

Wisconsin and Southern Railroad  
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**DEMURRAGE, STORAGE, ACCESSORIAL  
AND TERMINAL FREIGHT TARIFF WSOR 7001-B**  
(Cancels and Supersedes WSOR 7001-A and supplements/revisions thereto)

**CONTAINING DEMURRAGE AND STORAGE CHARGES  
RECIPROCAL & TERMINAL SWITCHING AND  
MISCELLANEOUS RAILROAD CHARGES  
APPLYING AT ALL POINTS ON THE WSOR**

**FOR GENERAL RULES & CONDITIONS OF CARRIAGE  
SEE TARIFF WTS 9011-SERIES**

**APPLICABLE ON EXPORT, IMPORT, INTERSTATE AND INTRASTATE TRAFFIC**

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ISSUED BY:

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## CHECK SHEET OF ITEMS AND REVISIONS

The items contained in this publication are listed consecutively by number. The paragraph that has been changed within an item will contain one of the following reference marks placed next to the item number:

- (A) Denotes increase
- (R) Denotes reductions
- (C) Denotes changes in wording which result in neither increases nor reductions in charges
- (N) Denotes new item

In addition, the effective date of the revised item will be added to this index page "CHECK SHEET OF ITEMS AND REVISIONS" to identify which item(s) have been changed

Revision Type	Item Number and Description Effective Date	
(C)	280 – Change in wording	July 01, 2014
(C)	320 – Changed Note 2 to Note 1 on RockTenn	July 01, 2014
(C)	Various Items (Changed Phone and Fax Numbers)	July 01, 2014
(C)	0.05 – Reference to Tariffs, Items, Notes, Rules, Etc.	November 01, 2014
(C)	0.20 – Change in Provision(s)	November 01, 2014
(C)	10 – Glossary	November 01, 2014
(C)	30 – Security Deposits for Payment of Charges	November 01, 2014
(C)	40 – Notification	November 01, 2014
(C)	60 – Claims	November 01, 2014
(C)	70 – Application	November 01, 2014
(C)	75 – Charges for Toxic or Poisonous Inhalation Hazard (TIH/PIH)	November 01, 2014
(C)	120 – Storage of Loaded and Empty Private Cars on Leased Tracks	November 01, 2014
(C)	140 – Storage of Railway Equipment Moving on Own Wheels	November 01, 2014
(C)	150 – Storage of Explosives, Hazardous Matls (Other Than TIH/PIH)	November 01, 2014
(C)	210 – Car Interchanged or Delivered to WSOR in Error	November 01, 2014
(C)	290 – Diversion Charges	November 01, 2014
(C)	315 – Overcharge Claims	November 01, 2014
(C, A)	345 – Equipment Supplied for Specific Destinations or Junctions	November 20, 2014
(N)	365 – Item Formerly Shown	November 20, 2014

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**ITEM 0.05 REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.**

This publication is now available on the Internet for viewing or sending directly to your printer. WSOR Home Page can be found by going to <http://www.watcocompanies.com>. All customers shipping with the WSOR should **review all the publications (including but not limited to WTS 9011-series) posted on the Website before tendering freight to or from any railroad as revisions to the publications will be made from time to time by supplement or reissuing the publications in their entirety.**

From the Home Page click the 'Railroads' link, then choose the option called 'Forms & Policies' for the railroad carrier being inquired; this option houses the publications necessary for understanding how to do business with the WSOR.

If you are not equipped to obtain a copy of this publication from the WATCO web site, a hard copy will be mailed to you, provided you furnish, to the address shown below, a formal written request for a printed copy. This formal request is required on an annual basis in accordance with the Surface Transportation Board's policy decision under Ex Parte 528, Disclosure, Publication and Notice of Change of Rates and Other Service Terms for Rail Common Carriage. **An annual \$100.00 subscription fee will be assessed for those who wish to receive a hard copy.**

Watco Transportation Services  
Attn: Marketing Administration  
315 West 3<sup>rd</sup> Street  
Pittsburg, KS 66762

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.

**ITEM 0.10 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.

**ITEM 0.20 CHANGE IN PROVISION(S)**

WSOR reserves the right at any time to change the provisions of this publication; provided, however, any such change shall be effective only with regard to any transportation services provided under the publication for freight tendered after the effective date of the changes. WSOR will make available on its web site this publication in the latest amended form. Shippers, Consignees, Loaders and Unloaders should review this publication before tendering freight. Revisions to this publication will be made from time to time by reissuing the publication in its entirety.

**ITEM 0.25 CHARGES HEREIN SUBJECT TO INCREASE**

Charges published herein are subject to increase by republication.

**ITEM 0.30 CURRENCY**

Charges published herein are stated in United States Dollars.

**ITEM 0.35 TRANSPORTATION**

Carrier agrees to transport shipments with reasonable dispatch. Carrier does not guarantee rail service within any particular time frame. Bunching and Run Around will not be considered railroad error and no allowance will be made.

**ITEM 10**      **GLOSSARY OF TERMS**

**ACTUAL PLACEMENT:** When a car is placed in an accessible position for loading or unloading, or at a point designated by the shipper or consignee or party loading or unloading the car. Railroad will not issue Actual Placement Notices.

**ASSIGNED CARS:** The assignment of cars to a given shipper at a specific location as defined in Car Service Rule 16 and Car Hire Rule 22 as published in the Official Railway Equipment Register.

**ASSIGNEE:** A shipper who has requested and has been assigned specific cars.

**AVERAGE AGREEMENT:** Party responsible for demurrage or storage charges is provided an offset of car detention debits with credits on a monthly basis.

**BILL OF LADING:** Uniform Bill of Lading as contained in the Uniform Freight Classification UFC 6000-Series, subject to modification as may from time to time.

**BROKER:** An agent or intermediary negotiating the buying or selling contents of car, other than shipper or consignee.

**BUNCHING:** The accumulation of cars for loading or unloading shipped on different days. Since WSOR does not control the flow of inbound cars from connecting railroads, no allowance can be made in demurrage charges.

**CALENDAR MONTH:** Defined as 12:01 AM from the first day of one calendar month through 12:01 AM of the first day of the following calendar month.

**CALENDAR YEAR:** Defined as 12:01 AM January 1<sup>st</sup> of one year through 12:01 AM January 1<sup>st</sup> of the following calendar year.

**CAR ORDER WANT DATE:** The date for which customer requested car for loading.

**CHARGEABLE DAY:** A twenty-four (24) hours period or fraction thereof for which a charge assessed pursuant to this Tariff can be assessed.

**CHARGEABLE DEBIT:** Chargeable debits are the difference between the debits applied to a car minus any applicable credits.

**CLOSING EVENT:** The event in a car cycle that closes the cycle and results in computation of time and charges.

**CONSIGNEE:** The party designated on the bill of lading as the entity entitled to receive delivery of the car from the carrier.

**CONSIGNOR or SHIPPER:** The party designated on the bill of lading as the entity which has caused the car to be consigned into transportation.

**CONSTRUCTIVE PLACEMENT:** When a car, including order notify and in-bond shipments, cannot be actually placed or delivered because of any condition attributable to the consignee, shipper, loader or unloader, such car will: (a) be held on WSOR tracks and notice will be sent or given to the party entitled to receive notification that the car is held awaiting disposition instructions; (b) have been placed by WSOR on private or other than public delivery tracks, including lead tracks serving the consignee, shipper, loader or unloader, will be considered constructively placed without notice.

**CONSTRUCTIVE PLACEMENT TIME:** The time from constructive placement until a car is actually placed.

**CREDIT:** Offset of a chargeable day. Credits can be earned only on those cars released from demurrage. Demurrage day must occur to earn a credit.

