

**THE CENTRAL NEW ENGLAND RAILROAD
COMPANY, INC.**

**FREIGHT TARIFF CNZR 8000-D
Revision 3**

(For cancellation see Item 1)

LOCAL SWITCHING AND TERMINAL CHARGES AND MISCELLANEOUS
SERVICES

Applying from, to, at and between points on the CNZR including
to and from interchanges with connecting carriers.

The provisions published herein, if effective, will not result
in an effect on the quality of the human environment.

ISSUED August 1, 2019

EFFECTIVE August 15, 2019

ISSUED BY
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FREIGHT TARIFF CNZR 8000-D

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ITEM 1 - REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.

Where reference is made in this tariff, 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.

ITEM 2 - CONSECUTIVE NUMBERS

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 numbers shown. If the first number only bears reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.

ITEM 4 - METHOD OF CANCELLING ITEMS

As this tariff is supplemented numbered items with letter suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with "A".

Item 5 - DESCRIPTION OF GOVERNING CLASSIFICATION

This tariff is governed, except as otherwise provided herein, by Uniform Freight Classification UFC 6000 series, issued by the Railroad Freight Committee, Agent, supplements thereto or reissues thereof.

ITEM 6 - HANDLING EXPLOSIVES AND DANGEROUS ARTICLES

For rules and regulations governing the transportation of explosives and other dangerous articles of freight and 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.

ITEM 8 - INTENTIONALLY LEFT BLANK

ITEM 10 - STATION LISTS AND CONDITIONS

This tariff is governed by the Uniform Freight Classification UFC 6000 series, to the extent shown below:

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.

When a station is abandoned at a date specified in the above named tariff, the rates to and from such station as published in this tariff are inapplicable on and after such date.

ITEM 20 - STATIONS COVERED BY TARIFF AND MILEAGES

East Windsor Line

<u>Station</u>		<u>Number</u>	<u>Miles</u>
East Windsor Hill	CT	10000	00
(Interchange Connection w/CSXT & CSO)			
East Windsor	CT	10036	04
Broad Brook	CT	10052	05
Melrose	CT	10069	07
Hazardville	CT	10102	10
State Line Enfield	CT	10135	14

Hartford-Griffins Line

<u>Station</u>		<u>Number</u>	<u>Miles</u>
Hartford	CT	20000	00
(Interchange Connection CSXT/CSO & PAS)			
Bloomfield	CT	20053	07
Griffins	CT	20085	08

ITEM 25 - STATION LIMITS

The station and switching limits for CNZR stations are, unless otherwise provided:

- a) at their connection points at interchange stations;
 - b) at end-of-track for end-line stations;
 - c) at junctions of converging tracks between stations, or otherwise;
 - d) at the midpoints between adjacent stations.
-

ITEM 30 - HOURS OF OPERATION AND HOLIDAYS

Regular CNZR train service days are Monday through Friday exclusive of legal holidays. Regular service hours range between 0600 - 0800 starting and 1800 - 2000 ending, commensurate with interchange coordination, hours-of-service regulations and CNZR crew scheduling.

ITEM 35 - GLOSSARY OF TERMS

ACTUAL PLACEMENT - When car is delivered to location where car can be loaded or unloaded or placed at location at the direction of consignee or consignor.

CARS HELD - When cars are stopped en-route or at point of delivery because of any condition attributable to consignor or consignee.

CONSIGNEE - The party to whom the shipment is consigned to or the party entitled to receive the shipment.

CONSIGNOR - The party in whose name cars are ordered for loading, or the party who furnishes forwarding instructions.

CONSTRUCTIVE PLACEMENT - Placement of a car other than at the customer's facility prior to AP.

DEMURRAGE DAY - A twenty-four-hour period commencing the first 00:01 (12:01 a.m.) hours after tender.

LEASE TRACK - Any trackage assigned to a user through written agreement.

LOADING - The complete or partial loading of a car in conformity with AAR loading and clearance rules and furnishing of forwarding instruction to Railroad.

PRIVATE CAR - Any car not bearing railroad reporting marks and not controlled by a railroad.

PRIVATE TRACK - Any track not owned or leased by Railroad.

RAILROAD - CNZR or any other carrier.

RAILROAD CONTROLLED CAR - Any car bearing railroad reporting marks assigned for use by Railroad as it sees fit.

RELOAD - Process that occurs when a shipment must be transferred from one rail car to another.

