

**R. J. CORMAN RAILROAD COMPANY/  
TENNESSEE TERMINAL**

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**FREIGHT TARIFF RJCK 8100-H**  
(Cancels Freight Tariff RJCK 8100-G)

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**GENERAL RULES AND CHARGES  
APPLYING  
TO, FROM AND AT STATIONS ON**

**R. J. CORMAN RAILROAD COMPANY/TENNESSEE TERMINAL**

**GENERAL RULES TARIFF**

**ISSUED: December 27, 2010**

**EFFECTIVE: January 16, 2011**

**ISSUED BY:**

**R. J. Corman Railroad Company/Tennessee Terminal**

**P.O. Box 788**

**Nicholasville, KY 40340-0788**

RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS

SECTION 1

ITEM 5 REFERENCES TO TARIFFS, ITEMS, NOTES, RULES, ETC.

Where reference is made in this tariff, rate publications, to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and rate publications and reissues of such items, notes, rules, etc.

ITEM 10 PARTICIPATING CARRIERS

R. J. Corman Railroad Company/Tennessee Terminal, LLC (RJCK)

ITEM 15 FUEL SURCHARGE

When the average monthly price of West Texas Intermediate Crude Oil (WTI) exceeds \$23.00 per barrel, RJCK will assess a fuel surcharge on all cars originating or terminating on RJCK. The monthly WTI average price will be calculated using rates published in the *Wall Street Journal*.

The fuel surcharge percentage will be calculated monthly and applied to all cars having a bill of lading dated on or after the first day of the second calendar month following the month of any given WTI average price calculation.

Rates for fuel surcharges will be applied in accordance with the following table:

**Calendar Month of Fuel Surcharge**

WTI Average Price	Applied
January	March
February	April
March	May
April	June
May	July
June	August
July	September
August	October
September	November
October	December
November	January
December	February

RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS

SECTION 1 (Continued)

The fuel surcharge percentage will be applied to per car rates as published in all RJC freight tariffs. The rate will be determined in accordance with the following table:

WTI Average Fuel Surcharge		WTI Average Fuel Surcharge	
Price Per Barrel	Percentage	Price Per Barrel	Percentage
\$23.00 and Below	No Surcharge	\$42.01 - \$43.00	8.0%
\$23.00 - \$24.00	0.4%	\$43.01 - \$44.00	8.4%
\$24.01 - \$25.00	0.8%	\$44.01 - \$45.00	8.8%
\$25.01 - \$26.00	1.2%	\$45.01 - \$46.00	9.2%
\$26.01 - \$27.00	1.6%	\$46.01 - \$47.00	9.6%
\$27.01 - \$28.00	2.0%	\$47.01 - \$48.00	10.0%
\$28.01 - \$29.00	2.4%	\$48.01 - \$49.00	10.4%
\$29.01 - \$30.00	2.8%	\$49.01 - \$50.00	10.8%
\$30.01 - \$31.00	3.2%	\$50.01 - \$51.00	11.2%
\$31.01 - \$32.00	3.6%	\$51.01 - \$52.00	11.6%
\$32.01 - \$33.00	4.0%	\$52.01 - \$53.00	12.0%
\$33.01 - \$34.00	4.4%	\$53.01 - \$54.00	12.4%
\$34.01 - \$35.00	4.8%	\$54.01 - \$55.00	12.8%
\$35.01 - \$36.00	5.2%	\$55.01 - \$56.00	13.2%
\$36.01 - \$37.00	5.6%	\$56.01 - \$57.00	13.6%
\$37.01 - \$38.00	6.0%	\$57.01 - \$58.00	14.0%
\$38.01 - \$39.00	6.4%	\$58.01 - \$59.00	14.4%
\$39.01 - \$40.00	6.8%	\$59.01 - \$60.00	14.8%
\$40.01 - \$41.00	7.2%	\$60.01 and Above	*
\$41.01 - \$42.00	7.6%		

\* The fuel surcharge will be 14.8%, plus an additional 0.4% of the linehaul freight charge for every \$1.00 per barrel, or portion thereof, by which the WTI Average Price exceeds \$60.00

ITEM 20 SECURITY DEPOSITS FOR PAYMENT OF DEMURRAGE  
AND OTHER ACCESSORIAL CHARGES

A security deposit to insure payment of any demurrage, accessorial or any other charges that may accrue will be required from every customer who:

- 1) Is not on the railroad's credit list and
- 2) Fails to pay demurrage, storage and other accessorial charges after specific written demand referring to this tariff provision.

