

# TARIFF BOCT 8100

CONTAINING  
RULES AND PRICES ON  
SWITCHING AND OTHER

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## ACCESSORIAL SERVICES

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**BOCT**  
**RAILROAD COMPANY**  
Tariff BOCT 8100

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**BOCT 8100**

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**Baltimore and Ohio Chicago Terminal Railroad Company**  
Marketing Services  
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**PLAN OF TARIFF**

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<b>General Rules</b> (Page 3 to 4)	Rules and Regulations governing application of tariff
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**ABBREVIATIONS**

**LIST OF PARTICIPATING CARRIERS**

ABBREVIATION	NAME OF CARRIER
BOCT	Baltimore And Ohio Chicago Terminal Railroad Company

**EXPLANATION OF ABBREVIATIONS**

ABBREVIATION	EXPLANATION
AAR	Association of American Railroads
BOE	Bureau of Explosives, Charles L. Keller, Agent
ILLCC	Illinois Commerce Commission
OPSL	Official List of Open and Prepay Stations (Station List Publishing Company Agent)
RCCR	Rail Carrier Cost Recovery Tariff (Traffic Executive Association – Eastern Railroads, Agent)
RER	Railway Equipment Register (R.E.R. Publishing Company, Agent)
STB	Surface Transportation Board
STCC	Standard Transportation Commodity Code as listed in Tariff STCC 6001-Series. When a number is shown herein at less than the 7-digit level, that number will encompass all the trailing numbers.
UFC	Uniform Freight Classification

**LIST OF ABBREVIATIONS OF CARRIERS**

ABBREVIATION	NAME OF CARRIER
BRC	Belt Railway Company of Chicago
BNSF	Burlington-Northern Santa Fe Railway Company, The
CN	Canadian National Railways
CPRS	Canadian Pacific Railway
CRL	Chicago Rail Link
CSL	Chicago Short Line Railway Company
CSS	Chicago SouthShore and South Bend Railroad (Electric)
CSXT	CSX Transportation, Inc. comprised of the following carriers.
	Carrollton Railroad, The CSX Transportation, Inc.
	Gainesville Midland Railroad Company Richmond,
	Fredericksburg and Potomac Railway Company
	The Three Rivers Railway Company
	Western Railway of Alabama, The
EJE	Elgin, Joliet and Eastern Railway Company
IHB	Indiana Harbor Belt Railroad Company
IAIS	Iowa Interstate Railroad, Ltd.
MJ	Manufacturers' Junction Railway Company
NS	Norfolk Southern Railway Company
UP	Union Pacific Railroad
WSOR	Wisconsin & Southern Railroad Company

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**GENERAL RULES**

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**GOVERNING PUBLICATIONS**

Shipments made under BOCT 8100 tariff charges are governed by the rules and are subject to the provisions and charges described in the following tariff publications including but not limited to:

<b>Governing Publications</b>	<b>Publication Numbers</b>	<b>Application</b>
Official Station List Tariff	OPSL Tariff 6000 Series	1. Railroad Freight Stations and station information; via: new station adds; station abandonment and station updates. Provisions that apply to abandoned stations are cancelled effective with the date of abandonment. 2. Prepay requirements 3. Acceptance and delivery of freight 4. Facility changes
Official Railway Equipment Register	Filed Quarterly	Car Sizes and Capacities
Standard Transportation Commodity Code Publication	STCC Tariff 6001 Series	Seven-digit product class code number, for the proper shipping name, classification and identification of a commodity
Directory of Hazardous Materials Shipping Descriptions No. Series	Latest No. Series	Seven-digit hazardous code number, for the proper shipping name, hazard classification and identification of a commodity
Uniform Freight Classification	UFC Tariff 6000 Series	Rules and Regulations for railroad shipments
Bureau of Explosives	BOE Tariff 6000 Series	Hazardous Materials Regulations of the Department of Transportation

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**GENERAL RULES**

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**REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC. – ITEM 20**

Reference 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.

**CONSECUTIVE NUMBERS – ITEM 40**

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 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.

**HOLIDAYS – ITEM 60**

The term "Holidays" means:

New Year's Day – January 1 **(Note)**  
Presidents Day – Third Monday of February  
Memorial Day – Last Monday of May  
Independence Day – July 4 **(Note)**  
Labor Day – First Monday of September  
Thanksgiving Day – Fourth Thursday of November  
Christmas Day – December 25 **(Note)**

**Note** – When this date occurs on a Sunday, the following Monday will be observed as the Holiday

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**LIST OF INDUSTRIES**  
**SECTION I**

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**SECTION I**

**INDUSTRIES SERVED BY BOCT LISTED ALPHABETICALLY BY INDUSTRY NAME**

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LIST OF INDUSTRIES  
SECTION I

**BOCT INDUSTRIES IN CHICAGO SWITCHING DISTRICT - ALPHABETICAL LISTING**

American Licorice	3701 West 128 <sup>th</sup> Place	Alsip, IL
Amoco Oil Company	2350 Indianapolis Avenue	Whiting, IN
Bar Processing	4527 Columbia Avenue	Hammond, IN
Calumet Lubricants	13921 South Mackinaw Avenue	Chicago, IL
Chicago Extruded Metal Company	1601 South & 54 <sup>th</sup> Avenue	Cicero, IL
Delta Demolition	1230 North Kostner Avenue	Cicero, IL
Detroit Salt Company	79 <sup>th</sup> Street Ramp	Chicago, IL
Ferrara Pan Candy	7301 West Harrison Street	Cicero, IL
Fox Home Center	11150 South Cicero Avenue	Alsip, IL
Gardner Asphalt Corporation	4718 West Roosevelt Road	Cicero, IL
General Foam Plastics Corporation	7401 South 78 <sup>th</sup> Avenue	Chicago, IL
General Foods Corporation	12325 South Lombard Lane	Alsip, IL
General Motors Corporation	Roosevelt Road & Cicero Avenue	LaGrange, IL
General Warehouse & Trans Company	7701 West 79 <sup>th</sup> Street	Bridgeview, IL
Golden Grain	7700 West 71 <sup>st</sup> Street	Bridgeview, IL
Grane Trucking Company	1001 South Laramie Avenue	Cicero, IL
Hammond Enterprise Center	4527 Columbia Avenue	Hammond, IN
Heekin Can.	12701 Ridgeway	Blue Island, IL
Hickman Williams Company	West 15 <sup>th</sup> & 55 <sup>th</sup> Court	Cicero, IL
Illinois Brick Company	7601 West 79 <sup>th</sup> Street	Bridgeview, IL
Itochu Building Products	330 West Armory Drive	South Holland, IL
ITW Signode	7701 West 71 <sup>st</sup> Street	Bridgeview, IL
Kaiser Aluminum & Chemical Corporation	9700 South Harlem Avenue	Bridgeview, IL
Kinder Morgan	12200 South Stoney Island	Chicago, IL
Kreher Steel Company	4527 Columbia Avenue	East Chicago, IN
LB Steel, LLC	15700 Lathrop Avenue	Harvey, IL
Material Service Corporation	322 South Williams Street	Thornton, IL
Smurfit-Stone Container	7601 South 78 <sup>th</sup> Avenue	Bridgeview, IL
Midwest Lightweight Aggregates	15700 Lathrop Avenue	Harvey, IL
National Baking Company	5000 West Polk Street	Cicero, IL
National Casting	1400 South Laramie Avenue	Cicero, IL
National Processing Company	4506 West Cline Avenue	East Chicago, IN
National Railway Equipment Company	14400 South Robey Street	Harvey, IL
Oletex	16800 South Canal Street	South Holland, IL
Ozinga Bros, Inc.	3837 West 127 <sup>th</sup> Street	Alsip, IL
Pielet Brothers Scrap Iron and Metal, Inc.	3116 West Devon Avenue	McCook, IL
Plastipak Packaging, Inc.	12325 South Laramie Avenue	Alsip, IL
Royal-Continental Box Co., Inc.	1301 South 47 <sup>th</sup> Avenue	Cicero, IL

