

**NATIONAL RAILROAD FREIGHT COMMITTEE, AGENT**

**SUPPLEMENT 11**

**TO**

**UNIFORM FREIGHT CLASSIFICATION 6000-M**

Supplement 11 cancels Supplement 10  
Supplement 11 contains all changes

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**RULES AND REGULATIONS**

**THIS TARIFF IS APPLICABLE ONLY IN CONNECTION WITH TARIFFS  
SPECIFICALLY SUBJECT HERETO**

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**EFFECTIVE: MAY 24, 2017**

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ISSUED BY  
RAILINC  
Cary, NC 27513

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**SUPPLEMENT 11 TO UNIFORM FREIGHT CLASSIFICATION 6000-M**

**PARTICIPATING RAIL CARRIERS [PA]**

The following carriers are parties to this Classification under Powers of Attorney, Concurrences or Certificates issued to National Railroad Freight Committee, Agent.

ABBR	NAME OF RAIL CARRIER
ATN	Alabama & Tennessee River Railway, LLC [A]
ATR	Alliance Terminal Railroad, LLC [A]
BNSF	BNSF Railway Company [A-1]
BNSF	Burlington Northern and Santa Fe Railway Company, The [D-1]
BRG	Brownsville & Rio Grande International Railway, LLC [C]
CRL	Chicago Rail Link, LLC [C]
CTRW	Carlton Trail Railway Company [A]
ECBR	East Cooper and Berkeley Railroad Company[D-2].
FCR	Fulton County Railway, LLC [A]
GFRR	Georgia & Florida Railway, LLC [C]
GRW	Gary Railway Company [A-2]
GWR	Great Western Railway of Colorado, LLC [C]
GWRC	Georgia Woodlands Railroad, LLC [C]
HBRY	Hudson Bay Railway Company [A]
IR	Illinois Railway, LLC [A]
KFR	Kettle Falls International Railway, LLC [A]
LC	Lancaster and Chester Railway Company [A][E-1]
LSI	Lake Superior & Ishpeming Railroad Company
LVRB	Lehigh Valley Rail Management LLC – Bethlehem Division
LVRJ	Lehigh Valley Rail Management LLC – Johnstown Division
MJ	Manufacturers' Junction Railway, LLC [A]
NKCR	Nebraska, Kansas & Colorado Railway, LLC [A]
NOW	Northern Ohio & Western Railway, LLC [A]
NSR	Newburgh & South Shore Railroad, LLC [A]
PNR	Panhandle Northern Railroad, LLC [C]
PR	Palmetto Railways [A-3]
STE	Stockton Terminal and Eastern Railroad [A]
UCT	Indiana Business Railroad d/b/a Union City Terminal Railroad [A-4]

[A] - Addition

[A-1] - Name changed pursuant to BNSF Adoption Notice 9000, effective January 24, 2005.

[A-2] - Addition - Effective February 1, 2009 pursuant to GRW Adoption Notice 9000.

[A-3] - Addition - Effective October 1, 2013, the South Carolina Division of Public Railways d/b/a Palmetto Railways consolidated the PUCC, PTR and ECBR into Palmetto Railways (PR).

[A-4] – Addition - Effective May 24, 2017, pursuant to UCT Adoption Notice 9900

[C] - Change

[D-1] - Canceled - See [A-1] above.

[D-2] - Canceled - Effective October 1, 2013, the South Carolina Division of Public Railways d/b/a Palmetto Railways consolidated the PUCC, PTR and ECBR into Palmetto Railways (PR).

[E-1] - Effective March 1, 2009

[PA] - Partial Amendment.

**SUPPLEMENT 11 TO UNIFORM FREIGHT CLASSIFICATION 6000-M**

"INDEX TO RULES", Page 18 is amended as shown below:

**INDEX TO RULES**

	Page	Rule	Section		Page	Rule	Section
Advancing charges to shippers, owners and others forbidden .....	28	8	...	<b>BILLS OF LADING-Conclusion:</b> Names of only one shipper, one consignee and one destination to be shown on shipping order or bill of lading..... One to be issued for each shipment .....	26	7	...
Advertising articles with goods advertised .....	72	45	(a)		33	14	1
Agents at points of destination to deliver freight carried at CL ratings or rates to one consignee only...	33	14	...		26	7	...
Aluminum alloy.....	35	28	...		22	2	1
Application of carload rates.....	33	14	...		96	...	...
<b>ARTICLES:</b>					93	...	...
Accepted loose, shipper to block or stow...	23	5	2(e)		84	...	...
Acceptance, not enclosed in containers specified.....	23	5	2(f)				
Accepted with advertising matter, display racks or premiums .....	72	45	(a)				
Accepted loose, on skids, in packages or in bulk when no packing specifications provided .....	23	5	1(b)				
Classified, subject or not subject to bill of lading conditions .....	22	1	...	<b>BOXES:</b>			
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Fastened to elevating truck platforms or lift truck skids to be rated as "in bundles" or "in packages".....	23	5	1(c)	Fibre boxes, must meet or exceed all minimum construction requirements .....	44	40	1
Fragile articles must be protected by packing material.....	23	5	2(a)	Bulk freight, in excess of full carload.....	62	41	...
In bunker of refrigerator cars.....	33	23	...	Butadiene, weights on.....	34	24	6
Loose articles, loaded by shipper, must be blocked or stowed by shipper ...	23	5	2(e)	Cancelling items, method of.....	41	35	5
Not enclosed in containers, carriers not obligated to accept.....	23	5	2(f)	Capacities and dimensions of cars .....	71	44	...
Not to be accepted, kinds of.....	23	3	...	Carload excess rule not to apply to articles subject to Rule 34.....	82	59	...
Of extraordinary value not to be accepted .....	23	3	...	Carload ratings or rates, application of .....	37	34	9
Requiring two or more open cars .....	35	29	1,2	Car not less than 40 feet 7 inches ordered and a longer car, or two cars furnished in lieu thereof.....	33	14	...
Too long or bulky to be loaded through center side doors without use of end doors or window.....	35	29	3	Car longer than 40 feet 7 inches used by shipper for articles subject to Rule 34 without placing order therefor .....	37	34	2
Which do not comply with packing regulations.....	23	5	4	Carrier complies with shippers' order if minimum prescribed for car furnished is the same as that for car ordered.....	37	34	3, Note 3
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Basis for computing length of cars in connection with sliding scale of CL minimum weights.....	37	34	10	<b>CHARGES:</b>			
<b>BILLS OF LADING:</b>				Basis for, on shipments not complying with classification requirements .....	23	5	...
Descriptions should conform to classification descriptions .....	22	2	1	Guarantee or prepayment of .....	28	9	1
Freight classified, subject or not subject to bill of lading conditions .....	22	1	...	Minimum, for CL shipments .....	30	13	...
Instructions covering issuance of "Order-Notify" bills of lading.....	26	7	...	Minimum, for long or bulky articles.....	35	29	...
				Mixed CL shipments.....	29	10	...
				Not to be advanced to shippers, owners, etc.....	28	8	...
				Prepayment or guarantee of .....	28	9	...
				Shipment loaded by shipper and tendered as a CL shipment.....	33	14	3
				To be computed on gross weights, except when estimated weights are authorized .....	29	11	...