TIME - Local time.

TRANSLOAD - Process that occurs when a shipment must be transferred from one railroad car to another or transferred from one mode of transportation to another (i.e. from a truck to rail car).

UNLOADING - The complete unloading and advise received from consignee that the car is empty, including all blocking and bracing materials, straps are properly secured (if applicable), and suitable for reloading or moving, and available to Railroad.

ITEM 40 - MILEAGE CHARGES ON PRIVATELY OWNED CARS

CNZR will not pay mileage charges on private marked cars when moving to, from or via stations on the CNZR.

ITEM 45 - CREDIT TERMS

Unless customer credit has been established and/or pre-approved by CNZR, customers shall be considered on a "Prepaid" or "COD" basis, that is, requiring full payment at time services are rendered, shipments are delivered, or when bills of lading, diversion orders, etc. are tendered. For credit approved customers, invoices must be paid in full within thirty (30) days from presentation, otherwise open balances over thirty (30) days shall be subject to a late fee of 2.0% per month against such remaining open balances, together with their previously accrued late fees, until the entire outstanding amounts are satisfied. Whenever a customer's outstanding balance falls into arrears over ninety (90) days, their credit status with CNZR shall be cancelled in writing. Thereafter, prepayment and/or COD shall be required until credit status is restored at the discretion of CNZR.

Payments shall first be applied to finance charges and then to the outstanding balance.

ITEM 50 - OVERLOADED CARS

Cars found to exceed marked weight capacities are subject to overload fee of \$500.00 per car.

Cars found to exceed marked weight capacities by greater than 4,000 pounds will be set out at nearest operationally convenient location. Overloaded cars set out will be subject to Item 120 "Demurrage Charges" in addition to the above overload fee.

ITEM 55 - IMPROPERLY LOADED CARS

Improperly loaded cars or cars with air bags no longer intact which result in the contents shifting; or, notification by the consignee that they are not able to unload the car for any reason, other than not wanting the contents, shall be placed on demurrage immediately following notification to the consignor or owner of the condition and will continue until car is released empty, either by the original consignor or a third party. No free time will be allowed on cars rejected by the consignee. Demurrage charges as stated in Item 120 will apply.

ITEM 60 - LOADED CARS RELEASED WITHOUT BILLING

Loaded cars released from customer without proper billing (Bill of Lading/waybill) are subject to "no bill" charges of \$350.00 per car plus \$70.00 for each consecutive twenty-four (24) hour period or part thereof after car is released without billing until such information is provided to satisfaction of Railroad.

ITEM 65 - EMPTY CARS ORDERED NOT LOADED/USED

When an empty car is ordered by customer and received from connecting carrier then is placed at industry or constructively placed outside of industry for any reason, including standing orders or under pool assignments, and car is refused or released by customer without loading or is used in subsequent freight service by that industry, each car will be subject to \$450.00 "Cars Ordered Not Loaded/USED" charge.

EXCEPTION: When car is rejected by customer as unfit for loading, charges will not apply.

ITEM 70 - HELD OR STORED ASSIGNED CARS

When railroad-controlled cars, assigned to CNZR shippers, are held, or stored on CNZR's tracks while awaiting AP or CP for loading, a charge of \$90.00 per car per day will be assessed. Chargeable time will begin at CP.

ITEM 75 - HAZARDOUS MATERIALS SHIPMENTS (STCC 49)

Customers receiving hazardous materials shipments of STCC 49 series are required to meet DOT standards for storage of cars outside industry tracks. Storage on Railroad tracks requires Track Lease Agreement to be in place between Railroad and industry. Industry not in compliance with DOT regulations will be subject to immediate embargo by Railroad.

ITEM 80 - HAZARDOUS AND DIMENSIONAL SHIPMENTS

When CNZR must provide or supplement hazmat placarding, emergency response information, or when required to handle clearances or permits for outbound shipments, a charge of \$300.00 will be assessed. This charge applies in addition to all other applicable charges.

ITEM 100 - CHARGES FOR SPECIAL TYPE HEAVY CAPACITY FLATCARS

Heavy capacity shipments of over 200,000 pounds net weight, when moved in "Heavy Capacity and Special Type" cars, with a mechanical designation of "FD", "FM" or "FW" are subject to an additional charge of \$725.00 on inbound loads. An additional charge of \$725.00 will apply on outbound loads. All other applicable charges will apply.

