

**FT CTN 8300-V**  
**(Cancels FT 8300-U)**



**CANTON RAILROAD  
COMPANY**

*"Since 1906"*

**Freight Tariff CTN 8300-V**  
**(Cancels Freight Tariff CTN 8300-U)**

**NAMING  
LOCAL AND PROPORTIONAL SWITCHING CHARGES  
AND  
MISCELLANEOUS SERVICES  
AT  
BALTIMORE (CANTON), MARYLAND**

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

**ISSUED: Feb 25, 2014**

**EFFECTIVE: Mar 15, 2014**  
**(Except as otherwise provided)**

**TARIFF CTN 8300-V**

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**ITEM 1**

**LIST OF PUBLIC TRACKS**

Not Applicable

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**GENERAL RULES AND REGULATIONS**

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**ITEM 5**

**DESCRIPTIONS OF GOVERNING CLASSIFICATIONS**

This tariff is governed, except as otherwise provided by the Uniform Freight Classification (UFC 6000 Series) issued by the National Freight Committee, Agent, supplements thereto and reissues thereof.

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**ITEM 10**

**STATION LIST AND CONDITIONS**

This tariff is governed by the Official Railroad Station List, Tariff OPSL 6000 Series, issued by Railinc, Agent to the extent shown in this item:

**PREPAY REQUIREMENTS AND STATION CONDITIONS**

For additions and abandonments of stations, and except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight, and changes in station facilities.

When a station is abandoned as of a date specified in the above named tariff, the rates from and to such stations as published in this tariff are inapplicable on and after that date.

**GEOGRAPHICAL LOCATIONS OF STATIONS**

For geographical locations of stations referred to in this tariff by station numbers.

**STATION NUMBERS**

For the identification of stations when stations are shown or referred to by numbers in this tariff.

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**ITEM 15**

**EXPLOSIVE, DANGEROUS ARTICLES**

For rules and regulations governing transportation of explosives and other dangerous articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Tariff BOE 6000 Series, Association of American Railroads, Bureau of Explosives, Agent.

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**ITEM 20**

**REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.**

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.

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**ITEM 30**

**PERISHABLE FREIGHT**

For rates, rules, and regulations governing the handling of perishable freight, see Perishable Protective Tariff, STB PPT 619 Series.

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**ITEM 45**

**CAPACITIES AND DIMENSIONS OF CARS**

For marked capacities, lengths, dimensions and cubic capacities of cars, see the Official Railway Equipment Register, RER 6410 Series, issued by the R.E.R. Publication Corporation, Agent.

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**ITEM 60**

**NATIONAL SERVICE ORDER TARIFF**

This tariff is subject to the provisions of various Surface Transportation Board Service Orders and General Permits as shown in the National Service Order Tariff, 6100 Series, NSO 6100 Series, Western Trunk Line Committee, Agent.

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**ITEM 70**

**CODING INFORMATION/COMMODITY DESCRIPTION**

For coding information on product class codes 01 through 47 and code 50 see Standard Transportation Commodity Code Tariff, STCC (i) 6001 Series, Western Trunk Line Committee, Agent

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**ITEM 75**

**CODING INFORMATION/COMMODITY DESCRIPTION  
(Hazardous Materials)**

For coding information on hazardous materials or substances or hazardous wastes see Standard Transportation Commodity Code Hazardous Materials STCC (ii) or substances and Hazardous Wastes Tariff, STCC (ii) 6049 Series, Economics and Finance Department, Association of American Railroads, Agent.

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**SPECIAL RULES AND REGULATIONS**

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**ITEM 200**

**DEMURRAGE**

This tariff will be governed by the General Car Demurrage Rules and Charges as published in the CTN 6000 Series.

Where switching is performed under line-haul rates which are subject to special detention charges and rules, the switching provided under this tariff will be subject to the same detention charges and rules as applicable in connection with said line-haul rates, and provisions of Tariff CTN 6000 Series will not apply.

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**ITEM 210**

**APPLICATION OF SWITCHING CHARGES**

Switching Charges, unless otherwise specified, cover the handling of loaded cars in one direction and empty cars in the other. If cars are loaded in both directions, the published switching charges will be assessed for each loaded movement. For any other movement of empty cars, including cars moving under the provisions of Mileage Tariff RPS 6007 Series to or from a car repair facility, the charge will be the same as applied to a loaded car.

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**ITEM 215**

**CARS ORDERED AND NOT USED**

If an empty car is ordered for loading, and the services of switching and placing it has been performed, and the car is not loaded a switching charge of \$275.00 [I] per car will be assessed against the person, firm or corporation ordering such car. This rate will not apply if the car is rejected on account it is not suitable for loading, within twenty-four (24) hours of placement, excluding Saturdays, Sundays, and Holidays.