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"INDEX TO RULES", Page 20 is amended as shown below:

**INDEX TO RULES**

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Forms specified for shipment .....	23	5	1(d)	Nested articles .....	33	21	...
In covered hopper cars .....	43	37	...	Package specifications for mixed CL .....	23	5	1(f)
Hopper cars, freight in .....	43	37	...	Packages containing advertising			
In bunker of refrigerator cars .....	33	23	...	matter, display racks or premiums .....	72	45	...
In fibre boxes in bundles, metal				Packing specifications, where not			
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In fibre containers not meeting				Packing specifications when in			
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In hogsheads, pipes, puncheons,				complete article .....	33	20	...
tierces, casks, drums or kegs .....	23	5	3(b)	Penalties on freight in un-			
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Loaded on open cars, fragile				tendered in packages .....	23	5	3(a)
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account of length .....	35	29	1				
Requiring special cars .....	82	60	1	RULES:			
Shipments at the lowest minimum				1-Articles subject or not			
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Split deliveries under tariffs				2-Descriptions should conform			
applicable at destination .....	33	14	2(c)	to classification descriptions .....	22	...	...
Stop-overs under tariffs applicable .....	33	14	2(d)	3-Property of extraordinary value .....	23	...	...
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Which will expand or liquefy .....	23	5	2(d)	protection provided in			
Gauges of metal for steel containers .....	44	40	5(c)	classification-Penalties if not .....	23	...	...
Gauges of metal, U.S. Standard .....	34	25	...	7-Delivery of shipments			
Glass vs. earthenware inner containers .....	23	5	2(b)	on order bills of lading .....	26	...	...
Indentations .....	72	46	...	8-Advancing charges .....	28	...	...
Insurance against marine risks .....	22	1	(g)	9-Prepayment or guarantee of			
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Cubic Foot" .....	82	61	...				
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**SUPPLEMENT 11 TO UNIFORM FREIGHT CLASSIFICATION 6000-M**

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**ITEM 2.20-J**

**CUMULATIVE INDEX OF NEW AND CHANGED ITEMS**  
 (See Item 75 for Method of Cancellation)

<b>ITEM / RULE</b>	<b>SUP</b>	<b>ITEM</b>	<b>SUP</b>
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**SUPPLEMENT 11 TO UNIFORM FREIGHT CLASSIFICATION 6000-M**

RULE	SUBJECT	APPLICATION
<p align="center">1 (Cancels 1 in original)</p>	<p align="center">ARTICLES CLASSIFIED SUBJECT OR NOT SUBJECT TO UNIFORM BILL OF LADING CONDITIONS</p>	<p>(a) Unless otherwise provided in this classification, when property is transported subject to the provisions of this classification, the acceptance and use are required, respectively, of Uniform Domestic Bill of Lading, "Straight" or "Order" (see pages 87 to 95 inclusive).</p> <p>(b) In order that consignor may have option of shipping property, either subject to the terms and conditions of Uniform Domestic Bill of Lading, hereinafter set forth, or under the liability imposed upon common carriers by common law and Federal and State statutes applicable thereto, this classification provides for different rates and for different forms of Bills of Lading to be used, respectively, as consignor may elect to have a limited liability or a common carrier's liability service.</p> <p>(c) Unless otherwise provided in this Classification, property will be carried at the reduced rate specified if shipped subject to all the terms and conditions of Uniform Domestic Bill of Lading (see pages 87 to 95, inclusive), of Classification. If consignor elects not to accept all the terms and conditions of Uniform Domestic Bill of Lading, he should so notify agent of forwarding carrier at time his property is offered for shipment. If he does not give such notice, it will be understood that he desires his property carried subject to the terms and conditions of Uniform Domestic Bill of Lading, in order to secure the reduced rate. The carriers are not required to transport property by any particular train or vessel or in time for any particular market or otherwise than with reasonable dispatch. (See Section 2(a) of bill of lading conditions). Notations on bills of lading requiring delivery within or at a specified time will be without force or effect.</p> <p>(d) Property carried not subject to all the terms and conditions of Uniform Domestic Bill of Lading, will be carried at carrier's liability, limited only as provided by common law and by the laws of the United States and of the several States in so far as they apply, but subject to the terms and conditions of Uniform Domestic Bill of Lading, in so far as they are not inconsistent with such common carrier's liability, and the rate charged therefor will be 10% higher (subject to a minimum increase of one cent per 100 lbs.) than the rate charged for property shipped subject to all the terms and conditions of Uniform Domestic Bill of Lading.</p> <p>(e) When consignor gives notice to agent of forwarding carrier that he elects not to accept all the terms and conditions of Uniform Domestic Bill of Lading, but desires a common carrier's liability service at the higher rate charged for that service, carrier must print, write or stamp upon Uniform Domestic Bill of Lading, a clause signed by the agent reading: "In consideration of the higher rate charged, the property herein described will be carried at the carrier's liability, limited only as provided by law; but subject to the terms and conditions of Uniform Domestic Bill of Lading, in so far as they are not inconsistent with such common carrier's liability."</p> <p>(f) Shippers who print their own bills of lading may, at their option, instead of using the Uniform Straight Bill of Lading, print and use the Straight Bill of Lading-Short Form, set forth on page 96 (See Note) of Classification, which by reference makes all the terms and conditions of the Uniform Straight Bill of Lading a part thereof in case of a rail or rail-water shipment, in which event the transportation of the shipment shall be subject to all the terms and conditions of the Uniform Straight Bill of Lading the same as if it had been executed instead of the Straight Bill of Lading-Short Form.</p> <p align="center"><b>INSURANCE AGAINST MARINE RISKS</b></p> <p>(g) The cost of insurance against marine risk will not be assumed by carriers unless specifically provided for in tariffs.</p> <p>NOTE. Shipper may furnish a computer generated Straight Bill of Lading-Short Form which need not be in any particular form providing such bill of lading is complete and contains all required shipment information when tendered to the carrier for signature. Each such bill of lading must bear the title "Straight Bill of Lading-Short Form-Not Negotiable" and must also bear statements to the effect that the bill of lading is subject to (1) the contract terms and conditions of the Uniform Straight Bill of Lading; and (2) the applicable tariff and classification provisions in effect on the date of issue of the bill of lading.</p>