ITEM 105 - GENERAL APPLICATION OF DEMMURAGE

The rules and charges published herein apply at all points on CNZR on international, interstate, and intrastate traffic. The charges apply on Railroad owned, leased, or controlled equipment only.

ITEM 110 - NOTIFICATION

Notification between CNZR and industry of arrival or releases of cars shall be:

1. In writing by fax.
2. Via electronic mail.

Release of loaded cars by industry to CNZR must be made by fax, electronic mail/EDI, including Bill of Lading. Loaded cars released without Bill of Lading will be subject to Item 60 of this tariff.

ITEM 115 - FREE TIME

Free time for each car shall be:

LOADING - FORTY-EIGHT (48) HOURS
UNLOADING - FORTY-EIGHT (48) HOURS

Note 1: Free time begins at 12:01 a.m. following constructive placement.

Note 2: If free time encompasses Saturday or Sunday, or both Saturday and Sunday one (1) additional day of free time will be granted.

Note 3: Applicable charges will accrue on all Saturdays, Sundays and Holidays following the day the first charges begin to accrue.

ITEM 120 - DEMURRAGE CHARGES

Cars held for loading or unloading, upon expiration of forty-eight hours free time, will be subject to a demurrage charge of \$95.00 per car per day, or fraction thereof, until car is released.

Note 1: All days are subject to charges upon expiration of free time.

Note 2: Reference herein to "charges per day" will also apply to any fraction thereof.

Note 3: Demurrage charges will be billed to industry ordering car for placement, loaded or empty, regardless of consignee or consignor.

Note 4: Demurrage charges are due and payable thirty (30) days after receipt of invoice. If not paid within the thirty (30) days, an interest rate of 1.5% per month will be applied until payment is received.

ITEM 200 - SPECIAL SWITCHING SERVICE CONDITIONS - INTRA-PLANT, INTRA-TERMINAL, AND SPECIAL SERVICES

The Railroad will, at its discretion, provide switching service subject to the conditions contained herein.

Requests for special services or switching service must be made in writing via fax or electronic mail twenty-four (24) hours in advance of requested service time.

Cancellations of service requests less than twenty-four (24) hours prior to requested service time shall be subject to a minimum charge of \$300.00.

Service is subject to availability of engine and train crew. Railroad will make reasonable effort to accommodate all requests.

ITEM 210 - INTRA-PLANT SWITCH FEES

Intra-Plant Switching, as applicable herein, is the ordered movement of a car or cars within the confines of a single plant facility for purpose of re-spotting to a different location on the same track, or relocating the car to a different track within the same plant or facility will be subject to a charge of \$250.00 per car per move.

ITEM 220 - INTRA-TERMINAL SWITCH FEES

Intra-Terminal Switching is defined as a non-road move between its facilities, or between its facilities and the service tracks of this railroad, but in either case, the movement occurs entirely within the station limits of one particular station on the CNZR and will be subject to a charge of \$375.00 per car per move.

ITEM 225 - INTER-TERMINAL SWITCH FEES

Inter-Terminal Switching is defined as a non-road movement of a car or cars on a customer's order between its facilities, or between its facilities and the service tracks of this railroad, but in either case, where the movement is between two separate but adjacent station limits on this railroad and will be subject to a charge of \$475.00 per car per move.

ITEM 230 - LOCOMOTIVE DELAY AND WAIT TIME FEES

Applicable when a train or locomotive is held, interrupted, or delayed on the cause or order of customer. Charge time will be computed from start to end of wait, delay or hold. If the interruption or delay is anticipated to be extensive, locomotive may depart and return when work can be resumed without delay and will be subject to a charge of \$300.00 per hour in increments of \$75.00 per quarter hour.

ITEM 235 - SPECIAL RAILWAY EQUIPMENT, IDLER AND SPACER CARS FEES

Any type of local switch movement of special railway equipment, such as passenger cars, locomotives, scale test cars, vintage freight cars or other types of special equipment will be subject to a charge of \$300.00 per hour at increments of \$75.00 per quarter hour. This charge applies in addition to any additional applicable charges. When idler or spacer cars are also required for the safe movement of such equipment an additional charge of \$450.00 per unit per move will apply for each idler/spacer car used.