In cases where the car is ordered for loading, and the car has been received on CTN trackage from a connecting carrier, but is returned unused by order of the person, firm, or corporation originally ordering the car prior to placement, a charge of \$125.00 [I] per day or fraction of a day the car is held on CTN tracks will be assessed and payable by the person firm, or corporation ordering such car.

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**ITEM 216**

**SPECIAL EQUIPMENT USE CHARGE**

Except as provided in (a) and (b) below, shipments moving in other than ordinary equipment will be assessed an additional charge of \$350.00 [I] per car.

- (a) – Articulated Auto Carriers..... \$350.00 per car
- (b) – Rail Passenger Cars..... \$375.00 per car

**DEFINITIONS-ORDINARY EQUIPMENT**

- (1) XM Boxcars, not exceeding 53 feet inside length
  - (2) Flatcars, not over 89 feet in length and having a marked capacity not greater than 200,000 pounds
  - (3) Gondola cars having a marked capacity not greater than 200,000 pounds
  - (4) Open Top Hopper cars having a marked capacity not greater than 200,000 pounds
  - (5) Shipper owned or leased cars having a marked capacity not greater than 200,000 pounds
  - (6) Covered Hopper Cars having a marked capacity not greater than 200,000 pounds
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**ITEM 218**

**CARS LOADED IN EXCESS OF LIMITS**

When cars are found to be overloaded (car or rail limits) on CSXT or NS and returned to the shipper on the CTN for corrective action, a charge of \$350.00 [I] per car round trip between CSXT and NS interchange and the shipper on CTN will be applicable. Any car

in excess of load limit interchanged to CTN will be charged an additional \$100.00 per car.

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**ITEM 219**

**FIRST PLACEMENT CONSTITUTES DELIVERY**

When cars are placed for loading, unloading or shipper storage upon side tracks, team tracks, leased tracks, warehouses, elevators, or other industries or locations served by the CTN, such placement shall constitute delivery of the shipment. Any subsequent movement upon CTN, by direction of consignee, will be subject to switching charges.

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**ITEM 220**

**USE OF PRIVATE FACILITIES**

This tariff does not grant the use of private sidings or facilities to other than the owners, or to those whom the privilege of use is granted by the owners, without cost to the carrier.

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**ITEM 222**

**SECURITY DEPOSITS**

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

1. Is not on the railroad's credit list; or
2. Fails to pay demurrage, storage and other 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 per car or up to the maximum amount of demurrage, storage or other charges that accrued on any one car during the preceding twelve (12) months.

The deposit shall be refunded, within fifteen (15) days after payment has been received for demurrage, storage, and other charges have been incurred. The customer's request for such refund must be made in writing to the Chief Financial Officer. 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 charges on that shipment.

Deposits will no longer be required after the customer:

1. Is placed on the railroad's credit list; or

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2. Has paid all outstanding charges, and has given assurance to the railroad's Chief Financial Officer that future charges will be paid within credit period of fifteen (15) consecutive days from the date on the bill.

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**ITEM 225**

**RECONSIGNMENT WITHIN A SWITCHING DISTRICT**

When an order is received by an authorized representative of CTN from consignor, consignee, or owner in time to permit instructions to be given to yard employees prior to placement, no charge will be assessed. If, however, a car had been placed for unloading, and is subsequently forwarded, without being unloaded, to a place of delivery on CTN a charge of \$350.00 [I] per car will be assessed.

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**GENERAL RULES AND REGULATIONS**

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**ITEM 230**

**DEFINITIONS**

**INTRA-PLANT SWITCHING** – A switching movement from one location to another location within the confines of an industry.

**INTRA-TERMINAL SWITCHING** – A switching movement (other than intra-plant) from one location to another location within the switching limits of CTN.

**INTER-TERMINAL** – A switching movement from one railroad to another railroad when such movement is within the switching limits of the same station or industrial district. Switching charges of connecting carriers will be in addition to those published herein for the account of CTN.

**RECONSIGNMENT** – A change in the name of the consignee and/or change in delivery to an industry, team track, pier or warehouse on CTN.



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**HOLIDAYS** – The following “Holidays” are observed at CTN: (Note 2)

- New Year’s Day – January 1 (See Note 1)
- President’s Day – 3<sup>rd</sup> Monday in February
- Good Friday – Friday preceding Easter Sunday
- Memorial Day – Last Monday in May
- Independence Day – July 4 (See Note 1)
- Labor Day – 1<sup>st</sup> Monday in September
- Thanksgiving Day – 4<sup>th</sup> Thursday in November  
Friday after Thanksgiving
- Christmas Eve Day December 24 (See Note 1)
- Christmas Day – December 25 (See Note 1)
- New Year’s Eve Day – December 31 (See Note 1)

Explanation of Notes:

**Note1:** When this date occurs on a Saturday, the preceding Friday will be observed as the Holiday. When the date occurs on a Sunday, the following Monday will be observed as the Holiday.

