



**FLORIDA CENTRAL RAILROAD  
FLORIDA MIDLAND RAILROAD  
FLORIDA NORTHERN RAILROAD**



## **FREIGHT TARIFF FCEN 8000-T**

Cancels and supersedes FCEN 8000-S

**RULES, REGULATIONS, AND CHARGES  
GOVERNING  
SWITCHING, ACCESSORIAL, DEMURRAGE, AND FREIGHT CHARGES  
AT LOCATIONS ON THE  
FLORIDA CENTRAL, MIDLAND, AND NORTHERN RAILROADS**

This tariff applies on interstate traffic and intrastate traffic in Florida,  
except where expressly provided to the contrary in connection with particular items.

ISSUED: December 1, 2018

EFFECTIVE: January 1, 2019

ISSUED BY:  
Marketing & Sales  
P. O. Box 967  
Plymouth, FL 32768

The provisions published herein, if effective, will not have an impact  
on the quality of the human environment or energy consumption.

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## METHOD OF ADDING, CHANGING OR DELETING ITEMS IN THIS TARIFF

Changes to this tariff will be made by issuing supplements. These supplements will show the action taken on each item, namely:

- I**      Increase
- C**      Change resulting in neither an increase nor a decrease
- D**      Decrease

There will be only one supplement to this tariff in effect at any time. Any item contained in a prior supplement will be brought forward to subsequent supplements.

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## TABLE OF CONTENTS

### GENERAL RULES AND REGULATIONS

5	DESCRIPTION OF GOVERNING CLASSIFICATION AND EXCEPTIONS.....	4
10	STATION LISTS AND CONDITIONS.....	4
15	EXPLOSIVES, DANGEROUS ARTICLES.....	4
20	REFERENCE TO TARIFFS, ITEMS, NOTES AND RULES.....	4
30	CONSECUTIVE NUMBERS.....	4
35	CAPACITIES AND DIMENSIONS OF CARS.....	5
40	NATIONAL SERVICE ORDER TARIFF .....	5
50	MILEAGE CHARGES ON PRIVATELY OWNED CARS.....	5
70	HOURS OF SERVICE AND PERFORMANCE.....	5
80	HOLIDAYS.....	5

### SECTION 1 – SWITCHING AND ACCESSORIAL CHARGES

200	EXPLANATION OF SWITCHING CHARGES.....	6
205	DEFINITION OF TERMS.....	6
210	CHARGES FOR INTRA-PLANT, INTRA-TERMINAL & INTER-TERMINAL SWITCHING.....	7
215	CHARGES FOR RECIPROCAL SWITCHING.....	7
220	CHARGES FOR SPECIAL SWITCHING.....	7
225	TRAIN CREW DELAY.....	8
230	OVERLOADED CARS.....	8
240	IDLER OR TRAILER CARS.....	8
250	“SHIPMENT TO ORDER”, “ORDER NOTIFY” OR “STRAIGHT BILL OF LADING” REQUIRING SURRENDER OF BILL OF LADING OR WRITTEN ORDER.....	9
260	CARS FURNISHED BUT NOT USED.....	9
270	INTERCHANGE DELIVERY ERRORS .....	9
280	CHARGES FOR CARS OF FOUR (4) OR MORE AXLES.....	9
290	CHARGES FOR USE OF SPECIAL EQUIPMENT.....	9
295	SPECIAL TRAIN SERVICE.....	10
300	SWITCHING OF LOCOMOTIVES ON OWN WHEELS, BUT NOT UNDER OWN POWER.....	11
310	TURNING OF CARS TO PERMIT UNLOADING.....	11
320	DIVERSION OR RECONSIGNMENT.....	11

**TARIFF FCEN 8000-T**

**SECTION 2 – GENERAL CAR DEMURRAGE RULES AND CHARGES**

700 DEFINITION OF TERMS..... 13  
710 GENERAL APPLICATION..... 14  
720 EXCEPTIONS TO DEMURRAGE CHARGES ..... 14  
730 NOTIFICATION TO CONSIGNOR OR CONSIGNEE..... 15  
740 CARS HELD FOR COMPLETE UNLOADING..... 15  
750 CARS HELD FOR LOADING..... 16  
760 PRIVATE AND RAILROAD CARS HELD FOR OTHER PURPOSES..... 17  
770 DEMURRAGE PLAN AND PRICES..... 17  
780 UNIT TRAIN DEMURRAGE..... 18  
790 PRIVATE CARS HELD ON RAILROAD TRACKS..... 18  
800 HAZARDOUS COMMODITIES..... 18  
810 STORAGE OR HOLDING OF HAZARDOUS COMMODITY CARS..... 18  
820 TOXIC/POISONOUS INHALATION HAZARD (TIH/PIH) CARS ..... 19  
830 COAL UNIT TRAIN LOCOMOTIVE DETENTION ..... 19  
840 COAL RECEIVER TRIP DELAY CHARGES ..... 19  
  
APPENDIX A – SUMMARY OF CHARGES..... 20

**SECTION 3 – FREIGHT RATES**

900 EMPTY ..... 21  
  
EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS..... 21

**GENERAL RULES AND REGULATIONS**

**ITEM 5 DESCRIPTION OF GOVERNING CLASSIFICATION AND EXCEPTIONS**

The terms "Governing Classifications" and "Uniform Freight Classification", when used herein, mean: Uniform Freight Classification STB 6000-series, issued by National Railroad Freight Committee, Agent.

