



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.

ISSUED: August 6, 2024

EFFECTIVE: September 1, 2024

ISSUED BY

RAILINC, AGENT
CARY, NC 27513

CHECK SHEET FOR PAGE REVISIONS

Except as otherwise provided, Title Page and pages 1 through 55, 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.			

<p>ITEM 1</p> <p style="text-align: center;">CANCELLATION NOTICE</p> <p>Freight Tariff RIC 6007-P cancels Freight Tariff RIC 6007-O and all supplements issued thereto.</p> <p>Except as otherwise provided, provisions formerly shown in Freight Tariff RIC 6007-O, as supplemented, are hereby brought forward in Freight Tariff RIC 6007-P, 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>AA - Ann Arbor Railroad.....412 APA - Apache Railway Company..... 35 ASRY - Ashland Railway, Inc.</p> <p>BLOL - BloomerLine, The 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 BOCT - Baltimore and Ohio Chicago Terminal Railroad Company, The.....412 BPRR - Buffalo & Pittsburgh Railroad, Inc.....75, 449</p> <p>CAGY - Columbus and Greenville Railway.....102, 453 CBRY - Copper Basin Railway, Inc. CCKY - Chattanooga & Chickamauga Railway Co. CIC - Cedar Rapids and Iowa City Railway Company.....80, 450 CM - Central Montana Rail, Inc. CN - Canadian National Railway.....90, 185, 454, 457.50 CPRS - Canadian Pacific Railway.....99, 458, 459, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 630 CSS - Chicago SouthShore & South Bend Railroad.....104, 451, 452 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 CW - Colorado & Wyoming Railway Company, The CWA - Central Washington Railroad Company</p> <p>DKS - Doniphan, Kensett & Searcy Railway DME - Dakota, Minnesota & Eastern Railroad.....487, 622 ELS - Escanaba and Lake Superior Railroad Company.....35 ETRY - East Tennessee Railway, L.P. GLC - Great Lakes Central Railroad GNBC - Grainbelt Corporation.....620, 630 GNRR - Georgia Northeastern Railroad Company, Inc. GWWE - Gateway Eastern Railway Company</p> <p>HE - Hollis & Eastern Railroad Company HPTD - High Point, Thomasville & Denton Railroad Company.....492</p> <p style="text-align: center;">(Continued in next column)</p>	<p>IAIS - Iowa Interstate Railroad, Ltd120 IANR - Iowa Northern Railway.....35, 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 LSI - Lake Superior & Ishpeming Railroad Company LSRC - Lake State Railway Company</p> <p>ME - Morristown & Erie Railway, Inc. MRL - Montana Rail Link, Inc.....620,630 MSE - Mississippi Export Railroad Company..... 35</p> <p>NHN - New Hampshire Northcoast Corporation 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 PW - Providence and Worcester Railroad Company.....35</p> <p>RSR - Rochester & Southern Railroad, Inc.</p> <p>SAN - Sandersville Railroad Company.....145, 550 SBVR - South Branch Valley Rail Road SLC - San Luis Central Railroad Company, The [D] SM - St. Marys Railroad Company [D] SRN - Sabine River & Northern Railroad Company STPP - St. Paul & Pacific Northwest Railroad Company, LLC SUN - Sunset Railway Company</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;">(Continued on next page)</p>
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<p>ITEM 2.10</p> <p>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>RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</p> <p>ITEM 5</p> <p>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>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 10</p> <p>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>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>SECTION 1 APPLIES ONLY ON TANK CARS</p>	<p>SECTION 1 EXCEPTION TO APPLICATION OF RATES APPLIES ONLY ON TANK CARS</p>
<p>ITEM 25</p> <p>APPLICATION OF SECTION 1</p> <ol style="list-style-type: none"> 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. 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: <ol style="list-style-type: none"> A. Between points in the United States (interstate and intrastate) including movements where part of the through route is through Canada. 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). 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>ITEM 30</p> <p>GENERAL EXCEPTION</p> <p>The rules and mileage allowances published herein will not apply to:</p> <ol style="list-style-type: none"> A. Cars that are not properly registered in the Official Railway Equipment Register, RER 6414-Series, showing capacities and assigned reporting marks. B. Mileage allowances named in Item 195-Series of this tariff will not apply to cars handled under the provisions of Item 190.
	<p>ITEM 35</p> <p>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>Apache Railway Company, The Escanaba and Lake Superior Railroad Company Iowa Northern Railway [A] 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>ISSUED: August 6, 2024</p> <p>ISSUED BY: Railinc, Agent, Cary, NC 27513</p> <p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	<p>EFFECTIVE: September 1, 2024</p>

<p>SECTION 1 EXCEPTION TO APPLICATION AND RULES APPLIES ONLY ON TANK CARS</p>	<p>SECTION 1 EXCEPTION TO APPLICATION AND RULES APPLIES ONLY ON TANK CARS</p>
<p>ITEM 50</p> <p>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>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>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>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>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>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 90020, 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>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>
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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 for the movement of empty tank cars without charge will not apply to such cars moving to or from facilities for cleaning, lining, relining, maintenance, modification, repair, or storage, via CN unless the empty movement is immediately preceded by a loaded line haul revenue movement via CN in the last nine (9) months, and will not apply to other empty tank cars moving to, from or via CN unless the car has been used for a loaded move in commercial service via CN within the previous nine (9) months. In all other circumstances, the published tariff charges in CN 890000, and other applicable CN price authorities, for the movement of empty cars on their own wheels shall apply and shall be assessed to the party that is identified on the waybill as the PAYER OF FREIGHT.

Note: A loaded Reciprocal Switch movement is not considered a revenue line haul movement.

If the payer of freight information on the waybill is missing, inaccurate or cannot otherwise be determined by the shipment information, the equipment LESSEE identified in the Universal Machine Language Equipment Register (UMLER) will be responsible for all charges. If the LESSEE information in UMLER is missing or inaccurate, the equipment owner identified in UMLER will be responsible for all charges.