The deposit must be paid in cash, certified check, cashier's check or money order before any freight car is delivered to such customer for loading or unloading. A deposit on one unit of equipment will not be transferable to another.

The deposit for each car shall be in the minimum amount of \$200.00, or up to the maximum amount of demurrage, storage and other accessorial charges that accrued on any one car during the preceding 12 months.

However, in the case of a customer receiving multiple carloads for loading or unloading, the total amount required to be deposited shall not exceed the higher of the following two numbers: (a) \$2000.00 or (b) the amount of existing past due demurrage, storage, and other accessorial charges accrued by the customer plus \$300.00.

RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS

## SECTION 1 (Continued)

The deposit will be refunded after payment has been received for demurrage, storage and other accessorial charges on the corresponding equipment, should such charges have been incurred. The customer's request for refund must be made in the manner and to the office designated by the railroad. If no refund request is received by that designated office within thirty (30) days after the equipment is released, the railroad will refund the remainder of the deposit to the customer after deducting any unpaid demurrage, storage or other accessorial charges on that equipment.

Deposits will no longer be required after the customer either:

- 1) Is placed on the railroad's credit list, or
- 2) Has paid all outstanding demurrage, storage and other accessorial charges, and has given assurance to the satisfaction of the railroad's credit office that future demurrage, storage and other accessorial charges will be paid within thirty (30) days.

## ITEM 25

## BILL OF LADING CHANGE OR CANCELLATION

If a bill of lading or shipper order received by RJCK is changed or cancelled by the shipper or owner of the freight prior to or after departure from the origin station in execution of original instructions and such change or cancellation does not affect the movement of the cars, a charge of \$150 per bill of lading or cancellation will apply in addition to any other applicable charges.

## ITEM 30

CARS, LOADED OR EMPTY, HELD FOR BILLING,  
FORWARDING INSTRUCTIONS OR CUSTOMS OR CLEARANCE

Cars loaded or empty, released by shipper without billing, or cars awaiting customs clearance or forwarding instructions will be subject to a charge of \$300 in addition to any applicable demurrage or storage charges. Charges will be assessed against the party responsible for furnishing the applicable billing, forwarding instructions or customs clearance.

## ITEM 35

## CHARGE FOR TURNING CARS

When it is desired that cars be placed for loading or unloading at destination from a particular side or end of car, a charge of \$550 per car plus any applicable inter-terminal, intra-terminal or other applicable switching charges, will be assessed against the party responsible for loading or unloading.

## ITEM 40

## EMPTY CARS ORDERED BUT NOT LOADED

If a car order is placed for empty cars for loading and the service of constructive or actual placement, has been performed, or cars are enroute to actual placement, and the cars are subsequently released back to RJCK without being loaded and billed, the act of placement (or being enroute for placement) and pulling of the empty cars will be subject to a charge of \$315 per car in addition to applicable demurrage or storage charges. Charges will be assessed to the party ordering the equipment.

If instructions are received to cancel the car order while cars are enroute but have not yet been constructively or actually placed or enroute to be actually placed, a charge of \$150 per car will be assessed.

RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS

SECTION 1 (Continued)

ITEM 45 FIRST PLACEMENT CONSTITUTES DELIVERY

When cars are placed for loading or unloading on assigned sidings, leased tracks, warehouses or industries, such placement shall constitute delivery of the car for loading or unloading. Any subsequent switching movement will be subject to an applicable switch charge per car. When a car is constructively placed, this shall constitute first placement. A switch charge will be assessed when the car is actually placed.