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**ITEM 10 STATION LISTS 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 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 tariff, the rates from and to such station as published in this tariff are inapplicable on and after that date.

**GEOGRAPHICAL LIST OF STATIONS**

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

**STATION LIST**

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

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**ITEM 15 EXPLOSIVES, DANGEROUS ARTICLES**

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

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**ITEM 20 REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.**

- a) 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.
  - b) Where reference is made in this tariff to another tariff by STB number, such reference applies also to such tariff to the extent it may be applicable on intrastate traffic.
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**ITEM 30 CONSECUTIVE NUMBERS**

Where consecutive numbers are represented in this tariff by the first and last numbers connected by the word "to" or a hyphen, they will be understood to include both of the numbers shown. If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.

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**TARIFF FCEN 8000-T**

**ITEM 35 CAPACITIES AND DIMENSIONS OF CARS**

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

Maximum Gross weight on rail on THE RAILROAD without clearance is 286,000.

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**ITEM 40 NATIONAL SERVICE ORDER TARIFF**

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

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**ITEM 50 MILEAGE CHARGES ON PRIVATELY OWNED CARS**

THE RAILROAD will not pay mileage charges on privately owned cars when moving to, from or via stations on THE RAILROAD.

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**ITEM 70 HOURS OF SERVICE AND PERFORMANCE**

- a) Hours of service and performance are subject to change based upon THE RAILROAD's scheduled operation and switching. Accessorial charges will be applied to services rendered outside of the prescribed scheduled operating and switching times or on designated holidays when service is not provided.
  - b) Services required to be performed on days or at hours other than those set forth in a) above will not be deemed to fall within the term "normal operation periods", or "workdays". Such days or hours will be deemed to fall within the term "Special Switching" and rates in accordance with Item 220 will apply.
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**ITEM 80 HOLIDAYS**

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

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**SECTION 1**  
**SWITCHING RULES AND OTHER GOVERNING PROVISIONS**

**ITEM 200 EXPLANATION OF SWITCHING CHARGES**

Except as otherwise specifically provided herein, switching charges published in this tariff cover the movement of a loaded car in one direction and the empty car in the opposite direction. If cars are loaded in both directions, charge will be assessed for movement in each direction.

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**ITEM 205 DEFINITION OF TERMS**

**Industrial Tracks** A track serving a particular industry, whether located upon property owned by THE RAILROAD or upon property owned or leased by the industry.

**Inter-Terminal Switch** - A switching movement between industry tracks on THE RAILROAD and interchange with connecting lines when within the switching limits of the same station or THE RAILROAD branch. This includes movements of empty cars that came online as an empty and departed empty. See Item 210.

**Intra-Plant Switch** - A switching movement from one location to another location wholly within the confines of the same (single) plant or industry located on THE RAILROAD. See Item 210.

**Intra-Terminal Switch** - A switching movement from one location to another on THE RAILROAD, within the switching limits of one station or THE RAILROAD branch. This includes movements between storage tracks, leased tracks, and private tracks. See Item 210.

**Reciprocal Switching** – An arrangement between THE RAILROAD and CSXT when 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 shipments having an immediately preceding or following line-haul movement via the other carrier. THE RAILROAD will perform reciprocal switching only to or from stations specifically listed in this tariff. See Item 215.

**Team Track** - A track or tracks assigned by for use by the general public.

**Special Switch** – A switch request that does not fall into one of the defined switch categories above. Includes switch requests for (1) indexing of railcars for loading or unloading, (2) switching service to be performed at a time other than that scheduled by THE RAILROAD, (3) switching services that exceed parameters set forth in an established agreement for Contract Switching, (4) those movements required because of excessive dimensions, excessive weight, high center of gravity, or other conditions not permitting normal train operation. See Item 220.

**THE RAILROAD** – Florida Central Railroad (FCEN), Florida Midland Railroad (FMID), or Florida Northern Railroad (FNOR)

**Unabsorbed Switch Charge**- Applies in addition to the line-haul transportation charge or charges of a connecting carrier published in tariffs or other instruments of that carrier when moving to or from the specified station via a junction with that connecting carrier.

