

CLOQUET TERMINAL RAILROAD COMPANY, INC.

SUPPLEMENT 3 TO FREIGHT TARIFF CTRR 8137-A

(Supplement 3 cancels Supplement 2)
(Supplement 3 contains all changes)

NAMING
SWITCHING CHARGES ON CARLOAD FREIGHT
(SECTION 1)

DEMURRAGE RULES AND CHARGES
(SECTION 2)

STORAGE RULES AND CHARGES
(SECTION 3)

AND
TRANSLOADING AND OTHER MISCELLANEOUS
RULES AND CHARGES
(SECTION 4)

AT
CLOQUET, MN

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: September 14, 2010

EFFECTIVE: October 4, 2010

ISSUED BY

Robert B. Purcell
General Manager
315 St. Louis Ave.
Cloquet, MN 55720

SUPPLEMENT 3 TO FT CTRR 8137-A

SECTION 1 CARLOAD SWITCHING CHARGES					
				CHARGES PER CAR (For explanation, see Item 55)	
				COLUMN	COLUMN
ITEM	COMMODITY	APPLICATION	AT	A	B
150-A [!]	All Freight, except as otherwise specifically provided.	Between point within as Industry (Intra-Plant Switching)	Cloquet, MN	-----	\$125.00
<p>For explanation of abbreviations and reference marks not explained herein, see last page of this tariff.</p>					

SUPPLEMENT 3 TO FT CTRR 8137-A

SECTION 2 CAR DEMURRAGE RULES AND CHARGES	SECTION 3 STORAGE RULES AND CHARGES
<p>ITEM 225-B [!]</p> <p align="center">DEMURRAGE CHARGES (See Notes 1 and 2, this item)</p> <p>After expiration of free time allowed a charge of \$50.00 per car per day, or fraction of a day, including Saturdays, Sundays and holidays, will be made until car is released (See Note 3, this item).</p> <p>Note 1 - Not applicable on privately-owned cars on private tracks.</p> <p>Note 2 - Privately-owned cars, loaded or empty, which are first held on railroad tracks under constructive placement (See Item 215) will be subject to demurrage charges provided for herein after expiration of free time (See Item 220) until such time car is actually placed (See Item 210).</p> <p>Note 3 - Cars will be considered released on Date and Time written forwarding instructions, empty release information or other disposition in received by the CTRR (During normal business hours - See Item 230). When electronic or mechanical devices are used to furnish this information to the CTRR, the recorded date and time this information is received will govern.</p>	<p>ITEM 250</p> <p align="center">STORAGE OF CARS AND LOCOMOTIVES</p> <p>The CTRR will store cars, loaded or empty, and locomotives, subject to the following storage charges to be computed from date placed on storage track until released from storage:</p> <p>Loaded cars - \$30.00 per car per day or fraction of a day. Empty cars - \$5.00 per car per day or fraction of a day. Locomotives - \$20.00 per unit per day or fraction of a day.</p>
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SECTION 4 MISCELLANEOUS RULES AND CHARGES	SECTION 4 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 260</p> <p align="center">STANDBY SERVICE</p> <p>When the CTRRs locomotive and crew are held at the request of an industry or delayed by an industry within the confines of the industry or immediately adjacent thereto, the charge for such standby or delay shall be \$250.00 per hour or fraction thereof. Such charges shall be in addition to other published charges, if any, applicable to cars delayed or handled.</p>	<p>ITEM 300 [A]</p> <p align="center">TRANSLOAD FACILITY TRACK OCCUPANCY CHARGES</p> <p>A. RAILROAD CAR DEMURRAGE</p> <p>All railroad and privately owned or controlled cars will be subject to demurrage rule and charges contained in Section 2 to this tariff.</p> <p>B. TRACK OCCUPANCY CHARGE</p> <p>Private cars actually placed at transload facility over 48 hours will be assessed a track occupancy charge of \$50.00 per day per car.</p> <p>C. NOTES AND OTHER CHARGES</p> <p>NOTE 1: A private car is a railcar bearing other than railroad reporting marks and not controlled by a railroad. All cars of the TTX Company are railroad controlled cars.</p> <p>NOTE 2: When a railcar is constructively placed or actually placed at transload facility and subsequently reshipped without any transfers having been made, a facility charge of \$500.00 will be assessed to the party issuing the reshipping instructions, in addition to all other applicable charges.</p>
<p>ITEM 270</p> <p align="center">OVERLOADED CARS</p> <p>Cars found to be overloaded will be subject to the following additional charges:</p> <p>(1) \$200.00 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.</p> <p>(2) \$300.00 per car - When a car is discovered to be overloaded beyond loading point or confines of the industry. Charge to be assessed consignor. (It will be the responsibility of the consignor to adjust the lading at their own expense sufficient to eliminate the overload condition.)</p> <p>(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.</p>	
<p>ITEM 280</p> <p align="center">CARS INTERCHANGED IN ERROR</p> <p>A charge of \$250.00 per car will be assessed delivering carriers on all cars interchanged to the CTRR in error.</p>	
<p>ITEM 290</p> <p align="center">IMPROPER CARS FURNISHED FOR LOADING BY CONNECTING LINES</p> <p>When cars ordered by industries for loading are refused on account of not being in proper condition to load, a charge of \$300.00 per car will be assessed against the railroad furnishing the car.</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see last page of this tariff.</p>	