

CLINTON TERMINAL RAILROAD COMPANY

FREIGHT TARIFF CTR 8000 (NEW)

**NAMING
GENERAL CAR DEMURRAGE RULES AND CHARGES
AND
SWITCHING AND MISCELLANEOUS RULES AND CHARGES
APPLYING
AT ALL POINTS AND STATIONS ON THE
CLINTON TERMINAL RAILROAD COMPANY**

LOCAL FREIGHT TARIFF

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular items.

ISSUED: October 1, 2013

EFFECTIVE: October 1, 2013

ISSUED BY:

**Robert Lowe, President
Clinton Terminal Railroad Company
P.O. Box 754
Clinton, NC 28329**

FREIGHT TARIFF CTR 8000

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		<p align="center">ITEM 15</p> <p align="center">REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</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>	

For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.

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<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p>	<p align="center">SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 20</p> <p align="center">CONSECUTIVE NUMBERS</p> <p>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.</p> <p>If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.</p>	<p>ITEM 40</p> <p align="center">DEMURRAGE CHARGES</p> <p>On cars subject to demurrage charges after expiration of free time allowed (See Item 80), the following charges per car, per day, or fraction of a day, will be made until the car is released (See Item 115):</p> <p align="center">\$50.00 per day</p> <p>The applicable charge will accrue on all days, except holidays (See Item 90) that fall as the first chargeable day.</p>
<p>ITEM 30</p> <p align="center">METHOD OF CANCELLING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel correspondingly 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 5-A cause's Item 5 and Item 10-B cancels. Item 10-A in a prior supplement, which in turn, cancelled Item 10.</p>	<p>ITEM 50</p> <p align="center">EMPTY CARS ORDERED OR APPROPRIATED FOR LOADING BUT NOT USED</p> <p>When a car so ordered and placed is not used, and no advice from the party who ordered the car has been received within twenty-four (24) hours exclusive of Saturdays and Sundays, demurrage charges will start from the first 12:01 AM after car is placed and will be charged until the car has been removed from the loading location.</p>
	<p>ITEM 60</p> <p align="center">LOADED PRIVATE CARS HELD ON RAILROAD TRACKS</p> <p>The demurrage clock starts at the first 12:01 AM after the car is placed on hold. (See item 40 for charges).</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 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 70</p> <p style="text-align: center;">CARS HELD FOR PURPOSES OTHER THAN LOADING AND UNLOADING</p> <p>Applicable to cars held:</p> <p>A. On orders of the loader or unloader. B. While awaiting proper disposition from the loader, unloader, or in connection with diversion request, or the freight payer. C. As a result of conditions attributable to the loader or unloader.</p> <p>Computation: (See Item 40 for charges)</p> <p>A. Demurrage will be computed on the following from the first 12:01 AM:</p> <ol style="list-style-type: none"> 1. After notification of actual or constructive placement until car is released, forwarding instructions are received, or disposition advice is received on: <ol style="list-style-type: none"> a. Cars diverted or reshipped. b. Cars held empty for loading – ordered and not used (other than rejected car). c. Cars held for “Surrender of Order notify Bills of Lading” at destination. d. Cars waiting for payment of accrued charges at origin or destination. e. Cars held for official grading or inspection. f. Cars held for any other purpose, except as covered by Items 50 and 60, which is not attributable to the CTR. 2. After a car is received by CTR until date and time of disposition on: <ol style="list-style-type: none"> a. Cars received from connecting carriers. b. Loaded private cars returned to railroad tracks. 3. After actual or constructive placement until date and time of refusal on a refused loaded cars. 4. After notification is given to loader/beneficial owner until date of disposition of a refused loaded car. 5. After actual placement or car order date, whichever is later, until date and time of rejection, on empty cars rejected as being unsuitable for loading. 	<p>ITEM 90</p> <p style="text-align: center;">HOLIDAYS</p> <p>Wherever reference is made to “holidays”, it shall mean only the days listed below:</p> <p style="padding-left: 40px;">New Year’s Day – January 1 (See Note). Good Friday Memorial Day – Last Monday of May. Independence Day – July 4 (See Note). Labor Day – First Monday of September. Thanksgiving Day – Fourth Thursday of November. Christmas Day – December 25 (See Note)</p> <p>NOTE: When this day occurs on a Sunday, the following Monday will be observed as the holiday.</p>
