



FREIGHT TARIFF RIC 6007-O
(For cancellations, see Item 1, this tariff)

**MILEAGE ALLOWANCES AND RULES
GOVERNING**

THE HANDLING OF AND THE PAYMENT OF MILEAGE

ALSO CHARGES

ON

**CARS OF PRIVATE OWNERSHIP
AS DEFINED IN ITEMS 25 AND 400**

BY

RAILROADS PARTIES TO THIS TARIFF

For List of Participating Carriers, see Item 2.10

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular rates and provisions contained herein.

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ISSUED BY

RAILINC, AGENT
7001 WESTON PARKWAY, SUITE 200
CARY, NC 27513

CHECK SHEET FOR PAGE REVISIONS

Except as otherwise provided, Title Page and pages 1 through 57, inclusive, are effective as of the date shown. Original and revised pages as named below contain all the changes. (New or revised Pages containing changes effective as of the Effective date shown below are highlighted in yellow.)

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For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.

LIST OF PAGE REVISIONS

Below is a list of new or revised pages issued to date. New or revised pages containing changes effective as of the Effective date shown below are highlighted in yellow.

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<p>ITEM 1</p> <p style="text-align: center;">CANCELLATION NOTICE</p> <p>Freight Tariff RIC 6007-O cancels Freight Tariff RIC 6007-N and all supplements issued thereto.</p> <p>Except as otherwise provided, provisions formerly shown in Freight Tariff RIC 6007-N, as supplemented, are hereby brought forward in Freight Tariff RIC 6007-O, in their entirety.</p>	<p>ITEM 2.10</p> <p style="text-align: center;">LIST OF PARTICIPATING CARRIERS ALPHABETIZED BY STANDARD CARRIER ABBREVIATION (See Note 1)</p>
<p>ITEM 2.10</p> <p style="text-align: center;">LIST OF PARTICIPATING CARRIERS ALPHABETIZED BY STANDARD CARRIER ABBREVIATION (See Note 1)</p>	<p>GLC - Great Lakes Central Railroad</p> <p>GNBC - Grainbelt Corporation.....620, 630</p> <p>GNRR - Georgia Northeastern Railroad Company, Inc.</p> <p>GRR - Georgetown Railroad Company</p> <p>GWWE - Gateway Eastern Railway Company</p> <p>HE - Hollis & Eastern Railroad Company</p> <p>HPTD - High Point, Thomasville & Denton Railroad Company.....492</p> <p>IAIS - Iowa Interstate Railroad, Ltd.....35, 120,121</p> <p>IANR - Iowa Northern Railway.....495</p> <p>KCS - Kansas City Southern Railway Company.....35, 124, 185, 504, 524, 526, 527, 630</p> <p>LC - Lancaster and Chester Railway Company</p> <p>LSI - Lake Superior & Ishpeming Railroad Company</p> <p>LSRC - Lake State Railway Company</p> <p>ME - Morristown & Erie Railway, Inc.</p> <p>MRL - Montana Rail Link, Inc.....620, 630</p> <p>MSE - Mississippi Export Railroad Company.....35</p> <p>NHN - New Hampshire Northcoast Corporation</p> <p>NS - Norfolk Southern Railway Company, comprised of the following carriers: Norfolk and Western Railway Company Norfolk Southern Railway Company. Alabama Great Southern Railroad Company. Atlantic and East Carolina Railway Company. Camp Lejeune Railroad Company. Central of Georgia Railroad Company. Chesapeake Western Railway. Cincinnati, New Orleans and Texas Pacific Railway Company. Georgia Southern and Florida Railway Company. Tennessee Railway Company.....131,135, 540,544,545,546,547, 548</p> <p>NYSW - New York, Susquehanna and Western Railway Corp.</p> <p>PR - Palmetto Railways</p> <p>PW - Providence and Worcester Railroad Company.....35</p> <p>RSR - Rochester & Southern Railroad, Inc.</p> <p>SAN - Sandersville Railroad Company.....145, 550</p> <p>SBVR - South Branch Valley Rail Road</p> <p>SLC - San Luis Central Railroad Company, The</p> <p>SM - St. Marys Railroad Company.....148, 554</p> <p>SRN - Sabine River & Northern Railroad Company</p> <p>ST - ST Rail System.....150, 555, 560, 565</p> <p>SUN - Sunset Railway Company</p>
<p>AA - Ann Arbor Railroad.....412</p> <p>AKDN - Acadiana Railway Company [D]</p> <p>ANR - Angelina & Neches River Railroad Company.....35</p> <p>APA - Apache Railway Company.....35</p> <p>ASRY - Ashland Railway, Inc.</p> <p>BLOL - BloomerLine, The</p> <p>BNSF - BNSF Railway Company.....50,70,71, 73, 410, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 441, 442, 444, 445, 446, 448, 620, 630</p> <p>BOCT - Baltimore and Ohio Chicago Terminal Railroad Company, The.....412</p> <p>BPRR - Buffalo & Pittsburgh Railroad, Inc.....75, 449</p> <p>CAGY - Columbus and Greenville Railway.....102, 453</p> <p>CBRY - Copper Basin Railway, Inc.</p> <p>CCKY - Chattanooga & Chickamauga Railway Co.</p> <p>CIC - Cedar Rapids and Iowa City Railway Company.....80, 450</p> <p>CM - Central Montana Rail, Inc.</p> <p>CN - Canadian National Railway.....90, 185, 454, 457.50</p> <p>CPRS - Canadian Pacific Railway.....99, 458, 459, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 630</p> <p>CSS - Chicago SouthShore & South Bend Railroad.....104, 451, 452</p> <p>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. Three Rivers Railway Company. Western Railway of Alabama, The...106, 484, 486</p> <p>CW - Colorado & Wyoming Railway Company, The</p> <p>CWA - Central Washington Railroad Company</p> <p>DKS - Doniphan, Kensett & Searcy Railway</p> <p>DME - Dakota, Minnesota & Eastern Railroad.....487, 622</p> <p>EJE - Elgin, Joliet and Eastern Railway Company [D]</p> <p>ELS - Escanaba and Lake Superior Railroad Company.....35</p> <p>ETRY - East Tennessee Railway, L.P.</p> <p style="text-align: center;">(Continued in next column)</p>	<p style="text-align: center;">(Continued on next page)</p> <p>ISSUED: August 10, 2015</p> <p style="text-align: right;">EFFECTIVE: September 1, 2015</p> <p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p> <p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>

<p>ITEM 2.10</p> <p style="text-align: center;">LIST OF PARTICIPATING CARRIERS ALPHABETIZED BY STANDARD CARRIER ABBREVIATION (See Note 1)</p> <p>TR - Tomahawk Railway, Limited Partnership.....35 TRC - Trona Railway Company.....35 TSU - Tulsa-Sapulpa Union Railway Company.....35</p> <p>UP - Union Pacific Railroad Company..... 50, 170, 185, 410, 575, 576, 577, 579, 585, 591, 592, 630</p> <p>VR - Valdosta Railway, L.P WSS - Winston-Salem Southbound Railway Company.....595</p>	<p style="text-align: center;">RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</p>
<p style="text-align: center;">EXPLANATION OF NOTES</p> <p>1. Items of general application in Sections 1 and 2 affecting the participation of all or large groups or numbers of carriers are not listed in this column.</p>	<p>ITEM 5</p> <p style="text-align: center;">REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC</p> <p>1. Where reference is made in this tariff to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and reissues of such items, notes, rules, etc.</p> <p>2. Where reference is made in this tariff to another tariff by number, such reference applies also to such tariff to the extent it may be applicable on intrastate traffic or traffic to or from Canada.</p>
	<p>ITEM 10</p> <p style="text-align: center;">CONSECUTIVE NUMBERS</p> <p>1. Where consecutive numbers are represented in this tariff by the first and last numbers connected by the word "to" of a hyphen they will be understood to include both of the numbers shown.</p> <p>2. If the first number only bears a reference mark such reference mark also applies to the last number shown and to all numbers between the first and last numbers.</p>
	<p>ITEM 15</p> <p style="text-align: center;">CANCELLATION OF ORIGINAL AND REVISED PAGES</p> <p>When this tariff is amended by revised pages, the cancellation of prior pages, will be affected by means of this rule. A revised page will not show a cancellation notice except when a cancellation notice is necessary because of suspension, rejection, or other reasons. Revisions of each page will be published and filed in numerical sequence. (Items containing changes will be highlighted in yellow.)</p> <p>For Example: "1st Revised Page 6" will have the effect of canceling Original Page 6; "3rd Revised Page 72.1" will have the effect of canceling 2nd Revised page 72.1; and, 2nd Revised page 72.1 will have the effect of canceling 1st Revised page 72.1.</p>
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<p align="center">SECTION 1 APPLIES ONLY ON TANK CARS</p>	<p align="center">SECTION 1 EXCEPTION TO APPLICATION OF RATES APPLIES ONLY ON TANK CARS</p>
<p>ITEM 25</p> <p align="center">APPLICATION OF SECTION 1</p> <p>1. The term "Cars of Private Ownership", when used in this tariff, is defined as cars bearing other than Railroad Reporting marks that are owned by individuals, firms, corporations, or car companies, including cars owned and/or operated by railroad controlled car lines.</p> <p>2. Except as otherwise provided herein, these rules govern the handling of tank cars including the payment of mileage allowances, when used by railroads parties to this tariff individually or jointly, where specifically provided herein, for transportation over their lines as follows:</p> <p>A. Between points in the United States (interstate and intrastate) including movements where part of the through route is through Canada.</p> <p>B. Internationally, i.e., between points in the United States and points in Canada. (Applicable only on that portion of the haul within the United States).</p> <p>C. For that portion of the haul in the United States in connection with movements between points in Canada where part of the through route is through the United States.</p>	<p>ITEM 30</p> <p align="center">GENERAL EXCEPTION</p> <p>The rules and mileage allowances published herein will not apply to:</p> <p>A. Cars that are not properly registered in the Official Railway Equipment Register, RER 6414-Series, showing capacities and assigned reporting marks.</p> <p>B. Mileage allowances named in Item 195-Series of this tariff will not apply to cars handled under the provisions of Item 190.</p>
	<p>ITEM 35</p> <p align="center">APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM</p> <p>The provisions of Item 187-Series "Equalization of Mileage on Tank Cars of Private Ownership", will not apply in connection with carriers named below:</p> <p>Angelina and Neches River Railroad Company Apache Railway Company, The Escanaba and Lake Superior Railroad Company Iowa Interstate Railroad, Ltd. Kansas City Southern Railway Company (Stations 31011 to 31315 only) Mississippi Export Railroad Providence and Worcester Railroad Company Tomahawk Railway, Limited Partnership Trona Railway Company Tulsa Sapulpa Union Railway Company</p>
	<p>ITEM 40</p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>
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<p align="center">SECTION 1 EXCEPTION TO APPLICATION AND RULES APPLIES ONLY ON TANK CARS</p>	<p align="center">SECTION 1 EXCEPTION TO APPLICATION AND RULES APPLIES ONLY ON TANK CARS</p>
<p>ITEM 50</p> <p align="center">APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM</p> <p>Empty privately-owned or leased tank cars used or to be used in Intra-Mexican service will be subject to the following provisions:</p> <p>A. Owner or lessee shall secure an entry permit from the involved Mexican carrier prior to empty movement to the border crossing and permit number must be shown in the writing instructions accompanying such car.</p> <p>B. Subsequent to Intra-Mexican service, written instructions for each car entering the U.S. must clearly indicate the exact consignee or facility for disposition of the car prior to movement beyond the border gateways.</p> <p>C. Upon failure to comply with paragraphs A or B, a holding charge of \$10.00 per day will be assessed for each 24 hours or fraction thereof beginning at 7:00 AM of the day following arrival of such empty privately owned or leased car at the border crossing, (excluding Saturdays, Sundays and holidays), until provisions of paragraphs A and B as applicable are fulfilled.</p> <p>BNSF Railway Company Union Pacific Railroad Company</p>	<p>ITEM 73</p> <p align="center">BNSF RAILWAY COMPANY (EXCEPTION TO ITEM 190)</p> <p>When a tank car is released from load on BNSF, the empty will be returned via the reverse of the loaded route to the origin station of the last loaded movement. If the owner or lessee of the car desires movement via a different route or to a station other than the origin of the last loaded movement, empty billing instructions must be given to:</p> <p align="center">BNSF Railway Co. Carload Billing 920 S.E. Quincy Topeka, KS 66612 Telephone: (800) 786-2873 FAX: (800) 786-2455</p> <p>prior to release of the empty car. If the owner or lessee of the car requests movement via a different route, or to a station other than the origin of the last movement, after release of the empty car, diversion provisions and charges, as named in BNSF Diversion Tariff 6200 Series, are applicable.</p>
<p>ITEM 70</p> <p align="center">BNSF RAILWAY COMPANY (LINES IN CANADA)</p> <p>This tariff also applies on all traffic moving over the lines of the BNSF in Canada.</p>	<p>ITEM 75</p> <p align="center">BUFFALO & PITTSBURGH RAILROAD, INC. (BPRR)</p> <p>The provisions of Item 190-Series, or other provisions for the movement of empty tank cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification, repair or storage, will not apply to such cars moving to or from facilities served by the BPRR unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the BPRR. In all other circumstances, the published tariff charges in Tariff BPRR 4004-Series for movement of empty cars on their own wheels to and from repair or storage facilities shall apply.</p>
<p>ITEM 71</p> <p align="center">BNSF RAILWAY COMPANY (EXCEPTION TO ITEM 190)</p> <p>The provisions of Item 190 Series for the movement of empty tank cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification, retrofit or repair, will not apply to such cars moving via BNSF to/from such facilities unless the empty movement is immediately preceded by a loaded line haul revenue movement via BNSF. In all other circumstances, the published tariff charges in BNSF 90020B, and other applicable BNSF price authorities, for the movement of empty cars on their own wheels shall apply and will be assessed to the car owner.</p>	<p>ITEM 80</p> <p align="center">CEDAR RAPIDS AND IOWA CITY RAILWAY COMPANY (CIC)</p> <p>The provisions of Item 190-Series or other provisions provided in this tariff for the movement of empty tank cars without charge to and from facilities for cleaning, lining, relining, maintenance, modification, repair or storage, etc., will not apply for account of the CIC. For Rules and charges to apply, see Freight Tariff CIC 4006-Series.</p>
	<p>ITEM 90</p> <p>(For provisions formerly shown herein, see Item 90, Page 7.1)</p>
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**SECTION 1
EXCEPTION TO APPLICATION AND RULES
APPLIES ONLY ON TANK CARS**

ITEM 90

CANADIAN NATIONAL RAILWAY COMPANY

The tariff rules contained herein regarding tank car movements will not apply to the movements described in Item 25.2.C. For those movements, the rules and charges contained in Tariff CN 6544 shall apply.

The provisions of Item 190-Series, or other provisions for the movement of empty tank cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification, repair or storage, will not apply to such cars moving unless the empty movement is immediately preceded by a revenue movement via the CN. In all other circumstances, the published tariff charges in Tariff CN 890000-Series, and other applicable CN price authorities, for movement of empty cars on their own wheels shall apply. [A]

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<p align="center">SECTION 1 EXCEPTION TO APPLICATION AND RULES APPLIES ONLY ON TANK CARS</p>	<p align="center">SECTION 1 EXCEPTION TO APPLICATION AND RULES APPLIES ONLY ON TANK CARS</p>
<p>ITEM 99</p> <p align="center">CANADIAN PACIFIC RAILWAY (EXCEPTION TO ITEM 190)</p> <p>The provisions of Item 190 Series for the movement of empty tank cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification or repair, will not apply to such cars moving via CPRS from or to said facilities unless the empty movement is immediately preceded by a loaded revenue movement via CPRS. In all other circumstances, the published tariff charges in Tariff CP 4000 Series for movement of empty cars on their own wheels shall apply and will be assessed to the car owner.</p> <p>On shipments moving within Canada, CP's Mileage Equalization program in Tariff CP 6 applies, except on miles in Canada for "bridge traffic" which only passes through the Canada for routing purposes that are under the terms of this tariff.</p>	<p>ITEM 106</p> <p align="center">CSX TRANSPORTATION INC.</p> <p>The participation of this carrier is restricted to movements over its lines, as follows:</p> <ul style="list-style-type: none"> A. Between points in the United States, including movements where part of the through route is through the Dominion of Canada. B. For that portion of the haul in the United States on international movements, i.e., between points in the United States and points in the Dominion of Canada.
<p>ITEM 102</p> <p align="center">COLUMBUS AND GREENVILLE RAILWAY (CAGY)</p> <p>The provisions of Item 190-Series, or other provisions for the movement of empty tank cars without charge will not apply to such cars moving, to, from, or via the CAGY unless the empty movement is immediately preceded by or followed by a revenue movement via Columbus and Greenville Railway. In all other circumstances, charges published in the Uniform Freight Classification for movement of empty cars on their own wheels observing the single line minimum charge shall apply.</p>	<p>ITEM 112</p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>
<p>ITEM 104</p> <p align="center">CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD (CSS)</p> <p>The provisions of Item 190 Series, or other provisions for the movement of empty tank cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification, repair or storage, will not apply to such cars moving via Chicago South Shore and South Bend Railroad from or to said facilities unless the empty movement is immediately preceded by or followed by a loaded revenue movement via Chicago South Shore and South Bend Railroad. In all other circumstances, the applicable CSS publication for the movement of empty cars on their own wheels shall apply.</p>	<p>ITEM 120</p> <p align="center">IOWA INTERSTATE RAILROAD, LTD (IAIS) (Exception to Item 190-Series)</p> <p>The provisions of Item 190-Series, or other provisions for the movement of empty tank cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification or repair, will not apply to such cars moving to or from facilities served by this railroad unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the IAIS. In all other circumstances, the published tariff charges in Tariff IAIS 3000-Series for movement of empty cars on their own wheels shall apply.</p>
	<p>ITEM 124</p> <p align="center">KANSAS CITY SOUTHERN RAILWAY COMPANY, THE</p> <p>Provisions of Item 190 Series, or any other provision allowing for free switching service of an empty freight car (or cars) to or from shop facilities for cleaning, lining, relining, maintenance, modification or repair, will not apply to and from shop facilities served by KCS. Matter of switch charge will be handled by the applicable KCS Tariff.</p>
	<p>ITEM 131</p> <p align="center">NORFOLK SOUTHERN RAILWAY COMPANY</p> <p>When it is necessary to move a loaded private car to/from shop or repair facilities located on NS, NS will pay mileage payments not to exceed the amount that would have been earned had the car not required additional rail movements to/from shop or repair facilities, provided that the mileage allowances for the loaded movement are not elsewhere restricted.</p>
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<p align="center">SECTION 1 EXCEPTION TO APPLICATION AND RULES APPLIES ONLY ON TANK CARS</p>	<p align="center">SECTION 1 EXCEPTION TO APPLICATION AND RULES APPLIES ONLY ON TANK CARS</p>
<p>ITEM 135</p> <p align="center">NORFOLK SOUTHERN RAILWAY COMPANY (EXCEPTION TO ITEM 190) (See NOTE 1)</p> <p>When a car is released from load on NS, the empty will be returned via the reverse of the loaded route to the origin station of the last loaded movement. If the owner or lessee of the car desires movement via a different route or to a station other than the origin of the last loaded movement, empty billing instructions must be sent prior to release of the empty car via FAX, or NS internet application. If by fax send to:</p> <p align="center">FAX: 800-580-6092 Norfolk Southern Railway Company Agency Operation Center 125 Spring Street South West Atlanta, GA 30303</p> <p>If the owner or lessee requests movement via a different route, or to a station other than the origin of the last loaded movement, after release of the empty car, diversion provisions and charges, as named in Norfolk Southern Tariff 8002 Series, are applicable.</p> <p align="center">EXPLANATION OF NOTE</p> <p>1. If subject tank car has last contained Hazardous Materials, shipping paper must be furnished at the point of origin of the empty car for all moves whether they are reverse or not.</p>	<p>ITEM 150</p> <p align="center">ST RAIL SYSTEM</p> <ol style="list-style-type: none"> 1. The provisions of Item 190 Series or other provisions for the movement of empty tank cars without charge to or from facilities for cleaning, lining, relining, maintenance, modification or repair, will not apply to such cars moving via ST Rail System from or to said facilities unless the empty movement is immediately preceded by or followed by a loaded revenue movement via the ST Rail System. In all other circumstances, the published tariff charges in Tariff ST 4020 Series for movement of empty cars on their own wheels shall apply. 2. The provisions of Item 180 Series concerning the payment of mileage will not apply to cars which are moving via ST Rail System under rates published in tariffs, quotes or contracts that are identified as "zero mileage rates". In the event that the party responsible for the payment of freight charges associated with zero mileage rates is different than the party to whom the reporting marks for said cars are assigned, the car owner must secure mileage payments from the freight paying party.
<p>ITEM 145</p> <p align="center">SANDERSVILLE RAILROAD COMPANY (SAN)</p> <p>Inbound tank car mileage will be used as an offset to outbound loaded mileage (or vice versa) and the SAN will pay no mileage based on freight mileage table from or to station on its line.</p>	<p>ITEM 170</p> <p align="center">UNION PACIFIC RAILROAD COMPANY (EXCEPTION TO ITEM 190)</p> <p>Provisions of Item 190-series, or any other provision provided in this tariff, regarding the movement of empty tank cars without charge to or from Repair Facilities will not apply for the account of UP. Movements of empty tank cars to or from Repair Facilities will be subject to the rules and charges provided in the applicable UP tariff(s). For purposes of this Item, the capitalized term "Repair Facilities" means any facility that cleans, lines, relines, maintains, modifies, repairs, or retrofits tank cars.</p>
<p>ITEM 148</p> <p align="center">ST MARYS RAILROAD COMPANY (SM)</p> <p>Inbound tank car mileage will be used as an offset to outbound loaded mileage and the SM will pay no mileage based on freight mileage table:</p> <p>From Kingsland, GA to St Marys, GA and from St Marys, GA to Kingsland, GA.</p> <p>From Kingsland, GA to Kings Bay, GA and from Kings Bay, GA to Kingsland, GA.</p>	
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<p align="center">SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS</p>	<p align="center">SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS</p>
<p>ITEM 180</p> <p align="center">PAYMENT OF MILEAGE</p> <ol style="list-style-type: none"> 1. Upon written application reporting marks will be assigned to car owner or lessee by the Assistant Vice President, Business Services, Association of American Railroads, provided applicants are subscribers to the AAR Mechanical Interchange Agreement. Applications for reporting marks shall state the owner and lessee for cars under lease. Contact information is required in FindUs.Rail (www.Railinc.com). 2. Mileage allowance must be reported to the car owner (person or company at a single address, to whom the reporting marks are assigned) within one (1) month and ten (10) days from the last day of the month in which it is earned including payment for cars on hand at the end of that month. 3. Mileage allowance for the use of tank cars will be paid only to the person or company at a single address, to whom the reporting marks are assigned provided cars are properly equipped and marked with the assigned reporting marks and car number, and providing further that: <ol style="list-style-type: none"> A. A description of each car is furnished to the Assistant Vice President, Business Services, AAR, as required in the Umler Data Specification Manual at www.Railinc.com, Products & Services for the assignment of applicable mileage allowances. Such information received by the Assistant Vice President by the last working day of the month except, data transfers requiring data entry by AAR/Railinc staff must be received by the 25th day of the month, will be effective the first day of the subsequent month. Cars registered with transportation code "S_", "SX", "XA", "XZ" or "YA" are not eligible for mileage allowances and will be assigned a zero rate. 4. Reporting marks assigned to private car owners shall consist of four letters including the final letter "X". 5. Assigned reporting marks must be painted or stenciled on the body of the car. When reporting mileage allowances, the carding, placarding, or boarding of cars will not be recognized. 	<p>ITEM 182 (Cont'd)</p> <p align="center">DEDUCTIONS AND MILEAGE CLAIM HANDLING PROCEDURES</p> <ol style="list-style-type: none"> B. Deductions for amounts of \$25.00 or less shall not be taken after the expiration of two (2) months and ten (10) days from the last day of the month the mileage was earned. 2. Claims Issued By Private Car Owners To Railroads <ol style="list-style-type: none"> A. A private car owner must, within twenty-four (24) months from the last day of the month the completed cycle was reported, present any claim for mileage allowance discrepancies, including incorrect rates or omissions, to the applicable rail carrier in the prescribed AAR format, as published in AAR Circular No. OT-3 Series at www.Railinc.com, Reference Files. Claims not presented in the required format will not be processed. The railroad receiving the claim must within the four (4) months from the date on which the claim was presented allow it in whole or in part, or decline it. The private car owner may reissue its claim, if applicable within four (4) months from the last day of the four (4) months' period allowed the railroad which handled the claim prior to reissuance. The railroad receiving the reissue claim must within four (4) months from the date of which the reissued claim was presented allow it in whole or in part or decline it. If the railroad fails to handle the original or reissued claim within the prescribed time limits, it will constitute a valid claim as last presented and must be honored by the railroad to which presented. Claim for amounts of \$25.00 per car per cycle or less shall not be issued. The \$25.00 limit is not applicable where no miles were reported for the railroad cycle. 3. Claims by Owners-Lessors <ol style="list-style-type: none"> A. If a railroad takes a deduction against or issues an invoice to an owner-lessor for mileage allowed in error, including, but not limited to, mileage allowed at incorrect rates for any reason, but the erroneous allowance payment is not recoverable by the owner-lessor as defined below, the owner-lessor may present a claim for the recovery of the amounts deducted by the railroad or the cancellation of an unpaid invoice within two (2) years of receiving notice of the railroad's deduction or invoice. For application of this tariff provision, an owner-lessor may claim that an erroneous mileage payment is "not recoverable" only when (a) the erroneous mileage payment was actually paid or credited by the owner-lessor to a lessee (except those lessees whose primary business is the leasing of cars to entities other than those within a lessee's corporate family and who ship only incidentally) irrespective of whether the lessee subsequently paid or credited the mileage allowance payment to a sublessee; (b) the erroneous allowance payment cannot be recovered from the lessee because the lessee has declared bankruptcy or sought reorganization or is no longer a lessee of the owner-lessor; (c) the owner-lessor exercised timely efforts to recover the erroneous allowance payment beginning within ninety (90) days of receiving notice of the railroad's deduction or invoice;
<p>ITEM 182</p> <p align="center">DEDUCTIONS AND MILEAGE CLAIM HANDLING PROCEDURES</p> <ol style="list-style-type: none"> 1. Deductions By Railroads To Private Car Owners <ol style="list-style-type: none"> A. Mileage allowed in error, by a railroad, including, but not limited to mileage allowed at incorrect rates for any reason, may be deducted from the car owner's account within twenty-four (24) months from the last day of the month for which the mileage was reported as earned, but not later. A railroad may tender an invoice for mileage allowed in error at any time within twenty-four (24) months from the last day of the month for which the mileage was reported as earned. Except as provided in paragraph 3, an owner-lessor of a private car must remit within eight (8) months after the invoice is presented the entire amount of any invoice issued to it. <p align="center">(Continued in next column)</p> 	<p align="center">(Continued on next page)</p>
<p>ISSUED: February 19, 2015</p>	<p align="right">EFFECTIVE: March 1, 2015</p>
<p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	

