

Tariff CASR 200-P
Cancels
Tariff CASR 200-O
"Rates"

CASCO SERVICES, INC.

MC - 129747

LOCAL FREIGHT TARIFF
Of
COMMODITY RATES
APPLYING
BETWEEN POINTS IN THE UNITED STATES

=====

COMMODITY RATE TARIFF

=====

For reference to Governing Publications, see Item 100.

=====

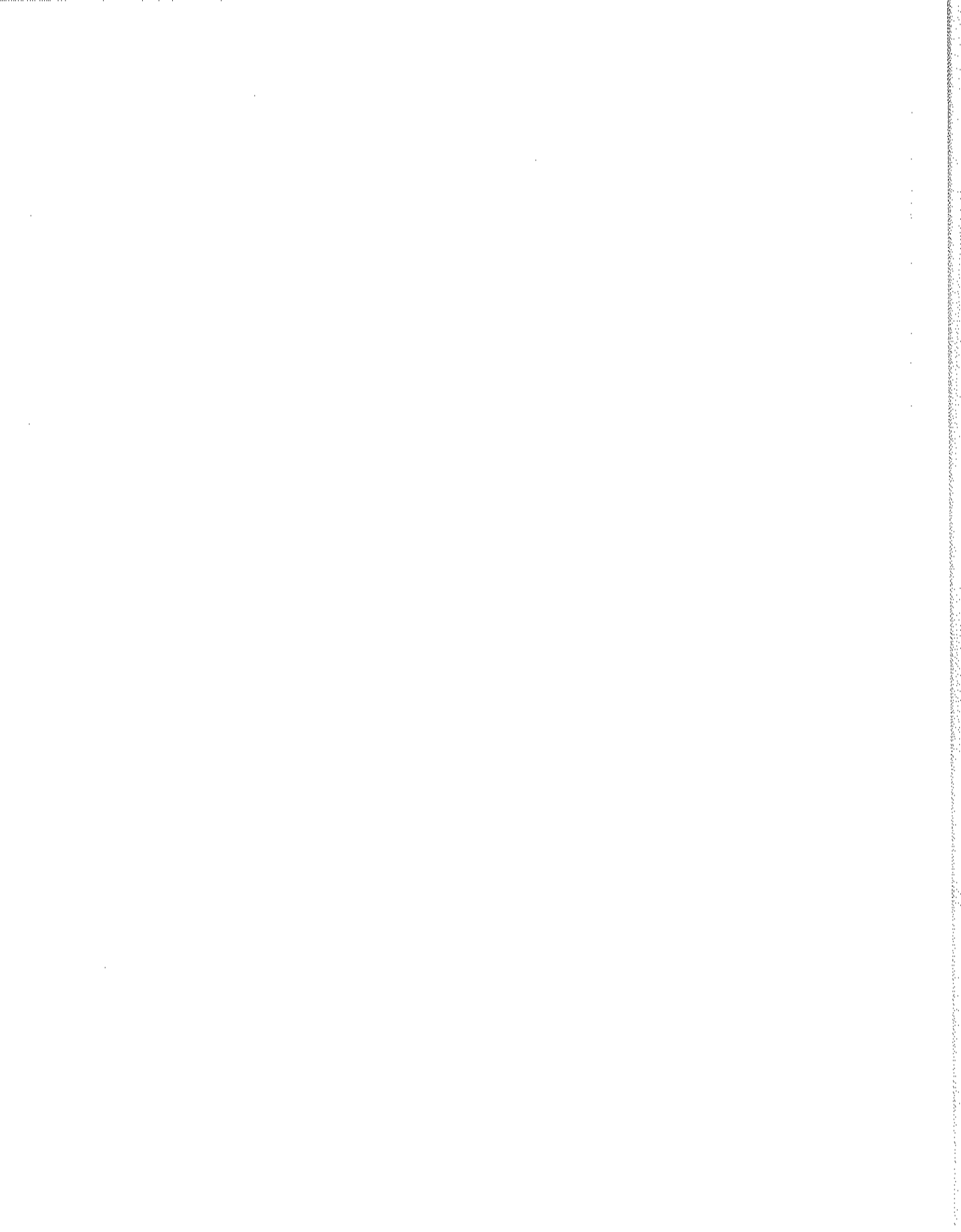
=====

ISSUED: January 15, 2019 EFFECTIVE: February 15, 2019

=====

ISSUED BY:

NORMAN SWENSON, President
275 Pacific Street
Newark, NJ 07114



1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that proper record-keeping is essential for ensuring transparency and accountability in financial operations.

2. The second part of the document outlines the various methods and tools used to collect and analyze data. It highlights the need for consistent data collection procedures and the use of advanced analytical techniques to derive meaningful insights from the data.

3. The third part of the document focuses on the challenges and risks associated with data management. It identifies common pitfalls such as data loss, corruption, and unauthorized access, and provides strategies to mitigate these risks through robust security measures and backup protocols.

4. The fourth part of the document discusses the role of technology in modern data management. It explores the benefits of cloud-based solutions, artificial intelligence, and machine learning in streamlining data processing and analysis workflows.

5. The fifth part of the document addresses the ethical considerations surrounding data collection and usage. It stresses the importance of obtaining informed consent from individuals and ensuring that their data is used only for the intended purposes, in compliance with applicable laws and regulations.

6. The sixth part of the document provides a comprehensive overview of the data management lifecycle, from data acquisition to storage, processing, and distribution. It offers practical guidance on how to optimize each stage of the process for efficiency and cost-effectiveness.

7. The seventh part of the document discusses the importance of data governance and the role of a data governance framework in ensuring the quality, integrity, and security of an organization's data assets.

8. The eighth part of the document explores the future of data management, including emerging trends such as edge computing, quantum computing, and the growing emphasis on data privacy and security in the digital age.

9. The ninth part of the document provides a summary of the key findings and recommendations from the study. It emphasizes the need for a holistic approach to data management that integrates technical, organizational, and ethical considerations.

10. The tenth part of the document concludes with a call to action, urging organizations to embrace data-driven decision-making and invest in the necessary resources and expertise to maximize the value of their data.

SECTION 2
 SPECIFIC COMMODITY RATES
 (For Application, See ITEM 2000)