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LIST OF INDUSTRIES  
SECTION I

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**BOCT INDUSTRIES IN CHICAGO SWITCHING DISTRICT - ALPHABETICAL LISTING**

S&B Industrial Minerals, Inc.	4606 West 16 <sup>th</sup> Street	Cicero, IL
Safety Kleen	633 East 138 <sup>th</sup> Street	Dolton, IL
Saint Gobain Containers	13850 Cottage Grove Avenue	Dolton, IL
Smurfit-Stone Container Enterprise	9600 South Harlem Avenue	Bridgeview, IL
Thatcher Engineering Corporation	7100 Industrial Highway	East Chicago, IN
TMR Co., Inc.	10713 South Laporte Avenue	Harvey, IL
Tredegar Company	3750 West 131 <sup>st</sup> Street	Alsip, IL
Westway Trading Corporation	13550 South Indiana Avenue	Riverdale, IL
Willie Brothers Lumber	12600 South Hamlin Court	Alsip, IL

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**LIST OF INDUSTRIES**  
**SECTION II**

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**SECTION II**

**INDUSTRIES SERVED BY BOCT LISTED BY STATION**

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**LIST OF INDUSTRIES**  
**SECTION II**

**BOCT INDUSTRIES IN CHICAGO SWITCHING DISTRICT - LISTED BY STATION**

America Licorice	3701 West 128 <sup>th</sup> Place	Alsip, IL
Fox Home Center	11150 South Cicero Avenue	Alsip, IL
General Foods Corporation	12325 South Lombard Lane	Alsip, IL
Ozinga Bros, Inc.	3837 West 127 <sup>th</sup> Street	Alsip, IL
Plastipak Packaging, Inc.	12325 South Laramie Avenue	Alsip, IL
Tredegar Company	3750 West 131 <sup>st</sup> Street	Alsip, IL
Willie Brothers Lumber	12600 Hamlin Court	Alsip, IL
Heekin Can.	12701 Ridgeway	Blue Island, IL
General Warehouse & Trans Company	7701 West 79 <sup>th</sup> Street	Bridgeview, IL
Golden Grain	7700 West 71 <sup>st</sup> Street	Bridgeview, IL
Illinois Brick Company	7601 West 79 <sup>th</sup> Street	Bridgeview, IL
ITW Signode	7701 West 71 <sup>st</sup> Street	Bridgeview, IL
Kaiser Aluminum & Chemical Corporation	9700 South Harlem Avenue	Bridgeview, IL
Smurfit-Stone Container	7601 South 78 <sup>th</sup> Avenue	Bridgeview, IL
Smurfit-Stone Container Enterprise	9600 South Harlem Avenue	Bridgeview, IL
Calumet Lubricants	13921 South Mackinaw Avenue	Chicago, IL
Detroit Salt Company	79 <sup>th</sup> Street Ramp	Chicago, IL
General Foam Plastics Corporation	7401 & 78 <sup>th</sup> Avenue	Chicago, IL
Kinder Morgan	12200 South Stoney Island	Chicago, IL
Chicago Extruded Metal Company	1601 South 54 <sup>th</sup> Avenue	Cicero, IL
Delta Demolition	1230 North Kostner Avenue	Cicero, IL
Ferrara Pan Candy	7301 West Harrison Street	Cicero, IL
Gardner Asphalt Corporation	4718 West Roosevelt Road	Cicero, IL
Grane Trucking Company	1001 South Laramie Avenue	Cicero, IL
Hickman Williams Company	West 15 <sup>th</sup> & 55 <sup>th</sup> Court	Cicero, IL
National Baking Company	5000 West Polk Street	Cicero, IL
National Castings	1400 South Laramie Avenue	Cicero, IL
Royal-Continental Box Co., Inc.	1301 South 47 <sup>th</sup> Avenue	Cicero, IL
S&B Industrial Minerals, Inc.	4606 West 16 <sup>th</sup> Street	Cicero, IL
Safety Kleen	633 East 138 <sup>th</sup> Street	Dolton, IL
Saint Gobain Containers	13850 Cottage Grove Avenue	Dolton, IL
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Midwest Lightweight Aggregates	15700 Lathrop Avenue	Harvey, IL
National Railway Equipment Company	14400 South Robey Street	Harvey, IL
TMR Co., Inc.	10713 South Laporte Avenue	Harvey, IL
General Motors Corporation	Roosevelt Road & Cicero Avenue	LaGrange, IL
Pielet Brothers Scrap Iron and Metal, Inc.	3116 West Devon Avenue	McCook, IL

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**LIST OF INDUSTRIES**  
**SECTION II**

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**BOCT INDUSTRIES IN CHICAGO SWITCHING DISTRICT - LISTED BY STATION**

Westway Trading Corporation	13550 South Indiana Avenue	Riverdale, IL
Itochu Building Products	330 West Armory Drive	South Holland, IL
Oletex	16800 South Canal Street	South Holland, IL
Material Service Corporation	322 South Williams Street	Thornton, IL
Kreher Steel Company	4527 Columbia Avenue	East Chicago, IN
National Processing Company	4506 West Cline Avenue	East Chicago, IN
Thatcher Engineering Corporation	7100 Industrial Highway	East Chicago, IN
Bar Processing	4527 Columbia Avenue	Hammond, IN
Hammond Enterprise Center	4527 Columbia Avenue	Hammond, IN
Amoco Oil Company	2350 Indianapolis Avenue	Whiting, IN

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**RECIPROCAL SWITCHING**  
**SECTION III**

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**SECTION III**

**RECIPROCAL SWITCHING RULES AND CHARGES**

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**RECIPROCAL SWITCHING**  
**SECTION III**

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**APPLICATION OF RECIPROCAL SWITCHING CHARGES FOR BOCT – ITEM 3000**

- A. All Industries or Team tracks served by BOCT are open to Reciprocal Switching.
- B. Charges for Reciprocal Switching are the responsibility of the Line-haul carrier handling the loaded car from or to Chicago, IL
- C. Provisions of this Section do NOT apply on Railway Equipment, empty, moving on own wheels as freight in revenue service, including:
  - 1. Freight Train Cars (STCC 37 422)
  - 2. Locomotives (STCC 37 411)
  - 3. Maintenance or Repair Cars (STCC 37 424)
  - 4. Passenger Train Cars (STCC 37 421)
  - 5. Street Cars or Self-Propelled Railroad Cars (STCC 37 423)

BOCT's charge for handling the above are stated in Section V, Industrial Switching Section.