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**TARIFF FCEN 8000-T**

**ITEM 210 CHARGES FOR INTRA-PLANT AND INTRA-TERMINAL SWITCHING**

Except as otherwise provided herein, THE RAILROAD will assess the following charges in dollars per car for switching service as defined in Item 205:

INTRA-PLANT:	\$220.00
INTRA-TERMINAL:	\$345.00
INTER-TERMINAL:	\$480.00

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**ITEM 215 CHARGES FOR RECIPROCAL SWITCHING**

The per car charge for stations in Orlando, FL will be \$622.00 except:

	<b>2019</b>
All other park traffic	\$ 622
1) STCC 20413 (Corn meal)	\$ 643
2) STCC 20461 (Corn syrup)	\$ 643
3) STCC 20465 (Corn oil)	\$ 643
4) STCC 20933 (Rapeseed Oil)	\$ 639
5) STCC 28133 (CO2)	\$ 670
6) STCC 20923 (Soybean Solubles)	\$ 784
7) STCC 28185 (Glycerin)	\$ 784
8) STCC 29121 (LPG)	\$ 921
9) STCC 33125,6 (Steel)	\$ 735
10) STCC 28211 (Plastics)	\$ 895

\*Applies only in blocks of at least 10 cars of privately marked cars

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**ITEM 220 CHARGES FOR SPECIAL SWITCHING**

Special switching movements are (1) requests by industry for switching service to be performed by the railroad at a time other than that scheduled by the railroad or (2) those movements required because of excessive dimensions, excessive weight, high center of gravity, or other conditions not permitting normal train operation.

When such movements can be conveniently arranged by the railroad with an existing crew, a charge for each hour, or fraction thereof, subject to the hourly rate and minimum charge listed in **Column A** below, will be assessed.

When movements can be arranged by the railroad that requires the use of an extra crew, a charge for each hour, or fraction thereof, subject to the hourly rate and minimum charge listed in **Column B** will be assessed.

SPECIAL SWITCH CHARGES

	<b>COLUMN A</b>	<b>COLUMN B</b>
Hourly Rate	\$215.00	\$215.00
Minimum Hours	3	8
Minimum Charge	\$645.00	\$1,720.00

## TARIFF FCEN 8000-T

The above charges are subject to the following provisions:

- a) Special Switch charges are in addition to the regular freight or switching charges.
- b) Hours are computed from the time crew is dispatched until switch is completed and crew has returned to the point of dispatch.
- c) Requests for Special Switching must be placed by consignor, consignee, or agent of consignor or consignee, in writing or by telephone confirmed by fax or letter. Request shall give all necessary information including car initial and number, location date and time of movement desired, party to be billed, routing, and any other information and instructions pertinent to such movement.
- d) Requests for Special Switching shall be made far enough in advance of the date and time required to allow railroad sufficient time to assemble equipment, personnel, and other incidental requirements.
- e) Railroad reserves the right to fill out such special trains with additional cars.
- f) If a special Switch is cancelled less than 12 hours prior to the intended service a fee of \$500.00 will be assessed; otherwise there will be no charge for cancellation.

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### ITEM 225 TRAIN CREW DELAY

When receipt or delivery of a car or cars cannot be accomplished in continuous movement at this railroad's ordinary operating convenience because of any condition caused by the industry, this railroad will arrange for receipt or delivery as follows:

- a) If it appears that the delay will be of a temporary nature, the locomotive will be held at the nearest available location and the service completed when conditions permit. When such delay to this railroad's locomotive exceeds 30 minutes, the charge of \$200 per hour may apply, after the first 30 minutes of delay. The time of the delay will be measured from the minute the conductor determines that the industry is unable to accept service.
- b) If, after a period of delay, the condition preventing completion of service has not been eliminated, this railroad may, at its option, withdraw its locomotive and place any car or cars on available track inside or outside the facility. Subsequent movement by this railroad of any car or cars so moved will be subject to Intra-Plant or Intra-Terminal charges, as the case may be.

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### ITEM 230 OVERLOADED CARS

THE RAILROAD will not accept cars that are loaded in excess of load limit markings, but in no case greater than 286,000 pounds gross weight, except by special permit. When a car is found to be loaded in excess of its stenciled load limit while en route but before placement, it will be placed at or near the location where the overload is discovered and consignor will be requested to arrange for disposition; or, at carrier's convenience, it may be returned to the shipper for removal of the excess weight.

- a) A charge of \$750 may apply for each overloaded railcar; additional handling charges may also apply.
- b) Overloaded railcars are subject to demurrage charges until corrective action is completed.
- c) Shipper will be liable for all damages to overloaded cars.

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### ITEM 240 IDLER OR TRAILER CARS

Idler or trailer cars accompanying loaded cars will be treated as loaded cars.



