

# CHICAGO RAIL LINK, L.L.C.



## **FREIGHT TARIFF CRL 815-H**

(For Cancellations, see Item 1, this tariff)

NAMING

INTERSTATE AND INTRASTATE RATES

RULES AND REGULATIONS

GOVERNING

SWITCHING, DEMURRAGE AND OTHER TERMINAL CHARGES,

ACCEPTANCE OF INTERMEDIATE SWITCHING TRAFFIC

BETWEEN

INDUSTRIES OR CONNECTING LINES

AT JUNCTIONS

IN

THE CHICAGO SWITCHING DISTRICT

(CRL connects will all rail carriers in Chicago either directly or through an intermediate carrier.)

Except where otherwise specifically provided, this tariff also applies on Intrastate Traffic in the State of Illinois

For Reference to Governing Classification, See Item 5, this tariff.

**ISSUED: August 26, 2009**

**EFFECTIVE: October 1, 2009**

ISSUED BY:

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## FREIGHT TARIFF CRL 815-H

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

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LIST OF INDUSTRIES ON THE CRL (See Note)	RULES AND REGULATIONS - GENERAL
<p style="text-align: center;"><b>ZONE 1</b></p> <p>Agri-Fine Arro Packaging Bulkmatic/Unloading Unlimited Cargill Chicago &amp; Illinois River Marketing (CIRM)/NIDERA (Continental Grain B house elevator) Horsehead Resource Development Midwest Marine Terminals, Inc. Walsh Construction</p> <p style="text-align: center;"><b>ZONE 2</b></p> <p>ADE, Inc. Chicago &amp; Illinois River Marketing (CIRM)/ NIDERA (former Countrymark Co-op grain elevator - Illinois International Port) George Roll Lumber Co. Great Northern Lumber Co. Leavitt Tube Co. Metra Metron Maryland Pig Iron /National Material Trading Metal Management, Inc. Reserve Marine Terminals Sweet Mix (Tootsie Roll) Windy City</p> <p style="text-align: center;"><b>ZONE 3</b></p> <p>Edward Hines Lumber Co. Ozinga</p> <p>Note - When changes occur in the corporations, firms or individuals using industry tracks, this issue will be corrected as soon as practicable, but until such correction is made the same charge will apply as for the industry previously using the same track. In case of location of a new industry, if switching service has been arranged for by Chicago Rail Link and the cars are offered for movement before such industry is added to this tariff, the charge authorized from or to Chicago Rail Link location in which the new industry is located will apply.</p>	<p><b>ITEM 1</b></p> <p style="text-align: center;"><b>CANCELLATION NOTICE</b></p> <p>FT CRL 815-H cancels FT CRL 815-G in its entirety.</p> <p>Provisions formerly shown in FT CRL 815-G and not brought forward into FT CRL 815-H are hereby cancelled.</p> <hr/> <p><b>ITEM 5</b></p> <p style="text-align: center;"><b>DESCRIPTION OF GOVERNING CLASSIFICATION</b></p> <p>This tariff is governed, except as otherwise provided herein, by Uniform Freight Classification UFC-6000-series issued by National Railroad Freight Committee, Agent.</p> <hr/> <p><b>ITEM 10</b></p> <p style="text-align: center;"><b>STATION LIST AND CONDITIONS</b></p> <p>This tariff is governed by Official Railroad Station List, OPSL 6000-series, Railinc, Agent, to the extent shown below:</p> <p style="text-align: center;"><b>PREPAY REQUIREMENTS AND STATION CONDITIONS</b></p> <p>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.</p> <p>When a station is abandoned as of a date specified in the above named tariff, the rates from and to such station as published in this tariff are inapplicable on and after that date.</p> <p style="text-align: center;"><b>GEOGRAPHICAL LIST OF STATIONS</b></p> <p>For geographical locations of stations referred to in this tariff by station numbers.</p> <p style="text-align: center;"><b>STATION NUMBERS</b></p> <p>For the identification of stations when stations are shown or referred to by numbers in this tariff.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

## FREIGHT TARIFF CRL 815-H

RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED	RULES AND REGULATIONS - GENERAL
<p><b>ITEM 12</b> [C]</p> <p style="text-align: center;"><b>CREDIT</b></p> <p>All Customers will be required to apply for credit with the CRL. Credit will be granted solely at the discretion of CRL. All charges contained in this tariff will be billed by the CRL and paid by the responsible party in U.S. funds, in full, within fifteen (15) calendar days from the date of the bill.</p> <p>NOTE: Errors discovered in bills by Customers should be corrected by them and paid accordingly. Payment of all bills, including those corrected by Customers, must be made within the credit period. Payment of bills alleged to be incorrect will not prejudice patron's claims, filed within the statutory period, for refund of overcharges. If Customers receive bills that they believe they are not responsible for paying, they must notify CRL within the credit terms that they are not responsible for paying the bills.</p> <p>Notwithstanding anything to the contrary in this tariff, if a Customer disputes the charges received in a bill from CRL, Customer must follow the procedures as specified in Item 366 of this tariff.</p> <p>Payment of an amount less than stated on a CRL invoice will be considered as payment on account and not as payment in full, notwithstanding any notation to the contrary as payment on the payer's remittance. Acceptance by CRL of the lesser amount will not constitute an accord and satisfaction. The payer will be advised of any remaining balance deemed due after application of the remitted funds.</p> <p>Notwithstanding anything to the contrary in this tariff, if a Customer does not pay the charges in a bill received from CRL within the time period specified in this tariff, CRL, at its sole discretion, may revoke Customer's credit with CRL and require Customer to pay CRL cash in advance of delivery of services ("COD") prior to CRL providing pick-up and/or delivery of Customer's railcars. CRL will give the Customer ten (10) days' written notice before the provisions of this paragraph are invoked.</p> <p><b>FINANCE CHARGES:</b> The CRL will assess a finance charge of 1.5% per month (18% per annum) on unpaid bills for freight and miscellaneous charges, including, without limitation, demurrage, switching and weighing, which are past our credit terms. The finance charge continues to accrue daily until the date payment is received by CRL, not the date payment is made or the date postmarked on the payment.</p> <p>Customers with past due amounts will receive a finance charge invoice each month. Finance charges will be assessed on delinquent bills for freight or miscellaneous charges as of the end of the month reduced by amounts in dispute and any payments received by month end but not posted.</p> <p>If CRL, at its sole discretion, uses a collection agency or attorneys to collect delinquent bills for freight or other charges and CRL is successful in collecting such charges, Customers shall reimburse CRL for all reasonable collection costs, including reasonable collection agency fees and reasonable attorneys' fees.</p>	<p><b>ITEM 15</b></p> <p style="text-align: center;"><b>EXPLOSIVES, DANGEROUS ARTICLES</b></p> <p>For rules and regulations governing the transportation of explosives and other dangerous articles of freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Bureau of Explosives Tariff BOE 6000-series.</p> <hr/> <p><b>ITEM 20</b></p> <p style="text-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> <hr/> <p><b>ITEM 25</b></p> <p style="text-align: center;"><b>METHOD OF CANCELLING 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> <hr/> <p><b>ITEM 27</b></p> <p style="text-align: center;"><b>SURCHARGE</b></p> <p>Subject to surcharges as provided in Surcharge Freight Tariff CRL 9500-series.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