**SUPPLEMENT 11 TO UNIFORM FREIGHT CLASSIFICATION 6000-M**

RULE	SUBJECT	APPLICATION				
<p align="center">41 (Cancels 41 in original)</p>	<p align="center">CORRUGATED OR SOLID FIBREBOARD BOXES</p>	<p>SECTION 1. - (a) APPLICATION OF RATES. Subject to the provisions of Rule 5, and unless otherwise provided in the separate descriptions of articles, or in Agent C.L. Keller's Tariff No. BOE -6000-series referred to in Rule 39, the rates applying on articles "in boxes" will apply on the same articles in corrugated or solid fibreboard boxes complying with the minimum requirements of this rule.</p> <p>(b) INCREASED CHARGES - NON-CONFORMING BOXES. Unless otherwise provided in the separate descriptions of articles, when articles are tendered for transportation in fibreboard boxes and the requirements and specifications of this rule are not fully complied with, freight charges will be increased 20% AQ (any quantity) and 10% CL above the charges applicable on such shipments in boxes that do conform to the provisions of this rule.</p> <p>(c) USE OF OTHER THAN RULE 41 BOXES. Where the separate descriptions of articles provide for the use of fibreboard boxes which are different from those provided for in this rule, such provisions will also apply to those articles in such boxes when commodity tariffs or exceptions to the Classification provide that such articles may be shipped "in boxes" without further qualifications as to the construction of the boxes.</p> <p align="center"><b>FIBREBOARD</b></p> <p>SECTION 2.- (a) CORRUGATED FIBREBOARD. Fibreboard boxes must be made of singlewall, doublewall or triplewall corrugated fibreboard having proper bending qualities, the facings being firmly glued to the corrugated medium at all points of contact and the outer facing having water resistance.</p> <p>(b) SOLID FIBREBOARD. Fibreboard boxes must be made of 3-ply or more solid fibreboard having proper bending qualities, all plies being firmly glued together and outer ply being water resistant, except when maximum weight of box and contents does not exceed 40 pounds, boxes may be made of two ply solid fibreboard.</p> <p align="center"><b>BOX SPECIFICATIONS</b></p> <p>SECTION 3. - MAXIMUM SIZE AND WEIGHT - MINIMUM REQUIREMENTS. Boxes must comply with the burst, puncture or edge crush test and other requirements shown below. (See Note 4).</p>				
		<p>Maximum Weight of Box and Contents (lbs)</p>	<p>Maximum Outside Dimensions (Length, Width and Depth Added) (inches) (See Note 3)</p>	<p>Minimum Combined Weight of Facings, Including Center Facing(s) of Doublewall and Triplewall Board (lbs per 1,000 sq ft) (See Note 2)</p>	<p>Minimum Bursting Test, Singlewall, Doublewall or Solid Fibreboard (psi) (See Note 1, Para. (a))</p>	<p>Minimum Edge Crush Test (ECT) (lbs per inch width) (See Note 1, Para. (c) and Note 2)</p>
		<b>SINGLEWALL CORRUGATED FIBREBOARD BOXES</b>				
		<p>20 35 50 65 80 95 120</p>	<p>40 50 60 75 85 95 105</p>	<p>52 66 75 84 111 138 180</p>	<p>125 150 175 200 250 275 350</p>	<p>23 26 29 32 40 44 55</p>
		<b>DOUBLEWALL CORRUGATED FIBREBOARD BOXES</b>				
		<p>80 100 120 140 160 180</p>	<p>85 95 105 110 115 120</p>	<p>92 110 126 180 222 270</p>	<p>200 275 350 400 500 600</p>	<p>42 48 51 61 71 82</p>
		<b>TRIPLEWALL CORRUGATED FIBREBOARD BOXES</b>				
		<p>240 260 280 300</p>	<p>110 115 120 125</p>	<p>168 222 264 360</p>	<p>700 900 1100 1300</p>	<p>67 80 90 112</p>
		<b>SOLID FIBREBOARD BOXES</b>				
		<p>20 40 65 90 120</p>	<p>40 60 75 90 100</p>	<p>114 149 190 237 283</p>	<p>125 175 200 275 350</p>	<p>... ... ... ... ...</p>

**SUPPLEMENT 11 TO UNIFORM FREIGHT CLASSIFICATION 6000-M**

(Rule 41 continued on next page)

RULE	SUBJECT	APPLICATION	
<p align="center">41 (Continued) (Cancels 41 in original)</p>	<p align="center">CORRUGATED OR SOLID FIBREBOARD BOXES</p>	<p>SECTION 3 - CONCLUDED: NOTE 1. TEST PROCEDURES: (a) BURST TEST: (1) Tests to determine compliance with the bursting test requirements must be conducted in accordance with Technical Association of Pulp and Paper Industry (TAPPI), Official Test Method T-810. (2) A minimum of six bursts must be made, three from each side of the board, and only one burst test will be permitted to fall below the specified minimum value. Board failing to pass the foregoing test will be accepted if in a re-test consisting of 24 bursts, 12 from each side of the board, not more than four burst tests fall below the specified minimum value. (b) PUNCTURE TEST: (1) Tests to determine compliance with the puncture test requirements must be conducted in accordance with Technical Association of Pulp and Paper Industry (TAPPI), Official Test Method T-803. (2) A minimum of four puncture tests must be made and only one puncture test will be permitted to fall below the specified minimum value. (c) EDGE CRUSH TEST: (1) Tests to determine compliance with the edge crush test must be conducted in accordance with Technical Association of Pulp and Paper Industry (TAPPI), Official Test Method T-811, A or B. (2) A minimum of six tests must be made and only one test is permitted to fall below the specified minimum value, and that one test cannot fall below the specified minimum value by more than 10%. Board failing to pass the foregoing will be accepted if in a re-test consisting of 24 tests, not more than four tests fall below the specified minimum value, and none of those tests fall below the specified minimum value by more than 10%. NOTE 2. The minimum combined weight of facings specified in this table do not apply in connection with board complying with the minimum edge crush test. Any combination of facings is authorized, providing the basis weights of facings in combination with corrugated medium(s) is sufficient to produce corrugated fibreboard that will comply with applicable minimum edge crush requirements. NOTE 3. SIZE EXTENSION FORMULA. If weight of box and contents is less than the maximum weight shown, the maximum outside dimensions for the box may be increased half the percentage that the actual weight is less than the maximum weight specified. See Section 10, Note 3. NOTE 4. ALTERNATE REQUIREMENTS. Where rules, commodity descriptions and numbered packages specify boxes, containers, trays and component parts thereof to be made of corrugated fibreboard having a minimum bursting or puncture test as shown in Column A below, boxes, containers, trays and component parts thereof may be made of corrugated fibreboard having a minimum edge crush test as shown in Column B below. These alternate provisions will exempt basis weight requirements.</p>	
		<p><b>Column A</b> Minimum Bursting Test Singlewall and Doublewall Board (psi)</p>	<p><b>Column B</b> Minimum Edge Crush Test (lbs per inch width)</p>
		<p>Minimum Puncture Test Triplewall Board (inch oz per inch of tear)</p>	
		<p>Singlewall 125 Singlewall 150 Singlewall 175 Singlewall 200 Singlewall 250 Singlewall 275 Singlewall 350 Doublewall 200 Doublewall 275 Doublewall 350 Doublewall 400 Doublewall 500 Doublewall 600 Triplewall 700 Triplewall 900 Triplewall 1100 Triplewall 1300</p>	<p>23 26 29 32 40 44 55 42 48 51 61 71 82 67 80 90 112</p>

(Rule 41 continued on next page)



