

**FT TTIS 8000-B**  
**(Cancels FT TTIS 8000-A)**

**TRANSKENTUCKY TRANSPORTATION RAILROAD, INC.**



**FREIGHT TARIFF TTIS 8000-B**

**(Cancels Freight Tariff TTIS 8000-A)**

NAMING  
RULES AND CHARGES  
GOVERNING  
SWITCHING AND DEMURRAGE  
ALSO  
MISCELLANEOUS RULES AND CHARGES  
APPLYING AT AND BETWEEN  
STATIONS ON THE  
TRANSKENTUCKY TRANSPORTATION RAILROAD, INC.

**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: June 14, 2010**

**EFFECTIVE: June 14, 2010**

**ISSUED BY**

R. S. Rogers, President  
205 Winchester Street  
Paris, KY 40361

**RULES AND REGULATIONS - GENERAL**

**ITEM 50**

**METHOD OF CANCELING ITEMS**

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.

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.

For explanation of Abbreviations and Reference Marks, see last page of this tariff.

**FT TTIS 8000-B**

SECTION 1 SWITCHING RULES AND CHARGES	SECTION 1 SWITCHING RULES AND CHARGES																										
<p><b>ITEM 100</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><b>ITEM 160</b></p> <p align="center"><b>SECONDARY SWITCHING CHARGE</b></p> <p>The TTIS will perform secondary switching at a charge of \$350.00 per car.</p>																										
<p><b>ITEM 105</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 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 175</b> [C]</p> <p align="center"><b>INTERCHANGE / RECIPROCAL SWITCHING</b></p> <p>The TTIS will perform interchange / reciprocal switching between customers on the TTIS and interchange with CSXT at Paris, KY at the following charges:</p>																										
<p><b>ITEM 110</b></p> <p align="center"><b>DEFINITION OF INTER-TERMINAL SWITCHING</b></p> <p>A switching movement from one railroad to another railroad when such movement is within the switching limits of the same station or industrial district.</p>	<table border="1"> <thead> <tr> <th align="center">COMMODITY</th> <th align="center">CHARGE</th> </tr> </thead> <tbody> <tr> <td>Silicon Metal (STCC 33 135 54)</td> <td align="right">\$ 330.00</td> </tr> <tr> <td>Aluminum Ingots (STCC 33 341 10)</td> <td align="right">\$ 350.00</td> </tr> <tr> <td>Ammonium Nitrate (STCC 49 183 11)</td> <td align="right">\$ 350.00</td> </tr> <tr> <td>Waste Water (STCC 40 291 20)</td> <td align="right">\$ 350.00</td> </tr> <tr> <td>Pipe (STCC 33 126 28)</td> <td align="right">\$ 350.00</td> </tr> <tr> <td>Flour (STCC 20 411 10)</td> <td align="right">\$ 350.00</td> </tr> <tr> <td>Polypropylene (STCC 28 211 39)</td> <td align="right">\$ 400.00</td> </tr> <tr> <td>Petroleum Lubricating Oil (STCC 29 114 15)</td> <td align="right">\$ 350.00</td> </tr> <tr> <td>Sand (STCC 14 413 20)</td> <td align="right">\$ 350.00</td> </tr> <tr> <td>Soybean Hulls (STCC 20 923 16)</td> <td align="right">\$ 350.00</td> </tr> <tr> <td>Railroad Ties (STCC 24 912 10)</td> <td align="right">\$ 350.00</td> </tr> <tr> <td>Liquefied Propane Gas (STCC 29 121 11)</td> <td align="right">\$ 400.00</td> </tr> </tbody> </table>	COMMODITY	CHARGE	Silicon Metal (STCC 33 135 54)	\$ 330.00	Aluminum Ingots (STCC 33 341 10)	\$ 350.00	Ammonium Nitrate (STCC 49 183 11)	\$ 350.00	Waste Water (STCC 40 291 20)	\$ 350.00	Pipe (STCC 33 126 28)	\$ 350.00	Flour (STCC 20 411 10)	\$ 350.00	Polypropylene (STCC 28 211 39)	\$ 400.00	Petroleum Lubricating Oil (STCC 29 114 15)	\$ 350.00	Sand (STCC 14 413 20)	\$ 350.00	Soybean Hulls (STCC 20 923 16)	\$ 350.00	Railroad Ties (STCC 24 912 10)	\$ 350.00	Liquefied Propane Gas (STCC 29 121 11)	\$ 400.00
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<p><b>ITEM 120</b></p> <p align="center"><b>DEFINITION OF SECONDARY SWITCHING</b></p> <p>Any additional Intra-plan, Intra-terminal or Inter-terminal switch.</p>																											
<p><b>ITEM 130</b></p> <p align="center"><b>INTRA-PLANT SWITCHING CHARGE</b></p> <p>The TTIS will perform intra-plant switching at a charge of \$350.00 per car.</p>																											
<p><b>ITEM 140</b></p> <p align="center"><b>INTRA-TERMINAL SWITCHING CHARGE</b></p> <p>The TTIS will perform intra-terminal switching at a charge of \$350.00 per car.</p>																											
<p><b>ITEM 150</b></p> <p align="center"><b>INTER-TERMINAL SWITCHING CHARGE</b></p> <p>The TTIS will perform inter-terminal switching at a charge of \$350.00 per car.</p>																											
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**FT TTIS 8000-B**

