
TARIFF ADBF 8000

ADRIAN & BLISSFIELD RAILROAD COMPANY

**SWITCHING
AND
ACCESSORIAL CHARGES**

Applying at all ADBF points in the United States and other points as specifically provided herein.

Also at Points on other roads
(See Item 4)

ISSUED August 1, 2003

EFFECTIVE September 1, 2003

ISSUED BY
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ITEM 1 – CANCELLATION NOTICE

This tariff cancels rates, rules, regulations and charges published in the following tariffs:
NONE

ITEM 4 – LIST OF PARTICIPATING CARRIERS

The following carriers shall be deemed to be participating carriers in this tariff:

<u>Name of Carrier</u>	<u>Abbreviation</u>
Adrian & Blissfield Rail Road Company	ADBF

Includes the following subsidiaries and affiliated carriers:

Charlotte Southern Railroad Company	CHS
Detroit Connecting Railroad Company	DCON
Lapeer Industrial Railroad Company	LIRR
Tecumseh Branch Connecting Railroad Company	TCBY

For purposes hereof, each of the above-identified participating carriers will be referred to herein, both singularly and collectively, as Carrier.

ITEM 5 – DESCRIPTION OF GOVERNING CLASSIFICATION

This tariff is governed, except as otherwise provided herein, by Uniform Freight Classification UFC 6000 series, issued by the National Railroad Freight Committee, Agent, supplements thereto or reissues thereof.

ITEM 8 – APPLICATION OF INCREASES

Rates and charges in this tariff are subject to increase upon twenty (20) days notice.

ITEM 10 – EXPLANATIONS OF ABBREVIATIONS AND REFERENCE MARKES

The following abbreviations and reference marks are used in this tariff:

ASLG	American Shortline and Regional Railroad Association
OPSL	Open and Prepay Station List
STCC	Standard Transportation Commodity Code
UFC	Uniform Freight Classification
<I>	Increase
<D>	Decrease
<N>	New Item
<M>	Change resulting in neither an increase nor a decrease

ITEM 10 – STATION LIST AND CONDITIONS

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

PREPAY REQUIREMENTS AND STATION CONDITIONS

For addition and abandonment of stations, and except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions on acceptance or delivery of freight, and changes in station facilities.

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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, is inapplicable on and after that date.

GEOGRAPHICAL LIST OF STATIONS

For geographical locations of stations referred to in this tariff by station number.

STATION NUMBERS

For the identification of stations when stations are shown or referred to by numbers in this tariff.

ITEM 15 - EXPLOSIVES, 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 B OE 6000-series.

ITEM 20 - REFERENCE TO TARIFFS, ITEMS, NOTES AND RULES

Where reference is made in this tariff to tariffs, items, notes or rules, such references are continuous and include supplements to and successive issues of such tariffs and reissues of items, notes or rules.

ITEM 40 - CONSECUTIVE NUMBERS

Where consecutive numbers are represented in this tariff by the first and last numbers connect by the word "to" or a hyphen, they will be understood to include both the numbers shown.

ITEM 45 - CAPACITIES AND DIMENSIONS OF CARS

For marked capacities, lengths, dimensions and cubical capacities of cars, see The Official Railway Equipment Register, RER 6413 series.

The maximum gross weight on rail on ADBF without clearance is 286,000 pounds.

ITEM 60 - NATIONAL SERVICE ORDER TARIFF

This tariff is subject to the provisions of the various Surface Transportation Board Service Orders and General Permits as shown in National Service Order Tariff STB NSO 6100 series.

ITEM 70 - MILEAGE CHARGES ON PRIVATELY OWNED CARS

ADBF will not pay mileage on private owned cars when moving to, from, or via stations on the ADBF.

ITEM 75 - DEMURRAGE

Cars handled under the provisions of this tariff will also be subject to the demurrage provisions of Tariff ADBF 9000 series.

ITEM 80 - CHANGES IN OR ADDITION OF FIRMS OR INDUSTRIES

Switching charges shown in this tariff apply to the physical locations or plant sites and are not affected by name changes or ownership changes of the occupants or property.

ITEM 90 - PAYMENT AND CREDIT TERMS

All charges under this tariff must be prepaid, unless satisfactory arrangements with ADBF have been made prior to performance of service. Charges for services rendered under the terms of this tariff will accrue against the customer located on the ADBF, unless arrangements to the contrary have been made in writing with ADBF prior to performance of the service.