**ITEM 250      “SHIPMENT TO ORDER”, “ORDER NOTIFY” OR “STRAIGHT BILL OF LADING”  
REQUIRING SURRENDER OF BILL OF LADING OR WRITTEN ORDER**

- a) 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 the provisions of Rule 7 of the UFC.
  - b) When loaded cars are released and pulled from industry track at shipper’s request without proper Bill of Lading being sent to THE RAILROAD agent, there will be a charge of \$250 per car for these cars held awaiting shipping instructions. It is the customer’s responsibility to submit proper Bill of Lading instructions to the agent.
  - c) Order Bills of Lading – When Order Bills of Lading or written orders are received prior to arrival of car on THE RAILROAD, there will be no charge. Order Bills of Lading or written orders received after arrival of cars on THE RAILROAD will be assessed a charge of \$250 per car.
  - d) 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.
  - e) Order Bills of Lading will not be issued covering intra-terminal or inter-terminal movements.
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**ITEM 260      (I) CARS FURNISHED BUT NOT USED**

Except as otherwise provided in tariffs lawfully on file, when an empty car is placed or constructively placed for loading, but is not used in subsequent transportation service and is released empty, a charge of \$250 per car will apply except for heavy-duty flat cars where a charge of \$500 per car will apply. These charges are in addition to applicable demurrage charges will be made against the party ordering but not using the equipment.

EXCEPTION - This charge will not apply when cars are refused or rejected account of not being in proper condition for loading.

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**ITEM 270      INTERCHANGE DELIVERY ERRORS**

Cars received by THE RAILROAD in error from CSXT will be returned to CSXT at a charge of \$200.00 per car, loaded or empty. Charge will be assessed against CSXT.

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**ITEM 280      CHARGES FOR CARS OF FOUR (4) OR MORE AXLES**

- a) Charges for intra-plant or intra-terminal switching at points on these lines will be confined to cars having no more than four (4) axles.
  - b) When cars with more than four (4) axles are found in intra-plant, intra-terminal, or inter-terminal service, the charges for such service will be 200% of that shown herein for the same service application on cars with four (4) axles.
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**ITEM 290      CHARGES FOR USE OF SPECIAL EQUIPMENT**

THE RAILROAD will not furnish cars that are other than ordinary equipment for use in intra-plant, intra-terminal, or inter-terminal switching service. In the event other than ordinary equipment is used, an additional charge of \$200.00 will be assessed. On joint-line movements,

## TARIFF FCEN 8000-T

this charge will be assessed only once (see Exception).

### ORDINARY EQUIPMENT MEANS:

- a) XM boxcars not exceeding 60 feet in length, inside measurement.
- b) FM flatcars, not over 60 feet in length and having capacity not over 180,000 pounds.
- c) 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.
- d) Open-top hopper cars not exceeding 75 feet in length, inside measurement, and having marked capacity not exceeding 200,000 pounds.
- e) Shipper owned or leased cars.

EXCEPTION - Provisions of this item do not apply on a movement immediately prior or subsequent to a revenue line-haul movement when notation so stating is made by shipper on shipping document.

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### ITEM 295 SPECIAL TRAIN SERVICE

Upon request, special switching or train service may be provided with reasonable advance notice to RAILROAD and only when RAILROAD 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 RAILROAD. All applicable line-haul charges will be assessed in addition to special train charge of \$3500 may be assessed. 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 Director of Marketing and Sales at the time request is made.

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

**ITEM 300 SWITCHING OF LOCOMOTIVES ON OWN WHEELS, BUT NOT UNDER OWN POWER**

Privately owned, leased or foreign line locomotives will be moved over THE RAILROAD subject to a charge of \$750. THE RAILROAD 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 THE RAILROAD mechanical personnel and connecting carrier mechanical personnel. Any locomotives that fail inspection will be rejected at interchange.

THE RAILROAD's maximum liability for loss and damage is \$100.00 per locomotive.

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**ITEM 310 TURNING OF CARS TO PERMIT UNLOADING**

In instances where it is desired that freight in carloads be placed on tracks for loading or unloading from one particular side or end of the car, cars must be properly placarded on both sides, and notation 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.”

Placards and BOL/Waybill notations will enable THE RAILROAD to determine if a car is properly turned for placement prior to delivery. If necessary, and when turning facilities are available, THE RAILROAD will turn cars to comply with delivery instructions. The following charges will apply:

- A) If THE RAILROAD turns a car to comply with Placards and BOL/Waybill notations, or at customer's request, a charge of \$400 per car shall apply, in addition to all other lawful charges.
  - B) If the car must move over another railroad to accomplish turning, the charges of the other railroad will be in addition to applicable charges assessed by THE RAILROAD.
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**ITEM 320 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 RAILROAD:

- a) Change in the name of consignee
- b) Change in the name of consignor
- c) Change in the destination
- d) Change in route
- e) Any other instruction given by consignee, consignor, or owner affecting delivery and requiring an addition to or a 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 THE RAILROAD for cars that are not under its control.

CHARGES:

**TARIFF FCEN 8000-T**

When an order is placed with THE RAILROAD by consignee, consignor, or owner that modifies any of the terms:

- a) The charge for Diversion or Reconsignment will be \$300 per car.
- b) Facilitation of Diversion or Reconsignment is not guaranteed. If the request is not accomplished, no charge will be assessed for the request.