SECTION 2 MISCELLANEOUS RULES AND CHARGES	SECTION 2 MISCELLANEOUS RULES AND CHARGES
<p><b>ITEM 200</b></p> <p align="center"><b>TURNING OF CARS TO PERMIT LOADING, ETC.</b></p> <p>If, as result of request, cars are turned to facilitate loading or unloading, or for any other purpose, a charge of \$200.00 per car 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 230</b></p> <p align="center"><b>SWITCHING CARS FOR REPAIRS</b></p> <p>A charge of \$350.00 per car will be assessed delivering carrier on bad order cars interchanged to the TTIS and switched to shop tracks for repair.</p>
<p><b>ITEM 205</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.</p> <p>The charge for special freight train service will be \$30.00 per mile, subject to a minimum charge of \$400.00 per occurrence, and will be in addition to all other charges associated with the movement.</p> <p>(The TTIS reserves the right to restrict or modify any request for special freight train service.)</p>	<p><b>ITEM 240</b></p> <p align="center"><b>DIVERSION OR RECONSIGNMENT</b></p> <p>The term "diversion" or "reconsignment" are synonymous and the use of either shall mean an order received by the TTIS which requires any of the following:</p> <ul style="list-style-type: none"> <li>A. A change in the name of the consignee.</li> <li>B. A change in the name of the consignor.</li> <li>C. A change in the destination.</li> <li>D. A change in the route at the request of the consignor, consignee, or owner.</li> <li>E. Any other instructions given by consignor, consignee, or owner necessary to effect delivery which requires a change in the billing or an additional movement of the car, or both.</li> <li>F. A change in the payment conditions.</li> </ul>
<p><b>ITEM 210</b></p> <p align="center"><b>CARS INTERCHANGED IN ERROR OR WITHOUT FORWARDING INSTRUCTIONS, ETC. - SWITCHING OR REPOSITIONING</b></p> <p>The TTIS will assess delivering carrier a charge of \$350.00 per car on all cars interchanged to the TTIS in error or without forward instructions, including locomotives, maintenance-of-way equipment or any other equipment placed at interchange, which must be switched or repositioned in order to effect interchange or for any other purpose.</p> <p>Note - When disposition or forwarding instructions are not received within twenty-four (24) hours from time of receipt of car at interchange, a hold charge of \$50.00 per car will be assessed delivering carrier for each twenty-four (24) hours or fraction thereof until instructions are received.</p>	<p align="center"><b>APPLICATION</b></p> <ul style="list-style-type: none"> <li>A. Orders for diversions or reconsignment will be accepted from only: <ul style="list-style-type: none"> <li>1. Parties listed on bill of lading.</li> <li>2. Any rail carrier participating in line-haul movement.</li> </ul> </li> <li>B. Charges for diversions or reconsignment shall be paid by the authorized party requesting the change.</li> <li>C. After a car has been actually placed, any changes which affect the movement of the car will constitute a new movement and are subject to applicable switching and/or line-haul charges.</li> <li>D. Only one change in destination will be authorized under these provisions. Requests for additional changes will be executed as a shipment terminating and originating at the diversion station.</li> <li>E. The diversion or reconsignment charge applies in addition to all other applicable charges.</li> </ul>
<p><b>ITEM 220</b></p> <p align="center"><b>INTERCHANGE ERROR MOVEMENT OF CARS REQUIRING WEIGHING</b></p> <p>A charge of \$350.00 per car will be assessed delivering carrier on cars required to be weighed which are interchanged to the TTIS at Maysville, KY in error and must be moved by the TTIS to Paris, KY for weighing.</p>	<p align="center"><b>DIVERSION / RECONSIGNMENT CHARGE</b></p> <p align="center">\$350.00 per car</p>
<p>For explanation of Abbreviations and Reference Marks, see last page of this tariff.</p>	