**DEBIT:** See description of term for Demurrage Day.

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**ITEM 10**      **GLOSSARY OF TERMS (Con't)**

**DEMURRAGE:** Demurrage is a charge for detaining a railcar. Railroads charge demurrage as an incentive for customers to load and unload cars promptly, to prevent congestion in railroad terminals caused by idle cars, and ultimately to improve the utilization of a valuable asset. Reduced dwell translates into faster, more reliable cycle times and better service.

**DEMURRAGE DAY:** A twenty-four (24) hour period, or fraction thereof, commencing at the first 12:01 AM after the applicable start event, may also be referred to as “Debit.”

**DESTINATION:** Billing destination, or if such destination is serviced by a terminal yard, then such terminal yard will be considered as the destination.

**DISPOSITION:** Information, including forwarding instructions and/or release, which allows the railroad to apply or release the car from the shipper’s, consignee’s, loader’s, or unloader’s account.

**DIVERSION:** The term “Diversion” can be used interchangeably with “Reconsignment” and means any request for change in the bill of lading or waybill. A diversion in an order from the shipper or consignee to deliver car(s) to other than the original billed destination. If change requires the car to move over track that it has already traveled (back haul), the car may be diverted to the next logical terminal. From there, new shipping instructions (new Bill of Lading) will be required to move the car from its current location to the new destination.

**EMPTY CARS ORDERED AND NOT USED:** Empty cars ordered, placed or constructively placed for loading and not used in transportation service.

**EMPTY RELEASE INFORMATION:** Advice from consignee and/or unloader, given to the WSOR Date Entry Department electronically via ShipperConnect, via EDI, or via email to [CS1@watcocompanies.com](mailto:CS1@watcocompanies.com) or in writing via fax (**for fees on faxes, please review WTS 9011-Series**) to 1-866-413-5160 that car is unloaded and available to WSOR. Information given must include identity of consignee, and/or unloader, party furnishing the data, car initial, number date and time. Release will be effective on date and time advice is received by WSOR.

**FORWARDING INSTRUCTIONS:** A bill of lading given to authorized personnel of the line-haul carrier that contains all of the necessary information which allows for the immediate movement by WSOR. Forwarding instructions will be effective on date and time advice is received by WSOR.

Advice received by WSOR to move a car from a loading or storage track to WSOR’ yard or hold track to be held for “forwarding instructions”, whether furnished by the party loading car or another party, or a bill of lading or an order consigning the car to an Agent of WSOR which has no beneficial interest in the lading, does not constitute “forwarding instructions” or a release from demurrage or other like charges.

A bill of lading, or other suitable order, covering car(s) requiring clearance from all carriers in the routing will not constitute “forwarding instructions” until clearance is received from all carriers in the routing.

**FREE TIME:** The time allowed for the unloading or loading of cars.

**HAZARDOUS MATERIALS (OTHER THAN TIH/PIH):** SUBJECT TO TARIFF BOE 6000 (HAZARDOUS MATERIALS REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION) Hazardous Materials are defined as “Hazardous Wastes” and “Hazardous Substances” as named in Hazardous Materials Regulations of the U. S. Department of Transportation in 40 Code of Federal Regulations (CFR) 260 through 263 and 49 CFR 171.8 or successor thereof, requiring the use 4-digit identification numbers on shipping documents, placards or panels and identified with Standard Transportation Commodity Codes (STCC) beginning with 48 and 49 or beginning with STCC 28 and 29 and converting to STCC 48 or 49.

**IDLER CAR:** An empty car used to protect overhanging loads, or used between cars loaded with long material.

**INDUSTRIAL INTERCHANGE TRACK:** Designated delivery or receipt track or tracks for the exchange of cars between carrier and industry performing their own switching including switch line acting as Agent for Industry.

**ITEM 10**      **GLOSSARY OF TERMS (Con't)**

**INDUSTRY TIME:** The time from actual placement or placement to team tracks until release and receipt of forwarding instructions, if applicable. The time from interchange receipt of a loaded car or a loaded private car released and held on railroad controlled tracks until forwarding instructions are received.

**INTRA-PLANT SWITCHING:** A switching movement of cars, loaded or empty, from one track to another track or between two points on the same track, within the same plant or industry without leaving the tracks of the same plant or industry.

**INTRA-TERMINAL SWITCHING:** A switching movement (other than intra-plant switching) from one track to another track of the same carrier, within the switching limits of one station or industrial switching district.

**INTER-TERMINAL SWITCHING:** A switching movement (other than intra-plant and intra-terminal switching) between an industrial track or team track on the tracks of WSOR and an industrial track or team track on connecting lines on traffic having origin and destination within the same switching limits of the same station or industrial switching district. Charges of connecting carriers will be in addition to charges provided herein.

**INTERMEDIATE SWITCHING:** A switching movement by a carrier which neither originates nor terminates the shipment nor receives a line haul on that shipment.

**LEASED TRACK:** A track leased to a user through a written lease agreement and is considered the same as a private track for demurrage purposes.

**LINE-HAUL:** Movement between stations that are not located within the switching limits of the same station. Movement between stations located within the switching limits of the same station will be considered Line-haul when customer is not listed as open to reciprocal switching or when movement occurs from or to a leased track.

**LOADER:** Party physically loading the car.

**LOADING:** The complete or partial loading of a car in conformity with WSOR loading and clearance rules, advice that the car is available for movement, and the furnishing of forwarding instructions.

**NOTIFICATION:** When required, notification will be furnished either electronically or in writing to all parties entitled to receive notification.

**ORDER IN CUSTOMER:** A customer who, by prior arrangement, has notified WSOR that cars shall not be placed, or considered to be placed, for loading or unloading, until WSOR has received an order for placement from said customer.

**ORDER IN:** In order for a car on constructive placement to be spotted at a customer's facility, the party entitled to receive the car must order the car for placement.

**OTHER THAN PUBLIC DELIVERY TRACK:** Any trackage assigned for individual use, including privately owned or leased track.

**PARTIAL UNLOADING:** The partial unloading of a car and the furnishing of forwarding instructions.

**PRIVATE CAR:** A car which is not owned or leased by a railroad.

**PRIVATE TRACK:** Any track not owned or leased by a railroad.

**PUBLIC DELIVERY TRACK:** Any track for use by the general public for loading and unloading (i.e. Team Track).

**RAILROAD CONTROLLED CAR:** Any car other than a private car.



**ITEM 10**      **GLOSSARY OF TERMS (Con't)**

**RECIPROCAL SWITCHING:** An arrangement between carriers 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. WSOR will provide reciprocal switching only to or from WSOR customers specially listed in Section IV of this tariff. Line-haul shipments to or from WSOR customers not listed in Section IV must move in WSOR line-haul service.

**REFUSED LOADED CAR:** An original loaded car refused at destination without being unloaded.

**RELEASE:** The notification received from shipper, loader, consignee or unloader that loading or unloading of a car has been completed and car is available for movement and forwarding instructions have been received, if applicable. Date and time that WSOR receives forwarding instructions and advice that a car is available for movement and from non-credit customers, upon payment of any charge due. Cars placed on industrial interchange tracks of an industry doing its own switching, including those tracks of an industrial switch line acting as Agent of industry, will be removed from track and considered received and held for disposition as provided in this Tariff. Cars found to be improperly loaded at origin will not be considered released until the load has been properly adjusted and clearance has been obtained. When a car is unloaded and then reloaded, empty release information must be furnished. If not furnished, demurrage will be continuous until forwarding instructions are received. Loaded or empty or private cars released and pulled from private tracks, which must first be held on railroad track awaiting forwarding instructions, are subject to **demurrage/storage** provisions and charges as provided in this Tariff.

NOTE: Demurrage charges will continue to accrue to the Origin Industry even when cars are released to a Third-party, until the time billing is received from the Third-party.

