

# TEXAS AND NORTHERN RAILWAY COMPANY

FREIGHT TARIFF

TN 8020 - I

C

(CANCELS ALL PREVIOUS FREIGHT TARIFF TN 8080, 004)

RATES, RULES AND REGULATIONS  
GOVERNING  
SWITCHING AT ALL STATIONS  
INTRA-PLANT AND INTRA-TERMINAL SWITCHING  
AND  
OTHER TERMINAL CHARGES AND PRIVELEGES ON  
TEXAS & NORTHERN RAILWAY COMPANY

## SWITCHING TARIFF

### NOTICE

The provisions published herein, if effective, will not result in an effect on the quality of the human environment.

ISSUED: 3/11/2022

EFFECTIVE: 4/1/2022

ISSUED BY  
JW Burwinkel  
Sr. Vice President Administration  
900 Thompson Run Road  
Monroeville PA, 15146

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CANCELLATION NOTICE

Rates and charges shown in previous Tariff TN 8080 are cancelled by this issue, and not brought forward herein are cancelled account obsolete.

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**ITEM 50  
CHECK SHEET OF PAGES**

All of the pages contained in this tariff are listed consecutively by number. The pages to the tariff, and the supplements to the tariff, listed on this page, bear issued dates that are the same as, or are prior to, the issued date of this page. "0" in the revision column indicates an original page.

REVISION	PAGE	REVISION	PAGE

**ITEM 100  
EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS**

ABBREVIATION	EXPLANATION
BOE	Bureau of Explosives
KCS	Kansas City Southern
TN	Texas and Northern Railway
Jct.	Junction
NS	Norfolk Southern Railway Company
NSO	National Service Order
UFC	Uniform Freight Classification (National Railroad Freight Committee, Agent)
ORSL	The Official Railroad Station List
RER	The Official Railway Equipment Register
RIC	RAILINC, Agent
STCC	Standard Transportation Commodity Code

REFERENCE MARK	EXPLANATION
<b>I</b>	To denote increases.
<b>C</b>	To denote changes in wording which result in neither increases nor reductions in charges.
<b>R</b>	To denote reductions.
<b>N</b>	To denote new items.
<b>X</b>	Not Subject to Fuel Surcharge
<b>(3)</b>	On shipments moving on heavy-duty flat cars as described in Freight Tariff RIC 6740 series and Schnabel-type cars, an additional charge of \$2,408 per car will be assessed.

For explanation of Abbreviations/Reference Marks, see Item 100.

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STATIONS AT WHICH TARIFF APPLIES, SHOWING DEFINITIONS OF SWITCHING LIMITS, ALSO LIST OF CONNECTING RAILROADS AT JUNCTION POINTS

STATION NUMBER	STATION NAME	CONNECTING RAILROAD	TN SWITCHING LIMITS (Except as provided in Item 257)
2	Veals, TX	KCS	Extends from Veals Yard on the North, located at Milepost 0, to Milepost 3 on the South. Includes track in Veals Yard, Patterson Yard, A&A Coating, Texas Tubular, and all track in between.
7	Bond, TX	-	Extends from Bond Switch, located at Milepost 4.5, South to the Storage Yard at Lone Star, located at Milepost 7. Includes the Ore Plant, Lake Yard, Storage Yard, and all tracks in between.
10	Lone Star, TX	-	Extends from Bond Switch, located at Milepost 4.5, South to the Storage Yard at Lone Star, located at Milepost 7. Includes the Ore Plant, Lake Yard, Storage Yard, and all tracks in between.

For explanation of Abbreviations/Reference Marks, see Item 100.

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SECTION 1  
LIST OF INDUSTRIES SUBJECT TO INTRA-PLANT AND INTRA-TERMINAL SWITCHING  
ON TEXAS & NORTHERN RAILWAY

ITEM	INDUSTRIES	BUSINESS
90	<u>Veals, TX</u> A & A Coating Texas Tubular	Pipe, Coils, Scrap Transfer and Distribution
91	<u>Bond, TX</u> Friedman	Pipe, Coils
92	<u>Lone Star, TX</u> US Steel Texas Operations Lone Star Specialties Tube City IMS	Pipe, Coils, Scrap Coal Tar Products Scrap

For explanation of Abbreviations/Reference Marks, see Item 100.