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

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**SECTION 2**  
**GENERAL CAR DEMURRAGE RULES AND CHARGES**

**ITEM 700 DEFINITION OF TERMS**

For the purpose of applying rules in Section 2 of this tariff, the following are defined and shall govern.

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**Actual Placement** – When a car is placed in an accessible position for loading or unloading, or at a point designated by the consignor or consignee.

**Consignee** – The party to whom a shipment is consigned and/or the party entitled to receive the shipment.

**Consignor** – The party in whose name cars are ordered and/or the party who furnishes THE RAILROAD forwarding directions.

**Constructive Placement** – When a car consigned or ordered to a private track cannot be actually placed because of a condition attributable to the consignor or consignee, such a car will be held at an available hold point and notice shall be sent or given to the consignor or consignee that the car is held (naming the hold point if not held at destination) and that this railroad is unable to effect placement; however, if a car is placed on the private track serving the consignor or consignee, the car shall be considered constructively placed without notice.

**Credit** – Non-chargeable demurrage day. Credits can only be earned on those cars released.

**Debit** – Chargeable demurrage day.

**Demurrage Day** – A twenty-four (24) hour period, or part thereof, commencing 00:01 hours after tender (calendar day).

**Diversions** - An order from consignee to deliver car to other than original destination

**Empty Release Information** – Advice by consignor or consignee faxed or emailed to authorized personnel of THE RAILROAD that car is unloaded and available to THE RAILROAD. Information given must include identity of consignee, party furnishing data, car initial and number. Date and Time stamp from fax will be used in demurrage calculations.

**Forwarding Instructions** – Shipping instructions given to THE RAILROAD at the point of loading containing all of the necessary information to transport the shipment to the final destination.

**Free Time** - Free time will be computed from the first 00:01 following actual placement or constructive placement, whichever occurs first, until car is released to railroad. When car is placed on a public delivery track, free time will commence at the first 00:01 after actual placement and after notice of the arrival is given to the party entitled to receive same.

**Lease Track** – Any trackage assigned to a user through written agreement. Lease track will be treated the same as private track under this Section.

**Other Than Public Delivery Track** – Any railroad track or portion of a track assigned for individual use or for joint use, including privately-owned or leased tracks.

**Private Car** – A private car is a car bearing other than railroad reporting marks, except as otherwise provided in item 720.

## TARIFF FCEN 8000-T

**Private Track** – A track outside of THE RAILROAD’s right-of-way, yard, and terminals, and of which THE RAILROAD does not own either rails, ties, roadbed, or right-of-way. The track may be used jointly by two or more parties when written notice has been furnished to THE RAILROAD by the owner of the track prior to such joint use; or, a track or portion thereof owned or operated by THE RAILROAD that is leased for the purpose of the storage of rail cars of Lessee through a written agreement. The joint use of a lease track by each of two or more parties must have written consent from THE RAILROAD prior to such joint use.

**Public Delivery Track** – Any accessible track open to the general public for loading and unloading.

**Railroad-Controlled Car** – A railroad-controlled car is a car provided to THE RAILROAD directly, by car companies or others, for indiscriminate use by THE RAILROAD in servicing any of its customers.

**Reconsignment** – An order from the consignor to bill a car to other than the original consignee.

**Tender** - When THE RAILROAD gives notification that a car is available for unloading or loading by either actual or constructive placement to consignor or consignee.

**Unit Train** – A train in which all rail cars carry the same commodity and are shipped from the same origin to the same destination.

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### ITEM 710 GENERAL APPLICATION

The rules and charges published herein apply at points on THE RAILROAD on international, interstate, and intrastate traffic. The charges apply on railroad owned or leased cars and on private (non-railroad) owned or leased cars.

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### ITEM 720 EXCEPTIONS TO DEMURRAGE CHARGES AND PRIVATE CAR STORAGE

All Railroad and Privately owned cars held for or by consignors or consignees are subject to demurrage rules and charges contained in this section, EXCEPT the following:

- a) Privately (non-railroad) owned or leased cars held on industry owned or leased tracks where the ownership or lease of the car and the track is the same.
- b) Cars for loading or unloading of THE RAILROAD company material while held on THE RAILROAD tracks or private sidings connecting therewith.
- c) Cars of refused or unclaimed freight to be sold by THE RAILROAD for the time held beyond legal requirements.
- d) Empty Cars moving on own wheels under transportation charges as freight.
- e) Cars of railroad ownership, leased for storage of commodities, while held on lessee’s tracks.
- f) Loaded or empty private cars held on private or leased storage tracks.
- g) Cars specially equipped for handling welded railroad rail held for loading such rail.
- h) Empty cars ordered and rejected as unsuitable for loading.
- i) Cars covered by storage or hold charges.
- j) Cars assigned to shippers returned empty to point of assignment, to the extent storage rules apply.

Further, the following situations due to no fault of THE RAILROAD or industry will not be subject to charges. Claims for relief from demurrage rules and charges due to these causes should be made in writing within 30 days by industry or THE RAILROAD.

