

FT CLNA 8000-B  
(Cancels FT CLNA 8000-A)

# CAROLINA COASTAL RAILWAY INC.

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## FREIGHT TARIFF CLNA 8000-B

(Cancels Freight Tariff CLNA 8000-A)

NAMING

MISCELLANEOUS RULES AND CHARGES,

SWITCHING AND DEMURRAGE CHARGES,

AND

LOCAL RATES

APPLYING

FROM, TO AND AT STATIONS ON THE

CAROLINA COASTAL RAILWAY 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: April 9, 2018

EFFECTIVE: May 1, 2018

ISSUED BY

Douglas Golden, President  
Carolina Coastal Railway Inc  
P. O. BOX 399  
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FT CLNA 8000-B

TABLE OF CONTENTS	
SUBJECT	ITEM
Car Weighing Service	270
Cars Interchanged in Error	120
Demurrage:	
Actual Placement	330
Consignee	305
Consignor	310
Constructive Placement	340
Demurrage Charges	360
Demurrage Liability	300
Free Time	350
Holidays	320
Empty Cars Ordered but Not Loaded	130
Cut-Off Time for Orders for Switching Services to be performed at Straight Time Rates	250
Hazardous Materials	110
Improper Cars Furnished for Loading by Connections	135
Local Rates	400
Method of Cancelling Items	20
Overloaded Cars	180
Perishable Freight	145
Reciprocal Switching	280
Reference to Tariffs, Items, etc.	10
Supplements and Reissues	30
Special Freight Train Service	160
Standby/Extra Service	265
Switching:	
Intra-plant Switching, Definition of	200
Intra-plant Switching Charge	220
Intra-terminal Switching, Definition of	210
Intra-terminal Switching Charge	230
Special Switching Service	260
Turning of Cars	150

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

**FT CLNA 8000-B**

<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</b></p>	<p align="center"><b>SECTION 1 MISCELLANEOUS RULES AND CHARGES</b></p>
<p><b>ITEM 10</b></p> <p align="center"><b>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</b></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>	<p><b>ITEM 110</b></p> <p align="center"><b>HAZARDOUS MATERIALS</b></p> <p>Shipments of Hazardous Materials will not be accepted in interchange unless prior arrangements have been made with the CLNA.</p>
<p><b>ITEM 20</b></p> <p align="center"><b>METHOD OF CANCELING ITEMS</b></p> <p>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.</p> <p>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.</p>	<p><b>ITEM 120</b> [!]</p> <p align="center"><b>CARS INTERCHANGED IN ERROR</b></p> <p>A charge of \$340.00 per car will be assessed delivering carriers on all cars interchanged to the CLNA in error.</p>
<p><b>ITEM 30</b></p> <p align="center"><b>SUPPLEMENTS AND REISSUES</b></p> <p>When reference is made in this tariff, or supplements, to other publications for rates or other information, it includes "Supplements thereto or successive issues thereof."</p> <p>Where reference is made in this tariff to items, it includes "reissues" of such items.</p>	<p><b>ITEM 130</b> [!]</p> <p align="center"><b>EMPTY CARS ORDERED BUT NOT LOADED</b></p> <p>On empty cars that are ordered for loading and order is canceled and car is in route, or the service of switching or placing of car has been performed and the car is not loaded but returned to this railroad empty, a charge of \$340.00 per car will be assessed and collected from the person, firm or corporation ordering such cars. (See Note, this item.)</p> <p>Note - Charge will not apply on cars unfit for loading, see Item 135, this tariff.)</p>
	<p><b>ITEM 135</b> [!]</p> <p align="center"><b>IMPROPER CARS FURNISHED FOR LOADING BY CONNECTING LINES</b></p> <p>When cars ordered by industries for loading are refused on account of not being in proper condition to load, a charge of \$340.00 per car will be assessed against the railroad furnishing the car.</p>
	<p><b>ITEM 145</b></p> <p align="center"><b>PERISHABLES</b></p> <p>The CLNA 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 CLNA and the CLNA accepts no liability for any loss or damage resulting from failure of such protective service.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FT CLNA 8000-B**