**RUN AROUND:** Car(s) placed ahead of previous arrivals.

**SHIPPER CONNECT:** Online utility that allows user to manage their inventory while online as well as release of empty railcars. Contact RMI Administrator with questions at (866) 889-2826 or email [RMISHelpDesk@watcocompanies.com](mailto:RMISHelpDesk@watcocompanies.com).

**SHIPPER or CONSIGNOR:** The party designated on the bill of lading as the entity which has caused the car to be consigned into transportation.

**SPOT ON ARRIVAL:** WSOR, without notification, will place cars for loading or unloading immediately upon their availability for placement.

**SPOT ON ARRIVAL CUSTOMER:** A customer who has not requested to be an Order In Customer will be considered a Spot On Arrival Customer (see Spot on Arrival). If constructive placement of a car is necessary, the car will not be placed for loading or unloading until WSOR has received an order for placement from the Spot on Arrival Customer.

**STOPPED IN TRANSIT:** When cars are held en route because of any condition attributable to the shipper, or consignee, or owner.

**STORAGE DAY:** A twenty-four (24) hour period, or fraction thereof.

**TEAM TRACK:** Any track designated by WSOR for use by the general public for loading and unloading (i.e. Public Delivery Track).

**TIH/PIH:** Toxic Inhalation Hazards (TIH) and Poison Inhalation Hazards (PIH), including all commodities listed in 49 CFR Table 172.101 (Hazardous Materials Table) with a Special Provision code in Column 7 of 1 thru 6, or 13 as defined in 49 CFR §172.102. The terms TIH and PIH are synonymous as they apply to this Tariff.

**TIME:** Local time is applicable, expressed on the basis of the twenty-four (24) hour clock, commencing at 12:01 AM.

**UNLOADER:** Party physically unloading the car.

**ITEM 10**      **GLOSSARY OF TERMS (con't)**

**UNLOADING:** The complete or partial unloading of a car and notice from the consignee the car is available for movement and the furnishing of forwarding instructions when required.

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**ITEM 20**      **PAYMENT TERMS**

Charges that accrue per this Tariff are due and payable according to WSOR' payment terms, as stated in WTS Rules Publication 9011-Series, supplements thereto and successive issues thereof, whichever is applicable.

**ITEM 30**      **SECURITY DEPOSITS FOR PAYMENT OF CHARGES**

WSOR has the right to demand that a rail customer (WSOR served shipper, loader, consignee or unloader responsible for the payment of demurrage), with a history of delinquency or nonpayment of freight, demurrage or other charges not in bona fide dispute, deposit with WSOR money or security adequate to pay an **average monthly invoiced services calculated over the past six months or a per car fee based on potential services**. (1) The deposit may be satisfied with cash, letter of credit, surety bond or other appropriate instrument. WSOR will determine the suitability of the security tendered. (All instruments on deposit are hereinafter referred to as "security")

If a WSOR invoice not in bona fide dispute is not paid when due, immediately thereafter WSOR will satisfy the bill by drawing against the security on deposit. Thereafter, the rail customer will be required to reinstate the value of the security to its former level or to another level equivalent to its average monthly invoiced services or per car fee based on potential services.

Should demand be made upon a rail customer for the deposit or maintenance of security as heretofore stated and should the rail customer refuse or fail to deposit or maintain the security, WSOR may refuse to provide any further rail service until the deposit requirement is fulfilled. If service is refused and rail customer is the subject of congestion, WSOR will issue an embargo against all rail transportation by WSOR to and from that rail customer, so long as congestion exists or otherwise continues. In short, carrier may issue and maintain the embargo while the congestion exists, irrespective of rail customer compliance or non-compliance with the Security Deposit provisions in this Item.

No interest will be paid by WSOR on any security or monies deposited with it. It is within the discretion of the WSOR to determine when creditworthiness of the rail customer no longer necessitates the imposition of a security or deposit. If rail service to the customer is permanently discontinued, upon satisfaction of all invoiced bills the security on deposit held by WSOR will be released and returned.

**See WTS Rules Publication 9011-Series for CREDIT EXTENSION and other conditions of carriage.**

**SECTION I  
DEMURRAGE RULES AND CHARGES**

**ITEM 40      NOTIFICATION**

**Notification to Shipper, Loader, Unloader, Consignee, Freight Payer or party entitled to receive notice.**

- A. The following notification will be furnished as indicated:
1. Cars for Other Than Public Delivery Tracks:
    - a. Notice of constructive placement shall be sent or given if a car is held on tracks of WSOR at an available hold point or at billed destination due to any condition attributable to the facility served by WSOR (shipper, consignee, loader or unloader) which prevents WSOR from making actual placement.
    - b. Delivery of car upon tracks of consignee will constitute notice. WSOR Train Crew will record placement events. The date and time of the WSOR Train Crew's record will govern the charges in this tariff. Facility served by WSOR must review and report discrepancies between facility's inventory and daily ON-LINE INVENTORY report within 24 hours of discrepancy to customer service at [CS1@watcocompanies.com](mailto:CS1@watcocompanies.com). If communication is not received within 24 hours, Train Crew's record will govern the charges in this tariff.
  2. Cars for Public Delivery Tracks:
    - a. Notice of constructive placement shall be sent or given if a car is held on tracks of WSOR at an available hold point or at billed destination due to any condition attributable to the shipper, consignee, loader or unloader which prevents WSOR from making actual placement.
- B. Notification will be furnished in writing, electronically, or via mechanical device, and shall contain:
1. Car initials and number
  2. Hold point, if other than billed destination.
- C. When shipper or consignee utilizes an electronic or mechanical device, including fax machines, phone systems and email, to accept messages, notification left on such device will be considered as having been received.
- D. It will be the responsibility of the **WSOR served customer** (Shipper, Loader, Unloader, Consignee or party entitled to receive notice, to notify the WSOR Customer Service at [CS1@watcocompanies.com](mailto:CS1@watcocompanies.com) or a fax at 866-413-5160 of fax number or email address changes. Should WSOR receive a failure to deliver message due to any reason attributable to the receiver, such as invalid fax number or email address, notice will be considered to have been given on any Constructive Placement notice attempted to be delivered (**for fees on faxes, emails and phone calls please review WTS 9011-Series**).

**ITEM 50      NOTIFICATION TO WSOR**

WSOR will accept forwarding instructions, empty release information or, other disposition twenty-four hours via EDI, via Shipper Connect, via email to [CS1@watcocompanies.com](mailto:CS1@watcocompanies.com) or via fax to number 866-413-5160, (**for fees on faxes, emails and phone calls please review WTS 9011-Series**).

All notices to **WSOR** are effective upon receipt.

NOTE 1: Demurrage charges will continue to accrue to the Origin Industry even when cars are released to a Third-Party, until the time billing is received from the Third-Party.

NOTE 2: IT IS THE ORIGIN INDUSTRY'S RESPONSIBILITY TO ENSURE INFORMATION IS RECEIVED BY THE RAILROAD.

NOTE 3: A penalty charge will be assessed on cars released prior to being fully unloaded or loaded (see ITEM 180)

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**ITEM 60      CLAIMS**

In order to be allowed relief from a billed amount, a claim must be presented to WSOR, in writing, within **thirty (30)** days of the billing date, with supporting documentation, stating fully the conditions for which relief is claimed, identifying contested cars by car initial, car number and location.

Claims sent to WSOR which are not found to be valid will be subject to a **processing fee of \$50.00** for each incorrectly disputed car. Claims are to be sent via email to [WSORdisputes@watcocompanies.com](mailto:WSORdisputes@watcocompanies.com).

