

DELRAY CONNECTING RAILROAD COMPANY

FREIGHT TARIFF DCRR 8080 - U.1 C

**(CANCELS ALL PREVIOUS FREIGHT
TARIFF DCRR 8080, 8082, 8081)**

**ALL-RAIL
PROPORTIONAL AND INTER-TERMINAL SWITCHING TARIFF, SWITCHING,
SPECIAL SWITCHING SERVICE, AND WEIGHING OF CARS FROM STATIONS
ON THE DELRAY CONNECTING RAILROAD
TO INTERCHANGES WITH
CANANDIAN NATIONAL RAILWAY COMPANY
CONSOLIDATED RAIL CORPORATION
CSX TRANSPORTATION, INC.
NORFOLK SOUTHERN RAILWAY COMPANY**

SWITCHING TARIFF

NOTICE

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

ISSUED: 12/1/2022

EFFECTIVE: 1/1/2023

**ISSUED BY
JW Burwinkel
Chief Commercial Officer
900 Thompson Run Road
Monroeville PA, 15146**

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CANCELLATION NOTICE

Rates and charges shown in previous Tariff DCRR 8080 are cancelled by this issue, and not brought forward herein are cancelled account obsolete.

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**ITEM 50
CHECK SHEET OF PAGES**

All of the pages contained in this tariff are listed consecutively by number. The pages to the tariff, and the supplements to the tariff, listed on this page, bear issued dates that are the same as, or are prior to, the issued date of this page. "0" in the revision column indicates an original page.

REVISION	PAGE	REVISION	PAGE

**ITEM 100
EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS**

ABBREVIATION	EXPLANATION
BOE	Bureau of Explosives
CSXT	CSX Transportation, Incorporated
DC	Delray Connecting Railroad Company
Jct.	Junction
NS	Norfolk Southern Railway Company
NSO	National Service Order
UFC	Uniform Freight Classification (National Railroad Freight Committee, Agent)
ORSL	The Official Railroad Station List
RER	The Official Railway Equipment Register
RIC	RAILINC, Agent
STCC	Standard Transportation Commodity Code

REFERENCE MARK	EXPLANATION
I	To denote increases.
C	To denote changes in wording which result in neither increases nor reductions in charges.
R	To denote reductions.
N	To denote new items.
X	Not Subject to Fuel Surcharge
(4)	Applicable on in connecting with CSX Transportation
(3)	On shipments moving on heavy-duty flat cars as described in Freight Tariff RIC 6740 series and Schnabel-type cars, an additional charge of \$2,408 per car will be assessed.

For explanation of Abbreviations/Reference Marks, see Item 100.

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**RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION
101	DC CONDITIONS OF CARRIAGE	Switching and other services provided under this publication are subject to the rules and provisions of DC Conditions of Carriage No. 1 series, including the DC Liability provisions of Rules 200, 250, and 265, and the Fuel Surcharge provisions of Rule 280. DC Conditions of Carriage No. 1 series is available via the Internet on the DC website at www.transtarrail.com under Customer Circulars.
102	SECURITY DEPOSITS FOR PAYMENT OF DEMDCRRAGE AND STORAGE CHARGES	All Consignors, Consignees, or agents thereof conducting business with Delray Connecting Railroad (Carrier) will be required to apply for credit with Carrier. Credit will be granted solely at the discretion of the Carrier.
103	SECURITY DEPOSITS FOR PAYMENT OF ACCESSORIAL CHARGES	A security deposit to insure payment of accessorial charges that may accrue will be required from every Consignor, Consignee, or agent thereof who: A.Is not on the Delray Connecting Railroad’s credit list, and B.Fails to pay accessorial charges after specific written demand referring to this tariff provision. A deposit must be paid, by wire transfer, before any freight car is delivered to such Consignor, Consignee, or agent thereof for loading or unloading. A deposit on one unit of equipment is not transferable to another. A deposit for each car shall be in the minimum amount of two hundred dollars (500.00) or up to the maximum amount of accessorial charges accrued on any one car during the preceding twelve (12) months. In the case of a Consignor, Consignee, or agent thereof receiving multiple carloads for loading or unloading, the total amount required to be deposited shall not exceed the lesser of the amount of existing past accessorial charges accrued by the Consignor, Consignee, or agent thereof due or \$25,000.

