

**NORFOLK SOUTHERN RAILWAY COMPANY**

VISION: BE THE SAFEST, MOST CUSTOMER-FOCUSED AND SUCCESSFUL TRANSPORTATION COMPANY IN  
THE WORLD

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**FREIGHT TARIFF**

**NS 8002 - A**

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(For Cancellation, See Page 12)

**LOCAL AND JOINT FREIGHT TARIFF**

**PUBLISHING**

**RULES AND CHARGES ON**

**ACCESSORIAL SERVICES**

**AT STATIONS ON**

**NORFOLK SOUTHERN RAILWAY COMPANY**

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3 Commercial Place  
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**CHECK SHEET – NS 8002-A TARIFF**

ORIGINAL AND REVISED PAGES NAMED BELOW CONTAIN ALL CHANGES FROM THE ORIGINAL TARIFF.

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**PLAN OF TARIFF**

THE APPLICATION OF THIS TARIFF WILL BE GOVERNED BY THE PRECISE TERMS AND CONDITIONS STATED ELSEWHERE HEREIN AND NOT BY THIS "PLAN OF TARIFF"

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▲ - Change in wording, which results in neither increase nor reduction in charges.

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**CANCELLATION NOTICE**

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This tariff cancels:

<u>Tariff</u>	<u>Extent of Cancellation</u>
NS 8002	SWITCHING RULES AND CHARGES TRANSFERRED TO NS 8001-A
NS 9207-J	IN FULL
NS 9300-B	IN FULL
NS 9359-H	IN FULL
NS 9270-A	IN FULL
▲ NS 9790-A	IN FULL

▲ - Change in wording, which results in neither increase nor reduction in charges.

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**PARTICIPATING CARRIERS**

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ABBREVIATION

NAME OF CARRIER

NS ..... Norfolk Southern Railway Company. On behalf of the following carriers:  
Norfolk Southern Railway Company  
Norfolk and Western Railway Company  
Alabama Great Southern Railroad Company, The  
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, The  
Georgia Southern and Florida Railway Company  
Tennessee Railway Company

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**GENERAL RULES**

**GENERAL RULES AND REGULATIONS UNLIMITED**

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**GENERAL RULES  
GENERAL RULES AND REGULATIONS UNLIMITED**

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ITEM 260

**HOLIDAYS, DEFINITIONS OF**

The term "holiday" means:

New Years Day	▲ Presidents Day	Memorial Day	Independence Day
Labor Day	Thanksgiving Day	Christmas Day	

In the event that any one of the above holidays occurs on a Sunday, the following Monday will be considered a holiday.

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▲ - Change in wording, which results in neither increase nor reduction in charges.

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**SECTION 1**

**CHARGES RULES AND REGULATIONS GOVERNING WEIGHING AND  
REWEIGHING OF EMPTY AND LOADED CARS**

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**SECTION 1**  
**CHARGES RULES AND REGULATIONS GOVERNING WEIGHING AND**  
**REWEIGHING OF EMPTY AND LOADED CARS**

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## ITEM 1000

⌘ **CERTIFICATION OF SCALES**

When weights obtained on railroad or private scales are used for the assessment of freight charges, such scales must conform to the requirements of the Association of American Railroad's Scale Handbook, or any reissues thereof.

## ITEM 1010

▲ **HOW WEIGHTS ARE TO BE ASCERTAINED**

- (A) When scale weights are used for the assessment of freight charges, weighing must be done by or under the supervision of the carrier or their representative or under weight agreements. When weights are required for the assessment of freight charges and the carrier does not weigh the car, estimated or minimum weights will be used to rate the shipment in the following order:
- (1) If the rate authority applies on a single minimum weight, that minimum weight will be used.
  - (2) If the rate authority contains no minimum weight or multiple minimum weights, the average historical weight based on commodity and specific car type capacity will be used.
  - (3) If neither 1 nor 2 apply, 95% of the specific car type capacity will be used.
- (B) Cars may be weighed at rest:
- (1) When uncoupled and free at both ends.
  - (2) When coupled at one end and free at the other end, only at points where the scale rails are level for distance of 50 feet.
- (C) Cars may be weighed in motion, coupled or uncoupled, only upon a weighing system designed for weighing in this manner.
- (D) Cars loaded with long material extending from one car to another may be weighed coupled at rest. They may also be weighed coupled in motion on scales of sufficient length to properly weigh together cars so coupled.
- (E) When the actual tare of a car has been ascertained immediately before loading, it shall be used in lieu of the marked tare, except as provided in Paragraph (F) of this item.
- (F) If a loaded car upon arrival at destination is weighed and the actual tare is ascertained after the entire lading of the car has been removed, including all packing and the debris resulting from that lading, it shall be used in lieu of the marked tare. If the car is reloaded by the consignee, actual tare obtained in like manner may be used.
- (G) The tare weight from the Universal Machine Language Equipment Register (UMLER) should be used to arrive at the net weight of the load, except as provided in (E) and (F) of this item.

▲ - Change in wording, which results in neither increase nor reduction in charges.

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**SECTION 1**  
**CHARGES RULES AND REGULATIONS GOVERNING WEIGHING AND**  
**REWEIGHING OF EMPTY AND LOADED CARS**

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ITEM 1020

**WEIGHING AND REWEIGHING OF EMPTY AND LOADED CARS**

Weighing or reweighing of empty or loaded cars will be performed when requested, where scales are available in the normal route of movement and if practicable without delay of shipment or disruption of normal operations. Any applicable charges will be assessed against the party requesting the weight.