**All claims not received within thirty (30) days will result in invoice being considered valid and prompt payment will be expected.**

**Improper Charges:**

If, by error, demurrage or storage charges are improperly assessed, charges will be adjusted to the amount that would have accrued but for such error.

**Unacceptable Claims:**

Bunching and run around will not be considered railroad error and no allowance will be made.

**Weather Interference:**

Acts of God: In the event it is impossible for shipper, loader, consignee, or unloader to get to a car or to load or to unload a car due to acts of God, including, but not limited to flood, storm, earthquake, hurricane, tornado, or to other severe weather or climatic conditions, the demurrage directly chargeable thereto will be adjusted, provided the impediment is at least two (2) days in duration. Notification of this impediment must be made to [CS1@watcocompanies.com](mailto:CS1@watcocompanies.com). Customer will notify customer service within 24 hours of interference, and will provide daily updates until back in service.

**ITEM 70**      **APPLICATION**

- A. Section I (Demurrage) and Section II (Storage) applies on all cars constructively or actually placed on or after the effective date of this tariff, at all stations on the WSOR. ***This publication takes precedence over any other domestic interstate, intrastate, export or import publication***, containing rules, regulations and charges on demurrage and storage for the account of the WSOR, and will be applied on the basis of an "Average Agreement" as defined in Item 10, between WSOR and the facility served by WSOR (shipper, loader, consignee, or unloader) and the facility will be responsible for payment of such charges.
- B. The disposition of a car at its point of detention determines the purpose for which the car is held and the rules applicable thereto.
- C. All railroad owned and controlled cars, assigned cars, and privately-owned cars, including idler cars are subject to the rules and charges published herein, **EXCEPT** the following:
1. Cars for loading or unloading of WSOR company material while held on WSOR tracks or private sidings connecting therewith.
  2. Cars of refused or unclaimed freight to be sold by WSOR for the time held beyond legal requirements.
  3. Cars of railroad ownership, leased for storage of commodities, for intra-plant or intra-terminal switching service, while held on lessee's tracks and car hire (per diem) is not paid by WSOR.
  4. Loaded private cars held on private tracks unless under railroad control and made subject to demurrage under the provisions of Item 80 or 90.
  5. Empty private cars held on private tracks.
  6. Empty cars ordered and rejected as unsuitable for loading within 48 hours following order date or actual placement date.
  7. If Item 75 is applicable, this Item will not apply.

**ITEM 75**      **CHARGES FOR TOXIC INHALATION HAZARDS OR POISONOUS INHALATION HAZARD (TIH/PIH)**

- A. **Spot on arrival:** rail cars containing Toxic Inhalation Hazard (TIH) or Poisonous Inhalation Hazard (PIH), as defined in AAR Circular No. OT-55, as amended from time to time, must be spot on arrival. In the event a car can not be placed on consignee's or shipper's controlled tracks or at consignee's or shipper's facility upon arrival and the rail car must be held by WSOR, a charge of **\$2,500.00** per rail car per day, or fraction thereof, will be assessed until the rail car is actually placed. The charges pertaining to this Item are immediate. There will be no free time or holiday free time. The charges will begin at time of constructive placement and will continue until actual placement.
- B. **Held awaiting "forwarding instructions" as defined in Item 10:** When WSOR is requested to move a car, containing Toxic Inhalation Hazard (TIH) or Poisonous Inhalation Hazard (PIH), as defined in AAR Circular No. OT-55, as amended from time to time, from an industry or team track and the consignee or shipper requesting the move has not provided proper forwarding instructions and such car is moved by WSOR to a railroad track, and is held awaiting proper forwarding instructions, a charge of **\$2,500.00** per rail car per day, or fraction thereof, will be assessed against the party requesting the move until proper forwarding instructions are received. The charges of this Item are immediate. There will be no free time or holiday free time. The charges will begin on the day car is moved by WSOR to a railroad track and will continue until proper forwarding instructions are received.

**In addition to the above charges, consignees and shippers shall indemnify WSOR against any and all governmental fines which may be assessed for the holding of rail cars on railroad controlled tracks and the consignees and shippers shall be liable for any loss, damage, or delay to equipment or lading caused by an Act of God, a public enemy, the authority of law, labor strikes, acts of civil disobedience, the inherent nature or character of the lading, natural shrinkage, an act or default of the shipper/loader, owner or consignee/receiver, or from any cause whatsoever which occurs while the equipment and lading is in the actual physical custody and control of WSOR due to the inability of the consignee or shipper to receive equipment or provide proper forwarding instructions, unless it can be proven that carrier's gross negligence was the cause of same. Consignees or shippers will be responsible for any cost incurred by WSOR for providing protection or surveillance of any commodity provided in this Item while held on WSOR property.**

**ITEM 80 CARS HELD FOR COMPLETE OR PARTIAL LOADING**

**LOADING:** As defined in Item 10 of this Tariff.

- A. Private car(s) that are consigned or ordered for delivery to private tracks, which first must be held on railroad tracks under constructive placement, are subject to demurrage/storage provisions and charges as applicable in this Tariff.
- B. Railroad owned and controlled car(s) that are consigned or ordered for delivery to private tracks are subject to demurrage/storage provisions and charges as applicable in this Tariff while on railroad tracks under constructive placement and while on private tracks.
- C. If Item 75 is applicable, this Item will not apply.

**COMPUTATION:**

- A. Demurrage computation:
  1. Constructive Placement Time will apply from first 12:01 AM after constructive placement until actual placement
  2. Industry Time will apply from first 12:01 AM after actual placement until release.
  3. Demurrage will apply on railroad owned and controlled car(s) from first 12:01 AM after constructive placement until release from actual placement (Constructive Placement Time and Industry Time combined and continuous).
  4. Demurrage will apply on private car(s) from first 12:01 AM after constructive placement while on railroad tracks until actual placement on private track.
  5. Demurrage will apply on all car(s) from first 12:01 AM after release and removal of loaded cars from private track until forwarding instructions are received.
- B. On reloaded cars, demurrage will apply from the first 12:01 AM after advice is received that the car is empty until car is released as a load; provided if advice that the car is empty is not furnished, demurrage will continue until forwarding instructions are received.

**CREDITS:** As defined in Item 10 of this Tariff.

- A. **Two (2) credits will be allowed for each car that incurred a demurrage day upon release from loading. If demurrage day is not incurred, a maximum of one (1) credit will be allowed for each car upon release from loading.**

**ITEM 90 CARS HELD FOR COMPLETE OR PARTIAL UNLOADING**

**UNLOADING:** As defined in Item 10 of this Tariff.

- A. Loaded Private cars held on private tracks at destination will be subject to this Item only when the car is a railroad-controlled car.
- B. Private car(s) that are consigned or ordered for delivery to private tracks, which first must be held on railroad tracks under constructive placement, are subject to demurrage/storage provisions and charges as applicable in this Tariff.
- C. Railroad owned and controlled car(s) that are consigned or ordered for delivery to private tracks are subject to demurrage/storage provisions and charges as applicable in this Tariff while on railroad tracks under constructive placement and while on private tracks.
- D. If Item 75 is applicable, this Item will not apply.

**COMPUTATION:**

- A. Demurrage computation:
  1. Constructive Placement Time will apply from first 12:01 AM after constructive placement until actual placement.
  2. Industry Time will apply from first 12:01 AM after actual placement until released.
  3. Demurrage will apply on railroad owned and controlled car(s) from first 12:01 AM after constructive placement until release from actual placement (Constructive Placement Time and Industry Time combined and continuous).
  4. Demurrage will apply on private car(s) from first 12:01 AM after constructive placement while held on railroad tracks until actual placement on private track.
  5. Demurrage will apply from first 12:01 AM after release and removal of empty cars from private tracks until forwarding instructions are received.

