MERIDIAN & BIGBEE RAILROAD

(M&B)

FREIGHT TARIFF MB 8100-C

M & B RAILROAD
(cancels all previous issues of MB 8100, MB 8100-A & MB8100-B)

CHARGES, RATES, RULES
AND REGULATIONS
GOVERNING
SWITCHING, WEIGHING
AND OTHER ACCESSORIAL CHARGES
AT
STATIONS ON
THE M & B RAILROAD
IN THE STATES OF ALABAMA AND MISSISSIPPI

ISSUED BY

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ISSUED: SEPTEMBER 12TH, 2012 EFFECTIVE: OCTOBER 12TH, 2012

(CANCELS ALL PREVIOUS ISSUE DATES)

TABLE OF CONTENTS

SUBJECT

RULES AND REGULATIONS – UNLIMITED ITEM(S)
Junction Points / Connecting Lines……... 1
Method of Canceling Items…….. 5
Hours of Operations……. 10
Observed Holidays…… 15
Service Outside of Normal Working Hours…….. 20
Loss and Damage Claims ……. 25
Demurrage…… 30

RULES AND REGULATIONS – SWITCHING ITEM(S)
Definition of Terms…….. 35
Switching General…… 40
Line-Haul Rates…….45
Plant/Terminal Switching Charges…… 50
Absorption of Switching Charges……. 55
Charges for Stand-by Switching Service…… 60
Storage Charge for Private Cars…….65
Storage Charge for Hazmat Cars……70
Cars Ordered by Customer but Not Used……..75
Overloaded Cars……80
Turning of a Railcar to Permit Loading or Unloading…… 85
Re-spotting Charge……90
Over-Dimensional and/or Heavy Loads……95

RULES AND REGULATIONS – MISCELLANEOUS ITEM(S)

Light Density Line Surcharge……100
Cars Released as Loads with No Billing……... 105
Special Train Service…… 110
Cars Interchanged In Error …… 115
CSXT Cars Loaded and Shipped Via route other than MNBR / CSXT …… 120
Revenue empty cars moving on own wheels …… 130
PIH & TIH traffic …….. 140
Empty car furnished – Unfit for Loading charge…….. 150
Weighing or Re-weighing……..160
Diversion or Re-Consignment…….…..170
Third Party Billing……..180

ITEM 1

JUNCTION POINTS	CONNECTING LINES
Linden, AL	AGR
Montgomery, AL	CSXT
Meridian, MS	KCS
Meridian, MS	NS
Linden, AL	BNSF
Selma, AL	NS

RULES AND OTHER GOVERING PROVISIONS
RULES AND REGULATIONS-UNLIMITED

ITEM 5

METHOD OF CANCELLING ITEMS

As this tariff is supplemented, numbered items with letter suffixes cancel corresponding numbered items in the original tariff, or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A. Example: Item 100-A cancels Item 100 and Item 300-B cancels Item 300-A in a prior supplement, which in turn cancelled Item 300.

ITEM 10

HOURS OF OPERATIONS

The normal operating hours of the M & B RAILROAD are 07:00am – 11:00pm Monday thru Saturday at Meridian, MS and 08:00am – 5:00pm Monday thru Friday at Selma, AL. Switching services are available for other than normal hours of operation at charges published in Item 20 of this tariff.

ITEM 15

OBSERVED HOLIDAYS

1. New Year's Day
2. Presidents Day
3. Good Friday
4. Memorial Day
5. Independence Day
6. Labor Day
7. Thanksgiving Day
8. Day after Thanksgiving
9. Christmas Eve
10. Christmas Day
11. New Years Eve

ITEM 20

SERVICE OUTSIDE OF NORMAL WORKING HOURS

When shippers and/or consignees request service outside of normal working hours or on holidays, there will be an additional charge of $300.00 per hour, with a four (4) hour minimum.

ITEM 25

LOSS AND DAMAGE CLAIMS

Loss and Damage Claims must be filed with and processed by the line-haul carriers.

ITEM 30

DEMURRAGE

This tariff is subject to the provision of demurrage charges published in MB Tariff 6001. In summary the demurrage rates are $60.00 per day with one free day for loading and two free days for unloading. The free day begins the first 7:00 AM following actual placement or constructive placement. There are no additional free days allowed for weekends or holidays.

Refer to MB Demurrage Tariff 6001 for a more detailed explanation of demurrage.

SECTION 1
RULES AND REGULATIONS - SWITCHING

ITEM 35

DEFINITION OF TERMS

SWITCHING LIMITS OF THE
M & B RAILROAD

The switching limits of the M & B RAILROAD (MB) include all warehouses, industries and wharves located on its line.

LINE-HAUL SERVICE

The term line-haul switching means the switching of cars by the MB from or to points of interchange, when the freight originates at or is destined to stations beyond the operating limits of MB.