ITEM 1030

**INFORMATION TO BE SHOWN ON SCALE WEIGHT CERTIFICATE  
AND SHIPPING DOCUMENTS**

- (A) A record shall be kept on the scale weight certificate showing the gross, tare, and net weight and the date and time of weighing.
- (B) All shipping documents must show the station at which a car is weighed and the gross weight, tare weight and net weight. If actual tare weight is used it must be so noted on the shipping document; in the absence of actual tare weight the tare weight from the Universal Machine Language Equipment Register (UMLER) will be used to determine net weight. The method of ascertaining the weight should also be specified as railroad scale, tariff, or agreement weight. When weights are obtained for billing purposes under weight agreements, which do not provide for use of the gross and tare weights, the gross and tare weights need not be shown.

ITEM 1040

**▲ WEIGHTS TO GOVERN AND TOLERANCE**

**DEFINITION OF TOLERANCE** - The difference in weights due to variation in scales or weighing which may be permitted without correction of the billed weight.

- (A) Where carload freight, which by the inherent nature of the commodity, is subject to a change in weight, the billed weight will not be changed unless an obvious error is discovered. Each such case will be reviewed and dealt with based on its own individual merits.
- (B) Where carload freight, the weight of which is not subject to change due to inherent nature, or empty cars are check-weighed or reweighed enroute or at destination, no correction will be made in the billed weight unless the difference between the original net weight and the net weight obtained by reweighing exceeds plus or minus one percent (1%) of the original billed weight. (See exception) In such cases, the original billed weight will be changed. If carload freight or empty cars are check-weighed or reweighed and the difference in weights exceeds the tolerance provided in this item, the carrier if practicable and at its option may weigh the car a third time. If the third weighing confirms the original weight within the tolerance, no change in the original bill weight shall be made. Where the original weight cannot be applied as above, the lower of the second or third weight shall be used for rating the shipment.

(Continued on following page)

▲ - Change in wording, which results in neither increase nor reduction in charges.

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**SECTION 1**  
**CHARGES RULES AND REGULATIONS GOVERNING WEIGHING AND**  
**REWEIGHING OF EMPTY AND LOADED CARS**

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ITEM 1040 (Concluded)

- (C) Tolerances in this item do not apply to empty cars unless entire previous lading and all packing debris or residue resulting from previous lading or loadings has been removed before empty car is weighed.
- (D) The provision of this item will not apply in connection with shipments moving under applicable weight agreements. (See Item 1090).

**EXCEPTION**

The tolerance for coal, coke and iron ore will be one and one half percent (1 1/2%).

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ITEM 1050

**▲ LOSS AND DAMAGE CLAIM TOLERANCE**

Application of this item:

The provisions of this item are applicable only to claims pertaining to loss or damage to Scrap Iron or Steel, STCC 40 211 (X).

Definition of Tolerance:

- Tolerance shall be the greater of the following:
- Two percent (2%) of the origin weight or
- 500 pounds per carload.

Application of Tolerance:

In computing the amount of loss or damage for which the carrier is responsible, the tolerance shall be deducted from the difference between the origin weight and the destination weight of the lading.

Claim filing procedure:

Claims for loss or damage shall be filed in accordance with the standard freight bill of lading terms and conditions and submitted to:

Manager Freight Claim Settlement  
1200 Peachtree Street, NE - Box 153F  
Atlanta, GA 30309

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▲ - Change in wording, which results in neither increase nor reduction in charges.

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**SECTION 1**  
**CHARGES RULES AND REGULATIONS GOVERNING WEIGHING AND**  
**REWEIGHING OF EMPTY AND LOADED CARS**

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ITEM 1060

**CHARGES FOR WEIGHING OR REWEIGHING**

- (A) When weights are required for the assessments of freight charges, no charge will be made by the carrier for such weighing service and weights (gross, tare, and net) used for billing purposes will be furnished without charge, to parties named on the billing instructions.
- (B) Shipments rated per car, per mile or any measure not requiring weights will not be weighed by NS free of charge. When a car is weighed or reweighed at the request of the consignor, consignee, or another carrier in the route of movement, the service will be performed if practicable and at the discretion of the carrier. Weight information will be provided to the party requesting the weight through the automated shipment tracking applications on Norfolk Southern's web site or by contacting the ▲Operations and Service Support at (800) 635-5768. Charges will be in accordance with conditions named below, subject to the rules and carload minimum weights prescribed in the price authority. In the event that the authority for the line haul charge is contained in a private or confidential document (contract, quotation, or any other non-public document), it will be the responsibility of the party requesting the weight to determine from the payer of freight charges if the shipment is moving under a per car, or other charge which does not require weights for the assessment of freight charges.
- (C) When a shipper or consignee requests the weighing or reweighing of an empty car, such service will be performed and charges will be in accordance with provisions of this tariff whether or not such weighing or reweighing discloses error in the tare weight.

(Continued on following page)

▲ - Change in wording, which results in neither increase nor reduction in charges.

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**SECTION 1  
CHARGES RULES AND REGULATIONS GOVERNING WEIGHING AND  
REWEIGHING OF EMPTY AND LOADED CARS**

ITEM 1060 (Concluded)

- (D) No charge will be made for the weighing of cars in motion on private track scales located on private tracks of the same ownership, subject to the following conditions:
  - (a) Cars must remain coupled while weighing is being accomplished.
  - (b) Weighing must be accomplished at normal freight train speeds for the track on which the track scales are located.
  - (c) No additional service will be rendered by the carrier, and the weighing which occurs must be purely incidental to the normal placement of loaded cars or removal of empty cars in the performance of simple switching services deemed to be part of a line-haul service or in the performance of simple switching services specifically authorized in switching tariffs.
  - (d) Carrier will not accept instructions to weigh cars, specifically by car number or otherwise, and carrier will not maintain records of cars weighed. When request is made to weigh a car or cars, charges otherwise provided herein for the weighing of cars at rest will be applicable.
- (E) When the lading has been transferred en route due to an accident, or where for other reasons, there is evidence of loss in transit attributable to the carrier, the carriers will, when practicable, reweigh the car without charge.
- (F) When request is made by consignor, consignee, or another carrier in the route of movement, for the reweighing of any car, such reweighing shall be done, whenever practicable and at the carrier's discretion. Charges will be assessed against the party requesting the weight, unless such weighing discloses an error in the billed weight, subject to the provisions of Item 1040.
- (G) When a car is weighed or reweighed either empty or loaded, a charge as shown herein, will be made each time car is weighed: (except as provided in Paragraphs (A) and (D) of this item).

