

# CHICAGO TERMINAL RAILROAD

## FREIGHT TARIFF CTM 8000-A

(Cancels Freight Tariff CTM 8000)

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NAMING  
MISCELLANEOUS RULES AND CHARGES,  
ALSO  
SWITCHING, DEMURRAGE AND STORAGE RULES AND CHARGES,  
APPLYING  
ON THE  
CHICAGO TERMINAL RAILROAD

### LOCAL TARIFF

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular rates and provisions contained herein.

ISSUED: February 9, 2009

EFFECTIVE: March 1, 2009

#### ISSUED BY

Ed Ellis, President  
Chicago Terminal Railroad  
118 South Clinton Street  
Chicago, IL 60661

**FT CTM 8000-A**

<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</b></p>	<p align="center"><b>SECTION 1 MISCELLANEOUS RULES AND CHARGES</b></p>
<p><b>ITEM 10</b></p> <p align="center"><b>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</b></p> <p>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.</p>	<p><b>ITEM 100</b></p> <p align="center"><b>HAZARDOUS MATERIALS</b></p> <p>Shipments of Hazardous Materials will not be accepted in interchange unless prior arrangements have been made with the CTM.</p>
<p><b>ITEM 20</b></p> <p align="center"><b>METHOD OF CANCELING ITEMS</b></p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel corresponding numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.</p> <p>Example: Item 445-A cancels Item 445 and Item 365-B cancels Item 365-A in a prior supplement which in turn canceled Item 365.</p>	<p><b>ITEM 110</b></p> <p align="center"><b>CARS INTERCHANGED IN ERROR</b></p> <p>A charge of \$250.00 per car will be assessed delivering carriers on all cars interchanged to the CTM in error.</p>
<p><b>ITEM 30</b></p> <p align="center"><b>SUPPLEMENTS AND REISSUES</b></p> <p>When reference is made in this tariff, or supplements, to other publications for rates or other information, it includes "Supplements thereto or successive issues thereof."</p> <p>Where reference is made in this tariff to items, it includes "reissues" of such items.</p>	<p><b>ITEM 120</b></p> <p align="center"><b>EMPTY CARS ORDERED BUT NOT LOADED</b></p> <p>On empty cars that are ordered for loading and order is canceled and car is in route, or the service of switching or placing of car has been performed and the car is not loaded but returned to this railroad empty, a charge of \$450.00 per car will be assessed and collected from the person, firm or corporation ordering such cars. (See Note, this item.)</p> <p>Note - Charge will not apply on cars unfit for loading, see Item 130, this tariff.)</p>
	<p><b>ITEM 130</b></p> <p align="center"><b>IMPROPER CARS FURNISHED FOR LOADING BY CONNECTING LINES</b></p> <p>When cars ordered by industries for loading are refused on account of not being in proper condition to load, a charge of \$300.00 per car will be assessed against the railroad furnishing the car.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 1 MISCELLANEOUS RULES AND CHARGES	SECTION 1 MISCELLANEOUS RULES AND CHARGES
<p><b>ITEM 145</b></p> <p align="center"><b>PERISHABLES</b></p> <p>The CTM does not provide protective service. Perishable freight under protective service will be accepted from connecting railroad for delivery to Customers with the understanding that protective service is not provided by the CTM and the CTM accepts no liability for any loss or damage resulting from failure of such protective service.</p>	<p><b>ITEM 170</b></p> <p align="center"><b>STANDBY SERVICE</b></p> <p>When the CTM's locomotive and crew are held at the request of an industry or delayed by an industry within the confines of the industry or immediately adjacent thereto, the charge for such standby or delay shall be \$750.00 per hour or fraction thereof. Such charges shall be in addition to other published charges, if any, applicable to cars delayed or handled.</p>
<p><b>ITEM 150</b></p> <p align="center"><b>TURNING OF CARS TO PERMIT LOADING OR UNLOADING, ETC.</b></p> <p>If cars are turned at request of customer to facilitate loading or unloading, or for any other purpose, a charge of \$300.00 per car per occurrence will be assessed and will be in addition to all other applicable charges. (See Note, this item.)</p> <p>Note - Charge will not apply to properly placarded boxcars.</p>	<p><b>ITEM 180</b></p> <p align="center"><b>OVERLOADED CARS</b></p> <p>Cars found to be overloaded will be subject to the following additional charges:</p> <ul style="list-style-type: none"> <li>(1) \$400.00 per car - When a car is discovered to be overloaded at loading point or within the confines of the industry. Charge to be assessed consignor.