<p align="center">SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS</p>	<p align="center">SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS</p>
<p>ITEM 182 (Cont'd)</p> <p align="center">DEDUCTIONS AND MILEAGE CLAIM HANDLING PROCEDURES</p> <p>3. Claims by Owners-Lessors</p> <p>A. (Cont'd) and (d) the owner-lessor undertook diligent collection efforts to recover the erroneous allowance payments until eight (8) months from the date of such notice or invoice (or until the earlier date of initiation of bankruptcy/reorganization proceedings), including making demands for payment and taking deductions against lessees' accounts. Such a claim must be accompanied by a certificate assigned by an officer or other person specifically authorized to sign the certificate of the owner-lessor stating how the claim satisfied each of the requirements set forth above, together with documents reflecting the owner-lessor's collection efforts. If, using reasonable efforts, the railroad is unable to determine whether the lessee's primary business is the leasing of cars to entities other than those in the lessee's corporate family, it shall consult with the owner-lessor, which shall provide the railroad with any evidence of the lessee's shipping activities which may be available to the owner-lessor using reasonable efforts. The owner-lessor shall provide the railroad with an assignment of the owner-lessor's claims and rights to collect the amount not recovered upon payment of the claim of cancellation of the invoice by the railroad.</p> <p>B. If the railroad had deducted the amount of an erroneous allowance payment from an owner-lessor, the railroad must remit to the owner-lessor the amount deducted within four (4) months of its receipt of a properly presented, valid claim from the owner-lessor.</p>	<p>ITEM 185 (Cont'd)</p> <p align="center">COMPUTATION OF MILEAGE (See Exceptions 1 through 6)</p> <p align="center">EXPLANATION OF NOTES</p> <p>1. The intent of the clause "without deduction of mileage through switching districts" is to insure mileage being allowed for the full distance the car moves, via route of movement from freight station of origin to freight station to which destined. When there are two or more freight stations on a road within a switching district, mileage will be paid to or from the station within such district at which the car is actually loaded or unloaded or at which it is received from or delivered to connecting line.</p> <p align="center">EXCEPTIONS</p> <p>1. In computing distances between stations on the UP on the one hand and stations on the KCS on the other hand, via the New Orleans Gateway, deduct 11.5 miles from the actual distance to and from New Orleans via the UP and 5.4 miles from the actual distance to and from New Orleans via the KCS.</p> <p>2. Mileage will be allowed on movements having origin and destinations at stations or districts within the Chicago Switching District, provided the movements originate at or are destined to industries having private sidings.</p> <p>3. In computing distances between stations on the UP on the one hand and stations on the IC on the other hand via the New Orleans Gateway, deduct 11.5 miles from the actual distance to and from New Orleans, LA via the UP and 5.1 miles from the actual distance to and from New Orleans via the IC.</p> <p>4. In computing distances from, to or via KCS on traffic routed via New Orleans, LA, interchanged at Shrewsbury, LA, deduct 5.4 miles from the actual distance to and from New Orleans, LA on the KCS.</p> <p>5. When for account of the KCS, mileages will be computed on basis of the shortest distance over the route of these lines determined by freight mileage tables lawfully on file, in lieu of actual distance as provided in Paragraph 1 of this item.</p> <p>6. All traffic between West Lake, LA on KCS and interchange with UP will be made at De Quincy, LA, in lieu of Lake Charles, LA for carriers convenience and to facilitate industries located at West Lake, LA. KCS will not pay mileage allowance between West Lake, LA and De Quincy, LA, when cars are moving under provisions of UP reroute orders.</p>
<p>ITEM 185</p> <p align="center">COMPUTATION OF MILEAGE (See Exceptions 1 through 6)</p> <p>1. Mileage will be computed on the basis of actual distance based on freight mileage tables of the individual lines parties to this tariff, lawfully on file, via the route of movement from station of origin or station at which received from connecting line to destination station or to stations at which delivered to connecting line without deduction of mileage through switching districts (see Note 1).</p> <p>2. When the transportation begins and ends, i.e., when a car is both loaded and unloaded, within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.</p> <p align="center">(Continued in next column)</p>	
<p>ISSUED: February 19, 2015</p>	<p>EFFECTIVE: March 1, 2015</p>
<p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	

**SECTION 1
RULES AND REGULATIONS
APPLIES ONLY ON TANK CARS**

ITEM 187

EQUALIZATION OF MILEAGE ON TANK CARS OF PRIVATE OWNERSHIP

**PART A
AGGREGATE EMPTY MILEAGE VERSUS LOADED MILEAGE
(SEE NOTE 1)**

1. Should the aggregate empty mileage accumulated by tank cars carrying any of the reported marks assigned to any one person or company during a calendar year exceed the aggregate loaded mileage during the same calendar year by more than six (6) percent, such excess mileage must be paid for by the person or company to whom the reporting marks are assigned at the rate of **ninety-six (96)** cents per mile, without minimum, subject to the procedures outlined in Part D (See Note 2, this item).
2. Mileage on empty cars moving on revenue billing will not be included in the equalization account.
3. Empty mileage accumulated on cars moving to and from repair facilities for modification under DOT mandated retrofit programs or for inspection and/or repair under FRA Emergency Orders will not be included in the equalization account. Empty mileage accumulated on cars moving under AAR Early Warning/ Maintenance Advisory letters to and from repair facilities associated with the removal of certain truck bolsters that were manufactured by the National Castings of Mexico facility in Sahagun, Mexico, will not be included in the equalization account.
4. Except as outlined in Item 190 Series, Paragraph 2 (C), no adjustments to loaded or empty mileage will be made in the equalization account for mileage caused by error in handling of the reporting railroad or of another railroad, or for mileage accumulated on cars moving on their own wheels to and from repair facilities due to railroad damage or for mileage accumulated due to longer routes for railroad convenience, detours and Surface Transportation Board Service Orders. Rail carriers will make equalization adjustments to the owners of excess reported on-line empty mileage on cars, they lease and operate under private marks, or cars of other lessees and/or owners operating on their line for company material, weed killer and similar service.
5. Adjustments to loaded or empty mileage will be made in the equalization account for apparent accounting errors in the total mileage reported for participating rail carriers under the following procedures. In the absence of appropriate adjustments being made by the AAR or a participating carrier for such accounting errors, a private car company or owner may request an appropriate adjustment for mileage summaries reported in error, from the involved rail carrier in the format prescribed by the AAR, provided such request is made within thirty (30) days of the forwarding of the monthly AAR "Year to Date Equalization Register", containing the alleged error, furnishing a duplicate of such request to the Assistant Vice President, Business Services, AAR. The rail carriers will have thirty (30) days from the date of such request in which to decline or make all or a portion of the requested adjustment, advising the Assistant Vice President of the handling accorded.

(Continued in next column)

**SECTION 1
RULES AND REGULATIONS
APPLIES ONLY ON TANK CARS**

ITEM 187 (Cont'd)

EQUALIZATION OF MILEAGE ON TANK CARS OF PRIVATE OWNERSHIP

**PART A
AGGREGATE EMPTY MILEAGE VERSUS LOADED MILEAGE
(SEE NOTE 1)**

5. (Cont'd) If the rail carrier fails to act upon a request for adjustments in the AAR summary totals within the specified time frame, the AAR is authorized to make the adjustment to the equalization account of the private car company or owner for the amount of mileage originally requested. Exceptions to the annual national equalization statement will be handled in accordance with the provisions of Part D (2).

ALL requests for adjustments to the equalization account must be presented by the private car company or owner to the involved rail carrier(s) or presented by the rail carrier(s) to the private car company or owner within three (3) years from the last day of the reporting month in question. However, such request for adjustments will not be accepted by the AAR if the involved rail carrier or car owner is no longer an operating entity, except as provided for in Part C.
6. Aggregate loaded and empty mileage will be computed on the basis of actual distance, as defined in Item 185-Series. Adjustments made subsequent to the deadline specified in Part D will be computed in the subsequent equalization account year.

**PART B
REPORTING OF ACTUAL LOADED AND EMPTY MILEAGE**

Each participating carrier will submit a monthly mileage report in the format prescribed by the AAR to the assignee of each reporting mark forty (40) days after the close of the movement month reporting by individual car number the actual loaded and empty miles moved as computed in accordance with Item 185-Series. In addition, total actual monthly loaded and empty mileage accumulated by all cars bearing each reporting mark will be reported to the assignee of such mark in the format prescribed by the AAR, furnishing a duplicate of this summary report to the Assistant Vice President, Business Services, AAR. Adjustments for prior months will be indicated on this monthly summary report.

**PART C
CHANGE OF OWNERSHIP**

When a private tank car company or owner discontinues business or disposes of all tank car equipment, any excess empty mileage balance which has accrued to the date of such action, on the tank cars bearing the reporting marks of such company or owner, shall be subject to bill as of that date, in accordance with the provisions of Parts A and D of Item 187-Series, subject to any applicable adjustments.

(Continued on next page)

ISSUED: August 10, 2015

EFFECTIVE: September 1, 2015

ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513

For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.

<p>SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS</p>	<p>SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS</p>
<p>ITEM 187 (Cont'd)</p> <p>EQUALIZATION OF MILEAGE ON TANK CARS OF PRIVATE OWNERSHIP</p> <p style="text-align: center;">PART D ANNUAL NATIONAL EQUALIZATION ACCOUNTING</p> <ol style="list-style-type: none"> After May 20 of each year, the Assistant Vice President, Business Services, AAR will summarize all empty and loaded mileage by reporting mark assigned to any person or company, reporting for the proceeding calendar year, by all participating carriers to this tariff. Should the aggregate empty mileage exceed the aggregate loaded mileage of all participating carriers by more than (6) percent for any such group of reporting marks, the person or company to whom the reporting marks are assigned will be billed at the rate of ◆ninety-six (96) cents per mile without minimum and must pay the AAR on behalf of each participating carrier for such excess for such empty mileage. The charges collected for this excess empty mileage will be distributed to the participating carriers by the AAR in direct proportion to such carriers portion of excess empty mileage to the total accumulated excess empty mileage. Only that mileage and any related adjustments reported to the Assistant Vice President prior to May 20 will be considered in determining and excess empty mileage, as outlined herein (See Notes 1, 2 and 3). An annual national equalization statement detailing the excess empty mileage accumulated and any applicable charges will be tendered by the Assistant Vice President to the person or company assigned the reporting mark(s) for such cars for verification no later than July 1 of the year succeeding the equalization accounting year. Exceptions to this statement must be received by the Assistant Vice President within 30 days of the date tendered, and payment for all excess empty mileage is due immediately thereafter. Any adjustments made by the participating carriers up to and including the March account applicable to the prior year(s) will be incorporated in the equalization accounts for the prior equalization accounting year. Any railroad or AAR adjustments made subsequent to the March account will be carried over to the following equalization accounting year (see Note 3). A private car company or owner failing to render complete payment for all excess empty mileage within thirty (30) days of the date its equalization statement is tendered by the AAR will be subject to a penalty of one and a half percent (1.5%) interest per month (i.e., annual rate of 18%) for each calendar month or fraction thereof on any outstanding balance due from the date of the AAR's invoice statement. If any portion of a private car company's or owner's equalization statement remains unpaid in excess of 3 months from the date initially tendered, all mileage allowances accrued by the tank cars registered in the Umler file bearing its reporting marks will be withheld by the carriers participating in this item until such time as complete payment including applicable penalty interest is made. Once complete payment is made, the participating carriers will be notified by the AAR and claims for any applicable mileage allowances withheld will be honored, less a 15% penalty charge for the carriers' administrative expense. <p style="text-align: center;">(Continued in next column)</p>	<p>ITEM 187 (Cont'd)</p> <p>EQUALIZATION OF MILEAGE ON TANK CARS OF PRIVATE OWNERSHIP</p> <p style="text-align: center;">PART D ANNUAL NATIONAL EQUALIZATION ACCOUNTING</p> <p style="text-align: center;">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> The ◆ninety-six (96) cents per mile charges for excess empty mileage under the provisions of this item is subject to revision September 1 of each year under Ex Parte No. 328 agreed annual update procedures, and will be retroactively applied to cover the entire calendar year involved. Close out dates specified in Part D may be extended by the AAR for a maximum of 60 days for special national accounting problem conditions, affecting substantially all carriers and all owners. Invoices that have been issued which, after investigation, are determined to have been erroneous due to rail carriers or AAR accounting and/or system errors may be cancelled by the Assistant Vice President. <hr/> <p>ITEM 190</p> <p style="text-align: center;">HANDLING OF EMPTY TANK CARS (SEE NOTE 2)</p> <ol style="list-style-type: none"> When a tank car is released from load, the owner or lessee must issue instructions for the disposition of the empty car to the agent at point of unloading either direct or through consignee or via EDI. Empty instructions may also be included with the original loaded shipping instructions if transmitted via EDI. If the owner or lessee fails to have instructions in the hands of the railroad agent having jurisdiction at point of unloading prior to the time the car is released from load to forward the car or written instructions to hold it, the agent is authorized to forward the empty car to the origin point of the last load via reverse of the loaded route. No tank car which last contained hazardous material may be moved without having shipping instructions furnished as per Title 49 Code of Federal Regulations. Empty tank cars will be handled as follows: <ol style="list-style-type: none"> Except as otherwise provided in this tariff, cars covered by this section will be moved empty without charge between stations or junction points upon receipt of instructions from the car owner or lessee confirmed in writing. Such instructions must include the specific facility to which such empty car is consigned or the name and address of the person or company which controls the car. No allowance will be made for mileage of such cars during empty movement. A new car, a car that is restenciled with private reporting marks or a newly acquired car moving prior to its first loaded move in commercial service and a newly acquired car moving prior to its first loaded move in commercial service and a car moving for sale or scrap will be moved upon surrender of a bill of lading and will be subject to applicable rates.(see Note 1). <p style="text-align: center;">(Continued on next page)</p>
<p>ISSUED: August 10, 2015</p>	<p>EFFECTIVE: September 1, 2015</p>
<p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	

<p align="center">SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS</p>	<p align="center">SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS</p>
<p>ITEM 190 (Cont'd)</p> <p align="center">HANDLING OF EMPTY TANK CARS (SEE NOTE 2)</p> <p>2. Empty tank cars will be handled as follows: (Cont'd)</p> <p>C. If the owner or lessee or party issued instructions to forward the empty tank car to the origin point of the last load by specific routing different than the reverse routing of the loaded movement, the total miles of such return movement will be billed at the excess empty mileage rate specified in Item 187-Series without minimum and such empty mileage so billed will be excluded from the equalization account of the owner. This billing will be made to, and collectable from, the person so requesting such variance in the return routing. If the carriers depart from the destinations, junctions or carriers of the reverse route of the load, any resulting excess empty miles will be excluded from the car owner's equalization account by erring carrier.</p> <p align="center">EXPLANATION OF NOTES</p> <p>1. A car loaded with railroad company material moving on non-revenue billing will be considered as having been loaded in commercial service on which the railroads derived line-haul revenue.</p> <p>2. The provisions of this item apply except as otherwise provided in Item 192-Series of this tariff.</p>	<p>ITEM 192 (Cont'd)</p> <p align="center">HANDLING AND HOLDING OF EMPTY TANK CARS BY RAILROADS ON RAILROAD TRACKS (SEE NOTE 1)</p> <p>4. Charges applicable under these provisions will apply to empty private tank cars which the consignee has not ordered to their cleaning, lining, relining, maintenance, modification or repair facility (or their owned or leased tracks in the vicinity thereof) before the expiration of 48 hours free time (not counting Saturdays, Sundays or holidays) after placement. The time calculation will start the first 7 A.M. subsequent to carrier notification to the consignee that the empty private car is ready for placement and the time calculation will stop when the carrier places or forwards the car pursuant to instructions or should have placed or forwarded the car pursuant to instructions.</p> <p>5. After expiration of free time as provided in Paragraph 4, charges will be as follows: (See Note 2)</p> <p>A. Supplementary handling charge of ♦\$106.00 per car.</p> <p>B. Holding charge of \$1 per car per calendar day or fraction thereof including Saturdays, Sundays and holidays while held by carrier on non-leased tracks awaiting disposition.</p> <p>6. In the event the consignee orders the car to tracks owned or leased by the consignee in the vicinity of the facility for cleaning, lining, relining, maintenance, modification or repair within the forty-eight hour period described under Paragraph 4, this item, there will be no supplementary handling charge for the movement; however, such cars will be subject to the supplementary handling charge of ♦\$106.00 per car (See Note 2) at such time that the empty tank car is subsequently ordered and moved onto the facility for cleaning, lining, relining, maintenance, modification or repair or ordered moved from that facility to the tracks or leased by the consignee in the vicinity of the facility.</p> <p>7. Applicable billing will be monthly to the facility involved.</p> <p align="center">EXPLANATION OF NOTES</p> <p>1. The rules and charges in this item do not in any way supersede or duplicate existing, or new written contractual operating, side track, track lease, property lease, etc., agreements or tariffs that contain empty private tank car handling and holding provisions as part of the overall agreement.</p> <p>2. Per ExParte No. 328, the supplemental handling charge will be revised annually at the same time as the tank car mileage allowance update, utilizing the same method as that prescribed for updating the excess mileage equalization charge.</p>
<p>ITEM 192</p> <p align="center">HANDLING AND HOLDING OF EMPTY TANK CARS BY RAILROADS ON RAILROAD TRACKS (SEE NOTE 1)</p> <p>1. The rules and charges in this item apply only to empty private tank cars consigned to non-railroad repair facilities; i.e., facilities for cleaning, lining, relining, maintenance, modification or repair.</p> <p>2. The rules and charges do not apply to:</p> <p>A. Empty private tank cars moving as revenue freight under the provisions of Item 190-Series, Paragraph B 2.</p> <p>B. Empty private tank cars handled or held for carrier operating convenience.</p> <p>C. Empty private tank cars en route to facilities for cleaning, lining, relining or repair for heavy repairs following railroad damage.</p> <p>D. Empty private tank cars en route to repair facilities located on the premises of a shipping facility, provided that the empty car, after repair, is subsequently shipped from the facility in revenue freight service.</p> <p>3. No allowance will be made by carriers for mileage accrued during supplemental empty movement of tank cars that are assessed charges as provided in Paragraph 5.</p> <p align="center">(Continued in next column)</p>	
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<p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	

SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS		
◆◆▲ ITEM 195		
MILEAGE RATE ALLOWANCE ON TANK "T" CAR (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOL) (SEE NOTE 1)		
Mileage rate allowance for cars of foregoing mechanical designations shall be in cents per loaded mile (See Notes 2 and 7) as follows:		
COLUMN 1 - Original cost or fair market value in dollars (see Notes 3, 4, 5 and 6, this item).		
COLUMN 2 - Cars in service years 1 through 30.		
COLUMN 3 - Cars in service years 31 and over.		
COLUMN 1	COLUMN 2	COLUMN 3
\$ 0 - 1000	29.5	29.1
1001 - 2000	30.2	29.2
2001 - 3000	30.9	29.2
3001 - 4000	31.6	29.3
4001 - 5000	32.2	29.3
5001 - 6000	32.9	29.4
6001 - 7000	33.6	29.4
7001 - 8000	34.3	29.5
8001 - 9000	35.0	29.5
9001 - 10000	35.7	29.6
10001 - 11000	36.4	29.6
11001 - 12000	37.1	29.7
12001 - 13000	37.8	29.7
13001 - 14000	38.5	29.8
14001 - 15000	39.2	29.8
15001 - 16000	39.9	29.9
16001 - 17000	40.6	29.9
17001 - 18000	41.3	30.0
18001 - 19000	42.0	30.0
19001 - 20000	42.7	30.1
20001 - 21000	43.4	30.1
21001 - 22000	44.1	30.2
22001 - 23000	44.7	30.2
23001 - 24000	45.4	30.3
24001 - 25000	46.1	30.3
25001 - 26000	46.8	30.4
26001 - 27000	47.5	30.4
27001 - 28000	48.2	30.5
28001 - 29000	48.9	30.5
29001 - 30000	49.6	30.6
30001 - 31000	50.3	30.6
31001 - 32000	51.0	30.7
32001 - 33000	51.7	30.7
33001 - 34000	52.4	30.8
34001 - 35000	53.1	30.8
35001 - 36000	53.8	30.9
36001 - 37000	54.5	30.9
37001 - 38000	55.2	31.0
38001 - 39000	55.9	31.0
39001 - 40000	56.5	31.1
(Continued in next column)		

SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS		
◆◆▲ ITEM 195 (Cont'd)		
MILEAGE RATE ALLOWANCE ON TANK "T" CAR (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOL) (SEE NOTE 1)		
COLUMN 1	COLUMN 2	COLUMN 3
40001 - 41000	57.2	31.1
41001 - 42000	57.9	31.2
42001 - 43000	58.6	31.2
43001 - 44000	59.3	31.2
44001 - 45000	60.0	31.3
45001 - 46000	60.7	31.3
46001 - 47000	61.4	31.4
47001 - 48000	62.1	31.4
48001 - 49000	62.8	31.5
49001 - 50000	63.5	31.5
50001 - 51000	64.2	31.6
51001 - 52000	64.9	31.6
52001 - 53000	65.6	31.7
53001 - 54000	66.3	31.7
54001 - 55000	67.0	31.8
55001 - 56000	67.7	31.8
56001 - 57000	68.4	31.9
57001 - 58000	69.0	31.9
58001 - 59000	69.7	32.0
59001 - 60000	70.4	32.0
60001 - 61000	71.1	32.1
61001 - 62000	71.8	32.1
62001 - 63000	72.5	32.2
63001 - 64000	73.2	32.2
64001 - 65000	73.9	32.3
65001 - 66000	74.6	32.3
66001 - 67000	75.3	32.4
67001 - 68000	76.0	32.4
68001 - 69000	76.7	32.5
69001 - 70000	77.4	32.5
70001 - 71000	78.1	32.6
71001 - 72000	78.8	32.6
72001 - 73000	79.5	32.7
73001 - 74000	80.2	32.7
74001 - 75000	80.8	32.8
75001 - 76000	81.5	32.8
76001 - 77000	82.2	32.9
77001 - 78000	82.9	32.9
78001 - 79000	83.6	33.0
79001 - 80000	84.3	33.0
(Continued on next page)		

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SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS		
◆◆▲ ITEM 195 (Cont'd)		
MILEAGE RATE ALLOWANCE ON TANK "T" CAR (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOL) (SEE NOTE 1)		
COLUMN 1	COLUMN 2	COLUMN 3
80001 - 81000	85.0	33.1
81001 - 82000	85.4	33.0
82001 - 83000	85.9	32.9
83001 - 84000	86.3	32.9
84001 - 85000	86.7	32.8
85001 - 86000	87.1	32.8
86001 - 87000	87.5	32.7
87001 - 88000	87.9	32.7
88001 - 89000	88.3	32.6
89001 - 90000	88.7	32.6
90001 - 91000	89.1	32.5
91001 - 92000	89.5	32.5
92001 - 93000	89.9	32.4
93001 - 94000	90.3	32.3
94001 - 95000	90.7	32.3
95001 - 96000	91.1	32.2
96001 - 97000	91.4	32.2
97001 - 98000	91.8	32.1
98001 - 99000	92.2	32.1
99001 - 100000	92.6	32.0
100001 - 101000	92.9	32.0
101001 - 102000	93.3	31.9
102001 - 103000	93.7	31.9
103001 - 104000	94.1	31.8
104001 - 105000	94.4	31.8
105001 - 106000	94.8	31.7
106001 - 107000	95.1	31.7
107001 - 108000	95.5	31.6
108001 - 109000	95.9	31.6
109001 - 110000	96.2	31.5
110001 - 111000	96.6	31.5
111001 - 112000	96.9	31.5
112001 - 113000	97.3	31.4
113001 - 114000	97.6	31.4
114001 - 115000	98.0	31.3
115001 - 116000	98.3	31.3
116001 - 117000	98.6	31.2
117001 - 118000	99.0	31.2
118001 - 119000	99.3	31.1
119001 - 120000	99.7	31.1
(Continued in next column)		

SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS		
◆◆▲ ITEM 195 (Cont'd)		
MILEAGE RATE ALLOWANCE ON TANK "T" CAR (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOL) (SEE NOTE 1)		
COLUMN 1	COLUMN 2	COLUMN 3
120001 - 121000	100.0	31.0
121001 - 122000	100.3	31.0
122001 - 123000	100.6	30.9
123001 - 124000	101.0	30.9
124001 - 125000	101.3	30.9
125001 - 126000	101.6	30.8
126001 - 127000	101.9	30.8
127001 - 128000	102.3	30.7
128001 - 129000	102.6	30.7
129001 - 130000	102.9	30.6
130001 - 131000	103.2	30.6
131001 - 132000	103.5	30.6
132001 - 133000	103.8	30.5
133001 - 134000	104.1	30.5
134001 - 135000	104.5	30.4
135001 - 136000	104.8	30.4
136001 - 137000	105.1	30.4
137001 - 138000	105.4	30.3
138001 - 139000	105.7	30.3
139001 - 140000	106.0	30.2
140001 - 141000	106.3	30.2
141001 - 142000	106.6	30.2
142001 - 143000	106.8	30.1
143001 - 144000	107.2	30.1
144001 - 145000	107.4	30.0
EXPLANATION OF NOTES 1. Designating symbols (mechanical designation) will be assigned to car owner or lessee by the Executive Director, Rules and Standards, Technical Services, Association of American Railroads, upon written application. 2. For mileage allowance purposes, the service year of a car is calculated based upon year of construction of underframe. A car's first service year is the year built. Its second service year begins on January 1 of the year following the year built, with succeeding service years starting on January 1 of each following year. If the tank's service year exceeds 30, the car's service year is considered to be in excess of 30 regardless of year of construction of underframe. For those cars constructed without an underframe, the car's service year is calculated based upon year of construction of tank. Service year is determined by subtracting the year of construction (built/rebuilt) from the current calendar year, plus 1, e.g., (2000 - 1970) + 1 = 31, or Service Years 31 and over allowance bracket.		
(Continued on next page)		

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<p align="center">SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS</p>	<p align="center">SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS</p>
<p>◆◆▲ ITEM 195 (Cont'd)</p> <p align="center">MILEAGE RATE ALLOWANCE ON TANK "T" CAR (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOL) (SEE NOTE 1)</p> <p align="center">EXPLANATION OF NOTES</p> <p>3. Applies as follows:</p> <p>A. For cars built between January 1, 1968 and July 1, 1991, assignment of owned or leased cars to value groups will be determined by the original cost as represented to the original buyer by the manufacturer's invoice price at the time of original installation into service. In the case of a manufacturer-lessor, the fair market value or the value which was certified, or would have been certified, for investment tax credit purposes shall be substituted therefore.</p> <p>B. Assignment to value groups of cars placed into service after July 1, 1991 will be determined by the original cost of the car to the original buyer as stated in the manufacturer's invoice. In only two circumstances, owners may certify as alternative "true value" in lieu of invoice price: (a) manufacturers who retain cars for their own leasing service and (b) purchasers who can demonstrate that they contributed physical assets of significant value that were used by the manufacturer in fabricating a car, resulting in a reduction of the invoice price by more than \$1,000 per car below the price that otherwise would have been charged. For manufacturers "true value" is the price for which a car or group of cars manufactured as a group would have been sold in an arm's length transaction. For purchasers who have made a qualifying contribution to fabrication, "true value" is the invoice price plus the depreciated value of the contributed assets distributed over the cars for which the assets were used, subject to the same limitations on "true value" which would apply to a manufacturer. "True value" shall not exceed the average price of similar cars registered in Umler at invoice price within the most recent 12 months for which registration information is available in Umler, adjusted for changes in the market values of new tank cars as reflected in average car prices. If the AAR determines by audit that a certified "true value" exceeds this value limit by an amount that causes a car to be placed in a higher allowance value bracket, the value of the car will be reduced to the appropriate value bracket. In addition, if the AAR determines by audit that a certified, "true value" exceeds this value limit by an amount that causes a car to be placed in allowance value bracket more than one bracket above the otherwise applicable bracket, excess allowances paid as a result of the over valuation shall be reimbursed to the paying railroads.</p> <p>Those owners who certify a "true value" in lieu of invoice price during the calendar year must provide to the AAR an officer's certificate at the end of the year stating that, based on all information available to the owner, the owner has complied with the terms of this item. Car owners must supply for entry into Umler all information required for tank cars in the Umler Data Specification Manual. Notwithstanding any other provision of this tariff item, "true value" will be subject to audit directly by the AAR.</p>	<p>◆◆▲ ITEM 195 (Cont'd)</p> <p align="center">MILEAGE RATE ALLOWANCE ON TANK "T" CAR (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOL) (SEE NOTE 1)</p> <p align="center">EXPLANATION OF NOTES</p> <p>3. Applies as follows: (Cont'd)</p> <p>C. If applicable, initial into service transportation costs, capitalized original lining costs, capitalized additions and capitalized betterments shall be added to car values determined pursuant to Paragraphs 3 (A) and 3 (B), above, if not already included in the value of the car. For cars built after January 1, 1988, capitalized inspection costs shall be added to the value, if applicable and if not already included in the value, if applicable and if not already included in the value of the car. Values other than invoice price shall be identified in accordance with the current AAR Umler Data Specification Manual at the time cars are submitted to the Assistant Vice President, Business Services, AAR, for registration in the Umler file (see Note 6, this item).</p> <p>D. The rebuilt year and rebuilt valuation of a private car will be utilized for the purpose of computing applicable mileage allowances subject to the following conditions:</p> <ol style="list-style-type: none"> 1. The car must be rebuilt in accordance with the current requirements of Rule 88, Section C of the Office Manual and Sections A & B of the Field Manual, AAR Interchange Rules, Application for official rebuilt status must be filed with the Executive Director, Rules and Standards, AAR Technical Services and written formal approval received prior to registering such car in the Umler file with rebuilt age and valuation data. 2. Assignment of owned or leased rebuilt cars to value groups will be determined as outlined in Notes 3. (A), 3. (B) and 3. (C) herein, except that the maximum valuation of a rebuilt private car shall not exceed the lesser of: <ol style="list-style-type: none"> a. 75 percent of the original cost of a comparable new car. b. 75 percent of the calculated replacement cost of the rebuilt car prior to rebuilding, as computed per AAR Interchange Rule 107. <p>E. All car ages and values submitted are subject to verification by the AAR, and audit by the AAR or the owners independent public accountant upon reasonable request by the AAR. If the car owner elects to have the audit performed by its independent public accountant, such audit must be performed in a timely fashion in the manner prescribed by the AAR, will be performed at the car owner's expense and must be duly certified by the car owner's auditor as representing the true value of all cars included in such audit. Failure of the car owner to furnish the required car valuation data to the AAR Umler file, to arrange for the requested audit, or to correct errors determined as a result of such audit, will result in such car(s) being assigned to the lowest applicable mileage allowance rate group.</p> <p align="right">(Continued on next page)</p>
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**SECTION 1
RULES AND REGULATIONS
APPLIES ONLY ON TANK CARS**

◆◆▲ ITEM 195 (Cont'd)

**MILEAGE RATE ALLOWANCE ON TANK "T" CAR
(SEE ITEM 196 FOR EXPLANATION OF DESIGNATING
SYMBOL) (SEE NOTE 1)**

EXPLANATION OF NOTES

3. Applies as follows: (Cont'd)

F. Maximum original cost of fair market value will be as follows:

1. For cars built in 1981 and prior	\$ 64,001
2. For cars built in 1982	\$ 58,001
3. For cars built in 1983	\$ 56,001
4. For cars built in 1984	\$ 51,001
5. For cars built in 1985	\$ 54,001
6. For cars built in 1986	\$ 66,001
7. For cars built in 1987	\$ 62,001
8. For cars built in 1988	\$ 63,001
9. For cars built in 1989	\$ 64,001
10. For cars built in 1990	\$ 67,001
11. For cars built in 1991	\$ 71,001
12. For cars built in 1992	\$ 70,001
13. For cars built in 1993	\$ 76,001
14. For cars built in 1994	\$ 74,001
15. For cars built in 1995	\$ 80,001
16. For cars built in 1996	\$ 83,001
17. For cars built in 1997	\$ 84,001
18. For cars built in 1998	\$ 89,001
19. For cars built in 1999	\$ 94,001
20. For cars built in 2000	\$ 92,001
21. For cars built in 2001	\$ 106,001
22. For cars built in 2002	\$ 109,001
23. For cars built in 2003	\$ 85,001
24. For cars built in 2004	\$ 93,001
25. For cars built in 2005	\$ 101,001
26. For cars built in 2006	\$ 97,001
27. For cars built in 2007	\$ 112,001
28. For cars built in 2008	\$ 112,001
29. For cars built in 2009	\$ 117,001
30. For cars built in 2010	\$ 102,001
31. For cars built in 2011	\$ 107,001
32. For cars built in 2012	\$ 129,001
33. For cars built in 2013	\$ 144,001
34. For cars built in 2014 and subsequent	\$ 136,001

NOTE: Age is determined by subtracting the year of construction (built/rebuilt) from the current calendar year plus 1. e.g. (2014-2010) + 1 = 5

4. For cars built or rebuilt subsequent to December 31, 1977, all values reported to the AAR Umler file must be stated in equivalent U.S. dollars based on the applicable exchange rate at the time such cars were built or rebuilt. Subsequent capitalized additions and betterments reported to Umler must also be stated in equivalent U.S. dollars at the time such improvements were made.

(Continued in next column)

**SECTION 1
RULES AND REGULATIONS
APPLIES ONLY ON TANK CARS**

◆◆▲ ITEM 195 (Cont'd)

**MILEAGE RATE ALLOWANCE ON TANK "T" CAR
(SEE ITEM 196 FOR EXPLANATION OF DESIGNATING
SYMBOL) (SEE NOTE 1)**

EXPLANATION OF NOTES

5. Applies as follows:

A. Into service transportation costs are those freight charges associated with the movement of a car that is ready for its first load to the locations of the car's original installation into service. Other transportation charges incurred during construction (e.g., to a facility which installs the original lining, etc) may be included in ledger value provided that the cost is capitalized.

B. A capital expenditure is an expenditure intended to benefit future periods in contrast to revenue expenditure/current expense which benefits a current period. It is an addition to a capital asset and is initially reflected on the balance sheet. A capital expenditure normally is subject to depreciation in future years.

C. Applies as follows:

1. An addition or betterment has the effect of:

- a. Extending the useful life of a car beyond the life projected when the car was entered into service; or
- b. Increasing a car's normal use beyond that which was in effect when the car was entered into service; or
- c. Lowering the operating costs beyond that which was in effect at the time the car was entered into service; or
- d. Otherwise adding to the worth of the benefits a car can yield beyond that in effect when the car was entered into service (e.g., enhance safety, etc).
- e. Any repair that maintains a car in its customary state of operating efficiency is NOT an addition or betterment.

2. An addition is the installation of a new component of a car (not a replacement) which meets the above tests. The value registered in Umler shall be the cost of the component added, including labor.

3. A betterment is the replacement of a component of the car with a superior component. The value registered in Umler for a betterment should not exceed the cost of the superior component, including labor minus (1) the original value of the component that was replaced (i.e., retired) and (2) the cost (i.e., expense) incurred in removing the old component.

4. When a unit of property is removed from a car (i.e., partial retirement), the ledger value registered in Umler shall be reduced by the original value of the unit removed.

5. Any cost recovered under AAR Defect Car Billing, if applicable, must be deducted from the cost of an addition or betterment.

(Continued on next page)

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<p align="center">SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS</p>	<p align="center">SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS</p>				
<p>◆◆▲ ITEM 195 (Cont'd)</p> <p align="center">MILEAGE RATE ALLOWANCE ON TANK "T" CAR (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOL) (SEE NOTE 1)</p> <p align="center">EXPLANATION OF NOTES</p> <p>6. Applies as follows:</p> <p>A. When an owner: (1) makes a valuation correction to the Umler file; or (2) changes the mechanical designation of cars registered in the Umler file; and such changes result in an increase or decrease in the mileage allowance rates, the Assistant Vice President, Business Services, AAR, will be so notified and the increase or decrease will be applied retroactively. Once cars have been reported to the Umler file, any of the foregoing corrections or changes that result in a retroactive increase or decrease in the mileage allowance rates will be identified by the Assistant Vice President. The car owner is required to furnish the Assistant Vice President documented proof of the basis of the correction or change and advise as to any applicable mileage allowance adjustments which are required.</p> <p>B. Retroactive Mileage Allowance Decrease: Within five (5) months from the date of a change to the Umler file resulting in a retroactive mileage allowance rate decrease, the owner will notify all using carriers of such decrease with either supporting details or a summary of the over-collections, with a copy to the Assistant Vice President. After receiving such notification, the using carrier shall deduct such amount(s), in the next open mileage reports to the car owner, plus fifteen (15) percent to reimburse the handling road for audit and associated administrative expenses. If the owner fails to send notification to the users within five (5) months, the Assistant Vice President shall notify carriers of the car initial (s) and number(s) involved and the user(s) shall make an adjustment, as described above.</p> <p>C. Retroactive Mileage Allowance Increase: Within five (5) months from the date of a change to the Umler file resulting in a retroactive mileage allowance rate increase, the owner will notify all using carriers of such increase with either supporting details or a summary of the under-collections, with a copy to the Assistant Vice President. After receiving such notification, the using carriers shall add such amount(s) in their next open mileage reports to the car owner, less fifteen (15) percent to reimburse the handling roads for audit and associated administrative expense. No retroactive mileage allowance rate increase will be applicable if the owner fails to notify the using carriers of such increase within five (5) months from the date of a change to the Umler file.</p>	<p>ITEM 196</p> <p align="center">EXPLANATION OF SYMBOL USED IN ITEM 195</p> <table border="0"> <thead> <tr> <th align="left">SYMBOL</th> <th align="left">EXPLANATION</th> </tr> </thead> <tbody> <tr> <td>"T"</td> <td>Tank Car. Tank car means any car which is used only for the transportation of liquids, liquefied gases, compressed gases, or solids that are liquefied prior to unloading. Car may be without underframe if container serving as superstructure is designed to serve as underframe. If car has underframe, it must be designed only for the carriage of one or more enclosed containers (with or without compartments) that form the superstructure and are integral parts of the car. All such containers must be securely attached to underframe when offered for transportation but may have demountable features.</td> </tr> </tbody> </table>	SYMBOL	EXPLANATION	"T"	Tank Car. Tank car means any car which is used only for the transportation of liquids, liquefied gases, compressed gases, or solids that are liquefied prior to unloading. Car may be without underframe if container serving as superstructure is designed to serve as underframe. If car has underframe, it must be designed only for the carriage of one or more enclosed containers (with or without compartments) that form the superstructure and are integral parts of the car. All such containers must be securely attached to underframe when offered for transportation but may have demountable features.
SYMBOL	EXPLANATION				
"T"	Tank Car. Tank car means any car which is used only for the transportation of liquids, liquefied gases, compressed gases, or solids that are liquefied prior to unloading. Car may be without underframe if container serving as superstructure is designed to serve as underframe. If car has underframe, it must be designed only for the carriage of one or more enclosed containers (with or without compartments) that form the superstructure and are integral parts of the car. All such containers must be securely attached to underframe when offered for transportation but may have demountable features.				
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<p align="center">SECTION 2 APPLIES ON CARS OTHER THAN TANK CARS</p>	<p align="center">SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS</p>
<p>ITEM 400</p> <p>APPLICATION - APPLIES ON CARS OTHER THAN TANK CARS</p> <p>1. The term "Cars of Private Ownership", when used in this tariff, is defined as cars bearing other than Railroad Reporting marks that are owned by individuals, firms, corporations, or car companies, including cars owned and/or operated by railroads controlled car lines.</p> <p>2. Except as otherwise provided herein, these rules govern the handling of cars other than tank cars, including the payment of mileage allowances when used by railroads party to this tariff individually or jointly where specifically provided herein, for transportation over their lines, as follows:</p> <p>A. Between points in the United States (interstate and intrastate) including movements where part of the through route is through Canada.</p> <p>B. Internationally, i.e., between points in the United States and points in Canada.</p> <p>C. Between points in Canada in connection with the Norfolk Southern Railway Company.</p> <p>D. For that portion of the haul in the United States in connection with movements between points in Canada where part of the through route is through the United States.</p>	<p>ITEM 405</p> <p align="center">GENERAL EXCEPTION</p> <p>1. The rules and mileage allowances published herein will not apply to:</p> <p>A. Cars that are not properly registered in the AAR's Umler file with assigned reporting marks and mechanical designations.</p> <p>B. Railroad controlled cars bearing private reporting marks equipped with bi- or tri-level racks moving under direction or authority of the rack owner en route to or from non-railroad facilities for the repair or modification of such racks.</p> <p>2. Mileage allowances will not apply to cars handled under the provisions of Item 615, Parts A. 2. B. 2. B. and C. 2. D. and E.</p>
	<p>ITEM 412</p> <p align="center">BALTIMORE AND OHIO CHICAGO TERMINAL RAILROAD COMPANY (SEE EXCEPTION 1)</p> <p>Provisions of this tariff for the movement of empty cars without charge to or from shop facilities for cleaning, lining, relining, maintenance or repair, will not apply to such cars moving from or to shop facilities served by BOCT, to the extent charges are published in Tariff BOCT 8100-Series.</p> <p align="center">EXCEPTION</p> <p>1. These provisions do not apply to tank cars.</p>
	<p>ITEM 413</p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>
	<p>ITEM 414</p> <p align="center">ANN ARBOR RAILROAD COMPANY (AA)</p> <p>The AA will pay an allowance of one and one-half (1.5) cents per mile for gondola cars with mechanical designation "GBS" marked TPPX 30101-30152 and TPPX 40101-40150.</p>
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<p align="center">SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS</p>	<p align="center">SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS</p>
<p>ITEM 420</p> <p align="center">BNSF RAILWAY COMPANY (LINES IN CANADA)</p> <p>The participation of the BNSF over its lines in Canada is restricted to movements which have origin or destination in the United States.</p>	<p>ITEM 428</p> <p align="center">BNSF RAILWAY COMPANY (EXCEPTION TO ITEM 615, PART B)</p> <p>When a car is released from load on BNSF, the empty will be returned via the reverse of the loaded route to the origin station of the last loaded movement. If the owner or lessee of the car desires movement via a different route or to a station other than the origin of the last loaded movement, empty billing instructions must be given to:</p> <p align="center">BNSF Railway Co. Carload Billing 920 S.E. Quincy Topeka, KS 66612 Telephone: (800) 786-2873 FAX: (800) 786-2455</p> <p>prior to release of the empty car. If the owner or lessee of the car requests movement via a different route, or to a station other than the origin of the last movement, after release of the empty car, diversion provisions and charges, as named in BNSF Diversion Tariff 6200 Series, are applicable.</p>
<p>ITEM 422</p> <p align="center">BNSF RAILWAY COMPANY</p> <p>Mileage allowance for use of logging cars between stations in the States of Idaho, Montana and/or Washington, will not apply when such allowances are published in the individual tariffs of this company.</p>	<p>ITEM 430</p> <p align="center">BNSF RAILWAY COMPANY (EXCEPTION TO ITEM 615, PART C)</p> <p>When a car is released from load on BNSF, the empty will be returned via the reverse of the loaded route to the origin station of the last loaded movement. If the owner or lessee of the car desires movement via a different route or to a station other than the origin of the last loaded movement, empty billing instructions must be given to:</p> <p align="center">BNSF Railway Co. Carload Billing 920 S.E. Quincy Topeka, KS 66612 Telephone: (800) 786-2873 FAX: (800) 786-2455</p> <p>prior to release of the empty car. If the owner or lessee of the car requests movement via a different route, or to a station other than the origin of the last movement, after release of the empty car, diversion provisions and charges, as named in BNSF Diversion Tariff 6200 Series, are applicable.</p>
<p>ITEM 424</p> <p align="center">BNSF RAILWAY COMPANY</p> <ol style="list-style-type: none"> 1. BNSF will not pay mileage allowance of any kind on STCC 20-411, 20-413, 20-414, 20-416, 20-419-16 thru 20-419-24, 20-419-27, 20-419-30 thru 20-419-94, 20-451, 20-452, 20-923-25 and 20-923-26. 2. The Standard Transportation Commodity Code Numbers referred to are as directed (and also embrace all articles assigned additional digits listed thereunder) in Tariff 6001-Series. 	<p>ITEM 426</p> <p align="center">BNSF RAILWAY COMPANY (EXCEPTION TO ITEM 615, PART A)</p> <p>When a refrigerator car is released from load on BNSF, the empty will be returned via the reverse of the loaded route to the origin station of the last loaded movement. If the owner or lessee of the car desires movement via a different route or to a station other than the origin of the last loaded movement, empty billing instructions must be given to:</p> <p align="center">BNSF Railway Co. 12th Floor - Carload Billing 176 E. 5th Street St Paul, MN 55101 Telephone: (888) 312-2673 FAX: (800) 786-2455</p> <p>prior to release of the empty car. If the owner or lessee of the car requests movement via a different route, or to a station other than the origin of the last movement, after release of the empty car, diversion provisions and charges, as named in BNSF Diversion Tariff 6200 Series, are applicable.</p>
<p>ITEM 426</p> <p align="center">BNSF RAILWAY COMPANY (EXCEPTION TO ITEM 615, PART A)</p> <p>When a refrigerator car is released from load on BNSF, the empty will be returned via the reverse of the loaded route to the origin station of the last loaded movement. If the owner or lessee of the car desires movement via a different route or to a station other than the origin of the last loaded movement, empty billing instructions must be given to:</p> <p align="center">BNSF Railway Co. 12th Floor - Carload Billing 176 E. 5th Street St Paul, MN 55101 Telephone: (888) 312-2673 FAX: (800) 786-2455</p> <p>prior to release of the empty car. If the owner or lessee of the car requests movement via a different route, or to a station other than the origin of the last movement, after release of the empty car, diversion provisions and charges, as named in BNSF Diversion Tariff 6200 Series, are applicable.</p>	<p>ITEM 432</p> <p align="center">BNSF RAILWAY COMPANY</p> <p align="center">PART A</p> <ol style="list-style-type: none"> 1. The BNSF Railway Company will pay an allowance of four (4) cents per mile for flat cars specially equipped with bulkhead ends, a steel "A" frame or steel center beam, down the center and chains, cables and clamps providing adjustable tie-downs or other appurtenances for handling packaged units of lumber and building products. <p align="center">PART B</p> <ol style="list-style-type: none"> 2. The BNSF Railway Company will pay an allowance of five (5) cents on cars with inside length of at least 48 feet, 6 inches, but not exceeding 61 feet, 0 inches or six (6) cents on cars with inside length exceeding 61 feet, 0 inches per loaded or empty mile for flat cars specially equipped with bulkhead ends and/or steel "A" frame and/or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs or other appurtenances for handling packaged units of lumber and building products.
<p>ISSUED: February 19, 2015</p>	<p>EFFECTIVE: March 1, 2015</p>
<p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	

SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS	SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS																																
<p>ITEM 434</p> <p style="text-align: center;">BNSF RAILWAY COMPANY</p> <p>The provisions of Item 615 will not apply on privately-owned freight cars carrying reporting marks DODX 39810 through 39829, or other depressed center flat cars equipped with permanently fixed container or containers and framework as a shield against radioactive materials.</p>	<p>ITEM 438 (Cont'd)</p> <p style="text-align: center;">BNSF RAILWAY COMPANY (APPLIES ONLY ON SHIPMENTS OF GRAIN OR GRAIN PRODUCTS, WITH STANDARD TRANSPORTATION COMMODITY CODE NUMBERS SHOWN IN PARAGRAPHS 1 AND 2, THIS ITEM, WHILE ON THE RAILS OF THE BNSF)</p> <p>2. The BNSF will pay the mileage allowance on special car type "LO" as provided in Item 621, subject to a maximum mileage allowance of twenty-four (24) cents per loaded mile when containing commodities with the following Standard Transportation Commodity Code Numbers:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 25%;">20-412</td> <td style="width: 25%;">20-432</td> <td style="width: 25%;">20-923-14 thru 20-923-17</td> <td style="width: 25%;">20-942-45</td> </tr> <tr> <td>20-415</td> <td>20-467</td> <td>20-923-27</td> <td>20-942-50</td> </tr> <tr> <td>20-417</td> <td>20-469</td> <td>20-923-55</td> <td>20-942-65</td> </tr> <tr> <td>20-418</td> <td>20-619</td> <td>20-923-90</td> <td></td> </tr> <tr> <td>20-419-26</td> <td>20-823</td> <td>20-939</td> <td></td> </tr> <tr> <td>20-419-28</td> <td>20-831</td> <td>20-942-10 thru 20-942-20</td> <td></td> </tr> <tr> <td>20-421-27</td> <td>20-839</td> <td>20-942-30</td> <td></td> </tr> <tr> <td>20-421-40 thru 20-421-96</td> <td>20-914-10 thru 20-914-50</td> <td>20-942-37 20-942-43</td> <td></td> </tr> </table> <p>The Standard Transportation Commodity Code Numbers referred to are as described (and also embrace all articles assigned additional digits listed thereunder) in Tariff STCC 6001-Series.</p>	20-412	20-432	20-923-14 thru 20-923-17	20-942-45	20-415	20-467	20-923-27	20-942-50	20-417	20-469	20-923-55	20-942-65	20-418	20-619	20-923-90		20-419-26	20-823	20-939		20-419-28	20-831	20-942-10 thru 20-942-20		20-421-27	20-839	20-942-30		20-421-40 thru 20-421-96	20-914-10 thru 20-914-50	20-942-37 20-942-43	
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<p>ITEM 436</p> <p style="text-align: center;">BNSF RAILWAY COMPANY</p> <ol style="list-style-type: none"> For the account of the BNSF Railway Company, the line haul movement of empty private freight to and from a cleaning facility will be assessed line haul charges as specified in tariff BNSF 90020. Such charges will be assessed and collected from the person, firm, or corporation ordering the movement. Line haul charges will not apply if the movement to the cleaning facility was immediately preceded by a BNSF line haul revenue movement, having moved within 150 days of the loaded waybill date. Only one free empty move is allowed for each loaded move. 	<p>ITEM 440</p> <p style="text-align: center;">BNSF RAILWAY COMPANY</p> <ol style="list-style-type: none"> Movement of empty cars in coal service Tariff BNSF 6041 will apply. Provisions for tank cars, see Section 1 in this Tariff (RIC 6007-O). 																																
<p>ITEM 438</p> <p style="text-align: center;">BNSF RAILWAY COMPANY (APPLIES ONLY ON SHIPMENTS OF GRAIN OR GRAIN PRODUCTS, WITH STANDARD TRANSPORTATION COMMODITY CODE NUMBERS SHOWN IN PARAGRAPHS 1 AND 2, THIS ITEM, WHILE ON THE RAILS OF THE BNSF)</p> <p>1. The BNSF will pay the mileage allowance on special car type "LO" as provided in Item 621, subject to a maximum mileage allowance of fifteen (15) cents per loaded mile when containing commodities with the following Standard Transportation Commodity Code Numbers:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 25%;">01-131</td> <td style="width: 25%;">01-139</td> <td style="width: 25%;">01-159-43</td> <td style="width: 25%;">01-341</td> </tr> <tr> <td>01-132</td> <td>01-142</td> <td>01-159-48</td> <td>01-342</td> </tr> <tr> <td>01-133</td> <td>01-144</td> <td>01-159-70</td> <td>01-343</td> </tr> <tr> <td>01-135</td> <td>01-149</td> <td>01-159-71</td> <td>01-992</td> </tr> <tr> <td>01-136</td> <td>01-152-10</td> <td>01-159-74</td> <td></td> </tr> <tr> <td>01-137</td> <td>01-159-25</td> <td>01-199-60</td> <td></td> </tr> </table> <p style="text-align: center;">(Continued in next column)</p>	01-131	01-139	01-159-43	01-341	01-132	01-142	01-159-48	01-342	01-133	01-144	01-159-70	01-343	01-135	01-149	01-159-71	01-992	01-136	01-152-10	01-159-74		01-137	01-159-25	01-199-60										
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<p>ISSUED: February 19, 2015</p>	<p>EFFECTIVE: March 1, 2015</p>																																
<p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p>																																	
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SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS	SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS					
<p>ITEM 441</p> <p>BNSF RAILWAY COMPANY (APPLIES ON EMPTY RAILROAD MARKED EQUIPMENT OF PRIVATE OWNERSHIP OR EMPTY PRIVATE EQUIPMENT NOT HAVING PREVIOUS REVENUE MOVEMENT TO THE INTERCHANGE ON THE BNSF) (SEE EXCEPTIONS 1 AND 2 OF THIS ITEM)</p> <p>1. For the account of the BNSF Railway Company, when the line haul movement of empty private freight cars are received at interchange and the BNSF did not handle the previous loaded revenue movement to the interchange the charge will be assessed as follows:</p> <p>A charge will be applied from the BNSF interchange to BNSF destination using Tariff BNSF 90020 or other applicable document.</p> <p>2. In all cases, empty private freight cars will be subject to Tariff BNSF 90020 that meet at least one of these criteria:</p> <ol style="list-style-type: none"> New cars or cars that are re-stenciled with new initials or numbers. Cars not listed in Umler. Cars moving for dismantling, scrapping or sale. 	<p>ITEM 444</p> <p>BNSF RAILWAY COMPANY (SEE NOTES 3 AND 4)</p> <p>1. Except as otherwise provided in this item, the rules, allowances and other provisions of Section 2 of this tariff will apply.</p>					
<p>ITEM 442</p> <p>BNSF RAILWAY COMPANY</p> <p>1. For the account of the BNSF Railway Company, charges for line haul movement of empty private freight or empty railroad marked freight cars of private ownership to a customer facility, BNSF team track, foreign railroad, repair shop or storage facility will not apply if the movement was immediately preceded by a BNSF line haul revenue movement, having moved within 150 days of the loaded waybill date.</p> <p>2. The rates in BNSF 90020 apply for line haul movements of empty private freight or empty railroad marked freight cars of private ownership where BNSF did not receive any portion of the previous loaded line haul movement within 150 days of the waybill date of the previous loaded move. Such charges will be assessed against and collected from the car owner as reflected in the AAR Umler if no freight payer is mentioned on the bill of lading.</p> <p>3. Only one free empty move is allowed for each loaded move.</p>	<p>CAR TYPE</p>	<p>DESIGNATING SYMBOLS (SEE NOTE 1) (FOR EXPLANATION OF SYMBOLS SEE ITEMS 625 AND 650, INCLUSIVE)</p>	<p>MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE (SEE EXCEPTIONS 1 AND 2)</p>			
	<p>FLAT</p>	<p>"FMS" of 280,000 lb and over nominal capacity equipped with permanent chain tie-down devices</p>	<p>37.6</p>			
		<p>"FD", "FW"</p>	<p>8.0</p>			
		<p>"FM" of 200,000 lb and over nominal capacity</p>	<p>8.0</p>			
		<p>"FB" and "FBS": On cars with inside length of at least 48 feet, 6 inches, but not exceeding 61 feet, 0 inches</p>	<p>10.0</p>			
		<p>"FB" and "FBS": On cars with inside length exceeding 61 feet, 0 inches</p>	<p>12.0</p>			
	<p>GONDOLA</p>	<p>"GA", "GD", "GH", "GS", "GW" (see Note 2)</p>	<p>3.0</p>			
		<p>"GT", except "GTS" with a capacity of 6,810 cubic feet or greater (see Note 2)</p>	<p>3.0</p>			
		<p>"GTS" with a capacity of 6,810 cubic feet or greater (see Note 2)</p>	<p>13.0</p>			
		<p>"GB" (see Note 2)</p>	<p>1.2</p>			
	<p>HOPPER</p>	<p>"HFA", "HK", "HM", "HMA", "HT", "HTA" (see Note 2)</p>	<p>7.6</p>			
	<p>REFRIGERATOR</p>	<p>"RS"</p>	<p>10.0</p>			
		<p>"RB", "RBL"</p>	<p>27.5</p>			
		<p>"RP", "RPL"</p>	<p>24.0</p>			
	<p>STOCK</p>	<p>"SC", "SM"</p>	<p>4.6</p>			
	<p>SPECIAL</p>	<p>"LO"</p>	<p>(see Item 621)</p>			
		<p>"LM"</p>	<p>11.0</p>			
		<p>"LP"</p>	<p>3.0</p>			
		<p>"LF"</p>	<p>24.0</p>			
		<p>"LG"</p>	<p>14.0</p>			
		<p>"LU"</p>	<p>28.2</p>			
		<p>"LS"</p>	<p>8.0</p>			
		<p>"LRC"</p>	<p>10.0</p>			
	<p>ALL OTHER FREIGHT CARS</p>	<p>(See Exception 3)</p>	<p>1.2</p>			
(Continued on next page)						
ISSUED: February 19, 2015	EFFECTIVE: March 1, 2015					
ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513						
For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.						

<p align="center">SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS</p>	<p align="center">SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS</p>
<p>ITEM 444 (Cont'd)</p> <p align="center">BNSF RAILWAY COMPANY (SEE NOTES 3 AND 4)</p> <p align="center">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> Designating symbols (mechanical designations) will be assigned to car owner or lessee by the Executive Director, Rules and Standards, Technical Services, Association of American Railroads, upon written application. Mileage allowance named will also apply on cars carrying letters "R" and "S" affixed to the foregoing designating symbols. The mileage allowance published herein are not applicable to cars bearing reporting marks ABOX, GONX and RBOX." Mileage will be computed as follows: <ol style="list-style-type: none"> Mileage will be computed on the basis of the distance over the routes of the BNSF based on non-familized interactive miles from ALK Technologies' PC*Miller Rail Fuel Surcharge router from the station of origin or station at which received from connecting line to destination station or the station at which delivered to connecting line. When a car is both loaded and unloaded within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed. <p align="center">EXPLANATION OF EXCEPTIONS</p> <ol style="list-style-type: none"> Provisions of this item will not apply when the applicable freight tariff provides that shipper must supply equipment and that no mileage allowance will be paid. Mileage allowance provided in this item will not apply to new cars or newly acquired cars moving prior to their first loaded move in commercial service nor will the allowance be paid on cars moving for sale or as scrap. Such movements will be subject to applicable rates. No mileage allowance will be paid on privately owned or leased cars bearing "MBPX" reporting mark. 	<p>ITEM 445</p> <p align="center">BNSF RAILWAY COMPANY (APPLIES ON EMPTY RAILROAD MARKED FREIGHT CARS OF PRIVATE OWNERSHIP MOVING TO AND FROM A REPAIR FACILITY) (SEE EXCEPTIONS 1 AND 2 OF THIS ITEM)</p> <ol style="list-style-type: none"> For account of the BNSF Railway Company, provisions of any other items herein or other items published elsewhere. The line haul movement of empty railroad marked freight cars of private ownership to and from a repair facility, will not apply, unless the empty movement to and from a repair facility is in the direct reverse route of a BNSF loaded revenue line haul movement which immediately preceded that empty movement to the repair facility. If the switch charge (inbound and/or outbound respectively) will be assessed against person, form or corporation ordering such a move, in accordance with applicable switching tariffs. If any portion of the line haul movement to the repair facility and from the repair facility is not in the direct reverse route of the previous BNSF line haul movement, the rates specified in Item 1000 of BNSF Price List 90020 Series or other applicable rate documents, will apply to that chargeable line haul movement to the repair facility and from the repair facility. Such charge will be assessed against and collected from the car owner as reflected in the AAR Umler Registration. <p align="center">EXCEPTIONS</p> <ol style="list-style-type: none"> This item does not apply to freight cars in coal service subject to Items 250, 300 and 305 of Tariff BNSF 6041 Series. For provisions to apply on tank cars, see Section 1 of RIC 6007-O.
	<p>ITEM 446</p> <p align="center">APPLIES ONLY FOR BNSF (APPLIES ONLY TO SPECIAL CAR TYPE "LO" CARS BEARING OTHER THAN RAILROAD REPORTING MARKS) (APPLIES ONLY IN CONNECTION WITH THE PROVISIONS OF PARAGRAPH 2, PART C, ITEM 615)</p> <p>An empty car ordered to a station not authorized for loading under the provisions of Item 605, will be transported to the nearest convenient holding point, or to the billed station if such a holding point is not reasonably accessible, and held for disposition instructions following telephone or telegraphic notification to the car owner or lessee as identified in the AAR Umler file. Mileage incurred in the movement, both to and from the point at which the car is held, will be billed at the rate of thirty-two (32) cents per mile. Applicable switching charges will be additionally assessed. Any car held by BNSF awaiting disposition instructions will be subject to the provisions and charges of BNSF Demurrage Tariff 6004 Series.</p>
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<p>ITEM 448</p> <p align="center">BNSF RAILWAY COMPANY</p> <p>The BNSF Railway Company will pay an allowance of four (4) cents per loaded and empty mile for flat cars with mechanical designation "FM" when equipped with 100 ton trucks and having a nominal capacity of 195,000 lbs or over, carrying reporting marks "JTHX" in car series 1001 through 1012.</p>	<p>ITEM 453</p> <p align="center">COLUMBUS AND GREENVILLE RAILWAY (CAGY)</p> <p>The provisions of Item 615-Series, or other provisions for the movement of empty freight cars without charge will not apply to such cars moving to, from, or via the CAGY unless the empty movement is immediately preceded by or followed by a revenue movement via CAGY. In all other circumstances, charges published in the Uniform Freight Classification for movement of empty cars on their own wheels observing the single line minimum charge will apply.</p>
<p>ITEM 449</p> <p align="center">BUFFALO & PITTSBURGH RAILROAD, INC. (BPRR)</p> <p>The provisions of Item 615-Series, or other provisions for the movement or handling of empty freight cars, other than tank cars, without charges to or from facilities for cleaning, lining, relining, maintenance, modification or repair or storage, will not apply to such cars moving to or from facilities served by the BPRR. In all other circumstances, the published tariff charges in Tariff BPRR 4004-Series for movement of empty cars on their own wheels to and from repair or storage facilities shall apply.</p>	<p>ITEM 454</p> <p align="center">CANADIAN NATIONAL RAILWAY COMPANY</p> <ol style="list-style-type: none"> The provisions of Item 615-Series, or other provisions for the movement of empty freight cars - other than tank cars - without charge will not apply to such cars moving to, from, or via CN unless the empty movement is immediately preceded by a revenue linehaul movement via CN. In all other circumstances, charges in Tariff CN 890000 for the movement of empty cars on their own wheels will apply. The provisions of Item 615-Series governing one free diversion or reconsignment of empty freight cars, other than tank cars, will not apply. Rules and charges in Tariff CN 9000 will apply.
<p>ITEM 450</p> <p align="center">CEDAR RAPIDS AND IOWA CITY RAILWAY COMPANY (CIC)</p> <p>The provisions of Item 615-Series or other provisions provided in this tariff for the movement of empty freight cars (other than empty tank cars) without charge to and from facilities for cleaning, lining, relining, maintenance, modification, repair or storage, etc., will not apply for account of the CIC. For Rules and charges to apply, see Freight Tariff CIC 4006-Series.</p>	<p>ITEM 457.50</p> <p align="center">CANADIAN NATIONAL RAILWAYS</p> <p>The provisions of Items 615 and 620 will not apply on privately-owned freight cars carrying markings DODX 39810- through 39829, or other depressed center flat cars equipped with permanently applied container or containers or framework as a shield for radioactive materials.</p>
<p>ITEM 451</p> <p align="center">CHICAGO, SOUTH SHORE AND SOUTH BEND RAILROAD (CSS)</p> <p>The CSS will pay an allowance of four (4) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs or other equipment suitable for handling packaged units of lumber and building products.</p>	<p>ITEM 458</p> <p align="center">CP RAIL SYSTEM</p> <p>The CPRS will pay an allowance of five (5) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs, or other appurtenances for handling packaged units of lumber and building products.</p>
<p>ITEM 452</p> <p align="center">CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD (CSS)</p> <p>The provisions of Item 615 Series or other provisions for the movement of empty freight cars, other than tank cars, without charge, to or from facilities for cleaning, lining, relining, maintenance, modification, repair or storage, will not apply to such cars moving via Chicago South Shore and South Bend Railroad from or to said facilities unless the empty movement is immediately preceded by or followed by a loaded revenue movement via Chicago South Shore and South Bend Railroad. In all other circumstances, the applicable CSS publication for the movement of empty cars on their own wheels shall apply.</p>	
<p>ISSUED: February 19, 2015 EFFECTIVE: March 1, 2015</p>	
<p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	

<p align="center">SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS</p>	<p align="center">SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS</p>
<p>ITEM 459</p> <p align="center">CP RAIL SYSTEM (EXCEPTION TO ITEM 615)</p> <p>1. Provisions of Item 615 for movement of empty private freight cars, other than tank cars, free of line haul charge from or to shop facilities for cleaning, lining, relining, maintenance, modification or repair to or from a storage facility will not apply unless:</p> <p>A. The empty movement into a shop or storage facility is immediately preceded by a CPRS loaded revenue line-haul movement. If not immediately preceded by a CPRS loaded revenue line-haul movement, charges in Tariff CP 4000 Series for movement of empty cars on their own wheels shall apply, charges for movement into shop will be assessed to the car owner. (NOTE 1).</p> <p>B. The empty movement out of a shop or storage facility is subject to charges in Tariff CP 4000 Series for movement of empty cars on their own wheels, charges for movement out of shop will be assessed to the car owner. (NOTE 1).</p> <p align="center">EXPLANATION OF NOTES</p> <p>1. Movements from shop to shop, shop to repair facility, shop to storage facility or vice versa will not be moved for free. Charges in Tariff CP 4000 Series for movement of empty cars on their own wheels shall apply.</p>	<p>ITEM 462</p> <p align="center">CP RAIL SYSTEM (STATION NOS. 6353 TO 16930)</p> <p>1. The CPRS will pay an allowance of seventeen (17) cents per loaded mile on the following types of cars:</p> <p>Bulkhead flat cars with mechanical designation "FB" and "FBS" with inside length of at least 48 feet, 6 inches;</p> <p>Flat cars specially equipped with bulkheaded ends, a steel "A" frame down the center and chains, cables and clamps providing adjustable tie-downs, for handling packaged units of lumber and building products;</p> <p>Flat cars specially equipped with bulkheaded ends, a steel center beam down the center and equipment suitable for handling packaged units of lumber and building products;</p> <p>A. Mileage to be computed on basis of the actual distance over the routes of the CPRS (Station Nos. 6353 to 16930) based on freight mileage tables published in tariffs lawfully on file from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting lines.</p> <p>B. When the transportation begins and ends, i.e., when a car is both loaded and unloaded, within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.</p> <p>C. Except as otherwise provided in Item 615, cars covered by this item will be moved empty without charge between stations or junction points on the CPRS (Station Nos. 6353 to 16930). No allowance will be made for mileage of such cars during empty movement.</p>
<p>ITEM 460</p> <p align="center">CP RAIL SYSTEM</p> <p>The CPRS will pay an allowance of one and one-half (1.5) cents per mile on gondola cars with mechanical designation "GBS" marked TPPX 30101-30152 and TPPX 40101-40150.</p>	<p>ITEM 464</p> <p align="center">CP RAIL SYSTEM</p> <p align="center">PART A</p> <p>1. The CPRS will pay an allowance of five (5) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame down the center and chains, cables and clamps providing adjustable tie-downs for handling packaged units of lumber and building products.</p> <p align="center">PART B</p> <p>2. The CPRS will pay an allowance of four (4) cents per mile for flat cars specially equipped with bulkheaded ends, a steel center beam down the center and equipment suitable for handling packaged units of lumber and building products.</p> <p align="center">PART C</p> <p>3. The CPRS will pay an allowance of four and one-half (4.5) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs, or other equipment suitable for handling packaged units of lumber and building products.</p>
<p>ISSUED: February 19, 2015 EFFECTIVE: March 1, 2015</p>	
<p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	

<p align="center">SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS</p>	<p align="center">SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS</p>																																																																										
<p>ITEM 466</p> <p align="center">CP RAIL SYSTEM (STATION NOS. 6449 TO 7253 ONLY)</p> <p>The CPRS will pay an allowance of thirteen and a half (13.5) cents per loaded mile for bulkhead flat cars with mechanical designation "FB" and inside length of at least 48 feet, 6 inches but not exceeding 61 feet, 0 inches; and fifteen and a half (15.5) cents per loaded mile for bulkhead flat cars with mechanical designation "FB" and inside length in excess of 61 feet, 0 inches.</p>	<p>ITEM 478</p> <p align="center">CP RAIL SYSTEM</p> <p>The CPRS will pay an allowance of four (4) cents per loaded and empty mile for flat cars with mechanical designation "FM" when equipped 100 ton trucks and having a normal capacity of 195,000 pounds or over carrying reporting marks "JTHX" in car Series 1001 through 1012.</p>																																																																										
<p>ITEM 468</p> <p align="center">CP RAIL SYSTEM (EXCEPT STATION NOS. 6449 TO 7253 ONLY)</p> <p>The CPRS with the exception of Station Nos. 6449 to 7253 will pay a mileage allowance of seventeen (17) cents per loaded mile on bulkhead flat cars with mechanical designation "FB" and an inside length of at least 48 feet, 6 inches.</p>	<p>ITEM 480</p> <p align="center">CP RAIL SYSTEM (EXCEPTION TO ITEM 621)</p> <p>1. The CPRS will pay the mileage allowance on special car type "LO" as provided in Item 621-Series, subject to a maximum mileage allowance of fifteen (15) cents per loaded mile when containing commodities with the following Standard Transportation Commodity Codes:</p> <table border="0" data-bbox="857 705 1373 852"> <tr> <td>01-131</td> <td>01-139</td> <td>01-159-43</td> <td>01-341</td> </tr> <tr> <td>01-132</td> <td>01-142</td> <td>01-159-48</td> <td>01-342</td> </tr> <tr> <td>01-133</td> <td>01-144</td> <td>01-159-70</td> <td>01-343</td> </tr> <tr> <td>01-135</td> <td>01-149</td> <td>01-159-71</td> <td>01-992</td> </tr> <tr> <td>01-136</td> <td>01-152-10</td> <td>01-159-74</td> <td></td> </tr> <tr> <td>01-137</td> <td>01-159-25</td> <td>01-199-60</td> <td></td> </tr> </table> <p>2. The CPRS will pay the mileage allowance on special car type "LO" as provided in Item 621-Series, subject to a maximum mileage allowance of twenty-four (24) cents per loaded mile when containing commodities with the following Standard Transportation Commodity Codes:</p> <table border="0" data-bbox="824 1024 1451 1268"> <tr> <td>20-412</td> <td>20-432</td> <td>20-923-14 thru</td> <td>20-923-17</td> <td>20-942-45</td> </tr> <tr> <td>20-415</td> <td>20-467</td> <td>20-923-27</td> <td></td> <td>20-942-50</td> </tr> <tr> <td>20-417</td> <td>20-469</td> <td>20-923-55</td> <td></td> <td>20-942-65</td> </tr> <tr> <td>20-418</td> <td>20-619</td> <td>20-923-90</td> <td></td> <td></td> </tr> <tr> <td>20-419-26</td> <td>20-823</td> <td>20-939</td> <td></td> <td></td> </tr> <tr> <td>20-419-28</td> <td>20-831</td> <td>20-942-10 thru</td> <td>20-942-20</td> <td></td> </tr> <tr> <td>20-421-27</td> <td>20-839</td> <td>20-942-30 thru</td> <td>20-942-37</td> <td></td> </tr> <tr> <td>20-421-40</td> <td>20-914-10</td> <td>20-942-43</td> <td></td> <td></td> </tr> <tr> <td>thru</td> <td>thru</td> <td></td> <td></td> <td></td> </tr> <tr> <td>20-421-96</td> <td>20-914-50</td> <td></td> <td></td> <td></td> </tr> </table>	01-131	01-139	01-159-43	01-341	01-132	01-142	01-159-48	01-342	01-133	01-144	01-159-70	01-343	01-135	01-149	01-159-71	01-992	01-136	01-152-10	01-159-74		01-137	01-159-25	01-199-60		20-412	20-432	20-923-14 thru	20-923-17	20-942-45	20-415	20-467	20-923-27		20-942-50	20-417	20-469	20-923-55		20-942-65	20-418	20-619	20-923-90			20-419-26	20-823	20-939			20-419-28	20-831	20-942-10 thru	20-942-20		20-421-27	20-839	20-942-30 thru	20-942-37		20-421-40	20-914-10	20-942-43			thru	thru				20-421-96	20-914-50			
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<p>ITEM 470</p> <p align="center">CP RAIL SYSTEM (STATION NOS. 6353 TO 16930 ONLY)</p> <p>The CPRS will pay a mileage allowance of six and one-half (6.5) cents per mile, loaded and empty, on gondola cars with mechanical designation "GTS" with a capacity of 6000 cubic feet or greater.</p>	<p>The Standard Transportation Commodity Code Numbers referred to are as described (and also embrace all articles assigned additional digits listed there under) in Tariff STCC 6001-Series.</p>																																																																										
<p>ITEM 472</p> <p align="center">CP RAIL SYSTEM</p> <p>The CPRS will pay a mileage allowance of six (6) cents per empty or loaded mile for flat cars with mechanical designation "FMS" specially equipped with permanent stakes and bunks for pole loading.</p>	<p>ITEM 482</p> <p align="center">CP RAIL SYSTEM</p> <p>The CPRS will pay an allowance of five (5) cents per mile for bulkhead flat cars with mechanical designation "FB" and inside length of at least 48 feet, 6 inches but not exceeding 61 feet, 0 inches; and six (6) cents per mile for bulkhead flat cars with mechanical designation "FB" and inside length in excess of 61 feet, 0 inches.</p>																																																																										
<p>ITEM 474</p> <p align="center">CP RAIL SYSTEM (STATION NOS. 6353 TO 16930 ONLY)</p> <p>The provisions of Items 615 and 620 will not apply on privately-owned freight cars carrying markings DODX 39810 through 39829, or other depressed center flat cars equipped with permanently applied container or containers or framework as a shield for radioactive materials.</p>																																																																											
<p>ITEM 476</p> <p align="center">CP RAIL SYSTEM</p> <p>1. The CPRS will pay a mileage allowance of three (3) cents per empty or loaded mile on all air dump cars designated as type of car "MWD". Mileage will be computed on the basis of the shortest distance over the route of the CPRS based on the freight mileage tables published in tariffs lawfully on file from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line.</p> <p>2. When the transportation begins and ends, i.e., when a car is both loaded and unloaded, within a switching district, no mileage will be allowed. Mileage between industry or public track and freight station at station of origin or destination will not be allowed.</p>																																																																											
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ITEM 484			ITEM 484 (Cont'd)	
CSX TRANSPORTATION, INC.			CSX TRANSPORTATION, INC.	
Mileage allowances for account CSXT on LOADED cars will be as follows:			EXPLANATION OF NOTES	
TYPE OF CAR	DESIGNATING SYMBOLS (SEE NOTE 1)	MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE (SEE NOTE 4)	1. Designating symbols (mechanical designations) will be assigned to car owner or lessee by the Executive Director, Rules and Standards, Technical Services, Association of American Railroads, upon written application.	
FLAT (See Note 5)	"FMS" of 280,000 lb and over nominal capacity equipped with permanent chain tie-down devices	37.6	2. Applicable on cars with inside length of at least 48 feet, 6 inches, but not exceeding 61 feet, 0 inches.	
	"FD", "FW"	8.0	3. Applicable on cars with inside length exceeding 61 feet, 0 inches in length.	
	"FM" of 200,000 lb and over nominal capacity	8.0	4. Mileage will be computed as follows:	
	"FB" (see Note 2).	10.0	A. Mileage will be computed on the basis of the shortest distance over the routes of these carriers based on freight mileage table published by CSXT, from the station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line.	
	"FB" (see Note 3).	12.0	B. When the transportation begins and ends, i.e., when a car is both loaded or unloaded within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed.	
GONDOLA	"GA", "GD", "GH", "GS", "GT", "GW", also the foregoing symbols with letter "R" affixed	3.0	5. An allowance of eight (8) cents per mile will be paid for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs for handling packaged units of lumber and building materials.	
HOPPER	"GB", also the foregoing symbols with letter "R" affixed	1.2		
	"HFA", "HK", "HM", "HMA", "HT", "HTA", also the foregoing symbols with letter "R" affixed	7.6		
REFRIGERATOR	"RS"	10.0		
	"RB", "RBL"	31.3		
	"RP", "RPL"	24.0		
STOCK	"SC", "SM"	4.6		
SPECIAL	"LO"	(see Item 621)		
	"LM"	11.0		
	"LP"	3.0		
	"LF"	24.0		
	"LG"	11.0		
	"LU"	32.2		
	"LS"	8.0		
	"LRC"	10.0		
ALL OTHER FREIGHT CARS		1.2		
ISSUED: February 19, 2015			EFFECTIVE: March 1, 2015	
ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513				
For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.				