Charges:

On private scales located at the industry.....	\$350.00 per car
When request is made at time of billing, charges will be billed to the party requesting the weight.....	\$350.00 per car
When request is made subsequent to billing, or by a party other than the shipper, charges will be billed to the party requesting the weight.....	\$350.00 per car
For all other weighing or reweighing.....	\$350.00 per car

- (H) Request for historical weights (cars that have reached destination and have been placed) will be processed by
  - ▲ Operations and Service Support at 800-635-5768. A charge of \$100.00 per car will be charged for all inquiries.

▲ - Change in wording, which results in neither increase nor reduction in charges.

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**SECTION 1**  
**CHARGES RULES AND REGULATIONS GOVERNING WEIGHING AND**  
**REWEIGHING OF EMPTY AND LOADED CARS**

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## ITEM 1070

% **TRANSPORTATION TO AND FROM SCALE AND CHARGES APPLICABLE THERETO**

The charges named in Item 1060 of this tariff include only the service of weighing in the normal route of movement in normal carrier operations. Charges for any additional switching or line haul movement to secure weights requested by consignor, consignee, or another carrier in the route of movement will be in addition to the charges in Item 1060 and will be billed to the party requesting the weight.

## ITEM 1080

▲ **WEIGHT AGREEMENTS**

- (A) When consignor's or consignee's weights, as the case may be, of property are accepted and applied by the carriers under-weight agreements, properly supervised, such weights should be designated in the prescribed manner on waybills, shipping tickets, bills of lading, or weight certificates (See Item 1060), Paragraph (B), and the property will not be reweighed, except as provided in Item 1060. Proper supervision means checking of the records of the consignor's or consignee's, as the case may be, by the authorized representative of the carrier to verify the weights and descriptions furnished, and the weighing of a sufficient number of cars for verifications.
- (B) When investigation, through examination of the consignor's or consignee's records, as the case may be, or by reweighing discloses error in weights of description shown on original billing, the charges will be adjusted to the proper basis, and notice of such change shall in all cases be transmitted to the interested carriers or their representatives.
- (C) Forms of weight agreement suitable to the character of the business tendered for transportation shall embrace the following general principles. The agreements shall be in writing and provide that:
- (1) The consignor or consignee, as the case may be, shall report and certify correct gross weights (except where estimated weights are provided in tariff or classifications), bills of lading or weight certificates and correct gross, tare and net weights when obtained on track scales, where such weights are used for billing purposes.
  - (2) The consignor or consignee, as the case may be, shall allow the authorized representative of the carrier to inspect the original weight sheets, books, invoices and records necessary to verify the weights and description of the commodities certified in the shipping tickets, bills of lading or weight certificate.
  - (3) The consignor or consignee, as the case may be, shall promptly pay to the authorized representative of the carrier, bill of all undercharges, resulting from the certification of incorrect weights or improper description.
  - (4) When weights of uniform or standard weight articles are based upon averages, the consignor or consignee, as the case may be, shall give prompt notice to the authorized representative of the carrier when any change is made in the package material used which will affect the weight arrived at by use of the average.

(Continued on following page)

▲ - Change in wording, which results in neither increase nor reduction in charges.

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**SECTION 1  
CHARGES RULES AND REGULATIONS GOVERNING WEIGHING AND  
REWEIGHING OF EMPTY AND LOADED CARS**

▲ ITEM 1080 (Continued)

- (5) The consignor or consignee, as the case may be, shall keep in good weighing condition any and all scales used in determining weights and have track scales tested, maintained and operated in accordance with the Track Scale Specifications and Rules approved by The Association of American Railroads and shall allow the authorized representative of the carrier to inspect and test them.
- (6) The agreement may be cancelled by ten days' notice in writing to either party.
- (7) All shipments made under the agreement will be subject to rates and charges prescribed by Classification, tariffs or rules of the carrier interested.

FORM OF WEIGHT AGREEMENT

Weight Agreement No. \_\_\_\_\_ 19\_\_\_\_

This AGREEMENT, entered into, by and between the Merchants Despatch Transportation Corp., for and in behalf of the Carriers for which the Merchants Despatch Transportation Corp. is duly authorized to execute this Agreement, and \_\_\_\_\_ of \_\_\_\_\_ (Town) \_\_\_\_\_ (State) \_\_\_\_\_

WITNESSETH: That, in consideration of the carriers, clients of the Merchants Despatch Transportation Corp., accepting the weights and descriptions as certified on shipping orders, bills of lading or weight certificates for commodities herein specified as the basis for assessing freight charges, it is hereby agreed:

- (1) The consignor or consignee, as the case may be, shall report and certify to the carrier correct gross weights and correct descriptions of commodities on shipping orders, bills of lading or weight certificates, by placing thereon imprint of certification stamp providing for certification by the carriers, clients of the Merchants Despatch Transportation Corp. When such weights are obtained on track scales, the correct gross, tare and net weights shall be given.
- (2) When weights of uniform or standard weight articles are based upon averages, the consignor or consignee, as the case may be, shall give prompt notice to the authorized representative of the carrier when any change is made which will affect the weight arrived at by use of the average, including any change made in package or material used.
- (3) The consignor or consignee, as the case may be, shall keep in good weighing condition all scales used in determining weights and have track scales tested, maintained and operated in accordance with the Track Scale Specifications and Rules approved by the Association of American Railroads and shall also allow the authorized representative of the carrier to inspect and test them.

