

Wilmington Terminal Railroad, L.P.

FREIGHT TARIFF WTRY 8100- B
(Cancels previous issuance of WTRY 8100)

WILMINGTON TERMINAL RAILROAD, L.P.

**CHARGES, RATES, RULES
AND REGULATIONS
GOVERNING
SWITCHING, WEIGHING
AND OTHER ACCESSORIAL CHARGES
AT
STATIONS ON
THE WILMINGTON TERMINAL RAILROAD, L.P.
IN THE STATE OF NORTH CAROLINA**

ISSUED BY

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RULES AND OTHER GOVERNING PROVISIONS
RULES AND REGULATIONS-UNLIMITED

ITEM 5

METHOD OF CANCELLING ITEMS

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. Example: Item 100-A cancels Item 100 and Item 300-B cancels Item 300-A in a prior supplement, which in turn cancelled Item 300.

ITEM 10

HOURS OF OPERATIONS

The normal operating hours of the WILMINGTON TERMINAL RAILWAY, L.P. are 08:00 AM to 5:00 PM Monday thru Friday. Switching services are available for other than normal hours of operation at charges published in Item 20 of this tariff.

ITEM 15

OBSERVED HOLIDAYS

- | | |
|----------------------------|---------------------|
| 1. New Year's Day | 6. Good Friday |
| 2. Thanksgiving Day | 7. Memorial Day |
| 3. Day after Thanksgiving | 8. Independence Day |
| 4. Christmas Day | 9. Labor Day |
| 5. Christmas Eve | 10. Presidents Day |
| 11. Martin Luther King Day | |

ITEM 20

SERVICE OUTSIDE OF NORMAL WORKING HOURS

When shippers and/or consignees request service outside of normal working hours or on holidays, there will be an additional charge of \$300.00 per hour, with a four (4) hour minimum.

ITEM 25

LOSS AND DAMAGE CLAIMS

Loss and Damage Claims must be filed with and processed by the line-haul carrier (CSXT).

ITEM 30

DEMURRAGE

This tariff is subject to the provision of demurrage charges published in WTRY Tariff 6001. Refer to WTRY Demurrage Tariff 6001 for a more detailed explanation of demurrage.

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SECTION 1
RULES AND REGULATIONS - SWITCHING

ITEM 100

DEFINITION OF TERMS

SWITCHING LIMITS OF THE
WILMINGTON TERMINAL RAILROAD

The switching limits of the WILMINGTON TERMINAL RAILROAD (WTRY) include all warehouses, industries and wharves located on its line.

LINE-HAUL SERVICE

The term line-haul switching means the switching of cars by the WTRY from or to points of interchange, when the freight originates at or is destined to stations beyond the operating limits of WTRY.

INTRA-PLANT SWITCHING

The term intra-plant switching means a switching movement from one track to another track within the same plant or industry or from one location to another location on the same track within the same plant or industry.

INTER-TERMINAL SWITCHING

The term inter-terminal switching means a movement (other than intra-plant switching) from one industry or facility to another industry or facility on tracks served only by the WILMINGTON TERMINAL RAILROAD. (See Note this Item)

NOTE: The term "track" as used herein includes private sidings, assigned sidings, team tracks and all other tracks at which the public, either individually or collectively, is authorized and/or permitted to load and/or unload freight to or from railroad freight equipment.

ITEM 110

SWITCHING GENERAL

- (a) Unless otherwise provided herein, the switching charges contained in this tariff cover the movement of a loaded or partially loaded car one way and the return of the same car empty, or the placing of an empty car and the return of the same car loaded or partially loaded.
- (b) Where switching service is performed on traffic moving under line-haul rates, which are subject to special demurrage charges and rules, the cars being switched will be subject to the same demurrage charges and rules applicable in connection with the line-haul rates.
- (c) Whenever switching service is performed on a car which moves loaded in both directions, the charges in this tariff will be applied on each movement.

ITEM 120

LINE HAUL RATES

WTRY will perform service as defined in Item 100, between warehouses, industries and wharves located on its line and points of interchange.

Line haul rate is \$186.00 per car and does not apply to oversize or dimensional loads (see ITEM 230). Line haul rate will apply to empty in and empty out moves of private cars as well.

ITEM 130

PLANT/TERMINAL SWITCHING CHARGES

The following charges per car, without regard to weight or contents, will be made for the transportation of cars in intra-plant switching and local transportation services:

SERVICE PERFORMED

Intra-plant switching.....	\$ 163.00 per car/unit or platform
Inter-Terminal Switching	\$ 184.00 per car/unit or platform

ITEM 140

CARS RELEASED AS LOAD WITH NO BILLING

When a loaded car is released without billing, a \$163.00 charge will be assessed against the customer responsible for billing the car. Applicable storage/demurrage charges will continue until billing has been received.

ITEM 145

ABSORPTION OF SWITCHING CHARGES

For provisions governing the absorption by connecting lines of the line-haul charges of the WILMINGTON TERMINAL RAILROAD, Inc., refer to the tariffs of interchange carriers. Line haul switching charges not absorbed by CSXT will be assessed against the local party, at Wilmington, for whom the switching services are performed.

ITEM 150

CHARGES FOR STAND-BY SWITCHING SERVICE

When the WTRY locomotive and operating crew are held at the request of an industry or shippers agent, or when the locomotive and crew are delayed by an industry or shippers agent within the confines of the industry or immediately adjacent thereto, or is requested by the industry or shippers agent to perform extra switching service before or after regular switching service, the charge for such a standby-by, delay, or extra switch service shall be at the rate of \$300.00 for the first hour or fraction thereof with a minimum of 4 hours.