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All payments for services covered herein are due and payable within fifteen (15) days following the freight bill date. The rules applicable to payments and credit terms are in accordance with those found in 49 CFR 1320. Payments received after the expiration of the credit period shall be subject to a service charge of two percent (2%) per month (or fraction thereof; of the outstanding balance or highest rate allowed by law.

Switching and accessorial charges assessed must be paid in full and disputes for adjustment together with supporting documentation must be presented in writing to ADBF within fifteen (15) days after the date on which in invoice for same is rendered. Disputes must be car specific and provided in writing. Disputes may be faxed or mailed to Carrier's administrative office.

ITEM 130 - RECEIPT AND DELIVERY OF CARS OR FREIGHT ON, TO, OR FROM PRIVATE AND INDUSTRIAL TRACKS

This tariff will be subject to the rules and charges governing receipt and delivery of freight on, to, or from private and industrial tracks as published in Tariff RPS 6804 series. This tariff does not grant the use of private sidings or facilities to parties other than the owners thereof, unless the privilege of use is granted by the owners, without cost to ADBF.

ITEM 205 - HOLIDAYS

ADBF holidays are defined, for purposes of this tariff, as: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

SECTION 1 – SWITCHING

ITEM 300 – GLOSSARY OF TERMS

For purposes of applying rules of this tariff, the following are defined and shall govern.

INDUSTRIAL TRACKS: A track serving a particular industry, whether located upon property owned by ADBF or upon property owned or leased by the industry.

INTERMEDIATE SWITCHING: A switching movement between Interchange tracks of one carrier to interchange tracks of another carrier within the switching limits of the same station.

INTRA-PLANT SWITCH: A switching movement from one location to another location within the confines of an industry.

INTRA-TERMINALS SWITCH: A switching movement (other than intra-plant) from one location to another location within the switching limits of one station or industrial switching district of the same railroad.

INTER-TERMINAL SWITCH: A switching movement from one railroad to another railroad when such movement is within the switching limits of the same station or switching district. Switching charges of connections will be in addition to those published herein for account of ADBF.

RECIPROCAL SWITCHING: An arrangement between ADBF and a connecting railroad serving the same station or switching district where the carrier physically serving the industry performs switching service for loading or unloading on behalf of the other carrier on

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shipments having an immediately preceding or following line haul movement via the other carrier. ADBF will perform reciprocal switching only to or from ADBF customers specifically listed in this tariff.

TEAM TRACK: A track or tracks assigned by ADBF for use by the general public.

UNABSORBED SWITCH CHARGE: Applies in addition to the line haul transportation charge or charges of a connecting carrier published in the tariffs or other instruments of that carrier when moving to or from the specified ADBF station via a junction with that connecting carrier.

ITEM 310- HANDLING OF LOADED AND/OR EMPTY CARS

Except for reciprocal switching and as otherwise provided herein, switching charges published herein will apply on empty and/or loaded cars.

ITEM 320 – INTRA-PLANT SWITCH

The charge for an intra-plant switch will be \$250 per car.

ITEM 330 - INTRA-TERMINAL SWITCH

The charge for an intra-terminal switch will be \$375 per car.

ITEM 340 - INTER-TERMINAL SWITCH

The charge for an inter-terminal switch will be \$425 per car.

ITEM 360 - LIST OF INDUSTRIES OPEN TO RECIPROCAL SWITCHING

NONE

ITEM 390 - SPECIAL SWITCHING SERVICE

Upon request, special switching service will be provided with reasonable advance notice to ADBF and only when ADBF determined that sufficient locomotives and crews are available to provide such service. Special switching requests must be submitted in writing via fax or email to ADBF. All otherwise applicable line haul charges will apply in addition to the charges specific below. The time expended in switching service shall be the time the locomotive and crew arrive at the customer's location until the time the crew is finished and able to leave the customer's location.