**FT TTIS 8000-B**

<b>SECTION 3 CAR DEMURRAGE RULES AND CHARGES</b>	<b>SECTION 3 CAR DEMURRAGE RULES AND CHARGES</b>
<b>APPLICATION</b>	<b>ITEM 330</b>
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.	<b>FREE TIME</b>
<b>ITEM 300</b>	Free time as follows will be allowed for each car:
<b>HOLIDAYS</b>	Forty-Eight (48) hours to complete unloading.
Wherever reference is made to "holidays," it shall mean only the days listed below:	Forty-Eight (48) hours to complete loading.
New Year's Day - January 1 (See Note 1) Thanksgiving Day - Fourth Thursday of November Christmas Day - December 25 (See Note 1)	Free time will be computed from time car is placed/spotted. For the purpose of computing free time, Saturdays, Sundays and holidays will be included.
Note 1 - When this date occurs on a Sunday, the following Monday will be observed as the holiday.	<b>ITEM 340</b>
<b>ITEM 310</b>	<b>DEMURRAGE CHARGES</b>
<b>ACTUAL PLACEMENT</b>	After expiration of free time allowed a charge of \$60.00 per car, per day, or fraction of a day, including Saturdays, Sundays and holidays, will be made until car is released.
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.	Note 1: Not applicable on privately-owned cars on private tracks.
<b>ITEM 320</b>	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.
<b>CONSTRUCTIVE PLACEMENT</b>	<b>ITEM 350</b>
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.	<b>WEATHER INTERFERENCE</b>
	Relief shall be granted under the following conditions:
	When the condition of the weather during any part of the first forty-eight (48) hours after actual placement is such as to make it impossible to place freight in cars or move it from cars without serious injury to the freight, no demurrage shall be charged for the period of weather interference during such forty-eight (48) hours, provided claim stating fully the condition which prevented loading is presented, in writing, to this railroad within thirty (30) days, after date on which demurrage bill is rendered.
For explanation of Abbreviations and Reference Marks, see last page of this tariff.	

FT TTIS 8000-B

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS	
ITEM 99999	
EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS	
<u>ABBR/REF</u>	<u>Explanation</u>
ABBR	Abbreviations
CSXT	CSX Transportation, Inc.
REF	Reference Marks
TTIS	Transkentucky Transportation Railroad, Inc.
[A]	Denotes Addition
[C]	Denotes Change resulting in neither an increase or reduction / decrease in charges
[D]	Denotes cancellation
[I]	Denotes Increase
[R]	Denotes Reduction / Decrease
[NC]	Brought forward without change
(Underscored portion denotes addition/change.)	