**CAR DEMURRAGE RULES AND REGULATIONS – ITEM 3010**

All cars handled under this tariff are subject to demurrage rules and charges.

**DEFINITION OF RECIPROCAL SWITCHING – ITEM 3020**

- A. The term "reciprocal switching" means the movement in switching service for loading or unloading, preceding or following a road haul movement over another railroad, from or to 'tracks served by BOCT', to or from the point of interchange with the connecting railroad at the switching station, and the movement of the empty car in the reverse direction.
- B. When the interchange between BOCT and a connecting railroad is effected by an intermediate railroad, charges assessed by the intermediate railroad will be in addition to the charges assessed by BOCT.

**EMPTY CARS RETURNED TO CONNECTING CARRIER – ITEM 3030**

When an empty car is received from BNSF for loading at an industry located on BOCT, and car is refused by the industry because car is not in proper condition to load and car must be returned to BNSF, reciprocal switching charge will be assessed against BNSF. The charge will be assessed in one direction only.

**FIRST PLACEMENT CONSTITUTES DELIVERY – ITEM 3040**

Except as otherwise published herein, when cars are placed for loading or unloading upon switches, side tracks, team tracks, or at warehouses, elevators or other industries or locations reached by BOCT, such placement shall constitute delivery of car for loading or unloading. Any subsequent switching movement within prescribed switching limits of the station at which the service is performed will be subject to the local transportation charge.

**SWITCHING MORE THAN ONE CAR IN A SHIPMENT; ARTICULATED CARS – ITEM 3050**

- 1. Switching charges apply to each platform or unit of so-called "articulated cars".
- 2. When a single shipment is loaded on more than one car, switching charges apply to each car.

**APPLICATION OF RECIPROCAL SWITCHING CHARGES FOR BOCT – ITEM 3060**

BOCT will perform switching as follows –

**STATION: CHICAGO, IL (ALL BOCT STATIONS ARE WITHIN THE CHICAGO, IL SWITCHING LIMITS)**

<u>APPLICATION</u>	<u>SWITCHING CHARGES</u> <u>(In Dollars Per Car)</u>
BNSF	\$300.00
CPRS	\$300.00
CN	\$675.00
NS	\$431.00
UP	\$250.00
ALL Other Carriers	\$282.00

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INTERMEDIATE SWITCHING  
SECTION IV

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## SECTION IV

### INTERMEDIATE SWITCHING

### RULES AND CHARGES

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## INTERMEDIATE SWITCHING SECTION IV

### APPLICATION OF CHARGES FOR INTERMEDIATE SWITCHES – ITEM 4000

- A. Charges apply on all cars, loaded or empty, handled by BOCT in Intermediate Switching.
- B. Charges for Intermediate Switching of loaded or empty cars between line-haul carriers or between switching carriers are the responsibility of the railroad that delivers the car to the BOCT.
- C. Responsibility for charges for Intermediate Switching between a line-haul carrier and a switching carrier are as follows:
  - 1. If loaded, the responsibility of the line-haul carrier.
  - 2. If empty, the responsibility of the carrier delivering the car to the BOCT.

### CAR DEMURRAGE RULES AND REGULATIONS – ITEM 4010

All Cars handled under this tariff are subject to demurrage rules and charges published in Section VIII of this tariff.

### DEFINITION OF INTERMEDIATE SWITCHING – ITEM 4020

The term "Intermediate Switching" means the handling of cars by BOCT between a line-haul carrier and a switching carrier, or between switching carriers.

### SWITCHED MORE THAN ONE CAR IN A SHIPMENT; ARTICULATED CARS – ITEMS 4030

- A. Switching charges apply to each platform or unit of so-called "articulated cars".
- B. When a single shipment is loaded on more than one car, switching charges apply to each car.

### APPLICATION OF INTERMEDIATE SWITCHING SERVICE FOR BOCT – ITEM 4040

BOCT Intermediate Switching charges apply as follows:

**STATION: CHICAGO, IL (ALL BOCT STATIONS ARE WITHIN THE CHICAGO, IL SWITCHING LIMITS)**

<u>APPLICATION</u>	<u>SWITCHING CHARGES</u> <u>(In Dollars Per Car)</u>
Intermediate Switching between any two carriers	\$145.00
Intermediate Switching of cars delivered to BOCT in a Chicago Eastbound or Chicago Westbound block	\$ 50.00

### INQUIRIES REGARDING SPECIAL ARRANGEMENTS – ITEM 4050

Inquiries with respect to special bi-lateral contract arrangements should be directed to:

Director Interline Services – BOCT  
Chicago Command Center  
1700 167<sup>th</sup> Street  
Calumet, IL 60409-5458  
1-708-832-2112

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INDUSTRIAL SWITCHING  
SECTION V

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## SECTION V

### INDUSTRIAL SWITCHING

#### INTRA-TERMINAL, INTER-TERMINAL AND INTRA-PLANT SWITCHING

(Unless otherwise provided, charges published herein cover the switching movement of a loaded car in one direction and an empty car in the other direction. For any other movement of empty cars, the charge will be the same as applied to loaded cars. If a car is moved loaded in both directions, the charges in this tariff will be applied on each movement).

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## INDUSTRIAL SWITCHING SECTION V

### DEFINITION OF INTRA-PLANT SWITCHING – ITEM 5000

The term intra-plant switching means a switching movement from one location to another location within the confines of an industry.

### DEFINITION OF INTRA-TERMINAL SWITCHING – ITEM 5010

The term intra-terminal switching means a switching movement (other than intra-plant) from one location to another location on BOCT.

### DEFINITION OF INTER-TERMINAL SWITCHING – ITEM 5020

The term inter-terminal switching means a switching movement from BOCT to another railroad or the reverse thereof when such movement is within the Chicago, IL Switching District. Switching charges of connections will be in addition to those published herein for account of BOCT.

### SWITCHING LIMITS AT CHICAGO, IL FOR BOCT – ITEM 5030

ALL BOCT Stations are within the Chicago, IL Switching Limits.

### PREPAYMENT OF FREIGHT CHARGES OR INTER-TERMINAL SWITCHING – ITEM 5040

Inter-terminal switching movements from or to BOCT will only be accepted by BOCT when transportation charges are prepaid.

### FURNISHING CARS – ITEM 5050

BOCT will not undertake to furnish cars of any particular type, size or dimension when to be used in intra-plant, intra-terminal or inter-terminal switching.