For explanation of abbreviations/reference marks, see Item 100.

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RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION
103	SECURITY DEPOSITS FOR PAYMENT OF ACCESSORIAL CHARGES	<p>Once the Consignor, Consignee, or agent thereof is placed on the Carrier’s authorized credit list, or has paid all outstanding accessorial charges and has given assurance to the satisfaction of the Carrier’s credit office that future accessorial charges will be paid within the credit period prescribed in applicable tariffs, the Carrier will refund the balance of the deposit to the Consignor, Consignee, or agent thereof by the 5th day of the month following that in which the equipment is released to the Carrier after deducting any and all unpaid accessorial charges.</p> <p>Security deposits will no longer be required after the Consignor, Consignee, or agent thereof either:</p> <p>A. Is placed on Carrier’s authorized credit list, or B. Has paid all outstanding accessorial charges and has given assurance to the satisfaction of the Carrier’s credit office that future accessorial charges will be paid within the credit period prescribed in applicable tariffs.</p>

For explanation of abbreviations/reference marks, see Item 100.

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RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION
105	DESCRIPTION OF GOVERNING CLASSIFICATION	The term "Uniform Classification" when used herein means Tariff UFC 6000 series, issued by National Railroad Freight Committee, Agent.
110	STATION LIST AND CONDITIONS	<p>All Delray Connecting Railroad stations are located in the State of Michigan. These stations, alphabetically arranged, are listed below:</p> <p style="text-align: center;">Detroit Ecorse</p> <p>This tariff is governed by Tariff OPSL 6000 series, issued by RAILINC, Agent, to the extent shown below.</p> <p>PREPAY REQUIREMENTS AND STATION CONDITIONS</p> <p>For additions and abandonments of stations, and, except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight, and changes in station facilities.</p> <p>GEOGRAPHICAL LIST OF STATIONS</p> <p>For geographical locations of stations referred to in this tariff.</p>
115	EXPLOSIVES, DANGEROUS ARTICLES	For rules and regulations governing the transportation of explosives and other dangerous articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles see Tariff BOE 6000 series.
120	REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.	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.
125	TERMINAL OR TRANSIT PRIVILEGES OR SERVICES	<p>Shipments made under the rates contained in this tariff are entitled also to terminal or transit services and privileges, and are subject to the charges, allowances, rules and regulations legally applicable thereto, as provided in separately published, lawfully-filed tariffs.</p> <p style="text-align: center;"><u>EXCEPTION</u></p> <p>When provisions of this tariff specifically cover any such charge, allowance, rule or regulation, corresponding or conflicting provisions in such separate tariffs will not apply.</p>

For explanation of abbreviations/reference marks, see Item 100.

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RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION
140	CONSECUTIVE NUMBERS	Where consecutive numbers are represented herein by the first and last numbers connected by the word "to" or a hyphen, they will be understood to include both the numbers shown and all of the numbers between. If the first number only bears a reference mark, such reference mark also applies to the last number shown and all of the numbers between.
145	CAPACITIES AND DIMENSIONS OF CARS	For marked capacities, lengths, dimensions and cubical capacities of cars, see Tariff RER 6414 series, issued by R.E.R. Publishing Corporation, Agent.
160	NATIONAL SERVICE ORDER TARIFF	This tariff is subject to provisions of various Surface Transportation Board Service Orders and General Permits as shown in Tariff NSO 6100 series, Western Trunk Line Committee, Agent.
180	COMMODITIES IN PRIVATELY OWNED CARS	Switching rates named in this tariff, applicable to commodities shipped in privately owned cars, include the return movement of the empty cars.
205	DEFINITIONS OF TERMS INTRA-TERMINAL, INTER-TERMINAL, INTRA-PLANT, INTER-PLANT	<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 DC 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>
207	DEFINITION OF SWITCHING LIMITS	The Delray switching limits include all tracks located within the corporate limits of Detroit and those of Zug Island, River Rouge, Michigan.
210	CAR DEMURRAGE RULES AND CHARGES	Except as otherwise provided, the car demurrage rules and charges, as provided in Freight Tariff RIC 6004 series, will govern on all cars handled or switched under this tariff.
240	EXEMPT COMMODITIES AND EQUIPMENT	Except as otherwise provided in Exempt Circulars and Quotations, this tariff does not apply to commodities, equipment and services exempted from regulation by the Surface Transportation Board under the various subject numbers of Ex Parte 346.