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<p>ITEM 486</p> <p align="center">CSX TRANSPORTATION, INC.</p> <p>1. The handling of EMPTY cars for account CSXT will be as follows:</p> <p>A. The provisions of Item 615 and 616 WILL NOT apply.</p> <p>B. A Mileage Rate Allowance WILL NOT be made for the empty movement of cars.</p> <p>C. When a car is released from load on CSXT, the empty car will be returned via the reverse of the loaded route to the origin stations of the last loaded movement. If the owner or lessee of the car desires movement via a different route or to a station other than the origin of the last loaded movement, empty billing instructions must be given to CSXT prior to release of the empty car, otherwise, the Diversion Section of Tariff CSXT 8100 Series, or successor publications will apply.</p> <p>D. Empty cars will be handled without charge if the empty movement is immediately preceded by a revenue line-haul movement on CSXT within the previous 180 days; otherwise, the empty movement will be subject to charges in Tariff CSXT 6050 Series, or successor publications, except as follows:</p> <p>1. In all cases, empty cars moving on their own wheels, will subject to charges in Tariff CSXT 6050 Series, or successor publications that meet at least one of the following criteria:</p> <p>a. New cars or cars that are restencilled with new initials and/or numbers.</p> <p>b. Cars not listed in Umler.</p> <p>c. Cars moving for scrapping or sale.</p> <p>2. Empty cars received in interchange from another railroad that are consigned to shop facilities for cleaning, lining, relining, maintenance, modification or repair, where the interchange and the shop facility is located at the same station, will be subject to the provisions of Tariff CSXT 8100 Series, or successor publications.</p> <p>3. Empty cars that are handled without charge which are consigned to repair facilities for cleaning, lining, relining, maintenance, modification or repair will be subject to the provisions of Tariff CSXT 6050 Series, or successor publications.</p> <p>4. Cars "bad ordered" on CSXT will be moved as directed under the provisions of AAR Circular No. OT-16.</p>	<p>ITEM 488</p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p> <hr/> <p>ITEM 492</p> <p align="center">HIGH POINT, THOMASVILLE AND DENTON RAILROAD COMPANY</p> <p>The High Point, Thomasville and Denton Railroad Company will pay an allowance of five (5) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs or other appurtenances for handling packaged units of lumber and building products.</p>
<p>ITEM 487</p> <p align="center">DAKOTA, MINNESOTA AND EASTERN RAILROAD CORPORATION (DME)</p> <p>1. Applies only for shipments of Grain, Oil Kernels, Nuts or Seeds, and Field Seeds with STCC Numbers beginning with 01 13, 01 14 and 01 15 as listed in Tariff STCC 6001-Series.</p> <p>The DME will pay the mileage rate allowances on special car type "LO" as provided in Item 621, subject to a maximum mileage allowance of 18 cents per actual loaded mile.</p> <p>2. Applies only for shipments of Soybean Meal, STCC 20 923.</p> <p>The DME will pay the mileage rate allowance on special car type "LO" as provided in Item 621, subject to a maximum mileage allowance of 24 cents per actual loaded mile.</p>	<p>ITEM 495</p> <p align="center">IOWA NORTHERN RAILWAY COMPANY</p> <p>The provisions of Item 615-Series or other provisions for the movement or handling of empty freight cars, other than tank cars, without charge from or to Transco facilities at "Oelwein, Iowa or General Electric Railcar facilities at Waterloo, Iowa for cleaning, lining, relining, maintenance, modification, repair or storage, will not apply to such cars moving via this railroad when from or to these facilities unless the empty movement is immediately preceded by or followed by a loaded revenue movement via Iowa Northern Railway Company. In all other circumstances the published tariff charges in IANR Tariff 3000-Series for movements of empty cars on their own wheels from or to these repair or storage facilities shall apply.</p>
<p>ISSUED: August 10, 2015 EFFECTIVE: September 1, 2015</p>	
<p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	

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<p>ITEM 504</p> <p>KANSAS CITY SOUTHERN RAILWAY COMPANY (APPLIES ONLY ON SHIPMENTS OF GRAIN OR GRAIN PRODUCTS, WITH STANDARD COMMODITY CODE NUMBERS SHOWN IN THIS ITEM WHILE ON THE RAILS OF THE KCS)</p> <p>The KCS will pay the mileage allowance on privately owned or controlled covered hopper cars with the special car type, mechanical designation 'LO' as provided in Item 621, subject to maximum mileage allowance of twenty-four (24) cents per loaded mile when containing commodities with the following Standard Transportation Commodity Code Numbers:</p> <p>01-130-00 - 01-139-99 01-340-00 - 01-349-99 01-140-00 - 01-149-99 01-990-00 - 01-999-99 01-150-00 - 01-159-99 20-000-00 - 20-999-99 01-190-00 - 01-199-99</p>	<p>ITEM 524</p> <p>KANSAS CITY SOUTHERN RAILWAY COMPANY</p>																																																																															
	<p>TYPE OF CAR</p>	<p>DESIGNATING SYMBOLS (SEE NOTE 1) (FOR EXPLANATION OF SYMBOLS, SEE ITEMS 625 TO 650, INCLUSIVE)</p>	<p>MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE</p>																																																																													
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<p>ITEM 524 (Cont'd)</p> <p align="center">KANSAS CITY SOUTHERN RAILWAY COMPANY</p> <p align="center">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> Car type "SC" includes cars of former "SF" designation, car type "FM" of 200,000 pounds and over nominal capacity includes cars of former "FG" designation. Car types "HK" includes cars of former "HD" designation. Mileage allowances named will also apply on cars carrying letters "R" and "S" affixed to the foregoing symbols. Applicable on cars with inside length of at least 48 feet, 6 inches, but not exceeding 61 feet, 0 inches. Applicable on cars with inside length exceeding 61 feet, 0 inches. To qualify for this allowance, lessor or lessee must furnish list of initials and numbers of cars fitting "FMS" designation. <p align="center">EXPLANATION OF REFERENCE MARKS</p> <ol style="list-style-type: none"> Applies per actual loaded mile only. 	<p>ITEM 540</p> <p align="center">NORFOLK SOUTHERN RAILWAY COMPANY (see Note 1)</p> <ol style="list-style-type: none"> The handling of EMPTY cars for account of NS will be as follows: <ol style="list-style-type: none"> The provisions of Item 615 Series WILL NOT apply. When a car is released from load on NS, the empty car will be returned without charge to the origin station of the last loaded movement via the reverse of the inbound route. If the owner or lessee of the car desires movement of the empty car via a different route or station other than the last loaded movement, owner or lessee can enter advance empty disposition using the NS internet application while railcar is under load. If owner or lessee of the car desires to change movement of the empty car via a different route or station after car has been released empty, such change will be subject to the applicable rules and charges governing diversion in NS 8002 Series. (See Exceptions 1 and 2)
<p>ITEM 526</p> <p align="center">KANSAS CITY SOUTHERN RAILWAY COMPANY</p> <ol style="list-style-type: none"> In computing distances from, to or via KCS on traffic routed via New Orleans, LA, interchanged at Shrewsbury, LA, deduct 5.4 miles from the actual distance to and from New Orleans, LA on the Kansas City Southern Railway. All traffic between West Lake, LA on KCS and interchange with UP will be made at De Quincy, LA in lieu of Lake Charles, LA, for carriers convenience and to facilitate industries located at West Lake, LA. KCS will not pay mileage allowance between West Lake, LA and De Quincy, LA, when cars are moving under provisions of UP reroute orders. 	<p>Exception 1. Empty cars moving on their own wheels will be subject to charges published in NSRQ 4900 Series, Item 101030 Series, when:</p> <ol style="list-style-type: none"> Cars are new or have been restenciled with new initials and/or numbers. In the absence of lessee information in Umler (Universal Language Equipment Register), charges will be assessed against the car owner. Cars are moving for dismantling or sale. On back to back empty moves the second and any subsequent empty moves are chargeable. Empty moves are chargeable where the preceding loaded move on NS has a waybill date over 180 days prior to the empty movement. Cars are not listed in Umler. <p>Exception 2. Empty cars consigned to a repair or storage facility will be governed by the provisions published in NS 8002 Series, Item 3000 Series.</p>
<p>ITEM 527</p> <p align="center">KANSAS CITY SOUTHERN RAILWAY COMPANY</p> <p>The KCS will pay an allowance of nine (9) cents per mile for the short line distance of the loaded movement for flat cars specially equipped with bulkhead ends, a steel "A" frame down the center and chains, cables and clamps providing adjustable tie-downs for handling packaged units of lumber and building products. (To qualify for this allowance, lessor or lessee must furnish list of initials and numbers of cars fitting designation described above.)</p>	<p align="center">EXPLANATION OF NOTE</p> <p>Note 1. If subject car has last contained Hazardous Materials, shipping paper must be furnished at the point of origin of the empty car for all moves whether they are reverse route or not.</p>
<p>ISSUED: February 19, 2015 EFFECTIVE: March 1, 2015</p>	
<p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	

SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS	SECTION 2 EXCEPTIONS TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS		
<p>ITEM 544</p> <p>APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM (NS)</p> <p>The provisions of Items 625 and 650 will not apply on privately-owned freight cars carrying reporting marks DODX 39810 through 39829, or other depressed center flat cars equipped with permanently fixed container or containers and framework as a shield against radioactive materials.</p> <p>Alabama Great Southern Railroad Company Atlantic and East Carolina Railway Company Camp Lejeune Railroad Company Central of Georgia Railroad Company Chesapeake Western Railway Cincinnati, New Orleans and Texas Pacific Railway Company Georgia Southern and Florida Railway Company Handling Line Stations Norfolk and Western Railway Company Norfolk Southern Railway Company State University Railroad Company Tennessee Railway Company</p>	<p>ITEM 546</p> <p>NORFOLK SOUTHERN RAILWAY COMPANY (SEE NOTES 5, 9, 10 AND 12)</p>		
<p>ITEM 545</p> <p>NORFOLK SOUTHERN CORPORATION</p> <p>The NS will pay an allowance of four (4) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs suitable for handling packaged units of lumber and building products.</p>	<p>TYPE OF CAR</p>	<p>DESIGNATING SYMBOLS (SEE NOTE 1)(FOR EXPLANATION OF SYMBOLS, SEE ITEMS 625 TO 650, INCLUSIVE)</p>	<p>MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE</p>
	<p>FLAT</p>	<p>"FMS" of 280,000 lb and over nominal capacity equipped with permanent chain tie-down devices</p> <p>"FD", "FW"</p> <p>"FM" of 200,000 lb and over nominal capacity</p> <p>"FB" (See Note 3)</p> <p>"FB" (See Note 4)</p>	<p>37.6</p> <p>8.0</p> <p>8.0</p> <p>10.0</p> <p>12.0</p>
	<p>GONDOLA</p>	<p>"GA", "GD", "GH", "GS", "GT", "GW" (See Note 2)</p> <p>"GB" (See Note 2)</p>	<p>3.0</p> <p>1.2</p>
	<p>HOPPER</p>	<p>"HFA", "HK", "HM", "HMA", "HT", "HTA" (See Note 2)</p>	<p>7.6</p>
	<p>REFRIG-ERATOR</p>	<p>"RS"</p> <p>"RB", "RBL"</p> <p>"RP", "RPL"</p> <p>"RPC"</p>	<p>10.0</p> <p>27.5 <u>1</u></p> <p>24.0</p> <p>24.0</p>
	<p>STOCK</p>	<p>"SC", "SM"</p>	<p>4.6</p>
	<p>SPECIAL</p>	<p>"LO"</p> <p>"LM"</p> <p>"LP"</p> <p>"LF"</p> <p>"LG"</p> <p>"LU"</p> <p>"LS"</p> <p>"LRC"</p>	<p>(see Item 621 and Notes 6, 7 and 8)</p> <p>11.0</p> <p>3.0</p> <p>24.0</p> <p>11.0</p> <p>28.2 <u>1</u></p> <p>8.0</p> <p>10.0</p>
	<p>ALL OTHER FREIGHT CARS</p>		<p>1.2</p>
<p>(Continued on next page)</p>			
<p>ISSUED: February 19, 2015</p>		<p>EFFECTIVE: March 1, 2015</p>	
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<p>ITEM 546 (Cont'd)</p> <p style="text-align:center;">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> 1. Designating symbols (mechanical designations) will be assigned to car owner or lessee by the Executive Director, Rules and Standards, Technical Services, Association of American Railroads, upon written application. 2. Mileage allowance named will also apply on cars carrying letters "R" and "S" affixed to the foregoing designating symbols. 3. Applicable on cars with inside length of at least 48 feet, 6 inches, but not exceeding 61 feet, 0 inches. 4. Applicable on cars with inside length exceeding 61 feet, 0 inches. 5. Mileage will be computed as follows: <ol style="list-style-type: none"> A. Mileage will be computed on the basis of the shortest distance over the routes of the lines named in this item, based on the freight mileage tables published in tariffs lawfully on file from station of origin at which received from connecting line to destination station or station at which delivered to connecting lines. B. When the transportation begins and ends, i.e., when a car is both loaded or unloaded within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed. C. Empty cars will be moved over the NS as provided in Item 615. No allowance will be made for empty movement of such cars. D. Except as otherwise provided above, the rules, allowances and other provisions of Section 2 of this tariff will apply. 6. Norfolk Southern Railway Company will pay twenty-two and one-half (22.5) cents per mile on the following covered hoppers: <p style="margin-left: 40px;">SAUX 604, 606-609.</p> 7. Norfolk Southern Railway Company will pay the following mileage allowances on the following "LO" covered hoppers: <table style="margin-left: 40px; width: 80%; border-collapse: collapse;"> <thead> <tr> <th style="text-align:left;">CARS:</th> <th style="text-align:right;">ALLOWANCE (CENTS PER MILE):</th> </tr> </thead> <tbody> <tr><td>"ACFX" 46486, 46500.....</td><td style="text-align:right;">28.5</td></tr> <tr><td>"ACFX" 46488, 46494.....</td><td style="text-align:right;">26.9</td></tr> <tr><td>"ACFX" 46489, 46493.....</td><td style="text-align:right;">26.0</td></tr> <tr><td>"ACFX" 46491.....</td><td style="text-align:right;">22.7</td></tr> <tr><td>"ACFX" 46497.....</td><td style="text-align:right;">29.4</td></tr> <tr><td>"ACFX" 46504.....</td><td style="text-align:right;">27.7</td></tr> <tr><td>"ACFX" 46507.....</td><td style="text-align:right;">30.2</td></tr> <tr><td>"ACFX" 46510.....</td><td style="text-align:right;">25.2</td></tr> <tr><td>"ACFX" 49165.....</td><td style="text-align:right;">36.9</td></tr> <tr><td>"PLWX" 23250, 23259,)</td><td></td></tr> <tr><td>23270, 23271, 23290,)</td><td></td></tr> <tr><td>23298, 23310, 23315,)</td><td></td></tr> <tr><td>23318, 23320, 23327).....</td><td style="text-align:right;">22.0</td></tr> </tbody> </table> <p style="text-align:center;">(Continued in next column)</p>	CARS:	ALLOWANCE (CENTS PER MILE):	"ACFX" 46486, 46500.....	28.5	"ACFX" 46488, 46494.....	26.9	"ACFX" 46489, 46493.....	26.0	"ACFX" 46491.....	22.7	"ACFX" 46497.....	29.4	"ACFX" 46504.....	27.7	"ACFX" 46507.....	30.2	"ACFX" 46510.....	25.2	"ACFX" 49165.....	36.9	"PLWX" 23250, 23259,)		23270, 23271, 23290,)		23298, 23310, 23315,)		23318, 23320, 23327).....	22.0	<p>ITEM 546 (Cont'd)</p> <p style="text-align:center;">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> 8. Mileage allowance will not be paid by the Norfolk Southern Railway Company (nor by the BNSF Railway Company or Norfolk Southern Railway Company on all traffic moving via BNSF alternate route between Des Moines, IA on the one hand and Hannibal or St Louis, MO on the other and outlined in Item 1212 Series of Tariff RRRRA 6000 Series) on shipments of the following commodities in "LO" covered hopper cars: <table style="margin-left: 40px; width: 80%; border-collapse: collapse;"> <thead> <tr> <th style="text-align:left;">STCC</th> <th style="text-align:left;">COMMODITY DESCRIPTION</th> </tr> </thead> <tbody> <tr><td>01-13</td><td>Grain</td></tr> <tr><td>01-144</td><td>Soybeans</td></tr> <tr><td>01-149-40</td><td>Seeds, Sunflower</td></tr> <tr><td>20-923</td><td>Soybean cake, flour, grits, meal or other by-products</td></tr> <tr><td>20-914-41</td><td>Cottonseed meal</td></tr> <tr><td>20-914-55</td><td>Cottonseed oil foots, sediments or tank bottoms, liquid or solidified</td></tr> <tr><td>20-914-66</td><td>Cottonseed hulls not pelletized</td></tr> <tr><td>20-939-14</td><td>Peanut meal</td></tr> <tr><td>20-939-15</td><td>Linseed (Flaxseed) oil cake or meal</td></tr> <tr><td>20-939-16</td><td>Sunflower meal</td></tr> <tr><td>20-939-17</td><td>Peanut oil cake or meal, including crushed or ground cake, or cake screenings</td></tr> <tr><td>20-939-34</td><td>Guar meal or guar bean meal</td></tr> <tr><td>20-939-39</td><td>Canola meal</td></tr> <tr><td>20-939-73</td><td>Peanut hulls</td></tr> </tbody> </table> 9. Payment of Mileage allowances are not applicable on RBOX, ABOX and GONX cars. 10. Payment of mileage allowance is not applicable on the following commodities: STCC No. , 01 (X), 10 1(X), 11 (X), 29 914 (X), 49 173 07. 11. Effective with mileage accumulated in April 2004, deductions for amounts of \$100.00 or less shall not be taken by NS after the expiration of two (2) months and ten (10) days from the last day of the month the mileage was earned. <p style="margin-left: 40px;">Effective with mileage accumulated in April 2004, claims for amounts of \$100.00 per car per cycle or less shall not be issued to NS. The \$100 limit is not applicable where no miles were reported for the railroad cycle.</p> <p style="text-align:center;">(Continued on next page)</p>	STCC	COMMODITY DESCRIPTION	01-13	Grain	01-144	Soybeans	01-149-40	Seeds, Sunflower	20-923	Soybean cake, flour, grits, meal or other by-products	20-914-41	Cottonseed meal	20-914-55	Cottonseed oil foots, sediments or tank bottoms, liquid or solidified	20-914-66	Cottonseed hulls not pelletized	20-939-14	Peanut meal	20-939-15	Linseed (Flaxseed) oil cake or meal	20-939-16	Sunflower meal	20-939-17	Peanut oil cake or meal, including crushed or ground cake, or cake screenings	20-939-34	Guar meal or guar bean meal	20-939-39	Canola meal	20-939-73	Peanut hulls
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20-939-16	Sunflower meal																																																										
20-939-17	Peanut oil cake or meal, including crushed or ground cake, or cake screenings																																																										
20-939-34	Guar meal or guar bean meal																																																										
20-939-39	Canola meal																																																										
20-939-73	Peanut hulls																																																										
ISSUED: February 19, 2015	EFFECTIVE: March 1, 2015																																																										
ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513																																																											
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<p>ITEM 546 (Cont'd)</p> <p>EXPLANATION OF NOTES (Cont'd.)</p> <p>12. Norfolk Southern Railway Company will pay the following mileage allowances on the following "DODX" cars:</p>	<p>ITEM 554</p> <p>ST MARYS RAILROAD COMPANY (SM)</p> <p>Inbound hopper car mileage will be used as an offset to outbound loaded mileage and the SM will pay no mileage on "LO" hopper cars based on freight mileage table.</p> <p>A. From Kingsland, GA to St Marys, GA From St Marys, GA to Kingsland, GA</p> <p>B. From Kingsland, GA to Kings Bay, GA From Kings Bay, GA to Kingsland, GA</p>																																																				
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<p>ITEM 547</p> <p>NORFOLK SOUTHERN RAILWAY COMPANY</p> <p>When it is necessary to move a loaded private car to/from shop or repair facilities located on NS, NS will pay mileage payments not to exceed the amount that would have been earned had the car not required additional rail movements to/from shop or repair facilities, provided that the mileage allowances for the loaded movement are not elsewhere restricted.</p>	<p>(Continued on next page)</p>																																																				
<p>ITEM 548</p> <p>NORFOLK SOUTHERN RAILWAY COMPANY</p> <p>Where private cars other than tank cars are placed for loading at stations for which approval has not been granted in accordance with Item 605, Paragraphs 1 and 2, they will not be eligible for mileage payments unless specifically authorized before placement.</p>	<p>ISSUED: February 19, 2015</p>																																																				
<p>ITEM 550</p> <p>SANDERSVILLE RAILROAD COMPANY (SAN)</p> <p>Inbound hopper car mileage will be used as an offset to outbound loaded mileage (or vice versa) and the SAN will pay no mileage on "LO" hopper cars based on freight mileage table from or to stations on its line.</p>	<p>EFFECTIVE: March 1, 2015</p>																																																				
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<p>ITEM 555 (Cont'd)</p> <p align="center">ST RAIL SYSTEM (NOTE 3)</p> <p align="center">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> 1. Designating symbols (mechanical designations) will be assigned to car owner or lessee by the Executive Director, Rules and Standards, Technical Services, Association of American Railroads, upon written application. 2. Mileage allowances named will also apply on cars carrying letters "R" and "S" affixed to the foregoing designating symbols. 3. Mileage to be determined as follows: <ol style="list-style-type: none"> A. Mileage to be computed on the basis of the shortest distance over the routes of the ST Rail System, based on the freight mileage tables published in tariffs lawfully on file, from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line. B. When the transportation begins and ends, i.e., when a car is both loaded and unloaded within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed. C. Empty cars will be moved over the ST Rail System, as provided in Item 615. No allowance will be made for empty movement of such cars. D. Except as otherwise provided above, the rules, allowances and other provisions of Section 2 of this tariff will apply. <p align="center">EXCEPTIONS</p> <ol style="list-style-type: none"> 1. Provisions of this item will not apply when the applicable freight tariff provides that shipper must supply equipment and that no mileage allowance will be paid. 2. Mileage allowance provided in this item will not apply to new cars or newly acquired cars moving prior to their first loaded move in commercial service, nor will the allowance be paid on cars moving for sale or as scrap. Such movements will be subject to applicable rates. 3. Ten (10.0) cents per loaded mile will be allowed on flat cars specially equipped with bulkheaded ends, and/or a steel "A" frame and/or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs, or other appurtenances for handling packaged units of lumber or building products. 	<p>ITEM 565</p> <p align="center">ST RAIL SYSTEM</p> <p align="center">(Refrigerator cars owned or controlled by a railroad bearing railroad reporting marks and AAR designation "RS")</p> <p>If the aggregate empty mileage for such cars of any railroad exceeds the aggregate loaded mileage on the ST for the twelve-month period beginning October 1 of each year, such excess empty mileage for that period shall be paid for at the rate of 10 cents per mile plus an amount equal to the excess empty mileage paid by the ST on such cars.</p>
<p>ITEM 560</p> <p align="center">ST RAIL SYSTEM</p> <p>The provisions of Items 615 and 620 will not apply on privately-owned freight cars carrying markings DODX 39810 through 39829, or other depressed center flat cars equipped with permanently applied container or containers or framework as a shield for radioactive materials.</p>	<p>ITEM 575</p> <p align="center">UNION PACIFIC RAILROAD COMPANY</p> <ol style="list-style-type: none"> 1. The carriers named herein will pay an allowance of seventeen (17) cents per loaded mile on the following types of cars: <p align="center">Bulkhead flat cars with mechanical designation "FB" or "FBS" with inside length of at least 48' 6";</p> <p align="center">Flat cars specially equipped with bulkhead ends, a steel "A" frame down the center and chains, cables and clamps providing adjustable tie-downs, for handling packaged units of lumber and building products; Flat cars specially equipped with bulkhead ends, a steel center beam down the center and equipment suitable for handling packaged units of lumber and building products.</p> A. Mileage to be computed on basis of the shortest distance over the routes of these carriers based on freight mileage tables published in tariffs lawfully on file from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting lines. B. When the transportation begins and ends, i.e., when a car is both loaded and unloaded, within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed. C. Except as otherwise provided in Item 615 Series, cars covered by this item will be moved empty without charge between stations or junction points on the UP. No allowance will be made for mileage of such cars during empty movement.
	<p>ITEM 576</p> <p align="center">UNION PACIFIC RAILROAD COMPANY</p> <p>The provisions of Item 615 Series will not apply on privately-owned freight cars carrying reporting marks DODX 39810 through 39829, or other depressed center flat cars equipped with permanently fixed container or containers and framework as a shield against radioactive materials.</p>
<p>ISSUED: February 19, 2015</p>	<p>EFFECTIVE: March 1, 2015</p>
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<p>ITEM 577</p> <p align="center">UNION PACIFIC RAILROAD COMPANY (STATIONS 5 TO 7572 AND 7750 TO 35045 ONLY)</p> <p>The UP will pay an allowance of four (4) cents per loaded and empty mile for flat cars with mechanical designation "FM" when equipped with 100 ton trucks and having a nominal capacity of 195,000 pounds or over carrying reporting marks JTHX in car series 1001 through 1012.</p>	<p>ITEM 591</p> <p align="center">UNION PACIFIC RAILROAD COMPANY (APPLIES ONLY ON SHIPMENTS OF GRAIN PRODUCTS, WITH STANDARD TRANSPORTATION COMMODITY CODE NUMBERS SHOWN IN PARAGRAPHS 1 AND 2 OF THIS ITEM, WHILE ON THE RAILS OF THE UP)</p> <p>1. The UP will pay the mileage allowance on special car type "LO" as provided in Item 621, subject to a maximum mileage allowance of ten (10) cents per loaded mile when containing commodities with the following Standard Transportation Commodity Code (STCC) Numbers:</p> <table border="0"> <tr> <td>01-131</td> <td>01-136</td> <td>01-144</td> <td>20-419-79</td> </tr> <tr> <td>01-132</td> <td>01-137</td> <td>01-149</td> <td>20-419-81</td> </tr> <tr> <td>01-133</td> <td>01-139-30</td> <td>20-419-52</td> <td></td> </tr> <tr> <td>01-135</td> <td>01-139-40</td> <td>20-419-53</td> <td></td> </tr> </table> <p>2. The UP will pay the mileage allowance on special car type "LO" as provided in Item 621, subject to a maximum mileage allowance of twenty-one (21) cents per loaded mile when containing commodities with the following Standard Transportation Commodity Code (STCC) Numbers:</p> <table border="0"> <tr> <td>01-134</td> <td>20-411</td> <td>20-449</td> <td>20-914</td> </tr> <tr> <td>01-141</td> <td>20-412</td> <td>20-45</td> <td>20-921</td> </tr> <tr> <td>01-143</td> <td>20-413</td> <td>20-465</td> <td>20-923</td> </tr> <tr> <td>01-151</td> <td>20-414</td> <td>20-467</td> <td>20-931</td> </tr> <tr> <td>01-152</td> <td>20-415</td> <td>20-469</td> <td>20-933</td> </tr> <tr> <td>01-159</td> <td>20-416</td> <td>20-621</td> <td>20-939</td> </tr> <tr> <td>01-191</td> <td>20-418</td> <td>20-823</td> <td>20-941</td> </tr> <tr> <td>01-196</td> <td>20-419</td> <td>20-831</td> <td>20-942</td> </tr> <tr> <td>01-199</td> <td>20-421</td> <td>20-832</td> <td>20-999-39</td> </tr> <tr> <td>01-294</td> <td>20-441</td> <td>20-839</td> <td></td> </tr> <tr> <td>01-295</td> <td>20-442</td> <td>20-859</td> <td></td> </tr> <tr> <td>01-34</td> <td>20-443</td> <td>20-911</td> <td></td> </tr> </table> <p>3. The Standard Transportation Commodity Code Numbers referred to are as described (and also embrace all articles assigned additional digits listed thereunder) in Tariff STCC 6001 Series.</p>	01-131	01-136	01-144	20-419-79	01-132	01-137	01-149	20-419-81	01-133	01-139-30	20-419-52		01-135	01-139-40	20-419-53		01-134	20-411	20-449	20-914	01-141	20-412	20-45	20-921	01-143	20-413	20-465	20-923	01-151	20-414	20-467	20-931	01-152	20-415	20-469	20-933	01-159	20-416	20-621	20-939	01-191	20-418	20-823	20-941	01-196	20-419	20-831	20-942	01-199	20-421	20-832	20-999-39	01-294	20-441	20-839		01-295	20-442	20-859		01-34	20-443	20-911	
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<p>ITEM 579</p> <p align="center">UNION PACIFIC RAILROAD COMPANY</p> <p>The UP will pay an allowance of one and one-half (1.5) cents per mile on gondola cars with mechanical designation "GBS" marked TPPX 30101-30152 and TPPX 40101-40150.</p>																																																																	
<p>ITEM 585</p> <p align="center">UNION PACIFIC RAILROAD COMPANY (APPLIES ONLY ON SHIPMENTS OF CONSTRUCTION MATERIALS AND MINERALS WITH STANDARD TRANSPORTATION COMMODITY CODE NUMBERS AS SHOWN WHILE ON THE RAILS OF THE UP)</p> <p>The UP will not pay mileage allowance of any kind on STCC 32 411 (X), 14 711 (X) and 14 219 (X).</p> <p align="center">EXPLANATION OF REFERENCE MARKS</p> <p>(X) The Standard Transportation Commodity Code Numbers referred to are as described (and also embrace all articles assigned additional digits listed thereunder) in Tariff STCC 6001 Series.</p>																																																																	
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ITEM 592 UNION PACIFIC RAILROAD COMPANY WHICH CONSISTS OF CARRIERS NAMED IN (NOTE 3)			ITEM 592 (Cont'd) UNION PACIFIC RAILROAD COMPANY WHICH CONSISTS OF CARRIERS NAMED IN (NOTE 3)	
TYPE OF CAR	DESIGNATING SYMBOLS (SEE NOTE 1)(FOR EXPLANATION OF SYMBOLS, SEE ITEMS 625 TO 650, INCLUSIVE)(SEE NOTE 1)	MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE	EXPLANATION OF NOTES	
	FLAT	"FD", "FW"		
	"FM" of 200,000 lb and over nominal capacity	8.0	1. Designating symbols (mechanical designations) will be assigned to car owner or lessee by the Executive Director, Rules and Standards, Technical Services, Association of American Railroads, upon written application.	
	"FMS" of 280,000 lb and over nominal capacity equipped with permanent chain tie- down devices	37.6		
GONDOLA	"GA", "GD", "GH", "GS", "GT", "GW" (See Note 2)	3.0	2. Mileage allowances named will also apply on cars carrying letters "R" and "S" affixed to the foregoing designating symbols.	
	"GB" (See Note 2,)	1.2		
HOPPER	"HFA", "HK", "HM", "HMA", "HT", "HTA" (See Note 2)	7.6	3. Mileage will be computed as follows: A. Mileage will be computed on the basis of the actual distance over the routes of the individual lines shown in Paragraph E of this note based on freight mileage tables published in tariffs lawfully on file, from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line. B. When the transportation begins and ends, i.e., when a car is both loaded and unloaded within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed. C. Except as otherwise provided in tariff and specifically as shown in Item 615, cars covered by this item will be moved empty without charge between stations or junction points on the lines named in Paragraph E of this note. No allowance will be made for mileage of such cars during empty movement. D. Except as otherwise provided above, the routes, allowances and other provisions of Section 2 of this tariff will apply. E. Doniphan, Kensett and Searcy Railway. Union Pacific Railroad Company.	
REFRIGER -RATOR	"RS"	10.0		
	"RB", "RBL", "RPC"	(See Item 620)		
	"RP", "RPL"	24.0		
STOCK	"SC", "SM"	4.6		
SPECIAL	"LO"	(see Item 621)		
	"LM"	11.0		
	"LP"	3.0		
	"LF"	24.0		
	"LG"	14.0		
	"LU"	(see Item 620)		
	"LS"	8.0		
	"LRC"	10.0		
ALL OTHER FREIGHT CARS		1.2		
(Continued in next column)				
ISSUED: February 19, 2015			EFFECTIVE: March 1, 2015	
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For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.				