ITEM 240 - TURNING OF CARS

When cars require unloading from one particular end or side of car, and the car is properly placarded on both sides, and a notation is made upon the Bill of Lading, "DELIVER CAR FOR UNLOADING THROUGH THE DOOR SPECIFIED BY PLACARDS", then Railroad shall turn and spot car at no charge. If notation is absent from the Bill of Lading and/or placards are incorrectly applied, the following charges shall be assessable to the consignee:

	<u>Per Car Turn</u>
Car Turned on Connecting Carrier at Hartford, CT	\$1,000.00

Note: Missing placards will not result in charge to consignee if Bill of Lading notation has been made. If turning is required due to carrier error, demurrage shall be relieved for all turn time involved.

ITEM 245 - DIVERSIONS AND RECONSIGNMENT

CNZR will accept diversion or reconsignment orders only when cars are on its line or under its control. The applicable charges are \$550.00 per car per diversion and/or reconsignment.

ITEM 250 - DIRTY CARS

Whenever a consignee's empty freight car is returned on interchange back to CNZR from connecting carriers for the required removal and clean-out of materials, trash or debris from the inbound shipment, consignee shall bear the entire expense to clean out such cars, including the car return fees of connecting carriers returning such cars to CNZR.

ITEM 255-A [I] - INTERCHANGE DELIVERY CHARGES

When CNZR receives a loaded or empty car delivered to it in error by a connecting carrier, under circumstances defined as an "Error Delivery" pursuant to Car Service Rule 7, Official Railway Equipment Register, a charge of \$450.00 per car will apply when car is switched and returned to the delivering carrier's interchange for their further disposition.

When CNZR also provides disposition or waybilling to re-forward the car, a charge of \$275.00 per car will apply.

ITEM 260 - INTENTIONALLY LEFT BLANK

ITEM 270 - LOCOMOTIVE TIME - SERVICE SWITCHING

Applies for switching of special services when locomotive(s) used for non-daily railroad operations and not otherwise covered by other Items in this tariff. Chargeable time commences at terminal start for special services, or diversion from regular work, and ends at crews' terminal off duty time for special services, or reversion to regular work. Time-service switching on weekends and holidays, or outside of regular CNZR service hours, will be charged at one-and-one-half (1 1/2) times the rates in this item, for the actual time accrued, subject to the minimum charge of one (1) hour, and further subject to a four (4) hours minimum charge for all service orders outside of the regular CNZR service operation days. These charges also apply to switching services performed incidental to annual lube-exercising of stored cars, weighing on customer's scales, and other locomotive time services and switching not otherwise enumerated.

\$325.00 Per Hour per Locomotive

ITEM 300 - CONDITIONS OF STORAGE OF PRIVATE CARS ON RAILROAD TRACK

Storage of private railcars on Railroad track will be offered at the Railroad's sole discretion. Railroad reserves right to refuse private railcar storage on Railroad track at any time without notice if deemed in the best interest of Railroad.

ITEM 310 - STORAGE OF LOADED OR EMPTY PRIVATE CARS ON RAILROAD TRACK

Loaded or empty private cars stored on Railroad track because industry cannot accommodate or stored at the request of industry or entity controlling equipment, will be charged \$20.00 per car per day or part thereof.

ITEM 315 - CUSTOMER REQUIREMENTS TO KEEP SIDETRACKS CLEAN

Customers must keep sidetracks free from:

- a) Debris & Weeds
- b) Potholes & excavations
- c) Ice & snow
- d) Temporary or permanent structures & poles
- e) Other obstructions (i.e. parked vehicles, etc.)

CNZR has the right, but not the duty, to inspect sidetracks.

CNZR will not operate over any sidetracks that CNZR determines unsafe.

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

CNZR	Central New England Railroad	CTDOT	CT Dept of Transportation
CSXT	CSX Transportation, Inc.	STB	Surface Transportation Board
CL	Carload	PAS	Pan Am Southern
COD	Collect on Delivery	PC	Per Car, or Per Carload
STCC	Std. Transportation Commodity Code	AP	Actual Placement
CSO	Connecticut Southern Railroad, Inc.		
CP	Constructive Placement	DOT	Department of Transportation
OA	On-Account, synonymous with "CP"	BOE	Bureau of Explosives

REFERENCE MARKS AND EXPLANATION

[A]	Addition
[C]	Change which results in neither an increase nor decrease in charges
[I]	Increase
[R]	Reduction/Decrease
[T]	Item revised