### SWITCHING FROM PRIVATE TRACKS TO BOCT HOLD TRACKS – ITEM 5060

1. Switching Charge and Responsibility:
  - A. When cars are moved to BOCT owned tracks, billed to a consignee in care of the freight agent, the general intra-terminal or inter-terminal switching charge will be assessed.
  - B. The switching charge will be assessed against the consignor of the switching movement.
  - C. If BOCT receives forwarding directions from the consignee of the switching movement to subsequently move the car to its new destination by noon of the day following performance of the initial switching service, excluding Saturday, Sunday or holidays, this charge will not be assessed. (Not applicable when cars are ordered returned to the industry – see Paragraph D).
  - D. When cars are ordered returned to the industry from which they were originally moved, the general intra-terminal or inter-terminal switching charge, as the case may be, will be assessed for the return movement.
  - E. Forwarding directions are those instructions given to BOCT, containing all the necessary information to forward the car.
2. Demurrage Responsibility:
  - A. The car will remain on continuous demurrage until forwarding directions are received from the consignee, and any charges that may accrue will be the responsibility of the consignor of the switching movement.

### MOVEMENT OF CARS FROM LOADING TRACKS TO BOCT TRACKS, OR THE REVERSE THEREOF, WITHOUT FORWARDING INSTRUCTIONS – ITEM 5070

1. Forwarding instructions are shipping instructions given to BOCT at point of loading, containing all necessary information to forward the car.
2. When on shippers order, car is moved by BOCT from industry or team track, or is received from a connecting carrier, and held on BOCT's tracks awaiting forwarding instructions, the move will be subject to a switch charge of \$500 per car that will be assessed against the party ordering the car moved.
3. The charge will not apply when BOCT receives forwarding instructions by noon of the day following performance of this service, excluding Saturdays, Sundays and holidays. (Not applicable when cars are ordered returned to the industry team track – see Paragraph 3).
4. When on shippers order, cars covered by Paragraph 1 are subsequently returned to the industry or team track, the move will be subject to a switch charge of \$500 per car that will be assessed for the return movement.

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INDUSTRIAL SWITCHING  
SECTION V

INDUSTRIAL SWITCHING - PRICES IN DOLLARS PER CAR

ITEM	LOCATION	APPLICATION	CHARGES
5100	General Charges	Intra-Plant	\$175.00
	(Charges published elsewhere in this Section, either higher or lower, will apply to the exclusion of the General Charges)	Intra-Terminal or Inter-Terminal STCC 40 211 XX Scrap Iron All Other Commodities	\$675.00 \$1075.00
5110	Charges to apply when Switching Movements are weighed (Price includes weighing charge)	Intra-Plant	\$284.00
		Intra-Terminal or Inter-Terminal STCC 40 211 XX Scrap Iron All Other Commodities	\$872.00 \$1,284.00
5120	Charges apply when QTTX Heavy Duty Capacity or Special Type Flat Cars of TTX, Co., Ownership are switched	Intra-Terminal	\$350.00
		Inter-Terminal	\$350.00
5130	From: Connecting Railroads To: BOCT Stations	37 421 XX Passenger Train Cars 37 422 XX Freight Train Cars 37 423 25 Street Cars, Railway, not moved on own wheels	\$175.00
5140	From: Connecting Railroads To: BOCT Stations	37 411 40 Locomotives, moving on own wheels, but not under own power. (If movement is for turning, the price applies in each direction.)	\$600.00
5150	Charges apply between Amoco Oil Co. and Calumet Lubricants	28 XXX XX Chemicals and Allied Products 29 XXX XX Petroleum or Coal Products	\$485.00
5160	From: Interchange with IHB To: Riverdale, IL	20 461 10 Corn Syrup (Glucose), dehydrated 20 461 15 Corn Syrup (Glucose), unmixed	\$550.00
5170	Applicable only on cars moving on own wheels, having had a previous movement in commercial service, to or from facilities served by BOCT. Not applicable on a new car or newly acquired car moving prior to its first loaded move in commercial service.	For the purpose of cleaning, lining, relining, maintenance, modification, or repair	\$350.00

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## WEIGHING SECTION VI

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### SECTION VI

### WEIGHING

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## WEIGHING SECTION VI

### APPLICATION – ITEM 6000

- A. Applicable at all BOCT stations.
- B. Weighing will be performed where requested, provided it is practicable to do so and scales are available.
- C. Weighing charges will be assessed against the party requesting the weight.

### CERTIFICATION OF SCALES – ITEM 6010

Scales operated under this tariff must conform to the requirements of the Association of American Railroads Scale Handbook.

### ASCERTAINMENT OF WEIGHTS – ITEM 6020

When scale weights are used for the assessment of freight charges, weighing will be performed by BOCT or under railroad weight agreements.

### CAR PLACEMENT FOR WEIGHING – ITEM 6030

When cars are placed for weighing:

- A. Cars may be weighed at rest when;
  - 1. Uncoupled and free at both ends or,
  - 2. Coupled at one end and free at the other end.
- B. Cars may be weighed in motion, coupled or uncoupled, only upon a weighing system designed for weighing in this manner.

### TARE WEIGHTS – ITEM 6040

When the actual tare weight of a car has been determined, it shall be used to determine the net weight in lieu of the marked tare, subject to the following:

- A. Immediately before loading, all previous lading, packing or debris is to be removed. On scrap metals (STCC 40 211) loaded in open gondola cars, this provision does not have to be met.
- B. Immediately after unloading, all previous lading, packing or debris is to be removed. On scrap metal (STCC 40 211) loaded in gondola cars, only the lading must be removed.

### REWEIGHING – ITEM 6050

BOCT will reweigh cars, when it is practicable and scales are available.

### INFORMATION TO BE SHOWN ON SCALE WEIGHT CERTIFICATE - ITEM 6060

A record will be kept on Scale Weight Certificate showing the following:

- A. Date and time of weight.
- B. Condition of the weather.
- C. Weighed at rest or in motion.
- D. Coupled at one end, coupled at both ends or uncoupled

### INFORMATION TO BE SHOWN ON SHIPPING DOCUMENT – ITEM 6070

The shipping documents will contain the following:

- A. For track scale weights:
  - 1. Station at which car is weighed.
  - 2. Gross, actual tare (specify when used) or marked tare and net weight.
  - 3. Railroad scale, tariff or agreement weight.
- B. For average weights, the correct gross weight.

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## WEIGHING SECTION VI

### TOLERANCE - ITEM 6080

Tolerance is the difference in weights due to variation in scales or weighing.