INTRA-PLANT SWITCHING

The term intra-plant switching means a switching movement from one track to another track within the same plant or industry or from one location to another location on the same track within the same plant or industry.

INTRA-TERMINAL SWITCHING

The term intra-terminal switching means a movement (other than intra-plant switching) from one industry or facility to another industry or facility on tracks served only by the M & B RAILROAD. (See Note this Item)

NOTE: The term "track" as used herein includes private sidings, assigned sidings, team tracks and all other tracks at which the public, either individually or collectively, is authorized and/or permitted to load and/or unload freight to or from railroad freight equipment.

ITEM 40

SWITCHING GENERAL

(a) Unless otherwise provided herein, the switching charges contained in this tariff cover the movement of a loaded or partially loaded car one way and the return of the same car empty, or the placing of an empty car and the return of the same car loaded or partially loaded.

(b) Where switching service is performed on traffic moving under line-haul rates, which are subject to special demurrage charges and rules, the cars being switched will be subject to the same demurrage charges and rules applicable in connection with the line-haul rates.

(c) Whenever switching service is performed on a car which moves loaded in both directions, the charges in this tariff will be applied on each movement.

ITEM 45

LINE HAUL RATES

MB will perform service as defined in Item 35, between warehouses, industries and wharves located on its line and points of interchange.

Line haul rates will be adjusted annually based upon contracts with customers and interchange carriers.

ITEM 50

PLANT/TERMINAL SWITCHING CHARGES

The following charges per car, without regard to weight or contents, will be made for the transportation of cars in intra-plant switching and local transportation services:

SERVICE PERFORMED	
Intra-plant switching……	$ 150.00 per car
Intra-Terminal Switching ……..….	$ 300.00 per car

ITEM 55

ABSORPTION OF SWITCHING CHARGES

The M&B will absorb switching charges of connecting lines as follows:

- $173.00 at Meridian, MS connecting with KCS
- $173.00 at Meridian, MS connecting with NS
- $250.00 at Selma, AL connecting with NS

ITEM 60

CHARGES FOR STAND-BY SWITCHING SERVICE

When the MB locomotive and operating crew are held at the request of an industry or shippers agent, or when the locomotive and crew are delayed by an industry or shippers agent within the confines of the industry or immediately adjacent thereto, or is requested by the industry or shippers agent to perform extra switching service before or after regular switching service, the charge for such a standby-by, delay, or extra switch service shall be at the rate of $300.00 for the first hour or fraction thereof with a minimum of 4 hours.

ITEM 65

STORAGE CHARGE FOR PRIVATE CARS

When empty/loaded private cars are received but cannot be delivered on account of the inability of the consignee, such cars will be held at destination; or if it cannot reasonably be accommodated there, at an available hold point and notice sent or given the consignee that the cars or other equipment are so held, and time will be computed from the first 7:00 AM thereafter.

The charge for storage will be at the rate of $19.00 per car per day, in addition to a $130.00 charge for switching car to/from storage location.

ITEM 70

STORAGE CHARGE FOR HAZMAT CARS

The charge for storage of cars containing Hazardous Materials, Hazardous Substances or Hazardous Waste on railroad premises will be at the rate of $50.00 per car per day, in addition to a $130.00 charge for switching car to/from storage location. Explosives, chlorine, TIH, and PIH may not be stored on railroad owned tracks.

ITEM 75

CARS ORDERED BY CUSTOMER BUT NOT USED

When a car is billed and/or ordered in by the customer for loading but the customer does not load the car and the car is in the proper condition for loading, a charge of $250.00 per car will be assessed against the customer ordering the car. This charge will be made in one direction only. This charge also applies to private empty cars being returned to home shop.

ITEM 80

OVERLOADED CARS

Cars found to be overloaded or improperly loaded will be returned to the plant/industry or placed on nearest available track for adjusting load to meet loading requirement for safe transportation. It will be the responsibility of the shipper or owner to adjust load. A charge of $250.00 per car will be assessed for returning car to plant/industry or placing car on nearest available track for adjustment of load.

ITEM 85

TURNING OF A RAILCAR
TO PERMIT LOADING OR UNLOADING

MB does not offer the ability to turn rail cars. Customer may contact their line haul carrier of their shipment for this service.

ITEM 90

RE-SPOTTING CHARGE

When cars placed by MB at industry or team tracks for loading or unloading are released by consignee as loaded or empty prior to being completely loaded or unloaded, and such cars are moved by MB from industry or team tracks, they will be subject to a charge of $250.00.

The cars will remain on continuous demurrage transaction beginning with the date and time of initial placement and notification by MB.