(Continued on following page)

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**SECTION 1**  
**CHARGES RULES AND REGULATIONS GOVERNING WEIGHING AND**  
**REWEIGHING OF EMPTY AND LOADED CARS**

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▲ ITEM 1080 (Concluded)

- (4) The consignor or consignee, as the case may be, shall keep his records in such a manner as will permit a correct and complete check, and shall allow the authorized representative of the carrier to inspect the true and original weight sheets, books, invoices and records necessary to verify the weights and descriptions of the commodities certified in the shipping orders, bills of lading or weight certificates.
- (5) The consignor or consignee, as the case may be, shall promptly pay the authorized representative of the carrier, bills of all undercharges from original point of shipment to final destination, resulting from certification of incorrect weights or improper description, whether shipment is sold f.o.b. at point of shipment or elsewhere. Overcharges developed from check of consignor's or consignee's records, as the case may be, will be promptly certified by the authorized representative of the carrier in writing for proper adjustment.
- (6) Shipments made under this agreement will be subject to rate, charges, minimum and estimated weights prescribed by classifications, exceptions thereto, tariffs or rules of the carriers interested.
- (7) This agreement may be cancelled by ten days' notice in writing to either party; it being understood that the consignor or consignee, as the case may be, shall permit check of business and pay undercharges on all shipments made prior to cancellation.

This agreement applies on \_\_\_\_\_

▲ - Change in wording, which results in neither increase nor reduction in charges.

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**SECTION 1**  
**CHARGES RULES AND REGULATIONS GOVERNING WEIGHING AND**  
**REWEIGHING OF EMPTY AND LOADED CARS**

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ITEM 1090

**▲ FURNISHING WEIGHTS UNDER WEIGHT AGREEMENT**

- (A) When a shipment requires ascertainment of weight at destination by reason of consignee's weight agreement, consignee must furnish weight to the destination road-haul carrier by midnight on the second day following the day that the car which contained the shipment is released from demurrage
- (B) In the event that weight is not furnished in accordance with Paragraph (A) above, a charge of \$33.00 per car per day or fraction thereof, commencing with midnight on the second day following the day that the car which contained the shipment is released from demurrage , will be assessed by the destination road-haul carrier against the consignee until such weight is furnished.
- (C) Weights must be furnished by consignee to authorized railroad personnel in writing or by telephone confirmed in writing. If by U.S. Mail postmark will govern.
- (D) Where origin or destination weight agreements govern the assessment of freight charges, weights determined by the rail carrier are privileged information. Weights will be furnished upon request to consignor, consignee or party entitled to receive same.
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▲ - Change in wording, which results in neither increase nor reduction in charges.

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**SECTION 2**

**RULES AND CHARGES FOR DIVERSION**

(Except on Coal and Coke, for Rules and Charges see Freight Tariff NS 9037-series)

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ISSUED FEBRUARY 1, 2000

EFFECTIVE MARCH 1, 2000

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ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

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**SECTION 2**  
**RULES AND CHARGES FOR DIVERSION**

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**ITEM 2000****DEFINITION OF THE TERM DIVERSION** (See Note)

The term "diversion" can be used interchangeably with "reconsignment" and means any request received by NS that requires a change in the bill of lading, waybill, service order, or other shipping documents applicable to ▲loaded or empty cars that are in NS's possession as a line haul carrier.

Note: Does not apply to origin turnovers; origin turnovers subject to NS 6004 Items 600, 1000 and 1100. Does not apply to TOFC or COFC shipments, Coal shipments moving in unit trains, or hazardous material commodities subject to 49 C.F.R. 172.820 (a).

**▲ITEM 2010****APPLICATION**

(A) Orders for diversions will only be accepted from:

1. The freight payer or its authorized representative/agent.
2. The consignee, if issuing instructions for delivery to an NS served or open industry within the switch limits of the billed destination of record at the time of the diversion request.
3. The lessee or owner of private empty equipment (UMLER is the only reference file from which ownership or lease information will be accepted).

(B) When a diversion order is received, the trip plan for the original billed destination will be compared to the trip plan if the car had originally been billed with the change requested in the diversion order. The diversion order will be accepted if the car has not yet arrived at the last common location at which a connection would have been made under both trip plans. If there are no common locations at which connections would have been made under both trip plans, the diversion order will not be accepted.

(C) After a loaded car has been classified for its billed destination yard, or reached its billed destination yard on NS, only orders for a change in instructions for delivery to an NS served or open industry within the switch limits of the billed destination yard will be accepted. Such orders will be accepted only if the car has not yet been placed/interchanged or classified for delivery to the consignee, switching railroad, handling line, or connecting carrier. Diversion orders will not be accepted for an empty car that has been classified for its billed destination yard, or reached its billed destination yard on NS.

(D) In the event that the diversion cannot be accomplished the party requesting the diversion will be advised.

(E) NS will not assume any responsibility for effecting a diversion after a car has been interchanged to a connecting railroad, whether for a line-haul movement to another railroad or delivery by a handling line or switch carrier.

(F) NS will not be responsible for executing a diversion order on a specified day or time of day.

(Continued on following page)

▲ - Change in wording.

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ISSUED AUGUST 17, 2016

EFFECTIVE OCTOBER 1, 2016

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**SECTION 2  
RULES AND CHARGES FOR DIVERSION**

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**▲ ITEM 2010 - continued**

(G) Diversion orders must be placed through Norfolk Southern's internet based diversion application, prior to execution of the diversion. Diversion orders will also be accepted via facsimile or in writing at the address shown below.