ITEM 2300

Available Terminals	Kearny/Newark North Bergen Erail Croxton (Note A)		Kearny/Newark North Bergen Erail Croxton (Note A)		NJ Piers (Note B)		NJ Piers (Note B)		
	Rate Base #								
		Charge Per Container or Trailer							
	1 - 5	♦	\$185.00	♦	\$185.00	♦	\$335.00	♦	\$335.00
	6 - 10	♦	\$195.00	♦	\$195.00	♦	\$345.00	♦	\$345.00
	11 - 15	♦	\$205.00	♦	\$250.00	♦	\$355.00	♦	\$400.00
	16 - 20	♦	\$220.00	♦	\$310.00	♦	\$370.00	♦	\$480.00
	21 - 25	♦	\$235.00	♦	\$350.00	♦	\$385.00	♦	\$500.00
	26 - 30	♦	\$260.00	♦	\$390.00	♦	\$410.00	♦	\$540.00
	31	♦	\$325.00	♦	\$505.00	♦	\$475.00	♦	\$655.00
	32-35	♦	\$275.00	♦	\$415.00	♦	\$425.00	♦	\$565.00
	36 - 40	♦	\$300.00	♦	\$435.00	♦	\$450.00	♦	\$585.00
	41	♦	\$400.00	♦	\$555.00	♦	\$550.00	♦	\$705.00
	42 - 45	♦	\$315.00	♦	\$480.00	♦	\$465.00	♦	\$630.00
	46 - 50	♦	\$330.00	♦	\$525.00	♦	\$480.00	♦	\$675.00
	51	♦	\$610.00	♦	\$800.00	♦	\$660.00	♦	\$950.00
	52	♦	\$405.00	♦	\$650.00	♦	\$555.00	♦	\$800.00
	53 - 60	♦	\$350.00	♦	\$555.00	♦	\$500.00	♦	\$705.00
	61	♦	\$515.00	♦	\$820.00	♦	\$665.00	♦	\$970.00
	62	♦	\$440.00	♦	\$710.00	♦	\$590.00	♦	\$860.00
	63 - 70	♦	\$365.00	♦	\$730.00	♦	\$515.00	♦	\$880.00
	71	♦	\$525.00	♦	\$1050.00	♦	\$675.00	♦	\$1200.00
	72	♦	\$460.00	♦	\$920.00	♦	\$610.00	♦	\$1070.00
	73 - 80	♦	\$390.00	♦	\$780.00	♦	\$540.00	♦	\$930.00
	81	♦	\$545.00	♦	\$1090.00	♦	\$695.00	♦	\$1240.00
	82	♦	\$485.00	♦	\$970.00	♦	\$635.00	♦	\$1120.00
	83 - 90	♦	\$450.00	♦	\$900.00	♦	\$600.00	♦	\$1050.00
	91	♦	\$570.00	♦	\$1140.00	♦	\$720.00	♦	\$1290.00
	92 - 99	♦	\$460.00	♦	\$920.00	♦	\$610.00	♦	\$1070.00
	100	♦	\$510.00	♦	\$1020.00	♦	\$660.00	♦	\$1170.00
	101	♦	\$630.00	♦	\$1260.00	♦	\$780.00	♦	\$1410.00
	102 - 115	♦	\$550.00	♦	\$1100.00	♦	\$700.00	♦	\$1250.00
	111	♦	\$675.00	♦	\$1350.00	♦	\$825.00	♦	\$1500.00
	116 - 125	♦	\$590.00		..	♦	\$740.00		
	150	♦	\$685.00		..	♦	\$835.00		..
	Not Over								
	175	♦	\$750.00		..	♦	\$900.00		..
	200	♦	\$850.00		..	♦	\$1000.00		..
	225	♦	\$950.00		..	♦	\$1100.00		..
	250	♦	\$1085.00		..	♦	\$1235.00		..
	275	♦	\$1200.00		..	♦	\$1350.00		..
	300	♦	\$1530.00		..	♦	\$1680.00		..
	325	♦	\$1650.00		..	♦	\$1800.00		..
	350	♦	\$1765.00		..	♦	\$1915.00		..
	375	♦	\$1880.00		..	♦	\$2030.00		..

For Rate Basis #, see SECTION 2 of CASR 100-series. For explanation of Columns A thru D and Notes A thru F, see next page Revised 1.15.19

The following table shows the results of the experiment. The first column is the number of trials, the second column is the number of correct responses, the third column is the number of incorrect responses, and the fourth column is the percentage of correct responses.