<u>Time expended in switching service</u>	<u>Charge</u>
Not exceeding 4 hours	\$ 1,405.00
Greater than 4 hours but not exceeding 8 hours	\$ 2,700.00
Per hour for time exceeding 8 hours (But not exceeding 12 hours total)	\$ 315.00 per hour

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SECTION 2 – ACCESSORIAL CHARGES

ITEM 400 - SPECIAL MOVEMENTS

Except as otherwise provided in this tariff, when special movements of cars or other equipment (including locomotives) are requested by patron, or required because of excessive dimension, excessive weight, high center of gravity, or other conditions not permitting normal operation, the following charges will be assessed in addition to other lawfully published rates:

\$500 per hour or fraction thereof will be assessed, subject to a minimum charge of \$2000, if performed within 8 continuous hours or fraction thereof; \$800 per hour for all hours in excess of 8 continuous hours.

Reasonable notice must be given to ADBF by the party requesting service under the provisions of this item. Service may be provided subject to ADBF's determination that sufficient locomotives and crew are available to perform the requested service. All requests for special movements must be received in writing by ADBF via mail or email before service is performed.

ADBF reserves the right to restrict such trains to a maximum of 50 cars. If articulated railcars are part of the special train, then each segment or platform of the articulated railcar shall count as one car.

Time will be computed from the time engine and crew is dispatched from their on-duty location until the special movement has been performed and the engine and crew have returned to the point of dispatch.

ITEM 410 – TURNING OF CARS TO PERMIT UNLOADING

In instances where it is desired that freight in carloads be placed on industrial or team tracks for loading or unloading from one particular side or end of the car, cars must be properly placarded on both sides, and notices made on the bill of lading and waybill substantially as follows:

NOTICE TO CARRIER

"Deliver car for loading or unloading from the door or end specified by placard."

When freight in carloads is properly placarded on both sides of the car to load or unload from one particular side or end of the car, and customer directs ADBF to turn the car so that loading or unloading can be done from the other side or end of the car, a charge of \$1,500.00 per call shall apply, in addition to all other lawful charges.

If the car must be sent to another railroad to accomplish turning, the charges of the other railroad will be in addition to the charges contained in this item.

ITEM 415 – CLOSING DOORS

When it is necessary for ADBF to close doors, hatches, gates or secure tie down devices on empty cars, a charge of \$300.00 will be assessed against the customer releasing said car. Loaded cars will not be moved unless all doors, hatches, gates and tie-down devices are secured.

ITEM 420 - OVERLOAD CHARGES

Cars found to be overloaded while on the tracks of ADBF, or cars interchanged from ADBF to other carrier which are returned to ADBF because such cars are overloaded, will either be returned to the shipper for adjustment, or placed at a location suitable for adjusting the load.

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Determination of the above will be at the discretion of ADBF.

Car covered by this item will be subject to ADBF demurrage rules and charges, no free time or credits will be allowed. Demurrage will begin upon notification to customer of overloaded condition, or placement of the car at the location for adjustment of the car, which occurs last.

Cars covered by this item will be subject to a charge of \$750 per car, plus any applicable freight, switching and demurrage charges.

Cars found to be overloaded at a loading point service by ADBF will not be moved until the load has been adjusted. Demurrage will continue until the car is released and accepted by ADBF. No additional free time will be allowed.

Cars found to be overloaded and delivered to an unloading point served by ADBF will not be returned to the shipper or moved to another location for adjustment of the load. Such cars will be subject to a charge of \$375 per car. No additional demurrage free time will be granted.

ITEM 430 – DIVERSION OR RECONSIGNMENT

Diversion or reconsignment means any one or more of the following when a car is located on or under control of the ADBF:

1. Change in the name of consignee
2. Change in the name of consignor
3. Change in the destination
4. Change in route
5. Any other instruction given by consignee, consignor, or owner affecting delivery and requiring an addition to or change in billing, and additional movement of the car, or both.

Except as otherwise provided herein, the term "destination" as used in these rules means the billed destination.

Diversion or reconsignment orders will not be accepted by ADBF for cars that are not under its control.

The charge for diversion or reconsignment will be \$150 per car.

Cars stopped, diverted or reconsigned under terms of this item are subject to demurrage provisions of this tariff.

ITEM 440 - "SHIPMENT TO ORDER" "ORDER NOTIFY" OR "STRAIGHT BILL OF LADING" REQUIRING SURRENDER OF BILL OF LADING OR WRITTEN ORDER

When the original bill or 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 or lading or written order, as the case may require, under the provisions of Rule 7 of the UFC.

If a bill of lading is tendered after 7 :00 AM of the day following loading, a charge of \$100.00 per car will apply.