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ITEM 160**STORAGE CHARGE FOR EMPTY PRIVATE CARS**

When empty, private cars are received but cannot be delivered on account of the inability of the consignee, such cars will be held at destination; or if it cannot reasonably be accommodated there, at an available hold point and notice sent or given the consignee that the cars or other equipment are so held, and time will be computed from the first 7:00 AM thereafter.

The charge for storage will be at the rate of \$20.00 per car per day and an intra-plant switch charge applies when cars are switched out of storage.

ITEM 165**STORAGE CHARGE FOR PRIVATE LOADED CARS**

The charge for storage of private loaded cars and/or cars containing Hazardous Materials, Hazardous Substances or Hazardous Waste on railroad premises will be at the rate of \$32.00 per car per day. Explosives, Chlorine, TIH and PIH may not be stored on railroad owned tracks.

Intra-plant switch charges apply for movement out of storage.

ITEM 170**CARS ORDERED BY CUSTOMER BUT NOT USED**

When a car is billed and/or ordered in by the customer for loading but the customer does not load the car and the car is in the proper condition for loading, a charge of \$163.00 per car will be assessed against the customer ordering the car. This charge will be made in one direction only. This charge also applies to private empty cars being returned to home shop.

ITEM 180**CUT-OFF TIME ON ORDERS FOR SWITCHING SERVICE**

Switching services ordered by 3:30 PM on regular working days (Monday thru Friday, excluding holidays) will be performed at straight time rates, provided cars to be switched are ready for switching no later than 4:00 PM.

When cars covered by switching orders placed by 3:30 PM are not ready for switching by 4:00 PM, and switching of such cars cannot be completed by 5:00pm, switching services will, if requested and overtime charges authorized, be performed at overtime rates provided in ITEM 150.

ITEM 200**TURNING OF A RAILCAR
TO PERMIT LOADING OR UNLOADING**

The charge for turning a railcar will be \$300.00. Placarded cars (unload on one side only) will be placed as received and the \$300.00 charge to turn the car will apply.

The cars will remain on continuous demurrage transaction beginning with the date and time of initial placement and notification by WTRY.

ITEM 220**RESPOTTING CHARGE**

When cars placed by WTRY at industry or team tracks for loading or unloading are released by consignee as loaded or empty prior to being completely loaded or unloaded, and such cars are moved by WTRY from industry or team tracks, they will be subject to a charge of \$163.00.

The cars will remain on continuous demurrage transaction beginning with the date and time of initial placement and notification by WTRY.

ITEM 230**OVER-DIMENSIONAL AND/OR HEAVY LOADS**

Rates for any one or more of the following conditions must be on an individual shipment basis arranged with the WTRY prior to shipment from or arrival to WTRY:

1. Car having a capacity exceeding 286,000 lbs gross weight.
2. Clearance/Dimensional shipments with heights exceeding 15', width exceeding 11'6", or weight restrictions or any single piece exceeding 75,000 lbs. (reference to publication "Railway Line Clearances" current Vol. 208 and subsequent issues).
3. All cars of AAR Car Types FA, FC, FCA, FD, FMS, FW, LF, LG and LS.

All required idler cars will be billed at the charge shown in ITEM 120 (line haul switch charges).

All Over-Dimensional and / or Heavy Loads will require Special Train Service as described in Item 325.

On movements of articulated cars (two or more cars, units or platforms permanently or temporarily joined together) the switching charges published in this tariff under ITEM 120 will apply separately to each car, unit or platform. This applies on cars units or platforms loaded with empty or loaded containers.

ITEM 240**ERROR MOVEMENTS BY LINE HAUL CARRIER**

When a connecting rail line erroneously places a car (loaded or empty) on the interchange track for pick up by WTRY, necessitating a movement by WTRY for return, a charge of \$163.00 per car will be assessed by WTRY.

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ITEM 260

EMPTY CARS RETURNED UNFIT FOR LOADING

When an empty car is received from a connecting carrier for loading by an industry located on the WTRY, and the car is refused by the industry because it is not in the proper condition to load and must be returned to the connecting carrier, a charge of \$163.00 per car will be assessed against the connecting carrier. This charge will be made in one direction only.

ITEM 270

REVENUE EMPTY CAR MOVING ON OWN WHEELS

WTRY will move empty cars moving on own wheels for a charge of \$163.00 per car. This charge will only apply when no loaded movement was handled or will be handled by WTRY on the immediate preceding or succeeding movement.

ITEM 280

WEIGHING / RE-WEIGHING

WTRY does not offer weighing of rail car shipments. Customer may contact the line haul carrier of their shipment for weight information.

ITEM 285

HIGH VALUE SHIPMENTS

Declared value of a shipment exceeding \$500,000 will require special freight train services as outlined in Item 325 of the current tariff.

ITEM 290

DIVERSION/RE-CONSIGNMENT

The charge for a DIVERSION / RE-CONSIGNMENT will be \$163.00.

ITEM 300

OVERLOADED CARS

Cars found to be overloaded or improperly loaded will be returned to the plant/industry or placed on nearest available track for adjusting load to meet loading requirement for safe transportation. It will be the responsibility of the shipper or owner to adjust load. A charge of \$163.00 per car will be assessed for returning car to plant/industry or placing car on nearest available track for adjustment of load.

ITEM 325

SPECIAL TRAIN SERVICE

Special train service of engine and train crew may be furnished upon request, and will be subject to a charge of: \$300.00 per hour. Each request for special train service will be subject to a four (4) hour minimum charge and will be in addition to all other published tariff rates and charges for cars handled. Service provided under provisions of this item shall entitle the customer to the exclusive use of the locomotive and crew for the movement.

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