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**RULES AND OTHER GOVERNING PROVISIONS**  
**GENERAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION
101	TN CONDITIONS OF CARRIAGE	Switching and other services provided under this publication are subject to the rules and provisions of TN Conditions of Carriage No. 1 series, including the TN Liability provisions of Rules 200, 250, and 265, and the Fuel Surcharge provisions of Rule 280. TN Conditions of Carriage No. 1 series is available via the Internet on the TN website at <a href="http://www.transtarrail.com">www.transtarrail.com</a> under Customer Circulars.
102	SECURITY DEPOSITS FOR PAYMENT OF DEMTNRRAGE AND STORAGE CHARGES	All Consignors, Consignees, or agents thereof conducting business with Texas & Northern Connecting Railroad (Carrier) will be required to apply for credit with Carrier.  Credit will be granted solely at the discretion of the Carrier.
103	SECURITY DEPOSITS FOR PAYMENT OF ACCESSORIAL CHARGES	A security deposit to insure payment of accessorial charges that may accrue will be required from every Consignor, Consignee, or agent thereof who:  A. Is not on the Texas & Northern Connecting Railroad's credit list, and B. Fails to pay accessorial charges after specific written demand referring to this tariff provision.  A deposit must be paid, by wire transfer, before any freight car is delivered to such Consignor, Consignee, or agent thereof for loading or unloading. A deposit on one unit of equipment is not transferable to another.  A deposit for each car shall be in the minimum amount of two hundred dollars (500.00) or up to the maximum amount of accessorial charges accrued on any one car during the preceding twelve (12) months.  In the case of a Consignor, Consignee, or agent thereof receiving multiple carloads for loading or unloading, the total amount required to be deposited shall not exceed the lesser of the amount of existing past accessorial charges accrued by the Consignor, Consignee, or agent thereof due or \$25,000.

For explanation of abbreviations/reference marks, see Item 100.

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RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION
103	SECURITY DEPOSITS FOR PAYMENT OF ACCESSORIAL CHARGES	<p>Once the Consignor, Consignee, or agent thereof is placed on the Carrier's authorized credit list, or has paid all outstanding accessorial charges and has given assurance to the satisfaction of the Carrier's credit office that future accessorial charges will be paid within the credit period prescribed in applicable tariffs, the Carrier will refund the balance of the deposit to the Consignor, Consignee, or agent thereof by the 5th day of the month following that in which the equipment is released to the Carrier after deducting any and all unpaid accessorial charges.</p> <p style="padding-left: 40px;">Security deposits will no longer be required after the Consignor, Consignee, or agent thereof either:</p> <p>A. Is placed on Carrier's authorized credit list, or            B. Has paid all outstanding accessorial charges and has given assurance to the satisfaction of the Carrier's credit office that future accessorial charges will be paid within the credit period prescribed in applicable tariffs.</p>

For explanation of abbreviations/reference marks, see Item 100.

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**RULES AND OTHER GOVERNING PROVISIONS**  
**GENERAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION
105	DESCRIPTION OF GOVERNING CLASSIFICATION	The term "Uniform Classification" when used herein means Tariff UFC 6000 series, issued by National Railroad Freight Committee, Agent.
110	STATION LIST AND CONDITIONS	This tariff is governed by Tariff OPSL 6000 series, issued by Station List Publishing Company, Agent to the extent show below. <b>PREPAY REQUIREMENTS AND STATION CONDITIONS</b> For additions and abandonment of stations and, except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight, and changes in station facilities. When a station is abandoned as of a date specified in the above named tariff, the rates from and to such stations as published in this tariff are inapplicable on and after that date. <b>GEOGRAPHICAL LIST OF STATIONS</b> For geographical locations of stations referred to in this tariff by station numbers.
115	EXPLOSIVES, DANGEROUS ARTICLES	For rules and regulations governing the transportation of explosives and other dangerous articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles see Tariff BOE 6000 series.
120	REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.	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.
125	TERMINAL OR TRANSIT PRIVILEGES OR SERVICES	Shipments made under the rates contained in this tariff are entitled also to terminal or transit services and privileges, and are subject to the charges, allowances, rules and regulations legally applicable thereto, as provided in separately published, lawfully-filed tariffs.  <p style="text-align: center;"><u>EXCEPTION</u></p> When provisions of this tariff specifically cover any such charge, allowance, rule or regulation, corresponding or conflicting provisions in such separate tariffs will not apply.

