to 5 above, plus \$121.00 per car (See exception). On joint line movement the foregoing charge will be assessed only once regardless of the number of carriers used and regardless of whether the applicable charge is a single factor joint through rate or charge or a combination of two or more separately published rates or charges. \$63.00 per car will accrue to the originating carrier and \$58.00 per car will accrue to the delivering carrier in the case of a two line movement; and in the case of a three line movement \$42.00 per car, \$37.00 per car and \$42.00 per car will accrue to the originating, intermediate and delivering carrier, respectively. (The use charges set</p> | <p>ITEM 195 WEIGHING LOADED OR EMPTY CARS ON TRACK SCALES UPON REQUEST</p> <p>When a car is weighed or reweighed, either empty or loaded, upon request, the following changes per car will be made each time the car is weighed:</p> <ol style="list-style-type: none"> (1) On Private Scales located at the Industry: <ul style="list-style-type: none"> Inbound Freight: <ul style="list-style-type: none"> When weighed before placement for unloading.....\$ 49.00 When weighed after placement for loading..... 111.00 For weighing empty car before removal from tracks of industry..... 49.00 Outbound Freight: <ul style="list-style-type: none"> For weighing empty cars before placement for loading..... 49.00 For weighing empty cars after placement for loading..... 111.00 For weighing loaded car..... 49.00 (2) On Railroad Company Scales: <ul style="list-style-type: none"> Inbound Freight: <ul style="list-style-type: none"> When loaded car is weighed before placement for unloading..... 49.00 When loaded car is weighed after placement for unloading..... (NOTE 1) For weighing empty car after unloading..... 49.00 Outbound Freight: <ul style="list-style-type: none"> When empty car is weighed before placement for loading..... 49.00 When empty car is weighed after placement for loading..... (NOTE 1) For weighing loaded car..... 49.00 <p>NOTE 1: The charge for weighing and the transportation to the scales and return to the track from which the car was taken will be as follows:</p> <ul style="list-style-type: none"> Zone 1\$239.00 per car Zone 2\$267.00 per car Zone 3\$311.00 per car |
| <p>(CONTINUED IN NEXT COLUMN)</p> | |

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| <p>EXPLANATION OF REFERENCE MARKS</p> <p>[A] - Addition [I] - Increase [R] - Reduction/Decrease</p> | |
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