<p>ITEM 80</p> <p style="text-align: center;">FREE TIME</p> <p>Cars for loading or unloading will be allowed one hundred twenty (120) hours free time. Free time begins at the first 12:01 AM after actual or constructive placement (See Item 100), and notification is given (See Item 110).</p>	<p>ITEM 100</p> <p style="text-align: center;">PLACEMENT</p> <p>ACTUAL PLACEMENT – 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. Railroad will not issue actual placement notices.</p> <p>CONSTRUCTIVE PLACEMENT – When a car consigned or ordered to a private track, or an 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 destination, or if it cannot reasonably be accommodated there, at an available hold point; however, if car is placed on the private track, industrial interchange track or other-than-public-delivery track serving the consignor or consignee, the car shall be considered constructively placed without notice.</p>
<p>ITEM 110</p> <p style="text-align: center;">NOTIFICATION</p> <p>All car orders and releases should be forwarded to the following e-mail address:</p> <p style="text-align: center;">“ejbickleman@msn.com”</p>	<p>ITEM 115</p> <p style="text-align: center;">RELEASES</p> <p>A railcar is considered released only after billing instructions have been received in writing via e-mail (See Item 110), regardless of who is responsible for the billing.</p> <p>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.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 2 SWITCHING RULES AND CHARGES	SECTION 2 SWITCHING RULES AND CHARGES															
<p>ITEM 200</p> <p align="center">DEFINITION OF INTRA-PLANT SWITCHING</p> <p>Intra-plant switching is a switching movement from one track to another track within the same plant or industry, or from one location to another location on the same track within the same plant or industry.</p>	<p>ITEM 225</p> <p align="center">INTERCHANGE/RECIPROCAL SWITCHING</p> <p>The Clinton Terminal Railroad Company will perform switching between industries located at stations shown below and interchange with the CSXT at Moltonville, NC at charges indicated:</p> <p align="center">(Charges are in dollars and cents per car)</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>INDUSTRY</th> <th>COMMODITY</th> <th>CHARGE</th> </tr> </thead> <tbody> <tr> <td>Moltonville, NC</td> <td>All Industries</td> <td>All Commodities</td> <td>\$1,000.00</td> </tr> <tr> <td>Clinton, NC</td> <td>All Industries</td> <td>All Commodities</td> <td>\$1,000.00</td> </tr> </tbody> </table>				STATION	INDUSTRY	COMMODITY	CHARGE	Moltonville, NC	All Industries	All Commodities	\$1,000.00	Clinton, NC	All Industries	All Commodities	\$1,000.00
STATION	INDUSTRY	COMMODITY	CHARGE													
Moltonville, NC	All Industries	All Commodities	\$1,000.00													
Clinton, NC	All Industries	All Commodities	\$1,000.00													
<p>ITEM 205</p> <p align="center">DEFINITION OF INTRA-TERMINAL SWITCHING</p> <p>Intra-terminal switching is a switching movement (other than intra-plant switching) from one private or assigned track to another private or assigned track of the same railroad, within the switching limits of same station or industrial switching district.</p>																
<p>ITEM 210</p> <p align="center">INTRA-PLANT SWITCHING CHARGE</p> <p>The CTR will perform intra-plant switching on loaded or empty cars at a charge of \$75.00 per car non-hazardous or \$125.00 per car hazardous (STCC series 28,29,48,49).</p>																
<p>ITEM 215</p> <p align="center">INTRA-TERMINAL SWITCHING CHARGE</p> <p>The CTR will perform intra-terminal switching on loaded or empty cars at a charge of \$150.00 per car.</p>																
<p>ITEM 220</p> <p align="center">SPECIAL SWITCH</p> <p>\$675.00 Per Request Additional \$225.00/hour, for services over 3 hours.</p> <p>Requests must be received in writing prior to any movements being performed. The CTR will review all requests for special switch and will approve or deny depending on railroad availability.</p>																
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>																