**SUPPLEMENT 11 TO UNIFORM FREIGHT CLASSIFICATION 6000-M**

RULE	SUBJECT	APPLICATION
<p align="center">41 (Continued) (Cancels 41 in original)</p>	<p align="center">CORRUGATED OR SOLID FIBREBOARD BOXES</p>	<p align="center"><b>BOX STYLES</b></p> <p>SECTION 4. - The following are descriptions of general styles of fibreboard boxes:</p> <p>(a) CONVENTIONAL SLOTTED BOXES, INCLUDING END LOADING BOXES: Box is manufactured from one piece of fibreboard which is scored and slotted to form a body having flaps for closing on each of two opposite faces. Lengthwise flaps either meet or overlap and inner flaps may meet depending on the particular style of box. (RSC, CSSC, OSC, CSO, FOL and SFF). Slotted style boxes are also assembled from more than one piece of fibreboard and have only one closing face.</p> <p>(b) TELESCOPE BOXES:</p> <p>(1) Full telescope box consists of body and cover sections of equal depth, cover extending to bottom. (FTHS and FTD)</p> <p>(2) Partial telescope box consists of a body and cover sections of unequal depth. Cover section must extend over sides of bottom section not less than two-thirds the depth of the bottom section. (PTHS and PTD)</p> <p>(c) BOXES WITH COVERS:</p> <p>(1) Single cover box consists of body and cover sections, the cover section extending over sides of body section less than two-thirds the depth of the body. (HSC and DSC)</p> <p>(2) Double cover box consists of a joined tube (body) and top and bottom covers, the covers extending over sides of body. (DC)</p> <p>(3) Interlocking cover box consists of joined tube (body) with top and bottom 3 inch flanges and top and bottom covers having flanges which interlock with flanges of tube. (IC)</p> <p>(d) SLIDE STYLE BOXES: Box consists of snugly fitting telescope tubes, the outer tube being joined.</p> <p>(1) Double slide or single lined slide box consists of two tubes arranged to provide at least one thickness of fibreboard on all six surfaces. (DS)</p> <p>(2) Triple slide or double lined slide box consists of three tubes arranged to provide at least two thicknesses of fibreboard on all six surfaces. (TS)</p> <p>(e) FOLDERS: Box consists of one or more cut and scored pieces which provide an unbroken outer bottom surface. Lengthwise outer flaps must meet or overlap.</p> <p>(1) One piece folder is constructed from a single piece of fibreboard. (1PF)</p> <p>(2) Two piece folder is constructed from two rectangular pieces of fibreboard which provide a double thickness of fibreboard at the bottom. (2PF)</p> <p>(3) Three piece folder is constructed from three rectangular pieces of fibreboard. (3PF)</p> <p>(f) FIVE PANEL FOLDER: Box is formed from a single cut and scored piece of fibreboard so as to provide an unbroken single thickness of fibreboard on three of the six surfaces and usually a double thickness on the remaining three surfaces of the box. (FPF)</p> <p>(g) RECESSED END BOXES: Box is assembled from a scored body sheet and two flanged end pieces forming recessed ends secured to body with staples spaced not more than 2 inches apart.</p> <p align="center"><b>MANUFACTURERS' JOINT</b> (See Note)</p> <p>SECTION 5. - (a) SINGLEWALL OR DOUBLEWALL CORRUGATED FIBREBOARD: Boxes must have manufacturers' joints formed by lapping the sides of the box forming the joint not less than 1 1/4 inches and fastening the joint by one of the following methods:</p> <p>(1) With metal staples or stitches spaced not more than 2 1/2 inches apart, except that staples or stitches must be spaced not more than 1 inch apart when weight of box and contents is 140 pounds or more.</p> <p>(2) By firmly gluing the joint throughout the entire area of contact with a water resistant adhesive.</p> <p>(3) By fitting abutting edges forming joint close together and securing with sealing strips firmly glued to the box and extending the entire length of the joint. Sealing strips must be of sufficient strength that rupture of the joint occurs with fibre failure of one or more of the facings.</p> <p>(i) Sealing strips for boxes not exceeding 65 pounds gross weight or for two complete singlewall corrugated boxes must be not less than 2 inches wide and must be of not less than 60 pounds per 3000 square feet basis weight and having a bursting strength of not less than 60 psi. Sealing strips may be reinforced with glass fibres or other natural or synthetic fibres.</p> <p>(ii) Sealing strips for boxes exceeding 65 pounds gross weight, excepting two complete singlewall corrugated fibre boxes, must be of two or more plies, not less than three inches wide, of not less than 150 pounds per 3000 square feet basis weight and have a bursting strength of not less than 150 psi. Lesser basis weight is permissible if the sealing strips are reinforced with glass fibres or other natural or synthetic fibres. All plies must be firmly glued together.</p> <p>(b) TRIPLEWALL CORRUGATED FIBREBOARD: Boxes must have manufacturers' joints secured by one of the following methods:</p> <p>(1) By lapping the sides of the box forming the joint not less than two inches and fastening the joint with metal staples or stitches spaced not more than one inch apart. Both sides of the joint must be crush-rolled in the area of contact before stapling or stitching.</p> <p>(2) By lapping the sides of the box forming the joint not less than three inches and firmly gluing the joint throughout the entire area of contact with glue or adhesive which cannot be dissolved in water after the film application has been dried under pressure.</p>

(Rule 41 continued on next page)