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**RULES AND OTHER GOVERNING PROVISIONS**  
**GENERAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION
140	CONSECUTIVE NUMBERS	Where consecutive numbers are represented herein by the first and last numbers connected by the word "to" or a hyphen, they will be understood to include both the numbers shown and all of the numbers between. If the first number only bears a reference mark, such reference mark also applies to the last number shown and all of the numbers between.
145	CAPACITIES AND DIMENSIONS OF CARS	For marked capacities, lengths, dimensions and cubical capacities of cars, see Tariff RER 6414 series, issued by R.E.R. Publishing Corporation, Agent.
160	NATIONAL SERVICE ORDER TARIFF	This tariff is subject to provisions of various Surface Transportation Board Service Orders and General Permits as shown in Tariff NSO 6100 series, Western Trunk Line Committee, Agent.
180	COMMODITIES IN PRIVATELY OWNED CARS	Switching rates named in this tariff, applicable to commodities shipped in privately owned cars, include the return movement of the empty cars.
205	DEFINITIONS OF TERMS INTRA-TERMINAL, INTER-TERMINAL, INTRA-PLANT, INTER-PLANT	<p>INTRA-TERMINAL – A switching movement (other than intra-plant or inter-plant) of traffic originating at and destined to points located on the tracks of this railroad.</p> <p>INTER-TERMINAL – A switching movement between a point located on tracks owned or served by TN and interchange tracks with the connecting railroad of traffic having origin and destination within the Detroit Switching District.</p> <p>INTRA-PLANT – A switching movement from one track to another or between two locations on the same track within the confines of the same (single) plant or industry.</p> <p>INTER-PLANT – A switching movement (other than intra-plant) between plants or units of a single industry located on the tracks of this railroad.</p>
207	DEFINITION OF SWITCHING LIMITS	The Texas & Northern switching limits include all tracks located within the corporate limits of Detroit and those of Zug Island, River Rouge, Michigan.
210	CAR DEMURRAGE RULES AND CHARGES	Except as otherwise provided, the car demurrage rules and charges, as provided in Freight Tariff RIC 6004 series, will govern on all cars handled or switched under this tariff.
240	EXEMPT COMMODITIES AND EQUIPMENT	Except as otherwise provided in Exempt Circulars and Quotations, this tariff does not apply to commodities, equipment and services exempted from regulation by the Surface Transportation Board under the various subject numbers of Ex Parte 346.