**Note 2:** These Holidays are days that CTN is scheduled not to operate under normal staffing and service levels. Rail service is not guaranteed on these days unless authorized.

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**ITEM 231**

**INTERMODAL TRACKAGE RIGHTS**

This item applies to any movement of cars or rail equipment moving over CTN tracks to and from the Seagirt Intermodal Container Transfer Facility (ICTF). Unless covered by specific contract the following rates will apply: (Note 3)

- 1. International and Domestic Containers..... \$ 10.00 per unit
- 2. Over the Road Trailers and Vans..... \$ 15.00 per unit
- 3. Loaded Flat Racks (Steel Products)..... \$ 25.00 per unit
- 4. ISO Containers-Hazardous..... \$ 35.00 per unit
- 5. ISO Containers-Non Hazardous..... \$ 25.00 per unit
- 6. Roadrailer Equipment..... \$ 35.00 per unit
- 7. Locomotives not in Intermodal Service..... \$100.00 per unit
- 8. All Other rail equipment loaded or empty..... \$250.00 per unit

**Note 3:** For the purposes of applying this item Intermodal will be defined as all closed containers, over the road Trailers, Vans, Flat Racks, ISO Containers, Roadrailer and accompanying locomotives.

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**SWITCHING RATES IN INTERCHANGE SERVICE**

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The following rates are applicable on loaded cars to/from all points on CTN in Interchange with CSXT or NS, unless covered by specific contract. (Note 4)

ITEM	COMMODITY	RATE	MINIMUM CHARGE
430	SCRAP METAL	\$450.00 per car *	N/A [I]
431	ROOFING GRANULES	\$400.00 per car *	N/A [I]
432	ROOFING SHINGLES	\$475.00 per car *	N/A [I]
433	MACHINERY	\$525.00 per car *	N/A [I]
434	PETROLEUM PRODUCTS	\$550.00 per car *	N/A [I]
435	FREIGHT IN BOXCARS	\$500.00 per car *	N/A [I]
440	FREIGHT, ALL OTHER	\$500.00 per car *	N/A [I]
445	ALUMINUM/METALS	\$550.00 per car*	N/A [I]
455	EMPTY CARS – REP/RET	\$325.00 per car *	N/A [I]
456 [A]	WIND ENERGY COMPONENTS	\$675.00 per car*(STCC 35 112)	N/A [I]

\*Any dimensional loads (cars requiring clearance from a Class I clearance bureau) will be assessed an additional charge of \$175.00 per car.

Fuel Surcharge included in above stated car rates.

Note 4: Line haul carrier may absorb, in whole or part, these rates. See CSXT 8100, or NS 8001 Tariffs.

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**SWITCHING RATES IN INTRA-PLANT/TERMINAL SERVICE**

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The following rates are applicable on loaded cars moving within an industrial plant on CTN or an affiliated track on CTN leased to customer.

ITEM	SERVICE	RATE
460	Movement of the car from one point on a track to another point on the same track:	\$ 125.00 per car [I]
461	Movement of the car from one point on a track to a another point on a different track:	\$ 150.00 per car [I]
462	Movement of the car to/from one point on a leased track to another point on a track located within the industrial plant:	\$ 425.00 per car [I]
463	Movement of the car from one point on CTN to another or from One customer to another for loading/unloading.	\$ 425.00 per car [A]

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**MISCELLANEOUS SERVICES**

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**ITEM 550**

**SPECIAL TRAIN SERVICE**

**(1) REGULAR ASSIGNED CREWS, HOURS**

When, at the request of shippers or consignees, special movements are desired, and may be accommodated within the work period of an already working or scheduled CTN crew, in addition to the regular freight or switching rate, a charge will be assessed of \$475.00 [I] for the first hour, or fraction thereof for time required to make the movement, and return the locomotive to the starting point. Any time in excess of one hour will be charged at the rate of \$395.00 [I] per hour, or fraction thereof.