### ALLOWABLE TOLERANCE – ITEM 6090

- A. Allowable tolerance will be:
  - 1. On loaded cars, two percent (2%) subject to minimum of 1,000 pounds
  - 2. On empty cars, other than tank cars, 1,000 pounds
- B. Tolerance will NOT apply on:
  - 1. Empty tank cars
  - 2. Cars weighed coupled-in-motion
  - 3. Loaded cars that were not previously weighed by BOCT or CSXT
  - 4. Empty cars of other than CSXT ownership

### WEIGHING AT NO CHARGE - ITEM 6100

Assessment of charges for weighing will not be made under the following conditions:

- A. When weights are used for the assessment of freight charges on movements within the Chicago, IL Switching District.
- B. When a consignee or consignor requests the weighing of an empty car and such weighing discloses an error in the marked tare weight in excess of the allowable tolerance.
- C. When weighed in motion on privately owned scales subject to the following:
  - 1. Cars must remain coupled during weighing.
  - 2. Movement of cars to or from the scales must be made over trackage normally used for the placement of loaded cars or removal of empty cars in connection with line-haul service or intra-plant, intra-terminal or inter-terminal switching service.
  - 3. Instructions will not be accepted to weigh cars by specific car number.
  - 4. Carrier will not maintain records of cars weighed.

### CHARGE FOR WEIGHING – ITEM 6110

(Not applicable in Connection With Intra-Plant, Intra-Terminal or Inter-Terminal Switching)

(Charge in dollars per car, including switching to and from scale)

When a car is weighed and subject to the assessment of charges, the following will apply as to:

Private Scale Located at Industry of Party Requesting the Weighing  
(Consignor or Consignee to do Weighing)

- A. When weighed in connection with placement at or removal from Industry . . . . . \$ 150.00
- B. When weighed in connection with other than placement at or removal from Industry . . . . . \$ 250.00

Private Scale **NOT** Located at Industry of Party Requesting the Weighing OR Carrier Scales

- A. When weighed in connection with placement at or removal from Industry . . . . . \$ 250.00
- B. When weighed in connection with other than placement at or removal from Industry . . . . . \$ 415.00

(Applicable **ONLY** in Connection With Intra-Plant, Intra-Terminal or Inter-Terminal Switching)

For charges to apply, see Industrial Switching Section V

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DEMURRAGE  
SECTION VII

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## SECTION VII

# DEMURRAGE PROVISIONS

BOCT bases its freight transportation prices on the expectation that railcars furnished to customers will be promptly loaded and unloaded. The purpose of this Section is to describe how the time railcars are under the control of customers is defined, and to specify the prices that BOCT charges should a customer retain control of railcars beyond the time incorporated into our freight rates.

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## DEMURRAGE SECTION VII

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### APPLICATION – ITEM 7000

This section applies to all BOCT served customers and covers all railroad and private marked freight car(s) held for or by the customer(s), with the following exceptions:

- A. Car(s) moving into any CSXT TransFlo terminal, governed by TransFlo Price List 9300
- B. Car(s) used in the shipment of commodities purchased by BOCT ("Company Material")
- C. Private car(s), on private tracks, except as provided in item 8050
- D. Empty private car(s)
- E. Car(s) containing refused or unclaimed freight to be sold by BOCT
- F. Empty car(s) rejected as unsuitable for loading

### DEMURRAGE DEFINITIONS – 7010

Refer to the demurrage definitions at the end of this section.

### NOTIFICATION TO CONSIGNOR OR CONSIGNEE – ITEM 7020

- A. BOCT will furnish the following notifications as indicated:
  - 1. Cars for other than public delivery tracks:
    - a. Notice of constructive placement if car(s) are held on BOCT tracks due to reasons attributable to the consignor or consignee.
    - b. Delivery of car(s) upon tracks of consignee will constitute notice.
    - 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.
  - 2. Cars for public delivery tracks:
    - a. Notice will be given to the party entitled to receive notification when car(s) is actually placed.
  - 3. Cars stopped in transit:
    - a. Notice will be given to the consignor, consignee or owner responsible for the car being stopped upon arrival of the car at the point of stoppage.
  - 4. Refused loaded car(s):
    - a. When a loaded car is refused at destination, BOCT will give notice of such refusal to the consignor or owner.
- B. Notification may be given in writing or electronically, and will contain the following:
  - a. Car initials and number
  - b. If lading transferred en route, the initials and number of the original car.
  - c. Commodity.

### NOTIFICATION TO BOCT – ITEM 7030

- A. BOCT will accept forwarding instructions, empty release information or, other disposition twenty-four hours a day at the BOCT Customer Operations Center (1-800-327-5405).
- B. When electronic or mechanical devices are used to furnish notification, the recorded date and time that the instructions are received will govern.

### CARS HELD FOR LOADING – ITEM 7040

#### TENDER

Shipper Assigned Car(s):

- A. The notification that an empty car is available.
- B. Cars held by BOCT will be constructively placed on "order date" if the car order is not cancelled prior to the order date or, if placement instructions have not been received by BOCT.

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## DEMURRAGE SECTION VII

### RELEASE

- A. Date and time forwarding instructions are received.
- 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.
- C. Improperly loaded or overloaded car(s) at origin will not be considered released until the load has been adjusted properly.
- D. Shipper assigned car(s) released:
  1. When car(s) are released to a rail carrier other than BOCT at a jointly served facility location (an industry switched by BOCT and another railroad), the car(s) are considered released by BOCT upon interchange to the other carrier.
  2. Car(s) released from assignment by the assignee will be considered released from demurrage at the first 0001 hour after the release from the assignment. (Release from assignment cannot be made retroactive).
  3. During plant shutdowns, car(s) must be released from assignment to prevent demurrage from accruing.

### COMPUTATION

- A. Time will be computed from the first 0001 hours after tender until the release.
- B. If the car is placed earlier than the date of the order, time will be computed from the first 0001 hours after the order date until it is released.
- C. When the same car is unloaded and reloaded, time will be computed from the first 0001 hours after advice is received that the car(s) is empty until the car(s) is released.
- D. 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.

### CREDITS

- A. Credits will be allowed for each car released from loading in accordance with the Table of Charges in Item 7075.

### CARS HELD FOR COMPLETE UNLOADING – ITEM 7050

#### TENDER

The application of demurrage under this item for loaded private car(s) held on private tracks at the destination, will apply only when all of the following conditions have been met:

1. The shipping document furnished to direct the movement of the car to the unloading station contains an endorsement substantially stating that:
  - car(s) is subject to demurrage at destination when held on private tracks as provided in destination carrier's tariff,
  - or**
  - car(s) is subject to Item 7050, BOCT 8100 Series
2. When the shipping document is provided in an electronic format, the appropriate ANSI (American National Standards Institute) Special Handling Code should be furnished to reflect Condition Number 1. If the Special Handling Code is furnished, inclusion of the endorsement language in Condition Number 1 is optional.
3. The notation of the shipping document is declared before the car leaves the initial origin.

The notification, actual or constructive placement, of a loaded car(s).

### RELEASE

- A. Date and time that the railroad receives advice that the car(s) is empty.
- 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.
- 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.