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**RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION	Rate
239 X	LOAD ADJUSTMENTS	A charge per car will be assessed on cars ordered back to industries from any other location for load adjustments, whether shipments are cancelled or again forwarded. If loaded car is again forwarded, no additional charge will be assessed for placement of car at location from which originally ordered back for load adjustment.	\$407
242 X	LOADED CARS HELD FOR FINAL DISPOSITION ORDERS	A charge per car will be assessed on loaded cars consigned in care of this railroad's agent or ordered from loading point, and either designated by shipper to "Hold," or held by this railroad account of insufficient billing instructions to move cars to destination.	\$153
245 X	EMPTY CARS HELD PRIOR TO PLACEMENT PER CUSTOMER REQUEST	A charge per car will be assessed on empty cars held prior to placement per the customer's request. This charge is in addition to the applicable switching rate, demurrage charge, and other associated fees published herein.	\$153
250 X	ORDERING HEAVY DUTY FLAT CARS	When an industry on this Railroad requests the placement of an empty Heavy Duty Flat Car, as described in Tariff RIC 6740 series, an ordering charge per car will be assessed the requesting party. This charge is in addition to all other applicable freight and accessorial charges and applies whether such car is actually used in railroad service.	\$186
260 X	OVERLOADED CARS	A charge per car will be assessed on cars, when weighed and found to be overloaded, ordered by industry back to the point of origin. No additional charge will be assessed for movement to the scales and return to point of origin.	\$407
270 X	SPECIAL SWITCHING SERVICE	Requests of industry for special movement of car or cars, necessitating crew being taken from previously assigned work or requiring the assigning of a new crew to perform special move, will be performed at a charge per hour. (See Item 380.) This charge is in addition to the applicable switching rate published herein. Time and charges will be computed from the time such locomotive and crew is ordered from its regularly assigned duties until it returns to its regular assignment.	\$430
271 X	EMPTY CARS ORDERED AND NOT USED	If the service of switching and placing an empty ordered car has been performed, and the car is subsequently released back to the carrier empty, the party ordering, but not using the equipment will be assessed charge per car, in addition to applicable demurrage and detention charges.	\$430

For explanation of abbreviations/reference marks, see Item 100.

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**RULES AND OTHER GOVERNING PROVISIONS  
SPECIAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION	Rate
280	PAYMENT TERMS	All credit customers must pay charges in accordance with the terms established by the billing carrier. When the TN is the billing carrier, the credit period is fifteen (15) days, including Saturdays and 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 paperless documents, billing by electronic data interchange (EDI), and invoice less procedures. Presentation of the freight bill shall be deemed to have been made: (a) upon mailing of 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.	
290	FINANCE CHARGES	The TN may assess a finance charge of 1.5% per month on unpaid bills for freight and miscellaneous charges, including demurrage, switching and weighing, which are past due its credit terms. Any invoice not paid within ten (10) calendar days after its respective date will be considered late, and the party responsible for payment shall be assessed finance charges as described herein.	
291 X	CARS RELEASED FROM INDUSTRY OR TEAM TRACKS WITHOUT FINAL DESTINATION FORWARDING INSTRUCTIONS	<p>1. Except as otherwise provided, when on customer's order a car is removed from industry or team track without proper final destination forwarding instructions, and such car is held on carrier's track awaiting such forwarding instructions, a handling charge per car will be assessed against such customer, and the car will remain in continuous demurrage or detention until such forwarding instructions are received by carrier's representative.</p> <p>2. Except as otherwise provided, when on customer's order a car is removed from industry or team track without proper final destination forwarding instructions, and such car is held on shippers leased track awaiting such forwarding instructions, a handling charge per car will be assessed against such customer for the service of placing the car at the shippers leased track.</p> <p>3. If a car is removed from industry or team track on customer's order without proper final destination forwarding instructions, and the car has to be delivered back to the original industry, team track, or classification yard because the Class 1 Railroad did not receive forwarding instructions, a handling charge per car will be assessed against such customer, and the switching charge, as the case may be, will be assessed for the movement of the car in each direction.</p>	\$533

For explanation of abbreviations/reference marks, see Item 100.