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RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION	Rate
239 X	LOAD ADJUSTMENTS	A charge per car will be assessed on cars ordered back to industries from any other location for load adjustments, whether shipments are cancelled or again forwarded. If loaded car is again forwarded, no additional charge will be assessed for placement of car at location from which originally ordered back for load adjustment.	\$430
242 X	LOADED CARS HELD FOR FINAL DISPOSITION ORDERS	A charge per car will be assessed on loaded cars consigned in care of this railroad's agent or ordered from loading point, and either designated by shipper to "Hold," or held by this railroad account of insufficient billing instructions to move cars to destination.	\$162
245 X	EMPTY CARS HELD PRIOR TO PLACEMENT PER CUSTOMER REQUEST	A charge per car will be assessed on empty cars held prior to placement per the customer's request. This charge is in addition to the applicable switching rate, demurrage charge, and other associated fees published herein.	\$162
250 X	ORDERING HEAVY DUTY FLAT CARS	When an industry on this Railroad requests the placement of an empty Heavy Duty Flat Car, as described in Tariff RIC 6740 series, an ordering charge per car will be assessed the requesting party. This charge is in addition to all other applicable freight and accessorial charges and applies whether such car is actually used in railroad service.	\$197
260 X	OVERLOADED CARS	A charge per car will be assessed on cars, when weighed and found to be overloaded, ordered by industry back to the point of origin. No additional charge will be assessed for movement to the scales and return to point of origin.	\$430
270 X	SPECIAL SWITCHING SERVICE	Requests of industry for special movement of car or cars, necessitating crew being taken from previously assigned work or requiring the assigning of a new crew to perform special move, will be performed at a charge per hour. (See Item 380.) This charge is in addition to the applicable switching rate published herein. Time and charges will be computed from the time such locomotive and crew is ordered from its regularly assigned duties until it returns to its regular assignment.	\$455
271 X	EMPTY CARS ORDERED AND NOT USED	If the service of switching and placing an empty ordered car has been performed, and the car is subsequently released back to the carrier empty, the party ordering, but not using the equipment will be assessed charge per car, in addition to applicable demurrage and detention charges.	\$455

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**RULES AND OTHER GOVERNING PROVISIONS
SPECIAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION	Rate
280	PAYMENT TERMS	All credit customers must pay charges in accordance with the terms established by the billing carrier. When the DCRR is the billing carrier, the credit period is fifteen (15) days, including Saturdays and Sundays and legal holidays and shall begin on the day following presentation of the freight bill. The term "freight bill" as used in this item includes paperless documents, billing by electronic data interchange (EDI), and invoice less procedures. Presentation of the freight bill shall be deemed to have been made: (a) upon mailing of acceptance check, draft, or money order when paying by mail, and (b) upon receipt of funds in the carrier's bank account when paying via electronic transmission.	
290	FINANCE CHARGES	The DCRR may assess a finance charge of 1.5% per month on unpaid bills for freight and miscellaneous charges, including demurrage, switching and weighing, which are past due its credit terms. Any invoice not paid within ten (10) calendar days after its respective date will be considered late, and the party responsible for payment shall be assessed finance charges as described herein.	
291 X	CARS RELEASED FROM INDUSTRY OR TEAM TRACKS WITHOUT FINAL DESTINATION FORWARDING INSTRUCTIONS	<p>1. Except as otherwise provided, when on customer's order a car is removed from industry or team track without proper final destination forwarding instructions, and such car is held on carrier's track awaiting such forwarding instructions, a handling charge per car will be assessed against such customer, and the car will remain in continuous demurrage or detention until such forwarding instructions are received by carrier's representative.</p> <p>2. Except as otherwise provided, when on customer's order a car is removed from industry or team track without proper final destination forwarding instructions, and such car is held on shippers leased track awaiting such forwarding instructions, a handling charge per car will be assessed against such customer for the service of placing the car at the shippers leased track.</p> <p>3. If a car is removed from industry or team track on customer's order without proper final destination forwarding instructions, and the car has to be delivered back to the original industry, team track, or classification yard because the Class 1 Railroad did not receive forwarding instructions, a handling charge per car will be assessed against such customer, and the switching charge, as the case may be, will be assessed for the movement of the car in each direction.</p>	\$563

