



CTN Freight Tariff Naming Demurrage, Switching and Accessorial Charges

CTN 8000

(cancels CTN 6000-Series and CTN 8300-Series)

ISSUED: June 1, 2025

EFFECTIVE: July 1, 2025
(Except as otherwise provided)



Subscribers and Contacts

Canton Railroad Company (CTN)

CTN Customer Service

410-633-9190

operations@cantonrr.com

Normal Hours of Operation

CTN's normal hours of operation are:

Monday – Friday 6:00 a.m. (ET) to 2:00 p.m. (ET) *

* Except Holidays (See CTN – 8000 Series Item 30)

Service to each Customer is subject to change at the discretion of CTN. Please contact Customer Service listed above for inquiries about the service to your facility.

EFFECTIVE July 1, 2025

ISSUED June 1, 2025

BY:

Canton Railroad Company

1841 S Newkirk St.

Baltimore, MD 21224



CHECK SHEET OF ITEMS AND REVISIONS

The items contained in this publication are listed consecutively by number. The paragraph that has been changed within an Item will contain one of the following reference marks placed next to the Item number:

- (I) Denotes increase
- (R) Denotes reductions
- (C) Denotes changes in wording which result in neither increases nor reductions in charges
- (N) Denotes new Item

In addition, the effective date of the revised Item will be added to this index page “CHECK SHEET OF ITEMS AND REVISIONS” to identify which Item(s) have been changed.

Revision Type	Item Number and Description	Effective Date
(N)	New Publication – ALL ITEMS SHOULD BE EXAMINED	July 1, 2025



CONTENTS

Services.....	5
General Application.....	5
ITEM 5 – CTN Publications	5
ITEM 10 – Reference to Tariffs, Items, Notes and Rules	5
ITEM 15 – Cancellation Notice and Methods	5
ITEM 20 – Articulated Railcars	5
ITEM 25 – Date to Determine Level of Charge.....	6
ITEM 30 – Holidays Observed by CTN	6
ITEM 40 – Transportation	6
ITEM 100 – General Application of Demurrage and Storage	7
ITEM 120 – Notification.....	7
ITEM 125 – Free Time	8
ITEM 140 – Demurrage Charges	9
ITEM 150 – Storage Charges.....	9
ITEM 160 – Hazardous Railcars (Other than TIH/PIH)	10
ITEM 165 – Hazardous Railcars (TIH/PIH)	11
ITEM 170 – Demurrage Computation	12
ITEM 175 – Demurrage (Average Plan) & Storage Invoices.....	13
ITEM 200 – Intra-Plant Switching	14
ITEM 210 – Inter-Terminal Switching	14
ITEM 215 – Heavy Duty Flat Car Switching.....	15
ITEM 225 – Special Switching Service.....	15
ITEM 230 – Reciprocal Switching.....	16
ITEM 235 – List of Industries to Which Switch Rates Apply	16
ITEM 240 – Turning of Railcars	16
ITEM 245 – Locomotive Switching.....	17
ITEM 250 – Passenger Car Switching	17
ITEM 300 – Cars Interchanged in Error	18
ITEM 335 – Delay of Crew	19
ITEM 340 – Improper Release.....	20
ITEM 345 – Cars Held For Billing	20
ITEM 350 – Railcar supplied for specific destination/junction.....	21



Services

The Canton Railroad (CTN) is a Class III switching and terminal railroad. CTN strives to provide all CTN Customers with cost-effective, environmentally conscientious transportation solutions. This publication provides a list of services and rates associated with rail transportation on CTN.

General Application

The provisions of this Tariff apply in connection with all rates, charges, rules and conditions published in this or other Tariffs in which CTN is a participant. Except as otherwise provided herein, should the provisions other Tariffs conflict with the provisions of this Tariff, the provisions contained herein supersede and govern.

ITEM 5 – CTN Publications

This publication is available on the Internet for viewing or printing. For general conditions of carriage and other miscellaneous charges, please refer to the publication CTN 9000 Series. All publications for which CTN is a subscribing carrier should be reviewed before shipping/receiving railcar(s) and can be found by going to CTN website at [Canton Railroad Company](http://CantonRailroadCompany.com) or sending a request via email to Customer Service listed on the subscription page (found on page 2 of this Tariff).