**SUPPLEMENT 11 TO UNIFORM FREIGHT CLASSIFICATION 6000-M**

RULE	SUBJECT	APPLICATION																																																																									
41 (Continued) (Cancels 41 in original)	CORRUGATED OR SOLID FIBREBOARD BOXES	<p>SECTION 5 - Concluded:</p> <p>(c) SOLID FIBREBOARD: Boxes must have manufacturers' joints secured by one of the following methods:</p> <ol style="list-style-type: none"> <li>(1) By lapping the sides of the box forming the joint not less than 1 1/4 inches and fastening the joint with metal staples or stitches spaced not more than 3 inches apart. When length of joint exceeds 18 inches, staples or stitches must be spaced not more than 2 1/2 inches apart.</li> <li>(2) By lapping the sides of the box forming the joint not less than 2 inches with extensions of the lap not less than 3 inches beyond the top and bottom score lines and firmly gluing the joint throughout the entire area of contact with a water resistant adhesive.</li> </ol> <p>NOTE - The provisions of Section 5 also apply to joints effected on wrap-around blanks by processors other than blank manufacturers.</p> <p align="center"><b>GLASSWARE, FRAGILE ARTICLES, OR ARTICLES IN GLASS OR EARTHENWARE</b></p> <p>SECTION 6. -</p> <p>(a) GLASSWARE AND FRAGILE ARTICLES. Glassware, other fragile articles, and empty glass or earthenware containers must be packed in compliance with the following:</p> <ol style="list-style-type: none"> <li>(1) Maximum weight of box and contents must not exceed 65 pounds.</li> <li>(2) Fragile articles and empty glass containers must be packed in the box with liners, partitions, wrappers, excelsior or other protective material that will afford adequate protection against breakage and damage, and so that the contents will completely fill the box.</li> <li>(3) Chinaware, earthenware or glassware, not including glass containers and articles in glass and earthenware containers, packed in fibreboard boxes complying with Rule 41, must be capable of withstanding the drop test procedure of American Society for Testing and Materials (ASTM) Test Standard D-4169, Element A, Assurance Level III without damage to contents.</li> </ol> <p>(b) ARTICLES IN GLASS OR EARTHENWARE CONTAINERS. Packaging must comply with the provisions of Sub-paragraphs (1) through (11) of this paragraph and the minimum packaging requirements of Paragraphs (c), (d), (e), (f) and (g).</p> <ol style="list-style-type: none"> <li>(1) Maximum weight of boxes containing filled glass or earthenware containers must not exceed 65 pounds.</li> <li>(2) Contents must be packed so as to completely fill the box.</li> <li>(3) Liquids, articles in liquid and articles other than liquid in individual glass or earthenware containers exceeding one gallon or 4 liter capacity will not be accepted in fibreboard boxes.</li> <li>(4) Net weights of products specified in Paragraph (c) are avoidrupois ounces.</li> <li>(5) Singlewall corrugated fibreboard boxes, partitions, shells, liners and pads must be of A or C-flute construction, except containers having net weight of products not exceeding 35 ounces may have such components made of B-flute corrugated fibreboard and containers having net weight of products not exceeding 25 ounces may have partitions of E-flute corrugated fibreboard.</li> <li>(6) Doublewall corrugated fibreboard may have any combination of A, B or C-flute.</li> <li>(7) (Provisions formerly shown herein and not brought forward are hereby canceled.)</li> <li>(8) Partitions in boxes must be not less than full shoulder height of glass or earthenware containers.</li> <li>(9) Shells must be full inside height of box and each glass or earthenware container must be protected by individual shells.</li> <li>(10) Except as otherwise provided, all bottom pads must be full size of bottom dimensions of boxes.</li> <li>(11) Glass or earthenware containers must be in single layer in boxes.</li> </ol> <p>(c) MINIMUM REQUIREMENTS. Filled glass or earthenware containers for liquids, articles in liquid and articles other than liquid must comply with the following minimum requirements:</p>																																																																									
		<table border="1"> <thead> <tr> <th rowspan="2">Net Weight of product each container avoidrupois ounces</th> <th rowspan="2">Alternate Methods</th> <th colspan="4">Use Only One Requirement in Each Column</th> </tr> <tr> <th>Box see 6(e)</th> <th>Separators see 6(e)</th> <th>Bottom Protection see 6(f)</th> <th>Liners see 6(g)</th> </tr> </thead> <tbody> <tr> <td>Not over 7</td> <td>...</td> <td>1</td> <td>11</td> <td>...</td> <td>...</td> </tr> <tr> <td>Over 7 but not over 25</td> <td>...</td> <td>1</td> <td>12, 14, 15, 21 or 22</td> <td>...</td> <td>...</td> </tr> <tr> <td>Over 25 but not over 35</td> <td>...</td> <td>1</td> <td>13, 15, 18 or 22</td> <td>31, 32, 33, 36 or 37</td> <td>...</td> </tr> <tr> <td>Over 35 but not over 45</td> <td>...</td> <td>2</td> <td>16 or 19</td> <td>31, 32 or 34</td> <td>...</td> </tr> <tr> <td rowspan="2">Over 45 but not over 90</td> <td>Method 1</td> <td>2</td> <td>17</td> <td>31, 32 or 34</td> <td>41</td> </tr> <tr> <td>Method 2</td> <td>2</td> <td>19</td> <td>31, 32 or 34</td> <td>...</td> </tr> <tr> <td rowspan="3">Over 90 but not over 145</td> <td>Method 1</td> <td>2</td> <td>19</td> <td>34</td> <td>...</td> </tr> <tr> <td>Method 2</td> <td>3</td> <td>17</td> <td>31 or 32</td> <td>...</td> </tr> <tr> <td>Method 3</td> <td>2</td> <td>23</td> <td>...</td> <td>...</td> </tr> <tr> <td>Over 145 but not over 192</td> <td>...</td> <td>2</td> <td>20</td> <td>34</td> <td>...</td> </tr> <tr> <td>Over 192</td> <td>...</td> <td>2</td> <td>20</td> <td>35</td> <td>...</td> </tr> </tbody> </table>	Net Weight of product each container avoidrupois ounces	Alternate Methods	Use Only One Requirement in Each Column				Box see 6(e)	Separators see 6(e)	Bottom Protection see 6(f)	Liners see 6(g)	Not over 7	...	1	11	...	...	Over 7 but not over 25	...	1	12, 14, 15, 21 or 22	...	...	Over 25 but not over 35	...	1	13, 15, 18 or 22	31, 32, 33, 36 or 37	...	Over 35 but not over 45	...	2	16 or 19	31, 32 or 34	...	Over 45 but not over 90	Method 1	2	17	31, 32 or 34	41	Method 2	2	19	31, 32 or 34	...	Over 90 but not over 145	Method 1	2	19	34	...	Method 2	3	17	31 or 32	...	Method 3	2	23	...	...	Over 145 but not over 192	...	2	20	34	...	Over 192	...	2	20	35	...
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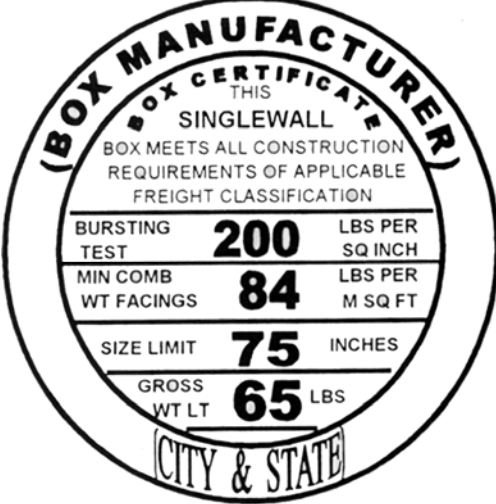
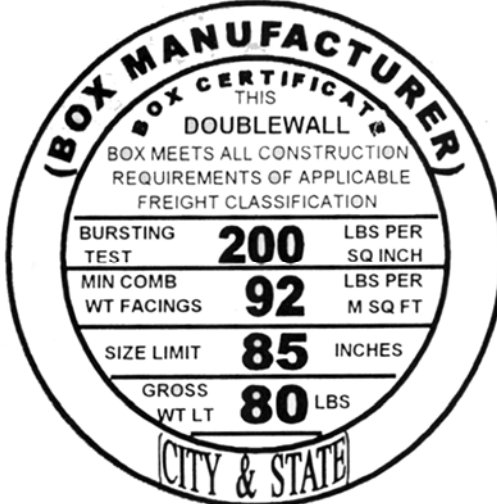
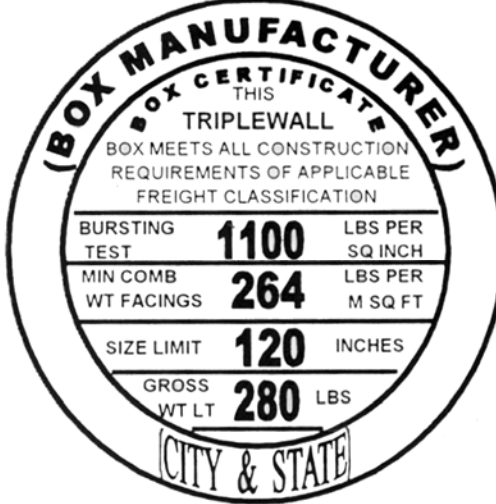