ITEM 50 PENALTY FOR CARS RELEASED NOT READY TO PULL

When a customer releases a car and it is determined upon arrival that the equipment is not ready to pull, a charge of \$500 per car will be assessed in addition to all other applicable charges. A car is considered "not ready to pull" if it contains any remaining lading, dunnage, loading and unloading equipment, and/or any miscellaneous debris or loading has not been completed.

ITEM 55 EMPTY CARS RETURNED AS UNFIT FOR LOADING

When an empty car is received from a connecting carrier for loading by an industry located on the RJCK, and is refused by the industry because the car is not in proper condition to load and must be returned to the connecting carrier, a charge of \$350 will be assessed against the connecting carrier. The charge will be made for one direction only.

ITEM 60 PRIVATE CARS AND RAILROAD CARS HELD FOR OTHER THAN LOADING OR UNLOADING

When cars, loaded or empty, railroad or private, on orders, awaiting proper disposition, or as a result of conditions attributable to the consignor or consignee are held on railroad owned or leased tracks they will be subject to a daily storage charge as follows:

Railroad Cars	\$75 per day, or fraction thereof
Private Cars	\$55 per day, or fraction thereof

Time will begin immediately upon placement of cars on railroad owned or leased track.

ITEM 65 MOVEMENT OF EXCESSIVELY LOADED OR DIMENSIONAL CARS FOR UNLOADING

When shipper requests RJCK to move an excessively loaded or dimensional car from one track to another, the following charges will apply:

Intra-Plant	\$500 per car
Intra-Terminal	\$750 per car plus applicable BNSF switching charges
Inter-Terminal	\$750 per car plus applicable BNSF switching charges

Applicable demurrage charges will continue to apply until cars are released empty.

ITEM 70 OVERLOADED/IMPROPERLY LOADED CARS AT ORIGIN

When a car is found to overloaded or improperly loaded per AAR specifications, the shipper will be notified and given an opportunity to take corrective action, subject to a charge of \$500 per car. In addition, a \$75 per day storage fee will be assessed for every day the car remains in overloaded status.

RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS

SECTION 1 (Continued)

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ITEM 75           EMPTY CARS SWITCHED TO/FROM/CLEANING TRACKS AND BETWEEN  
INDUSTRIAL, RAILROAD STORAGE AND HOLD TRACKS

When requested by consignor or consignee, empty cars switched to and from cleaning tracks, or between industrial, railroad storage and hold tracks will be subject to a charge of \$200 per car per move in addition to any intra-terminal, inter-terminal or other applicable BNSF switch charges as may apply.

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ITEM 80           SETBACK CHARGES FOR CARS HANDLED IN ERROR

A charge of \$500 per car will be assessed on cars interchanged to RJCK due to error on the part of the carrier making such interchange.

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ITEM 85           OBSERVED HOLIDAYS

RJCK will observe the following holidays:

- New Year's Day
  - Memorial Day
  - Independence Day
  - Labor Day
  - Thanksgiving Day
  - Day after Thanksgiving
  - Christmas Day
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ITEM 90           RATES BETWEEN STATIONS ON RJC

In the absence of a pre-negotiated rate when cars, empty or loaded, are moved between stations on RJC, a charge of \$600 per car will be assessed on freight, all kinds (except as otherwise noted). Shipments of hazardous commodities, high and wide dimension, or excessive weight will require a pre-negotiated rate prior to movement.

RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS

## SECTION 1 (Continued)

## ITEM 95

## SWITCH MAINTENANCE FEE

A switch maintenance fee of \$10,000 per year will be assessed to all customers served by RJC. The fee will be waived for those customers who ship/receive a minimum of one railcar per calendar year. Invoices will be mailed each January for the preceding year.

## ITEM 100

CONSTRUCTIVE PLACEMENT OF  
HAZARDOUS MATERIALS

Immediately upon notification to the customer of constructive placement, a charge of \$500 per car will be assessed for the first twenty-four (24) hours or portion thereof. Charges will increase to \$1,000 per car per day, or portion thereof, for each day thereafter until car is spotted to customer's track. This charge will apply to all railcars containing commodities designated as toxic/poison inhalation hazards, inhalation hazards (anhydrous ammonia), and Division 1.1 and 1.2 explosives.