**CREDITS:** As defined in Item 10 of this Tariff

- B. **Two (2) credits will be allowed for each car that incurred a demurrage day upon release from unloading. If demurrage day is not incurred, a maximum of one (1) credit will be allowed for each car upon release from unloading.**

**ITEM 100 CARS HELD FOR PURPOSES OTHER THAN LOADING OR UNLOADING****APPLICABLE TO CARS HELD:**

- A. While awaiting proper disposition from the shipper, loader, consignee, or unloader.
- B. In connection with diversion request
- C. For any other purpose not attributable to WSOR.
- D. If Item 75 is applicable, this Item will not apply.

**COMPUTATION:**

- A. Demurrage computation:
  - 1. Constructive Placement Time will apply from the first 12:01 AM after constructive placement until actual placement or disposition advice for re-route to off-line point is received on:
    - a. Cars diverted, reconsigned, refused, reshipped or stopped in transit.
    - b. Empty cars ordered, constructively placed for loading, and not used in transportation service (other than a rejected car as referred to in Item 70).
    - c. Cars waiting for payment of accrued charges.
    - d. Cars held for other purpose, except as covered by Items 80 & 90, which is not attributable to WSOR.
    - e. Cars with excessive lading held for reduction as described in WTS 9011-Series, supplements thereto and successive issues thereto, whichever is applicable.
- B. Industry Time will apply from first 12:01 AM after received by WSOR until date and time of disposition on:
  - 1. Cars received from connecting carriers.
  - 2. Private cars returned to railroad tracks.
- C. Industry Time will apply from first 12:01 AM after actual placement until disposition advice is received on:
  - 1. Cars reshipped
  - 2. Empty cars actually placed for loading, and not used in transportation service.
  - 3. Cars held for any other purpose, except as covered in Items 80 & 90, which is not attributable to WSOR.
- D. Demurrage will apply on the following from first 12:01 AM:
  - 1. Demurrage will apply on railroad owned and controlled car(s) from first 12:01 AM after constructive placement until disposition of refused car(s) (Constructive Placement Time and Industry Time combined and continuous).
  - 2. Demurrage will apply on private car(s) from first 12:01 AM after constructive placement while on railroad tracks until actual placement on private track or disposition of refused car(s).

**CREDITS:** As defined in Item 10 of this Tariff

- A. **One (1) credit will be allowed for each car released or on which disposition is given.**
- B. **Credits will not be allowed for: Empty cars ordered and not used (including rejected cars); Loaded private cars returned to railroad tracks to be held; Cars received from connecting carriers to be held for disposition.**



**ITEM 110 DEMURRAGE PLAN AND PRICES**

- A. Settlement of charges will be made on a calendar month basis on all cars released during the calendar month.
- B. Credits earned and demurrage days accrued by shippers or consignees having two or more facilities at the same or separate stations cannot be combined.
- C. Credits earned and/or chargeable demurrage days accrued will be calculated separately for the following transactions:
  - 1. Cars held for complete or partial loading (see Item 80).
  - 2. Cars held for complete or partial unloading (see Item 90).
  - 3. Cars held for purposes other than loading and unloading (see Item 100).
  - 4. Loaded and empty private cars held on railroad tracks (see Items 80, 90 and 100).
  - 5. Refused loaded cars (see Item 100).
- D. Excess credits on one type transaction cannot be used to offset demurrage days on another type transaction.
- E. Excess credits earned under Special Demurrage Contracts or Agreements cannot be used to offset demurrage calculated per the Tariff.
- F. Excess credits earned in one calendar month may not be used to offset demurrage days in another calendar month.
- G. Demurrage charges will be assessed against the facility served by WSOR (shipper, loader, consignee, or unloader) and they will be responsible for payment of such charges.
- H. **Calculation of charges:** The tariff or special agreement applied will be that in effect when the car is released.
  - 1. Determine the total number of Chargeable demurrage days [debits] for all cars.
  - 2. Determine the total number of Credits for all cars.
  - 3. If total credits exceed total demurrage days [debits], demurrage charges will not be assessed.
  - 4. If total demurrage days [debits] exceed the total credits, each chargeable day will be assessed **\$50.00** per Demurrage day, except Empty or Loaded Private Cars held on railroad tracks will be assessed **\$30.00** per Demurrage day.
- I. Adjustments must be handled through the railroad error claim provisions set forth in Item 60.
- J. WSOR **will not** allow relief on demurrage days for a car that has been constructively placed from the order-in date until the car is actually placed.
- K. The applicable charge will accrue on all days except Saturdays, Sundays, and holidays (see Item 115) that fall as the first chargeable day.
- L. **The maximum allowed credits for car(s) released before demurrage days are incurred.** If a rail car is released before the demurrage clock begins, there will be a maximum of one (1) credit given to offset any debits within the calculated transactions listed in paragraph (C) of this Item shown above.

**ITEM 115 HOLIDAYS**

Wherever reference is made to "holidays", it shall mean only the days listed below.

**New Years Day – January 1st (See Note)**

**President's Day – Third (3<sup>rd</sup>) Monday of February**

**Memorial Day – Last Monday of May**

**Independence Day – July 4th (See Note)**

**Labor Day – First (1<sup>st</sup>) Monday of September**

**Thanksgiving Day – Fourth (4<sup>th</sup>) Thursday of November**

**Christmas Day – December 25 (See Note)**

**NOTE: When this date occurs on a Sunday, the following Monday will be observed as the holiday.**

**SECTION II  
STORAGE RULES AND CHARGES**

**ITEM 120**      **STORAGE OF LOADED OR EMPTY PRIVATE CARS ON RAILROAD TRACKS**

**APPLICATION:** If the total number of loaded or empty private cars in stored status exceeds the shipper or consignee's available storage agreement capacity on any particular day, then storage charges will be assessed. If Item 75 is applicable, this Item will not apply.

**COMPUTATION OF CHARGES:** Storage charges will be assessed at a rate of **\$30.00 per Storage day**.

**STORAGE DAYS WILL COMMENCE:** From the first 12:01 AM following arrival of the car(s) on WSOR and continuing until car(s) is released with proper forwarding instructions.

**RESPONSIBILITY FOR CARS:** The shipper, receiver, owner or lessee is responsible for the car while in stored status according to the customer storage arrangement in place. Regardless if railcar lease agreement is terminated or transferred and regardless if storage or lease agreement is expired or cancelled, the responsibility for charges will only cease once new agreement is in place for the cars under new contract with new responsible party.

**LIABILITY:** See WTS 9011 Series.

**STORAGE PLAN:**

- A. Settlement of charges will be made on a monthly basis on each car released from storage during each calendar month.

**CALCULATION OF CHARGES:**

- A. Total storage days for each car released from storage during a calendar month will be determined.
- B. Adjustments must be handled through the railroad error claim provisions set forth in Item 60.
- C. **Zero [0] credits will be allowed on overage cars (includes zero [0] credit for WSOR holidays).**

**ITEM 140**      **STORAGE OF RAILWAY EQUIPMENT MOVING ON OWN WHEELS**

**APPLICATION:**

This item applies to railway equipment held on WSOR tracks that will move or has moved on its own wheels as freight under transportation charges. If Item 75 is applicable, this Item will not apply.

**COMPUTATION OF CHARGES:** Storage charges will be assessed at a rate of **\$100.00 per Storage day**.

**STORAGE DAYS WILL COMMENCE:** From the first 12:01 AM following arrival of the equipment on WSOR and continuing until equipment is released with proper forwarding instructions.

**RESPONSIBILITY FOR CARS:** The shipper, receiver, owner or lessee is responsible for the equipment while in stored status according to the customer storage arrangement in place. Regardless if equipment lease agreement is terminated or transferred and regardless if storage or lease agreement is expired or cancelled, the responsibility for charges will only cease once new agreement is in place for the equipment under new contract with new responsible party.