ITEM 10 – Reference to Tariffs, Items, Notes and Rules

Where reference is made in this Tariff to Tariffs, items, notes or rules such reference(s) are continuous and include supplements to and successive issues and reissues of such Tariffs, items, notes and rules, etc.

ITEM 15 – Cancellation Notice and Methods

CTN 8000 cancels both CTN 6000-Series and CTN 8300-Series and any Supplements thereto. Provisions in CTN 8000 that are not published herein may be listed in another Tariff published in which CTN subscribes. All publications should be reviewed prior to tendering shipments on any railroad.

As this Tariff is supplemented, letter suffixes will be used in alphabetical sequence started with letter A. For example: CTN 8000-A would cancel CTN 8000, and then CTN 8000-B would cancel CTN 8000-A. Individual Item(s) may also be handled in the supplements the same way.

ITEM 20 – Articulated Railcars

For articulated railcars, any applicable fee(s) listed in this Tariff will be applied to each unit.



ITEM 25 – Date to Determine Level of Charge

The applicable rate for reciprocal switching will be the charge in effect on the date of actual physical interchange as reported by CTN train crew. All other charges will be in effect on the date of release or service requested.

ITEM 30 – Holidays Observed by CTN

Where reference is made to “holidays”, it shall mean the days listed below (subject to Note 1):

New Year’s Day – January 1st (*)
President’s Day – Third Monday of February
Good Friday – Friday Preceding Easter Sunday
Memorial Day – Last Monday of May
Independence Day – July 4th (*)
Labor Day – First Monday of September
Thanksgiving Day – Fourth Thursday of November
Day After Thanksgiving – Fourth Friday of November
Christmas Eve Day - December 24th
Christmas Day – December 25th (*)
New Year’s Eve Day – December 31st (*)

Note 1 – When this date () occurs on a Saturday, the preceding Friday will be observed as the Holiday. When this date (*) occurs on a Sunday, the following Monday will be observed as the Holiday.*

ITEM 40 – Transportation

CTN agrees to transport shipments with reasonable dispatch. CTN does not guarantee rail service within any particular timeframe. Bunching and Run Around will not be considered railroad error, and no allowance will be made.



ITEM 100 – General Application of Demurrage and Storage

Demurrage is a charge for detaining a railcar. Railroads charge demurrage as an incentive for Customers to load and unload railcars promptly, to prevent congestion in railroad terminals caused by idle railcars, and ultimately to improve the utilization of a valuable asset.

Storage is a charge for holding excess railcars under contract or agreement with zero rated carhire. If cars are stored on CTN and a contract or agreement is not in place or is no longer applicable, Tariff charges will apply.

Demurrage and Storage Invoices are calculated monthly.

This publication takes precedence over any other domestic, interstate, intrastate, export or import publication, containing rules, regulations and charges on demurrage and storage for the account of CTN, and will be applied by CTN to the receiving party served by CTN and the receiving party will be responsible for payment of such charges.

*Note 1: Charges **will apply** on the effective date of this Tariff against all railcars on CTN.*

*Note 2: Charges **will not apply** against private railcars while held on private tracks.*

ITEM 120 – Notification

CTN to Customer

Email notification of railcars held on CTN under constructive placement will be furnished to the email addresses provided by the receiving party served by CTN. Notification sent to the email addresses provided will be considered as having been received. Should CTN receive “a fail to deliver” type message due to any reason, notice will be considered to have been given on any Constructive Placement notice attempted to deliver.

Constructive placement notification occurs when due to any condition attributable to the receiving party served by CTN which prevents CTN from making actual placement.

Actual placement of railcar(s) upon tracks of receiving party served by CTN will constitute notice.

All dates and times of operational movements (storage status, constructive and actual placement, etc.) by the train crew will govern the chargeable time as described in this Tariff. **The receiving party served by CTN must review and report in writing discrepancies between receiving party's inventory and CTN reported inventory within twenty-four (24) hours of discrepancy to CTN Customer Service email address listed on page 2 of this Tariff.** If communication is not received within twenty-four (24) hours, the train crew record will govern application of charges.

For email recipient maintenance of notifications or daily inventory reports, please make a request via Customer Service on page 2 of this Tariff.

Customer Notification to CTN

Customers shall provide written notification to Customer Service email listed on page 2 of this Tariff that car(s) have been unloaded or loaded and/or are RELEASED and ready for pick up.