## FREIGHT TARIFF CRL 815-H

RULES AND REGULATIONS - GENERAL	SPECIAL RULES AND REGULATIONS - UNLIMITED
<p><b>ITEM 30</b></p> <p style="text-align: center;"><b>TERMINAL OR TRANSIT PRIVILEGES OR SERVICES</b></p> <p>Shipments made under the rates contained in this tariff are entitled also to terminal and transit services and privileges and are subject to the charges, allowances, rules and regulations legally applicable thereto, as provided in separately published, lawfully filed tariffs.</p> <p>Exception: When provisions of this tariff specifically cover any such charge, allowance, rule or regulation, corresponding or conflicting provisions in such separate tariffs will not apply.</p>	<p><b>ITEM 62</b></p> <p style="text-align: center;"><b>MAXIMUM ALLOWABLE GROSS WEIGHT ON RAIL</b></p> <p>CRL will only provide switching and transportation services for loaded cars with a maximum gross weight on rail of 286,000 lbs.</p>
<p><b>ITEM 40</b></p> <p style="text-align: center;"><b>CONSECUTIVE NUMBERS</b></p> <p>Where consecutive numbers are represented in this tariff by the first and last numbers connected by the word "to" or a hyphen, they will be understood to include both of the numbers shown. If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.</p>	<p><b>ITEM 63</b> [A]</p> <p style="text-align: center;"><b>MISLOADING OF RAILCARS</b></p> <p>If a car is supplied to a customer for loading by a carrier connecting to CRL, and such car is loaded in line haul service via a carrier other than the carrier supplying the car, customer will be charged a misloading fee of \$265.00. This provision also applies to cars that were placed loaded, were unloaded and subsequently reloaded.</p>
<p><b>ITEM 45</b></p> <p style="text-align: center;"><b>CAPACITIES AND DIMENSIONS OF CARS</b></p> <p>For marked capacities, lengths, dimensions and cubical capacities of cars, see Official Railway Equipment Register, RER 6414-series, R. E. R. Publishing Corporation, Agent.</p>	<p><b>ITEM 64</b></p> <p style="text-align: center;"><b>UNLOADING AND RELEASE OF EQUIPMENT AT DESTINATION</b></p> <p>Upon arrival and placement of equipment for unloading at destination, consignee will be responsible for unloading equipment in a manner which does not damage equipment and for releasing equipment in a condition suitable for reloading by another shipper. If consignee refuses or fails to remove all lading, dunnage blocking, bracing, strapping, debris, or other material that was part of the inbound shipment, secure interior loading devices, and close doors, the railroad which discovers such failure may undertake to remedy such failure, and the consignee will be responsible for reimbursing the railroad which performs such work for the cost thereof, including without limitation the cost of any switching associated with such work. Otherwise, applicable demurrage, detention, and storage charges shall continue to apply until equipment is released to delivering carrier in clean condition or upon completion of any action by the delivering carrier to remedy the consignee's failure.</p>
<p><b>ITEM 60</b></p> <p style="text-align: center;"><b>NON-APPLICATION PRIVATE CAR MILEAGE ALLOWANCE</b></p> <p>The CRL does not participate in nor does it abide by the Items or Rules stated in Tariffs RIC 6007-series.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

## FREIGHT TARIFF CRL 815-H

RULES AND REGULATIONS - GENERAL	SPECIAL RULES AND REGULATIONS - UNLIMITED
<p><b>ITEM 205</b></p> <p style="text-align: center;"><b>FORWARDING REQUIREMENTS</b></p> <p>If destination is located on two or more carriers or on two or more divisions of one carrier, shipper is required to designate on shipping order the exact routing or delivery.</p>	<p><b>ITEM 230</b></p> <p style="text-align: center;"><b>ARTICLES ON WHICH CHARGES APPLY</b></p> <p>All commodities - carload.</p>
<p><b>ITEM 210</b></p> <p style="text-align: center;"><b>REFERENCE MARKS, APPLICATION OF</b></p> <p>In all cases where reference marks are shown in the rate column, but not opposite a station or group of stations, they are to be used in connection with the rate appearing next under such reference marks.</p>	<p><b>ITEM 240</b></p> <p style="text-align: center;"><b>TOFC/COFC AND ARTICULATED EQUIPMENT</b></p> <ol style="list-style-type: none"> <li>1. Trailers or containers on a flat car, TOFC or COFC, will be considered a loaded freight car whether the trailer or container is loaded or empty.</li> <li>2. Unless otherwise provided, when cars are coupled in an articulated fashion, each unit of the articulated equipment will be considered as a separate car and charged for at rates named for each unit handled.</li> </ol>
<p><b>ITEM 220</b></p> <p style="text-align: center;"><b>DEFINITION OF CHICAGO SWITCHING DISTRICT</b></p> <p>The term "Chicago Switching District" as used in this tariff is defined as all customers served by the CRL and interchange with connections in Chicago, IL and stations shown as being within Chicago, IL switch limits in Tariff OPSL 6000-series.</p>	<p><b>ITEM 250</b></p> <p style="text-align: center;"><b>SHIPMENTS REQUIRING TWO OR MORE CARS</b></p> <p>Shipments requiring two or more cars for their transportation will be charged for at charges named for each car. (See Exception).</p> <p>EXCEPTION: Idler cars, see Item 336.</p>
Empty cell for Item 205	<p><b>ITEM 260</b></p> <p style="text-align: center;"><b>NON-ACCEPTANCE OF SHIPMENTS</b></p> <p>Shipments transported under this tariff will not be accepted for transportation unless same comply with the package requirement rules of UFC 6000-series issued by National Railroad Freight Committee, Agent.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

## FREIGHT TARIFF CRL 815-H

SPECIAL RULES AND REGULATIONS - UNLIMITED	SPECIAL RULES AND REGULATIONS - UNLIMITED
<p><b>ITEM 285</b></p> <p style="text-align: center;"><b>SECURITY DEPOSIT FOR PAYMENT OF FREIGHT, DEMURRAGE AND ACCESSORIAL CHARGES AT CHICAGO, IL</b></p> <p>A deposit to secure payment of any freight, demurrage, storage, detention or other accessorial charge that may accrue will be required from any and all consignors, consignees, beneficial owners or other responsible parties (hereinafter referred to as "Customer") who have failed to pay demurrage, storage, detention or other accessorial charges when due under applicable laws and regulations.</p> <p>The deposit must be paid before any freight car or trailer is delivered to such customer for loading or unloading.</p> <p>The minimum deposit for each freight car will be the average amount per freight car of demurrage, detention, storage, switching or other accessorial charges outstanding at the time this tariff provision is invoked against Customer. The maximum amount of deposit will be determined by this railroad's credit office or through other alternative forms of security. The credit office may waive the minimum deposit per car by accepting a revolving deposit of \$1,000.00 to [I]\$50,000.00 based on traffic volume. The deposit will be held in an escrow account to guarantee payment of and to be applied against any switching, demurrage, detention, storage or other accessorial charges which may accrue since the implementation of the security deposit arrangement.</p> <p>CRL will refund the deposit or balance of the deposit within thirty (30) days after notification by its agents that the equipment has been released to CRL. Any switching, demurrage, detention, storage or other accessorial charges will be deducted from the deposits before any refunds are made. The deposit or balance of the deposit may be transferable to another freight car to cover charges incurred since the implementation of the security deposit arrangement.</p> <p>Security deposits will no longer be required after the Customer has paid all outstanding switching, demurrage, detention, storage and other accessorial charges and has given assurance in writing to the satisfaction of CRL's credit office that future switching, demurrage, detention, storage and other accessorial charges will be paid within the credit period.</p>	<p><b>ITEM 290</b></p> <p style="text-align: center;"><b>RECLAIM COMPENSATION</b></p> <p>Subject to Rule 5 – Switching Car Hire Expense Recovery – Code of Car Hire Rules and Interpretations – Freight, as published in the Official Railway Equipment Register – OT Circular 10.</p> <hr/> <p><b>ITEM 295</b></p> <p style="text-align: center;"><b>DATE TO DETERMINE ABSORBED SWITCHING CHARGES</b></p> <p>The absorbed switching charge applicable, whether absorbed in whole or in part, will be the charge in effect on the date of the actual physical interchange of the loaded car. Provisions of this Item apply to absorbed switching charges on either transit or non-transit shipments.</p> <hr/> <p><b>ITEM 300</b></p> <p style="text-align: center;"><b>EXPLANATION OF DELIVERING, RECEIVING AND INTERMEDIATE CARRIER</b></p> <p>DELIVERING CARRIER, is the railroad which causes delivery of consignment to connecting railroad.</p> <p>RECEIVING CARRIER, is the railroad which received consignment from connecting railroad.</p> <p>INTERMEDIATE CARRIER, is the railroad which handles the consignment between the delivering and receiving railroad.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF CRL 815-H**