For explanation of abbreviations/reference marks, see Item 100.

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RULES AND OTHER GOVERNING PROVISIONS
SPECIAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION	Rate
300 X	EXTRA LOCOMOTIVE SERVICE CHARGES	<p>Requests to this company for locomotive service in connection with standby servicers-railing of cars or other equipment, movement of cars for convenience of cranes or locomotives, or for any purpose other than switching, the charge per locomotive, including crew, per hour. (See Item 380.)</p> <p>When a temporary change in the regularly established practice of placing cars for loading or unloading at any point on this railroad is caused by construction of new facilities or alteration of old facilities belonging to the consignor or consignee at that point, which makes it necessary for this railroad to use extra locomotive service to accomplish the placement of cars, for loading or unloading at that point, the charge for this extra locomotive service, during the period of this construction or alteration will be per hour. (See Item 380.)</p>	\$455
320 X	RECLASSIFICATION OF CARS	<p>Upon request and order of consignor or consignee prior to departure of train from a classification yard, a car or cars, already classified on basis of prior orders, will be reclassified for diversion by reissued switching orders differing from original delivery orders.</p> <p>The charge for reclassification of cars will be per hour (see Item 380), computed from the time the assigned locomotive and crew is ordered to start such work until it is released from such special assignment.</p>	\$455
330 X	SHIPMENTS REQUIRING SPECIAL HANDLING	<p>When shipments, because of dimension, weight or other special handling characteristics, cannot be handled in routine switching service, a locomotive service charge per hour (see Item 380), will be assessed in addition to the applicable published switching rate. Time and charges will be computed from the time such locomotive and crew is ordered from its regularly assigned duties until it returns to its regular assignment.</p>	\$455
340 X	CHANGE IN DESTINATION OF SHIPMENT	<p>At industry locations having mechanized switch order facilities, any change in switching instructions already issued to the railroad regarding original destination can only be accomplished by the issuance of a new switch order containing the desired revision. Service requirements needed to accomplish the change will be charged for, under the appropriate provisions of this tariff.</p>	\$198
341 X	PENALTY HOLD CHARGE	<p>A charge per car, in addition to the switching charge, will be assessed when a loaded car is ordered hold, awaiting final disposition. Car will remain on continuous demurrage in accordance with Freight Tariff 6004 series. When a shipment requires, on account of length, two or more open cars, charges for such service will apply per shipment.</p>	\$198