Trial	Correct	Incorrect	Percentage
1	1	0	100%
2	1	0	100%
3	1	0	100%
4	1	0	100%
5	1	0	100%
6	1	0	100%
7	1	0	100%
8	1	0	100%
9	1	0	100%
10	1	0	100%
11	1	0	100%
12	1	0	100%
13	1	0	100%
14	1	0	100%
15	1	0	100%
16	1	0	100%
17	1	0	100%
18	1	0	100%
19	1	0	100%
20	1	0	100%
21	1	0	100%
22	1	0	100%
23	1	0	100%
24	1	0	100%
25	1	0	100%
26	1	0	100%
27	1	0	100%
28	1	0	100%
29	1	0	100%
30	1	0	100%
31	1	0	100%
32	1	0	100%
33	1	0	100%
34	1	0	100%
35	1	0	100%
36	1	0	100%
37	1	0	100%
38	1	0	100%
39	1	0	100%
40	1	0	100%
41	1	0	100%
42	1	0	100%
43	1	0	100%
44	1	0	100%
45	1	0	100%
46	1	0	100%
47	1	0	100%
48	1	0	100%
49	1	0	100%
50	1	0	100%
51	1	0	100%
52	1	0	100%
53	1	0	100%
54	1	0	100%
55	1	0	100%
56	1	0	100%
57	1	0	100%
58	1	0	100%
59	1	0	100%
60	1	0	100%
61	1	0	100%
62	1	0	100%
63	1	0	100%
64	1	0	100%
65	1	0	100%
66	1	0	100%
67	1	0	100%
68	1	0	100%
69	1	0	100%
70	1	0	100%
71	1	0	100%
72	1	0	100%
73	1	0	100%
74	1	0	100%
75	1	0	100%
76	1	0	100%
77	1	0	100%
78	1	0	100%
79	1	0	100%
80	1	0	100%
81	1	0	100%
82	1	0	100%
83	1	0	100%
84	1	0	100%
85	1	0	100%
86	1	0	100%
87	1	0	100%
88	1	0	100%
89	1	0	100%
90	1	0	100%
91	1	0	100%
92	1	0	100%
93	1	0	100%
94	1	0	100%
95	1	0	100%
96	1	0	100%
97	1	0	100%
98	1	0	100%
99	1	0	100%
100	1	0	100%

TARIFF CASR 200-O

SECTION 2
SPECIFIC COMMODITY RATES
(For Application, see ITEM 2000)

ITEM 2300 -- Concluded

FREIGHT, All Kinds, in straight or mixed shipments, having a prior or subsequent movement by rail or water, in trailers or containers not owned by carrier, maximum weight 45,000 lbs.

BETWEEN: Terminals and other facilities as described herein (NOTES C & D)

AND: Points in CT, NJ and NY as provided herein (NOTE E).

For rates, see preceding page.

EXPLANATION OF COLUMNS:

COLUMN A - Rates apply on Freight, All Kinds in the NMFC (Item 100) when power unit and driver remain with the trailer during loading or unloading. Rates do not include the services of driver for loading or unloading, but so include the return of the empty or loaded trailer to the rail yard or carrier's terminal.

COLUMN B - Rates apply on Freight, All Kinds in the NMFC (Item 100) when trailer is spotted to be loaded or unloaded. Rates do not include the services of driver for loading or unloading, but so include the return of the empty or loaded trailer to the rail yard or carrier's terminal.

COLUMN C - Rates apply on Freight, All Kinds in the NMFC (Item 100) when power unit and driver remain with the trailer or container during loading or unloading. Rates do not include the services of driver for loading or unloading, but so include the return of the empty or loaded trailer to the rail yard or carrier's terminal.

COLUMN D - Rates apply on Freight, All Kinds in the NMFC (Item 100) when trailer is spotted to be loaded or unloaded. Rates do not include the services of driver for loading or unloading, but so include the return of the empty or loaded trailer to the rail yard or carrier's terminal.

NOTE A: Rates under COLUMNS A & B apply to and from rail ramps and carrier's terminals in North Bergen, South Kearny, Elizabeth and Newark, NJ, and to or from rail terminal at Croxton, Jersey City, NJ.

NOTE B: Rates under COLUMNS C & D apply to and from water carrier terminals and container depots in Bayonne, Elizabeth, Jersey City, Newark, Secaucus and Kearny, NJ.

NOTE C: Rates for shipments to and from water carrier terminal in Brooklyn, NY., are derived by adding \$500.00 per container to rates shown in Columns A or B.

NOTE D: Rates for shipments to and from water carrier terminals in Staten Island, N.Y., are derived by adding \$360.00 per container to rates shown in Columns A or B.

For reference marks and notes not found on this page, see Item 5000.