</li> <li>(2) \$500.00 per car - When a car is discovered to be overloaded beyond loading point or confines of the industry. Charge to be assessed consignor.</li> </ul> <p>(It will be the responsibility of the consignor to adjust the lading at their own expense sufficient to eliminate the overload condition.)</p> <ul style="list-style-type: none"> <li>(3) \$500.00 per car - When a car is received in interchange from connections and is found to be overloaded, such car will be returned to delivering carrier for adjustment to lading to eliminate the overload condition. Charge to be assessed delivering carrier.</li> </ul>
<p><b>ITEM 160</b></p> <p align="center"><b>SPECIAL FREIGHT TRAIN SERVICE</b></p> <p>Special Freight Train Service is the movement of a train in other than normal freight train service at the specific request of the shipper or consignee, or as may be required due to other conditions outside normal train operations.</p> <p>The charge for special freight train service will be \$3,500.00 per occurrence, and will be in addition to all other charges associated with the movement.</p> <p>Charges to be calculated from the time the crew and locomotive report for special service until the return of crew and locomotive to starting point.</p> <p>(This railroad reserves the right to restrict or modify any request for special freight train service.)</p>	<p><b>ITEM 190</b></p> <p align="center"><b>FUEL SURCHARGE</b></p> <p>A fuel surcharge of \$39.00 per car will apply on loaded cars to or from Elk Grove Village, IL, payable by the linehaul carrier. (See Note)</p> <p>Note - Will not apply to carriers listed in Item 201. [A]</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<b>SECTION 2 SWITCHING RULES AND CHARGES</b>				<b>SECTION 2 SWITCHING RULES AND CHARGES</b>													
<b>ITEM 200</b>				<b>ITEM 205</b>													
<b>INTERCHANGE / RECIPROCAL SWITCHING</b>				<b>LIST OF INDUSTRIES - CHICAGO, IL</b>													
The CTM will perform interchange / reciprocal switching between industries located on the CTM at Chicago, IL and interchange with the UP at North Ave, IL at charge shown below, billed against the delivering or receiving line-haul carrier:				<table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 50%; text-align: center;">NAME</th> <th style="width: 50%; text-align: center;">LOCATION</th> </tr> </thead> <tbody> <tr> <td>A Finkl &amp; Sons Co.</td> <td>2011 N Southport Ave</td> </tr> <tr> <td>Big Bay Lumber Co.</td> <td>1017 W Division St</td> </tr> <tr> <td>Peerless Confection Co.</td> <td>1250 W Schubert St</td> </tr> <tr> <td>Waste Management</td> <td>1500 N Hooker St</td> </tr> <tr> <td>Sipi Metals Corp.</td> <td>1720 N Elston Ave.</td> </tr> </tbody> </table>		NAME	LOCATION	A Finkl & Sons Co.	2011 N Southport Ave	Big Bay Lumber Co.	1017 W Division St	Peerless Confection Co.	1250 W Schubert St	Waste Management	1500 N Hooker St	Sipi Metals Corp.	1720 N Elston Ave.
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<b>INDUSTRIES</b>	<b>STATION</b>	<b>COMMODITY</b>	<b>CHARGE</b>														
General Iron Industries Inc., 1909 N. Clinton Ave.	Chicago, IL	All, except as shown below	\$450.00	<b>ITEM 206</b>													
		Scrap, iron or steel	\$250.00	[A]													
Industries listed in Item 205-series.	Chicago, IL	All	\$450.00	<b>LIST OF INDUSTRIES - ELK GROVE VILLAGE, IL</b>													
<b>ITEM 201</b>				Alltile													
[A]				Arbee Transparent													
<b>INTERCHANGE / RECIPROCAL SWITCHING</b>				Cargo Pacific Logistics													
The CTM will perform interchange / reciprocal switching between industries located on the CTM at Elk Grove Village, IL and interchange with the UP at Elk Grove Village, IL at charge shown below, billed against the delivering or receiving line-haul carrier:				Chicago Sweeteners													
<b>INDUSTRIES</b>	<b>STATION</b>	<b>COMMODITY</b>	<b>CHARGE (1)</b>	Clear Lam Packaging													
For list of Industries, see Item 206-series	Elk Grove Village, IL	All	\$185.00	Consolidated Container													
(1) - Applies only to the following delivering or receiving carriers:  BNSF, CFE, CN, CSS, CSXT, NS				Custom Plastics													
				Shell Lubricants													
				Penray Cos.													
				Ropak Central Inc													
				Ropak Central Inc													
				Rugby IPD													
				Vertis Communications Inc													
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.																	