## TARIFF FCEN 8000-T

- a) Strike at plant or industry served by THE RAILROAD which prevents loading or unloading. However, cars held because of strikes will be subject to detention charges of \$25.00 per car per day for all days including Saturdays, Sundays, and holidays. No free days will be allowed.
  - b) Acts of God (flood, hurricane, earthquake), including weather interference which prevents loading or unloading.
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### ITEM 730 NOTIFICATION TO CONSIGNOR OR CONSIGNEE

- A. The following notifications will be furnished as indicated:
    1. Cars for Other than Public Delivery Tracks:
      - a. Notice of constructive placement if cars are held on FCEN/FMID/FNOR tracks due to reasons attributable to the consignor or consignee.
      - b. Delivery of car upon tracks of consignee, or tracks leased or licensed to consignor or consignee, will constitute notice.
      - c. When two or more parties, each performing their own switching, take delivery of cars from the same track, notice will be given when cars are placed on the that track.
    2. Cars for Public Delivery Track: Notice will be given to the party entitled to receive notification when car is actually placed
    3. Cars Stopped in Transit: Notice will be given to consignor, consignee, or owner responsible for the car being stopped upon arrival of the car at the point of stoppage.
    4. Refused Loaded Car: When a loaded car is refused at destination, Consignee will give notice of such refusal to THE RAILROAD and to the consignor or owner.
  - B. Notification may be given in writing or electronically, and will contain the following:
    1. Car initials and number, if lading transferred en route, the initials and number of the original car, commodity, time and date
    2. When notification is received from customer that car is unloaded and released and railroad determines that car is not completely unloaded a charge of \$275.00 will be assessed and demurrage charges will continue to be assessed until actual release.
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### ITEM 740 CARS HELD FOR COMPLETE UNLOADING

Unloading is the complete unloading of a car, including blocking and dunnage, and advice from the consignee to the railroad that the car is empty and available to the railroad.

- A. RELEASE:
  1. Date and time that the railroad received advice that the car is empty.
  2. Cars placed on interchange tracks of a consignee doing its own switching, must also be returned to the interchange track for release.
  3. When the same car is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue until forwarding instructions are received.
- B. NOTIFICATION TO THE RAILROAD:
  1. THE RAILROAD must be notified of empty releases by EDI, fax or email. All notifications must include the car initial and number, date, time, company name, and person providing the notification.

## TARIFF FCEN 8000-T

1. When electronic or mechanical devices are used to furnish notification to railroad, the recorded date and time that instructions are received will govern.
2. When notification is received from customer that car is unloaded and released and railroad determines that car is not completely unloaded a charge of \$200 will be assessed and demurrage charges will continue to be assessed until actual release.

### C. COMPUTATION:

1. Time will be computed from the first 00:01 hours after tender until release.
2. On reloaded cars, time will be computed from the first 00:01 hours after advice is received that the car is empty until release.
3. When the same car is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue until forwarding instructions are received

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## ITEM 750 CARS HELD FOR LOADING

Loading is the complete or partial loading of a car in conformity with THE RAILROAD loading and clearance rules, and the furnishing of Forwarding Instructions.

### B. RELEASE:

1. Date and time Forwarding Instructions are received.
2. Cars placed on tracks of a consignor doing its own switching must be returned to the interchange by the consignor to be considered released.
3. Cars found to be improperly loaded or overloaded at origin will not be considered released until the load has been adjusted properly.
4. A car to be held for official grading or inspection at origin will not be considered released until such time as the grading and inspection is complete.

### C. NOTIFICATION TO RAILROADS:

1. THE RAILROAD must receive complete Forwarding Instructions by EDI, fax or email before a car will be considered to be released.
2. When Forwarding Instructions are received, the recorded date and time instructions are received will govern.
3. If, after receipt of Forwarding Instructions, THE RAILROAD determines after arriving at our customer's facility that a car is not ready to move, THE RAILROAD will assess a charge of \$200.00 and demurrage charges will continue to be assessed until actual release.

### D. COMPUTATION:

1. Time will be computed from the first 00:01 hours after tender until release
2. If a car is placed prior to the date for which it was ordered from "Railroad," time will be computed from the first 00:01 hours on the date for which it was ordered until its release.
3. On cars for reloading: Demurrage time for the unloading cycle will terminate and demurrage time for the (re)loading cycle will be computed from the first 00:01 hours after notification received by THE RAILROAD that the car is empty. Demurrage time for loading will continue until the car is released to THE RAILROAD loaded. Car will NOT be considered released until complete Forwarding Instructions are received by THE RAILROAD and all car doors and hatches are closed for movement.
4. When a car is actually placed, or constructively placed, and released prior to 23:59 hours same day, no demurrage day will be accrued.



**TARIFF FCEN 8000-T**

5. When an empty car is placed for loading and movement via a specific route in conformity with Car Service Rules and/or directives, and the loaded car is offered for movement via some other route and refused by the railway necessitating unloading, demurrage shall be charged from the first 00:01 hour after placement until the car is loaded and no credit allowance shall be made.