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SECTION 3 MISCELLANEOUS RULES AND CHARGES	SECTION 3 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 300</p> <p align="center">RECONSIGNMENT OR DIVERSION</p> <p>\$225.00 If car has not reached destination station. \$300.00 If car reached destination station, but has not been spotted. \$375.00 If car reached destination station and has been spotted.</p> <p>Shipper must provide CTR a new Bill of Lading as authority to move car.</p>	<p>ITEM 325</p> <p align="center">OVERLOAD CARS AT ORIGIN</p> <p>When a car is overloaded and such fact is discovered at origin station, shipper or owner of the lading will be notified to remove the excess as provided in this tariff. If the car is returned to the industry where loaded, one intra-terminal switch charge will be assessed in addition to a \$350.00 per car penalty.</p>
<p>ITEM 305</p> <p align="center">SPECIAL TRAIN</p> <p>\$1800.00 Per Request Additional \$225.00/hour, for services over 8 hours.</p> <p>Requests must be received in writing prior to any movements being performed. The CTR will review all requests for special train and will approve or deny depending on railroad availability. (Over-sized / dimensional loads handled on individual basis.)</p>	<p>ITEM 330</p> <p align="center">OVERLOADED CARS AT OTHER THAN ORIGIN</p> <p>When a car at a station is discovered to be overloaded and such fact is discovered after the shipment has left the origin station, shipper will be notified to remove the excess as provided in this tariff. The applicable intra-terminal switch charge from the point where the overloaded condition is discovered to the nearest public track will be assessed in addition to a \$350.00 per car penalty.</p>
<p>ITEM 315</p> <p align="center">OVERLOADED CARS DEFINITION</p> <p>A car will be considered overloaded when the weight of the lading thereof exceeds the maximum carrying capacity (load limit) stenciled on the car.</p>	<p>ITEM 335</p> <p align="center">OVERLOADED CARS-DISPOSITION OF</p> <p>When a customer fails to respond within the first twenty-four (24) hours, a second notice will be sent. If shipper fails to respond within seven (7) calendar days from the first 12:01 A.M. after the first notification, CTR will, at its option, transfer the shipment, transfer the excess to another car or remove the excess and sell it to the best advantage.</p> <p>The actual cost of transfer for removing the excess plus any additional charge(s), less the proceeds of the sales of the excess, if any, will be assessed against the shipper, unless satisfactory arrangements are made with CTR.</p>
<p>ITEM 320</p> <p align="center">OVERLOADED CARS-NOTIFICATION OF</p> <p>The party contracting for services or owner of the lading will be notified of the overload and will be allowed to remove excess. Demurrage charges commence with the first 12:01 A.M. after notification is given or owner of the lading by CTR, with no other free time allowed.</p>	<p>ITEM 340</p> <p align="center">TURNING OF CARS TO PERMIT LOADING OR UNLOADING, ETC.</p> <p>If cars are turned at request of customer to facilitate loading or unloading, or for any other purpose, a charge of \$175.00 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>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<p align="center">SECTION 2 SWITCHING AND MISCELLANEOUS CHARGES</p>	<p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p>
<p>ITEM 345</p> <p align="center">OVERLOADED CARS RECEIVED FROM CONNECTING LINES</p> <p>When a car is received from a connecting line in road haul service, and is discovered to be overloaded, shipper and delivery line will be notified to remove the excess as provided in this tariff. If the overload is discovered at the junction and car is ordered returned the delivering carrier, the applicable setback charge of \$350.00 in addition to a \$350.00 per car penalty.</p>	<p align="center">EXPLANATIONS AND ABBREVIATIONS AND REFERENCE MARKS</p> <p>CTR - Clinton Terminal Railroad Company OPSP - Official Railroad Station List UFC - Uniform Freight Classification & - And \$ - Dollars [I] - Denotes Increase [R] - Denotes Reduction [NC] - Denotes change in wording which results in neither an increase nor reduction.</p> <p>(Underscored portion denotes change/addition.)</p>
<p>ITEM 350</p> <p align="center">SETBACK CHARGES FOR CARS HANDLED IN ERROR</p> <p>A charge of \$350.00 per car will be assessed on cars interchanged to or from CTR due to error on the part of rail carrier making such interchange.</p>	
<p>ITEM 355</p> <p align="center">PER DIEM</p> <p>CTR does not pay private car mileage allowance.</p>	
<p>ITEM 360</p> <p align="center">PERISHABLE FREIGHT</p> <p>The CTR 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 CTR and the CTR accepts no liability for any loss or damage resulting from failure of such protective service.</p>	
<p>ITEM 365</p> <p align="center">RE SPOTTING CHARGE</p> <p>A charge of \$150.00 per car will be assessed on cars that have been placed for loading or unloading and subsequently removed and re-spotted in order to place or move other cars.</p>	
<p>ITEM 370</p> <p align="center">MARSHALLING SERVICE</p> <p>To meet requirement of consignee as to the position of loaded cars prior to placement, the CTR will sort and assemble such cars at a charge of \$150.00 per car.</p>	