## ITEM 105

## CLOSING DOORS

When it is necessary for RJC to close doors, hatches, gates or secure tie down devices on empty cars, a charge of \$100 per car will be assessed against the customer releasing said car. Loaded cars will not be moved unless all doors, hatches, gates and tie down devices are secured.

RULES AND OTHER GOVERNING PROVISIONS  
GENERAL DEMURRAGE RULES AND CHARGES

## SECTION 2

## ITEM 100

## APPLICATION

- A. Applicable at all stations on RJCK.
- 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 and privately owned cars held for or by consignors or consignees are subject to demurrage rules and storage charges contained in this tariff, except the following:
1. Cars for loading or unloading of RJC company material while held on RJCK tracks or private sidings connecting therewith.
  2. Cars of refused or unclaimed freight to be sold by RJCK for the time held beyond legal requirements.
  3. Cars assigned to shippers returned empty to point of assignment, to the extent storage rules apply.
  4. Cars moving on own wheels under transportation charges as freight.
  5. Cars of railroad ownership, leased for storage of commodities, while held on lessee's tracks.
  6. Loaded private cars held on private tracks.
  7. Empty private cars held on private tracks.
  8. Cars especially equipped for handling welded railroad rail held for loading such rail.
  9. Empty cars ordered and rejected as unsuitable for loading.

## ITEM 200

## GLOSSARY OF TERMS

For the purpose of applying provisions of this tariff, the following are defined and will govern:

**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 or the party entitled to receive the shipment.

**CONSIGNOR** — The party in whose name cars are ordered or the party who furnished forwarding directions.

**CONSTRUCTIVE PLACEMENT** — When a car cannot be actually placed because of any condition attributable to the consignor or consignee such car will be held on RJCK tracks and notice will be given to consignor or consignee that the car is held and RJCK is unable to effect actual placement. Such cars which have been placed by RJCK on private or other than public delivery tracks, including lead tracks serving the consignor or consignee will be considered constructively placed without notice.

**DISPOSITION** — Information, including forwarding instructions or release, which allows the railroad to either tender or release the car from the consignor's or consignee's account.

**DIVERSION** — An order from the consignor to deliver the car to other than original destination.

RULES AND OTHER GOVERNING PROVISIONS  
GENERAL DEMURRAGE RULES AND CHARGES

## SECTION 2 (Continued)

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

**EMPTY RELEASE INFORMATION** — Advise by consignee given to RJCK, that car is unloaded and available to RJCK. Information given must include identity of consignee, party furnishing data, car initial and number.

**FORWARDING INSTRUCTIONS** — Shipping instructions given to RJCK at the point of loading, containing all of the necessary information to transport the shipment to the final destination.

**LEASE TRACK** — Any trackage assigned to a user through written agreement. Lease track will be treated the same as private track in this tariff.

**LOADING** — The complete or partial loading of a car in conformity with RJCK loading and clearance rules, and the furnishing of forwarding instructions.

**LOADED CAR** — A car that is completely or partially loaded.

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

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

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

**PRIVATE CAR** — A car bearing other than railroad reporting marks and which is not a railroad-controlled car.

**PUBLIC DELIVERY TRACK** — Any track open to the general public for loading or unloading.

**RAILROAD-CONTROLLED CAR** — A car bearing railroad reporting marks provided to the railroad directly by car companies or others for use by the railroad in serving any of its customers.

**RECONSIGNMENT** — An order from the consignor to bill a car to other than the original consignee. (An order to turn over the car to another party, that does not require an additional movement of the car, is not a reconsignment.)

**REFUSED LOADED CAR** — When the original loaded car is refused at destination without being unloaded.

**RELOADING** — When a car is held for loading after being released as an empty.

**RESHIPMENT** — A new document by which the entire original shipment is forwarded in the same car to another destination.