Norfolk Southern Operations and Service Support – Diversions  
1200 Peachtree St., N.E.  
Atlanta, Georgia 30309  
Phone: (800) 635-5768  
FAX: (404) 589-6233

(H) All changes in connection with the diversion, including any applicable hold and/or demurrage charges must be paid or guaranteed to the satisfaction of NS before the car is diverted.

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**ITEM 2020****LINE-HAUL FREIGHT CHARGES**

(A) The through rate (local, joint or combination rates) will be that applicable from origin to destination, via the diversion station, on the date that shipment is originally billed.

(B) NS assumes no responsibility that the lowest through rate, from origin of the shipment to the diverted destination, can be protected via the diversion station.

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**ITEM 2030****TERMINAL SERVICES**

NS will not be responsible for any charges accruing on cars delivered to connecting railroads, other than the absorption of reciprocal or intermediate switching charges that are authorized by NS switching absorption provisions.

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**ITEM 2040****CHARGES FOR HOLDING CARS (See Note)**

Note: Does not apply to origin turnovers. Origin turnovers subject to NS 6004 Items 600, 1000 and 1100.

(A) Orders to hold cars will only be accepted from:

1. The freight payer or its authorized representative/agent.
2. Consignee, if issuing instructions for delivery to an NS served or open industry within the switch limits of the billed destination of record at the time of the diversion request.
1. Lessee or owner of private empty equipment (UMLER is the only reference file from which ownership or lease information will be accepted).

(B) Orders to hold cars will be accepted only if the car is in NS' possession and has not yet been placed/interchanged or classified for delivery to the consignee, switching railroad, or connecting carrier.

(Continued on following page)

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**▲ - Change in wording.**

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ISSUED AUGUST 17, 2016

EFFECTIVE OCTOBER 1, 2016

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NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

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**SECTION 2**  
**RULES AND CHARGES FOR DIVERSION**

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(C) Car will be held at a location of NS choosing, convenient to normal operations so as not to impact normal handling of the car or other shipments. Notice of arrival will be given to the party on whose order the car is held when the car reaches the holding station.

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▲ ITEM 2040 - Concluded

(D) Cars held will be SUBJECT TO DIVERSION CHARGE NO. 2 and this charge will be billed at the time notice to hold the car is accepted by NS. The charge is not refundable in the event that the car is diverted, rebilled, or released prior to arrival at the location.

(E) Cars held will be subject to a storage charge of \$60.00 per car per day (or fraction thereof), applicable from the time of arrival at the hold location until diverted, rebilled, or released.

(F) If the car is ordered to the original billed destination or diverted to another destination following the initial holding of the car, it will be SUBJECT TO DIVERSION CHARGE NO. 1 "CHANGE IN DESTINATION". This charge will be billed at the time notice to hold the car is received by NS and is not refundable in the event the car is not physically held.

(G) The following will apply if additional movement of the car is required at the station where the car is held:

1. If the car is ordered to be moved to another location at the hold station, it will be subject to local switching charges.
2. Any additional orders for movement of the car at the hold station will be subject to the local switching charges for each ordered movement of the car.
3. If the car is ordered to the original billed destination or diverted to another destination after either of the preceding additional movements (1. or 2.) it will be SUBJECT TO DIVERSION CHARGE NO. 1 "CHANGE IN DESTINATION".

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ITEM 2050

% **CHANGING A DIVERSION ORDER**

(A) Requests to change or cancel a previous diversion order will be handled as a new diversion order and subject to the provisions and charges as applicable to a new diversion order.

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▲ - Change in wording, which results in neither increase nor reduction in charges.

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ISSUED MARCH 26, 2004

EFFECTIVE MAY 1, 2004

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ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

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**SECTION 2  
RULES AND CHARGES FOR DIVERSION**

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▲ITEM 2060 – CANCELLED; SEE ITEM 2010

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▲ - Change in wording, which results in neither increase nor reduction in charges.

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ISSUED AUGUST 17, 2016

EFFECTIVE OCTOBER 1, 2016

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ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

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**SECTION 2**  
**RULES AND CHARGES FOR DIVERSION**

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ITEM 2070

**DIVERSION CHARGES**

(A) When the applicable diversion provisions have been met and the line-haul transportation price authorizes diversions, the following diversion charges will apply and will be assessed against the party requesting the diversion. (See Note 1)

## (1) "CHARGE NO. 1"

There is no charge for changes in destination or route when submitted through Norfolk Southern's internet based diversion application.

There is no charge for changes in consignee if the change is submitted through Norfolk Southern's internet based diversion application prior to arrival of the car at actual destination or the destination serving yard. If a change in consignee is submitted subsequent to arrival of the car at actual destination or the destination serving yard the charge will be \$198.00 per car.

When changes are submitted via facsimile or in writing, the charge will be \$198.00 per car on changes in the following:

- A. Destination
- B. Route
- C. Consignee (See Note 2)

## (2) "CHARGE NO. 2"

Holding - \$198.00 per car.

## (3) "CHARGE NO. 3"

The following changes must be submitted via facsimile or in writing to the address below, and the charge will be \$198.00 per car:

- ▲ Norfolk Southern Agency Operation Center  
1200 Peachtree Street, NE
- ▲ Atlanta, Georgia 30309  
Phone: (800) 854-2780  
FAX: (404) 589-6233

(Continued on following page)

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▲ - Change in wording, which results in neither increase nor reduction in charges.

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ISSUED NOVEMBER 22, 2013

EFFECTIVE JANUARY 1, 2014

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ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510



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**SECTION 2**  
**RULES AND CHARGES FOR DIVERSION**

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ITEM 2070 – Concluded

A. Any change to the original shipping document after shipment has been pulled from industry or team tracks at origin, (See Note 3) including but not limited to:

- 1) A change in the party responsible for payment of transportation charges (freight payer) of a shipment.
- 2) A change of the shipment from “Prepay” to “Collect” or the reverse.
- 3) A change in the description of the commodity shipped.