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SECTION 1 EXCEPTION TO APPLICATION AND RULES APPLIES ONLY ON TANK CARS	SECTION 1 EXCEPTION TO APPLICATION AND RULES APPLIES ONLY ON TANK CARS
<p>ITEM 99</p> <p>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>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>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 120</p> <p>IOWA INTERSTATE RAILROAD, LLC (IAIS) (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 (any facility that cleans, lines, relines, maintains, modifies, repairs, or retrofits tank cars) or to and from storage, will not apply for the account of IAIS. Movements of empty tank cars to or from Repair Facilities or storage will be subject to the rules and charges provided in the applicable IAIS tariff(s).</p>
<p>ITEM 104</p> <p>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 124</p> <p>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>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>SECTION 1 EXCEPTION TO APPLICATION AND RULES APPLIES ONLY ON TANK CARS</p>	<p>SECTION 1 EXCEPTION TO APPLICATION AND RULES APPLIES ONLY ON TANK CARS</p>
<p>ITEM 135</p> <p>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 NS internet application.</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>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 170</p> <p>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 145</p> <p>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>	
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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"> 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). 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. 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 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. Reporting marks assigned to private car owners shall consist of four letters including the final letter "X". 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"> 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. <ol style="list-style-type: none"> Claims Issued By Private Car Owners To Railroads <ol style="list-style-type: none"> 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. Claims by Owners-Lessors <ol style="list-style-type: none"> 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 align="right">(Continued on next page)</p>
<p>ITEM 182</p> <p align="center">DEDUCTIONS AND MILEAGE CLAIM HANDLING PROCEDURES</p> <ol style="list-style-type: none"> Deductions By Railroads To Private Car Owners <ol style="list-style-type: none"> 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>
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ISSUED BY: Railinc, Agent, 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 182 (Cont'd)</p> <p>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>COMPUTATION OF MILEAGE (See Exceptions 1 through 6)</p> <p>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>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>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>Continued in next column)</p>	
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<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	SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS
<p>ITEM 187</p> <p>EQUALIZATION OF MILEAGE ON TANK CARS OF PRIVATE OWNERSHIP</p> <p>PART A AGGREGATE EMPTY MILEAGE VERSUS LOADED MILEAGE (SEE NOTE 1)</p> <ol style="list-style-type: none"> 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 ♦\$1.24 per mile, without minimum, subject to the procedures outlined in Part D (See Note 2, this Item). Mileage on empty cars moving on revenue billing will not be included in the equalization account. 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. 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. 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. <p>(Continued in next column)</p>	<p>ITEM 187 (Cont'd)</p> <p>EQUALIZATION OF MILEAGE ON TANK CARS OF PRIVATE OWNERSHIP</p> <p>PART A AGGREGATE EMPTY MILEAGE VERSUS LOADED MILEAGE (SEE NOTE 1)</p> <ol style="list-style-type: none"> (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). <p>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.</p> <ol style="list-style-type: none"> 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. <p>PART B REPORTING OF ACTUAL LOADED AND EMPTY MILEAGE</p> <p>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.</p> <p>PART C CHANGE OF OWNERSHIP</p> <p>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.</p> <p>(Continued on next page)</p>
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ISSUED BY: Railinc, Agent, 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>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 ♦\$1.24 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>(Continued in next column)</p>	<p>ITEM 187 (Cont'd)</p> <p>EQUALIZATION OF MILEAGE ON TANK CARS OF PRIVATE OWNERSHIP</p> <p>PART D ANNUAL NATIONAL EQUALIZATION ACCOUNTING</p> <p>EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> The ♦\$1.24 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. <p>ITEM 190</p> <p>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>(Continued on next page)</p>
<p>ISSUED: August 6, 2024</p>	<p>EFFECTIVE: September 1, 2024</p>
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<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	SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS
<p>ITEM 190 (Cont'd)</p> <p style="text-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 style="text-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 style="text-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 ♦\$137.00 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 ♦\$137.00 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>ITEM 192</p> <p style="text-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 style="text-align: center;">(Continued in next column)</p>	<p style="text-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>
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SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS			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.			ITEM 195 (Cont'd) MILEAGE RATE ALLOWANCE ON TANK "T" CAR (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOL) (SEE NOTE 1)		
COLUMN 1	COUMN 2	COLUMN 3	COLUMN 1	COLUMN 2	COLUMN 3
\$ 0 – 1000	58.2	57.9	25001 - 26000	78.3	59.5
1001 – 2000	59.0	57.9	26001 - 27000	79.1	59.6
2001 – 3000	59.8	58.0	27001 - 28000	79.9	59.6
3001 – 4000	60.6	58.1	28001 - 29000	80.7	59.7
4001 – 5000	61.4	58.1	29001 - 30000	81.5	59.8
5001 - 6000	62.2	58.2	30001 - 31000	82.3	59.8
6001 - 7000	63.1	58.3	31001 - 32000	83.1	59.9
7001 - 8000	63.9	58.3	32001 - 33000	83.9	59.9
8001 - 9000	64.7	58.4	33001 - 34000	84.7	60.0
9001 - 10000	65.5	58.5	34001 - 35000	85.5	60.1
10001 - 11000	66.3	58.5	35001 - 36000	86.3	60.1
11001 - 12000	67.1	58.6	36001 - 37000	87.1	60.2
12001 - 13000	67.9	58.7	37001 - 38000	87.9	60.3
13001 - 14000	68.7	58.7	38001 - 39000	88.7	60.3
14001 - 15000	69.5	58.8	39001 - 40000	89.5	60.4
15001 - 16000	70.3	58.8	40001 - 41000	90.3	60.5
16001 - 17000	71.1	58.9	41001 - 42000	91.1	60.5
17001 - 18000	71.9	59.0	42001 - 43000	91.9	60.6
18001 - 19000	72.7	59.0	43001 - 44000	92.7	60.7
19001 - 20000	73.5	59.1	44001 - 45000	93.5	60.7
20001 - 21000	74.3	59.2	45001 - 46000	94.3	60.8
21001 - 22000	75.1	59.2	46001 - 47000	95.1	60.9
22001 - 23000	75.9	59.3	47001 - 48000	95.9	60.9
23001 - 24000	76.7	59.4	48001 - 49000	96.7	61.0
24001 - 25000	77.5	59.4	49001 - 50000	97.5	61.0
			50001 - 51000	98.3	61.2
			51001 - 52000	99.1	61.2
			52001 - 53000	99.9	61.2
			53001 - 54000	100.7	61.3
			54001 - 55000	101.5	61.4
Continued in next column			Continued on next page		
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For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.					

SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS			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)			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	COLUMN 1	COLUMN 2	COLUMN 3
55001 - 56000	102.3	61.4	90001 - 91000	130.4	63.7
56001 - 57000	103.1	61.5	91001 - 92000	131.2	63.8
57001 - 58000	103.9	61.6	92001 - 93000	132.0	63.8
58001 - 59000	104.7	61.6	93001 - 94000	132.8	63.9
59001 - 60000	105.5	61.7	94001 - 95000	133.6	64.0
60001 - 61000	106.3	61.8	95001 - 96000	134.4	64.0
61001 - 62000	107.1	61.8	96001 - 97000	135.2	64.1
62001 - 63000	107.9	61.9	97001 - 98000	136.0	64.2
63001 - 64000	108.7	62.0	98001 - 99000	136.8	64.2
64001 - 65000	109.5	62.0	99001 - 100000	137.6	64.3
65001 - 66000	110.3	62.1	100001 - 101000	138.4	64.4
66001 - 67000	111.1	62.2	101001 - 102000	139.2	64.4
67001 - 68000	111.9	62.2	102001 - 103000	140.0	64.5
68001 - 69000	112.7	62.3	103001 - 104000	140.8	64.5
69001 - 70000	113.5	62.3	104001 - 105000	141.6	64.6
70001 - 71000	114.3	62.4	105001 - 106000	142.4	64.7
71001 - 72000	115.1	62.5	106001 - 107000	143.2	64.7
72001 - 73000	115.9	62.5	107001 - 108000	144.0	64.8
73001 - 74000	116.7	62.6	108001 - 109000	144.8	64.9
74001 - 75000	117.5	62.7	109001 - 110000	145.6	64.9
75001 - 76000	118.3	62.7	110001 - 111000	146.4	65.0
76001 - 77000	119.1	62.8	111001 - 112000	147.2	65.1
77001 - 78000	119.9	62.9	112001 - 113000	148.0	65.1
78001 - 79000	120.7	62.9	113001 - 114000	148.8	65.2
79001 - 80000	121.5	63.0	114001 - 115000	149.6	65.3
80001 - 81000	122.3	63.1	115001 - 116000	150.4	65.3
81001 - 82000	123.1	63.1	116001 - 117000	151.2	65.4
82001 - 83000	123.9	63.2	117001 - 118000	152.0	65.5
83001 - 84000	124.7	63.3	118001 - 119000	152.8	65.5
84001 - 85000	125.5	63.3	119001 - 120000	153.6	65.6
85001 - 86000	126.3	63.4			
86001 - 87000	127.1	63.4			
87001 - 88000	128.0	63.5			
88001 - 89000	128.8	63.6			
89001 - 90000	129.6	63.6			
Continued in next column			Continued on next page		
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For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.					

SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS			SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS		
ITEM 195 (Cont'd)			ITEM 195 (Cont'd)		
MILEAGE RATE ALLOWANCE ON TANK "T" CAR (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOL) (SEE NOTE 1)			MILEAGE RATE ALLOWANCE ON TANK "T" CAR (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOL) (SEE NOTE 1)		
COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 1	COLUMN 2	COLUMN 3
120001 - 121000	154.4	65.6	160001 - 161000	166.7	61.0
121001 - 122000	155.2	65.7	161001 - 162000	166.9	60.9
122001 - 123000	156.0	65.8	162001 - 163000	167.2	60.8
123001 - 124000	156.8	65.8	163001 - 164000	167.4	60.7
124001 - 125000	157.1	65.7	164001 - 165000	167.7	60.6
125001 - 126000	157.4	65.6	165001 - 166000	167.9	60.4
126001 - 127000	157.7	65.4	166001 - 167000	168.1	60.3
127001 - 128000	158.0	65.3	167001 - 168000	168.3	60.2
128001 - 129000	158.3	65.1	168001 - 169000	168.6	60.1
129001 - 130000	158.6	65.0	169001 - 170000	168.8	60.0
130001 - 131000	158.8	64.8	170001 - 171000	169.0	59.9
131001 - 132000	159.1	64.7	171001 - 172000	169.3	59.8
132001 - 133000	159.4	64.6	172001 - 173000	169.5	59.7
133001 - 134000	159.7	64.4	173001 - 174000	169.7	59.6
134001 - 135000	160.0	64.3	174001 - 175000	169.9	59.4
135001 - 136000	160.3	64.2	175001 - 176000	170.1	59.3
136001 - 137000	160.5	64.0	176001 - 177000	170.4	59.2
137001 - 138000	160.8	63.9	177001 - 178000	170.6	59.1
138001 - 139000	161.1	63.8	178001 - 179000	170.8	59.0
139001 - 140000	161.3	63.6	179001 - 180000	171.0	58.9
140001 - 141000	161.6	63.5			
141001 - 142000	161.9	63.4	180001 - 181000	171.2	58.8
142001 - 143000	162.2	63.2	181001 - 182000	171.4	58.7
143001 - 144000	162.4	63.1	182001 - 183000	171.6	58.6
144001 - 145000	162.7	63.0	183001 - 184000	171.9	58.5
			184001 - 185000	172.1	58.4
145001 - 146000	162.9	62.8	185001 - 186000	172.3	58.3
146001 - 147000	163.2	62.7	186001 - 187000	172.5	58.2
147001 - 148000	163.5	62.6	187001 - 188000	172.7	58.1
148001 - 149000	163.7	62.5			
149001 - 150000	164.0	62.3			
150001 - 151000	164.2	62.2			
151001 - 152000	164.5	62.1			
152001 - 153000	164.7	62.0			
153001 - 154000	165.0	61.8			
154001 - 155000	165.2	61.7			
155001 - 156000	165.5	61.6			
156001 - 157000	165.7	61.5			
157001 - 158000	166.0	61.4			
158001 - 159000	166.2	61.3			
159001 - 160000	166.5	61.1			
Continued in next column					
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<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) (Cont'd)</p>	
<p align="center">EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> 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. 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. <p align="center">(Continued on next page)</p>	
<p>ISSUED: August 6, 2024</p> <p>ISSUED BY: Railinc, Agent, Cary, NC 27513</p> <p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	<p align="right">EFFECTIVE: September 1, 2024</p>

SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS	SECTION 1 RULES AND REGULATIONS APPLIES ONLY ON TANK CARS
<p>ITEM 195 (Cont'd)</p> <p>MILEAGE RATE ALLOWANCE ON TANK "T" CAR (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOL) (SEE NOTE 1)</p> <p>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:</p> <p>(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>(Continued in next column)</p>	<p>ITEM 195 (Cont'd)</p> <p>MILEAGE RATE ALLOWANCE ON TANK "T" CAR (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOL) (SEE NOTE 1)</p> <p>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. 3. 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>(Continued on next page)</p>
<p>ISSUED: August 6, 2024</p> <p>ISSUED BY: Railinc, Agent, Cary, NC 27513</p> <p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	<p>EFFECTIVE: September 1, 2024</p>