<p align="center">SECTION 2 EXCEPTIONS TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS</p>	<p align="center">SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS</p>
<p>ITEM 595</p> <p align="center">WINSTON SALEM SOUTHBOUND RAILWAY COMPANY</p> <p>The Winston Salem Southbound Railway Company will pay an allowance of five (5) cents per mile for flat cars specially equipped with bulkheaded ends, a steel "A" frame or steel center beam down the center and chains, cables and clamps providing adjustable tie-downs or other appurtenances for handling packaged units of lumber and building products.</p>	<p>ITEM 605</p> <p align="center">USE OF PRIVATE CARS AND PAYMENT OF MILEAGE</p> <ol style="list-style-type: none"> 1. Reporting marks will be assigned for use on cars other than tank cars only by the Assistant Vice President, Business Services, Association of American Railroads. As a condition for the assignment and retention of reporting marks, applicants must be subscribers to the AAR Mechanical Interchange Agreement and all cars bearing such reporting marks must be properly registered in the Umler file. 2. Application for use of cars bearing such reporting marks shall state the name of the owner (assignee of reporting marks) and lessee, if leased, and the station or stations and industry or industries at which loads are intended to originate, and the name of the first line haul carrier or carriers. The application will be transmitted by the applicant to the originating line haul carrier(s) for approval. Application for approval for shipper provided cars cannot be denied by the carriers except for reasons of safety, mechanical factors or inadequate storage space. 3. After reporting marks are approved, the cars may be used by the owner or lessee for the origination of traffic only at the station or stations on the carrier or carriers that granted application approval. As to use of the cars for the origination of traffic at some other station or stations, or some other carrier or carriers, application must be made by the owner or lessee to the originating carrier. 4. After reporting marks have been assigned, they may be used on any cars that meet the requirements of the AAR Mechanical Interchange Rules and which are properly registered in the Umler file. 5. The number of cars of any type shall not be increased nor shall destroyed cars be replaced without specific authority granted by the originating line haul carrier(s). 6. Mileage allowance must be reported to the car owner (person or company at a single address, to whom the reporting marks are assigned) within one (1) month and ten (10) days from the last day of the month in which it is earned including payment for cars on hand at the end of that month. 7. Mileage allowance for the use of cars will be paid only to the person or company, at a single address, to whom the reporting marks are assigned provided cars are properly equipped and marked with the assigned reporting marks and car number and provided further: <ol style="list-style-type: none"> A. Refrigerator cars of private ownership are handled in conformity with the provisions of Rule 36 (or successive issues) Perishable Protective Tariff PPT 619. <p align="right">(Continued on next page)</p>
<p>ISSUED: February 19, 2015</p>	<p>EFFECTIVE: March 1, 2015</p>
<p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	

<p align="center">SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS</p>	<p align="center">SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS</p>
<p>ITEM 605 (Cont'd)</p> <p align="center">USE OF PRIVATE CARS AND PAYMENT OF MILEAGE</p> <p>B. A description of each car is furnished to the Assistant Vice President, Business Services, AAR, as required in the Umler Data Specification Manual at www.Railinc.com, Products & Services for the assignment of application mileage allowances. Such information must be received by the Assistant Vice President not later than 5:00 PM, E.T. on the last day of the month prior to the month in which the cars are placed in service except, submissions requiring data entry by AAR/Railinc staff must be received by the 25th day of the month. When the last day of the month falls on a Saturday, Sunday or a holiday, such information must be received by 5:00 PM on the last working day prior to the last day of the month except submissions requiring data entry by AAR/Railinc staff must be received by the 25th day of the month. Cars registered with a transportation code "S_", "SX", "XA", "XZ", or "YA" are not eligible for mileage allowances and will be assigned a zero rate.</p> <p>8. Reporting marks assigned to private car owners will consist of four letters including the final letter "X".</p> <p>9. Assigned reporting marks must be painted or stenciled on the body of the car. When reporting mileage allowances, carding, placarding or boarding of cars will not be recognized.</p> <p>10. NOTE: Prior to the acceptance of privately owned railcars for loading by customers on Norfolk Southern Railway Company (NS) lines, the railcar owner or controlling entity must submit an OT-5 application request to NS via the Railinc OT-5 registration system** (www.railinc.com). To access the OT-5 registration system a user must be registered through Railinc single sign on (Railinc SSO).</p> <p>11. NOTE: When applications are required, an OT-5 application must be submitted electronically via Railinc's Circular OT-5 Internet system (www.railinc.com).</p>	<p>ITEM 606</p> <p align="center">DEDUCTIONS AND MILEAGE CLAIM HANDLING PROCEDURES</p> <p>1. Deductions by Railroads to Private Car Owners:</p> <p>A. Mileage allowed in error, by a railroad, including but not limited to, mileage allowed at incorrect rates for any reason, may be deducted from the car owner's account within twenty-four (24) months from the last day of the month for which the mileage was reported as earned, but not later. A railroad may render an invoice for mileage allowed in error at any time within twenty-four (24) months from the last day of the month for which the mileage was reported as earned. Except as provided for in paragraph 3, an owner-lessor of a private car must remit within eight (8) months after the invoice is presented the entire amount of any invoice issued to it.</p> <p>B. Deductions for amounts of \$25.00 or less shall not be taken after the expiration of two (2) months and ten (10) days from the last day of the month the mileage was earned.</p> <p>2. Claims Issued by Private Car Owners to Railroads:</p> <p>A. A private car owner must, within twenty-four (24) months from the last day of the month the completed cycle was reported, present any claim for mileage allowance discrepancies, including incorrect rates to the applicable rail carrier in the prescribed AAR format, as published AAR Circular No. OT-3 Series at www.Railinc.com, Reference Files. Claims not presented in required format will not be processed. The railroad receiving the claim must within four (4) months from the date on which the claim was presented allow it in whole or in part, or decline it. The private car owner may reissue its claim, if applicable, within four (4) months from the last day of the four (4) month period allowed the railroad which handled the claim prior to reissuance. The railroad receiving the reissued claim must within four (4) months from the date on which the reissued claim was presented allow it in whole or in part or decline it. If the railroad fails to handle the original or reissued claim within the prescribed time limits, it will constitute a valid claim as last presented and must be honored by the railroad to which presented. Claims for amounts of \$25.00 per car per cycle or less shall not be issued. The \$25.00 limit is not applicable where no miles were reported for the railroad cycle.</p> <p>3. Claims by Owners-Lessors:</p> <p>A. If a railroad takes a deduction against or issues an invoice to an owner-lessor for mileage allowed in error, including, but not limited to, mileage allowed at incorrect rates for any reason, but the erroneous allowance payment is not recoverable by the owner-lessor as defined below, the owner-lessor may present a claim for the recovery of the amounts deducted by the railroad or the cancellation of an unpaid invoice within two (2) years of receiving notice of the railroad's deduction or invoice.</p> <p align="right">(Continued on next page)</p>
<p>ISSUED: February 19, 2015</p>	<p>EFFECTIVE: March 1, 2015</p>
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<p align="center">SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS</p>	<p align="center">SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS</p>
<p>ITEM 606</p> <p align="center">DEDUCTIONS AND MILEAGE CLAIM HANDLING PROCEDURES</p> <p>A. (Cont'd) For application of this tariff provision, an owner-lessee may claim that an erroneous mileage payment is "not recoverable" only when (a) the erroneous mileage payment was actually paid or credited by the owner-lessee to a lessee (except those lessees whose primary business is the leasing of cars to entities other than those within a lessee's corporate family and who ship only incidentally, irrespective of whether the lessee subsequently paid or credited the mileage allowance payment to a sublessee; (b) the erroneous allowance payment cannot be recovered from the lessee because the lessee has declared bankruptcy or sought reorganization or is no longer a lessee of the owner-lessee; (c) the owner-lessee exercised timely efforts to recover the erroneous allowance payment beginning within ninety (90) days of receiving notice of the railroad's deduction or invoice, and (d) the owner-lessee undertook diligent collection efforts to recover the erroneous allowance payments until eight (8) months from the date of such notice or invoice or until the earlier date of initiation of bankruptcy/reorganization proceedings, including making demands for payment and taking deductions against lessee's accounts. Such a claim must be accompanied by a certificate signed by an officer or other person specifically authorized to sign the certificate of the owner-lessee stating how the claim satisfied each of the requirements set forth above, together with documents reflecting the owner-lessee's collection efforts. If, using reasonable efforts, the railroad is unable to determine whether the lessee's primary business is the leasing of cars to entities other than those in the lessee's corporate family, it shall consult with the owner-lessee, which shall provide the railroad with any evidence of the lessee's shipping activities which may be available to the owner-lessee using reasonable efforts. The owner-lessee shall provide the railroad with an assignment of the owner-lessee's claims and rights to collect the amount not recovered upon payment of the claim or cancellation of the invoice by the railroad.</p> <p>B. If the railroad had deducted the amount of an erroneous allowance payment from an owner-lessee, the railroad must remit to the owner-lessee the amount deducted within four (4) months of its receipt of a properly presented, valid claim from the owner-lessee.</p>	<p>ITEM 610</p> <p align="center">COMPUTATION OF MILEAGE</p> <ol style="list-style-type: none"> Mileage will be computed on the basis of actual distance based on freight mileage tables of the individual lines parties to this tariff, lawfully on file, via the route of movement from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line without deduction of mileage through switching district. (See Note). When the transportation begins and ends, i.e., when a car is both loaded and unloaded, within a switching district, no mileage will be allowed. Mileage between an industry or public track and freight station at station of origin or destination will not be allowed. <p align="center">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> The intent of the clause "without deduction of mileage through switching districts" is to insure mileage being allowed for the full distance the car moves, via route of movement from freight station of origin to freight station to which destined. When there are two or more freight stations on a road within a switching district, mileage will be paid to or from the station within such district at which the car is actually loaded or unloaded or at which it is received from or delivered to connecting line.
	<p>ITEM 615</p> <p align="center">HANDLING OF EMPTY FREIGHT CARS OTHER THAN TANK CARS (SEE EXCEPTIONS 1,2 AND 3)</p> <p align="center">PART A APPLIES ONLY TO REFRIGERATOR CARS PROVIDED BY RAILROADS</p> <ol style="list-style-type: none"> Except as provided in Part A. 2. and except as otherwise provided in tariffs of individual carriers lawfully on file, refrigerator cars will be moved empty without charge either to the station or junction point where received under load or under instructions from car owners, to other stations, or for delivery to connecting lines. A new car or a newly acquired car moving prior to its first loaded move in commercial service and a car moving for sale or scrap will be moved subject to applicable rates. <p align="center">PART B APPLIES ON ALL CARS BEARING OTHER THAN RAILROAD REPORTING MARKS, EXCEPT REFRIGERATOR CARS PROVIDED BY RAILROADS AND SPECIAL CAR TYPE "LO" (SEE NOTES 1 AND 2)</p> <ol style="list-style-type: none"> When a car is released from load, the owner or lessee must issue instructions for the disposition of the empty car to the agent at point of unloading either direct or through consignee or via EDI. Empty instructions may also be included with the original loaded shipping instructions if transmitted via EDI. If the owner or lessee fails to have instructions in the hands of the railroad agent having jurisdiction at point of unloading prior to the time the car is released from load to forward or hold the car, the agent is authorized to forward the empty car to the origin point of the last load via reverse of the loaded route. <p align="right">(Continued on next page)</p>
<p>ISSUED: February 19, 2015</p>	<p>EFFECTIVE: March 1, 2015</p>
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<p>ITEM 615 (Cont'd)</p> <p align="center">HANDLING OF EMPTY FREIGHT CARS OTHER THAN TANK CARS (SEE EXCEPTIONS 1, 2 AND 3)</p> <p align="center">PART B APPLIES ON ALL CARS BEARING OTHER THAN RAILROAD REPORTING MARKS, EXCEPT REFRIGERATOR CARS PROVIDED BY RAILROADS AND SPECIAL CAR TYPE "LO" (SEE NOTES 1 AND 2)</p> <p>2. Empty cars will be handled as follows:</p> <p>A. Except as otherwise provided in this tariff, cars covered by this section will be moved empty without charge between stations or junction points upon receipt of instructions from the car owner or lessee, confirmed in writing. Such instructions must include the specific facility to which such car is consigned or the name and address of the company which controls the car.</p> <p>B. A new car or a newly acquired car moving prior to its first loaded move in commercial service and a car moving for sale or scrap will be moved subject to applicable rates.</p> <p align="center">EXPLANATION OF NOTES IN PART B</p> <p>Note 1. A car loaded with railroad company material moving on non-revenue billing, will be considered as having been loaded in commercial service on which the railroads derived line-haul revenue.</p> <p>Note 2. When a car that has moved in commercial service bearing railroad reporting marks is restenciled with private reporting marks, the newly marked car is considered to be a new or newly acquired car and the provisions of Part B. 2. B. will apply.</p> <p align="center">PART C APPLIES ONLY TO SPECIAL CARS TYPE "LO" CARS BEARING OTHER THAN RAILROAD REPORTING MARKS (SEE NOTES 1 THROUGH 5 AND EXCEPTION 1)</p> <p>1. When a car is released from load, the owner or lessee must issue instructions for the disposition of the empty car to the agent at point of unloading either direct or through consignee or via EDI. Empty instructions may also be included with the original loaded shipping instructions if transmitted via EDI. If the owner or lessee fails to have instructions in the hands of the railroad agent having jurisdiction at point of unloading prior to the time the car is released from load to forward or hold the car, the agent is authorized to forward the empty car to the origin point of the last load via reverse of the loaded route.</p> <p>2. Empty cars will be handled as follows:</p> <p>A. An empty car returned to origin point of the last load via reverse of the loaded movement will be handled without charge.</p> <p align="center">(Continued in next column)</p>	<p>ITEM 615 (Cont'd)</p> <p align="center">HANDLING OF EMPTY FREIGHT CARS OTHER THAN TANK CARS (SEE EXCEPTIONS 1, 2 AND 3)</p> <p align="center">PART C APPLIES ONLY TO SPECIAL CARS TYPE "LO" CARS BEARING OTHER THAN RAILROAD REPORTING MARKS (SEE NOTES 1 THROUGH 5 AND EXCEPTION 1)</p> <p>2. Empty cars will be handled as follows: (Cont'd)</p> <p>B. Upon receipt of instructions from the owner or lessee, confirmed in writing, showing reference to the preceding loaded move, an empty car, after having been loaded in commercial service on which the railroads derived line-haul revenue immediately preceding the empty movement, will be moved without charge to the destination shown on instructions. Such instructions must include the specific facility to which such car is consigned or the name and address of the company which controls the car. Only one diversion or reconsignment of such empty car will be permitted without charge, providing it occurs prior to the car's arrival at the initially billed destination and the handling carrier does not incur backhaul mileage.</p> <p>C. An empty car, moving subsequent to its first loaded move in commercial service on which the railroads derived line-haul revenue, will be moved without charge to and from bona-fide shop facilities for non-discretionary cleaning, lining, relining, maintenance, modification, or repair upon receipt of instructions confirmed in writing, showing the shop facility, destination and full routing and specific reason for such movement. The movement of an empty car to any of these facilities located on the premises of a shipping facility other than a bona-fide shop facility for any of the purposes outlined above will be subject to the charges specified in Paragraph E when such empty movement is not immediately preceded by a loaded movement.</p> <p>D. A new car or a newly acquired car moving prior to its first loaded move in commercial service and a car moving for sale or scrap will be moved subject to applicable rates.</p> <p>E. Except as provided in Parts C. 2. A., B., C. and D. of this item, an empty car, moving subsequent to its first loaded move in commercial service on which the railroads derived line-haul revenue, but the immediately preceding movement was in empty line-haul service, will be moved upon surrender of written instructions to the railroad agent having jurisdiction at the point where the preceding empty movement terminated, showing destination and route at a rate of 32 cents per actual mile (See Exceptions 1 and 4), as defined in Item 610 (see Note 3) with a minimum of 100 miles for each line-haul carrier handling the car, or switching charges where applicable (see Note 4), such charges will be assessed against and must be paid by the person, company or carrier requesting the movement who must not be designated on written instructions. Empty cars being moved for railroad convenience or due to railroad error will not be subject to the foregoing charges.</p> <p align="center">(Continued on next page)</p>
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<p>ITEM 615 (Cont'd)</p> <p align="center">HANDLING OF EMPTY FREIGHT CARS OTHER THAN TANK CARS (SEE EXCEPTIONS 1, 2 AND 3)</p> <p align="center">EXPLANATION OF NOTES IN PART C</p> <ol style="list-style-type: none"> 1. A car loaded with railroad company material moving on non-revenue billing will be considered as having been loaded in commercial service on which the railroads derived line-haul revenue. 2. When a car that has moved in commercial service bearing railroad reporting marks is restenciled with private reporting marks, the newly marked car is considered to be a newly acquired car and the provisions of Part B, 2. B. or Part C, 2. D. will apply. 3. One diversion or reconsignment of such empty car will be permitted without assessment of this charge, providing it occurs prior to the car's arrival at the initially billed destination and the handling carrier does not incur back-haul mileage. 4. The term "switching charges" is defined as charges assessed under applicable tariffs by a railroad which does not perform any line-haul service in connection with a movement described in Part C, 2. E. of this item. 5. Cars subject to the charges specified in Part C, 2. E. of this item are not considered to be freight moving on tariff rates for the purpose of assessing storage charges. <p align="center">EXCEPTIONS</p> <ol style="list-style-type: none"> 1. The provisions of this item are not applicable for account UP. See Tariff UP 6004-Series. 2. The provisions of this item are not applicable for account BNSF, CSXT or NS. 3. The provisions of this item are not applicable for account KCS. See Tariff KCS 37-Series. 4. Provisions subject hereto are not applicable for account PW. See Tariff PW 9200 Series. 	<p>ITEM 616</p> <p align="center">HANDLING AND HOLDING OF EMPTY CARS BY RAILROADS ON RAILROAD TRACK (SEE NOTES 1, 3 AND 4) (SEE EXCEPTION)</p> <ol style="list-style-type: none"> 1. The rules and charges in this item apply only to empty private cars consigned to non-railroad repair facilities, i.e., facilities for cleaning, lining, relining, maintenance, modification or repair. 2. The rules and charges do not apply to: <ol style="list-style-type: none"> A. Empty private cars moving as revenue freight under the provisions of Item 615-Series. B. Empty private cars handled or held for carrier operating convenience. C. Empty private cars en route to facilities for cleaning, lining, relining or repair for heavy repairs following railroad damage. D. Empty private cars en route to repair facilities located on the premises of a shipping facility, provided that the empty car, after repair, is subsequently shipped from the facility in revenue freight service. 3. No allowance will be made by carriers for mileage accrued during supplemental empty movement of cars that are assessed charges as provided in Paragraph 5. 4. Charges applicable under these provisions will apply to empty private cars which the consignee has not ordered to his cleaning, lining, relining, maintenance, modification or repair facility (or his owned or leased tracks in the vicinity thereof) before the expiration of 48 hours free time (not counting Saturdays, Sundays or holidays) after the consignee is notified that the car is ready for placement. The time calculation will start the first 7 A.M. subsequent to carrier notification to the consignee that the empty private car is ready for placement, and time calculation will stop when the carrier places or forwards the car pursuant to instructions or should have placed or forwarded the car pursuant to instructions. 5. After expiration of free time as provided in Paragraph 4, charges will be as follows: (See Note 2). <ol style="list-style-type: none"> A. Supplementary handling charge of \$35.00 per car. B. Holding charge of \$1.00 per car per calendar day or fraction thereof including Saturdays, Sundays and holidays while held by carrier on non-leased tracks awaiting disposition. 6. In the event the consignee orders the car to tracks owned or leased by the consignee in the vicinity of the facility for cleaning, lining, relining, maintenance, modification or repair within the 48-hour period described under Paragraph 4, there will be no supplementary handling charge for that movement; however, such cars will be subject to the supplementary handling charge of \$35.00 per car (See Note 2) at such time that the empty car is subsequently ordered and moved into the facility for cleaning, lining, relining, maintenance, modification or repair or ordered moved from that facility to the tracks owned or leased by the consignee in the vicinity of the facility. 7. Applicable billing will be monthly to the facility involved. <p align="right">(Continued on next page)</p>
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<p>ITEM 616 (Cont'd)</p> <p align="center">HANDLING AND HOLDING OF EMPTY CARS BY RAILROADS ON RAILROAD TRACK (SEE NOTES 1, 3 AND 4)</p> <p align="center">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> The rules and charges in this item do not in any way supersede or duplicate existing or new, written contractual operating, side track, track lease, property lease, etc., agreements or tariffs that contain empty private car handling and holding provisions as part of the over-all agreement. The supplemental handling charge will be revised annually. Provisions of this item do not apply for account BOCT. Apply provisions of Tariff BOCT 8100 Series or successor publications. The provisions of this item are not applicable for account CSXT. <p align="center">EXCEPTION</p> <p>Will not apply for account of the Apache Railway on Intrastate traffic.</p>	<p>ITEM 620</p> <p align="center">MILEAGE RATE ALLOWANCES (APPLIES ONLY ON CARS OTHER THAN TANK CARS) (SEE NOTES 3 AND 4)</p>		
	<p align="center">TYPE OF CAR</p>	<p align="center">DESIGNATING SYMBOLS (SEE NOTE 1)(FOR EXPLANATION OF SYMBOLS, SEE ITEMS 625 TO 650, INCLUSIVE) (See Note 1)</p>	<p align="center">MILEAGE RATE ALLOWANCE IN CENTS PER LOADED AND EMPTY MILE (except as noted)</p>
	<p>FLAT</p>	<p>"FD", "FW"</p>	<p>4.0</p>
		<p>"FM" of 200,000 lb and over load limit</p>	<p>4.0</p>
		<p>"FMS" of 280,000 lb and over load limit equipped with permanent chain tie-down devices</p>	<p>37.6 <u>1</u></p>
	<p>GONDOLA</p>	<p>"GS", "GT", "GW" (See Note 2)</p>	<p>1.5</p>
		<p>"GB" (See Note 2)</p>	<p>0.6 <u>6</u> (6 mills)</p>
	<p>HOPPER</p>	<p>"HK", "HM", "HT", "HTA" (See Note 2)</p>	<p>3.8</p>
	<p>REFRIG- ERATOR</p>	<p>"RB", "RBL"</p>	<p>27.5 <u>2</u></p>
		<p>"RB", "RBL"</p>	<p>31.3 <u>3</u></p>
		<p>"RP", "RPL"</p>	<p>12.0</p>
		<p>"RC"</p>	<p>27.5 <u>4</u></p>
		<p>"RC"</p>	<p>27.5 <u>2-5</u></p>
		<p>"RC"</p>	<p>31.3 <u>3-5</u></p>
		<p>"RC"</p>	<p>27.5 <u>2</u></p>
		<p>"RC"</p>	<p>31.3 <u>3</u></p>
	<p>SPECIAL</p>	<p>"LM"</p>	<p>5.5</p>
		<p>"LP"</p>	<p>1.5</p>
		<p>"LF"</p>	<p>12.0</p>
		<p>"LG"</p>	<p>5.5</p>
		<p>"LU"</p>	<p>28.2 <u>2</u></p>
		<p>"LU"</p>	<p>32.2 <u>3</u></p>
		<p>"LS"</p>	<p>4.0</p>
	<p>ALL OTHER FREIGHT CARS</p>		<p>0.6 <u>6</u> (6 mills)</p>
	<p align="center">(Continued on next page)</p>		
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<p>ITEM 620 (Cont'd)</p> <p style="text-align: center;">MILEAGE RATE ALLOWANCES (APPLIES ONLY ON CARS OTHER THAN TANK CARS) (SEE NOTES 3 AND 4)</p> <p style="text-align: center;">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> 1. Designating symbols (mechanical designations) will be assigned to car owner or lessee by the Executive Director, Rules and Standards, Technical Services, Association of American Railroads, upon written application. 2. Mileage allowances named will also apply on cars carrying letters "R" and "S" affixed to the foregoing symbols. 3. The mileage allowances published herein are not applicable to cars bearing reporting marks ABOX, GONX and RBOX. 4. The provisions of this item are not applicable for account CSXT. <p style="text-align: center;">EXPLANATION OF REFERENCE MARKS</p> <ol style="list-style-type: none"> 1 Applies per actual loaded mile only. 2 Mileage Rate Allowance in cents per actual loaded mile. 3 Mileage Rate Allowance in cents per short route loaded mile. 4 Mileage rate allowance in cents per actual loaded mile for account of UP. 5 Applicable only for account of BNSF, CN, CSP, GNBC and MRL. 6 Mileage Rate Allowance will not apply via or in connection with CPRS. 	<p>ITEM 621</p> <p style="text-align: center;">MILEAGE RATE ALLOWANCE ON SPECIAL CAR TYPE "LO"</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: left; vertical-align: bottom;">Original Cost of Fair Market AGE (See Notes 2, 3, 4 and 5) COST BRACKET</th> <th colspan="2" style="text-align: center; border-bottom: 1px solid black;">Mileage Rate Allowance in Cents For Actual Loaded Mile</th> </tr> <tr> <th 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<tr><td>7001-8000</td><td style="text-align: center;">15.9</td><td style="text-align: center;">10.2</td></tr> <tr><td>8001-9000</td><td style="text-align: center;">16.8</td><td style="text-align: center;">10.3</td></tr> <tr><td>9001-10000</td><td style="text-align: center;">17.6</td><td style="text-align: center;">10.4</td></tr> <tr><td>10001-11000</td><td style="text-align: center;">18.5</td><td style="text-align: center;">10.5</td></tr> <tr><td>11001-12000</td><td style="text-align: center;">19.3</td><td style="text-align: center;">10.5</td></tr> <tr><td>12001-13000</td><td style="text-align: center;">20.1</td><td style="text-align: center;">10.6</td></tr> <tr><td>13001-14000</td><td style="text-align: center;">21.0</td><td style="text-align: center;">10.7</td></tr> <tr><td>14001-15000</td><td style="text-align: center;">21.8</td><td style="text-align: center;">10.8</td></tr> <tr><td>15001-16000</td><td style="text-align: center;">22.7</td><td style="text-align: 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**SECTION 2
RULES AND REGULATIONS
APPLIES ON CARS OTHER THAN TANK CARS**