SPECIAL RULES AND REGULATIONS - UNLIMITED	SPECIAL RULES AND REGULATIONS - UNLIMITED														
<p><b>ITEM 305</b></p> <p align="center"><b>CHICAGO, IL</b></p> <p align="center"><b>CHARGES FOR USE OF AND ADDITIONAL DETENTION CHARGES ON SPECIAL TYPE OR HEAVY DUTY FLAT CARS</b></p> <p align="center"><b>PART 1 (See Note 1)</b></p> <p>A charge of \$300.00 per car used, in addition to the regular switching charges named in this tariff, as amended, will be made for each car used when originating and terminating within the confines of this tariff, as amended, for the movement of a shipment for which carrier furnishes flat cars bearing mechanical designation "FW" of any capacity and cars of designation "FM" of 200,000 pounds and over nominal capacity; and a charge of \$600.00 per car used on flat cars, bearing mechanical designation "FD", as provided in Tariff RER 6414-series. This charge accrues to CRL.</p> <p>Charges in Part 1 also apply on traffic having prior or subsequent barge movement.</p> <p align="center"><b>PART 2 (See Note 2)</b></p> <table border="0"> <tr> <td>When cars (referred to in Part 1 of this Item) are held at origin point, intermediate point, and/ or destination point:</td> <td>Detention charges after expiration of free time permitted in tariffs or other instruments will be:</td> </tr> <tr> <td>1st 24 hours or fraction thereof after free time.....</td> <td>\$300.00 per car</td> </tr> <tr> <td>2nd 24 hours or fraction thereof after free time.....</td> <td>\$300.00 per car</td> </tr> <tr> <td>3rd 24 hours or fraction thereof after free time.....</td> <td>\$500.00 per car</td> </tr> <tr> <td>4th 24 hours or fraction thereof after free time.....</td> <td>\$500.00 per car</td> </tr> <tr> <td>5th 24 hours or fraction thereof after free time.....</td> <td>\$700.00 per car</td> </tr> <tr> <td>6th 24 hours or fraction thereof and each succeeding 24 hours or fraction thereof after free time.....</td> <td>\$900.00 per car</td> </tr> </table> <p align="center">(Continued in next column)</p>	When cars (referred to in Part 1 of this Item) are held at origin point, intermediate point, and/ or destination point:	Detention charges after expiration of free time permitted in tariffs or other instruments will be:	1st 24 hours or fraction thereof after free time.....	\$300.00 per car	2nd 24 hours or fraction thereof after free time.....	\$300.00 per car	3rd 24 hours or fraction thereof after free time.....	\$500.00 per car	4th 24 hours or fraction thereof after free time.....	\$500.00 per car	5th 24 hours or fraction thereof after free time.....	\$700.00 per car	6th 24 hours or fraction thereof and each succeeding 24 hours or fraction thereof after free time.....	\$900.00 per car	<p><b>ITEM 305 (Cont'd)</b></p> <p align="center"><b>CHICAGO, IL</b></p> <p align="center"><b>CHARGES FOR USE OF AND ADDITIONAL DETENTION CHARGES ON SPECIAL TYPE OR HEAVY DUTY FLAT CARS</b></p> <p align="center"><b>PART 2 (See Note 2) (Cont'd)</b></p> <p>Also, charges in Part 2 to be in addition to transportation charges, demurrage charges and all other terminal or other charges to be paid by shipper and shall accrue to the carrier owning or leasing the equipment.</p> <p>NOTE 1: When special type heavy duty flat cars as described in Part 1 of this item are ordered and placed and released without being used, a use charge of \$300.00 per car will be assessed and shall accrue to the CRL.</p> <p>NOTE 2: When special type heavy duty flat cars as described in Part 1 of this item are ordered and placed, but not used, detention charges set forth above shall be assessed, but in no case shall the detention charge for such car ordered and placed but not used, be less than \$900.00 per car, and shall accrue to CRL.</p> <p><b>ITEM 310</b></p> <p align="center"><b>LIMITATION OF LIABILITY</b></p> <p>Notwithstanding anything to the contrary in this tariff, liability for loss or damage of lading transported by the CRL is limited to twenty five thousand dollars (\$25,000.00) per loaded car. If liability coverage beyond that provided herein is desired, the CRL must be contacted for charges to apply prior to tendering such shipment to the CRL for rail transportation.</p>
When cars (referred to in Part 1 of this Item) are held at origin point, intermediate point, and/ or destination point:	Detention charges after expiration of free time permitted in tariffs or other instruments will be:														
1st 24 hours or fraction thereof after free time.....	\$300.00 per car														
2nd 24 hours or fraction thereof after free time.....	\$300.00 per car														
3rd 24 hours or fraction thereof after free time.....	\$500.00 per car														
4th 24 hours or fraction thereof after free time.....	\$500.00 per car														
5th 24 hours or fraction thereof after free time.....	\$700.00 per car														
6th 24 hours or fraction thereof and each succeeding 24 hours or fraction thereof after free time.....	\$900.00 per car														
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>															

## FREIGHT TARIFF CRL 815-H

SPECIAL RULES AND REGULATIONS - UNLIMITED	SPECIAL RULES AND REGULATIONS - UNLIMITED
<p><b>ITEM 315</b></p> <p style="text-align: center;"><b>FREIGHT IN BOND</b></p> <p>Carloads of freight in bond to be switched locally will not be accepted from connecting line until after permit to receive goods has been consigned by the United States Collector of Customs.</p> <p>If in the event carloads originating or terminating are subsequently held for clearance from the United States Collector of Customs free time will be allowed for the first 3 days, including Saturday and Sunday, after notification. Thereafter a charge of \$50.00 per day, or fraction thereof, per car, and switching charge of \$100.00 per car will be assessed against the beneficial owner of the freight.</p>	<p><b>ITEM 318 (Cont'd)</b></p> <p style="text-align: center;"><b>CARS MOVED FROM LOADING TRACKS AND HELD ON CARRIER'S TRACKS AWAITING BILLING INSTRUCTIONS</b></p> <p>On car or cars removed from industry or team tracks on shipper's order and held awaiting billing instructions on carrier's tracks and such car or cars are ordered back to the original industry or team track, the intra-terminal or inter-terminal switching charge, as the case may be, will be assessed for the movement of the car or cars in each direction and the car or cars will remain in continuous demurrage. These charges will be in addition to the holding charge of \$300.00 per car.</p> <p><b>EXCEPTION:</b> The charge of \$300.00 per car will not apply when carrier's agent receives forwarding directions by noon of the day following performance of the service.</p> <p><b>NOTE:</b> On cars under special detention rules and charges, the same detention rules and charges will be applied.</p>
<p><b>ITEM 317</b></p> <p style="text-align: center;"><b>SETBACK CHARGES FOR CARS RECEIVED IN ERROR, OR EMPTY OR LOADED CARS RECEIVED WITH IMPROPER BILLING OR WITHOUT BILLING</b></p> <p>When empty or loaded cars are received from connecting carriers in error, or with improper billing or without billing, (see Note) such cars will, upon request of the delivering carrier be returned and the CRL will assess the charges provided in Item 400 of this tariff for returning the car to the connecting carrier.</p> <p><b>Note:</b> When instructions are not received within twenty-four (24) hours from the time of receipt of car from connections and delivering carrier does not require return of car, a hold charge of \$175.00 per car will be assessed the delivering carrier thereafter for each twenty-four hours or fraction thereof, until instructions for billing are received.</p>	<p><b>ITEM 325</b></p> <p style="text-align: center;"><b>ACCEPTANCE OF FREIGHT CONSIGNED TO SHIPPER'S ORDER</b></p> <p>Cars with lading which are billed "shipper's order" will not be received from connecting line and delivered at locations shown herein until the road receiving the road haul has taken up the order Bill of Lading and prepaid the necessary switching charges.</p>
<p><b>ITEM 318</b></p> <p style="text-align: center;"><b>CARS MOVED FROM LOADING TRACKS AND HELD ON CARRIER'S TRACKS AWAITING BILLING INSTRUCTIONS</b></p> <p>Except as otherwise provided for in this tariff, when cars are moved by carrier from industry, team tracks or connecting road's interchange without billing and subsequently held on carrier's tracks awaiting forwarding directions as defined in this tariff, a charge of \$300.00 per car will be assessed against the party responsible for furnishing such forwarding directions and the cars will remain on continuous demurrage or detention (See NOTE) in the demurrage account of the party in whose name the car was ordered until such forwarding directions are received by carrier's agent. (See EXCEPTION).</p> <p style="text-align: center;">(Continued in next column)</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

## FREIGHT TARIFF CRL 815-H

SPECIAL RULES AND REGULATIONS - UNLIMITED	SPECIAL RULES AND REGULATIONS - UNLIMITED
<p><b>ITEM 330</b></p> <p style="text-align: center;"><b>EMPTY CARS ORDERED BUT NOT LOADED</b></p> <p>On empty cars that are ordered for loading and the service of switching or placing the car has been performed by CRL and the car is not returned loaded to CRL, a switching charge of \$250.00 per car will be assessed and collected from the person, firm or corporation ordering such cars.</p> <p>Exception: When empty cars furnished for loading are refused due to not being in proper condition to load, a charge of \$250.00 will be made against the railroad supplying the car to CRL.</p>	<p><b>ITEM 336</b></p> <p style="text-align: center;"><b>IDLER CARS, TRAILERS OR PARTLY LOADED CARS</b></p> <p>Idler cars, trailers or partly loaded cars will be treated as loaded cars.</p> <p>Idler cars are defined as car on which no part of a load rests, that is used in the safe transportation or protection of lading of unusual length or excessive weight.</p>
<p><b>ITEM 332</b></p> <p style="text-align: center;"><b>APPLICATION OF ITEMS UNDER A GENERAL SUBJECT</b></p> <p>When more than one item number is shown on a general subject, all items carried in connection with such general subject must be considered before interpretation of the rule is made.</p>	<p><b>ITEM 340</b></p> <p style="text-align: center;"><b>CHARGES ON OVERLOADED OR IMPROPERLY LOADED CARS</b></p> <p>When cars are discovered to be overloaded, or improperly loaded on the CRL, thereby necessitating transfer, trimming or reloading in the interest of safe transportation, shipper or owner will be notified and requested to advise disposition. See Paragraphs (1) and (2).</p> <ol style="list-style-type: none"> <li>1. Except as provided in Paragraph (2), cars discovered to be overloaded or improperly loaded, will be placed on carrier's track accessible for transfer, trimming or reloading and shipper or owner will be required to transfer, trim or reload car to meet loading requirements for safe transportation. A charge of \$300.00 per car will be assessed for the switching of overloaded or improperly loaded cars to and from carrier's track where the transfer, trimming or unloading is performed.</li> <li>2. When cars are discovered to be overloaded or improperly loaded at point of origin or at the terminal yard serving such origin and cars are ordered returned to the shipper's plant or point of loading, the applicable intra-plant, intra-terminal or inter-terminal switching charges will be assessed.</li> </ol>
<p><b>ITEM 334</b></p> <p style="text-align: center;"><b>DIVERSION OR RECONSIGNMENTS</b></p> <p>CRL will not perform diversions or reconsignments on carload shipments as a terminal carrier.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