<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 195 (Cont'd)</p> <p>MILEAGE RATE ALLOWANCE ON TANK "T" CAR (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOL) (SEE NOTE 1)</p> <p>EXPLANATION OF NOTES</p> <p>3. Applies as follows: (Cont'd)</p> <p>F. Maximum original cost of fair market value will be as follows:</p> <table> <tr><td>1. For cars built in 1981 and prior</td><td>\$ 64,001</td></tr> <tr><td>2. For cars built in 1982</td><td>\$ 58,001</td></tr> <tr><td>3. For cars built in 1983</td><td>\$ 56,001</td></tr> <tr><td>4. For cars built in 1984</td><td>\$ 51,001</td></tr> <tr><td>5. For cars built in 1985</td><td>\$ 54,001</td></tr> <tr><td>6. For cars built in 1986</td><td>\$ 66,001</td></tr> <tr><td>7. For cars built in 1987</td><td>\$ 62,001</td></tr> <tr><td>8. For cars built in 1988</td><td>\$ 63,001</td></tr> <tr><td>9. For cars built in 1989</td><td>\$ 64,001</td></tr> <tr><td>10. For cars built in 1990</td><td>\$ 67,001</td></tr> <tr><td>11. For cars built in 1991</td><td>\$ 71,001</td></tr> <tr><td>12. For cars built in 1992</td><td>\$ 70,001</td></tr> <tr><td>13. For cars built in 1993</td><td>\$ 76,001</td></tr> <tr><td>14. For cars built in 1994</td><td>\$ 74,001</td></tr> <tr><td>15. For cars built in 1995</td><td>\$ 80,001</td></tr> <tr><td>16. For cars built in 1996</td><td>\$ 83,001</td></tr> <tr><td>17. For cars built in 1997</td><td>\$ 84,001</td></tr> <tr><td>18. For cars built in 1998</td><td>\$ 89,001</td></tr> <tr><td>19. For cars built in 1999</td><td>\$ 94,001</td></tr> <tr><td>20. For cars built in 2000</td><td>\$ 92,001</td></tr> <tr><td>21. For cars built in 2001</td><td>\$ 106,001</td></tr> <tr><td>22. For cars built in 2002</td><td>\$ 109,001</td></tr> <tr><td>23. For cars built in 2003</td><td>\$ 85,001</td></tr> <tr><td>24. For cars built in 2004</td><td>\$ 93,001</td></tr> <tr><td>25. For cars built in 2005</td><td>\$ 101,001</td></tr> <tr><td>26. For cars built in 2006</td><td>\$ 97,001</td></tr> <tr><td>27. For cars built in 2007</td><td>\$ 112,001</td></tr> <tr><td>28. For cars built in 2008</td><td>\$ 112,001</td></tr> <tr><td>29. For cars built in 2009</td><td>\$ 117,001</td></tr> <tr><td>30. For cars built in 2010</td><td>\$ 102,001</td></tr> <tr><td>31. For cars built in 2011</td><td>\$ 107,001</td></tr> <tr><td>32. For cars built in 2012</td><td>\$ 129,001</td></tr> <tr><td>33. For cars built in 2013</td><td>\$ 144,001</td></tr> <tr><td>34. For cars built in 2014</td><td>\$ 136,001</td></tr> <tr><td>35. For cars built in 2015</td><td>\$ 158,001</td></tr> <tr><td>36. For cars built in 2016</td><td>\$ 141,001</td></tr> <tr><td>37. For cars built in 2017</td><td>\$ 138,001</td></tr> <tr><td>38. For cars built in 2018</td><td>\$ 141,001</td></tr> <tr><td>39. For cars built in 2019</td><td>\$ 138,001</td></tr> <tr><td>40. For cars built in 2020</td><td>\$ 153,001</td></tr> <tr><td>41. For cars built in 2021 and subsequent</td><td>\$ 146,001</td></tr> <tr><td>42. For cars built in 2022 and subsequent</td><td>\$ 154,001</td></tr> <tr><td>43. For cars built in 2023 and subsequent</td><td>\$ 187,001</td></tr> </table> <p>NOTE: Age is determined by subtracting the year of construction (built/rebuilt) from the current calendar year plus 1. e.g. (2016-2000) + 1 = 17</p> <p>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.</p> <p>(Continued in next column)</p>	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	\$ 136,001	35. For cars built in 2015	\$ 158,001	36. For cars built in 2016	\$ 141,001	37. For cars built in 2017	\$ 138,001	38. For cars built in 2018	\$ 141,001	39. For cars built in 2019	\$ 138,001	40. For cars built in 2020	\$ 153,001	41. For cars built in 2021 and subsequent	\$ 146,001	42. For cars built in 2022 and subsequent	\$ 154,001	43. For cars built in 2023 and subsequent	\$ 187,001	<p>ITEM 195 (Cont'd)</p> <p>MILEAGE RATE ALLOWANCE ON TANK "T" CAR (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOL) (SEE NOTE 1)</p> <p>EXPLANATION OF NOTES</p> <p>5. Applies as follows:</p> <p>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.</p> <p>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.</p> <p>C. Applies as follows:</p> <ol style="list-style-type: none"> An addition or betterment has the effect of: <ol style="list-style-type: none"> 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; or 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). Any repair that maintains a car in its customary state of operating efficiency is NOT an addition or betterment. 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. 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. 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. Any cost recovered under AAR Defect Car Billing, if applicable, must be deducted from the cost of an addition or betterment. <p>(Continued on next page)</p>
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<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 195 (Cont'd)</p> <p>MILEAGE RATE ALLOWANCE ON TANK "T" CAR (SEE ITEM 196 FOR EXPLANATION OF DESIGNATING SYMBOL) (SEE NOTE 1)</p> <p>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>EXPLANATION OF SYMBOL USED IN ITEM 195</p> <table> <tr> <th data-bbox="824 338 915 359">SYMBOL</th><th data-bbox="1081 338 1234 359">EXPLANATION</th></tr> <tr> <td data-bbox="824 373 857 394">"T"</td><td data-bbox="883 373 1455 625">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> </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.
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<p>ISSUED: August 6, 2024</p>	<p>EFFECTIVE: September 1, 2024</p>				
<p>ISSUED BY: Railinc, Agent, Cary, NC 27513</p>					
<p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>					

SECTION 2 APPLIES ON CARS OTHER THAN TANK CARS	SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS
<p>ITEM 400</p> <p>APPLICATION - APPLIES ON CARS OTHER THAN TANK CARS</p> <ol style="list-style-type: none"> 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. 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: <ol style="list-style-type: none"> Between points in the United States (interstate and intrastate) including movements where part of the through route is through Canada. Internationally, i.e., between points in the United States and points in Canada. Between points in Canada in connection with the Norfolk Southern Railway Company. 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>ITEM 405</p> <p>GENERAL EXCEPTION</p> <ol style="list-style-type: none"> The rules and mileage allowances published herein will not apply to: <ol style="list-style-type: none"> Cars that are not properly registered in the AAR's Umler file with assigned reporting marks and mechanical designations. 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. 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>ITEM 412</p> <p>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>EXCEPTION</p> <ol style="list-style-type: none"> These provisions do not apply to tank cars.
	<p>ITEM 413</p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>
	<p>ITEM 414</p> <p>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>
ISSUED: August 6, 2024	EFFECTIVE: September 1, 2024
ISSUED BY: Railinc, Agent, Cary, NC 27513	
For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.	