ITEM 621 (Cont'd)

MILEAGE RATE ALLOWANCE ON SPECIAL CAR TYPE "LO"

Original Cost of Fair Market (See Notes 2, 3, 4 and 5) COST BRACKET	Mileage Rate Allowance in Cents For Actual Loaded Mile	
	AGE	AGE
	(See Notes 1 and 6) Years 1 thru 30	(See Notes 1 and 6) Over 30 years
50001-51000	52.0	13.6
51001-52000	52.9	13.6
52001-53000	53.7	13.7
53001 and over	54.6	13.8

EXPLANATION OF NOTES

- Age of car is calculated upon year of construction. Age is determined by subtracting the year of construction (built/rebuilt) from the current calendar year plus 1, (e.g., <2000-1988> + 1 = 13, or 1 through 30 age bracket).
- (1) Assignment of owned or leased cars to value groups will be determined by the original buyer by the manufacturer's invoice price at the time of original installation into service. In the case of a manufacturer-lessor, the fair market value or the value which was certified, or would have been certified, for investment tax credit purposes shall be substituted therefore. In either of the above cases, initial into service transportation costs, capitalized original lining costs, capitalized additions and capitalized betterments shall be added to the value, if applicable, and if not already included in the original cost or the original fair market value figures. Values other than invoice price shall be identified in accordance with the current AAR Umler Data Specification Manual at www.Railinc.com, Products & Services, at the time cars are submitted to the Assistant Vice President, Business Services, AAR, for the registration in the Umler file (see Note 5).
- (2) The rebuilt year and rebuilt valuation of a private car will be utilized for the purpose of computing applicable mileage allowances subject to the following conditions:
 - The car must be rebuilt in accordance with the current requirements of Rule 88, Section C of the Office Manual, and Sections A and B of the Field Manual, AAR Interchange Rules. Application for official rebuilt status must be filed with the Executive Director, Rules and Standards, AAR Technical Services and written formal approval received prior to registering such car in the Umler file with rebuilt age and valuation data.
 - Assignment of owned or leased rebuilt cars to value groups will be determined as outlined in paragraph (1) herein, except that the maximum valuation of a rebuilt car shall not exceed the lesser of: 75% of the original cost of a comparable new car; or 75% of the calculated replacement cost of the rebuilt car prior to rebuilding, as computed per AAR Interchange Rule 107.

(Continued in next column)

**SECTION 2
RULES AND REGULATIONS
APPLIES ON CARS OTHER THAN TANK CARS**

ITEM 621 (Cont'd)

EXPLANATION OF NOTES

- All car ages and values submitted are subject to verification by the AAR, and audit by the AAR or the owner's independent public accountant upon reasonable request by the AAR. If the car owner elects to have the audit performed by its independent public accountant, such audit must be performed in a timely fashion in the manner prescribed by the AAR, will be performed at the car owner's expense and must be duly certified by the car owner's auditor as representing the true value of all cars included in such audit. Depreciation will be applied annually from the original date of construction or date rebuilt. Failure of the car owner to furnish the required car valuation data to the AAR Umler file, to arrange for the requested audit, or to correct errors determined as a result of such audit, will result in such car(s) being assigned to the lowest applicable mileage allowance rate group.
- For cars built or rebuilt subsequent to December 31, 1977, all values reported to the AAR Umler file must be stated in equivalent U.S. dollars based upon the applicable exchange rate at the time such cars were built or rebuilt. Subsequent capitalized additions and betterments reported to Umler must also be stated in equivalent U.S. dollars at the time such improvements were made.
- (1) Into-service transportation costs are those freight charges associated with the movement of a car that is ready for its first load to the location of the car's original installation into service. Other transportation charges incurred during construction (e.g., to a facility which installs the original lining, etc.) may be included in the ledger value provided that the cost is capitalized.
 - A capital expenditure is an expenditure intended to benefit future periods in contrast to a revenue expenditure/current expense which benefits a current period. It is an addition to a capital asset and is initially reflected on the balance sheet. A capital expenditure normally is subject to depreciation in future years.
 - A. An addition or betterment has the effect of:
 - extending the useful life of a car beyond the life projected when the car was entered into service; or
 - increasing a car's normal use beyond that which was in effect when the car was entered into service; or
 - lowering the operating costs beyond that which was in effect at the time the car was entered into service (e.g., enhance safety, etc.).
 Any repair that maintains a car in its customary state of operating efficiency is NOT an addition or betterment.
 - B. An addition is the installation of a new component of a car (not a replacement) which meets the above tests. The value registered in Umler shall be the cost of the component added, including labor.

(Continued on next page)

<p align="center">SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS</p>	<p align="center">SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS</p>
<p>ITEM 621 (Cont'd)</p> <p align="center">EXPLANATION OF NOTES</p> <p>(3) C. A betterment is the replacement of a component of a car with a superior component. The value registered in Umler for a betterment should not exceed the cost of the superior component, including labor minus (1) the original value of the component that was replaced (i.e., retired) and (2) the cost (i.e., expense) incurred in removing the old component.</p> <p>D. When a unit of property is removed from a car (i.e., partial retirement), the ledger value registered in Umler shall be reduced by the original value of the unit removed.</p> <p>E. Any cost recovered under AAR Defect Car Billing, if applicable must be deducted from the cost of an addition of betterment.</p> <p>6. (1) When an owner: (1) makes a valuation correction to the Umler file; or (2) changes the mechanical designation of cars registered in the Umler file; and such changes result in an increase or decrease in the mileage allowance rates, the Assistant Vice President, Business Services, AAR, will be so notified and the increase or decrease will be applied retroactively. Once cars have been reported the Umler file, any of the foregoing corrections or changes that result in a retroactive increase or decrease in the mileage allowance rates will be identified by the Assistant Vice President. The car owner is required to furnish the Assistant Vice President documented proof of the basis of the correction or change and advise as to any applicable mileage allowance adjustments which are required.</p> <p>(2) Retroactive Mileage Allowance Decrease: Within five (5) months from the date of a change to the Umler file resulting in a retroactive mileage allowance rate decrease, the owner will notify all using carriers of such decrease with either supporting details or a summary of the over-collections, with a copy to the Assistant Vice President. After receiving such notification, the using carrier shall deduct such amount(s), in the next open mileage reports to the car owner, plus fifteen (15) percent to reimburse the handling road for audit and associated administrative expenses. If the owner fails to send notification to the users within five months, the Assistant Vice President shall notify carriers of the car initial(s) and number(s) involved and the user(s) shall make an adjustment, as described above.</p> <p>(3) Retroactive Mileage Allowance Increase: Within five (5) months from the date of a change to the Umler file resulting in a retroactive mileage allowance rate increase, the owner will notify all using carriers of such increase with either supporting details or a summary of the under-collections, with a copy to the Assistant Vice President. After receiving such notification, the using carriers shall add such amount(s) in their next open mileage reports to the car owner, less fifteen (15) percent to reimburse the handling roads for audit and associated administrative expense. No retroactive mileage allowance rate increase will be applicable if the owner fails to notify the using carriers of such increase within five (5) months from the date of a change to the Umler file.</p>	<p>ITEM 625</p> <p align="center">FLAT CAR TYPE "F"</p> <p>Definition and Designating Symbols are as follows:</p> <p>"FB"-Bulkhead flat cars, equipped with fixed or permanently attached moveable bulkheads or ends a minimum of three (3) feet in height and flat floor for general commodity loading.</p> <p>"FD"-Depressed center flat car of special construction having the portion of floor extending between trucks depressed to provide necessary overhead clearance for lading.</p> <p>"FM"-Ordinary flat car for general service. This car has flooring laid over the sills and without sides or ends.</p> <p>"FW"-Flat car with hole to enable lading to be lowered due to clearance limits.</p> <p align="center">EXPLANATION OF NOTES</p> <p>1. Where cars are equipped with permanent constant tension devices, permanent tie-down chains, permanent racks for stowing parts, or are specially modified or equipped to provide for loading of a particular commodity, the letter "S" should be affixed to the application designating letters. Such special equipment must be reported in the AAR Umler file per the Umler Data Specification Manual at www.Railinc.com, Products & Services.</p>
<p>ISSUED: February 19, 2015</p>	<p>EFFECTIVE: March 1, 2015</p>
<p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	

<p align="center">SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS</p>	<p align="center">SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS</p>
<p>ITEM 630</p> <p align="center">REFRIGERATOR CAR TYPE CLASS "R"</p> <p>Definition and Designating Symbols are as follows:</p> <p>"RB" - Bunkerless refrigerator cars with or without ventilating devices and with or without device for attaching portable heaters. Constructed with insulation in side ends, floor and roof to meet maximum UA factor requirement of 250 BTU/F/ Hour for 50 foot car and 3000 BTU/F/Hour for 60 foot cars ordered new after March 1, 1984. (See Note 1)</p> <p>"RBL"- Car similar in construction to an "RB" type car, but equipped in addition with adjustable loading or stowing device. (See Note 2)</p> <p>"RP"-Mechanical Refrigerator car equipped with or without means of ventilation and provided with apparatus for furnishing protection against heat and/or cold. Apparatus operated by power other than from the car axle.</p> <p>"RPL"-Mechanical Refrigerator. Similar to "RP" but equipped in addition with adjustable loading or stowing devices.</p> <p>"RC" – Refrigerator car similar to an "RB" car using a cryogen to produce temperatures to transport frozen commodities.</p> <p>"RC"-A cryogenic powered co2 refrigerator car. (Applicable only for account of UP).</p> <p>"RC"-Refrigerator car similar to an "RB" car using a cryogen to produce temperatures to transport frozen commodities. (Applicable only for account of BNSF, CN, ,GNBC, KCS, MRL and UP).</p> <p align="center">EXPLANATION OF NOTE</p> <ol style="list-style-type: none"> 1. Cars built or rebuilt prior to March 1, 1984, must have been constructed with a minimum of 3 in. of insulation in the sides and ends and 3 ½ in. in floor and roof based on the insulation requirements given in AAR Standard S-2010 or a thickness reduced in proportion to the thermal conductivity of the insulation. 2. Cars equipped with interior side rails only, built new, rebuilt or classified on and after January 1, 1966, in order to qualify for the "RBL" designation, shall have a minimum of four (4) useable side rails on each wall of car each extending from doorway to approximately four (4) feet from end of car. 	<p>ITEM 640</p> <p align="center">GONDOLA CAR TYPE CLASS "G"</p> <p>Definition and Designating Symbols are as follows:</p> <p>"GB"-Open Top Car, having fixed sides, fixed or drop ends and solid bottom.</p> <p>"GS"-Open Top Car having fixed sides and ends and drop bottom, consisting of doors hinged at center sills to dump outside of rails.</p> <p>"GT"-Open Top Car, having high fixed sides and ends and solid bottom, suitable for unloading on dumping machines only.</p> <p>"GW"-Open Top Well-Hole Car for transportation of special commodities. A solid bottom car, with fixed sides and ends, having one or more openings or depressions provided in floor, permitting the lading to be lowered in order to obtain overhead clearance.</p> <p align="center">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> 1. Where cars are equipped with permanent constant tension devices, permanent tie-down chains, permanent racks for stowing parts, or are specially modified or equipped to provide for loading of a particular commodity, the letter "S" should be affixed to the application designating letters. Such special equipment must be reported in the AAR Umler file per the Umler Data Specification Manual at www.Railinc.com, Products & Services. 2. If any of the gondola cars are equipped with a roof or are covered for protection of contents the letter "R" should be affixed to the regular symbol to designate its special class of service.
<p>ISSUED: February 19, 2015</p>	<p>EFFECTIVE: March 1, 2015</p>
<p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	

<p align="center">SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS</p>	<p align="center">SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS</p>
<p>ITEM 645</p> <p align="center">HOPPER CAR TYPE CLASS "H"</p> <p>Definition and Designation Symbols are as follows:</p> <p>"HK"-Open top self-clearing car, having fixed sides and ends and bottom consisting of two or more divided hoppers dumping outside and/or inside of rails.</p> <p>"HM"-Open top self-clearing car, having fixed sides and ends and bottom consisting of three or more divided hoppers with doors hinged crosswise of car and dumping between rails.</p> <p>"HT"-Open top self-clearing car, having fixed sides, ends and bottom consisting of three or more divided hoppers with doors hinged crosswise of car and dumping between rails.</p> <p>"HTA"-Open top self-clearing car, having fixed sides and ends and bottom consisting of three or more divided hoppers with doors hinged lengthwise of car and dumping between rails.</p> <p align="center">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> Where cars are equipped with permanent constant tension devices, permanent tie-down chains, permanent racks for stowing parts, or are specially modified or equipped to provide for loading of a particular commodity, the letter "S" should be affixed to the application designating letters. Such special equipment must be reported in the AAR Umler file per the Umler Data Specification Manual at www.Railinc.com, Products & Services. If any of these hopper cars are equipped with a roof or are covered for protection of contents the letter "R" should be affixed to the regular symbol to designate its special class of service. 	<p>ITEM 650</p> <p align="center">SPECIAL CAR TYPE CLASS "L"</p> <p>Definition and Designation Symbols are as follows:</p> <p>"LF"-Flat car equipped to handle one or more demountable containers for the transportation of commodities not under refrigeration. Note-Not applicable to flat cars designed to handle containers in TOFC/COFC service or containers handling set-up vehicles.</p> <p>"LG"-Gondola car equipped to handle one or more demountable containers for the transportation of commodities not under refrigeration.</p> <p>"LM"-A car equipped with one or more permanently enclosed tanks or containers, provided with one or more openings for loading and equipped for pneumatic or gravity unloading. Car is suitable for handling certain dry powdered or granular commodities, also low viscosity, non-dangerous liquid commodities.</p> <p>"LO"-A permanently enclosed car, other than a box car, regardless of exterior or interior shape, for handling bulk commodities, with or without insulation and provided with openings for loading through top or sides with weather tight covers or doors. Car may be provided with one or more bottom openings for unloading, with tight fitting covers, doors, valves, or tight fitting slide or gate openings in top or sides and may have one or more compartments. Mechanical or other means may be provided within car to expedite loading or unloading.</p> <p>"LP"-Open top car having solid bottom and fixed ends equipped with sloping floor or longitudinal floor risers or sidestakes for the handling of pulpwood, and not suitable for general commodity loading.</p> <p>"LS"-A car of special construction having two separable interlocking units which form a car body. Units may be separated and load interposed between and locked in place to form a complete transportation unit.</p> <p>"LU"-An enclosed car with roof, having a special metal beam of heavy design at top of each side to support a series of retractable overhead side doors and their appurtenances, or other types of doors, running substantially the length of car, which beams also support the roof details. Car may be equipped with special loading devices or racks for handling various commodities.</p>
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<p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	