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**RULES AND OTHER GOVERNING PROVISIONS
SPECIAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION	Rate
342 X	RULE GOVERNING IMPROPERLY LOADED CARS	<p>Unless special loading, bracing, and blocking for a particular shipment is approved in advance and in writing by an authorized official, it is the duty of the consignor or owner of the shipment (the "Shipper") to ensure that its shipment complies with all applicable Association of American Railroads rules, circulars, pamphlets and/or general information series publications and with all applicable loading pamphlets, diagrams, manuals, publications, and/or procedures (collectively, the "Loading Requirements"). Railroad cannot and does not routinely inspect shipments to determine compliance with these Loading Rules in light of the various different requirements does so in general terms and Railroad takes no responsibility for hidden or latent non-compliance with the Loading Requirements or patent non-compliance with the Loading Requirements which because of the unique characteristics of the shipment are not readily recognizable except to a person expert to the particular shipment. Railroad has the right to inspect, weigh and reject shipments at origin for not complying with the Loading Requirements.</p> <p>Railroad may elect to stop en route: 1) any car that does not comply with the Loading Requirements, or 2) a trainload shipment that includes one or more improperly loaded car(s), and hold the individual car or the entire train on a track or tracks where the load re-blocking, re-bracing or transloading may be accomplished. It will be the responsibility of the Shipper to re-block, re-brace or transload the lading at its expense. Railroad will not furnish any personnel, equipment or machinery that may be necessary to properly secure a load. Upon request and order of consignor or consignee prior to departure of train from a classification yard, a car or cars, already classified on basis of prior orders, will be reclassified for diversion by reissued switching orders differing from original delivery orders.</p> <p>Charges for each such car will be assessed as follows: 1. Per car handling charge for each improperly loaded car. 2. Subject to demurrage and storage provisions published in tariff 6004-Series.</p>	\$2,000
343 X	EQUIPMENT ORDERED & SUPPLIED	<p>When Railroad furnishes a car requested by shipper, Railroad will assess and shipper will pay a per car charge when shipper routes Railroad owned, leased or controlled equipment via routes that are not approved by Railroad. This charge is in addition to any other charges which may be due. Exception 1: With written or electronic approval from Railroad's Car Management Department, a shipper may utilize such equipment, without incurring this charge, for outbound shipments via a carrier other than Railroad.</p>	\$2,500

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RULES AND OTHER GOVERNING PROVISIONS
SPECIAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION	Rate
345 X	CHANGE IN DESTINATION OF SHIPMENT OF SHIPMENT / AFTER CAR HAS BEEN HANDLED	Any change in switching instructions already issued to the railroad and movement of car is in progress because of, but not limited to, destination track unavailability, customer redirection, ect. A per occurrence service requirement change will be charged in addition to the tariff related movement cost.	\$225
350 X	INTERCHANGE ERROR DELIVERIES	Cars, empty or loaded, delivered to DCRR in error, will be returned to the delivering carrier at a charge per car. DCRR will make every reasonable effort to comply with connecting carriers' administrative procedures with respect to securing authorization in connection with return of such cars. But, if the service of returning cars is, in fact, provided by DCRR due to connecting-carrier error, charge remains applicable in the event any particular aspect of administrative procedure unilaterally established by connecting carrier is not fulfilled. This includes, but is not limited to, assignment of an "FR Number" by CSX Transportation, Inc.	\$451
370	INTRAPLANT SWITCHING DEFINED	(Applicable only when specific reference is made to this item) Intraplant Switching means the movement of a car or cars from one point within an industrial plant to another point within the same plant at one station.	
380	PRORATING OF HOURLY CHARGES	(Applicable only when specific reference is made to this item) Where hourly charges are named in this tariff, fractions of one hour will be charged for on the basis of one sixtieth (1/60th) of the stated hourly charge for each minute of service. The crew's time record will govern the assessment of charges.	
381	INTERCHANGE WITH CANADIAN NATIONAL RAILWAY COMPANY	The Delray Connecting Railroad has direct connection with Canadian National Railway Company at the following interchange points: Detroit and Ecorse, MI	
382	INTERCHANGE WITH CSX TRANSPORTATION, INC.	The Delray Connecting Railroad has direct connection with CSX Transportation, Inc., at the following interchange point: Detroit, MI.	
383	INTERCHANGE WITH NORFOLK SOUTHERN RAILWAY COMPANY	The Delray Connecting Railroad has direct connection with Norfolk Southern Railway Company at the following interchange point: Detroit, MI.	

For explanation of abbreviations/reference marks, see Item 100.