**STOPPED IN TRANSIT** — When cars are held enroute because of any condition attributable to the consignor or consignee, or owner.

**UNLOADING** — The complete unloading of a car and advice received from consignee that the car is empty and available to the railroad.

RULES AND OTHER GOVERNING PROVISIONS  
GENERAL DEMURRAGE RULES AND CHARGES

## SECTION 2 (Continued)

## ITEM 300 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 RJCK tracks due to reasons attributable to the consignor or consignee.
- b. Delivery of car upon tracks of consignee will constitute notice.
- c. When two or more parties, each performing their own switching, take delivery of cars from the same interchange track, notice will be given when cars are placed on the interchange track.

2. Cars for Public Delivery Tracks:

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 the 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, RJCK will give notice of such refusal to the consignor or owner.

B. Notification may be given in writing or electronically, and will contain the following:

1. Car initials and number.
2. If lading transferred enroute, the initials and number of the original car.
3. Commodity.

## ITEM 400 NOTIFICATION TO RJCK

A. Empty release information shall be provided to RJCK and must be in writing by either facsimile device or via email to the local agency office. Empty release forms are provided with this item. Phone releases will not be accepted and cars will remain on demurrage subject to RJCK 8100 Series General Rules Tariff.

B. Loaded release information shall be provided to RJCK in the form of a shipper's Bill of Lading with complete forwarding instructions.

C. When electronic or mechanical devices are used to furnish notification to railroad, the recorded date and time that instructions are given will govern.

RULES AND OTHER GOVERNING PROVISIONS  
GENERAL DEMURRAGE RULES AND CHARGES

## SECTION 2 (Continued)

## ITEM 500 CARS HELD FOR LOADING — (NOT APPLICABLE TO PRIVATE CARS)

Loading is the complete or partial loading of a car in conformity with RJCK loading and clearance rules, and the furnishing of forwarding instructions.

## TENDER:

The notification, actual or constructive placement of an empty car placed on orders of the consignor.

## RELEASE:

- A. Date and time forwarding instructions are received.
- B. Cars placed on interchange tracks of a consignor doing its own switching, also must be returned to the interchange track for release.
- C. Cars found to be improperly loaded or overloaded at origin will not be considered released until the load has been adjusted properly.

## COMPUTATION:

- A. Time will be computed from the first 12:01 AM after actual or constructive placement until release.
- B. If the car is placed prior to date for which it was ordered, time will be computed from the first 12:01 AM after and date for which it was ordered until its release.

## ITEM 600 EXCESSIVE CARS HELD FOR LOADING — (RAILROAD OR PRIVATE)

If the number of cars being held for loading, railroad or private, on railroad owned or leased tracks exceeds available track capacity or hinders the ability of RJCK to conduct normal switching operations, the excess cars will be moved at RJCK's discretion and subject to applicable RJCK and BNSF inter-terminal and/or intra-terminal switching charges to and from the new storage location. Applicable demurrage charges will continue to apply.

## ITEM 700 CARS HELD FOR COMPLETE UNLOADING — (NOT APPLICABLE TO PRIVATE CARS)

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

## TENDER:

The notification, actual or constructive placement of a loaded car.

## RELEASE:

- A. Date and time that the railroad receives advice that the car is empty.
- B. Cars placed on interchange tracks of a consignee doing its own switching, must also be returned to the interchange track for release.
- C. When cars are unloaded by RJCK, those cars will be released at the time the request to unload is received by RJCK from consignee.
- D. 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.

## COMPUTATION:

- A. Time will be computed from the first 12:01 AM after actual or constructive placement until release.
- B. When the same car is unloaded and reloaded, empty releases information must be furnished. If not furnished, demurrage will continue until forwarding instructions are received.
- C. Our reloaded cars, time will be computed from the first 12:01 AM after advice is received that the car is empty until release.