Note 1: It is the Shipper's responsibility to ensure RELEASE information is received by all railroads, including CTN. Charges for railcars released without proper billing are subject to Item 340.

Note 2: A charge will be assessed on railcars released prior to being fully unloaded or loaded (see Item 345).



ITEM 125 – Free Time

Chargeable days are defined as days that follow the expiration of Free Time. Free time will be allowed for each railcar (subject to Note 1 & 2) as follows:

Unloading: Two (2) days (48 hours)

Loading: Two (2) days (48 hours)

Free time will be computed from the first 07:01 AM after placement, or after notification of constructive placement has been sent or given where required.

For the purpose of computing free time, Saturdays, Sundays and holidays will be excluded. Weekends and holidays are chargeable once the first chargeable day occurs.

Note 1: No free time will be allowed on Heavy Duty railcars, including TTX, QTTX, KRL, LNAC, and ALT marked railcars with load limits of more than 200,000 lbs.; or on any commercial, rail-controlled railcar with a load limits of more than 240,000 lbs.

Note 2: No free time will be allowed on railcars held for purposes other than loading or unloading or for any other purpose for which CTN is waiting on disposition.

EXAMPLE TABLE

LOADING / UNLOADING (48 HOURS FREE TIME) MONDAY HOLIDAY	
FRIDAY	PACT OR PCON
SATURDAY	NON CHARGEABLE DAY
SUNDAY	NON CHARGEABLE DAY
MONDAY	HOLIDAY-NON CHARGEABLE
TUESDAY	FREE TIME
WEDNESDAY	FREE TIME
THURSDAY	1ST CHARGEABLE DAY

LOADING / UNLOADING (48 HOURS FREE TIME) - 1 EARNED CREDIT	
MONDAY	PACT OR PCON
TUESDAY	RELEASE NEXT DAY

MONDAY	PACT OR PCON, RELEASED SAME DAY
---------------	---------------------------------



ITEM 140 – Demurrage Charges

Demurrage charges	Item 140
<p>On railcars subject to demurrage charges, after the expiration of free time allowed (see Item 125), a charge per day, or fraction thereof, will be assessed against each railcar until the railcar is released</p> <p>Charges will accrue on all weekends and holidays subsequent to the first chargeable day.</p> <p><i>Exception 1: Railcars containing commodities designated as hazardous materials, substances or waste as described in HAZARDOUS MATERIALS REGULATIONS of the U.S. Department of Transportation in 49 CFR or successor thereof, including railcars containing commodities designated as toxic/poison inhalation hazard (TIH/PIH) and Division 1.1 and 1.2 explosives (see Items 160 and 165).</i></p> <p><i>Exception 2: \$300 per railcar, per day on all QTTX, KRL, LNAC and APT marked railcars with load limits more than 200,000 lbs.; and any commercial rail-controlled railcars with a load limit more than 240,000 lbs.</i></p>	<p>\$90 per railcar, per day (RAILROAD EQUIPMENT)</p> <p>\$60 per railcar, per day (PRIVATE EQUIPMENT)</p> <p>See Exceptions 1 & 2</p> <p>Responsibility: Industry served by CTN</p>

ITEM 150 – Storage Charges

Storage charges	Item 150
<p>This Item applies to private railcars or locomotives held on CTN without an active Storage Agreement.</p> <p>The charges in this Item are immediate, there will be no Free Time or Holiday Time.</p> <p>The charges will end upon the release of equipment from storage.</p> <p><i>Exception 1: Railcars containing commodities designated as hazardous materials, substances or waste as described in HAZARDOUS MATERIALS REGULATIONS of the U.S. Department of Transportation in 49 CFR or successor thereof, including railcars containing commodities designated as toxic/poison inhalation hazard (TIH/PIH) and Division 1.1 and 1.2 explosives (see Items 160 and 165).</i></p>	<p>\$50 per railcar or per locomotive, per day</p> <p>Responsibility: Customer responsible for railcars.</p>



ITEM 160 – Hazardous Railcars (Other than TIH/PIH)