When order bills or lading or written orders are received prior to arrival of car on ADBF, there will

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be no charge. Order bills of lading or written orders received after arrival of cars on ADBF will be assessed a charge of \$100.00 per car.

Cars held awaiting instructions under terms of this item will be subject to demurrage provisions of this tariff. Demurrage charges will accrue against the party issuing instructions.

ITEM 445 – CARS RELEASED FROM INDUSTRY OR TEAM TRACKS WITHOUT FINAL DESTINATION FORWARDING INSTRUCTIONS OR A COMPLETE BILL OF LADING

Except as otherwise provided, when on customer's order a car is released from industry or team tracks without proper final destination forwarding instructions or a complete bill of lading, and such car is held on ADBF's track as waiting final destination forwarding instructions or a complete bill of lading, a handling charge of \$350.00 per car will be assessed against such customer, and the car will remain in continuous demurrage or detention until final destination forwarding instructions or a complete bill of lading are received by ADBF, if applicable.

Except as otherwise provided, when on customer's order a car is removed from industry or team track without proper final destination forwarding instructions or a complete bill of lading, and such car is held on shipper's leased track awaiting such final destination forwarding instructions or a complete bill of lading, a handling charge of \$350.00 per car will be assessed against such customer for the service of placing the car at the shipper's leased track. The car will remain in continuous demurrage or detention until final destination forwarding instructions or a complete bill of lading is received by ADBF, if applicable.

If a car is removed from industry or team track on customer's order without proper final destination forwarding instructions or a complete bill of lading and is held awaiting those instructions on ADBF or shipper's leased track, and such car is ordered back to the original industry or team track from which it was ordered moved, a charge of \$500.00 per car will be assessed. The car will remain in continuous demurrage or detention until final destination forwarding instructions or a complete bill of lading is received by ADBF, if applicable.

ITEM 450 – CARS RECEIVED IN ERROR BY ADBF

Loaded or empty cars received by ADBF from connections that are not consigned to ADBF or its customers will be treated as mishandled cars received in error. The carrier interchanging a mishandled car to ADBF will be assessed a charge of \$1000.00 per car.

ITEM 455 – FAILURE TO DELIVER A LOAD TO ADBF

When ADBF handles empty cars to or from ADBF stations without a corresponding load, or when ADBF handles empty cars in back to back empty shipments a charge of \$350 per car will be applied to the party requesting the movement. This charge shall not apply to cars ordered and not used as covered in Item 460 of this tariff.

ITEM 460 - EMPTY CARS ORDERED AND NOT USED

If ADBF receives an order for empty cars and such order is canceled by the ordering party after such empty car is dispatched in ADBF traffic to a shipper, a charge of \$300 will be assessed.

ITEM 470 - LEASE OF RAILROAD TRACKS FOR STORAGE

Tracks of ADBF may be leased to shippers, receivers or private car owners, subject to availability, pursuant to terms and conditions of special agreements. In absence of such agreements, the charge is \$1.00 per month per lineal track foot, subject to a minimum charge of \$50.00 per month.

Requests for lease of tracks for storage must be received in writing by ADBF, stating the amount of track or number of car spots requested and the estimated duration of the storage.

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

Switching of cars to and from storage will apply, as provided in this tariff.

ITEM 475 – HANDLING EMPTY FREIGHT CARS FOR STORAGE

This item applies on all types of rail cars destined for storage on ADBF, including, but not limited to, cars provided by railroads, leased cars and cars bearing other than railroad reporting marks, but not including passenger train cars.

The charge for movement of empty cars is \$1.75 per mile, subject to a minimum charge of \$250. ADBF will not be responsible for the payment of any per diem or mileage charges, nor will ADBF absorb any switch charges.

ADBF's maximum liability for loss and damage is \$100 per railcar.

ITEM 480 – MOVEMENT OF LOCOMOTIVES

Privately owned, leased or foreign line locomotives will be moved over the ADBF subject to a minimum charge of \$2,000.00 plus \$5.00 per rail mile. ADBF will not absorb any switching charges applicable to shipments of locomotives.

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

ADBF's maximum liability for loss and damage is \$100 per locomotive.

ITEM 610 – RELEASED RAILCAR NOT AVAILABLE TO PULL

If the railcar has been released by the shipper but, for a reason attributable to the shipper, is not available at the time of the pull, a charge of \$160.00 per railcar will be assessed to the shipper"