B. All other diversions

Note 1 - Any accrued demurrage charge or applicable diversion charge will be billed to the payer of freight charges unless, at the time of the change, the party requesting the diversion authorizes transfer of the accrued demurrage charges or applicable diversion charge to the new consignee. In the event that the demurrage charges are declined, the charges will be billed to the party authorizing the diversion.

Note 2 - A change in consignee will be accepted only if the car has not yet been placed/interchanged or classified for delivery to the consignee, switching railroad, or connecting carrier.

- ◆ Note 3 – Changes to the original shipping documents will not be permitted after arrival of the car at actual destination of the destination serving yard.

(B) If a single diversion order, given at one time contains a request for more than one change in the billing/shipping document, only one charge will be assessed, which will be for the change bearing the highest charge.

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◆ - Increase

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ISSUED MAY 7, 2004

EFFECTIVE MAY 28, 2004

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ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

**▲ SECTION 3**

**RULES AND CHARGES FOR HANDLING RAIL CARS FROM AND TO REPAIR,  
STORAGE, DISMANTLING, OR CLEAN OUT FACILITIES**

▲ - Change in wording, which results in neither increase nor reduction in charges.

ISSUED NOVEMBER 22, 2013

EFFECTIVE JANUARY 1, 2014

ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

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**SECTION 3**

**▲ RULES AND CHARGES FOR HANDLING RAIL CARS FROM AND TO REPAIR,  
STORAGE, DISMANTLING, OR CLEAN OUT FACILITIES**

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ITEM 3000

**▲ HANDLING PRIVATE EQUIPMENT FROM AND TO REPAIR, STORAGE,  
OR CLEAN OUT FACILITIES**

**(See Exception)**

- A. NS will assess a round trip handling charge of \$350.00 when private equipment, including tank cars are moved between an NS classification yard, or interchange track and repair, storage or clean out facilities within the same switching district. This charge will be billed when the car is delivered to the repair or storage facility. This charge will always apply on empty tank cars; unless NS receives line haul revenue to or from the repair or storage location.
- ▲ B. Empty cars moving on own wheels will be subject to charges published in NSRQ 4900-Series when:
1. Cars are new or have been restenciled with new initials and initials and/or numbers
  2. Cars are not listed in UMLER
  3. Cars are moving for scrapping or sale
  4. Private equipment, other than tank cars, moving from an NS origin, classification yard, or interchange track to (i) a repair, storage or clean out facility located outside of the switching limits of the car's then-current location or (ii) a repair, storage or cleanout facility on another carrier will be transported at mileage rates published in NSRQ 4900-Series. Once ready for revenue service, the car will move free out of the repair, storage or clean out facility located on NS' system to a location on NS' system, or an interline interchange track. Except as provided in the preceding sentence, a subsequent move or moves from the initial movement into the repair, storage or clean out facility to another repair, storage or clean out facility will be subject to mileage rates published in NSRQ 4900-Series.
- ▲ C. Private equipment, other than tank cars, moving from an NS origin, classification yard, or interchange track to a repair, storage or clean out facility located outside of the switching limits of the origin station, NS classification yard, or interchange track, will be transported at mileage rates published in NSRQ 4900-Series. Once ready for revenue service, the car will move free out of the repair, storage or clean out facility to a location on NS' system, or an interline interchange track. Except as provided in the preceding sentence, a subsequent move or moves from the initial movement into the repair, storage or clean out facility to another repair, storage or clean out facility will be subject to mileage rates published in NSRQ 4900-Series.
- D. In absence of advance written instructions requesting otherwise, handling charge and mileage rates subject to the rules in tariff NSRQ 4900-Series will be assessed against the car owner. Holding/Storage charges will be assessed against the repair facility as stipulated in Freight Tariff NS 6004-Series.
- E. Refer to RIC 6007-Series for additional guidance applicable to this section.

**Exception:**

Handling charge will not be assessed on cars of TTX Company ownership, or on multi-level cars.

- ▲ - Change in wording, which results in neither increase nor reduction in charges.

ISSUED NOVEMBER 22, 2013

EFFECTIVE JANUARY 1, 2014

ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

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**SECTION 3**  
**RULES AND CHARGES FOR HANDLING RAIL CARS FROM AND TO REPAIR,  
STORAGE, DISMANTLING, OR CLEAN OUT FACILITIES**

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**% ITEM 3010****LINE-HAUL MOVEMENT OF EMPTY RAILROAD MARKED CARS OF OTHER THAN NS OWNERSHIP**

The following line-haul movements of empty railroad marked cars of other than NS ownership on NS are chargeable subject to the rates and provisions of NSRQ 4900-Series:

- A. New cars prior to first loaded move
- B. Restenciled cars prior to first loaded move
- C. Cars shipped for dismantling
- D. Cars moving to shop, except:
  - a. When obligated by the provisions outlined in OT 16
- E. Cars moving out of shop, except:
  - a. When obligated by the provisions outlined in OT 16
- F. Cars moving outside car service obligation at the request of the owner

All other empty line-haul movements of railroad marked cars will move subject to applicable industry car service rules, OT circulars and pooling arrangements.