Demurrage/Storage charges	Item 160
<p>This Item applies to private railcars held on CTN.</p> <p>The charges in this Item are immediate, there will be no Free Time or Holiday Time.</p> <p>The charges will end when railcar(s) are either placed at Customer or released to depart CTN with proper forwarding instructions.</p> <p>SPOT ON ARRIVAL: Loaded railcars and residue empty railcars containing hazardous materials <u>must be spot on arrival</u>. In the event a railcar cannot be actually placed (PACT) to Customer controlled tracks or facility upon arrival and the railcar must be held by CTN in constructive placement (PCON), a charge per railcar per day, or fraction thereof, will be assessed until the railcar is PACT or released to depart CTN with proper forwarding instructions.</p> <p>In the event CTN is requested to move a loaded railcar or residue empty railcar containing hazardous materials from an industry or team track and the Customer requesting the move has not provided proper forwarding instructions and such railcar is moved by CTN to a railroad track, and is held awaiting proper forwarding instructions, a charge per railcar per day, or fraction thereof, will be assessed until proper forwarding instructions are received.</p> <p>CTN reserves the right to reject railcars at interchange if the Customer orders more railcars than can be PACT to the Customer.</p> <p>In addition to the charges in this Item, Customer shall indemnify CTN railroad against any and all governmental fines which may be assessed for the holding of railcars on railroad controlled tracks and the Customer shall be liable for any loss, damage or delay to railcar or lading caused by an Act of God, a public enemy, the authority of law, labor strikes, acts of civil disobedience, the inherent nature or character of the lading, natural shrinkage, an act or default of the shipper/loader, owner or consignee/receiver, or from any cause whatsoever occurring while the railcar and lading is in the actual physical custody and control of CTN. Customer will be responsible for any cost incurred by CTN for providing protection or surveillance provided in this Item while held on CTN controlled tracks.</p>	<p>\$250 per railcar, per day</p> <p>Hazardous railcars are not allowed on CTN without signed Agreement.</p> <p>Responsibility: Customer responsible for railcars.</p>



ITEM 165 – Hazardous Railcars (TIH/PIH)

Demurrage/Storage charges	Item 165
<p>This Item applies to private railcars held on CTN.</p> <p>The charges in this Item are immediate, there will be no Free Time or Holiday Time.</p> <p>The charges will end when railcar(s) are either placed at Customer or released to depart CTN with proper forwarding instructions.</p> <p>SPOT ON ARRIVAL: Loaded railcars and residue empty railcars containing Toxic Inhalation Hazard (TIH) or Poisonous Inhalation Hazard (PIH) <u>must be spot on arrival.</u> In the event a railcar cannot be actually placed (PACT) to Customer controlled tracks or facility upon arrival and the railcar must be held by CTN in constructive placement (PCON), a charge per railcar per day, or fraction thereof, will be assessed until the railcar is PACT or released to depart CTN with proper forwarding instructions.</p> <p>In the event CTN is requested to move a loaded railcar or residue empty railcar containing Toxic Inhalation Hazard (TIH) or Poisonous Inhalation Hazard (PIH) from an industry or team track and the Customer requesting the move has not provided proper forwarding instructions and such railcar is moved by CTN to a railroad track, and is held awaiting proper forwarding instructions, a charge per railcar per day, or fraction thereof, will be assessed until proper forwarding instructions are received.</p> <p>CTN reserves the right to reject railcars at interchange if the Customer orders more railcars than can be PACT to the Customer.</p> <p>In addition to the charges in this Item, Customer shall indemnify CTN railroad against any and all governmental fines which may be assessed for the holding of railcars on railroad controlled tracks and the Customer shall be liable for any loss, damage or delay to railcar or lading caused by an Act of God, a public enemy, the authority of law, labor strikes, acts of civil disobedience, the inherent nature or character of the lading, natural shrinkage, an act or default of the shipper/loader, owner or consignee/receiver, or from any cause whatsoever occurring while the railcar and lading is in the actual physical custody and control of CTN. Customer will be responsible for any cost incurred by CTN for providing protection or surveillance while held on CTN controlled tracks.</p>	<p>\$5,000 per railcar, per day</p> <p>Hazardous railcars are not allowed on CTN without signed Agreement.</p> <p>Responsibility: Customer responsible for railcars.</p>



ITEM 170 – Demurrage Computation

Chargeable days calculated by subtracting Credit Days from Debit Days. At the end of each month, Chargeable days are calculated for each Customer accordingly.