## FREIGHT TARIFF CRL 815-H

SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES
<p><b>ITEM 341</b></p> <p style="text-align: center;"><b>APPLICATION</b></p> <p>Except where provided to the contrary, Demurrage Rules and Charges contained herein apply to all railroad owned, leased or controlled cars and private cars held for or by consignors, loaders, consignees, unloaders, beneficial owners, Care-of-Partys or other responsible parties for any purpose.</p>	<p><b>ITEM 342 (Cont'd)</b></p> <p style="text-align: center;"><b>DEFINITIONS (Cont'd)</b></p> <p><b>DISPOSITION</b> - Instructions furnished or given to railroad which provides for the release or tender of the car from consignor's, loader's, consignee's, unloader's or Care-of-Party's account.</p> <p><b>DIVERSION</b> - An order provided by the consignor instructing that a car(s) be delivered to a location other than the one indicated on the original forwarding instructions.</p> <p><b>EMPTY CAR(S) ORDERED AND NOT USED</b> - Empty car(s), placed for loading as ordered, and subsequently released without being used in transportation service.</p> <p><b>ELECTRONIC OR MECHANICAL DEVICE</b> - Communication device such as telegram, facsimile transmission, telex, mailgram, computers, etc.</p> <p><b>EMPTY RELEASE INFORMATION</b> - Advice by consignor, loader, consignee, unloader or Care-of-Party given to authorized CRL personnel that the car(s) is unloaded and available to this railroad. This information must include the identity of the Customer, party furnishing information and the car(s) initial and number.</p> <p><b>FORWARDING INSTRUCTIONS</b> - Shipping instructions given to CRL at the time of release containing all of the necessary information to properly transport the shipment to destination.</p> <p><b>FREE TIME</b> - A period of time following actual or constructive placement during which demurrage is not chargeable. Free time as designated below will be allowed for each car:</p> <p style="padding-left: 40px;">Cars held for unloading: FORTY-EIGHT HOURS Cars held for loading: FORTY-EIGHT HOURS</p> <p>Free time will be calculated from the first 7:00 AM following actual or constructive placement. <u>Non-Chargeable Days</u> shall not be included in the calculation of Free time.</p> <p><b>LOADED CARS</b> - A car(s) that is completely or partially loaded.</p> <p><b>LOADED RELEASE INFORMATION</b> - Advice by consignor, loader, consignee, unloader or Care-of-Party given to authorized railroad personnel that a car(s) is available to railroad. Information must include Customer, car initial, number, consignee, destination, STCC and route.</p> <p><b>LOADER</b> - Party physically loading a car at origin. Demurrage charges will be assessed against the Loader who will be responsible for payment of charges accrued at origin.</p> <p><b>LOADING</b> - The complete or partial loading of a car(s) in conformity with applicable loading and clearance rules.</p> <p style="text-align: right;">(Continued on next page)</p>
<p><b>ITEM 342</b></p> <p style="text-align: center;"><b>DEFINITIONS</b></p> <p>The following definitions define and govern the provisions outlined in this tariff.</p> <p><b>ACTUAL PLACEMENT</b> - When a car(s) is placed in an accessible position for loading or unloading or, at a point designated by the consignor, loader, consignee, unloader or Care-of-Party.</p> <p><b>CARE-OF-PARTY</b> - The party to whom car placement is to be made pursuant to the bill of lading, if other than the consignee at destination. When the bill of lading indicates a Care-of-Party, said party will be responsible for all demurrage, storage and hazardous storage charges.</p> <p><b>CONSIGNEE</b> -The party designated on the bill of lading as the entity entitled to receive delivery of the car from the delivering rail carrier. Consignee would be responsible for any demurrage, storage and hazardous storage charges which accrues at the point of unloading except when the bill of lading also designates a Care-of-Party, in which case the Care-of-Party will be responsible for all demurrage, storage and hazardous storage charges.</p> <p><b>CONSIGNOR</b> -The party designated on the bill of lading as the entity shipping the car to the consignee and delivering the car to the serving rail carrier.</p> <p><b>CONSTRUCTIVE PLACEMENT</b> - When a car(s) which is consigned or ordered to a private track, industrial interchange track or public delivery track cannot be actually placed due to any condition attributable to the consignor, consignee or Care-of-Party, such car(s) will be held on CRL's tracks and notice will be provided to the consignor, consignee or Care-of-Party that the car(s) is held awaiting disposition instructions.</p> <p><b>CUSTOMER</b>- The consignor, loader, consignee, unloader or other party who is responsible for the payment of demurrage, detention, storage or other charges specified in this tariff.</p> <p><b>DEMURRAGE</b> - A charge made on freight cars held by or for consignor, loader, consignee, unloader or Care-of-Party for loading or unloading, prior to issuance of forwarding instructions or for any other purpose.</p> <p><b>DEMURRAGE DAY</b> - A twenty-four hour (24) hour period (calendar day), or part thereof, commencing at the first 0700 after tender.</p> <p style="text-align: right;">(Continued in next column)</p>	<p style="text-align: right;">(Continued on next page)</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

## FREIGHT TARIFF CRL 815-H

SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES
<p><b>ITEM 342 (Cont'd)</b></p> <p style="text-align: center;"><b>DEFINITIONS (Cont'd)</b></p> <p><b>NON-CHARGEABLE DAY</b> - All Sundays and holidays. Holidays shall include the following: [A]</p> <ul style="list-style-type: none"> <li>New Year's Day - January 1</li> <li>Martin Luther King Day - Third Monday of January</li> <li>Presidents' Birthdays - Third Monday of February</li> <li>Good Friday - Friday before Easter Sunday</li> <li>Memorial Day - Last Monday of May</li> <li>Independence Day - July 4</li> <li>Labor Day - First Monday of September</li> <li>Thanksgiving Day - Fourth Thursday of November</li> <li>Christmas Eve - December 24</li> <li>Christmas Day - December 25</li> <li>New Year's Eve - December 31</li> </ul> <p>When these dates occur on a Sunday, the following Monday will be observed as the holiday.</p> <p><b>NOTIFICATION</b> - When required, written or verbal notification will be furnished to the parties entitled to receive notice that the car(s) is available for loading, unloading, or otherwise impacted by demurrage provisions.</p> <p><b>OTHER THAN PUBLIC DELIVERY TRACK</b> - Any trackage assigned for individual use, including privately owned or leased tracks.</p> <p><b>ORDER-IN CUSTOMER</b> - A Customer who, by prior arrangement, has notified CRL that cars shall not be placed for loading or unloading, or considered to be placed, until CRL has received an order for placement from said Customer, subject to rules and provisions of this tariff.</p> <p><b>PARTIAL UNLOADING</b> - The partial unloading of a car(s) and furnishing of the proper forwarding or handling instructions.</p> <p><b>PASSENGER CAR(S)</b> - A car(s) configured for the movement of people.</p> <p><b>PRIVATE CAR(S)</b> - A car(s) bearing other than railroad reporting marks that is not railroad owned or controlled.</p> <p><b>PRIVATE TRACK</b> - Tracks that are not owned or leased by the railroad.</p> <p><b>PUBLIC DELIVERY TRACK</b> - Track that is open to the general public for loading and unloading.</p> <p><b>RAILROAD CONTROLLED CAR(S)</b> - A car(s) bearing other than railroad reporting marks that is either leased or controlled by a railroad.</p> <p style="text-align: center; margin-top: 20px;">(Continued in next column)</p>	<p><b>ITEM 342 (Cont'd.)</b></p> <p style="text-align: center;"><b>DEFINITIONS (Cont'd.)</b></p> <p><b>RAILROAD PREMISES</b> - All tracks which CRL provides for its own use and purposes or for general public use and all other tracks located inside of its right-of-way or yards and terminals, except tracks located on or within the confines of property or leased by a Customer.</p> <p><b>RECONSIGNMENT</b> - An order provided by consignor to bill a car(s) to other than the original consignee. (An order to turn over the car(s) to another party that does not require any additional movement of the car(s), is not a reconsignment).</p> <p><b>REFUSED LOADED CAR(S)</b> - When the original loaded car(s) is refused at destination without being unloaded.</p> <p><b>RELOADING</b> - When a car(s) is held for loading after being released as an empty.</p> <p><b>RESHIPMENT</b> - A new document by which the entire original shipment is forwarded in the same car(s) to another destination.</p> <p><b>SERVING YARD</b> - A classification yard where the local train serving the Customer originates.</p> <p><b>SHIPPER ASSIGNED CAR(S)</b> - Specific empty car(s) assigned to a particular shipper for their exclusive use.</p> <p><b>STOPPED IN TRANSIT</b> - When a car(s) is held en route due to any condition attributable to the consignor, loader, consignee, unloader, Care-of-Party or owner.</p> <p><b>TENDER</b> - The notification, actual or constructive placement, of an empty or loaded car(s).</p> <p><b>TIME</b> - Local time is applicable and is expressed on the basis of the 24-hour clock.</p> <p style="padding-left: 20px;"><b>Example:</b> 07:00 AM is expressed as 0700 Hours.</p> <p><b>UNLOADER</b> - Party physically unloading a car at destination.</p> <p><b>UNLOADING</b> - The complete unloading of a car(s), and the advice received from the consignee or unloader that the car (s) is empty and available to the railroad.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