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**DEMURRAGE**  
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**COMPUTATION**

A. Time will be computed from the first 0001 hours after tender until the release notice is received.

**CREDITS**

- A. Credits will be allowed for each car released from unloading in accordance with the Table of Charges in Item 7075.
- B. One additional credit will be allowed on a car when it has a demurrage day occurring on:
1. Thanksgiving Day
  2. Christmas Day
  3. New Year's Day

**PRIVATE CAR(S) AND RAILROAD CAR(S) HELD FOR OTHER THAN LOADING OR UNLOADING – ITEM 7060**

Applies to car(s) held:

- A. On orders of consignor or consignee.
- B. Awaiting proper disposition from the consignor or consignee.
- C. As a result of conditions attributable to consignor or consignee.

**DISPOSITION**

That information, including forwarding instructions or empty release information, that allows the railroad to either tender or release the car from the consignor's or consignee's account.

**TENDER**

The notification, actual or constructive, placement of a loaded car(s).

**RELEASE**

Date and time that the railroad receives advice that the car is empty, or that forwarding instructions are received.

**COMPUTATION**

Time will be computed from the first 001 hours:

- A. After tender, until release, on car(s):
1. Diverted
  2. Empty for loading – ordered and not used (other than a rejected car)
  3. Partially unloaded
  4. Reconsigned
  5. Reshipped
  6. Stopped in transit
- B. After car(s) are received by BOCT until date of disposition on:
1. Car(s) received from connecting carriers
  2. Loaded private car(s) returned to railroad tracks
  3. Empty car(s) moving as freight with STCC 37 422 XX
- C. After tender until date of refusal on:
1. Refused loaded car(s) consignee)
- D. After tender until date of disposition on:
1. Refused loaded car(s) (consignor)
- E. After tender until release or placement on private tracks on:
1. Loaded private car(s) – while held on railroad tracks.
  2. Empty car(s) moving as freight with STCC 37 422 XX

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#### DEMURRAGE SECTION VII

#### CREDITS

- A. Credits will be allowed for each car released, on which disposition is provided in accordance with the Table of Charges in Item 7075.
- B. Credits will not be allowed for:
  - 1. Empty car(s) ordered and not used.
  - 2. Loaded private car(s) returned to railroad tracks to be held for disposition.
  - 3. Car(s) received from connecting carrier to be held for disposition.
  - 4. Overloaded cars held for disposition.

#### DEMURRAGE PLAN – ITEM 7070

- A. Settlement of charges will be made monthly on all car(s) released during each calendar month.
- B. Credits earned and demurrage days accrued by customers having facilities at separate stations cannot be combined.
- C. Credits earned, and demurrage days accrued, will be calculated separately in accordance with the Table of Charges in Item 7075.
- D. Excess credits earned for one demurrage transaction cannot be used to offset days for another demurrage transaction.
- E. Excess credits earned cannot be used to offset demurrage between loading and unloading credits.
- F. Excess credits earned cannot be used to offset demurrage days in another calendar month.
- G. Unless otherwise advised, in WRITING, that another party is willing to accept responsibility for demurrage, consignor at origin or consignee at destination will be responsible for the payment of demurrage charges.
- H. **Calculation of Charges:**
  - 1. Total demurrage days for all car(s) released will be added.
  - 2. Total credits for all car(s) released will be added.
  - 3. If total days exceed the total credits, calculation of charges will be made as follows:
    - a. Subtract number of total credits from total demurrage days to determine number of chargeable days.
    - b. Chargeable days will be assessed charges in accordance to the Table of Charges in Item 7075.

#### ITEM 7075

Demurrage Application	Car Equipment As Published In The Official Railway Equipment Register	Loading Credits	Unloading Credits	Daily Charge
<b>TABLE OF CHARGES</b>				
Railroad cars, including "railroad controlled private equipment"	Railroad Equipment	1	2	\$90.00
Private marked cars, excluding "railroad controlled private equipment"	Private car owners equipment carrying hazardous material or other than hazardous material. Hazardous materials are listed in Table, Section 172.101, Tariff BOE 6000-Series.	2	2	\$40.00
		Origin Credits	Destination Credits	Daily Charge
Empty cars moving as freight (STCC: 37 422 XX)	Railroad equipment and private car owner equipment	1	2	\$90.00
All car types for other than loading or unloading	Railroad equipment and private car owner equipment	1	1	\$90.00

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**CLAIMS – ITEM 7080**

A claim must be submitted in writing to the name and number on the bottom of the freight bill within ninety (90) days from the date that the bill for demurrage is rendered. The conditions for submitting the claim should be fully stated.

**A. BUNCHING**

1. **Cars Tendered for Loading** - When cars are bunched and placed for loading in accumulated numbers in excess of the normal daily placing as ordered, because of delay or irregularity in filling orders, the shipper shall be allowed the free time for loading he would have received had the cars been placed for loading as ordered.
2. **Cars Tendered for Unloading** – When cars are bunched and placed for unloading in accumulated numbers in excess of daily shipments as a result of:
  1. The act or neglect of any railroad.
  2. Flooding, earthquakes, hurricanes, or tornadoes.
  3. Conditions in devastated areas resulting from any of the above.

The consignee shall be allowed, for those cars tendered for delivery by this railroad in accumulated numbers in excess of daily shipments, the free time for unloading that he would have received had the cars not been bunched. This is providing they meet the following criteria. However, when any car(s) is released before the expiration of the prescribed free time, or the adjusted free time, the next cars bunched therewith will be treated as tendered the next 12:00 midnight following such release.

**CRITERIA**

1. Cars originating at the same point, moving via the same route and consigned to one consignee at one point.
2. Cars originating at different points and transported via the same route from an intermediate common point to destination (bunched after arrival to common point).

(The date of arrival of cars at the common point will govern in determining the bunching instead of the date of shipment.)

For the purpose of applying this item, cars moving from different points or via different routes to destination, and arriving on different dates, will not be considered bunched if tendered for delivery on the same day. The consignee shall be allowed the free time that he would have received had the cars been placed or tendered for placement in the order of their arrival. Cars arriving on Sundays and holidays will not be considered bunched when tendered for delivery on the first day thereafter that is not a Sunday or holiday.

**BUNCHING CLAIMS**

In no case will demurrage relief be granted from bunching unless this railroad receives a claim in writing within thirty days (30) from the date that the bill for demurrage is rendered. A statement certifying the car initial and number must support this claim, and either the date and point of the shipment or the common point arrival date for each car involved in the bunching claim. The date of shipment shall be the forwarding date that the directions were furnished to the railroad for movement of the car(s) to the unloading point. The point of shipment is where the forwarding directions were effected for movement of the car to the point of unloading.

**B. MISSED SWITCH ALLOWANCE**

An allowance for missed switching will be made for cars held under Constructive Placement Notification when BOCT is unable to place the cars in response to the customer's orders.