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**RULES AND OTHER GOVERNING PROVISIONS  
SPECIAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION	Rate
300 X	EXTRA LOCOMOTIVE SERVICE CHARGES	<p>Requests to this company for locomotive service in connection with standby servicers-railing of cars or other equipment, movement of cars for convenience of cranes or locomotives, or for any purpose other than switching, the charge per locomotive, including crew, per hour. (See Item 380.)</p> <p>When a temporary change in the regularly established practice of placing cars for loading or unloading at any point on this railroad is caused by construction of new facilities or alteration of old facilities belonging to the consignor or consignee at that point, which makes it necessary for this railroad to use extra locomotive service to accomplish the placement of cars, for loading or unloading at that point, the charge for this extra locomotive service, during the period of this construction or alteration will be per hour. (See Item 380.)</p>	<p>\$430</p> <p>\$430</p>
320 X	RECLASSIFICATION OF CARS	<p>Upon request and order of consignor or consignee prior to departure of train from a classification yard, a car or cars, already classified on basis of prior orders, will be reclassified for diversion by reissued switching orders differing from original delivery orders.</p> <p>The charge for reclassification of cars will be per hour (see Item 380), computed from the time the assigned locomotive and crew is ordered to start such work until it is released from such special assignment.</p>	<p>\$430</p>
330	SHIPMENTS REQUIRING SPECIAL HANDLING	<p>When shipments, because of dimension, weight or other special handling characteristics, cannot be handled in routine switching service, a locomotive service charge per hour (see Item 380), will be assessed in addition to the applicable published switching rate. Time and charges will be computed from the time such locomotive and crew is ordered from its regularly assigned duties until it returns to its regular assignment.</p>	<p>\$430</p>
340 X	CHANGE IN DESTINATION OF SHIPMENT	<p>At industry locations having mechanized switch order facilities, any change in switching instructions already issued to the railroad regarding original destination can only be accomplished by the issuance of a new switch order containing the desired revision. Service requirements needed to accomplish the change will be charged for, under the appropriate provisions of this tariff.</p>	<p>\$188</p>
341 X	PENALTY HOLD CHARGE	<p>A charge per car, in addition to the switching charge, will be assessed when a loaded car is ordered hold, awaiting final disposition. Car will remain on continuous demurrage in accordance with Freight Tariff 6004 series. When a shipment requires, on account of length, two or more open cars, charges for such service will apply per shipment.</p>	<p>\$188</p>

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RULES AND OTHER GOVERNING PROVISIONS

SPECIAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION	Rate
342 X	RULE GOVERNING IMPROPERLY LOADED CARS	<p>Unless special loading, bracing, and blocking for a particular shipment is approved in advance and in writing by an authorized official, it is the duty of the consignor or owner of the shipment (the "Shipper") to ensure that its shipment complies with all applicable Association of American Railroads rules, circulars, pamphlets and/or general information series publications and with all applicable loading pamphlets, diagrams, manuals, publications, and/or procedures (collectively, the "Loading Requirements"). Railroad cannot and does not routinely inspect shipments to determine compliance with these Loading Rules in light of the various different requirements does so in general terms and Railroad takes no responsibility for hidden or latent non-compliance with the Loading Requirements or patent non-compliance with the Loading Requirements which because of the unique characteristics of the shipment are not readily recognizable except to a person expert to the particular shipment. Railroad has the right to inspect, weigh and reject shipments at origin for not complying with the Loading Requirements.</p> <p>Railroad may elect to stop en route: 1) any car that does not comply with the Loading Requirements, or 2) a trainload shipment that includes one or more improperly loaded car(s), and hold the individual car or the entire train on a track or tracks where the load re-blocking, re-bracing or transloading may be accomplished. It will be the responsibility of the Shipper to re-block, re-brace or transload the lading at its expense. Railroad will not furnish any personnel, equipment or machinery that may be necessary to properly secure a load. Upon request and order of consignor or consignee prior to departure of train from a classification yard, a car or cars, already classified on basis of prior orders, will be reclassified for diversion by reissued switching orders differing from original delivery orders.</p> <p>Charges for each such car will be assessed as follows:                      1. Per car handling charge for each improperly loaded car.                      2. Subject to demurrage and storage provisions published in tariff 6004-Series.</p>	\$2,000
343 X	EQUIPMENT ORDERED & SUPPLIED	<p>When Railroad furnishes a car requested by shipper, Railroad will assess and shipper will pay a per car charge when shipper routes Railroad owned, leased or controlled equipment via routes that are not approved by Railroad. This charge is in addition to any other charges which may be due. Exception 1: With written or electronic approval from Railroad's Car Management Department, a shipper may utilize such equipment, without incurring this charge, for outbound shipments via a carrier other than Railroad.</p>	\$2,500