<p align="center">SECTION 3 APPLIES ONLY ON PRIVATE CARS (APPLICABLE ONLY FOR ACCOUNT OF CSXT)</p>	<p align="center">SECTION 3 APPLIES ONLY ON PRIVATE CARS (APPLICABLE ONLY FOR ACCOUNT OF CSXT)</p>
<p>ITEM 1150</p> <p align="center">APPLICATION OF SECTION 3</p> <p>A. Between points in Canada.</p> <p>B. Internationally, i.e., between points in Canada and points in the United States. (Applicable only on that portion of the haul within Canada).</p> <p>C. For that portion of the haul in Canada in connection with movements between points in the United States where part of the through route is through Canada. Apply provisions published elsewhere in this tariff.</p>	<p align="center">PART 1 GENERAL RULES</p>
	<p>ITEM 1200</p> <p align="center">PAYMENT OF MILEAGE ALLOWANCE RATES</p> <p>Distance allowance rates named in this tariff will be paid in Canadian Funds. In no case will mileage allowance be paid if an individual rate in a commodity tariff specifies otherwise. Distance allowance for the use of cars will be paid only to the persons or company to whom the reporting marks are assigned provided cars are properly equipped and marked with the assigned reporting marks and car number, and provided further:</p> <p>1. A description of each car is furnished to the Assistant Vice President, Business Services, Association of American Railroads, as required in the Umler Data Specification Manual at www.Railinc.com, Products & Services. Such information must be received by the Assistant Vice President not later than the last working day of the month prior to the month in which cars are placed in service.</p>
	<p>ITEM 1205</p> <p align="center">EXPLANATION OF CAR TYPES AND SYMBOLS FOR CARS</p> <p>Explanation of car types and symbols are as explained in the Umler Data Specification Manual at www.Railinc.com, Products & Services.</p>
	<p>ITEM 1210</p> <p align="center">CARS OF PRIVATE OWNERSHIP</p> <p>The term "Cars of Private Ownership", used in this section is defined as cars owned by individuals, firms, corporations or car companies, including cars owned and/or operated by railroad controlled car lines.</p>
	<p>ITEM 1215</p> <p align="center">COMPUTATION OF MILES</p> <p>A. Mileage will be paid on cars that originate or terminate in Canada, while on the rails of CSXT in Canada.</p> <p>B. Mileage will be computed on the basis of the direct distance via route of movement:</p> <ol style="list-style-type: none"> 1. From origin station or station the car is received from the connecting railroad. 2. To destination station or station the car is delivered to connecting railroad. 3. Utilizing miles published in Tariff CSXT 6202. <p>C. Mileage will not be paid when transportation begins and ends within the same switching district.</p>
<p>ISSUED: February 19, 2015</p>	<p>EFFECTIVE: March 1, 2015</p>
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<p align="center">SECTION 3 APPLIES ONLY ON PRIVATE CARS (APPLICABLE ONLY FOR ACCOUNT OF CSXT)</p>	<p align="center">SECTION 3 APPLIES ONLY ON PRIVATE CARS (APPLICABLE ONLY FOR ACCOUNT OF CSXT)</p>
<p align="center">PART 1 GENERAL RULES</p>	<p align="center">PART 1 GENERAL RULES</p>
<p>ITEM 1220</p> <p align="center">CARS NOT SHOWN IN OFFICIAL RAILWAY EQUIPMENT REGISTER</p> <p>Mileage will not be paid on movements of cars, the marked capacities and assigned reporting marks of which are not properly registered in the Umler file.</p>	<p>ITEM 1245</p> <p align="center">REPORTING MARKS</p> <p>Reporting marks will be assigned for use on all car types only be the Assistant Vice President, Business Services, Association of American Railroads upon written application. Application for reporting marks shall state the name of owners and lessee, if leased, and for cars other than tank cars, the station or stations at which loads are intended to originate and the name of the first line haul carrier or carriers. The latter will be notified and the Assistant Vice President will approve or disapprove the application in accordance with the directions of such carrier or carriers; provided, however, that applicants are subscribers to the AAR Mechanical Interchange Agreement.</p> <p>After reporting marks are approved on cars other than tank cars, the cars may be used by the owner or lessee for the origination of traffic only at station or stations on the carrier or carriers that granted such approval to the Assistant Vice President. If the owner or lessee desires to use the cars for the origination of traffic at some other station or stations or on some other carrier or carriers, application for permission must be made by the owner or lessee to the Assistant Vice President who will approve or disapprove the application in accordance with the directions of such carrier or carriers.</p> <p>After reporting marks have been assigned, they may be used only on those cars on which specific approval has been given by the Assistant Vice President.</p> <p>The number of cars of any type (except tank cars) shall not be increased nor shall destroyed cars be replaced without specific authority from the Assistant Vice President, who shall grant or withhold such authority upon instructions of the first line haul carrier or carriers.</p>
<p>ITEM 1225</p> <p align="center">THE ACQUIREMENT OR OWNERSHIP OF A CAR</p> <p>The acquirement of ownership of a car referred to will be identified by the assigned reporting marks painted or stenciled on the body of the car as evidence of new acquirement or ownership. The carding, placarding or boarding of cars will not be recognized as evidencing their acquirement or ownership.</p>	<p>ITEM 1250</p> <p align="center">DESIGNATING SYMBOLS</p> <p>Designating Symbols (Mechanical Designations) will be assigned to car owner or lessee by the Executive Director, Rules and Standards, Technical Services, AAR, upon written application.</p>
<p>ITEM 1230</p> <p align="center">EMPTY CARS AS COMMERCIAL SHIPMENTS</p> <p>Mileage will not be paid on movement of empty cars delivered to carriers for transportation as commercial shipments on which transportation charges are assessed.</p>	<p align="center">PART 2 EQUALIZATION OF DISTANCE ON TANK CARS OF PRIVATE OWNERSHIP</p> <p>ITEM 1300</p> <p align="center">APPLICATION</p> <p>The regulations authorized in Part 2 will govern equalization of distance on all miles except as noted, on tank cars of private ownership.</p>
<p>ITEM 1235</p> <p align="center">NEW CARS</p> <p>Mileage will not be paid on empty movements of new or newly acquired cars on order of owner. Transportation charges will be assessed for all empty movement of new or newly acquired cars from point at which manufactured or newly acquired to the point at which cars are first loaded, or to a home point of the owner or of the party who had newly acquired the car, as shown by a change in the permanent reporting marks and on new cars not loaded, but returned empty from home point or point to which billed for loading to original point of manufacture.</p>	
<p>ITEM 1240</p> <p align="center">LEASED CARS</p> <p>Mileage will be paid to the car owner on cars leased to, or rented outright by a railroad until the cars have been re-marked with the name and the proper reporting marks of the lessee.</p>	
<p>ISSUED: February 19, 2015 EFFECTIVE: March 1, 2015</p>	
<p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p>	
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<p align="center">SECTION 3 APPLIES ONLY ON PRIVATE CARS (APPLICABLE ONLY FOR ACCOUNT OF CSXT)</p>	<p align="center">SECTION 3 APPLIES ONLY ON PRIVATE CARS (APPLICABLE ONLY FOR ACCOUNT OF CSXT)</p>
<p align="center">PART 2 EQUALIZATION OF DISTANCE ON TANK CARS OF PRIVATE OWNERSHIP</p>	<p align="center">PART 3 DISTANCE ALLOWANCE RATES ON TANK CARS OF PRIVATE OWNERSHIP</p>
<p>ITEM 1305</p> <p align="center">AGGREGATE EMPTY DISTANCE VERSUS AGGREGATE LOADED DISTANCE</p> <p>A. On CSXT, should the aggregate empty miles operated by the cars of any of the reporting marks assigned to any one person or company exceed the aggregate loaded miles operated by the cars of those reporting marks, at the end of a calendar year, by more than five percent (5%), such excess empty miles must be paid to CSXT by the person or company to whom those reporting marks are assigned at a rate of 53.8 cents per mile, without minimum, upon receipt of advice from CSXT at the end of the period in question that such an amount is due and payable.</p> <p>B. Cars not completely unloaded, and where the remainder of the lading is returned from destination to the original shipping points, will not be regarded as loaded cars for purposes of distance equalization.</p>	<p>ITEM 1400</p> <p align="center">APPLICATION</p> <p>The regulations authorized in Part 3 will govern the payment of distance rate allowance on tank cars of private ownership for loaded miles only, without exception.</p>
<p>ITEM 1310</p> <p align="center">CARS OF DIFFERENT OWNERS TO BE KEPT IN SEPARATE ACCOUNTS</p> <p>CSXT will maintain separate and distinct equalization accounts by car owner for private tank cars.</p>	<p>ITEM 1405</p> <p align="center">MILEAGE ALLOWANCE RATES</p> <p>Mileage allowance for use of tank cars of private ownership will be paid only to the person or company to whom the reporting marks are assigned, not to the lessee, in accordance with the following:</p> <p><u>International Traffic</u></p> <p>(a) A mileage allowance rate of 59.4 cents per loaded mile will be paid on tank cars of private ownership provided such cars fulfill requirements of Item 1220 of this tariff and are registered in the Umler file, as specified in Item 195 Series, Mileage Tariff RIC 6007 Series, under original fair market value of \$18,001 and over.</p> <p>(b) A distance allowance rate of 13.9 cents per loaded mile will be paid on tank cars of private ownership that do not meet the provisions of paragraph 1. (a).</p>
<p>ITEM 1315</p> <p align="center">ERROR IN REPORTING</p> <p>Loaded or empty mileage caused by error of the reporting railway or of another railway, will not be credited or charged in the equalization account of the reporting railway, and the loaded or empty distance which would have been made by the car had there been no error, shall be credited to, or charged in the equalization accounts of the railway or railways via which the car should have moved, provided claims for such adjustment are made within six months from the last day of the month in which the error occurred.</p>	<p><u>Canadian Traffic</u></p> <p>(a) A distance allowance rate of 59.4 cents per loaded mile (EXCEPTIONS 1 and 2 below) will be paid on Canadian built cars of private ownership, also U.S. built cars of private ownership, assigned to service solely within Canada and sales tax and duty have been paid, provided such cars fulfill requirements of Item 1220 of this tariff and are registered in the Umler file, as specified in Item 1195 Series, Mileage Tariff RIC 6007 Series, under original fair market value of \$18,001 and over.</p> <p>(b) When US built cars of private ownership fulfill the requirements of Item 1220 of this tariff, are used for a temporary period in domestic service in Canada, a distance allowance of 59.4 cents per loaded mile will be paid on cars registered in the Umler file, as specified in Item 195 Series, Mileage Tariff RIC 6007 Series, under fair market value of \$18,001 and over.</p> <p>(c) A distance allowance rate of 13.9 cents per loaded mile will be paid on tank cars of private ownership provided such cars fulfill requirements of Item 1220 of this tariff and do not meet the provisions of paragraph 2 (a) and/or 2(b).</p>
<p>ITEM 1320</p> <p align="center">CHANGE OF OWNERSHIP</p> <p>When a private tank car company or owner discontinues business or disposes of tank car equipment, any excess empty distance balance which has accrued to date of such action, on the tank cars bearing the reporting marks of such company or owner, shall be subject to bill as of that date, unless the new owner who acquires the tank car equipment agrees to assume all of the obligations of the former owner under this arrangement, in which event the loaded or empty distance balance existing at the time of such acquirement shall be transferred to the equalization account of the new owner.</p>	<p align="center">EXCEPTIONS</p> <p>1. On Rapeseed Oil-Canola, moving at rates published in Tariff CP 4611-Series, a distance allowance rate of 55.7 cents per loaded mile be paid on tank cars having a capacity exceeding 10,001 imperial gallons, and distance allowance rate of 11.3 cents (Note 12, Item 6000) per loaded mile will be paid on tank cars having a capacity not exceeding 10,000 imperial gallons.</p> <p>2. On Rapeseed Oil-Canola, linseed oil, and sunflower seed oil, moving at rates published in Tariff CP 4310-Series, a distance allowance of 56.5 cents per loaded mile will be paid on tank cars having a capacity exceeding 10,001 imperial gallons. A distance allowance of 11.3 cents per loaded mile will be paid on tank cars having a capacity not exceeding 10,000 imperial gallons.</p>
<p>ISSUED: February 19, 2015</p>	<p>EFFECTIVE: March 1, 2015</p>
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<p align="center">SECTION 3 APPLIES ONLY ON PRIVATE CARS (APPLICABLE ONLY FOR ACCOUNT OF CSXT)</p>	<p align="center">SECTION 3 APPLIES ONLY ON PRIVATE CARS (APPLICABLE ONLY FOR ACCOUNT OF CSXT)</p>																														
<p align="center">PART 4 EQUALIZATION OF DISTANCE ON COVERED HOPPER CARS ("LO") OF PRIVATE OWNERSHIP</p>	<p align="center">PART 5 DISTANCE ALLOWANCE RATES ON COVERED HOPPER CARS ("LO") OF PRIVATE OWNERSHIP</p>																														
<p>ITEM 1500</p> <p align="center">APPLICATION</p> <p>The regulations authorized in Part 4 will govern equalization of distance on all miles except as noted, on covered hopper cars ("LO") of private ownership. This tariff will not apply on overhead (Interstate or Intrastate) traffic where portion of the rail haul is in Canada.</p>	<p>ITEM 1600</p> <p align="center">APPLICATION</p> <p>The regulations authorized in Part 5 will govern the payment of distance rate allowance on covered hopper cars ("LO") of private ownership for loaded miles only without exception.</p>																														
<p>ITEM 1510</p> <p align="center">AGGREGATE EMPTY DISTANCE VERSUS AGGREGATE LOADED DISTANCE</p> <p>A. On CSXT, should the aggregate empty miles operated by the cars of any of the reporting marks, assigned to one person or company, exceed the aggregate loaded miles operated by the cars of those reporting marks, during the period commencing January 1 to December 31 each year, by more than 5%, such excess empty miles must be paid to CSXT by the person or company to whom the reporting marks are assigned at a rate of 34 cents per mile, without minimum, upon receipt of advice from that railway at the end of the period in question that such an amount is due and payable.</p> <p>B. Cars not completely unloaded, and where the remainder of the lading is returned from destination to the original shipping point, will not be regarded as loaded cars for purpose of distance equalization.</p>	<p>ITEM 1605</p> <p align="center">KIND OF CAR AND DISTANCE RATE ALLOWANCE</p> <table border="0"> <thead> <tr> <th data-bbox="854 667 997 695"><u>TYPE OF CAR</u></th> <th data-bbox="1276 600 1349 695"><u>Cents per loaded mile</u></th> </tr> </thead> <tbody> <tr> <td colspan="2">PART 1 International Traffic: -</td> </tr> <tr> <td>Covered Hopper ("LO")</td> <td></td> </tr> <tr> <td> Cars 30 years of age and over (See Note 1).....</td> <td align="right">11.6</td> </tr> <tr> <td> Cars under 30 years of age and over (See Item 1610)</td> <td></td> </tr> <tr> <td> Depreciated Original Fair Market Value:</td> <td></td> </tr> <tr> <td> Nil to \$4,999.....</td> <td align="right">15.3</td> </tr> <tr> <td> \$5,000 to \$9,999.....</td> <td align="right">17.2</td> </tr> <tr> <td> \$10,000 to \$14,999.....</td> <td align="right">20.0</td> </tr> <tr> <td> \$15,000 to \$19,999.....</td> <td align="right">22.1</td> </tr> <tr> <td> \$20,000 and over.....</td> <td align="right">25.2</td> </tr> <tr> <td colspan="2">PART 2 Domestic Traffic:</td> </tr> <tr> <td>Covered Hoppers ("LO").....</td> <td align="right">18.9</td> </tr> <tr> <td colspan="2">PART 3:</td> </tr> <tr> <td>Covered Hoppers ("LO").....</td> <td align="right">30.3</td> </tr> </tbody> </table> <p>The provisions of Part 3 are applicable only on shipments of the following commodities:</p> <p>Plastic materials or synthetic resins (STCC 28-211-XX)</p>	<u>TYPE OF CAR</u>	<u>Cents per loaded mile</u>	PART 1 International Traffic: -		Covered Hopper ("LO")		Cars 30 years of age and over (See Note 1).....	11.6	Cars under 30 years of age and over (See Item 1610)		Depreciated Original Fair Market Value:		Nil to \$4,999.....	15.3	\$5,000 to \$9,999.....	17.2	\$10,000 to \$14,999.....	20.0	\$15,000 to \$19,999.....	22.1	\$20,000 and over.....	25.2	PART 2 Domestic Traffic:		Covered Hoppers ("LO").....	18.9	PART 3:		Covered Hoppers ("LO").....	30.3
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<p>ITEM 1515</p> <p align="center">CARS OF DIFFERENT OWNERS TO BE KEPT IN SEPARATE ACCOUNTS</p> <p>CSXT will maintain separate and distinct equalization accounts by car owner for private covered hopper cars, ("LO").</p>																															
<p>ITEM 1520</p> <p align="center">ERROR IN REPORTING</p> <p>Loaded or empty mileage caused by error of the reporting railway or of another railway, will not be credited or charged in the equalization account of the reporting railway, and the loaded or empty distance which would have been made by the car had there been no error, shall be credited to, or charged in the equalization accounts of the railway or railways via which the car should have moved, provided claims for such adjustments are made within six months from the last day of the month in which the error occurred.</p>																															
<p>ITEM 1525</p> <p align="center">CHANGE OF OWNERSHIP</p> <p>When a private covered hopper company or owner discontinues business or disposes of covered hopper equipment, any excess empty distance balance which has accrued to date of such action, on the covered hoppers bearing the reporting marks of such company or owner, shall be subject to bill as of that date, unless the new owner who acquires the said equipment agrees to assume all of the obligations of the former owner under this arrangement, in which event the loaded or empty distance balance existing at the time of such acquirement shall be transferred to the equalization account of the new owner.</p>																															
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PART 5 DISTANCE ALLOWANCE RATES ON COVERED HOPPER CARS ("LO") OF PRIVATE OWNERSHIP	PART 6 DISTANCE ALLOWANCE RATES ON FREIGHT CARS OF PRIVATE OWNERSHIP OTHER THAN TANK CARS AND COVERED HOPPER CARS ("LO")																																																																															
<p>ITEM 1610</p> <p>ASSIGNMENT OF OWNED OR LEASED CARS TO VALUE GROUPS</p> <p>Assignment of owned or leased cars to value groups will be determined by the original cost as represented to the original buyer by the manufacturer's invoice price at the time of original installation into service. In the case of a manufacturer-lessor, the fair market value or the value which was certified, or would have been certified, for investment tax credit purposes shall be substituted therefor. In either of the above cases, initial into-service transportation costs capitalized original lining costs, capitalized additions and capitalized betterments shall be added to the value, if applicable, and if not already included in the original cost or original fair market value figures. Values other than invoice price shall be identified in accordance with the current AAR Umler format at the time cars are submitted to the Assistant Vice President, Business Services Division, AAR, for the registration in the Umler file. All car ages and values submitted are subject to verification by the AAR, and audit by the AAR or the owner's independent public account upon reasonable request by the AAR. If the car owner elects to have the audit performed by its independent public accountant: such audit must be performed in a timely fashion in the manner prescribed by the AAR, will be performed at the car owner's expense, and must be duly certified by the car owner's auditor as representing the true values of all cars included in such audit. Depreciation will be applied annually from the original date of construction. Failure of the car owner to furnish the required car valuation date to the AAR Umler file, to arrange for the requested audit, or to correct errors determined as a result of such audit, will result in such car(s) being assigned to the lowest applicable mileage allowance rate group.</p>	<p>ITEM 1700</p> <p>APPLICATION</p> <p>The regulations authorized in Part 6 will govern the payment of distance rate allowance on cars of private ownership (other than tank cars and covered hopper cars ("LO")).</p>																																																																															
	<p>ITEM 1705</p> <p>KIND OF CAR AND DISTANCE RATE ALLOWANCE</p> <table border="1"> <thead> <tr> <th data-bbox="821 604 967 659">TYPE OF CAR</th> <th data-bbox="971 604 1351 659"></th> <th data-bbox="1354 604 1463 659">Cents per mile</th> </tr> </thead> <tbody> <tr> <td data-bbox="821 663 967 697">PART 1</td> <td data-bbox="971 663 1351 697">International Traffic:</td> <td data-bbox="1354 663 1463 697"></td> </tr> <tr> <td data-bbox="821 701 967 823">Flat</td> <td data-bbox="971 701 1351 722">"BLF"</td> <td data-bbox="1354 701 1463 722">4.0</td> </tr> <tr> <td></td> <td data-bbox="971 726 1351 747">"FD", "FW"</td> <td data-bbox="1354 726 1463 747">4.0</td> </tr> <tr> <td></td> <td data-bbox="971 751 1351 823">"FM" of 200,000 lbs and over nominal capacity</td> <td data-bbox="1354 751 1463 823">4.0</td> </tr> <tr> <td data-bbox="821 827 967 991">Special</td> <td data-bbox="971 827 1351 848">"FB" (Notes 1 and 3)</td> <td data-bbox="1354 827 1463 848">5.0</td> </tr> <tr> <td></td> <td data-bbox="971 852 1351 873">"FB" (Notes 2 and 3)</td> <td data-bbox="1354 852 1463 873">6.0</td> </tr> <tr> <td></td> <td data-bbox="971 877 1351 991">"FMS" of 180,000 lbs nominal capacity and not exceeding 89 feet in length</td> <td data-bbox="1354 877 1463 991">6.0</td> </tr> <tr> <td data-bbox="821 995 967 1117">Gondola</td> <td data-bbox="971 995 1351 1066">"GA", "GD", "GH", "GS", "GT", "GW" (Note 4)</td> <td data-bbox="1354 995 1463 1066">1.5</td> </tr> <tr> <td></td> <td data-bbox="971 1071 1351 1117">"GB" (Note 4)</td> <td data-bbox="1354 1071 1463 1117">.6</td> </tr> <tr> <td data-bbox="821 1121 967 1192">Hopper</td> <td data-bbox="971 1121 1351 1192">"HFA", "HK", "HMA", "HT", "HTA" (Note 4)</td> <td data-bbox="1354 1121 1463 1192">3.75</td> </tr> <tr> <td data-bbox="821 1197 967 1230">Milk</td> <td data-bbox="971 1197 1351 1230">"BM", "BMR"</td> <td data-bbox="1354 1197 1463 1230">2.5</td> </tr> <tr> <td data-bbox="821 1234 967 1453">Refrigerator</td> <td data-bbox="971 1234 1351 1268">"BP", "BR", "BS"</td> <td data-bbox="1354 1234 1463 1268">6.0</td> </tr> <tr> <td></td> <td data-bbox="971 1272 1351 1327">"RA", "RS", "RSTC", "RSB"</td> <td data-bbox="1354 1272 1463 1327">5.0</td> </tr> <tr> <td></td> <td data-bbox="971 1331 1351 1365">"RAM", "RSM"</td> <td data-bbox="1354 1331 1463 1365">5.0</td> </tr> <tr> <td></td> <td data-bbox="971 1369 1351 1402">"RB", "RBL" (Note 5)</td> <td data-bbox="1354 1369 1463 1402">5.9</td> </tr> <tr> <td></td> <td data-bbox="971 1407 1351 1453">"RP", "RPL", "RPM"</td> <td data-bbox="1354 1407 1463 1453">12.0</td> </tr> <tr> <td data-bbox="821 1457 967 1491">Stock</td> <td data-bbox="971 1457 1351 1491">"SC", "SM"</td> <td data-bbox="1354 1457 1463 1491">2.25</td> </tr> <tr> <td data-bbox="821 1495 967 1713">Special</td> <td data-bbox="971 1495 1351 1528">"LM"</td> <td data-bbox="1354 1495 1463 1528">5.5</td> </tr> <tr> <td></td> <td data-bbox="971 1533 1351 1566">"LP"</td> <td data-bbox="1354 1533 1463 1566">1.5</td> </tr> <tr> <td></td> <td data-bbox="971 1570 1351 1604">"LG"</td> <td data-bbox="1354 1570 1463 1604">5.5</td> </tr> <tr> <td></td> <td data-bbox="971 1608 1351 1642">"LS"</td> <td data-bbox="1354 1608 1463 1642">4.0</td> </tr> <tr> <td></td> <td data-bbox="971 1646 1351 1680">"LRC"</td> <td data-bbox="1354 1646 1463 1680">5.0</td> </tr> <tr> <td></td> <td data-bbox="971 1684 1351 1713">"BMI"</td> <td data-bbox="1354 1684 1463 1713">5.5</td> </tr> <tr> <td colspan="2" data-bbox="821 1717 1351 1793">All other freight cars, except tank cars and covered hopper cars ("LO").....</td> <td data-bbox="1354 1717 1463 1793">.6</td> </tr> <tr> <td colspan="3" data-bbox="821 1797 1463 1873" style="text-align: center;">(Continued on next page)</td> </tr> </tbody> </table>		TYPE OF CAR		Cents per mile	PART 1	International Traffic:		Flat	"BLF"	4.0		"FD", "FW"	4.0		"FM" of 200,000 lbs and over nominal capacity	4.0	Special	"FB" (Notes 1 and 3)	5.0		"FB" (Notes 2 and 3)	6.0		"FMS" of 180,000 lbs nominal capacity and not exceeding 89 feet in length	6.0	Gondola	"GA", "GD", "GH", "GS", "GT", "GW" (Note 4)	1.5		"GB" (Note 4)	.6	Hopper	"HFA", "HK", "HMA", "HT", "HTA" (Note 4)	3.75	Milk	"BM", "BMR"	2.5	Refrigerator	"BP", "BR", "BS"	6.0		"RA", "RS", "RSTC", "RSB"	5.0		"RAM", "RSM"	5.0		"RB", "RBL" (Note 5)	5.9		"RP", "RPL", "RPM"	12.0	Stock	"SC", "SM"	2.25	Special	"LM"	5.5		"LP"	1.5		"LG"	5.5		"LS"	4.0		"LRC"	5.0		"BMI"	5.5	All other freight cars, except tank cars and covered hopper cars ("LO").....		.6	(Continued on next page)		
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SECTION 3 APPLIES ONLY ON PRIVATE CARS (APPLICABLE ONLY FOR ACCOUNT OF CSXT)		SECTION 3 APPLIES ONLY ON PRIVATE CARS (APPLICABLE ONLY FOR ACCOUNT OF CSXT)																											
PART 6 DISTANCE ALLOWANCE RATES ON FREIGHT CARS OF PRIVATE OWNERSHIP OTHER THAN TANK CARS AND COVERED HOPPER CARS ("LO")		PART 6 DISTANCE ALLOWANCE RATES ON FREIGHT CARS OF PRIVATE OWNERSHIP OTHER THAN TANK CARS AND COVERED HOPPER CARS ("LO")																											
<p>ITEM 1705 (Cont'd)</p> <p style="text-align: center;">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> Applicable on cars with inside length of at least 48 feet 6 inches and less than 60 feet 0 inches. Applicable on cars with inside length of 60 feet 0 inches and over. Applicable only when cars are used for shipments originating in Canada destined to the United States and on their return empty journeys. Distance allowance named will also apply on cars carrying letters "C", "H", "R" and "S" affixed to the foregoing designating symbols. All carriers party hereto, will pay only an allowance of 3.0 cents per mile loaded and empty, on "RBL" refrigerator cars when used on shipments from Canada to the United States. 		<p>ITEM 1710 (Cont'd)</p> <p style="text-align: center;">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> No allowance will be made for empty movements. Applicable on cars with inside length of at least 40 feet 0 inches and less than 48 feet 6 inches. Applicable on cars with inside length of at least 48 feet 6 inches and less than 60 feet 0 inches. Applicable on cars with inside length of 60 feet 0 inches and over. 																											
<p>ITEM 1710</p> <p style="text-align: center;">EXCEPTIONS TO ITEM 1705</p> <p>Applicable only when cars are used for shipments of lumber or articles taking lumber rates or arbitraries over the lumber rates from Western Canada (Armstrong and/or Thunder Bay, ON and west thereof), originating on CP Rail (Canadian Pacific Limited), Canadian National Railways destined to points in the United States.</p> <p style="text-align: center;">KIND OF CAR AND DISTANCE RATE ALLOWANCE</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">TYPE OF CAR</th> <th></th> <th style="text-align: center;">Cents per mile (See Note 1)</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Flat</td> <td>"FB" (See Note 3)</td> <td style="text-align: center;">13.5</td> </tr> <tr> <td>"FB" (See Note 4)</td> <td style="text-align: center;">15.5</td> </tr> <tr> <td rowspan="5">Refrigerator</td> <td>"RB", "RBL", "RS" (See Note 2)</td> <td style="text-align: center;">6.0</td> </tr> <tr> <td>"RB", "RBL" (See Note 3)</td> <td style="text-align: center;">19.4</td> </tr> <tr> <td>"RS" (See Note 3)</td> <td style="text-align: center;">11.0</td> </tr> <tr> <td>"RB", "RBL" (See Note 4)</td> <td style="text-align: center;">19.4</td> </tr> <tr> <td>"RS" (See Note 4)</td> <td style="text-align: center;">11.5</td> </tr> <tr> <td rowspan="3">Special</td> <td>"LU" (See Note 2)</td> <td style="text-align: center;">6.0</td> </tr> <tr> <td>"LU" (See Note 3)</td> <td style="text-align: center;">19.2</td> </tr> <tr> <td>"LU" (See Note 4)</td> <td style="text-align: center;">19.2</td> </tr> </tbody> </table>		TYPE OF CAR		Cents per mile (See Note 1)	Flat	"FB" (See Note 3)	13.5	"FB" (See Note 4)	15.5	Refrigerator	"RB", "RBL", "RS" (See Note 2)	6.0	"RB", "RBL" (See Note 3)	19.4	"RS" (See Note 3)	11.0	"RB", "RBL" (See Note 4)	19.4	"RS" (See Note 4)	11.5	Special	"LU" (See Note 2)	6.0	"LU" (See Note 3)	19.2	"LU" (See Note 4)	19.2		
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EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS	
ITEM 9999	
EXPLANATION OF ABBREVIATIONS	
ABBR	EXPLANATION
AAR	Association of American Railroads
CONT'D	Continued
DOT	Department of Transportation
EDI	Electronic Data Interchange
NOS	Numbers
RER	Railway Equipment Register
RIC	Railinc
STCC	Standard Transportation Commodity Code
UFC	Uniform Freight Classification UFC 6000 Series
U.S.	United States
EXPLANATION OF REFERENCE MARKS	
REF MARK	EXPLANATION
◆	Increase
◆	Reduction
▲	Change in wording which results in neither an increase or decrease in charges
[A]	Addition
[D]	Canceled
<p>ISSUED: February 19, 2015 EFFECTIVE: March 1, 2015</p> <p>ISSUED BY: Railinc, Agent, 7001 Weston Parkway, Suite 200, Cary, NC 27513</p> <p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	