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
ITEM 420 BNSF RAILWAY COMPANY (LINES IN CANADA) The participation of the BNSF over its lines in Canada is restricted to movements which have origin or destination in the United States.	ITEM 428 BNSF RAILWAY COMPANY (EXCEPTION TO ITEM 615, PART B) 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: BNSF Railway Co. Carload Billing 920 S.E. Quincy Topeka, KS 66612 Telephone: (800) 786-2873 FAX: (800) 786-2455 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.
ITEM 422 BNSF RAILWAY COMPANY 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.	ITEM 430 BNSF RAILWAY COMPANY (EXCEPTION TO ITEM 615, PART C) 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: BNSF Railway Co. Carload Billing 920 S.E. Quincy Topeka, KS 66612 Telephone: (800) 786-2873 FAX: (800) 786-2455 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.
ITEM 424 BNSF RAILWAY COMPANY 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.	ITEM 432 BNSF RAILWAY COMPANY PART A 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. PART B 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.
ITEM 426 BNSF RAILWAY COMPANY (EXCEPTION TO ITEM 615, PART A) 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: BNSF Railway Co. 12th Floor - Carload Billing 176 E. 5th Street St Paul, MN 55101 Telephone: (888) 312-2673 FAX: (800) 786-2455 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.	ISSUED: August 6, 2024 EFFECTIVE: September 1, 2024 ISSUED BY: Railinc, Agent, Cary, NC 27513 For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.

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ITEM 434 BNSF RAILWAY COMPANY 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.				ITEM 438 (Cont'd) 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) 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:																															
ITEM 436 BNSF RAILWAY COMPANY 1. 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. 2. 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. 3. Only one free empty move is allowed for each loaded move.				<table><tr><td>20-412</td><td>20-432</td><td>20-923-14 thru 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>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 20-421-40 thru 20-421-96</td><td>20-839 20-914-10 thru 20-914-50</td><td>20-942-30 thru 20-942-37 20-942-43</td><td></td></tr></table>				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 20-421-40 thru 20-421-96	20-839 20-914-10 thru 20-914-50	20-942-30 thru 20-942-37 20-942-43	
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(Continued in next column)																																			
				ITEM 440 BNSF RAILWAY COMPANY 1. Movement of empty cars in coal service Tariff BNSF 6041 will apply. 2. Provisions for tank cars, see Section 1 in this Tariff (RIC 6007-O).																															
ISSUED: August 6, 2024				EFFECTIVE: September 1, 2024																															
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<div>ITEM 441</div> <div><div>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)</div><div><div>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:</div><div>A charge will be applied from the BNSF interchange to BNSF destination using Tariff BNSF 90020 or other applicable document.</div></div><div>2. In all cases, empty private freight cars will be subject to Tariff BNSF 90020 that meet at least one of these criteria:</div><div><div>a. New cars or cars that are re-stenciled with new initials or numbers.</div><div>b. Cars not listed in Umler.</div><div>c. Cars moving for dismantling, scrapping or sale.</div></div></div>		<div>ITEM 444</div> <div><div>BNSF RAILWAY COMPANY (SEE NOTES 3 AND 4)</div><div>1. Except as otherwise provided in this item, the rules, allowances and other provisions of Section 2 of this tariff will apply.</div></div> <table><tr><th>CAR TYPE</th><th>DESIGNATING SYMBOLS (SEE NOTE 1) (FOR EXPLANATION OF SYMBOLS SEE ITEMS 625 AND 650, INCLUSIVE)</th><th>MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE (SEE EXCEPTIONS 1 AND 2)</th></tr><tr><td rowspan="5">FLAT</td><td>"FMS" of 280,000 lb and over nominal capacity equipped with permanent chain tie-down devices</td><td>37.6</td></tr><tr><td>"FD", "FW"</td><td>8.0</td></tr><tr><td>"FM" of 200,000 lb and over nominal capacity</td><td>8.0</td></tr><tr><td>"FB" and "FBS": On cars with inside length of at least 48 feet, 6 inches, but not exceeding 61 feet, 0 inches</td><td>10.0</td></tr><tr><td>"FB" and "FBS": On cars with inside length exceeding 61 feet, 0 inches</td><td>12.0</td></tr><tr><td rowspan="4">GONDOLA</td><td>"GA", "GD", "GH", "GS", "GW" (see Note 2)</td><td>3.0</td></tr><tr><td>"GT", except "GTS" with a capacity of 6,810 cubic feet or greater (see Note 2)</td><td>3.0</td></tr><tr><td>"GTS" with a capacity of 6,810 cubic feet or greater (see Note 2)</td><td>13.0</td></tr><tr><td>"GB" (see Note 2)</td><td>1.2</td></tr><tr><td>HOPPER</td><td>"HFA", "HK", "HM", "HMA", "HT", "HTA" (see Note 2)</td><td>7.6</td></tr><tr><td rowspan="3">REFRIGERATOR</td><td>"RS"</td><td>10.0</td></tr><tr><td>"RB", "RBL"</td><td>27.5</td></tr><tr><td>"RP", "RPL"</td><td>24.0</td></tr><tr><td>STOCK</td><td>"SC", "SM"</td><td>4.6</td></tr><tr><td rowspan="7">SPECIAL</td><td>"LO"</td><td>(see Item 621)</td></tr><tr><td>"LM"</td><td>11.0</td></tr><tr><td>"LP"</td><td>3.0</td></tr><tr><td>"LF"</td><td>24.0</td></tr><tr><td>"LG"</td><td>14.0</td></tr><tr><td>"LU"</td><td>28.2</td></tr><tr><td>"LS"</td><td>8.0</td></tr><tr><td>"LRC"</td><td>10.0</td></tr><tr><td>ALL OTHER FREIGHT CARS</td><td>(See Exception 3)</td><td>1.2</td></tr></table> <div>(Continued on next page)</div>		CAR TYPE	DESIGNATING SYMBOLS (SEE NOTE 1) (FOR EXPLANATION OF SYMBOLS SEE ITEMS 625 AND 650, INCLUSIVE)	MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE (SEE EXCEPTIONS 1 AND 2)	FLAT	"FMS" of 280,000 lb and over nominal capacity equipped with permanent chain tie-down devices	37.6	"FD", "FW"	8.0	"FM" of 200,000 lb and over nominal capacity	8.0	"FB" and "FBS": On cars with inside length of at least 48 feet, 6 inches, but not exceeding 61 feet, 0 inches	10.0	"FB" and "FBS": On cars with inside length exceeding 61 feet, 0 inches	12.0	GONDOLA	"GA", "GD", "GH", "GS", "GW" (see Note 2)	3.0	"GT", except "GTS" with a capacity of 6,810 cubic feet or greater (see Note 2)	3.0	"GTS" with a capacity of 6,810 cubic feet or greater (see Note 2)	13.0	"GB" (see Note 2)	1.2	HOPPER	"HFA", "HK", "HM", "HMA", "HT", "HTA" (see Note 2)	7.6	REFRIGERATOR	"RS"	10.0	"RB", "RBL"	27.5	"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"	28.2	"LS"	8.0	"LRC"	10.0	ALL OTHER FREIGHT CARS	(See Exception 3)	1.2
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<div>ISSUED: August 6, 2024</div> <div>ISSUED BY: Railinc, Agent, Cary, NC 27513</div> <div>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</div>		<div>EFFECTIVE: September 1, 2024</div>																																																									