**(2) OTHER THAN ASSIGNED CREWS, HOURS**

When, at the request of shippers or consignees, special movements are desired outside of the scheduled crew time, if a crew is available, in addition to the regular freight or switching rate, a charge will be assessed of \$3,825.00 [I] for the first eight (8) hours, or fraction thereof for time required to make the movement, and return the locomotive to the starting point. Any time in excess of eight (8) hours will be charged at the rate of \$525.00 [I] per hour, or fraction thereof with a maximum of four (4) hours. **(Note 5)**

**(3) HOLIDAYS**

When, at the request of shippers or consignees, special movements are desired on Holidays listed in Item 230 herein, if a crew is available, in addition to the regular freight or switching rate, a charge will be assessed of \$4,900.00 [I] for the first 8 hours, or fraction thereof for time required to make the movement, and return the locomotive to the starting point. Any time in excess of eight (8) hours will be charged at the rate of \$800.00 [I] per hour, or fraction thereof. **(Note 5)**

**Note 5:** Provided a complete crew can be obtained under the CTN/UTU labor agreement

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**ITEM 570**

**CARS DELIVERED IN ERROR**

As defined in Car Service Rule 7, a switching charge of \$250.00 per car will be assessed to all Interchange Carriers that delivers a car, in error, either loaded or empty, in which CTN must return such car to that delivery point.

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**ITEM 575 [A]**

**DELAY OF CREW**

When CTN has arrived at customer's plant or delivery track, at customer's instructions, to either place or pull a car, and such service cannot be performed due to customer's interference, gates being closed or locked, car doors open, or other activity, and customer

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desires CTN to wait to perform the service a charge will be assessed for any wait at \$5.00 [I] per minute with a minimum charge of \$50. [I] This request must be made to CTN operations office at the time of train crew's arrival. CTN reserves the right to move on to next customer delivery at its discretion. If Canton is informed that the customer cannot or will not take their car(s), then a separate switch fee will be imposed per Item 461 or Item 462 of this tariff as it pertains. Cars will remain on demurrage if we must leave and return at another time. [A]

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**ITEM 580**

**BILL OF LADING CORRECTIONS**

Any corrections made by customer after Bill of Lading is received by CTN will be assessed a \$35[I] fee for each incidence.

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**ITEM 585**

**CLOSING CAR DOORS**

If customer requires or requests railroad personnel to close a door on a railcar, when the railcar is not deemed to be damaged by the car inspector, a \$100 [I] fee will be charged for each railcar door requiring closing.

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**ITEM 600**

**TURNING CARS**

When it is desired that cars be placed for loading or unloading at stop-off points or unloading from a particular side or end of car, the car must be placarded on both sides and notation made on shipping document substantially as follows:

**NOTICE TO CARRIER**

**Deliver car from side or end specified by placard**

If shipping document carries such notation that car was placarded and placard(s) has/have disappeared, charge for turning will not apply. Otherwise a charge of \$425.00 [I] per car will apply.

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**ITEM 601**

**CUSTOMER LIST**

**A.E. Staley (Tate & Lyle)**  
**Apex Oil (Petroleum Fuel and Terminal Company)**  
**Baltimore International Warehouse**  
**Barker Steel**  
**Boise Cascade**  
**Cambridge Iron & Metal**  
**Canton Maritime**  
**CNX Marine Terminal**  
**Consolidated Container**  
**Environmental Operating Systems**  
**Fleischmann's Vinegar**  
**GAF Corporation**  
**Graham Packaging**  
**Henry Bath**  
**Lehigh Cement**  
**Maryland Overpak**  
**Nachurs Alpine**  
**Noble Oil Services**  
**Overflo Public Warehouse**  
**Pacorini**  
**Ports America Chesapeake**  
**Rukert Terminals**  
**Sun Products**  
**Sunrise Foods**  
**Terminal Corporation**  
**Titan Steel**  
**Warner Graham**  
**Weyerhaeuser**

**ITEM 826**

**HAZARDOUS MATERIALS CARS STORED ON RAILROAD TRACKS**

Hazmat cars stored on other than lease tracks will be charged a fee of \$25/per car for each day that the cars are online in addition to the normal demurrage fees charged for car hire reimbursement. Hazmat cars are those cars with STCC codes of 48XXXXX – 49XXXXX, as determined by the Federal Department of Transportation.

Note: Lease tracks are tracks that are leased by the industry from the railroad on an annual basis to store cars.

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**ABBREVIATIONS AND REFERENCE MARKS**

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**ITEM 99999**

**EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS**

CSXT	CSX Transportation
BOE	Bureau of Explosives
CTN	Canton Railroad Company
NS	Norfolk Southern Railway Company
NSO	National service Order Tariff, Western Trunk Lines Committee
OPSL	Open and Prepay Station List
PPT	Perishable Protective Tariff
RER	Railway Equipment Register, R.E.R. Publishing Company, Agent
STB	Surface Transportation Board (formerly ICC)
STCC (i)	Standard Transportation Commodity Code, Association of American Railroads, Agent
STCC (ii)	Standard transportation Commodity Code, Hazardous Materials
UFC	Uniform freight Classification, National Freight Committee, Agent
[A]	Denotes Addition
[R]	Denotes Reduction
[I]	Denotes Increase