**LIABILITY:** See WTS 9011 Series.

**STORAGE PLAN:**

- A. Settlement of charges will be made on a monthly basis for all equipment released from storage during each calendar month.

**CALCULATION OF CHARGES:**

- A. Total storage days for each car released from storage during a calendar month will be determined.
- B. Adjustments must be handled through the railroad error claim provisions set forth in Item 60.
- C. **Zero [0] credits will be allowed on overage cars (includes zero [0] credit for WSOR holidays).**

**ITEM 150 STORAGE OF EXPLOSIVES, HAZARDOUS MATERIALS (OTHER THAN TIH/PIH)****SUBJECT TO TARIFF BOE 6000 (HAZARDOUS MATERIALS REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION)****APPLICATION:**

- A. This Item applies on any car (loaded or residue empty) containing Explosives or Hazardous Materials that is held on railroad controlled tracks, which includes Team Tracks.
- B. Explosives are defined as Class A, B and C Explosives as named in Part 172, Commodity List, Tariff Bureau of Explosives (BOE) 6000-Series.
- C. Hazardous Materials are defined in Item 10.
- D. Demurrage charges will be in addition to the charges provided in this Item.
- E. If Item 75 is applicable, this item will not apply.

**STORAGE DAYS WILL COMMENCE:** From the first 12:01 AM following arrival of the car(s) on WSOR and continuing until car(s) is released with proper forwarding instructions.

**STORAGE PLAN:**

- A. Charges will be billed on a monthly basis.
- B. Charges will apply per chargeable day until removal from railroad premises.

**STORAGE CHARGE: \$150.00 per car, per Storage day.**

**In addition to the above charges, consignees and shippers shall indemnify WSOR against any and all governmental fines which may be assessed for the holding of rail cars on railroad controlled tracks and the consignees and shippers shall be liable for any loss, damage, or delay to equipment or lading caused by an Act of God, a public enemy, the authority of law, labor strikes, acts of civil disobedience, the inherent nature or character of the lading, natural shrinkage, an act or default of the shipper/loader, owner or consignee/receiver, or from any cause whatsoever which occurs while the equipment and lading is in the actual physical custody and control of WSOR due to the inability of the consignee or shipper to receive equipment or provide proper forwarding instructions, unless it can be proven that carrier's gross negligence was the cause of same. Consignees or shippers will be responsible for any cost incurred by WSOR for providing protection or surveillance of any commodity provided in this Item while held on WSOR property.**

**SECTION III  
SWITCHING AND MISCELLANEOUS CHARGES**

**ITEM 160**      **INTRA-PLANT SWITCHING**

The WSOR will perform intra-plant switching on loaded or empty cars at a charge of **\$200.00** per car non-hazardous or **\$275.00** per car hazardous (see item 10).

**ITEM 170**      **INTRA-TERMINAL SWITCHING**

The WSOR will perform intra-terminal switching on loaded or empty cars at a charge of **\$325.00** per car non-hazardous or **\$425.00** per car hazardous (see item 10).

Empty equipment moving to or from facilities for cleaning, lining, relining, maintenance, modification or repair not immediately preceded by or followed by a revenue movement via the WSOR will be assessed a charge of **\$250.00** per car, per movement.

**ITEM 175**      **INTER-TERMINAL SWITCHING**

The WSOR will perform inter-terminal switching on loaded or empty cars at a charge of **\$300.00** per car non-hazardous or **\$400.00** per car hazardous (see item 10).

**ITEM 180**      **EARLY RELEASE OF CARS PLACED FOR LOADING OR UNLOADING**

When a shipper instructs the release of a car(s) previously placed for loading or unloading, but WSOR is unable to remove the car(s) because the loading or unloading of the car(s) has not been completed or for other reasons not attributable to WSOR, the car(s) will remain on demurrage as if the release had not been instructed, and the **intra-terminal switch charge** will apply on each car, up to a **maximum charge of \$1,200.00** per occurrence.

When the placement of a car(s) cannot be accomplished due to early release of car(s) previously placed for loading or unloading or for other reasons not attributed to WSOR the car(s) will remain on demurrage as if the car(s) had not been ordered and **the intra-terminal switch charge** will apply on each car, up to a **maximum charge of \$1,200.00** per occurrence.

**ITEM 190**      **RELEASE OF CARS WITHOUT FORWARDING INSTRUCTIONS**

When on instructions, loaded or empty cars moving on own wheels, are removed from industry, shop, team track or interchange tracks and are held by carrier awaiting forwarding instructions, a charge of **\$400.00** per car with a **maximum charge of \$1,200.00** per bill of lading will be assessed against the loader, shipper, or party taking responsibility for Miscellaneous Charges. If car(s) are subsequently ordered returned to the loader's interchange tracks, the applicable intra-terminal switching charge will be assessed against party requesting the service. **These charges are subject to demurrage charges. Additional charges may also accrue as stated in WTS Rules Publication 9011-Series, supplements thereto and successive issues thereof, whichever is applicable.**

**ITEM 200**      **EMPTY CARS RETURNED UNUSED**

- A. When an empty car received from a connecting railroad for loading by an industry located on WSOR is refused by the industry because the car is not in proper condition to load and car must be returned to the connecting railroad, a switching charge of **\$395.00** in one direction only will be assessed against the connecting railroad furnishing the car.
- B. When an empty car received from a connecting railroad is rejected for loading by an industry located on WSOR, and returned unused for reasons other than described in (A) above, car will be returned to the connecting railroad and a switching charge of **\$395.00** in one direction only will be assessed against the person, firm or corporation ordering the car.
- C. When an empty car furnished by WSOR (not a connecting railroad) is appropriated to a customer based upon a car order and subsequent notification is give to WSOR that car(s) is no longer needed, a switching charge of **\$395.00** will be assessed against the person, firm, or corporation ordering the car. Demurrage will also be charged for all detention, including, Saturdays, Sundays and Holidays from the date and time of actual or constructive placement until released, with no free time allowance.

**ITEM 210 CARS INTERCHANGED OR DELIVERED TO WSOR IN ERROR**

Loaded or empty car(s) received in interchange by WSOR;

- (i) without billing instructions, or
- (ii) at an interchange not specified in the billing, or
- (iii) when WSOR is not in the route, or
- (iv) when shipper, consignee or owner changes billing instructions to move car(s) via an outbound carrier other than WSOR

will be returned to the delivering carrier or forwarded to the proper carrier if interchange with such carrier within the same switching district at a charge of **\$450.00** per car **or at the same charge listed in carrier's tariff for which delivery was received in error, whichever is greater.** (See Exceptions)

**Exception: Car(s) loaded or empty received in interchange from ALL CARRIERS at Chicago, IL in error will be returned within the same switching district at a charge of \$525.00 per car; ALL CARRIERS will be charged \$525.00 per car, or at the same charge listed in carrier's tariff for which delivery was received in error, whichever is greater.**

**Exception: Car(s) loaded or empty received in interchange from ALL CARRIERS at Granville or Crawford, WI in error will be returned within the same switching district at a charge of \$300.00 per car; ALLCARRIERS will be charged \$300.00 per car, or at the same charge listed in carrier's tariff for which delivery was received in error, whichever is greater.**

**ITEM 220 INDUSTRY SETBACK**

Upon receipt of a request to return car(s) previously released on WSOR, WSOR will perform the service at a charge of **\$350.00** per car, provided car(s) is within the switching terminal. If the service of another carrier(s) is necessary to effectively return the car(s) their charges(s) will be **in addition to the \$350.00** per car.