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<b>SECTION 2 SWITCHING RULES AND CHARGES</b>	<b>SECTION 3 CAR DEMURRAGE RULES AND CHARGES</b>
<p><b>ITEM 210</b></p> <p align="center"><b>DEFINITION OF INTRA-PLANT SWITCHING</b></p> <p>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.</p>	<p align="center"><b>APPLICATION</b></p> <p>Except where provided to the contrary, Demurrage Rules and Charges contained herein apply to all railroad and privately-owned cars held for or by consignors and consignees for any purpose.</p>
<p><b>ITEM 220</b></p> <p align="center"><b>DEFINITION OF INTRA-TERMINAL SWITCHING</b></p> <p>A switching movement (other than intra-plant) from one track to another track of the same railroad, or between the track(s) of an industry and the track of the railroad or between the tracks of two separate industries served by the same railroad.</p>	<p><b>ITEM 300</b></p> <p align="center"><b>HOLIDAYS</b></p> <p>Wherever reference is made to "holidays," it shall mean only the days listed below:</p> <p>New Year's Day - January 1 (See Note 1)            Washington's Birthday - Third Monday of February            Memorial Day - Last Monday of May            Independence Day - July 4 (See Note 1)            Labor Day - First Monday of September            Thanksgiving Day - Fourth Thursday of November            Christmas Day - December 25 (See Note 1)</p> <p>Note 1 - When this date occurs on a Sunday, the following Monday will be observed as the holiday.</p>
<p><b>ITEM 230</b></p> <p align="center"><b>ADDITIONAL SWITCHING</b></p> <p>Additional switching is a switch movement after car has been initially placed on public, private or assigned sidings, or on storage or interchange tracks.</p>	
<p><b>ITEM 240</b></p> <p>[1]</p> <p align="center"><b>INTRA-PLANT SWITCHING CHARGE</b></p> <p>The CTM will perform intra-plant switching at a charge of \$200.00 per car.</p>	
<p><b>ITEM 250</b></p> <p>[1]</p> <p align="center"><b>INTRA-TERMINAL SWITCHING CHARGE</b></p> <p>The CTM will perform intra-plant switching at a charge of \$200.00 per car.</p>	<p><b>ITEM 310</b></p> <p align="center"><b>ACTUAL PLACEMENT</b></p> <p>Actual Placement is made when a car is placed in an accessible position for loading or unloading or at a point previously designated by the consignor or consignee.</p>
<p><b>ITEM 260</b></p> <p>[1]</p> <p align="center"><b>ADDITIONAL SWITCHING CHARGE</b></p> <p>The CTM will perform additional switching at a charge of \$200.00 per car.</p>	<p><b>ITEM 320</b></p> <p align="center"><b>CONSTRUCTIVE PLACEMENT</b></p> <p>When a car consigned or ordered to a private track, industrial interchange track or other-than-public-delivery track cannot be actually placed because of a condition attributable to the consignor or consignee, such car will be held at available hold point and notice shall be sent or given the consignor or consignee that the car is being held and that this railroad is unable to effect placement; however, if car is placed on private track, industrial interchange track or other-than-public delivery track serving the consignor or consignee, the car will be considered constructively placed without notice.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<b>SECTION 3 CAR DEMURRAGE RULES AND CHARGES</b>	<b>SECTION 4 STORAGE RULES AND CHARGES</b>
<p><b>ITEM 330</b></p> <p align="center"><b>FREE TIME</b></p> <p>Free time as follows will be allowed for each car:</p> <p>Forty-Eight (48) hours to complete unloading.</p> <p>Twenty-Four (24) hours to complete loading.</p> <p>Free time will be computed from the first 7:00 AM after placement, or after notification has been sent or given where required. For the purpose of computing free time, Saturdays, Sundays and holidays will be excluded.</p>	<p><b>ITEM 400</b></p> <p align="center"><b>STORAGE OF CARS AND LOCOMOTIVES</b></p> <p>The CTM will store cars, loaded or empty, and locomotives, subject to the following storage charges to be computed from date placed on storage track until released from storage:</p> <p>Loaded cars - \$30.00 per car per day or fraction of a day.</p> <p>Empty cars - \$10.00 per car per day or fraction of a day.</p> <p>Locomotives- \$20.00 per unit per day or fraction of a day.</p>
<p><b>ITEM 340</b></p> <p align="center"><b>DEMURRAGE CHARGES</b></p> <p>After expiration of free time allowed the following charges per car per day, or fraction of a day, will be made until car is released.</p> <p>\$30.00 for each of the first two chargeable days,</p> <p>\$40.00 for each of the next two days,</p> <p>\$60.00 for each subsequent day.</p> <p>The applicable charge will accrue on all Saturdays, Sundays and holidays subsequent to the first chargeable day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable day begins to run.</p> <p>Note 1: Not applicable on privately-owned cars on private tracks.</p> <p>Note 2 : Privately-owned cars which are first held on railroad tracks under constructive placement will be subject to demurrage charges provided for herein after expiration of free time (See Item 330) until such time car is placed on private tracks.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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	<b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</b>
	FT - Freight Tariff CTM - Chicago Terminal Railroad UP - Union Pacific Railroad  [A] - Addition [I] - Increase [NC] - Brought forward without change [R] - Reduction

END