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 444 (Cont'd)</p> <p>BNSF RAILWAY COMPANY (SEE NOTES 3 AND 4)</p> <p>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*Miler 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>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>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>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>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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ISSUED BY: Railinc, Agent, Cary, NC 27513	
For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.	

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 448</p> <p>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>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>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>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 the last nine (9) months. In all other circumstances, charges in Tariff CN 890000 for the movement of empty cars on their own wheels will apply. <p>Note: A loaded Reciprocal Switch movement is not considered a revenue line haul movement.</p> <p>If the payer of freight information on the waybill is missing, inaccurate or cannot otherwise be determined by the shipment information, the equipment LESSEE identified in the Universal Machine Language Equipment Register (UMLER) will be responsible for all charges. If the LESSEE information in UMLER is missing or inaccurate, the equipment owner identified in UMLER will be responsible for all charges.</p> <ol style="list-style-type: none"> 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>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>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>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>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>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: August 6, 2024</p> <p>EFFECTIVE: September 1, 2024</p> <p>ISSUED BY: Railinc, Agent, Cary, NC 27513</p> <p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>

<p>SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS</p>	<p>SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS</p>
<p>ITEM 459</p> <p>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>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>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>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>CP RAIL SYSTEM</p> <p>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>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>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: August 6, 2024</p> <p>ISSUED BY: Railinc, Agent, Cary, NC 27513</p> <p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	<p>EFFECTIVE: September 1, 2024</p>

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ITEM 466 CP RAIL SYSTEM (STATION NOS. 6449 TO 7253 ONLY) 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.		ITEM 478 CP RAIL SYSTEM 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.																																																																	
ITEM 468 CP RAIL SYSTEM (EXCEPT STATION NOS. 6449 TO 7253 ONLY) 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.		ITEM 480 CP RAIL SYSTEM (EXCEPTION TO ITEM 621) 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: <table><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> 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: <table><tr><td>20-412</td><td>20-432</td><td>20-923-14 thru 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>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 thru 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></tr><tr><td>thru</td><td>thru</td><td></td><td></td></tr><tr><td>20-421-96</td><td>20-914-50</td><td></td><td></td></tr></table> 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.		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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ITEM 470 CP RAIL SYSTEM (STATION NOS. 6353 TO 16930 ONLY) 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.																																																																			
ITEM 472 CP RAIL SYSTEM 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.																																																																			
ITEM 474 CP RAIL SYSTEM (STATION NOS. 6353 TO 16930 ONLY) 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.																																																																			
ITEM 476 CP RAIL SYSTEM 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. 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.		ITEM 482 CP RAIL SYSTEM 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.																																																																	
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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.	
	"GB", also the foregoing symbols with letter "R" affixed	1.2		
HOPPER	"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		
(Continued in next column)				
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<p>ITEM 486</p> <p>CSX TRANSPORTATION, INC.</p> <ol style="list-style-type: none"> The handling of EMPTY cars for account CSXT will be as follows: <ol style="list-style-type: none"> The provisions of Item 615 and 616 WILL NOT apply. A Mileage Rate Allowance WILL NOT be made for the empty movement of cars. 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. 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: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> New cars or cars that are restenciled with new initials and/or numbers. Cars not listed in Umler. Cars moving for scrapping or sale. 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. 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. Cars "bad ordered" on CSXT will be moved as directed under the provisions of AAR Circular No. OT-16. 	<p>ITEM 492</p> <p>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>DAKOTA, MINNESOTA AND EASTERN RAILROAD CORPORATION (DME)</p> <ol style="list-style-type: none"> 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>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> <ol style="list-style-type: none"> Applies only for shipments of Soybean Meal, STCC 20 923. <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>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>
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For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.	

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		
ITEM 504		ITEM 524		
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)		KANSAS CITY SOUTHERN RAILWAY COMPANY		
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:		TYPE OF CAR	DESIGNATING SYMBOLS (SEE NOTE 1) (FOR EXPLANATION OF SYMBOLS, SEE ITEMS 625 TO 650, INCLUSIVE)	MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE
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		FLAT	"FD", "FW"	8.0
			"FM" of 200,000 lb and over nom- inal capacity	8.0
			"FB" (See Note 3)	10.0
			"FB" (See Note 4)	12.0
			"FMS" of 280,000 lb and over nominal capacity equipped with permanent chain tie-down devices (See Note 5)	37.6
		GONDOLA	"GA", "GD", "GH", "GS", "GT", "GW" (See Note 2)	3.0
			"GB" (See Note 2)	1.2
		HOPPER	"HFA", "HK", "HM", "HMA", "HT", "HTA" (See Note 2)	7.6
		REFRIGER- ATOR	"RS"	10.0
			"RB", "RBL"	27.5 1
			"RB", "RBL"	31.3
			"RP", "RPL"	24.0
			"RPC"	24.0
			"RC"	27.5 1
			"RC"	31.3
		STOCK	"SC", "SM"	4.6
		SPECIAL	"LM"	11.0
			"LO"	(see Item 621)
			"LP"	3.0
			"LF"	24.0
			"LG"	11.0
			"LU"	28.2 1
			"LU"	32.2
			"LS"	8.0
			"LRC"	10.0
		ALL OTHER FREIGHT CARS.....		1.2
		(Continued on next page)		
ISSUED: August 6, 2024		EFFECTIVE: September 1, 2024		
ISSUED BY: Railinc, Agent, Cary, NC 27513				
For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.				