**ITEM 760 PRIVATE AND RAILROAD CARS HELD FOR OTHER PURPOSES**

Applicable to cars held on orders of consignor or consignee, while awaiting disposition from the consignor or consignee or as a result of conditions attributable to consignor or consignee.

**DISPOSITION:** That information, including forwarding instructions or empty release, which allows the railroad to either tender or release the car from the consignor's or consignee's account.

**RELEASE:** Date and time that the railroad received advice that the car is empty, or that forwarding instructions are received.

**COMPUTATION:** Time will be computed from the first 00:01 hours:

- A. After tender until release, on cars:
  1. Diverted
  2. Empty for loading – ordered and not used (other than a rejected car)
  3. Partially unloaded
  4. Reconsigned
  5. Reshipped
  6. Stopped in transit
- B. After cars are received by THE RAILROAD until date of disposition on:
  1. Cars received from connecting carriers.
  2. Loaded private cars returned to railroad tracks.
- C. After tender until date of refusal on:
  1. Refused loaded cars (consignee).
- D. After tender until date of disposition on:
  1. Refused loaded cars (consignor).
- E. After tender until release or placement on private tracks on:
  1. Loaded private cars while held on railroad tracks.

**ITEM 770 (I) DEMURRAGE PLAN AND PRICES**

- A. Demurrage charges are assessed as follows:

Demurrage Assessment Begins:	Per Car Per Day Charge		
	Standard	Refrigerated Cars	Heavy Duty Flat Cars
For LOADING, 24 hours from next 12:01AM following tender	\$80	\$100	-
For UNLOADING, 48 hours from next 12:01AM following tender	\$80	\$100	-
Upon interchange	-	-	\$200

## TARIFF FCEN 8000-T

- B. Unit Trains will be allowed 24 hours for unloading from the first 00:01 hours after tender until release. (See Item 780)
  - C. Credit will be applied for the balance of time any car for loading or unloading is released within 48 hours from the first 00:01 hours after tender. Credits will be used to offset demurrage time. Credits earned for complete loading may only be used to offset demurrage days accrued for complete loading and credits earned for complete unloading may only be used to offset demurrage days accrued for complete unloading.
  - D. Settlement of charges will be made on a monthly basis on all cars released during each calendar month.
  - E. Credits earned and demurrage days accrued by customers having facilities at separate stations cannot be combined.
  - F. Credits will not be allowed for:
    - 1. Empty cars ordered and not used.
    - 2. Loaded private cars returned to railroad tracks to be held for disposition.
    - 3. Cars received from connecting carriers to be held for disposition.
  - G. Credits earned and demurrage days accrued will be calculated separately for Private and Railroad cars held for other purposes
  - H. Excess credits earned in one calendar month may not be used to offset demurrage days in another calendar month.
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### **ITEM 780 UNIT TRAIN DEMURRAGE**

For the purpose of calculating demurrage on Unit Trains, cars will continue to accrue demurrage days until the last car is released. At this point, the entire train is deemed to be off of the demurrage clock and ready to be taken to interchange as a single block.

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### **ITEM 800 HAZARDOUS COMMODITIES**

The shipper of any hazardous commodity shipped via THE RAILROAD shall indemnify THE RAILROAD and hold THE RAILROAD harmless for any and all loss, liability or cost whatsoever that THE RAILROAD may incur or be held responsible for, to the extent that such liability is due to, or arises from: a) defects in or failure of shipper's cars and equipment, b) a failure of shipper or shipper's agent to conduct proper or appropriate pre-shipment inspection of the cars as described in 49 CFR Sec. 173.31 (d) or c) misidentification of commodity shipped.

The foregoing indemnification shall not apply to any loss or liability caused by or due to THE RAILROAD's failure to conduct pre-departure inspections as described in 49 CFR Sec. 174.9 or failure to follow AAR interchange rules, or any other liability resulting from THE RAILROAD's negligence.

The above provisions apply to shipments of Classes A, B or C explosives, as named in Section 172.101 Hazardous Materials Table of Tariff BOE 6000-Series, and hazardous materials, substances or wastes requiring the use of a 4-digit identification number on shipping papers, placards or panels, as named in Section 172.101 Hazardous Materials Table of Tariff BOE 6000-Series, while held on THE RAILROAD premises.

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### **ITEM 810 STORAGE OR HANDLING OF HAZARDOUS COMMODITY CARS**

After the expiration of any free time allowed, and in addition to applicable demurrage charges, the following charges will apply per day of twenty-four (24) hours, or fraction thereof, until removal from THE RAILROAD's premises:

**TARIFF FCEN 8000-T**

- A) Class A, B and C -Explosives:
  - i. \$500.00 per car per day will apply on cars held on THE RAILROAD premises
- B) Hazardous Materials, Substances, Wastes, Other Than Explosives
  - i. \$500.00 per car per day will apply on cars held on THE RAILROAD premises

The above provisions apply to shipments of Classes A, B or C explosives, as named in Section 172.101 Hazardous Materials Table of Tariff BOE 6000-Series, and hazardous materials, substances or wastes requiring the use of a 4-digit identification number on shipping papers, placards or panels, as named in Section 172.101 Hazardous Materials Table of Tariff BOE 6000-Series, while held on THE RAILROAD premises.