(Rule 41 continued on next page)

**SUPPLEMENT 11 TO UNIFORM FREIGHT CLASSIFICATION 6000-M**

RULE	SUBJECT	APPLICATION
<p align="center">41 (Continued) (Cancels 41 in original)</p>	<p align="center">CORRUGATED OR SOLID FIBREBOARD BOXES</p>	<p>SECTION 6 - Concluded:</p> <p>(d) OUTER BOXES</p> <p>(1) A, B or C-flute singlewall corrugated fibreboard boxes.</p> <p>(2) A or C-flute singlewall corrugated fibreboard boxes.</p> <p>(3) Doublewall corrugated fibreboard boxes.</p> <p>(e) INTERIOR SEPARATORS</p> <p>(11) Adequate protection against breakage and damage by or with liners, partitions or other packing material.</p> <p>(12) Partitions, solid paperboard, 0.040 inch thickness, 120 pounds per 1,000 square feet basis weight.</p> <p>(13) Partitions, solid paperboard, 0.047 inch thickness, 142 pounds per 1,000 square feet basis weight.</p> <p>(14) Partitions, E-flute corrugated fibreboard.</p> <p>(15) Partitions, A, B or C-flute singlewall corrugated fibreboard.</p> <p>(16) Partitions, A or C-flute singlewall corrugated fibreboard.</p> <p>(17) Partitions, doublewall corrugated fibreboard.</p> <p>(18) Shells, A, B or C-flute singlewall corrugated fibreboard.</p> <p>(19) Shells, A or C-flute singlewall corrugated fibreboard.</p> <p>(20) Shells, doublewall corrugated fibreboard.</p> <p>(21) Individual inner paperboard boxes.</p> <p>(22) Individual inner singlewall corrugated fibreboard boxes.</p> <p>(23) Individual inner boxes, A or C-flute singlewall corrugated fibreboard.</p> <p>(f) BOTTOM PROTECTION</p> <p>(31) Bottom inner and outer box flaps must meet.</p> <p>(32) Bottom fill-in (plug) pad, same board as box, to fill space between inner bottom flaps.</p> <p>(33) Bottom pad, A, B or C-flute singlewall corrugated fibreboard.</p> <p>(34) Bottom pad, A or C-flute singlewall corrugated fibreboard.</p> <p>(35) Bottom pad, doublewall corrugated fibreboard.</p> <p>(36) Bottom pad, solid paperboard .047 in thick, 142 pounds per 1,000 square feet.</p> <p>(37) Bottom pad, solid paperboard, 2 thicknesses, each .024 in thick, 100 pounds per 1,000 square feet.</p> <p>(g) BOX LINERS</p> <p>(41) Liner, A or C-flute singlewall corrugated fibreboard.</p> <p align="center"><b>SIFTING OR LEAKAGE</b></p> <p>SECTION 7. - Except as otherwise provided in Section 6, all articles liable to loss from sifting or leakage must be in inner containers completely filling the box.</p> <p align="center"><b>HAND HOLES, VENTILATION HOLES, OPENING DEVICES AND PERFORATIONS</b></p> <p>SECTION 8. - Provided box strength is not impaired, boxes:</p> <p>(a) May have hand holes or ventilation holes.</p> <p>(b) May have not more than one slit, nor more than one slot, in each inner flap.</p> <p>(c) In addition, to facilitate opening, boxes may have one of the following:</p> <p>(1) May be perforated once around with one line of perforations, each face panel perforated in a straight line.</p> <p>(2) May have not more than two lines of perforations, provided the total lineal inches of the lines of perforations do not exceed twice the sum of the combination of any two of the inside dimensions of length, width or depth.</p> <p>(3) One face panel or one set of closing flaps may have lines of perforations, provided the total lineal inches of such lines of perforations do not exceed the total united inches of the box.</p> <p>(4) For any of the alternatives of Sub-paragraphs (1) through (3), the corrugated medium must not be crushed or otherwise damaged.</p> <p>(d) Boxes or numbered packages containing rigid self-supporting articles or inner containers may have scorelines perforated providing the united inches (length, width and depth added) do not exceed 40 inches.</p> <p align="center"><b>CLOSING BOXES</b></p> <p>SECTION 9. - Boxes must be securely closed by a method of adequate strength and quantity so as to maintain boxes properly assembled and closed during transportation.</p>

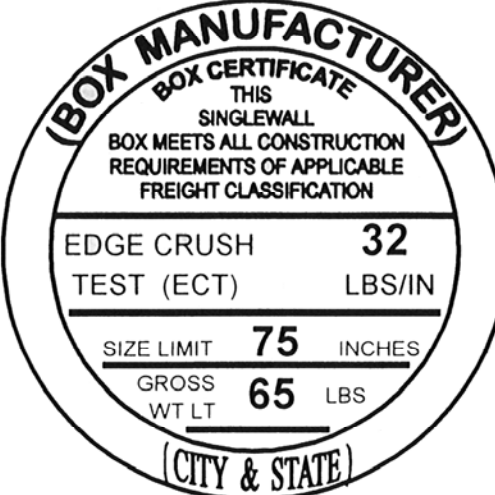
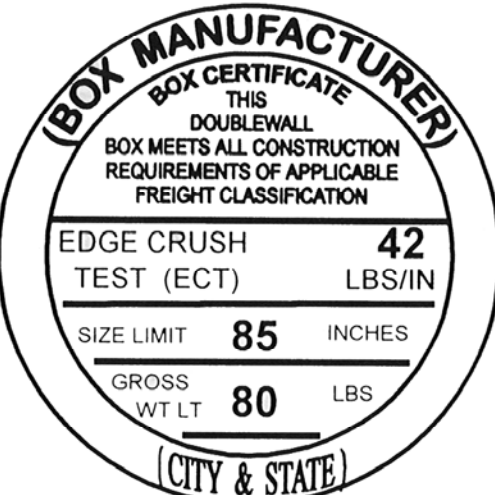
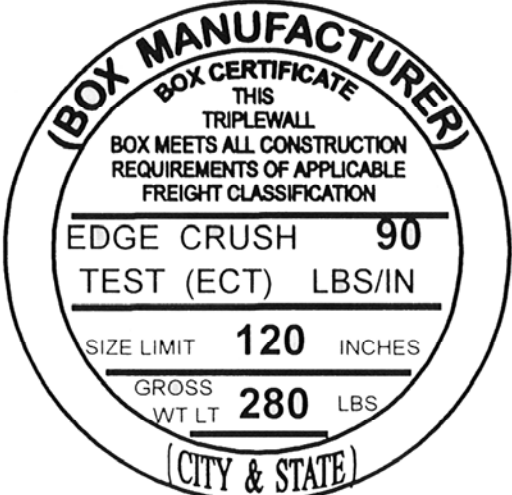
(Rule 41 continued on next page)