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 524 (Cont'd)</p> <p>KANSAS CITY SOUTHERN RAILWAY COMPANY</p> <p>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>EXPLANATION OF REFERENCE MARKS</p> <p><u>1</u> Applies per actual loaded mile only.</p>	<p>ITEM 540 [C]</p> <p>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: <ul style="list-style-type: none"> The provisions of Item 615 Series WILL NOT apply. Empty cars are subject to charges published in NSRQ 4900 series, or successor publication, if the empty movement is not immediately preceded by a revenue line-haul movement on NS. 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.
<p>ITEM 526</p> <p>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>ITEM 527</p> <p>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>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>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: August 6, 2024</p> <p>ISSUED BY: Railinc, Agent, Cary, NC 27513</p> <p>For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.</p>	<p>EFFECTIVE: September 1, 2024</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		
ITEM 544 APPLIES ONLY FOR CARRIERS NAMED IN THIS ITEM (NS) 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. 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		ITEM 546 NORFOLK SOUTHERN RAILWAY COMPANY (SEE NOTES 5, 9, 10 AND 12)		
		TYPE OF CAR	DESIGNATING SYMBOLS (SEE NOTE 1)(FOR EXPLANATION OF SYMBOLS, SEE ITEMS 625 TO 650, INCLUSIVE)	MILEAGE RATE ALLOWANCE IN CENTS PER LOADED MILE
		FLAT	"FMS" of 280,000 lb and over nominal capacity equipped with permanent chain tie-down devices	37.6
			"FD", "FW"	8.0
			"FM" of 200,000 lb and over nominal capacity	8.0
			"FB" (See Note 3)	10.0
			"FB" (See Note 4)	12.0
		GONDOLA	"GA", "GD", "GH", "GS", "GT", "GW" (See Note 2)	3.0
			"GB" (See Note 2)	1.2
		HOPPER	"HFA", "HK", "HM", "HMA", "HT", "HTA" (See Note 2)	7.6
		REFRIGERATOR	"RS"	10.0
			"RB", "RBL"	27.5 <u>1</u>
			"RP", "RPL"	24.0
			"RPC"	24.0
		STOCK	"SC", "SM"	4.6
		SPECIAL	"LO"	(see Item 621 and Notes 6, 7 and 8)
			"LM"	11.0
			"LP"	3.0
			"LF"	24.0
			"LG"	11.0
			"LU"	28.2 <u>1</u>
			"LS"	8.0
			"LRC"	10.0
		ALL OTHER FREIGHT CARS		1.2
		(Continued on next page)		
ISSUED: August 6, 2024		EFFECTIVE: September 1, 2024		
ISSUED BY: Railinc, Agent, Cary, NC 27513				
For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.				

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 546 (Cont'd)</p> <p>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. 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. Mileage will be computed as follows: <ol style="list-style-type: none"> 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. 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. Empty cars will be moved over the NS as provided in Item 615. No allowance will be made for empty movement of such cars. Except as otherwise provided above, the rules, allowances and other provisions of Section 2 of this tariff will apply. 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> Norfolk Southern Railway Company will pay the following mileage allowances on the following "LO" covered hoppers: <table data-bbox="194 1289 673 1663"> <thead> <tr> <th>CARS:</th><th>ALLOWANCE (CENTS PER MILE):</th></tr> </thead> <tbody> <tr><td>"ACFX" 46486, 46500.....</td><td>28.5</td></tr> <tr><td>"ACFX" 46488, 46494.....</td><td>26.9</td></tr> <tr><td>"ACFX" 46489, 46493.....</td><td>26.0</td></tr> <tr><td>"ACFX" 46491.....</td><td>22.7</td></tr> <tr><td>"ACFX" 46497.....</td><td>29.4</td></tr> <tr><td>"ACFX" 46504.....</td><td>27.7</td></tr> <tr><td>"ACFX" 46507.....</td><td>30.2</td></tr> <tr><td>"ACFX" 46510.....</td><td>25.2</td></tr> <tr><td>"ACFX" 49165.....</td><td>36.9</td></tr> <tr><td>"PLWX" 23250, 23259,) 23270, 23271, 23290,) 23298, 23310, 23315,) 23318, 23320, 23327).....</td><td>22.0</td></tr> </tbody> </table> <p style="text-align: right;">(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>EXPLANATION OF NOTES</p> <ol style="list-style-type: none"> 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 data-bbox="860 533 1388 1260"> <thead> <tr> <th>STCC</th><th>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> Payment of Mileage allowances are not applicable on RBOX, ABOX and GONX cars. 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. 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: right;">(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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ISSUED: August 6, 2024	EFFECTIVE: September 1, 2024																																																				
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SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS			
ITEM 546 (Cont'd)			
EXPLANATION OF NOTES (Cont'd.)			
12. Norfolk Southern Railway Company will pay the following mileage allowances on the following "DODX" cars:			
CARS	ALLOWANCE (\$ Per Mile)	TYPES OF CARS	
"DODX" 900 – 905	\$0.50	CABOOSES	
"DODX" 20000 – 29499	\$0.30	BOX CARS	
"DODX" 29500 – 29508	\$1.00	REFRIGERATED CARS	
"DODX" 29509 – 29999	\$0.30	BOX CARS	
"DODX" 30000 – 35999	\$0.50	FLATCARS VARIED	
"DODX" 36000 – 36006	\$1.00	FLATCARS REFRIGERATED CONTAINERS	
"DODX" 36007 – 39999	\$0.50	FLATCARS VARIED	
"DODX" 40000 – 40999	\$0.50	68' FLATCARS, CHAIN TIEDOWN @ COFC	
"DODX" 41000 - 49999	\$0.30	FLATCARS, COFC, CHAIN TIEDOWN	
EXPLANATION OF REFERENCE MARKS			
1. Applies per actual loaded mile only.			
ITEM 547			
NORFOLK SOUTHERN RAILWAY COMPANY			
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.			
ITEM 548			
NORFOLK SOUTHERN RAILWAY COMPANY			
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.			
ITEM 550			
SANDERSVILLE RAILROAD COMPANY (SAN)			
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.			
ISSUED: August 6, 2024			EFFECTIVE: September 1, 2024
ISSUED BY: Railinc, Agent, NC 27513			
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</p>	<p>SECTION 2 EXCEPTION TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS</p>
	<p>ITEM 575</p> <p>UNION PACIFIC RAILROAD COMPANY</p> <p>1. The carriers named herein 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" or "FBS" with inside length of at least 48' 6";</p> <p>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> <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.</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 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> <p>ITEM 576</p> <p>UNION PACIFIC RAILROAD COMPANY (EXCEPTION TO ITEM 615)</p> <p>The provisions of Item 615-series regarding movement of empty cars without charge will not apply for the account of UP. This exception applies to all privately-owned freight cars including, but not limited to, 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. Movements of empty cars will be subject to the rules and charges provided in the applicable UP tariff(s).</p>
<p>ISSUED: August 6, 2024</p>	<p>EFFECTIVE: September 1, 2024</p>
<p>ISSUED BY: Railinc, Agent, 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																																																	
ITEM 577 UNION PACIFIC RAILROAD COMPANY (STATIONS 5 TO 7572 AND 7750 TO 35045 ONLY) 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.		ITEM 591 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) 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: <table><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>		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																																	
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ITEM 579 UNION PACIFIC RAILROAD COMPANY 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.		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: <table><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>		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	
01-134	20-411	20-449	20-914																																																
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ITEM 585 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) The UP will not pay mileage allowance of any kind on STCC 32 411 (X), 14 711 (X) and 14 219 (X). EXPLANATION OF REFERENCE MARKS (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.		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.																																																	
ISSUED: August 6, 2024		EFFECTIVE: September 1, 2024																																																	
ISSUED BY: Railinc, Agent, Cary, NC 27513																																																			
For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.																																																			