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**% - Addition**

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ISSUED NOVEMBER 22, 2013

EFFECTIVE JANUARY 1, 2014

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ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

**SECTION 4**

**RULES, AND REGULATIONS AND CHARGES FOR THE MOVEMENT OF  
FREIGHT TRAINS.**

**ALSO SPECIAL TRAIN AND SWITCHING MOVEMENTS AT TERMINALS**

ISSUED FEBRUARY 1, 2000

EFFECTIVE MARCH 1, 2000

ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

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**SECTION 4**  
**RULES, AND REGULATIONS AND CHARGES FOR THE MOVEMENT OF**  
**FREIGHT TRAINS**

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## ITEM 4000

**APPLICATION OF SPECIAL TRAIN MOVEMENTS**

When dedicated special freight train service is requested by shipper or consignee or required because of excessive dimensions, excessive weight, high center of gravity or any other condition not permitting normal train operation, NS will perform special train movements:

Between Stations on NS, or Between Stations on NS and junctions with connecting lines, or From Stations on NS to stations on connecting carriers party to this tariff.

- ▲ The special freight train charges shown in item 4020 will be made for this service and will be in addition to the regular freight charges applicable to ordinary freight train movements.

The right is reserved to fill out such trains with additional cars at the option of this company.

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## ITEM 4010

**ADVANCE NOTIFICATION REQUIRED**

Special freight train movements will only be arranged upon reasonable notice to this company and when special motive power and crews are available without serious detriment to its other service and the right is reserved to fill out such trains with additional cars at option of this company.

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## ITEM 4020

**CHARGES FOR SPECIAL FREIGHT TRAIN**

The charge for special freight train service will be based on the rate of \$105.00 per train mile or fraction thereof, via route of movement, subject to minimum of 110 miles, which will be in addition to all other charges associated with the shipment.

Provisions of this tariff will not apply on special freight train movement of circus property, outfits, trains or cars when handled under special prices or contracts.

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## ITEM 4030

**IDLER CAR**

When special train movements include idler cars which are required for any reason, an additional charge of \$1200.00 will be assessed for each such idler car.

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## ITEM 4040

**MILEAGES TO BE USED IN DETERMINING CHARGES**

Refer to NS miles to determine mileages. Mileage will be computed on the basis of actual distance via the route of movement.

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- ▲ - Change in wording, which results in neither increase nor reduction in charges.
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ISSUED NOVEMBER 15, 2012

EFFECTIVE JANUARY 1, 2013

ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

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**SECTION 4  
RULES, AND REGULATIONS AND CHARGES FOR THE MOVEMENT OF  
FREIGHT TRAINS**

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## ◆ ITEM 4050

**SPECIAL TRAIN SERVICE AT TERMINALS**

When special movements at terminal points are required because of excessive dimension excessive weight, high center of gravity or other conditions not permitting normal operations a charge will be made, in addition to the regular freight or switching rates, a charge of \$2500.00 will apply when the time consumed is eight (8) consecutive hours or less for the time required to make the movement, and return the engine and crew to the starting point, any time required in excess of eight (8) consecutive hours will be charged for the basis of \$300.00 per hour or fraction thereof.

## ITEM 4060

**ATTENDANTS ACCOMPANYING FREIGHT SHIPMENTS**

If NS is unable to provide sufficient space to accommodate attendants accompanying freight shipments in cab of a locomotive in special train service and NS finds it necessary to provide a caboose to accommodate said attendants, or if attendants furnish their own caboose, the following charges will apply for caboose:

**CHARGES FOR CABOOSE**

\$2.00 per mile, minimum charge of \$1500.00 per caboose

**CHARGES FOR ATTENDANTS ACCOMPANYING SHIPMENTS**

\$1.00 per actual rail mile traveled, minimum charge of \$600.00 per attendant.

Mileage to be computed by use of NS miles.

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ITEM 4065 - CANCELLED ACCOUNT OBSOLETE.

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ITEM 4070 - CANCELLED ACCOUNT OBSOLETE.

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ITEM 4075 CANCELLED ACCOUNT OBSOLETE.

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◆ - Increase.

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ISSUED OCTOBER 1, 2009

EFFECTIVE JANUARY 1, 2010

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ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

**SECTION 5**

**RULES AND CHARGES GOVERNING OVERLOADED CARS**

ISSUED FEBRUARY 1, 2000

EFFECTIVE MARCH 1, 2000

ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510



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**SECTION 5**  
**RULES AND CHARGES GOVERNING OVERLOADED CARS**

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ITEM 5000

**RULES GOVERNING OVERLOADED CARS**

(Not applicable on cars loaded with Coal, Coke or Iron Ore)

- ▲ A car for which either the net weight is in excess of the car's load limit or the gross weight is in excess of the track weight limit at any point along the route of movement is defined as an overloaded car; this includes overloaded cars attributable to weather conditions.
- A. NS may elect to stop an overloaded car enroute and hold it on a track where partial unloading may be accomplished. It will be the responsibility of the consignor or owner of the shipment to partially unload the car at its expense. Removal of lading must be sufficient to eliminate the overload condition as defined above. NS will not furnish any personnel, equipment or machinery that may be necessary to partially unload the overloaded car.

Charges for each such car will be assessed as follows:

1. \$469 per car switching charges.
  2. \$130 per car reweighing charge.
  3. Demurrage of \$105 per car per 24-hour day or fraction thereof, beginning from the time of notification by NS until NS has been advised that lading has been adjusted and the car is ready to move on to destination. No free time will be allowed and charges will apply for all days held, including holidays.
  4. Freight charges pursuant to Item 5010 or Item 5020.
  5. \$578 per car overload charge for each such car that has been determined by NS to have been overloaded by more than 5000 pounds, on all commodities except those listed in 6.
  6. \$1,156 per car overload charge if shipment contains Scrap Iron/Steel (STCC 40211), Pig Iron (STCC 33111), Mill Scale (STCC 33119) Metalizing Plant Products (STCC 33115), or Construction and Demolition Debris (STCC 4029154).
- B. NS may elect to stop a trainload shipment that includes one or more overloaded cars enroute and hold the entire train on a track or tracks where partial unloading may be accomplished. It will be the responsibility of the consignor or owner of the shipment to partially unload each overloaded car at its expense. Removal of lading must be sufficient to eliminate the overload condition as defined above. NS will not furnish any personnel, equipment or machinery that may be necessary to partially unload the overloaded car or cars.