**C. STRIKE INTERFERENCE**

When it is impossible to load, unload, receive car(s) from or make car(s) available to BOCT because of strike interference at the point where the loading or unloading is to occur; demurrage days will be charged at the rate of \$25.00 during the strike interference period, provided that:

1. The disruption exceeds ten (10) days in duration during one calendar month
2. The provisions of this item will not apply to:
  - a. Inbound car(s) when waybills are dated four (4) days after the beginning of strike interference
  - b. Car(s) for loading, when ordered after the beginning and prior to the ending of strike interference

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**D. WEATHER INTERFERENCE**

1. If the operations of the consignee are disrupted due to earthquakes, tornadoes, hurricanes, floods or heavy snow, the demurrage directly chargeable thereto, will be eliminated, provided the disruption exceeds (2) days in duration.
2. Frozen lading in open-top hopper car(s) (Tariff ICC RER 6411 car type code "H" or "K").

**E. RAILROAD ERROR**

1. If through railroad error, demurrage charges are assessed, demurrage will be adjusted to the amount that would have accrued if not for the error.
2. Run-around of car(s) will not be considered as a railroad error.

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The following definitions define and govern the provisions outlined in this tariff

**ACTUAL PLACEMENT** - When a car(s) is placed in an accessible position for loading or unloading or, at a point designated by the consignor or consignee.

**CONSIGNEE** – The party to whom a shipment is consigned or the party entitled to receive the shipment.

**CONSIGNOR** – The party in whose name a car(s) is ordered; or the party who furnishes forwarding directions.

**CONSTRUCTIVE PLACEMENT** - When a car(s) cannot be actually placed due to any condition attributable to the consignor or consignee, including order notify and in-bond shipments, such car(s) will be held on BOCT's tracks and notice will be provided to the consignor or consignee that the car(s) is held awaiting disposition instructions. Car(s) placed by BOCT on private or other than public delivery tracks, including lead tracks serving the consignor or consignee, will be considered constructively placed without notice.

**CREDIT** – A non-chargeable demurrage day. Credits may be earned when a car(s) is released by the customer and is used to offset chargeable demurrage days.

**DISPOSITION** – Information, including forwarding instructions or release, that allows the railroad to either tender or release the car(s) from the consignor's or consignee's account.

**DIVERSION** – 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.

**EMPTY CAR(S) ORDERED AND NOT USED** – Empty car(s), placed for loading as ordered, and subsequently released without being used in transportation service.

**EMPTY RELEASE INFORMATION** – Advice provided by the consignee to authorized personnel, that the car(s) is unloaded and available. This information must include the identity of the consignee, party furnishing information, and the car(s) initial and number.

**FORWARDING INSTRUCTIONS** – Shipping instructions provided at the point of loading that contain all of the necessary information to transport the shipment to its final destination.

**LEASE TRACK** – Track(s) assigned to a user through a written agreement. Lease tracks will be treated the same as private tracks.

**LOADING** - The complete or partial loading of a car(s) in conformity with loading and clearance rules and, the furnishing of forwarding instructions.

**LOADED CAR(S)** – A car(s) that is completely or partially loaded.

**NOTIFICATION** – 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.

**ORDER DATE** – The date that the consignor request empty car(s) to be furnished for loading.

**OTHER THAN PUBLIC DELIVERY TRACK** – Any trackage assigned for individual use, including privately owned or leased tracks.

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The following definitions define and govern the provisions outlined in this tariff.

**PARTIAL UNLOADING** – The partial unloading of a car(s) and furnishing of the proper forwarding or handling instructions.

**PRIVATE CARS** – A car(s) bearing other than railroad reporting marks that is not railroad-controlled.

**PRIVATE TRACK** – Tracks that are not owned or leased by the railroad.

**PUBLIC DELIVERY TRACK** – Track that is open to the general public for loading and unloading.

**RAILROAD-CONTROLLED CAR(S)** – A car(s) bearing other than railroad reporting marks that is either leased or controlled by a railroad.

**RECONSIGNMENT** – 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).

**REFUSED LOADED CAR(S)** – When the original loaded car(s) is refused at destination without being unloaded.

**RELOADING** – When a car(s) is held for loading after being released as an empty.

**RESHIPMENT** – A new document by which the entire original shipment is forwarded in the same car(s) to another destination.

**SERVING YARD** – A Classification yard where the local train serving the customer originates.

**STOPPED IN TRANSIT** – When a car(s) is held in route due to any condition attributable to the consignor, consignee or owner.

**TENDER** – The notification, actual or constructive placement, of an empty or loaded car(s).

**TIME** – Local time is applicable and is expressed on the basis of the 24-hour clock.

**Example:** 12:01 AM is expressed as 0001 Hours.

**UNLOADING** - The complete unloading of a car(s) and advice is received from the consignee that the car(s) is empty and available to the railroad.

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OVERLOADS  
SECTION VIII

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**SECTION VIII**

**OVERLOADS**

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**OVERLOADS**  
**SECTION VIII**

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**GENERAL APPLICATION - ITEM 8000**

When a car is found to be overloaded (car or rail limits), shipper will be notified and given an opportunity to take corrective action, subject to the following:

- A. The car will initially be set out to a location of BOCT's choosing and shipper will be notified.**  
Cars being held awaiting disposition are subject to demurrage charges published in Item 7075, Section VII.
- B. Disposition of the car:**
1. Following notification, shipper will have the option of:
    - a. Removing the excess lading at the location at which the car was initially placed.
    - Or
    - b. At the discretion of BOCT in the consideration of safety, order the car moved to another location.
- C. Load Adjustment:**
1. If requested, BOCT may make the necessary adjustment – this service is not a common carrier obligation and will be charged for at prevailing rates, separate and apart from other charges associated with the overload.
    - a. Shipper may abandon the excess lading.
    - b. In the event the excess lading is not abandoned, the excess lading may be placed into another car.
- D. Charges prior to adjustment - \$750.00 per car**
- E. Charge after adjustment:**
1. As to the original Car:
    - a. If the car is moved in accordance with the Original Delivery Instructions, charges associated therewith will be applied
    - b. If the Original Delivery Instructions are changed, the movement will be considered a new movement and the applicable switching charge will be assessed.
  2. As to the excess Car:
    - a. The car will be moved as directed and the applicable switching charge will be assessed

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MISCELLANEOUS PROVISIONS  
SECTION IX

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## SECTION IX

### MISCELLANEOUS PROVISIONS

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### MISCELLANEOUS PROVISIONS SECTION IX

#### INTERCHANGE ERROR MOVEMENTS – ITEM 9000

- Cars received by BOCT, in error or without necessary forwarding directions, will be handled in accordance with AAR Car Service Rule 7.
- If cars are returned to the tendering carrier, forwarded to the proper carrier, or require holding, BOCT will assess the tendering carrier a charge of:

BNSF	\$250.00	Per car
BRC	\$230.00	Per car
CN	\$435.00	Per car
CPRS	\$435.00	Per car
CRL	\$160.00	Per car
CSL	\$ 92.00	Per car
CSS	\$200.00	Per car
EJE	\$450.00	Per car
IAIS	\$350.00	Per car
IHB	\$325.00	Per car
MJ	\$ 97.00	Per car
NS	\$250.00	Per car
UP	\$250.00	Per car
WC	\$435.00	Per car
WSOR	\$525.00	Per car
All other carriers	\$ 83.00	Per car

- Cars held, awaiting disposition or for necessary data for forwarding, will be subject to an additional charge (assessed against the tendering carrier), following the first 12:01 AM after which written notice is given the tendering carrier:

ALL carriers: \$15.00 per car per day or fraction thereof.