**SUPPLEMENT 11 TO UNIFORM FREIGHT CLASSIFICATION 6000-M**

RULE	SUBJECT	APPLICATION
41 (Continued) (Cancels 41 in original)	CORRUGATED OR SOLID FIBREBOARD BOXES	<p align="center"><b>CERTIFICATE OF BOX MANUFACTURER</b></p> <p>SECTION 10.-(a) BOXES. (1) Boxes made to comply with the requirements of this rule must bear a legible certificate of a box manufacturer on an outside surface, guaranteeing that the boxes do so comply. Certificate must be of the form, size (3 inch diameter plus or minus 1/4 inch), type and wording as illustrated in either Sub-paragraphs (2) or (3) (see Notes 1, 2 and 3). City and state may be either that of the manufacturing or corporate location.</p> <p>(2) Example of certificates applicable to boxes made to comply with burst or puncture test.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>For Singlewall Boxes</p> </div> <div style="text-align: center;">  <p>For Doublewall Boxes</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  <p>For Triplewall Boxes</p> </div> <div style="text-align: center;">  <p>For Solid Fibre Boxes</p> </div> </div>

(Rule 41 continued on next page)

**SUPPLEMENT 11 TO UNIFORM FREIGHT CLASSIFICATION 6000-M**

RULE	SUBJECT	APPLICATION	
<p>41 (Continued) (Cancels 41 in original)</p>	<p>CORRUGATED OR SOLID FIBREBOARD BOXES</p>	<p>SECTION 10.-Continued: (a) BOXES. - Continued: (3) Examples of certificates applicable to boxes made to comply with the edge crush test.</p>	
			
		<p align="center">For Singlewall Boxes</p>	<p align="center">For Doublewall Boxes</p>
			
		<p align="center">For Triplewall Boxes</p>	
		<p>NOTE 1. REDUCED DIAMETER FOR SMALL BOXES - On boxes having a length of less than 10 inches or a width of less than 9 inches, the above certificates may be reduced in size so that outside diameter is not less than 2 inches. NOTE 2. BOXES OR NUMBERED PACKAGES MADE IN FOREIGN COUNTRIES. - Fibreboard boxes complying with the provisions of this rule, or numbered packages authorized on page 101 and succeeding pages of this Classification, which are made in foreign countries and used for freight imported into the United States of America, need not bear a certificate, or certificate may be printed in the language of the country in which the box or numbered package is made, provided shipper certifies on bills of lading that the boxes comply with Rule 41 or the appropriate numbered package.</p>	

(Rule 41 continued on next page)



**SUPPLEMENT 11 TO UNIFORM FREIGHT CLASSIFICATION 6000-M**

RULE	SUBJECT	APPLICATION
<p align="center">41 (Continued) (Cancels 41 in original)</p>	<p align="center">CORRUGATED OR SOLID FIBREBOARD BOXES</p>	<p align="center"><b>DEFINITION OF TERMS</b></p> <p>SECTION 11. - The following definitions apply with regard to the construction and use of fibreboard boxes, numbered packages and component parts thereof:</p> <p>Bending - In the term "proper bending qualities" - the containerboard must be capable of bending along creases or score lines in forming the box so that the containerboard is not ruptured to a point where it seriously weakens the box.</p> <p>Box - (see also Fibreboard Box) - A rigid container having closed faces and completely enclosing the contents. When this term is used in the Classification it signifies that if fibreboard boxes are used, such fibreboard boxes must comply with all requirements of Rule 41.</p> <p>Box Manufacturer - A corrugated or solid fibre box manufacturing establishment which at least has equipment to score, slot, print and join corrugated or solid fibre sheets into boxes which equipment is regularly utilized in the production of fibre boxes in commercial quantities.</p> <p>Bursting Strength - Strength of a material expressed in pounds per square inch as measured by the Mullen tester (see Section 3, Note 1(a)).</p> <p>Corrugated Board - A structure formed from one or more paperboard facings and one or more corrugated members used in making corrugated fibreboard boxes and products:</p> <p>Singleface - The structure formed by one corrugated member glued to one flat facing.</p> <p>Singlewall - The structure formed by one corrugated inner member glued between two flat facings.</p> <p>Doublewall - The structure formed by three flat facings and two intermediate corrugated members.</p> <p>Triplewall - The structure formed by four flat facings and three intermediate corrugated members.</p> <p>Corrugating Medium - Paperboard used in forming the fluted portion of the corrugated board.</p> <p>Corrugation - (See Flute).</p> <p>Die-Cut - A cut made with steel rule dies. The act of making a part or container which is cut and scored to shape by such tools. Also used to denote a board which has been die cut.</p> <p>Dimensions:</p> <p>Length - The larger of the two dimensions of the open face.</p> <p>Width - The lesser of the two dimensions of the open face.</p> <p>Depth - The distance between the innermost surfaces of the box measured perpendicular to the length and width.</p> <p>Edge Crush Test - (Also known as Edgewise Compression Test or Short Column Crush Test) – The measure of the edgewise compressive strength of a short column of corrugated fibreboard. This property, in combination with the caliper of the combined board and the perimeter of the container relates to the top-to-bottom compressive strength of corrugated fibreboard boxes (see Section 3, Note 1(c)).</p> <p>Facings - (Sometimes erroneously called liners) - A form of linerboard used as the flat members of corrugated fibreboard.</p> <p>Fibre or Fibreboard Box - A container made of either corrugated or solid fibreboard. For Classification purposes, when term "box" is used, the structure must comply with all requirements of Rule 41.</p> <p>Flaps - The closing members of a fibreboard box.</p> <p>Flute or Corrugation - One of the wave shapes formed in the corrugating medium.</p> <p>Glued (firmly) - Firm gluing is indicated when mutilation of the surface fibres accompanies separation of joined areas.</p> <p>Joint - (Manufacturers' Joint) - The "joint" is that part of the box where the ends of the sheet are joined together by taping, stitching or gluing.</p> <p>Liner - A creased fibreboard sheet inserted in a container and covering all side walls.</p> <p>Package - (When referring to a fibreboard container) - A container not necessarily complying with the requirements of Rule 41 for a "box", (See Section 1(c), Rule 5). Also, one of the special authorized containers described in detail in the Classification in the section titled "Authorized Packages or Shipping Containers".</p> <p>Pad - A corrugated or solid fibreboard sheet or other authorized material used for extra protection or for separating tiers or layers of articles when packed for shipment.</p> <p>Partition - A set of corrugated or solid fibreboard pieces slotted so they interlock when assembled to form a number of cells into which articles may be placed for shipment.</p> <p>Ply - Any of the several layers of solid fibreboard.</p> <p>Puncture Test - The strength of material expressed in inch ounces per inch of tear as measured by the Beach puncture tester (See Section 3, Note 1(b)).</p> <p>Seam - The junction created by any free edge of a container flap or wall where it abuts or rests on another portion of the container and to which it may be fastened by tape, stitches or adhesive in the process of closing the container.</p> <p>Shell - A sheet of corrugated or solid fibreboard scored and folded to form a joined or unjoined tube open at both ends.</p> <p>Shipping container - A container which is sufficiently strong to be used in commerce for packing, storing and shipping commodities.</p> <p>Solid Fibreboard - A solid board made by laminating two or more plies of containerboard.</p> <p>Water Resistant - A board, to be water resistant, shall be sized (treated with water repellent materials) so as to have a degree of resistance to damage or deterioration by water.</p> <p>Weight of Facings - (Minimum combined, of corrugated board.) - This is the summation of weight per thousand square feet of all facings in the board structure excluding the weight of coatings and impregnants and excluding the weight of the corrugating medium and the corrugating adhesive.</p>