## FREIGHT TARIFF CRL 815-H

SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES
<p><b>ITEM 343</b></p> <p style="text-align: center;"><b>NOTIFICATION TO CONSIGNOR OR CONSIGNEE</b></p> <p>A. CRL will furnish the following notifications as indicated:</p> <ol style="list-style-type: none"> <li>1. Cars for other than public delivery tracks:               <ol style="list-style-type: none"> <li>a. Notice of constructive placement if car(s) are held on CRL tracks due to reasons attributable to the consignor, loader, consignee, Care-of-Party or unloader.</li> <li>b. Delivery of car(s) upon tracks of consignee will constitute notice.</li> <li>c. When two or more parties, each performing their own switching, take delivery of cars from the same interchange track, notice will be given when cars are placed on the interchange track.</li> </ol> </li> <li>2. Cars for public delivery tracks:               <ol style="list-style-type: none"> <li>a. Notice will be given to the party entitled to receive notification when car(s) is actually placed.</li> </ol> </li> </ol> <p>B. Notification may be given in writing or electronically, and will contain the following:</p> <ol style="list-style-type: none"> <li>1. Car initials and number.</li> <li>2. If lading transferred en route, the initials and number of the original car.</li> <li>3. Commodity.</li> </ol>	<p><b>ITEM 345</b></p> <p style="text-align: center;"><b>CAR(S) HELD FOR LOADING</b></p> <p><b>TENDER:</b></p> <p>A. The notification, actual or constructive placement, of empty car(s) placed on orders of the consignor.</p> <p><b>RELEASE:</b></p> <p>A. Date and time forwarding instructions are received by CRL.</p> <p>B. Car(s) placed on the interchange tracks of a consignor, who performs its own switching, must be returned to the interchange track for release.</p> <p>C. Improperly loaded or overloaded car(s) at origin will not be considered released until the load has been adjusted properly.</p> <p><b>COMPUTATION:</b></p> <p>A. Time will be computed from the <u>first</u> 0700 hours after tender until the release.</p> <p>B. When the same car is unloaded and reloaded, time will be computed from the <u>first</u> 0700 hours after advice is received that the car(s) is empty until the car(s) is released.</p> <p>C. When the same car is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue on the car until the forwarding instructions are received by CRL.</p> <p>D. Notwithstanding the foregoing, when a private car is actually placed on a private track, demurrage charges shall not apply to such private car. [A]</p>
<p><b>ITEM 344</b></p> <p style="text-align: center;"><b>NOTIFICATION TO CRL</b></p> <p>A. CRL will accept forwarding instructions, empty release information or, other disposition twenty-four hours a day via Rail Management Inc.'s Shipper Connect®.</p> <p>B. When electronic or mechanical devices are used to furnish notification to CRL, the recorded date and time that the instructions are received by CRL will govern.</p> <p>C. Faxed forwarding instructions, empty release information, or other disposition will be accepted during normal business hours (7:00 AM to 4:30 PM, Monday through Friday).</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES
<p><b>ITEM 346</b></p> <p align="center"><b>CAR(S) HELD FOR COMPLETE UNLOADING</b></p> <p><b>TENDER:</b> The notification, actual or constructive placement, of a loaded car(s).</p> <p><b>RELEASE:</b></p> <p>A. Date and time that the railroad receives advice that the car(s) is empty.</p> <p>B. Car(s) placed on the interchange tracks of a consignee who performs its own switching must be returned to the interchange track for release.</p> <p>C. When the same car is unloaded and reloaded, empty release information must be furnished at the time the car is made empty. If not furnished, demurrage will continue on the car until the forwarding instructions are received by CRL.</p> <p>D. Notwithstanding the foregoing, when a private car is actually placed on a private track, demurrage charges shall not apply to such private car. [A]</p> <p><b>COMPUTATION:</b> Time will be computed from the <u>first</u> 0700 hours after tender until release.</p>	<p><b>ITEM 347 (Cont'd)</b></p> <p align="center"><b>CAR(S) HELD FOR OTHER THAN LOADING OR UNLOADING</b></p> <p><b>COMPUTATION:</b> (Cont'd)</p> <p>Time will be computed from the <u>first</u> 0700 hours:</p> <p>A. After tender, until release, on car(s):</p> <ol style="list-style-type: none"> <li>1. Diverted</li> <li>2. Empty for loading – ordered and not used (other than a rejected car)</li> <li>3. Partially unloaded</li> <li>4. Reconsigned</li> <li>5. Reshipped</li> <li>6. Stopped in transit</li> </ol> <p>B. After car(s) are received by CRL until date of disposition on:</p> <ol style="list-style-type: none"> <li>1. Car(s) received from interchange from connecting carrier</li> <li>2. Loaded private car(s) returned to railroad tracks</li> <li>3. Empty car(s) moving as freight with STCC 37 422 XX</li> </ol> <p>C. After tender until date of refusal on:</p> <ol style="list-style-type: none"> <li>1. Refused loaded car(s) (consignee)</li> </ol> <p>D. After tender until date of disposition on:</p> <ol style="list-style-type: none"> <li>1. Refused loaded car(s) (consignor)</li> </ol> <p>E. After tender until release or placement on private tracks on:</p> <ol style="list-style-type: none"> <li>1. Loaded private car(s) – while held on railroad tracks</li> <li>2. Empty car(s) moving as freight with STCC 37 422 XX</li> </ol>
<p><b>ITEM 347</b></p> <p align="center"><b>CAR(S) HELD FOR OTHER THAN LOADING OR UNLOADING</b></p> <p>Applies to car(s) held:</p> <p>A. On orders of consignor, loader, consignee, Care-of-Party or unloader.</p> <p>B. Awaiting proper disposition from the consignor, loader, consignee, Care-of-Party or unloader.</p> <p>C. As a result of conditions attributable to consignor, loader, consignee, Care-of-Party or unloader.</p> <p><b>DISPOSITION:</b></p> <p>That information, including forwarding instructions or empty release information, which allows the railroad to either tender or release the car from the to consignor, loader, consignee, Care-of-Party or unloader.</p> <p><b>TENDER:</b></p> <p>The notification, actual or constructive placement of a loaded car(s).</p> <p><b>RELEASE:</b></p> <p>Date and time that the railroad receives advice that the car is empty, or that forwarding instructions are received.</p> <p align="center">(Continued In next column)</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF CRL 815-H**

<b>SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES</b>	<b>SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES</b>
<p><b>ITEM 348</b></p> <p style="text-align: center;"><b>UNIT TRAINS</b></p> <p>When cars are moving as a unit train, requiring return of origin or interchange as a unit train, no cars will be considered released, from loading or unloading, until all cars in the train have been properly released. The date and time of the release of the last car released will be the date and time of release for all cars in the train for purposes of calculating demurrage. This item applies to railroad marked or controlled cars and private cars.</p>	<p><b>ITEM 350</b></p> <p style="text-align: center;"><b>DEMURRAGE PLAN</b></p> <p>A. Settlement of charges will be made monthly on all car(s) released during each calendar month.</p> <p>B. Cars held for loading or unloading, upon the expiration of forty-eight (48) hours free time as defined herein, will be subject to a demurrage charge of \$40.00 per day or fraction thereof until the car is released.</p> <p>Exception 1 - When a car has a mechanical designation of "FD", "FM", or "FW" and capacity is excess of 130 tons, See Item 305.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