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	
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"	8.0	<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 allowances named will also apply on cars carrying letters "R" and "S" affixed to the foregoing designating symbols. Mileage will be computed as follows: <ol style="list-style-type: none"> 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. 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. 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. Except as otherwise provided above, the routes, allowances and other provisions of Section 2 of this tariff will apply. Doniphan, Kensett and Searcy Railway. Union Pacific Railroad Company. 	
	"FM" of 200,000 lb and over nominal capacity	8.0		
	"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		
	"GB" (See Note 2,)	1.2		
HOPPER	"HFA", "HK", "HM", "HMA", "HT", "HTA" (See Note 2)	7.6		
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: August 6, 2024			EFFECTIVE: September 1, 2024	
ISSUED BY: Railinc, Agent, Cary, NC 27513				
For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.				

<p>SECTION 2 EXCEPTIONS TO APPLICATION AND RULES APPLIES ON CARS OTHER THAN TANK CARS</p>	<p>SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS</p>
<p>ITEM 595</p> <p>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>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: <ul 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>(Continued on next page)</p>
<p>ISSUED: August 6, 2024</p>	<p>EFFECTIVE: September 1, 2024</p>
<p>ISSUED BY: Railinc, Agent, 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 SSQ).</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>
ISSUED: August 6, 2024	EFFECTIVE: September 1, 2024
ISSUED BY: Railinc, Agent, Cary, NC 27513	
For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.	

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

ITEM 610

COMPUTATION OF MILEAGE

[illegible][illegible]

EXPLANATION OF NOTES

[illegible]

ITEM 615

HANDLING OF EMPTY FREIGHT CARS OTHER THAN TANK CARS (SEE EXCEPTIONS 1.2 AND 3)

PART A
APPLIES ONLY TO REFRIGERATOR CARS PROVIDED BY
RAIL ROADS

[illegible]

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)

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SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS	SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS
ITEM 615 (C) (1) (i)	ITEM 616
HANDLING OF EMPTY FREIGHT CARS OTHER THAN TANK CARS (SEE EXCEPTIONS 1, 2 AND 3)	HANDLING AND HOLDING OF EMPTY CARS BY RAILROADS ON RAILROAD TRACK (SEE NOTES 1, 3 AND 4) (SEE EXCEPTION)
EXPLANATION OF NOTES IN PART C	
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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)	Mileage Rate Allowance in Cents For Actual Loaded Mile	
	AGE	AGE
	(See Notes 1 and 6)	(See Notes 1 and 6)
COST BRACKET	Years 1 thru 30	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

1. 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).
2. (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:
 - A. 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.
 - B. 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

3. 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.
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 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.
5. (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.
- (2) 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.
- (3) A. An addition or betterment has the effect of:
 1. extending the useful life of a car beyond the life projected when the car was entered into service; or
 2. increasing a car's normal use beyond that which was in effect when the car was entered into service; or
 3. 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)

ISSUED: August 6, 2024

EFFECTIVE: September 1, 2024

ISSUED BY: Railinc, Agent Cary, NC 27513

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

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<p>SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS</p>	<p>SECTION 2 RULES AND REGULATIONS APPLIES ON CARS OTHER THAN TANK CARS</p>
<p>ITEM 645</p> <p>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 two 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>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>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>
<p>ISSUED: August 6, 2024</p>	<p>EFFECTIVE: September 1, 2024</p>
<p>ISSUED BY: Railinc, Agent, 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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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")		
ITEM 1705 (Cont'd)			ITEM 1710 (Cont'd)		
EXPLANATION OF NOTES			EXPLANATION OF NOTES		
<div>1. Applicable on cars with inside length of at least 48 feet 6 inches and less than 60 feet 0 inches.</div> <div>2. Applicable on cars with inside length of 60 feet 0 inches and over.</div> <div>3. Applicable only when cars are used for shipments originating in Canada destined to the United States and on their return empty journeys.</div> <div>4. Distance allowance named will also apply on cars carrying letters "C", "H", "R" and "S" affixed to the foregoing designating symbols.</div> <div>5. 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.</div>			<div>1. No allowance will be made for empty movements.</div> <div>2. Applicable on cars with inside length of at least 40 feet 0 inches and less than 48 feet 6 inches.</div> <div>3. Applicable on cars with inside length of at least 48 feet 6 inches and less than 60 feet 0 inches.</div> <div>4. Applicable on cars with inside length of 60 feet 0 inches and over.</div>		
ITEM 1710					
EXCEPTIONS TO ITEM 1705					
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.					
KIND OF CAR AND DISTANCE RATE ALLOWANCE					
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			
(Continued in next column)					
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For explanation of abbreviations and reference marks not explained herein, see Item 9999, this tariff.					

	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 /No change
	▲	Change in wording which results in neither an increase or decrease in charges
	[A]	Addition/NEW
	[C]	Change
	[D]	Canceled
	[NC]	No Change
(Underscored portion denotes change/addition.)		

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