(Rule 41 concluded on next page)

**SUPPLEMENT 11 TO UNIFORM FREIGHT CLASSIFICATION 6000-M**

RULE	SUBJECT	APPLICATION
<p align="center">43 (Cancels 43 in original)</p>	<p align="center">CONTRACTS WITH PERSON(S) IN CHARGE OF SHIPMENTS</p>	<p>Where, in connection with individual items, provision is made for the transportation of attendants in charge of same (whether with or without charge for their carriage, as provided in such items), such attendants must execute the following contract before the contract for the transportation of the shipment is issued. If attendant refuses to execute such contract he/she will not be accepted for transportation, and if the individual tariff item requires that the shipment be accompanied by attendant, the shipment will not be accepted for transportation:</p> <p align="center">Separate Contract with Person(s) in Charge of Property</p> <p align="right">.....Station .....20.....          .....(Description of Property)          ..... (Initials and numbers of Cars, Locomotives,          etc.)</p> <p>FROM .....(Origin) TO.....(Destination)</p> <p>In consideration of the carriage of the undersigned upon a freight train or vessel in charge of the property mentioned above, whether with or without charge for such carriage, each one of the undersigned severally hereby voluntarily assumes all risk of accident or damage to this person or property, and hereby releases and discharges each and every carrier from every claim, liability or demand of any kind for or on account of any personal injury or damage of any kind sustained by him/her, unless caused by the negligence of such carrier or any of its employees; and agrees that whenever he/she shall leave or return to his/her station on the train and pass over or along the cars or tracks he/she shall do so at his/her own risk of personal injury, except where the negligence of the carrier is the proximate cause thereof; that no carrier shall be required to stop or start its trains at or from stations or platforms, or to furnish light for his/her accommodation or safety; and that no carrier shall be liable to the undersigned or his/her personal representative unless the undersigned shall, within thirty days after the injury, or his/her personal representative in case of death shall, within ninety days after the injury causing the death, give notice of claim in writing to the General Manager or Claim Agent of the carrier on whose line the accident occurred.</p> <p>WITNESS:.....          .....          .....          (Signature of <u>Person or Persons</u> in charge)</p>



**SUPPLEMENT 11 TO UNIFORM FREIGHT CLASSIFICATION 6000-M**

RULE	SUBJECT	APPLICATION
<p align="center">62 (Cancels 62 in original and prior supplements)</p>	<p align="center">CREDIT AND COLLECTION TERMS-UP</p>	<ol style="list-style-type: none"> <li>1. Pre-paid shipments. On "Pre-paid" shipments, the originating carrier may require that tender of a shipment be accompanied by full payment of charges unless the payor of freight charges or consignor has established credit to the satisfaction of the originating carrier. For purposes of this item, "pre-paid" shipments shall mean shipments for which the originating carrier bears the billing and collection responsibilities.</li> <li>2. Collect Shipments. On "collect" shipments, the delivering carrier may require full payment of all charges prior to delivery of shipments unless the payor of freight charges or consignee has established credit to the satisfaction of the delivering carrier. For purposes of this item, "collect" shipments shall mean shipments for which the delivering carrier bears the billing and collection responsibilities.</li> <li>3. Payment. All credit patrons must pay charges in accordance with the terms established by the billing carrier. Where Union Pacific Railroad Company is the billing carrier, the credit period is fifteen (15) days, including Saturdays, Sundays, and legal holidays, and shall begin on the day following presentation of the freight bill. The term "freight bill" as used in this item includes paper documents, billing by electronic data interchange ("EDI"), and invoiceless procedures. Presentation of the freight bill shall be deemed to have been made: (a) upon mailing when mailed, (b) upon sending by carrier of a transmission when EDI billing is used, and (c) unless otherwise agreed, upon waybill date when invoiceless procedures are utilized. Payment shall be deemed to have been made: (a) upon receipt of an acceptance check, draft, or money order when paying by mail, and (b) upon receipt of funds in the carrier's bank account when paying via electronic transmission.</li> <li>4. Finance Charge. Union Pacific Railroad Company will assess a late payment finance charge on any freight transportation charges paid delinquent, at a rate of twelve percent (12%) per year (or, to the extent the rate of such charge is not preempted by federal law and such rate exceeds the maximum rate permitted by applicable law). Payments shall be deemed delinquent when not made within the credit period. The late payment finance charge shall be assessed for each day beyond the credit period that payment is made.</li> <li>5. Offset Prohibit. In no event shall any amount(s) claimed against Union Pacific Railroad Company, including without limitation claims for freight loss or damage or overpayment of freight or other charges, be deducted from or offset against freight or other charges due hereunder. Freight charges due must be paid in full, and any claim against Union Pacific Railroad Company must be asserted separately in accordance with the applicable procedure. Nothing in this paragraph shall be construed to prohibit or limit Union Pacific Railroad Company's right to offset amounts it owes the payor of freight charges against freight or other charges due hereunder.</li> <li>6. Revocation of Credit and Other Remedies. If a credit patron fails to pay in accordance with these requirements, or if in Union Pacific Railroad Company's sole discretion adverse credit conditions occur which could affect the credit patron's ability to meet payment terms, Union Pacific Railroad Company may revoke credit privileges. In addition, in such event Union Pacific may institute any one or more of the following procedures: <ol style="list-style-type: none"> <li>(a) Require that applicable freight charges be pre-paid by the consignor (who shall not be such patron) on all shipments destined to such patron. Section 7 of the bill of lading, if executed by the billing party, will not apply to such shipments.</li> <li>(b) Require that applicable freight charges be paid on a collect basis by the consignee (who shall not be such patron) on all shipments originating with such patron.</li> <li>(c) Assess demurrage charges on rail cars placed in hold status for cash. When rail cars are held in transit due to cash status, time for demurrage purposes will be computed from the first 12:00 midnight following the sending or giving of notice of arrival. Rail cars will be released at the time lawful charges are received by an agent of Union Pacific Railroad Company or an agent of any railroad which has participated in the transportation transaction; however, if such payment of lawful charges is received by U.S. mail, it will be considered as having been received after 12:00 midnight of the date received. Changes in billing requested by any shipper after a shipment has occurred shall not alter any entity's liability for freight charges in accordance with this paragraph.</li> </ol> </li> <li>7. Other Definitions. As used in this item: (a) the term "shipper" includes without limitation consignors, consignees, freight forwarders, shippers' associations, and shippers' agents and (b) "charges" or "freight charges" include without limitation transportation charges, switch charges, demurrage, detention, and other accessorial charges that may accrue in connection with shipments handled by Union Pacific Railroad Company.</li> </ol>