## FREIGHT TARIFF CRL 815-H

SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES																																																																																																																																																						
<p><b>ITEM 363</b></p> <p><b>STORAGE OF LOADED HAZARDOUS COMMODITIES</b></p> <p>The storage charges provided in this item apply to loaded hazardous commodities designated as toxic/poison inhalation hazard, inhalation hazard and explosives. A List of applicable STCC numbers are shown in Item 365. The storage charges provided in this item are in addition to applicable demurrage charges and, except as provided below, the applicable provisions of this tariff will govern in determining these storage charges.</p> <p>Loaded cars, consigned or ordered for delivery on private or leased tracks, which first must be held on CRL tracks under constructive placement are subject to the charges shown below. Storage will be computed from the first midnight after notification of constructive placement was sent or given by CRL for the loaded car and continue until notification to CRL for placement on private tracks is received in accordance with Item 344.</p> <p>Loaded cars, held on CRL tracks for any other purpose attributable to the consignor or consignee are subject to the charges shown below. Storage will be computed from the first midnight after actual placement or notification of constructive placement was sent or given by CRL for the loaded car and continue until notification to CRL with proper forwarding instructions is received in accordance with Item 344.</p> <p>Storage Charges: Five Hundred Dollars (\$500.00) per loaded car per day or fraction thereof.</p>	<p><b>ITEM 364 (Cont'd)</b></p> <p><b>STORAGE OF EMPTY CARS FORMERLY CONTAINING HAZARDOUS COMMODITIES</b></p> <p>The storage charges provided in this item are in addition to applicable demurrage charges and, except as provided below, the applicable provisions of this tariff will govern in determining these storage charges.</p> <p>Storage will be computed from the first midnight after actual placement or notification of constructive placement was sent or given by CRL for the empty car and continue until notification to CRL with proper forwarding instructions is received in accordance with Item 344.</p> <p>Storage Charges: Two Hundred Dollars (\$200.00) per empty car per day or fraction thereof.</p>																																																																																																																																																						
<p><b>ITEM 364</b></p> <p><b>STORAGE OF EMPTY CARS FORMERLY CONTAINING HAZARDOUS COMMODITIES</b></p> <p>The storage charges provided in this item apply to empty railcars which formerly contained hazardous commodities designated as toxic/poison inhalation hazard, inhalation hazard, and explosives. The storage charges shown below will apply to the Customer (defined for the purpose of this subsection as the consignee of the empty railcar) for each empty car, if the railcar's prior movement contained any of the commodities listed in Item 365.</p> <p style="text-align: center;">(Continued in next column)</p>	<p><b>ITEM 365</b></p> <p><b>HAZARDOUS MATERIALS STANDARD TRANSPORTATION COMMODITY CODE (STCC)</b></p> <p>The following is a list of Standard Transportation Commodity Code Numbers (STCC) for toxic/poison inhalation hazard, inhalation hazard and explosives:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>STCC</th> <th>STCC</th> <th>STCC</th> <th>STCC</th> <th>STCC</th> </tr> </thead> <tbody> <tr><td>4821019</td><td>4901234</td><td>4901307</td><td>4901389</td><td>4901511</td></tr> <tr><td>4821261</td><td>4901235</td><td>4901308</td><td>4901390</td><td>4901514</td></tr> <tr><td>4821722</td><td>4901236</td><td>4901311</td><td>4901391</td><td>4901516</td></tr> <tr><td>4830030</td><td>4901237</td><td>4901312</td><td>4901393</td><td>4901520</td></tr> <tr><td>4901105</td><td>4901240</td><td>4901315</td><td>4901398</td><td>4901521</td></tr> <tr><td>4901110</td><td>4901242</td><td>4901316</td><td>4901399</td><td>4901526</td></tr> <tr><td>4901130</td><td>4901244</td><td>4901317</td><td>4901401</td><td>4901527</td></tr> <tr><td>4901131</td><td>4901245</td><td>4901319</td><td>4901402</td><td>4901528</td></tr> <tr><td>4901133</td><td>4901246</td><td>4901320</td><td>4901403</td><td>4901530</td></tr> <tr><td>4901134</td><td>4901250</td><td>4901322</td><td>4901406</td><td>4901532</td></tr> <tr><td>4901135</td><td>4901254</td><td>4901324</td><td>4901413</td><td>4901533</td></tr> <tr><td>4901137</td><td>4901257</td><td>4901325</td><td>4901414</td><td>4901535</td></tr> <tr><td>4901140</td><td>4901258</td><td>4901326</td><td>4901418</td><td>4901537</td></tr> <tr><td>4901142</td><td>4901260</td><td>4901336</td><td>4901420</td><td>4901538</td></tr> <tr><td>4901143</td><td>4901262</td><td>4901341</td><td>4901422</td><td>4901539</td></tr> <tr><td>4901149</td><td>4901263</td><td>4901342</td><td>4901430</td><td>4901540</td></tr> <tr><td>4901153</td><td>4901264</td><td>4901343</td><td>4901435</td><td>4901541</td></tr> <tr><td>4901172</td><td>4901271</td><td>4901344</td><td>4901437</td><td>4901542</td></tr> <tr><td>4901174</td><td>4901273</td><td>4901345</td><td>4901440</td><td>4901544</td></tr> <tr><td>4901179</td><td>4901276</td><td>4901350</td><td>4901445</td><td>4901545</td></tr> <tr><td>4901180</td><td>4901280</td><td>4901364</td><td>4901450</td><td>4901546</td></tr> <tr><td>4901205</td><td>4901282</td><td>4901365</td><td>4901456</td><td>4901550</td></tr> <tr><td>4901218</td><td>4901283</td><td>4901366</td><td>4901461</td><td>4901551</td></tr> <tr><td>4901220</td><td>4901288</td><td>4901367</td><td>4901465</td><td>4901552</td></tr> <tr><td>4901223</td><td>4901301</td><td>4901374</td><td>4901501</td><td>4901553</td></tr> <tr><td>4901225</td><td>4901302</td><td>4901376</td><td>4901504</td><td>4901554</td></tr> <tr><td>4901227</td><td>4901303</td><td>4901381</td><td>4901506</td><td>4901557</td></tr> <tr><td>4901229</td><td>4901305</td><td>4901384</td><td>4901507</td><td>4901558</td></tr> <tr><td>4901230</td><td>4901306</td><td>4901388</td><td>4901510</td><td>4901560</td></tr> </tbody> </table> <p style="text-align: center;">(Continued on next page)</p>	STCC	STCC	STCC	STCC	STCC	4821019	4901234	4901307	4901389	4901511	4821261	4901235	4901308	4901390	4901514	4821722	4901236	4901311	4901391	4901516	4830030	4901237	4901312	4901393	4901520	4901105	4901240	4901315	4901398	4901521	4901110	4901242	4901316	4901399	4901526	4901130	4901244	4901317	4901401	4901527	4901131	4901245	4901319	4901402	4901528	4901133	4901246	4901320	4901403	4901530	4901134	4901250	4901322	4901406	4901532	4901135	4901254	4901324	4901413	4901533	4901137	4901257	4901325	4901414	4901535	4901140	4901258	4901326	4901418	4901537	4901142	4901260	4901336	4901420	4901538	4901143	4901262	4901341	4901422	4901539	4901149	4901263	4901342	4901430	4901540	4901153	4901264	4901343	4901435	4901541	4901172	4901271	4901344	4901437	4901542	4901174	4901273	4901345	4901440	4901544	4901179	4901276	4901350	4901445	4901545	4901180	4901280	4901364	4901450	4901546	4901205	4901282	4901365	4901456	4901550	4901218	4901283	4901366	4901461	4901551	4901220	4901288	4901367	4901465	4901552	4901223	4901301	4901374	4901501	4901553	4901225	4901302	4901376	4901504	4901554	4901227	4901303	4901381	4901506	4901557	4901229	4901305	4901384	4901507	4901558	4901230	4901306	4901388	4901510	4901560
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## FREIGHT TARIFF CRL 815-H

SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES					SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES				
ITEM 365 (Cont'd)					ITEM 365 (Cont'd)				
HAZARDOUS MATERIALS STANDARD TRANSPORTATION COMMODITY CODE (STCC)					HAZARDOUS MATERIALS STANDARD TRANSPORTATION COMMODITY CODE (STCC)				
STCC	STCC	STCC	STCC	STCC	STCC	STCC	STCC	STCC	STCC
4901561	4901821	4920104	4920324	4920528	4921558	4921746	4927009	4927025	4932010
4901562	4901822	4920105	4920325	4920530	4921587	4921756	4927010	4927026	4932352
4901564	4901823	4920106	4920331	4920531	4921695	4923113	4927011	4927027	4932385
4901565	4901824	4920107	4920337	4920534	4921722	4923117	4927012	4927028	4933327
4901566	4901825	4920108	4920342	4920535	4921727	4923209	4927014	4930024	4935231
4901567	4901826	4920110	4920343	4920536	4921730	4923298	4927018	4930030	4936106
4901568	4901827	4920111	4920344	4920547	4921741	4927004	4927019	4930050	4936110
4901570	4901828	4920112	4920346	4920550	4921742	4927006	4927022	4930204	
4901572	4901829	4920113	4920347	4920556	4921744	4927007	4927023	4930260	
4901573	4901830	4920115	4920348	4920559	4921745	4927008	4927024	4931201	
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4901575	4901832	4920117	4920351	4920571					
4901576	4901833	4920118	4920352	4920715					
4901577	4901834	4920122	4920353	4921000					
4901581	4901835	4920135	4920354	4921003					
4901582	4901836	4920160	4920355	4921004					
4901586	4901837	4920164	4920356	4921006					
4901587	4901838	4920165	4920357	4921008					
4901590	4901839	4920167	4920359	4921009					
4901596	4901840	4920173	4920360	4921010					
4901597	4901841	4920174	4920368	4921016					
4901599	4901842	4920175	4920369	4921019					
4901632	4901843	4920178	4920371	4921020					
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4901713	4901845	4920181	4920375	4921024					
4901714	4901846	4920183	4920378	4921028					
4901715	4901847	4920184	4920379	4921063					
4901717	4901848	4920187	4920380	4921202					
4901719	4901849	4920188	4920381	4921207					
4901720	4901850	4920189	4920382	4921211					
4901722	4901851	4920195	4920383	4921213					
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4901726	4901854	4920301	4920395	4921245					
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4901779	4901856	4920303	4920398	4921251					
4901801	4901857	4920304	4920399	4921252					
4901802	4901858	4920305	4920502	4921254					
4901803	4901859	4920306	4920503	4921255					
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4901805	4904210	4920308	4920505	4921287					
4901806	4904211	4920309	4920508	4921288					
4901807	4904879	4920310	4920509	4921304					
4901808	4907409	4920311	4920510	4921401					
4901809	4907434	4920312	4920511	4921402					
4901810	4909306	4920313	4920513	4921404					
4901811	4909307	4920314	4920515	4921405					
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4901813	4916138	4920316	4920517	4921414					
4901814	4918180	4920317	4920518	4921420					
4901815	4918505	4920318	4920522	4921438					
4901816	4918507	4920319	4920523	4921473					
4901817	4920101	4920320	4920525	4921487					
4901819	4920102	4920321	4920526	4921495					
4901820	4920103	4920322	4920527	4921497					
(Continued in next column)					<b>ITEM 366</b>				
					<b>DISPUTES</b>				
					<p>In the event that a Customer disputes the demurrage, storage or other charges received in a bill, the following procedures must be applied:</p> <ul style="list-style-type: none"> <li>A. The dispute must be specific in nature, applying to a specific car or groups of cars, related to time of actual or constructive placement, release or application of the rules contained in this tariff.</li> <li>B. If the dispute involves demurrage or storage charges, the dispute must be submitted on CRL "Demurrage Dispute Form" shown on last page of this tariff, submitted via email to:  <a href="mailto:AR@Omnitrax.com">AR@Omnitrax.com</a></li> <li>C. The dispute must be submitted within fifteen (15) calendar days from the date of the bill. If a dispute is not received within this time, the bill will be considered correct and must be paid.</li> <li>D. Customer must pay the undisputed amount at the time the dispute is filed, according to normal bill payment procedures.</li> <li>E. Amounts in dispute will not be considered past due until fifteen (15) days after the dispute resolution is concluded by CRL.</li> </ul>				
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.									

## FREIGHT TARIFF CRL 815-H

<b>SECTION 2 SWITCHING</b>	<b>SECTION 2 SWITCHING</b>
<p><b>ITEM 368</b></p> <p style="text-align: center;"><b>APPLICATION OF CHARGES</b></p> <ol style="list-style-type: none"> <li>1. INTERMEDIATE switching charges named herein apply on all traffic received by the CRL from one carrier for delivery to another carrier at interchange points in the Chicago Switching District as follows:               <ol style="list-style-type: none"> <li>a. From points of origin outside the Chicago Switching District to points of destination within the Chicago Switching District.</li> <li>b. From points of origin within the Chicago Switching District to points of destination outside the Chicago Switching District.</li> <li>c. From points of origin outside the Chicago Switching District to points of destination outside the Chicago Switching District.</li> <li>d. The level of applicable charges will be that in effect on date of interchange.</li> </ol> </li> <li>2. RECIPROCAL switching charges apply only in connection with a road haul movement. Except as otherwise provided, rates shown are for switching service BETWEEN industries named AND points of interchange with connecting railroads.</li> <li>3. Rates will apply as specifically provided on INTRA-PLANT; INTRA-TERMINAL or INTER-TERMINAL SWITCHING, that is, switching not involving road haul service (See NOTE below).</li> <li>4. Switching charges (unless otherwise specified) will cover handling of cars loaded in one direction and empty in the other direction, between points provided for. If cars are loaded in both directions, regular charge will be made for each loaded movement.</li> <li>5. Empty cars (unless otherwise specified) placed at industries, which are returned empty account no load, or empty cars otherwise handled and returned empty to or from industries or connections, will be subject to lowest charge for movement under load.</li> </ol> <p>NOTE: Intra-plant, Intra-terminal and Inter-terminal switching are defined as follows:</p> <p style="padding-left: 20px;">INTRA-PLANT SWITCHING - A switching movement from one point to another point within the trackage limits of the same plant or industry.</p> <p style="padding-left: 20px;">INTRA-TERMINAL SWITCHING - A switching movement (other than intra-plant switching) from one point to another point on the same railroad within the switching limits of one station or industries within the same switching district.</p> <p style="padding-left: 20px;">INTER-TERMINAL SWITCHING - A switching movement within the limits of the same station or industrial switching district as follows:</p> <p style="padding-left: 40px;">BETWEEN CRL tracks AND points of interchange with connecting railroads on traffic destined to or originating on tracks of connecting railroads.</p>	<p><b>ITEM 369</b></p> <p style="text-align: center;"><b>RESPONSIBILITY FOR CHARGES</b></p> <ol style="list-style-type: none"> <li>1. Where joint rates provide for the absorption, in whole or in part, of switching or transfer service at intermediate interchange points, the charges named herein will be paid by the carrier delivering the car to the CRL. Any portion of the charges named herein which is not absorbed will be in addition to the through rate and will accrue solely to the CRL.               <p style="padding-left: 20px;">EXCEPTION: When the carrier delivering the car to the CRL is a terminal switching carrier or other intermediate switching carrier and separately stated agreements allow for responsibility of the CRL intermediate switching charge to be assumed by the first road haul carrier beyond the CRL, arrangements may be made to bill said outbound road haul carrier directly.</p> </li> <li>2. When through rates are made up of combination of local or proportional rates the charges named herein will be in addition to the rate made on such combination.</li> <li>3. Empty freight cars moving on non-revenue billing will be accepted in intermediate switching service subject to the charges named herein and the responsibility for payment of these charges will be assumed by the carrier delivering the car to the CRL.</li> </ol>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF CRL 815-H**

SECTION 2 SWITCHING	SECTION 2 SWITCHING
<p><b>ITEM 370</b></p> <p align="center"><b>SWITCHING - TURNING OF CAR TO PERMIT LOADING OR UNLOADING AT STOP OFF POINTS OR DESTINATIONS</b></p> <p>1. In instances where it is desired that freight in carloads be placed on delivery tracks for loading at stop off points or unloading at stop off points or destination and placarded on both sides and notation made on Bill of Lading and Waybill substantially as follows:</p> <p align="center"><b>NOTICE TO CARRIER</b></p> <p>"Deliver car for loading or unloading from the door or end specified by placard."</p> <p>2. On freight in carloads, not properly placarded on both sides of car to load or unload from a particular side or end of car, which shipper or consignee, after initial placement of car, directs carrier to turn and return to the same track for loading or unloading from opposite side or end of car, the following will apply :</p> <p align="center"><b>CHARGES</b> (See NOTES 1 and 2)</p> <p>a. If the car is turned at a wye or a turntable within the confines of the industry, apply the intra-plant switching charge.</p> <p>b. If the car is turned at a wye or a turntable within the same switching district, but outside the confines of the industry, apply the intra-terminal switching charge, subject to a minimum charge of \$560.00.</p> <p>NOTE 1: If Bill of Lading carries notation that car has been placarded, and placard has disappeared before placement, the charge named herein will not apply.</p> <p>NOTE 2: If the original freight rate is lower than the charge for turning of the car, the line haul rate will be assessed.</p>	<p><b>ITEM 380</b></p> <p align="center"><b>SPECIAL SWITCHING SERVICE</b></p> <p>Except as otherwise provided and upon specific request of the shipper or consignee, carloads may be handled in special (not regular) service (See NOTE 1).</p> <p>The charge for this special service when requiring the assignment of an additional crew will be \$2,500 for up to eight (8) hours for switch movements and \$300 per hour or fraction thereof for each additional hour not to exceed twelve (12) hours.</p> <p>The special service charge as shown herein for each crew used, will be in addition to any applicable switching charges. Charges will be assessed against the party requesting the service.</p> <p>NOTE 1. – Special (not regular) service is defined as:</p> <p>(a) Service accorded shipments which cannot be handled in regular train operations because of excess weight, height, width or length and which necessitates handling in a special train.</p> <p align="center">OR</p> <p>(b) By specific instructions by consignor or consignee.</p>
	<p><b>ITEM 390</b></p> <p align="center"><b>SWITCHING OF CARS TO SCALES AND WEIGHING</b></p> <p>CRL does not maintain a railroad scale. All weighing must be done at industry scales. Charges contained herein will apply when CRL is requested by the industry to weigh cars at industry scales.</p> <p>Cars, handled by the CRL for weighing, loaded or empty charge will be: (See Note)</p> <p align="center">\$630.00 per car</p> <p>Note: Any scale fees will be in addition.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	