Exception 1: If any of Items 150, 160 and 165 are applicable, this Item will not apply.

RAILCARS HELD FOR LOADING OR UNLOADING

Private railcars that are held on CTN under constructive placement are subject to demurrage provisions and charges in this Tariff.

Railroad marked railcars (other than private railcars) that are held on CTN under constructive placement and while on private tracks are subject to demurrage provisions and charges in this Tariff.

COMPUTATION

1. Constructive Placement Time will apply from first 7:01 AM after constructive placement (PCON) until actual placement (PACT).
2. Industry Time will apply from first 07:01 AM after PACT until RELEASE.
3. Demurrage will apply on Railroad-Owned and/or Railroad-Controlled railcars from first 7:01 AM after PCON until RELEASE from PACT (Constructive Placement and Industry Time are cumulative and continuous).
4. Demurrage will apply on Private railcars from first 7:01 AM after PCON until PACT to private track.

Note 1: On reloaded railcars, demurrage for the new load will apply from the first 7:01 AM after advice is received that the railcar is empty until the railcar is released as a load. The empty car will receive Free Time per ITEM 125. If advise that a railcar is empty is not furnished, demurrage will continue until railcar is released as load and will not receive Free Time per ITEM 125.

RAILCARS HELD FOR PURPOSES OTHER THAN LOADING OR UNLOADING

All railcars that are held on CTN while awaiting disposition from the Customer or in connection with a service request, or for any other purpose not attributable to CTN are subject to demurrage provisions and charges in this Tariff **and will not receive Free Time per ITEM 125.**

PURPOSES OTHER THAN LOADING OR UNLOADING

- a. Railcars diverted, refused, reshipped or stopped in transit.
- b. Empty railcars ordered for loading and not used in transportation service (other than a rejected railcar unfit for loading as referred to in Item 320).
- c. Railcars waiting on payment of accrued charges.
- d. Railcars with excessive lading held for reduction
- e. Railcars held for any purpose not attributable to CTN.

COMPUTATION

1. Demurrage will apply on Railroad-Owned and/or Railroad-Controlled railcars from first 7:01 AM after PCON until RELEASE to depart CTN.
2. Demurrage will apply on Private railcars from first 7:01 AM after PCON until PACT to private track or until RELEASE to depart CTN from PCON status.



ITEM 175 – Demurrage (Average Plan) & Storage Invoices

Settlement of demurrage charges will be made on a calendar month basis on all railcars released during the calendar month. Demurrage charges will be assessed against the Customer at the facility/location served by CTN and they will be responsible for such.

Exception 1: If any of Items 150, 160 and 165 are applicable, this Item will not apply.

DEMURRAGE INVOICES

Credits earned and Chargeable Demurrage Days accrued will be calculated separately by the following transactions:

1. Railroad marked railcars (other than private railcars) held for loading
2. Railroad marked railcars (other than private railcars) held for unloading
3. Private railcars held on railroad tracks
4. Cars held for purposes other than loading or unloading
5. Heavy Duty and Commercial Heavy loading of 200,000 lbs or more.
6. Heavy Duty and Commercial Heavy unloading of 200,000 lbs or more.

Note 1: Credits earned and demurrage days accrued by Customers having two (2) or more facilities cannot be combined.

Note 2: Excess Credits on one transaction type cannot be used of offset demurrage days on another type of transaction.

Note 3: Excess Credits earned under Special Contracts or Agreements cannot be used to offset demurrage calculated per Tariff.

Note 4: Excess Credits earned in one calendar month may not be used to offset demurrage days in another calendar month.

CALCULATION OF CHARGES

The Tariff or special agreement applied will be that in effect when the railcar is released.

1. Determine the total number of Chargeable Demurrage Days (debits) for all railcars.
2. Determine the total number of Credits for all railcars.
3. If total credits exceed total debits, demurrage charges will not be assessed.
4. If total debits exceed the total credits, charges will be assessed.

Note 1: The maximum allowed credits for a railcar released before demurrage days are incurred. If a railcar is released before the demurrage clock begins, there will be a maximum of one (1) credit earned.

STORAGE INVOICES

Settlement of storage charges will be made on a calendar month basis on all railcars stored during the calendar month. Storage will be assessed against the Customer at the facility/location served by CTN or other Customer/Entity that CTN agrees to store railcars for, and that Customer/Entity will be responsible for such.