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**RULES AND OTHER GOVERNING PROVISIONS  
SPECIAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION	Rate
345 X	CHANGE IN DESTINATION OF SHIPMENT OF SHIPMENT / AFTER CAR HAS BEEN HANDLED	Any change in switching instructions already issued to the railroad and movement of car is in progress because of, but not limited to, destination track unavailability, customer redirection, ect. A per occurrence service requirement change will be charged in addition to the tariff related movement cost.	\$213
350 X	INTERCHANGE ERROR DELIVERIES	Cars, empty or loaded, delivered to TN in error, will be returned to the delivering carrier at a charge per car. TN will make every reasonable effort to comply with connecting carriers' administrative procedures with respect to securing authorization in connection with return of such cars. But, if the service of returning cars is, in fact, provided by TN due to connecting-carrier error, charge remains applicable in the event any particular aspect of administrative procedure unilaterally established by connecting carrier is not fulfilled. This includes, but is not limited to, assignment of an "FR Number" by CSX Transportation, Inc.	\$426
370	INTRAPLANT SWITCHING DEFINED	(Applicable only when specific reference is made to this item)  Intraplant Switching means the movement of a car or cars from one point within an industrial plant to another point within the same plant at one station.	
380	PRORATING OF HOURLY CHARGES	(Applicable only when specific reference is made to this item)  Where hourly charges are named in this tariff, fractions of one hour will be charged for on the basis of one sixtieth (1/60th) of the stated hourly charge for each minute of service. The crew's time record will govern the assessment of charges.	
385 X	WEIGHING	Weighing will be performed when requested provided it is practicable to do so and scales are available:  If request for weighing is made at stations where scales are not available or if scales are not intermediate to the transportation move, applicable freight charges to and from scale will be in addition to weighing charges.  If request by consignee or consignor is made to weigh and return a car, applicable freight charges to and from scale will be in addition to weighing charges	\$66
390 X	CHARGES FOR WEIGHING OR RE-WEIGHING	Except as provided below the charges for weighing will be: EXCEPTIONS: a) Weighing charges will not apply when weights are used for the assessment of freight charges. b) When weighing or re-weighing exceeds the allowable tolerance provided in Item 385.	\$66

For explanation of abbreviations/reference marks, see Item 100.

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SWITCHING RATES

ITEM	SUBJECT	APPLICATION	Rate
410	SWITCHING	a) Intra-Plant Switching – a switching movement from one location to another location within the same plant. c) Intra-Terminal Switching – a switching movement (other than Intra-Plant switching) from one track to another track reached by the TN within the switching limits of the same station.  NOTE – Includes cars used as idlers when required to make shipments safe for transportation.	\$179
420 X	CHARGES FOR SWITCHING	Except as otherwise provided in this tariff, the TN will perform Intra-Plant and Intra-Terminal switching at the following charges:	\$167
425 X	CHARGES FOR EXTRA CREW SERVICE	When crew service is required which necessitates the assignment of a special locomotive and crew, rate for eight (8) hours or less  Time charged will commence when crew’s pay starts and continues until crew has returned to starting point and registered off duty.  *This charge is in addition to the tariff rate or charge applicable on the traffic transported.  Time in excess of eight (8) hours will be charged for at the rate of \$432 per hour.  Fractions of an hour in excess of eight (8) hours will be charged for at the rate of \$7.21 per minute for such excess.	\$2,986       \$460   \$7.68
430 X	CHANGES IN BILLING	Texas & Northern Railway will accept instructions from the Consignee, Consignor or owner to change billing only when car is in possession of TN and no additional car movement is required.  Changes included: a) Change in the name of the consignee b) Change in the name of the consignor c) Party to whom freight charges should be billed d) Change in destination e) Change in route f) Change in the payment status such as a change from prepaid to collect or collect to prepaid  If the billing for a car is changed as provided in this section, the charges as provided below, in addition to the through rate, will be applied for such service:	\$85

For explanation of abbreviations/reference marks, see Item 100.

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