**FREIGHT TARIFF CRL 815-H**

SECTION 2 SWITCHING	SECTION 2 SWITCHING
ROAD-HAUL SWITCHING	INTER-TERMINAL SWITCHING (Except as noted)
<p><b>ITEM 425</b></p> <p><b>GRAIN RATES BETWEEN CONNECTIONS AND GRAIN ELEVATOR AT IRONDALE, ILLINOIS</b></p> <p>Grain, in bulk, (STCC 01-1) when shipped to or from connecting carriers and Chicago &amp; Illinois River Marketing, "Elevator B" located at Irondale, IL, charges will be:</p> <p align="center">\$195.00 per car (See Notes 1, 2 &amp; 3) \$205.00 per car (See Notes 1, 2 &amp; 4)</p> <p>Note 1 - Applies on traffic received from or delivered to CRL.</p> <p>Note 2 - Rate does not include absorption of intermediate switch. Any such charges will be in addition to published rate.</p> <p>Note 3 - Applicable in cars loaded up to 263,000 GVWR.</p> <p>Note 4 - Applicable in cars loaded in excess of 263,000 GVWR.</p>	<p><b>ITEM 500</b></p> <p><b>LOCOMOTIVES; LOCOMOTIVE AND TENDER COMBINED; LOCOMOTIVE TENDERS; SHOVELS, CRANES, DERRICKS, WITH POWER; SCALE TEST CARS</b> (See Note)</p> <p>Switching BETWEEN Industries AND Interchange with connecting lines, charge will be:</p> <p align="center">(1) \$470.00 per unit (2) \$545.00 per unit</p> <p>(1) - Applies only when switching service is performed in connection with line haul movement, or when the switching charges are collected from the consignor or consignee in addition to line haul rates.</p> <p>(2) - Applies only on shipments which originate or terminate within the Chicago Switching District.</p> <p>NOTE : CRL assumes no liability on this equipment.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF CRL 815-H**

SECTION 2 SWITCHING	SECTION 2 SWITCHING
INTER-TERMINAL SWITCHING	INTRA-TERMINAL SWITCHING
<p><b>ITEM 540</b></p> <p align="center"><b>EMPTY FREIGHT CARS (INCLUDING FREIGHT CARS FOR DISMANTLING)</b></p> <p>Switching BETWEEN Industries on CRL AND Interchange tracks of connecting lines, charges will be:</p> <p align="center">\$330.00 Per Car</p>	<p>The following Intra-Terminal Switching rates will apply on Bulk Grain, Grain Products and Soybeans, when handled between the following points on CRL:</p>
<p><b>ITEM 550</b></p> <p align="center"><b>FREIGHT, ALL KINDS</b></p> <p align="center">Also applies via Kensington(130th St), IL</p> <p>Switching between Industries or Interchange tracks of connecting lines and Industries or Interchange tracks of connecting lines including cars returned to same industry by order of shipper or owner, charge will be:</p> <p align="center">\$620.00 per car</p>	<p><b>ITEM 560</b></p> <p align="center"><b>INTRA-TERMINAL SWITCHING OF BULK GRAIN</b></p> <p>BETWEEN Elevators located within the Illinois International Port's Lake Calumet facility AND Elevators located at Iroindale, IL, charges will be:</p> <p align="center">\$370.00 per car (See Note 1) \$395.00 per car (See Note 2)</p> <p>Note 1 - Applicable in cars loaded up to 263,000 GVWR.</p> <p>Note 2 - Applicable in cars loaded in excess of 263,000 GVWR</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

## FREIGHT TARIFF CRL 815-H

SECTION 2 SWITCHING	SECTION 2 SWITCHING
<b>INTRA-PLANT SWITCHING</b>	<b>INTERMEDIATE SERVICE BY CRL</b> (See Items 600 –640)
<p><b>ITEM 580</b></p> <p style="text-align: center;"><b>INTRA-PLANT SWITCHING</b></p> <p style="text-align: center;"><b>ALL FREIGHT</b></p> <p>BETWEEN one track or location on a track of an industry AND another track or location on the same track of the same industry, charge will be:</p> <p style="text-align: center;">\$225.00 Per Car</p>	<p><b>ITEM 600</b> [R]</p> <p style="text-align: center;"><b>LOADED AND EMPTY FREIGHT CARS, ETC.</b></p> <p>All loaded and empty freight cars, including idler cars, except as shown below, charge will be:</p> <p style="text-align: center;">\$145.00 per car</p> <p>(Applies on traffic where CRL provides intermediate switch service between railroads having a direct connection with CRL.)</p> <hr/> <p><b>ITEM 640</b></p> <p style="text-align: center;"><b>EXPLOSIVES AND DANGEROUS MATERIALS</b></p> <p>(1) - Explosives, other than Dangerous Explosives, "Class A" carloads as listed and described in Sections 173.53 to 173.87 of Part 173 of Tariff BOE 6000- series, charge will be: \$450.00 per car</p> <p>(2) - Dangerous Explosives - Class "A" carloads as listed and described in Sections 173.53 to 173.87 of Part 173 of Tariff BOE 6000-series, charge will be: \$650.00 per car</p> <p>The above charges shall apply in addition to other charges specified in this tariff.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF CRL 815-H**

<b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</b>	
<b>ITEM 9999</b>	
<b>EXPLANATION OF ABBREVIATION AND REFERENCE MARKS</b>	
<b>ABBREVIATION OR REFERENCE MARKS</b>	<b>EXPLANATION</b>
COFC.....	Container on flat car
CRL.....	Chicago Rail Link, L.L.C.
FT.....	Freight Tariff
GVWR.....	Gross Vehicle Weight Rating
IAIS.....	Iowa Interstate Railroad
OPSL.....	Official Railroad Station List
RIC.....	Railinc
STCC.....	Standard Transportation Commodity Code
TOFC.....	Trailer on flat car
UFC.....	Uniform Freight Classification
[A].....	Addition / New
[C].....	Change in wording
[D].....	Canceled
[I].....	Increase
[NC].....	No Change
[R].....	Reduction / Decrease
(Underscored portion denotes change.)	
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.	

**FREIGHT TARIFF CRL 815-H**

**DEMURRAGE DISPUTE FORM**



Enter the requested information for each car (or group of cars if all data is the same). Attach documentation whenever possible, and submit form by mail, fax (866) 831-1189 or E-mail to: [AR@Omnitrax.com](mailto:AR@Omnitrax.com)

Manager of Accounts Receivable, OmniTRAX, Inc., 50 South Steele Street, Denver, CO 80209

<b>Date:</b>		<b>Company:</b>	
<b>RR Demurrage Month:</b>		<b>Submitted by:</b>	
<b>RR Invoice Number:</b>		<b>Phone:</b>	
		<b>E-Mail:</b>	

<b>Car Number(s)</b>						
<b>Dates</b>	<b>Constructive Placement</b>	<b>Actual Placement</b>	<b>Release</b>	<b>Demurrage Days</b>	<b>Credits</b>	<b>Net</b>
<b>As Billed:</b>						
<b>Customer Record:</b>						
<b>Explanation:</b>						
<b>Documentation:</b>						<b>Attached?</b> <input type="checkbox"/>
<b>Resolution (for CRL use)</b>						

<b>Car Number(s)</b>						
<b>Dates</b>	<b>Constructive Placement</b>	<b>Actual Placement</b>	<b>Release</b>	<b>Demurrage Days</b>	<b>Credits</b>	<b>Net</b>
<b>As Billed:</b>						
<b>Customer Record:</b>						
<b>Explanation:</b>						
<b>Documentation:</b>						<b>Attached?</b> <input type="checkbox"/>
<b>Resolution (for CRL use)</b>						

<b>Car Number(s)</b>						
<b>Dates</b>	<b>Constructive Placement</b>	<b>Actual Placement</b>	<b>Release</b>	<b>Demurrage Days</b>	<b>Credits</b>	<b>Net</b>
<b>As Billed:</b>						
<b>Customer Record:</b>						
<b>Explanation:</b>						
<b>Documentation:</b>						<b>Attached?</b> <input type="checkbox"/>
<b>Resolution (for CRL use)</b>						