SECTION 3
DISTANCE COMMODITY RATES

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF POLITICAL SCIENCE
POLITICAL SCIENCE 301
POLITICAL THEORY

WINTER 2011

1. The first part of the course will focus on the foundations of political theory, including the work of Aristotle, Plato, and the medieval scholastics. We will explore the relationship between politics and morality, and the role of the citizen in the polis.

2. The second part of the course will focus on the development of modern political theory, including the work of Hobbes, Locke, Rousseau, and Kant. We will explore the emergence of the social contract tradition and the concept of individual rights.

3. The third part of the course will focus on contemporary political theory, including the work of Rawls, Nozick, and Sen. We will explore the theory of justice and the concept of distributive justice.

(For Application, see ITEM 3000)

ITEM 3000

APPLICATION OF RATES:

Rates in this SECTION will apply only when no rates are published in SECTION 2 on the same commodities from and to the same points over the same routes.

NON-APPLICATION OF RATES:

When rates are named in SECTION 2 on the same commodities from and to the same points over the same routes, the rates named in this SECTION will NOT apply.

THIS SECTION CONTAINS: Distance commodity rates

◆ ITEM 3200

FREIGHT, All Kinds, in straight or mixed shipments
BETWEEN points in the United States (Except AK and HI).

TL CHARGE PER MILE
MAX WT 45M
PER VEHICLE
\$3.15

SECTION 4
EXPLANATION OF REFERENCE MARKS AND NOTES FOR STANDARD USE
THROUGHOUT THE TARIFF, AS AMENDED

ITEM 5000

EXPLANATION OF REFERENCE MARKS

- ◆ or (A) .. Increase
- or (R) .. Reduction
- ▲ or (C) .. Change in wording which results in neither an increase nor reduction in charges.

@ New or addition

(B) Denotes that rates apply in both directions between point(s) so referenced in the From or To column and Points shown in the opposite column.

(L) Denotes that rates are subject to loading of carrier's vehicle by shipper.

(U) Denotes that rates are subject to unloading of carrier's vehicles by consignee.

(LU) Denotes that rates are subject to loading of carrier's vehicle by shipper and unloading of carrier's vehicle by
Consignee.

EXPLANATION OF NOTES
(APPLICABLE ONLY where reference is made thereto)

NOT USED

SECTION 4
EXPLANATION OF REFERENCE MARKS AND NOTES FOR STANDARD USE
THROUGHOUT THE TARIFF, AS AMENDED
(Concluded)

THE HISTORY OF THE

1780

of the

of the

of the

of the

EXPLANATION OF ABBREVIATIONS

AMSA ... American Moving & Storage Association, Inc.
ATA American Trucking Associations, Inc., Agent
CASR.... Casco Services, Inc.
CFR.... Code of Federal Regulations
CHG Charge
FMCSA ... Federal Motor Carrier Safety Administration

HWY... Highway
ICC..... Interstate Commerce Commission
JCT..... Junction

KD Knocked down
KDF Knocked down flat
LTL Less than truckload
M In conjunction with weight, denotes thousands of pounds; i.e., 40M equals 40,000 lbs.

MAX Maximum
MIN Minimum
NMFC National Motor Freight Classification

NMF National Motor Freight Traffic Association, Inc., Agent
NOI Not otherwise more specifically provided

SU..... Set Up
TL Truckload
VIZ Namely
WT Weight

For reference marks and notes, see above.

11/11/11

The following information is provided for your information. The information is for informational purposes only and does not constitute an offer or a recommendation. The information is provided for your information only and does not constitute an offer or a recommendation. The information is provided for your information only and does not constitute an offer or a recommendation.

The following information is provided for your information. The information is for informational purposes only and does not constitute an offer or a recommendation. The information is provided for your information only and does not constitute an offer or a recommendation. The information is provided for your information only and does not constitute an offer or a recommendation.

The following information is provided for your information. The information is for informational purposes only and does not constitute an offer or a recommendation. The information is provided for your information only and does not constitute an offer or a recommendation. The information is provided for your information only and does not constitute an offer or a recommendation.