For private storage agreement/contract with CTN, contact Customer Service on page 2 of this Tariff.



ITEM 200 – Intra-Plant Switching

Intra-plant switching	Item 200
<p>An intra-plant switch charge will be assessed if a Customer requests CTN to move specific cars to specific spots or tracks within the confines of an industry.</p> <p>This applies to loads or empties</p> <p><i>Note 1: Subject to Item 215.</i></p>	<p>\$300 per railcar</p> <p>Responsibility: Party requesting switch</p>

ITEM 205 – Intra-Terminal Switching

Intra-terminal switching	Item 205
<p>An intra-terminal switch charge will be assessed if Customer requests CTN to move a railcar from one track to another located on CTN (other than an intra-plant switch).</p> <p>This applies to loads or empties</p> <p>Some examples include:</p> <ul style="list-style-type: none"> • When Customer requests CTN to return a previously received empty private railcar to interchange without loading the railcar. • A railcar that could not be placed to industry tracks and had to be brought back to CTN railroad tracks • A railcar that requires movement to address an issue with the railcar or an issue at the industry. <p><i>Note 1: Subject to ITEM 215.</i></p>	<p>\$525 per railcar</p> <p>Responsibility: Party requesting switch</p>

ITEM 210 – Inter-Terminal Switching

Inter-terminal switching	Item 210
<p>An inter-terminal switch fee will be assessed if CTN moves a railcar from one track to another track in connection with two or more carriers within the switch limits of the same station. Charges from other carriers will be in addition to CTN fee.</p> <p>This applies to loads or empties.</p>	<p>\$600 per railcar</p> <p>\$650 per railcar hazardous</p> <p>\$1,050 per railcar hazardous TIH/PIH</p> <p>Responsibility: Customer or Carrier that tenders the shipment with CTN</p>



ITEM 215 – Heavy Duty Flat Car Switching

Heavy duty flat car switching	Item 215
<p>An ancillary fee will be charged in addition to the switch rates named in this Tariff for each heavy-duty flat car moved on CTN.</p> <p>This applies to loads or empties</p> <p><i>Note 1: Mechanical Designation as referred to in this Item as defined in the Railway Equipment Register and found in UMLER. (see CTN 9000 series Item 60 Glossary)</i></p>	<p>\$855 per railcar (Mechanical designation of FG, FW or if an FM designation of 200,000 pounds or more capacity)</p> <p>\$2,604 per railcar (Mechanical designation FD)</p> <p>Responsibility: CTN served Customer</p>

ITEM 220 – Cherrypick Switching

Cherrypick Switching	Item 220
<p>Railcars released to depart CTN or ordered to a facility for placement, chosen by specific equipment mark/number, rather than by the operational sequence (commonly referred to as cherrypicking), will receive an additional charge per railcar.</p> <p>This applies to loads or empties</p>	<p>\$350 per railcar</p> <p>Responsibility: Party requesting railcar release or ordering railcars for placement.</p>

ITEM 225 – Special Switching Service

Special Switching Service	Item 225
<p>CTN will determine the ability to perform special switching service (dedicated engine/crew at an industry) upon written request to Customer Service on page 2 of this Tariff. CTN may refuse or restrict any request for special switching service. If CTN performs special switching service, charges per this Item apply.</p> <p><i>Note 1: Charge is computed from the time CTN crew starts duty at home terminal until CTN crew returns to its home terminal (as reported by CTN).</i></p> <p><i>Note 2: Twelve (12) hours is the maximum for each special switch service.</i></p> <p><i>Note 3: Special Switching charges are specific to dedicated engine and crew service and are in addition to any other charges due CTN.</i></p>	<p>\$500 per hour, or fraction thereof (during normal CTN hours of operation).</p> <p>\$3,800 per request for first 8 hours (outside normal CTN hours of operation) + \$500/hr after first 8 hours.</p> <p>\$7,600 per request for first 8 hours (holidays) + \$1,000/hr after first 8 hours.</p> <p>Responsibility: Party requesting service</p>



ITEM 230 – Reciprocal Switching

A reciprocal switch charge will be assessed on every loaded railcar that is interchanged with CTN in connection with CTN served facilities at charges shown below. The rates cover loaded movement of a car in one-direction and return of empty car.