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SWITCHING RATES

ITEM	APPLICATION	RATES IN DOLLARS PER CAR, EXCEPT AS NOTED																																	
355 X	<p>FREIGHT CARS, EMPTY, Railway Standard Gauge, on own wheels, of Private or Railroad Ownership (See Note)</p> <p>(a)The switching rates published herein applicable on loaded cars will also apply on empty cars when no loaded movement is involved.</p> <p>(b)Empty cars will be given one free switch movement when rate is collected on loaded movement.</p> <p>(c)Empty cars placed for loading on industrial tracks or team tracks and not loaded.....</p> <p>NOTE – Includes cars used as idlers when required to make shipments safe for transportation.</p>	\$185																																	
360	<p>TRAFFIC, ALL OTHER</p> <p>The rates for switching loaded cars within the Delray, Michigan, switching limits will be as follows:</p> <ol style="list-style-type: none"> 1. Intra-terminal 2. Inter-terminal 3. Intra-plant 4. Inter-plant 5. When absorbed in whole or in part by line-haul carriers: <table border="0" style="width: 100%;"> <tr> <td style="width: 10%;">Zone</td> <td style="width: 60%;">Application/Industry</td> <td style="width: 30%;"></td> </tr> <tr> <td>1. INBOUND / OUTBOUND COKE</td> <td></td> <td>\$332 (3)</td> </tr> <tr> <td>2. SCRAP, IRON OR STEEL</td> <td></td> <td>\$332 (4) X</td> </tr> <tr> <td>3. CHEMICALS</td> <td></td> <td>\$271 (3)</td> </tr> <tr> <td>4. HAZARDOUS</td> <td></td> <td>\$288 (4) X</td> </tr> <tr> <td>5. ALL OTHER COMMODITIES</td> <td></td> <td>\$395 (3)</td> </tr> <tr> <td></td> <td></td> <td>\$417 (4) X</td> </tr> <tr> <td></td> <td></td> <td>\$395 (3)</td> </tr> <tr> <td></td> <td></td> <td>\$417 (4) X</td> </tr> <tr> <td></td> <td></td> <td>\$337 (3)</td> </tr> <tr> <td></td> <td></td> <td>\$357 (4) X</td> </tr> </table>	Zone	Application/Industry		1. INBOUND / OUTBOUND COKE		\$332 (3)	2. SCRAP, IRON OR STEEL		\$332 (4) X	3. CHEMICALS		\$271 (3)	4. HAZARDOUS		\$288 (4) X	5. ALL OTHER COMMODITIES		\$395 (3)			\$417 (4) X			\$395 (3)			\$417 (4) X			\$337 (3)			\$357 (4) X	
Zone	Application/Industry																																		
1. INBOUND / OUTBOUND COKE		\$332 (3)																																	
2. SCRAP, IRON OR STEEL		\$332 (4) X																																	
3. CHEMICALS		\$271 (3)																																	
4. HAZARDOUS		\$288 (4) X																																	
5. ALL OTHER COMMODITIES		\$395 (3)																																	
		\$417 (4) X																																	
		\$395 (3)																																	
		\$417 (4) X																																	
		\$337 (3)																																	
		\$357 (4) X																																	
400 X	<p>When a car is weighed or reweighed, either empty or loaded, upon request, the following charges will apply each time the car is weighed:</p> <p>On Railroad Company Scales:</p> <p>Inbound Freight:</p> <p style="padding-left: 20px;">When loaded car is weighed before placement for unloading or empty car after unloading</p> <p style="padding-left: 20px;">When loaded car is weighed after placement for unloading</p> <p>Outbound Freight:</p> <p style="padding-left: 20px;">When empty car is weighed before placement for loading or loaded car after loading</p> <p style="padding-left: 20px;">When empty car is weighed after placement for loading</p> <p>NOTE 1: The charge for weighing and the transportation to the scales and return to the track from which the car was taken</p>	<p>\$76</p> <p>See Note 1</p> <p>\$76</p> <p>See Note 1</p> <p>\$447</p>																																	

For explanation of abbreviations/reference marks, see Item 100.

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SWITCHING RATES

ITEM	APPLICATION	RATES IN DOLLARS PER CAR, EXCEPT AS NOTED
410	INTRA-TERMINAL SWITCHING: COKE OR COKE DUST, Between EES Coke Battery, L.L.C., and Delray Connecting Railroad Rotary Car Dumper, applicable in cars other than as provided for above	\$333

For explanation of abbreviations/reference marks, see Item 100.

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