ITEM 95

OVER-DIMENSIONAL AND/OR HEAVY LOADS

Rates for any one or more of the following conditions must be on an individual shipment basis arranged with MB prior to shipment from or arrival to MB:

1. Car having a capacity exceeding 268,000 lbs gross weight.
2. Clearance/Dimensional shipments with heights exceeding 15', width exceeding 11'6", or weight restrictions or any single piece exceeding 75,000 lbs. (reference to publication "Railway Line Clearances" current Vol. 208 and subsequent issues).
3. All cars of AAR Car Types FA, FC, FCA, FD, FMS, FW, LF, LG and LS.

RULES AND REGULATIONS-MISCELLANEOUS

ITEM 100

LIGHT DENSITY LINE SURCHARGE

There is no light density line surcharge on the MB.

ITEM 105

CARS RELEASED AS LOAD WITH NO BILLING

When a loaded car is released without billing, a $250.00 charge will be assessed against the customer responsible for billing the car. Applicable storage/demurrage charges will continue until billing has been received.

ITEM 110

SPECIAL TRAIN SERVICE

The M&B will charge $65.00 per train mile, minimum 35 miles, for all movements requiring special train handling. This includes any car(s) which require handling other than normal train service. Charges will be in addition to all other charges associated with the movement.

ITEM 115

CARS INTERCHANGED IN ERROR

Cars, loaded or empty, received by the M&B in error from delivering carrier will be returned to delivering carrier at the charge of $500.00 per car. This charge will be assessed against the delivering carrier and includes empties delivered by connecting carriers that were not ordered for loading.

CSXT has a special agreement with a charge of $200.00.

ITEM 120

CSXT CARS LOADED AND SHIPPED VIA ROUTE
OTHER THAN M&B / CSXT

If a CSXT owned or controlled car is placed by M&B at a customer's location for loading and said customer loads the car and ships it via a route other than M&B / CSXT, that customer will be charged $350.00 per car by M&B.

ITEM 130

REVENUE EMPTY CARS MOVING ON OWN WHEELS

M&B will move revenue empty cars moving on their own wheels from AGR at Linden to CSXT at Montgomery, and back, for a charge of $425.
M&B will move empty cars moving on own wheels for a charge of $300.00 per car. This charge will only apply where no loaded movement was handled or will be handled by M&B on the immediate, preceding or succeeding movement.

ITEM 140

PIH and TIH LOADED TRAFFIC

Rates for any one or more of the following STCC's or conditions must be on an individual shipment basis arranged with the MB Vice President of Sales & Marketing prior to shipment from or arrival to MB:

Commodities (inclusive of all PIH and TIH commodities):

4904210 (ANHYDROUS AMMONIA)
4920353 (OXIDO DE ETILENO U OXIDO DE ETILENO CON NITROGENO)
4920355 (METILMERCAPTANO)
4920504 (HYDROGEN CHLORIDE, REFRIGERATED LIQUID)
4920508 (SULPHUR,DISXIDE,LIQUEFIED)
4920518 (METHYL BROMIDE)
4920523 (CLORO)
4921003 (TOXIC BY INHALATION LIQUID, FLAMMABLE, N.O.S.)
4921016 (TRICLORURO DE FOSFORO)
4921019 (ALLYL ALCOHOL)
4921064 (TOXIC LIQUIDS, FLAMMABLE, ORGANIC, N.O.S.)
4921401 (CIANHIDRINA DE ACETONA, ESTABILIZADA)
4921405 (SULFATO DE DIMETILO)
4921414 (CLOROPICRINA)
4921722 (HEXACLOROCICLOPENTADIENO)
4930024 (HYDROGEN FLUORIDE, ANHYDROUS)
4930030 (SULPHURIC ACID, FUMING)
4930050 (TRIOXIDO DE AZUFRE, ESTABILIZADO)
4930204 (CHLOROSULPHONIC ACID)
4932385 (TITANIUM TETRACHLORIDE)
4936110 (BROMINE)

ITEM 150

EMPTY CARS RETURNED UNFIT FOR LOADING

When an empty car is received from a connecting carrier for loading by an industry located on the MB and the car is refused by the industry or it is not in the proper condition to be loaded and must be returned to the connecting carrier, a charge of $500.00 per car will be assessed against the connecting carrier. This charge will be made in one direction only.

ITEM 160

WEIGHING OR RE-WEIGHING

MB does not offer weighing of rail car shipments. Customer may contact the line haul carrier of their shipment for weight information.

ITEM 170

DIVERSION OR RE-CONSIGNMENT

The charge for a DIVERSION OR RE-CONSIGNMENT will be $300.00

ITEM 180

THIRD PARTY BILLING

Charges accruing under this tariff are the sole responsibility of the party physically residing at the rail location receiving or shipping the involved railcars. No third party billing will be allowed.