ITEM	SUBJECT	APPLICATION
9010	Turning Cars for Consignor or Consignee	<p>A. When it is desired that cars be placed for loading or unloading at stop-off points or unloading at destinations from a particular side or end of car, the car must be placarded on both sides and notation made on shipping document substantially as follows:</p> <p style="text-align: center;"><b><u>NOTICE TO CARRIER</u></b></p> <p style="text-align: center;"><b>“Deliver Car From Side Or End Specified By Placard”</b></p> <p>B. If shipping document notation states that car was placarded and the properly placed placard(s) has disappeared, charge for turning will NOT apply.</p> <p>C. On cars not properly placarded that BOCT is requested to turn after initial placement, the following charges will apply:</p> <p>1. If turned within confines of an industry.....\$ 165.00 per car</p> <p>2. If turned on BOCT tracks.....\$ 413.00 per car</p>
9020	Turning Cars for Connecting Railroads	Cars Turned by BOCT at the request of a connecting Railroad will be subject to a charge of.....\$ 413.00 per car
9030	Switching Associated with Diverted Cars	After receiving a car in interchange from a connecting carrier, BOCT is requested to change the delivery of a car from one carrier to another carrier, the charge for handling the car will be.....\$ 413.00 per car

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## MISCELLANEOUS PROVISIONS

### SECTION IX

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#### PILOT SERVICE – ITEM 9040

With the concurrence of the BOCT Terminal Superintendent, BOCT will provide a pilot for the carrier requesting the service, with full indemnification, and where contractual arrangements permit BOCT crew handling.

Minimum Charge of 60 Cars Per Movement ..... \$24.00 per car

#### RECREW SERVICE – ITEM 9050

With the concurrence of the BOCT Terminal Superintendent, BOCT will call a pilot for duty for the carrier requesting the service, with full indemnification, and where contractual arrangements permit BOCT crew handling.

Minimum Charge of 60 Cars Per Movement ..... \$48.00 per car

#### DELAY CHARGES FOR OUTBOUND TRAIN MOVEMENTS – ITEM 9060

Cars loaded or empty moving outbound to any carrier, which are ready for departure, will be subject to a penalty charge if cars remain on BOCT tracks due to the failure of the outbound carrier to handle from the BOCT.

Cars not pulled by the receiving carrier will be subject to the following charges:

In excess of 9 hours from scheduled departure ..... \$175.00 per car

Each additional 12 hour period which the same cars continue to remain on the BOCT an additional..... \$175.00 per car

#### DELAY CHARGES FOR THROUGH TRAIN MOVEMENTS – ITEM 9070

When carriers use BOCT trackage for through movement, with or without power, and two carriers are involved in the handling, trains will be considered on track for the receiving carrier when the delivering carrier terminates movement on BOCT track. Delivering carrier is then obligated to notify receiving carrier of locale and time movement terminated. If the train remains on the track, the following applies:

In excess of 4 hours train will be interchanged to the BOCT, and the delivering carrier is responsible for the applicable intermediate switch charge per car ..... See Section IV

In excess of an additional 5 hours, the train will be subject to an additional charge assessed against the receiving carrier ..... \$158 per car

Each hour, or fraction thereof, which the same train continues to remain on track, the train will be subject to an additional charge assessed against the receiving carrier ..... \$29 per car

When carriers use BOCT trackage for through movement via agreement, trains stopped and/or delayed as a result of their own actions for 4 hours and each hour or fraction thereof afterwards, will be charged \$158 per car. Commencing with the 9th hour, the train will be subject to an additional charge of \$29 per car per hour. This charge will continue until train commences movement.

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<b>MISCELLANEOUS PROVISIONS</b> <b>SECTION IX</b>
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**HANDLING EMPTY PRIVATELY-OWNED CARS TO SHOP FACILITIES – ITEM 9080**

Empty private cars consigned to cleaning, lining, relining, maintenance or repair, will be subject to the following: When a car is found to be overloaded (car or rail limits), shipper will be notified and given an opportunity to take corrective action, subject to the following:

- A. If cars are not ordered placed to the Shop by 0001 hours after notification that the car is available for placement, each car will be subject to:

**HOLDING** charge of \$110.00 per car

**AND**

**HOLDING** charge of \$6.00 per car, per day or fraction thereof, until the car is ordered placed to the Shop.

- B. Cars placed at the Shop, direct upon arrival **OR** after being held on BOCT tracks **OR** held on leased tracks, will be subject to a **HANDLING** charge of:

LOCATION

ALL

CHARGE PER CAR

\$298.00

- C. If cars are returned to BOCT for holding on BOCT tracks after being placed at the Shop, each car will be subject to the following charges after the first 0001 hours BOCT holds the car will initially be set out to a location of BOCT's choosing and shipper will be notified.

**HOLDING** charge of \$110.00 per car

**AND**

**HOLDING** charge of \$6.00 per car, per day or fraction thereof, until the car is released for further movement.

- D. After the initial placement at the Shop facility, any movement of the car within the confines of the Shop facility will be subject to an intra-plant switching charge.

E. **CALCULATION OF HOLDING CHARGES**

1. Settlement of charges will be made on a monthly basis on all cars released from holding during each calendar month.
2. Charges will be calculated separately for cars held prior to placement to the Shop **AND** cars held following return from the Shop.
3. Each car held will receive one credit.
4. Total hold days for all cars released from holding will be added.
5. If total days held exceed the total credits ("excess days"), calculation of charges will be made as follows:
  - a. The number of chargeable "excess days" up to or equal to the number of cars released ("maximum factor") will be assessed \$110.00 per day.
  - b. The number of chargeable days exceeding the "maximum factor" will be assessed \$6.00 per day

- A. Assessment of charges:  
**HOLDING** charges will be assessed against the Shop facility.  
**HOLDING** charges will be assessed against the car owner.

- B. **Charges will NOT apply:**
1. To cars of Trailer Train ownership.
  2. To cars leased by CSXT.
  3. To Tank Cars.

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MISCELLANEOUS PROVISIONS  
SECTION IX

**DIMENSIONAL SHIPMENT CLEARANCE CHARGE – ITEM 9090**

Dimensional shipments, exceeding height, width or maximum gross weight restrictions as published in Railway Line Clearances publication or any movement which for any reason requires a special clearance file to operate over BOCT owned or dispatched tracks, using solely foreign crews and power (not in the account of the BOCT) will be subject to a "Clearance File" charge of \$150 per car. This charge will apply on all traffic designed as track, haulage or puller movements on the BOCT.

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