

FT CTN 8300-X
(Cancels FT CTN 8300-W)



Freight Tariff CTN 8300-X
(Cancels Freight Tariff CTN 8300-W)

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: November 8, 2021

EFFECTIVE: January 1, 2022
(Except as otherwise provided)

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ITEM 1

LIST OF PUBLIC TRACKS

Not Applicable

GENERAL RULES AND REGULATIONS

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.

ITEM 10

STATION LIST AND CONDITIONS

The Official Railroad Station List governs this tariff, 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, 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 tariff named above, 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 are 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 the transportation of explosives and other dangerous articles by freight, 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.

ITEM 20

REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, E.T.C.

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.

ITEM 30

PERISHABLE FREIGHT

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

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.

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.

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.

SPECIAL RULES AND REGULATIONS

ITEM 200

DEMURRAGE

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

Where switching is performed under line-haul rates 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. Tariff CTN 6000 Series will not apply.

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. The published switching charges will be assessed for each loaded movement if cars are loaded in both directions. 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, the services of switching and placing it have been performed, and the car is not loaded, a switching charge of \$500.00 [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 because 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. However, if it is returned unused by order of the person, firm, or corporation originally ordering the car prior to placement, a charge of \$500.00 [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.

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 60 feet inside length
- (2) Flatcars, not over 89 feet in length and having a marked capacity not greater than 230,000 pounds
- (3) Gondola cars having a marked capacity not greater than 230,000 pounds
- (4) Open Top Hopper cars having a marked capacity not greater than 230,000 pounds
- (5) Shipper owned or leased cars having a marked capacity not greater than 230,000 pounds
- (6) Covered Hopper Cars having a marked capacity not greater than 230,000 pounds

ITEM 218

CARS LOADED IN EXCESS OF LIMITS

When cars are overloaded or outside of Clearance limits (car or rail limits) on CSXT or N.S. and returned to the shipper on the CTN for corrective action, an additional charge of \$500.00 [I] per car round trip between CSXT and N.S., interchange and the shipper on CTN will be applicable. Any car in excess of the 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 shipment delivery. Any subsequent movement upon CTN, by direction of the consignee, will be subject to switching charges.

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 owners granted the privilege of use without cost to the carrier.

ITEM 225

RE-CONSIGNMENT WITHIN A SWITCHING DISTRICT

When an authorized representative of CTN receives an order from the 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.

ITEM 230

GENERAL RULES AND REGULATIONS

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 consignee's name 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 – 3rd Monday in February
- Good Friday – Friday preceding Easter Sunday
- Memorial Day – Last Monday in May
- Independence Day – July 4 (See Note 1)
- Labor Day – 1st Monday in September
- Thanksgiving Day – 4th 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.

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 a 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..... \$500.00 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, Roadrailers, and accompanying locomotives.

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SWITCHING RATES IN INTERCHANGE SERVICE

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

ITEM	COMMODITY	RATE	MINIMUM CHARGE
430	SCRAP METAL	\$500.00 per car *	N/A [I]
431	ROOFING GRANULES	\$500.00 per car *	N/A [I]
432	ROOFING SHINGLES	\$500.00 per car *	N/A [I]
433	MACHINERY(on Flat Cars)	\$650.00 per car *	N/A [I]
434	FREIGHT IN TANK CARS	\$650.00 per car *	N/A [I]
435	FREIGHT IN BOXCARS	\$525.00 per car *	N/A [I]
440	FREIGHT, OTHER (Non-Hazmat)	\$575.00 per car *	N/A [I]
445	ALUMINUM/METALS	\$550.00 per car*	N/A [I]
455	EMPTY CARS – REP/RET	\$500.00 per car *	N/A [I]
456 [A]	WIND ENERGY COMPONENTS	\$675.00 per car *(STCC 35 112)	N/A [I]
457	MUNICIPAL SOLID WASTE	\$675.00 per car	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 is included in the above-stated car rates.

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

SWITCHING RATES IN INTRA-PLANT/TERMINAL SERVICE

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

ITEM	SERVICE	RATE
460	Movement of the car from one point on a track to another point on the same track:	\$325.00
461	Movement of the car from one point on a track to another point on a different track:	\$325.00
463	Movement of the car from a point on CTN to another or from one customer to another for loading/unloading	\$500.00
464	Movement of a car from storage in Canton's Railyard to Canton's Transload Terminal for loading or unloading	\$250.00

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MISCELLANEOUS SERVICES

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 \$600.00 [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 \$475.00 [I] per hour, or a 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 \$4,250.00 [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 \$750.00 [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 \$6,500.00 [I] for the first eight (8) hours or a 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 \$1,100.00 [I] per hour, or a fraction thereof.

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

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 deliver 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 the customer's plant or delivery track, at the 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 desires CTN to wait to perform, a service charge will be assessed for any wait at \$25.00 [I] per minute with a minimum charge of \$50.00 [I]. This request must be made to the CTN operations office when the train crew arrives, and CTN reserves the right to move on to the 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 of \$350.00 will be imposed. Cars will remain on demurrage if we must leave and return at another time. [A]

ITEM 580

BILL OF LADING CORRECTIONS

If CTN receives any corrections made by the customer after the Bill of Lading, a \$150.00[I] fee for each incidence will be assessed.

ITEM 585

CLOSING (OR OPENING) RAILCAR DOORS

If a customer requires or requests railroad personnel to open or close the door on a railcar, when the railcar is not deemed to be damaged by the car inspector, a \$200 [I] fee will be charged for each railcar door requiring opening or closing.

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 the car, the car must be placarded on both sides, and a notation made on the shipping document substantially as follows:

NOTICE TO CARRIER

Deliver car from side or end specified by placard

If the shipping document carries such notation that the car was placarded and placard(s) has/have disappeared, the charge for turning will not apply. Otherwise, a charge of \$500.00 [I] per car will apply.

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ITEM 601

CUSTOMER LIST

**Ace Logistics
Altium Packaging (Consolidated Container)
Apex Oil (Petroleum Fuel and Terminal Company)
Archer Daniels Midland
B&E Storage & Transfer
Boise Cascade
Canton Metal Recycling
Centennial Energy
Chesapeake Minerals
Eastern Recycling Service
EOSi
Fleischmann's Vinegar
GAF Corporation
Lehigh Cement
Maryland Overpak
Noble Oil
Pebble Tec
PepUp
PGS USA
Ports America Chesapeake
Protec
Rukert Terminals
Terminal Corporation
Tilley Chemical
Universal Environmental
U.S. Concrete
Warner Graham**

ITEM 826

HAZARDOUS MATERIALS CARS STORED ON RAILROAD TRACKS

Hazmat cars stored on other than the lease tracks will be charged a fee of \$25/per car for each day that the cars are online and 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

ITEM 99999

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

CSXT	CSX Transportation
BOE	Bureau of Explosives
CTN	Canton Railroad Company
NS	Norfolk Southern Railway Company
N.S.O.	National service Order Tariff, Western Trunk Lines Committee
OPSL	Open and Prepay Station List
PPT	Perishable Protective Tariff
R.E.R.	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
U.F.C.	Uniform freight Classification, National Freight Committee, Agent
[A]	Denotes Addition
[R]	Denotes Reduction
[I]	Denotes Increase