<b>SECTION 1 MISCELLANEOUS RULES AND CHARGES</b>	<b>SECTION 2 SWITCHING RULES AND CHARGES</b>
<p><b>ITEM 150</b> [1] <b>TURNING OF CARS TO PERMIT LOADING OR UNLOADING, ETC.</b></p> <p>If cars are turned at request of customer to facilitate loading or unloading, or for any other purpose, a charge of \$340.00 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><b>ITEM 200</b> <b>DEFINITION OF INTRA-PLANT SWITCHING</b></p> <p>Intra-plant switching is 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> [1] <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 at the specific request of the shipper or consignee, or as may be required due to other conditions outside normal train operations.</p> <p>The charge for special freight train or switching service will be \$800.00 per hour, subject a minimum of \$3,200.00 per occurrence, and will be in addition to all other charges associated with the movement</p> <p>Charges to be calculated from the time the crew and locomotive report for special service until the return of crew and locomotive to starting point.</p> <p>(This railroad reserves the right to restrict or modify any request for special freight train service.)</p>	<p><b>ITEM 210</b> <b>DEFINITION OF INTRA-TERMINAL SWITCHING</b></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><b>ITEM 180</b> <b>OVERLOADED CARS</b></p> <p>Cars found to be overloaded will be subject to the following additional charges:</p> <ul style="list-style-type: none"> <li>(1) \$400.00 per car - When a car is discovered to be overloaded at loading point or within the confines of the industry. Charge to be assessed consignor.</li> <li>(2) \$500.00 per car - When a car is discovered to be overloaded beyond loading point or confines of the industry. Charge to be assessed consignor.</li> </ul> <p>(It will be the responsibility of the consignor to adjust the lading at their own expense sufficient to eliminate the overload condition.)</p> <ul style="list-style-type: none"> <li>(3) \$500.00 per car - When a car is received in interchange from connections and is found to be overloaded, such car will be returned to delivering carrier for adjustment to lading to eliminate the overload condition. Charge to be assessed delivering carrier.</li> </ul>	<p><b>ITEM 220</b> [1] <b>INTRA-PLANT SWITCHING CHARGE</b></p> <p>The CLNA will perform intra-plant switching at a charge of \$340.00 per car, except at Morehead City, NC where a charge of \$125.00 per car will apply.</p>
	<p><b>ITEM 230</b> [1] <b>INTRA-TERMINAL SWITCHING CHARGE</b></p> <p>The CLNA will perform intra-terminal switching at a charge of \$340.00 per car, except at Morehead City, NC where a charge of \$125.00 per car will apply.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FT CLNA 8000-B**