Note 1: Rates for Oversize Loads requiring clearance from Class 1 and/or CTN will be determined through Oversize Pre-Clearance Proposal listed in CTN 9000 Series. In the event a Oversize Load is received by CTN without CTN Pre-Clearance per CTN 9000 Series, car may be rejected or held by CTN under Demurrage until Rate for Oversize Load and CTN Clearance is attained.

Note 2: Rates for Articulated railcars are per Unit. See ITEM 20.

COMMODITY	EQUIPMENT	CAR MARK	RATE	NOTES
Aluminum/Metals	ANY	ANY	\$580 per car	Notes 1 & 2
Construction Debris 40 291	ANY	ANY	\$685 per car	Notes 1 & 2
Hazardous (NON TIH/PIH)	TANK CAR	ANY	\$685 per car	Notes 1 & 2
Machinery	FLAT CAR	ANY	\$685 per car	Notes 1 & 2
Municipal Solid Waste	ANY	ANY	\$685 per car	Notes 1 & 2
Roofing Granules	ANY	ANY	\$525 per car	Notes 1 & 2
Roofing Shingles	ANY	ANY	\$525 per car	Notes 1 & 2
Scrap Metal	ANY	ANY	\$525 per car	Notes 1 & 2
Wind Energy Components STCC: 35112	ANY	ANY	\$710 per car	Notes 1 & 2
Any - Non-Hazardous	BOX CAR	ANY	\$555 per car	Notes 1 & 2
Any - Non-Hazardous	ANY	ANY	\$605 per car	Notes 1 & 2
Any - Hazardous (NON TIH/PIH)	ANY	ANY	\$1,500 per car	Notes 1 & 2
Any - Hazardous (TIH/PIH)	ANY	ANY	\$2,500 per car	Notes 1 & 2

ITEM 235 – List of Industries to Which Switch Rates Apply

All CTN served Customers, Facilities, Warehouses and Tracks.

ITEM 240 – Turning of Railcars

Turn charge	Item 240
When a Customer requests CTN to turn a railcar, a turning charge will apply. This applies to loads or empties.	\$500 per railcar Responsibility: Party requesting service



ITEM 245 – Locomotive Switching

Locomotive Switching	Item 245
Each time CTN moves a locomotive or other railcar moving equipment, dead on own wheels, a switch charge will be assessed.	\$450 per locomotive Responsibility: Party requesting service

ITEM 250 – Passenger Car Switching

Passenger Car Switching	Item 250
Each time CTN moves a passenger car, switch charge will be assessed.	\$375 per railcar Responsibility: Party requesting service



ITEM 300 – Cars Interchanged in Error

Cars interchanged in error (Railroad Setback)	Item 300
<p>Railcar(s) loaded or empty received by CTN in error from a connecting railroad that is not consigned to CTN or CTN Customers will be treated as mishandled railcar(s) received in error and a “SETBACK” fee will be charged against the interchanging carrier.</p> <p>This applies to loads or empties.</p> <p><i>Note 1: In the event the same charge is published against CTN in connecting carrier’s Tariff, CTN will assess the same amount that is published by the connecting carrier’s Tariff.</i></p>	<p>\$250 per railcar</p> <p>Responsibility: Delivering Carrier</p>

ITEM 305 – Empty Railcars “Order Not Used”

Empty railcars returned unused switching	Item 305
<p>A switch fee will be assessed when an empty railcar is furnished for loading but is not loaded or is refused by the facility.</p> <p><i>Note 1: If a railcar is furnished by a railroad and is not in proper condition for loading, Item 310 will apply against the railroad furnishing the railcar.</i></p>	<p>\$500 per railcar</p> <p>Responsibility: Party that released railcar “unused”</p>

ITEM 310 – Cars Not Suitable For Loading

Cars not suitable for loading	Item 310
<p>CTN will assess a charge against the carrier furnishing a car when that car is refused or rejected by the Customer because it is not in proper condition for loading.</p>	<p>\$300 per railcar</p> <p>Responsibility: Carrier that supplied the car.</p>