RULES AND OTHER GOVERNING PROVISIONS  
GENERAL DEMURRAGE RULES AND CHARGES

## SECTION 2 (Continued)

## ITEM 800 EXCESSIVE CARS HELD FOR UNLOADING (RAILROAD OR PRIVATE)

If the number of cars being held for unloading, railroad or private, on railroad owned or leased tracks, exceeds available track capacity or hinders the ability of RJCK to conduct normal switching operations, the excess cars will be moved at RJCK's discretion and will be subject to applicable RJCK and BNSF inter-terminal and/or intra-terminal switching charges to and from the new storage location. Applicable demurrage charges will continue to apply.

## ITEM 900 FREE TIME

The customer will be allowed 24 hours free time for loading and 48 hours free time for unloading. Free time will be computed from the first 12:01 AM after actual or constructive placement.

## ITEM 1000 DEMURRAGE CHARGES

After expiration of free time allowed, a charge of \$80 per car per day, or fraction of a day, will be assessed until car is released. Demurrage charges will accrue on all Saturdays, Sundays and Holidays subsequent to the first chargeable day.

## ITEM 1100 STORAGE CHARGES

After expiration of free time allowed, a charge of \$55 per car per day will be assessed for empty private cars stored on railroad tracks.

## ITEM 1200 CLAIMS

In order for relief as indicated, a claim or dispute must be presented to RJCK, in writing, by the last day of the calendar month following the month in which the bill was issued, stating fully the conditions for which relief is claimed.

## A. RAILROAD ERROR:

If, through railroad error, demurrage charges are assessed, demurrage will be adjusted to the amount that would have been accrued but for such error.

## B. WEATHER INTERFERENCE:

When, because of earthquakes, tornadoes, hurricanes, floods or heavy snow, the operation of the consignor or consignee are disrupted, the demurrage directly chargeable thereto will be eliminated, provided the disruption exceeds two (2) days in duration.

## B. STRIKE INTERFERENCE:

When it is impossible to load, unload or receive cars from or make cars available to RJCK because of strike interference at the point where the loading or unloading is to be accomplished, such detention will be charged at a rate of \$50 per day or fraction thereof without free time allowance, provided a claim in writing is presented to RJCK within thirty (30) days after the date on which the strike interference ceases, stating the date and time strike interference began and ended.

RULES AND OTHER GOVERNING PROVISIONS  
INDUSTRIAL SWITCHING RULES AND CHARGES

## SECTION 3

## ITEM 1005 DEFINITION OF INTRA-PLANT SWITCHING

A switching movement from one track to another within the same plant or industry, or from one location to another location on the same track within the same plant or industry.

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## ITEM 1010 DEFINITION OF INTRA-TERMINAL SWITCHING

A switching movement of loaded or empty, railroad or private equipment (other than intra-plant switching) from one track to another track of the same railroad, or between the tracks of an industry and the track of the railroad or between the tracks of two separate industries served by the same railroad.

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## ITEM 1015 DEFINITION OF INTER-TERMINAL SWITCHING

A switching movement of loaded or empty, railroad or private equipment from a private siding of one railroad to a private siding of another railroad when both sidings are within the same limits of the same station.

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## ITEM 1020 INTRA-PLANT SWITCHING CHARGE

The RJCK will perform intra-plant switching at a charge of \$375 per car.

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## ITEM 1025 INTRA-TERMINAL SWITCHING CHARGE

The RJCK will perform intra-terminal switching at a charge of \$375 per car in addition to any applicable BNSF switching charges.

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## ITEM 1030 INTER-TERMINAL SWITCHING CHARGE

The RJCK will perform inter-terminal switching at a charge of \$375 per car in addition to any applicable BNSF switching charges.

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## ITEM 1035 SPECIAL SWITCHING SERVICE

When requested to RJCK in writing (24 hours in advance for service Monday - Friday, 48 hours for service on Saturday and Sunday) to perform industrial switching outside of or in addition to normal operating hours, such service will be subject to the charges provided herein plus an additional charge of \$2,500 for up to eight hours of switching service. A charge of \$550 per hour or fraction thereof for each additional hour will apply, not to exceed twelve hours. Service outside of normal hours includes but is not limited to Saturdays, Sundays and holidays.