<b>SECTION 2 SWITCHING RULES AND CHARGES</b>	<b>SECTION 2 SWITCHING RULES AND CHARGES</b>								
<p><b>ITEM 250</b></p> <p align="center"><b>CUT-OFF TIME FOR ORDERS FOR SWITCHING SERVICES TO BE PERFORMED AT STRAIGHT TIME RATES</b></p> <p>Switching services ordered by 3:30 p.m. on regular working days (Monday through Friday, excluding holidays) will be performed at straight time rates, provided cars to be switched are ready for switching no later than 4:00 p.m. When cars covered by switching orders placed by 3:30 p.m. are not ready for switching by 4:00 p.m., and switching of such cars can not be completed by 5:00 p.m., switching services will, if requested and overtime charges authorized, be performed at overtime rates provided in Item 265.</p>	<p><b>ITEM 265</b></p> <p align="center"><b>STANDBY OR EXTRA SERVICE</b></p> <p>When the Carolina Coastal Railway, Inc.'s locomotives and operating crew is held at the request of an industry or is delayed by an industry within the confines of the industry or immediately adjacent thereto, or is requested by an industry to perform extra switching service, the charge for such standby, delay or extra service shall be \$125.00 for the first hour or fraction thereof. All charges, in excess of one (1) hour, to be made on a quarter hour basis at \$25.00 per quarter hour or fraction thereof. Such charges shall be in addition to other published charges, if any, applicable to cars delayed or handled.</p>								
<p><b>ITEM 260</b></p> <p align="center"><b>SPECIAL SWITCHING SERVICE</b></p> <p>The Carolina Coastal Railway, Inc. will, upon request, undertake to furnish one (1) locomotive and crew for the purpose of providing special services at the following charges:</p> <p>For the first four (4) hours or less..... \$650.00            For over four (4) hours up to eight (8)..... \$1100.00            For each addition hour over eight (8) hours, not to exceed twelve (12) hours in aggregate (per hour) \$220.00</p> <p>To provide the above service, the CLNA requires a minimum of two hours notification to provide service and minimum of two (2) hours notification to cancel previously scheduled service.</p> <p>NOTE 1: Special service is traffic afforded special handling or handled outside of routine service.            NOTE 2: Special service charges are to be in addition to other published charges, if any, applicable to the traffic handled.</p>	<p><b>ITEM 270</b></p> <p align="center"><b>CAR WEIGHING SERVICES</b></p> <p>Car Weighing Services provided at [I]\$50.00 per car weighed. Weighing will provide a net weight of loading. When applicable, the tare weight of cars will be that weight provided by the owner and registered in stencil on the car. Weighing cars for both gross and tare weights will be at the discretion of CLNA. When specifically requested by the customer, tare weights will be determined by actually weighing the car, and that weighing will be done at [I]\$50.00 per car. When cars are requested to be re-weighed, a charge of [NC]\$25.00 per car will apply.</p>								
	<p><b>ITEM 280</b></p> <p align="center"><b>INTERCHANGE / RECIPROCAL SWITCHING</b></p> <p>The CLNA will perform switching between industries located at stations on the CLNA shown below and connecting carriers at the following charges:</p> <table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width:33%;">STATION</th> <th style="width:33%;">CONNECTING CARRIER</th> <th style="width:33%;">CHARGE</th> </tr> </thead> <tbody> <tr> <td>Wilson, NC</td> <td rowspan="2" style="text-align:center;">CSXT</td> <td style="text-align:right;">\$500.00</td> </tr> <tr> <td>Greenville, NC</td> <td style="text-align:right;">\$500.00</td> </tr> </tbody> </table> <p>For local shipments to or from industries on a connecting carrier open to CLNA via reciprocal switching, a charge of \$500.00 will be added to any applicable local rates (See Item 400).</p>	STATION	CONNECTING CARRIER	CHARGE	Wilson, NC	CSXT	\$500.00	Greenville, NC	\$500.00
STATION	CONNECTING CARRIER	CHARGE							
Wilson, NC	CSXT	\$500.00							
Greenville, NC		\$500.00							
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>									

**FT CLNA 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>ACTUAL PLACEMENT</b>
<b>ITEM 300</b> [A]	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.
<b>DEMURRAGE LIABILITY</b>	<b>ITEM 340</b>
Any person or entity receiving rail cars from this railroad for loading or unloading who detains the cars beyond the period of free time set forth herein will be held liable for any applicable demurrage if this railroad has provided that person or entity with actual notice of the demurrage rules and charges contained herein providing for such liability prior to the placement of rail cars. The notice shall be in written or electronic form.	<b>CONSTRUCTIVE PLACEMENT</b>
<b>ITEM 305</b> [A]	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>CONSIGNEE</b>	<b>ITEM 350</b>
The party to whom a shipment is consigned or the party entitled to receive the shipment, or party actually receiving the shipment. For the purpose of assessing demurrage, Consignee includes any person receiving railcars from the CLNA for unloading as more specifically provided for in 49 CFR 1333.	<b>FREE TIME</b>
<b>ITEM 310</b> [A]	Free time as follows will be allowed for each car:
<b>CONSIGNOR:</b>	Twenty-Four (24) hours to complete loading.
The party in whose name cars are ordered or the party who furnishes forwarding directions. For the purpose of assessing demurrage, Consignor includes any person receiving railcars from the CLNA for loading as more specifically provided for in 49 CFR 1333.	Forty-Eight (48) hours to complete unloading.
<b>ITEM 320</b>	Free time will be computed from the first 0700 hours after placement, or after notification has been sent or given where required.
<b>HOLIDAYS</b>	For the purpose of computing free time, cars placed after 1200 hours on Fridays will be considered placed on Mondays. Cars placed after 1200 hours on days before a holiday (See Item 300) will be considered as placed on the day after the holiday, or on Mondays if the holiday falls on a Friday, Saturday or Sunday.
Wherever reference is made to "holidays," it shall mean only the days listed below:	
<ul style="list-style-type: none"> <li>New Year's Day - January 1 (See Note 1)</li> <li>Memorial Day - Last Monday of May</li> <li>Independence Day - July 4 (See Note 1)</li> <li>Labor Day - First Monday of September</li> <li>Thanksgiving Day - Fourth Thursday of November</li> <li>Christmas Day - December 25 (See Note 1)</li> </ul>	
Note 1: When this date occurs on a Friday, Saturday or Sunday, the following Monday will be observed as the holiday.	
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.	

