

Huron & Eastern Railway Company

A RailAmerica Company

Supplement 1
to
FREIGHT TARIFF HESR 8000-G
(Supplement 1 contains all changes)

NAMING
LOCAL AND PROPORTIONAL RATES
ON SWITCHING CHARGES
&
MISCELLANEOUS SERVICES

This tariff applies on interstate traffic and intrastate traffic in the State of Michigan

NOTICE

The provision herein will, if effective, not have a negative impact on the quality of the human environment or energy consumption
Governed, except as otherwise noted, by the Uniform Freight Classification (UFC), as provided in Item 5

Issued: February 1, 2007

Effective: March 1, 2007

Issued By:
Huron & Eastern Railway
101 Enterprise Drive
Vassar, MI 48768

Geographical list of stations at which rules, regulations and charges apply

Provisions herein will not result in an effect on the quality of the human environment or energy consumption.

MDOT HESR 8000-G

HURON AND EASTERN RAILWAY CO., INC

1st revised page 11
Cancels original page 11

<p>610(A)</p>	<p style="text-align: center;">DEFINTION OF SWITCHING TERMS</p> <p>TERMINAL SWITCHING – A move between industrial tracks and a point of interchange with a connecting carrier, either direct or through an intermediate carrier, when such connecting carrier has had or will have a road haul movement on that shipment.</p> <p>SINGLE CAR RATE \$330.00 PER CAR On all commodities except grain(STCC 011)</p> <p>SINGLE CAR GRAIN RATES(STCC 011) \$250.00 PERCAR</p> <p>60 C/L MINIMUM UNIT TRAIN RATE \$130.00 PER CAR Unit train must consist of a minimum of 60 cars moved at one time, on one bill of lading. If two or more facilities combine carloads to reach this minimum, the smaller number of cars will carry an additional charge of \$35.00 per car, payable by the shipper.</p> <p>INTERTERMNAL SWITCHING \$330.00 PER CAR A move from a point on one railroad to a point on another railroad within the switching limits of the same station or switching district.</p> <p>INTRA-PLANT SWITCHING \$110.00 PER CAR A move within the confines of the same plant or industry.</p> <p>INTRA-TERMINAL SWITCHING \$250.00 PER CAR A move from one point to another point (other than intra-plant) within the switch limits of one station or industrial switching district.</p>
<p>620</p>	<p style="text-align: center;">APPLICATION OF SWITCHING CHARGES</p> <p>Except as otherwise noted:</p> <p>(A) Switching charges named herein will cover the handling of cars loaded one way and empty the other, between the points provided for. If car is loaded in both directions, regular charge will be made for each loaded movement.</p> <p>(B) Empty cars handled in one direction and not in connection with a loaded movement, or empty cars(s) placed or constructively placed per shipper's request but not used, will be assessed the intra-terminal switching rate unless cars are defective or unfit for loading.</p> <p>(C) Each movement of an empty or loaded car switched within the confines of the same plant or industry will be considered a new move.</p>
<p>640</p>	<p style="text-align: center;">CARS RECEIVED FOR SWITCHING AND THEN RECONSIGNED</p> <p>When cars are switched form connections and placed for delivery to consignee, and later reconsigned for road haul via this company, subject to published joint through rate from original point of shipment to ultimate destination, the same charge will be made for return of car to terminal yard as for original movement from connecting line, unless a specific charge is otherwise provided herein.</p>

(A) Increase

ISSUED: February 1, 2007

EFFECTIVE: March 1, 2007

For explanation of notes, abbreviations, and reference marks, see Item 1000.

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MDOT HESR 8000-G

HURON AND EASTERN RAILWAY CO., INC

1st revised page 12
Cancels original page 12

680	<p style="text-align: center;">SHIPPING CONTAINERS OR DEVICES</p> <p>When shipments are made in shipper's racks, crates, trays, bins, etc., the return movement of the empty racks, crates, trays, bins, etc., shall be deemed as an empty movement. If a car containing racks, crates, trays, bins, etc. is placed at a customer and the racks, trays, etc are removed and there is no loaded movement in connection with this car, the movement of the racks, crates, trays, bins etc. shall be deemed as a loaded movement.</p>	
700	<p style="text-align: center;">WEIGHING CHARGES</p> <p>Weighing of loaded railcars passing through Durand, MI in linehaul movement to connecting carriers will be done free of charge when cars originate on HESR and the weight is required to determine the total freight charges.</p> <p>All other weighing or reweighing or cats, empty or loaded, shall be assessed a charge of \$250.00 per car. If a customer orders car returned to complete loading, reduce the load, etc., movement will be subject to applicable published tariffs.</p>	
720	<p style="text-align: center;">CARS HELD AWAITING FORWARDING INSTRUCTIONS</p> <p>When on shipper's order, cars are moved by the HESR from industry or team tracks without billing and held on HESR's tracks awaiting forwarding instructions, a charge of \$75.00 per car will be assessed the shipper and the car(s) will remain on continuous demurrage or detention until forwarding instructions are received by HESR agent.</p> <p><i>*Exception*</i> If cars are removed per shipper's request and are held awaiting forwarding instructions and then ordered returned to industry, an intra-terminal switch, inter-terminal switch or road haul charge will apply in each direction and the car(s) will remain on continuous demurrage.</p>	
740 (A) (C)	<p style="text-align: center;">ABSORPTION OF CONNECTING LINES SWITCHING CHARGES</p> <p>On all carloads which originate or terminate on lines other than HESR, a maximum of \$330.00 per car will be absorbed by the HESR. Any charges exceeding that amount will be in addition to the line haul charges and will be assessed against the party paying the line-haul transportation charges, unless arrangements are made to the contrary. Absorption provisions published in other tariffs take precedence over those provided for in this section</p>	
780	<p style="text-align: center;">STATION</p> <p style="text-align: center;">Auburn, MI</p> <p style="text-align: center;">Bay City, MI</p>	<p style="text-align: center;">DESCRIPTION OF SWITCHING LIMITS</p> <p>Included in the Saginaw switching district on outbound shipments of grain and grain products. All other traffic is subject to line-haul rates.</p> <p>Included in the Saginaw switching district on outbound shipments of grain and grain products. All other traffic is subject to line-haul rates.</p>

(A) Increase (C) Change

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HURON AND EASTERN RAILWAY CO., INC

1st revised page 13
Cancels original page 13

780 (cont)	<p>Carrollton, MI</p> <p>Kawkawlin, MI</p> <p>Monitor, MI</p> <p>Saginaw, MI</p>	<p>Included in the Saginaw switching district.</p> <p>Included in the Saginaw switching district on outbound shipments of grain and grain products. All other traffic is subject to line-haul rates.</p> <p>Included in the Saginaw switching district on outbound shipments of grain products, sugar, beet pulp and molasses. All other traffic is subject to line-haul rates.</p> <p>The switching limits of this station includes tracks located within the corporate limits of Saginaw, Carrollton, Michigan.</p>
800	<p>LIST OF INDUSTRIES OPEN TO TERMINAL SWITCHING ON THE HESR</p> <p>Auburn, MI ADM Ittner Bean & Grain Auburn Bean & Grain</p> <p>Carrollton, MI Peavey Michigan Sugar</p> <p>Bay City, MI Michigan Sugar Company</p> <p>Monitor, MI Michigan Sugar Company</p> <p>Saginaw, ,MI Central Warehouse Company Frutchey Bean Genei of Saginaw Hager Distribution Company LaFarge Muehlenbeck Distribution Company Peavey Saginaw Steering Gear Self Serve Lumber United Building Center</p>	

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