Note: If car(s) is beyond the switching terminal, in addition to any other carrier's charges, a charge predicated on the distance between traveled on WSOR between the turning point and point of original release will be assessed as follows:

Less than 100 miles = **\$575.00** per car

**ITEM 230 LOCOMOTIVES, DEAD, ON OWN WHEELS**

The applicable charge for switching locomotives, dead on their own wheels will be **\$790.00**, unless specified in another item or publication.

**ITEM 240 OVERSIZED LOADS OR SPECIAL TRAIN SHIPMENTS**

Over-sized shipments, as defined in Note 1, will be handled in regular switching service, as defined in Note 2, whenever possible. The charge for each handling oversized loads, as defined in Note 1, will be **\$800.00** per car and will be assessed in lieu of the regular published intra-terminal switching charges in this tariff.

Special switching service, as defined in Note 2, will be provided at a charge of **\$2,010.00** per car for each special switch, and will be assessed in lieu of the regular published intra-terminal switch charges in this tariff.

Note 1: A shipment shall be defined as over-sized under any of the following conditions:

- .....lading exceeds twelve (12) feet in width;
- .....lading extends over the length of the car;
- .....lading extends twenty (20) feet above the rail;

**ITEM 240**      **OVERSIZED LOADS OR SPECIAL TRAIN SHIPMENTS (con't)**

Note 2: Regular and Special Switching Service Defined:

Regular switching service is defined as a service accorded shipments which can be handled by a regular switching assignment.

Special switching service is defined as a service which cannot be handled by a regular switching assignment because of excess weight, height, width or length and will only be provided when in the judgment of WSOR special switch service is necessary, or when specifically requested by consignee, shipper, or owner. In any case, special switching service will be performed at carrier's convenience.

Prior to service being performed, WSOR must receive a fax at 866-413-5160 or an email at [CS1@watcocompanies.com](mailto:CS1@watcocompanies.com) confirming the request, listing the initial and number of the car(s) previously furnished by phone.

**ITEM 250**      **SWITCHING OUTSIDE NORMAL OPERATING OR SERVICE HOURS**

- A. The provisions in this Item apply where WSOR is requested by consignee, shipper, or owner to furnish necessary locomotive(s) and crew(s) to perform industrial switching service at other than normal assigned time for a specific location.
- B. Charges will be assessed at a rate of **\$400.00** per hour or fraction thereof, but not less than **\$3,200.00** per request. Charges shall be assessed for each request for switching service, regardless of the number of cars, and will be in addition to any other chargeable services performed in connection therewith.
- C. Consignee, shipper, or owner must provide WSOR personnel advance notice by phone at 866-889-2826 that switching outside of normal operating or service hours will be required, as well as the initial and number of the car(s) to be switched. Prior to service being performed, WSOR must receive a fax at 866-413-5160 or an email at [CS1@watcocompanies.com](mailto:CS1@watcocompanies.com) confirming the request, listing the initial and number of the car(s) previously furnished by phone.

**ITEM 260**      **SPECIAL FREIGHT TRAIN SERVICE**

Special freight train service is defined as a train which is operated on an expedited schedule or under special service or transportation requirements specified by the shipper, consignee or the agent of either at a charge in addition to the applicable class or commodity rates or fares, or a train which is assembled in accordance with instructions give to WSOR by a shipper, consignee, or agent of either. Upon request and at the convenience of WSOR, special freight train service will be furnished on WSOR, subject to the charges and conditions specified in this Item.

- A. Charges will be assessed at a rate of **\$90.00** per train mile over the actual distance operated by the special train, **subject to a minimum of 200 miles or \$18,000.00 for each movement**. Charges shall be assessed for each request for special freight train service, regardless of the number of cars, and will be in addition to any other chargeable services performed in connection therewith.
- B. Consignee, shipper, or owner must provide WSOR personnel advance notice by phone at 866-889-2826 as to each special freight train service to be made under this tariff giving WSOR all necessary information as to such special train movement, including consist, date and time of movement, and any other information and instructions pertinent to such movement, allowing sufficient time for WSOR to consummate whatever arrangements may be necessary to facilitate the movement of such train, including the assembly of equipment, personnel and other incidental requirements. Prior to service being performed, WSOR must receive and email at [CS1@watcocompanies.com](mailto:CS1@watcocompanies.com) or a fax at 866-413-5160 confirming the request, listing the initial and number of the car(s) previously furnished by phone.

**ITEM 270**      **TURNING CARS TO PERMIT LOADING/UNLOADING**

When a customer requests WSOR to turn car(s) for the purpose of loading or unloading, WSOR will bill the customer making the turn request **\$500.00** for each car that WSOR turns.

**ITEM 280**      **EMPTY CAR SWITCHING**

When a customer requests WSOR return a previously received empty car to interchange within the switching district/terminal, an intra-terminal switch charge will apply based on the last contents of the car in one direction. This Item applies to all equipment, including but not limited to private car and tank car equipment. This Item excludes empty cars that fall under the provisions of Item 200.

**ITEM 285**      **ADDITIONAL CUT CHARGES**

The rates on unit train shipments of grain, grain products, or soybeans, include the placement of the entire unit train (empty or loaded) in one cut at shipper or consignee's facility. When due to shipper or consignee's inability to take delivery of the entire unit in one cut for loading or unloading, any additional cuts provided by WSOR will be assessed at a charge of **\$8,500.00** per cut which will be in addition to the line-haul charges.

**ITEM 290**      **DIVERSION CHARGES**

General Application:

- A. When WSOR has taken physical possession of the car(s) from a connecting carrier or on-line served facility.
- B. Diversions will only be accepted from;
  - a. Payer of Freight
  - b. Authorized Representative/Agent of the Payer of Freight
  - c. Shipper
  - d. Consignee
  - e. Car owner/Lessee
- C. Diversion will not be accepted
  - a. After car has been interchanged to a connecting carrier
  - b. After actual placement
  - c. Require WSOR to perform Back hauls or Out-of-Line hauls
  - d. If car is already in an interchange block
  - e. If car is non-revenue empty
- D. WSOR reserves the right to reject a diversion request for any reason.
- E. WSOR will make diligent effort to effect desired diversion when the car is in WSOR possession.
  - a. WSOR will not assume any responsibility after a car has been classified or assembled into a train for movement, or if car has been "pre-blocked" or "run-through" train service.
  - b. WSOR will not be responsible for executing a diversion order on a specified day or time of day.
  - c. WSOR will not be responsible for increased charges when the diversion cannot be accomplished at the desired locations.
- F. WSOR personnel must receive advance notice by phone at 866-889-2826
- G. Once WSOR personnel approves diversion, WSOR must receive an email at [CS1@watcocompanies.com](mailto:CS1@watcocompanies.com) confirming request with details of where to send charges before diversion will be completed.
- H. Cars diverted prior to arrival of car at billed destination shall be charged a rate of **\$250.00** per car as well as the otherwise applicable charges for the move.

**ITEM 300 PRIVATE CAR APPLICATION FOR RAILROAD MARKED CARS**

WSOR is aware that shippers and/or consignees may sometimes lease railcars from other railroads for shipments that may originate or terminate on WSOR. Such railcars normally contain the reporting marks of the lessor railroad. In order to avoid the assessment of demurrage charges by WSOR when such railcars are located on private or leased tracks, on WSOR rail lines, it is necessary that shippers apply to and receive the approval of, WSOR for the designation of such cars as “private” cars for the purposes of demurrage or storage. WSOR reserves the right to assess demurrage and storage charges while cars designated as private are on railroad owned tracks.