**FT CLNA 8000-B**

<b>SECTION 3 CAR DEMURRAGE RULES AND CHARGES</b>	<b>SECTION 4 LOCAL RATES</b>																				
<p><b>ITEM 360</b> [ ]</p> <p align="center"><b>DEMURRAGE CHARGES</b></p> <p>After expiration of free time allowed, a charge of \$35.00 per car per day, or fraction of a day, will be made until car is released.</p> <p>The applicable charge will accrue on all Saturdays, Sundays and holidays subsequent to the first chargeable day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable day begins to run.</p> <p>Note 1: Not applicable on privately-owned cars on private tracks.</p> <p>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.</p>	<p><b>ITEM 400</b> [ ]</p> <p align="center">(Rates in dollars and cents per car, except as noted)</p> <p>COMMODITY: Freight, all kinds, except hazardous materials (See Note 1)</p> <table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width:15%;">FROM</th> <th style="width:15%;">TO</th> <th style="width:20%;">ZONE 1</th> <th style="width:20%;">ZONE 2</th> <th style="width:30%;">ZONE 3</th> </tr> </thead> <tbody> <tr> <td align="center">ZONE 1</td> <td></td> <td align="center">\$600.00</td> <td align="center">\$750.00</td> <td align="center">\$900.00</td> </tr> <tr> <td align="center">ZONE 2</td> <td></td> <td align="center">\$750.00</td> <td align="center">\$600.00</td> <td align="center">\$750.00</td> </tr> <tr> <td align="center">ZONE 3</td> <td></td> <td align="center">\$900.00</td> <td align="center">\$750.00</td> <td align="center">\$600.00</td> </tr> </tbody> </table> <p>Explanation of ZONES:</p> <p>ZONE 1 - Raleigh-Wilson, NC            ZONE 2 - Stantonsburg-Chocowinity, NC            ZONE 3 - Washington-Plymouth (Kemco) / Behaven, NC</p> <p>Note 1: All hazardous materials shipments will be subject to an additional charge of \$150.00 above the applicable local rates.</p> <p>Note 2: Local rates will be subject to a surcharge when the base price for West Texas crude oil is above \$64.00. The price will be checked on the last business day of a month for the following month. For each dollar, or fraction thereof, that the price exceeds \$64.00, there will be a surcharge of \$1.00 per zone traveled per car.</p>	FROM	TO	ZONE 1	ZONE 2	ZONE 3	ZONE 1		\$600.00	\$750.00	\$900.00	ZONE 2		\$750.00	\$600.00	\$750.00	ZONE 3		\$900.00	\$750.00	\$600.00
FROM	TO	ZONE 1	ZONE 2	ZONE 3																	
ZONE 1		\$600.00	\$750.00	\$900.00																	
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FT CLNA 8000-B

	EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS
	FT - Freight Tariff CLNA - Carolina Coastal Railway Inc. [A] - Addition [I] - Increase [NC] - Brought forward without change [R] - Reduction  ( <u>Underscored</u> portion denotes change)

END