- C) Empty Railcars Formerly Containing Hazardous Materials or Explosives
  - i. \$500.00 per car per day will apply to the Customer (defined for the purpose of this subsection as the consignee of the empty railcar) for each empty railcar released to THE RAILROAD without sufficient forwarding or billing instruction, if the railcar’s prior movement contained any of the items referenced in A) or B) above.

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**ITEM 820 TOXIC/POISONOUS INHALATION HAZARD (TIH/PIH) CARS**

Storage or holding of cars containing toxic or poisonous inhalation hazards (TIH or PIH) on THE RAILROAD tracks is NOT permitted. Such cars must be delivered to consignee’s private tracks by the next regularly scheduled train. If consignee’s private track is full or access to this track is not granted to THE RAILROAD, then a penalty charge applies.

Charge for TIH/PIH car delay..... \$1,200 per car per day

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**ITEM 830 UNIT TRAIN LOCOMOTIVE DETENTION**

When locomotives or unit trains are held other than for THE RAILROAD’s convenience, THE RAILROAD may assess the responsible customer a charge of \$1,800 per locomotive per day.

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**ITEM 840 COAL RECEIVER TRIP DELAY CHARGES**

No demurrage charges shall be assessed on Private Cars held on Consignee’s tracks at the Crystal River Plant. In the event Private Cars enroute to the Crystal River Plant are Constructively Placed on tracks not owned by Consignee and locomotives or crews are released, after the expiration of twenty-four (24) hours free time, such shipments will be assessed trip delay charges of \$20.00 per car for each twenty-four (24) hour period, or fraction thereof, until car(s) are released to THE RAILROAD.

TARIFF FCEN 8000-T

**FCEN FREIGHT TARIFF**

**APPENDIX A - SUMMARY OF CHARGES**

Item #	Description	Charges(s)
ITEM 210.1	Intra-Plant Switching	\$220 per car
ITEM 210.2	Intra-Terminal Switching	\$345 per car
ITEM 210.3	Inter-Terminal Switching	\$480 per car
ITEM 220 A	Special Switch Charge Existing Crew (Column A)	\$215 per hr. / 3 hr. minimum
ITEM 220 B	Special Switch Charge New Crew (Column B)	\$215 per hr. / 8 hr. minimum
ITEM 220 F	Cancelation Special Switch (less than 12hr notification)	\$500
ITEM 225	Train Crew Delay	\$200 per hr. after 30 min
ITEM 230	Overloaded Car	\$750 per car
ITEM 250	Car Released Without Proper Bill of Lading	\$250 per car
ITEM 260	Car Furnished Not Used	\$250 per car / \$500 per heavy flatcar
ITEM 290	Interchange Error	\$200 per/car
ITEM 295	Special Train Service	\$3500 per occurrence
ITEM 300	Locomotive Switching Not Under Own Power	\$750
ITEM 310	Turning Of Railcars	\$400 per car
ITEM 320	Diversion Or Reconsignment	\$300 per car
ITEM 330	Cars Requested By Specific Number	\$110 per car
ITEM 740	Cars Held For Unloading	\$200 per occurrence plus demurrage
ITEM 750	Cars Held For Loading	\$200 per occurrence plus demurrage
ITEM 760	Rail Cars Held Fore Other Purposes	Subject to Demurrage Charge Item 770
ITEM 770	Demurrage	\$80 per day per car / \$100 per day per car for refrigerated cars / \$200 per day per car for heavy flatcar
ITEM 780	Unit Train Demurrage	\$80 per day per car until last car is released
ITEM 810	Storage Of Hazardous Commodities	\$500 per day per car
ITEM 820	TIH/PIH Storage/Delay	\$1200 per day per car
ITEM 830	Unit Train Locomotive Detention	\$1800 per locomotive per day
ITEM 840	Coal Receivers Trip Delay	\$20 per car for each 24 hr.

**SECTION 3  
FREIGHT RATES AND SURCHARGES**

EMPTY

**EXPLANATION OF ABBREVIATIONS  
AND REFERENCE MARKS**

AAR	Association of American Railroads
CSXT	CSX Transportation
FCEN	Florida Central Railroad
FMID	Florida Midland Railroad
FNOR	Florida Northern Railroad
OPSL	Official List of Open and Prepay Stations
RER	The Official Railway Equipment Register
RPS	Railroad Publication Services, Agent
STB	Surface Transportation Board
STCC	Standard Transportation Commodity Code
UFC	Uniform Freight Classification

- End of Tariff -