- A. Shipper and/or consignee must submit a written request to WSOR not less than thirty (30) days prior to the date that the “private” car designation should take effect to [Carhire@watcocompanies.com](mailto:Carhire@watcocompanies.com). The request must include:
- a. Name of Shipper and/or Consignee leasing the railcars
  - b. Name of lessor railroad
  - c. Listing of the reporting marks of the railcars being leased and railcar type(s)
  - d. Length of time requested for the private railcar designation
  - e. Copy of applicable railcar lease (upon request of WSOR)
- B. WSOR will provide a written reply to each request within thirty (30) days of receipt of the request. WSOR, in its sole discretion may accept or reject the request in whole or in part. WSOR may accept a smaller number of railcars than requested and/or for a shorter amount of time.

**ITEM 310 PRIVATE CAR MILEAGE**

The WSOR is not a party to the 6007 Tariff covering private car mileage, therefore does not pay private car mileage.

**ITEM 315 OVERCHARGE CLAIMS**

When an overcharge claim is submitted based on an addition or change to the original shipping document, a charge of **\$200.00** per car will apply. An overcharge claim will only be accepted when it is submitted in writing along with a signed amendment to the original bill of lading. In the event the claim is honored, this charge will be withheld from the overcharge amount.

Overcharge claims are to be sent to [WSORdisputes@watcocompanies.com](mailto:WSORdisputes@watcocompanies.com).



**SECTION IV  
RECIPROCAL & INTERMEDIATE SWITCHING**

**ITEM 320      RECIPROCAL SWITCHING**

**MILWAUKEE**

Between Industries listed within this item and WSOR interchange with CPRS:

<u>Customer Name</u>	<u>Address</u>	<u>Rate Per Car</u>
Rock Tenn (Formerly Smurfit Stone)	11900 N River Ln (Germantown)	<b>\$500.00</b> (Note 1)
Gossen Corp	2030 W Bender Rd	<b>\$450.00</b> (Note 1)
Hercules	5228 N Hopkins	<b>\$450.00</b> (Note 1)
Moore Oil	4033 W Custer Ave	<b>\$450.00</b> (Note 1)
Benz Oil	2724 W Hampton	<b>\$300.00</b> (Note 1)

Note 1: Subject to item 325.

**MADISON**

Between Industries listed within this item and WSOR interchange with CPRS:

<u>Customer Name</u>	<u>Address</u>	<u>Rate Per Car</u>
Alter Metal Recycling (Formerly Samuels Recycling)	4400 Sycamore Ave	(Note 1, 2, 3)
Amerhart Lumber	400 Marshview Dr (Sun Prairie)	(Note 1, 2, 3)
Auburn Ridge (Formerly Marshall Town Mill Works)	822 Hubbell St (Marshall)	(Note 1, 2, 3)
Breiss Malting	901 W Madison (Waterloo)	(Note 1, 2, 3)
Duffy Grain	6107 Twin Lane Road (Deansville)	(Note 1, 2, 3)
Frontier FS (Formerly Danco)	814 Lewellan (Marshall)	(Note 1, 2, 3)
LaFarge North America	4124 Sycamore Ave	(Note 1, 2, 3)
Michels Material	W11184 Hubbleton Rd (Waterloo)	(Note 1, 2, 3)
Pallet One	310 Portland Road (Marshall)	(Note 1, 2, 3)
Roberts & Dybdahl	345 Linnerud Dr (Sun Prairie)	(Note 1, 2, 3)
Madison Newspapers	1901 Fish Hatchery Rd	<b>\$500.00</b> (Note 1)
Madison Recycling***	2200 Fish Hatchery Rd***	<b>\$500.00</b> (Note 1)***
Marling Lumber	1801 E Washington Ave	<b>\$500.00</b> (Note 1)
Vita Plus	1508 W Badger Rd	<b>\$500.00</b> (Note 1)
Central Storage & Whse	4309 Cottage Grove Rd	<b>\$500.00</b> (Note 1)
Future Foam	2210 Parview Rd (Middleton)	(Note 1, 2, 3)
Middleton Farmers Coop	1755 Pleasant View Rd (Middleton)	(Note 1, 2, 3)
Randan Agri-Service	2000 Deming Way (Middleton)	(Note 1, 2, 3)
Probuild (Formerly United Building Center)	1987 Pleasant View Rd (Middleton)	(Note 1, 2, 3)
Hall Lumber Sales	2314 Parview Rd (Middleton)	(Note 1, 2, 3)

Note 1: Subject to item 325

Note 2: Rate is adjusted annually every July 1, contact [WSORrates@watcocompanies.com](mailto:WSORrates@watcocompanies.com) for applicable rate

Note 3: Original Customer Base

\*\*\*Currently not doing business

**GRANVILLE**

Between Industries listed within this item and WSOR interchange with UP:

<u>Customer Name</u>	<u>Address</u>	<u>Rate Per Car</u>
Rock Tenn (Formerly Smurfit Stone)	2800 W Custer Ave (Milwaukee)	<b>\$425.00</b> (Note 1)

Note 1: Subject to item 325.

**ITEM 320**      **RECIPROCAL SWITCHING (Con't)**

**SLINGER**

Between Industries listed within this item and WSOR interchange with CN:

<u>Customer Name</u>	<u>Address</u>	<u>Rate Per Car</u>
Hanke Trucking	765 Hilldale Rd	<b>\$425.00</b> (Note 1)

Note 1: Subject to item 325.

**ITEM 325**      **HAZARDOUS COMMODITIES RECIPROCAL OR INTERMEDIATE SWITCHING**

When cars loaded with hazardous materials are switched by WSOR in reciprocal or intermediate switch service, special charges of **\$700** per car if commodity is classified as being TIH/PIH, or **\$130.00** per car if commodity is classified as being a hazardous material other than TIH/PIH (see Item 10). These charges are in addition to all other reciprocal or intermediate switching charges.

**ITEM 330**      **INTERMEDIATE SWITCHING**

Except as otherwise provided, WSOR will assess an intermediate switching charge of **\$200.00** per car against the carrier delivering to WSOR; applicable to either loaded or empty cars. See Item 325.

**ITEM 335**      **SPECIAL RECIPROCAL OR INTERMEDIATE SWITCHING**

When an intermediate switching movement cannot be handled in regular train service, additional charges for the special handling will be assessed in addition to any other charges applicable to the movement. Additional charges are as follows:

- A. For the first five (5) cars in the same movement ..... **\$1,200.00** per movement.
- B. For each additional car in excess of five (5) cars in the same movement ..... **\$138.00** per car

**ITEM 345**      **EQUIPMENT SUPPLIED FOR SPECIFIC DESTINATION OR JUNCTIONS**

- A. Empty cars that are ordered or supplied for specific off-line destination or via specific junctions that are loaded and billed to travel other than ordered or supplied route will incur a charge of **\$500.00** per car. This charge will be assessed by the WSOR.

NOTE: Charges can also be imposed by other roads involved or car owners.

- B. Empty covered hopper cars that are WSOR owned or leased and supplied for WSOR on-line destinations that are loaded and billed to travel off-line will incur a charge of **\$1,000.00** per car. This charge will be assessed by the WSOR unless approval for use is given by contacting [equipcontrol@watcocompanies.com](mailto:equipcontrol@watcocompanies.com).

**ITEM 360**      **ABSORPTION OF CONNECTING LINES' SWITCHING CHARGES**

To the extent switching charges **are not absorbed**, such charges will be assessed against the consignor or consignee in addition to all other applicable charges. For absorption amount, please refer to the freight transportation pricing. If absorption is not specifically mentioned in freight charge publication, any and all connecting lines' switching charges **will not be absorbed**.

**ITEM 365**      **ITEMS FORMERLY SHOWN**

WTS 9011 tariff series may contain items formerly shown in this tariff. Items covered in WTS 9011 tariff series that formerly were located in this tariff will become effective in WTS 9011 tariff series on the effective date of this tariff issuance.