ITEM 315 – Securing Doors, Hatches, Gates or Tie-Downs

Securing doors, hatches, gates or tie-downs	Item 315
<p>Loaded cars will not be moved unless all doors, hatches, outlet gate doors on covered hoppers, gates and tie-down devices are secured.</p> <p>On empty or loaded cars, when it becomes necessary for CTN or their contractor, to inspect railcar doors, to close or open doors, hatches, gates, outlet gate doors on covered hoppers, or secure tie-down devices, charges will be assessed. This service is provided at the convenience and discretion of CTN.</p>	<p>\$250 per door, gate, tie-down device, hatch or other securement.</p> <p>Responsibility: Customer loading or releasing railcar.</p>



ITEM 320 – Placard Replacement

Placard Replacement	Item 320
<p>Should a placard be missing or damaged, CTN will install placard in placard holder on railcar.</p>	<p>\$50 per placard</p> <p>Responsibility: Customer loading or releasing railcar.</p>

ITEM 325 –Flagman Services

Flagman services	Item 320
<p>When it is necessary for CTN to provide a Flagman, a daily charge will apply. A day is considered a 24 hour period or fraction thereof (between the hours of 12:01AM and 11:59pm).</p> <p>Flagman are protective personnel that supervise work near railroad tracks.</p>	<p>\$2,000 per day (non-holiday weekdays)</p> <p>\$3,000 per day (non-holiday weekends)</p> <p>\$4,500 per day (holidays)</p> <p>Responsibility: Customer or entity that flagman is supplied for.</p>

ITEM 335 – Delay of Crew

Delay of Crew	Item 335
<p>When CTN arrives at Customer to either remove released railcars or make placement to Customer and such service cannot be performed due to Customer facility gate closed/locked, blue flags/derails present, railcars are being secured or any other activity or reason not attributable to CTN; the Customer may make request for CTN crew to wait via communication with CTN Customer Service on page 2 of this Tariff. If CTN Customer Services confirms CTN crew will wait, charges in this Item will apply.</p> <p>This applies to loads or empties.</p> <p><i>Note 1: CTN reserves the right to refuse service until the next service day and Improper Release per Item 340 will apply.</i></p> <p><i>Note 2: Time will begin at CTN crew arrival to Customer (per CTN crew reporting). Time will end when CTN crew is able to begin service to Customer (per CTN crew reporting).</i></p>	<p>\$25 per minute (\$50 minimum)</p> <p>Responsibility: Party releasing railcar(s)</p>



ITEM 340 – Improper Release

Improper Release (Cars Released, Not Ready to Pull)	Item 340
<p>When CTN is unable to remove railcar(s) because loading or unloading has not been completed or other reason not attributable to CTN, the railcar(s) will remain on DEMURRAGE as if the RELEASE had not been instructed and fees will be charged for each improperly released railcar.</p> <p>This applies to loads or empties.</p> <p><i>Note 1: In addition to Improper Release charges, if railcar that could not be placed to industry tracks is brought back to CTN railroad tracks ITEM 205 will be charged for each railcar brought back to CTN railroad track.</i></p> <p><i>Note 2: This includes railcars that cannot be moved until all doors, latches, gates and tie-down devices are secured and/or until railcar is safe to move. See ITEM 315.</i></p>	<p>\$1,200 per railcar (\$2,400 max per occurrence)</p> <p>Responsibility: Party releasing railcar(s)</p>

ITEM 345 – Cars Held For Billing

Cars held for billing	Item 345
<p>When a railcar is released and removed from an Customer and is subsequently held by CTN awaiting forwarding instructions (including railcars held due to embargo) a hold charge will be assessed.</p> <p>This applies to loads or empties.</p> <p><i>Note 1: This fee is in addition to DEMURRAGE charges (see Item 140)</i></p> <p><i>Note 2: If a railcar is subsequently ordered returned to the location of release, an Intra-terminal switch will apply in both directions (see Item 205).</i></p>	<p>\$250 per railcar</p> <p>Responsibility: Customer releasing railcar</p>



ITEM 350 – Railcar supplied for specific destination/junction

Railcar not loaded for supplied purpose	Item 350
<p>Empty railcar(s) that are ordered or supplied for specific offline destination or via specific junction/carrier that are loaded and billed to travel other than ordered/supplied route will incur an additional fee.</p> <p><i>Note 1: Charges can also be imposed by other railroads involved or car owners and are in addition to CTN fees.</i></p>	<p>\$500 per railcar</p> <p>Responsibility: Party loading and releasing railcar</p>