(Continued on next page)

▲ - Change in wording, which results in neither increase nor reduction in charges.

ISSUED JUNE 24, 2010

EFFECTIVE JULY 14, 2010

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ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

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**SECTION 5**  
**RULES AND CHARGES GOVERNING OVERLOADED CARS**

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ITEM 5000 (Continued)

**RULES GOVERNING OVERLOADED CARS**  
(Not applicable on cars loaded with Coal, Coke or Iron Ore)

Charges for each such car will be assessed as follows:

1. \$ 130 per car reweighing charge.
  2. Demurrage of \$5,775 per train for each 12-hour period or fraction thereof, beginning from the time of notification by NS until NS has been advised that lading has been adjusted and the train is ready to move on to destination. No free time will be allowed and charges will apply for all days held, including holidays.
  3. Freight charges pursuant to Item 5010 or Item 5020.
  4. For each such car that has been determined by NS to have been overloaded by more than 5,000 pounds, \$578 per car overload charge.
- C. In the event that overloaded car is delivered to destination without being stopped enroute for partial unloading (whether the overloaded condition is discovered prior to delivery or not), charges for each such car determined by NS to have been overloaded by more than 5,000 pounds will be assessed as follows:
1. \$578 per car overload charge on all commodities except those listed in 2.
  2. \$1,156 per car overload charge if shipment contains Scrap Iron/Steel (STCC 40211), Pig Iron (STCC 33111), Mill Scale (STCC 33119) or Metalizing plant products (STCC 33115), or Construction and Demolition Debris (STCC 4029154).

Freight charges will be assessed pursuant to Item 5030

- ◆D. Where an overloaded condition is due, in part, to weather (rain, snow, ice, etc), applicable railroad charges (including but not limited to demurrage, storage, switching, and reweighing) will be waived if:
1. The consignor or owner of the shipment provides a certified weight certificate showing the weight of the shipment was below the stenciled load limit of the car and such certificate is provided within 24 hours of notification of overload (excluding Saturdays, Sundays, and Holidays); and
  2. The consignor or owner of the shipment partially unloads the car or otherwise eliminates the overload condition at its expense within five days.

Absent the timely presentation of such a certified weight certificate all railroad charges shall apply. If the overload condition is not remedied by the consignor or owner of the shipment within the five days, all applicable railroad charges shall apply and will be assessed after the end of the fifth day; railroad charges that would have been assessed during the five days shall not apply and will not be assessed. NS will not furnish any personnel, equipment or machinery that may be necessary to partially unload or otherwise remedy the overloaded rail car.

◆ - Reduction.

ISSUED AUGUST 4, 2010

EFFECTIVE AUGUST 4, 2010

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ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

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**SECTION 5**  
**RULES AND CHARGES GOVERNING OVERLOADED CARS**

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## ITEM 5010

**FREIGHT CHARGES APPLICABLE ON LADING**

## A. WHEN FORWARDED TO ORIGINAL DESTINATION

When a car is loaded beyond its maximum carrying capacity, the lading will, when practicable, be transferred to a car of sufficient capacity. When a car of sufficient capacity is not available or if car is loaded beyond track weight limitation, so much of the lading as may be necessary to reduce lading weight below the weight restrictions of the car and/or weight restriction on rail will be transferred to another car, the entire shipment to be charged at actual weight and carload rate from point of origin to destination.

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## ITEM 5020

**REMOVED FROM OVERLOADED CARS**

## A. WHEN DISPOSED OF AT POINT OF UNLOADING.

When the excess from an overloaded car(s) is disposed of at point of unloading, freight charges on the excess tonnage will be based on the applicable carload rate and actual weight from original point of origin to unloading point or original destination, whichever results in the lower freight charges.

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ISSUED JUNE 24, 2010

EFFECTIVE JULY 14, 2010

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ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

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**SECTION 5**  
**RULES AND CHARGES GOVERNING OVERLOADED CARS**

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**ITEM 5030****FREIGHT CHARGES APPLICABLE ON EXCESS LADING WHEN DELIVERED TO DESTINATION**

When an overloaded car has been delivered through to destination without being stopped enroute for partial unloading, the freight in excess of the car's load limit or freight equivalent to the difference between the car's gross weight and the lowest track weight limit at any point along the route of movement, whichever is greater, will be billed at \$53 per ton.

◆ **ITEM 5040****RULES GOVERNING IMPROPERLY LOADED CARS**

Unless special loading, bracing, and blocking for a particular shipment is approved in advance and in writing by an authorized NS 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 NS loading pamphlets, diagrams, manuals, publications, and/or procedures (collectively, the "Loading Requirements"). NS cannot and does not routinely inspect shipments to determine compliance with these Loading Rules in light of the various different requirements peculiar to each respective shipment needed to secure compliance with the Loading Rules. Where NS does inspect a shipment, NS does so in general terms and NS 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. NS has the right to inspect, weigh and reject shipments at origin for not complying with the Loading Requirements.

A. NS may elect to stop any car that does not comply with the Loading Requirements en route and hold it on a track 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. Except in the event NS elects to do so as provided in Section C below, NS will not furnish any personnel, equipment or machinery that may be necessary to properly secure a load.

Charges for each such car(s) will be assessed as follows:

1. \$469 per car switching charges.
2. \$500 per car handling charge for improperly loaded cars.
3. Demurrage of \$105 per car per 24-hour day or fraction thereof, beginning from the time of notification by NS until NS has been advised that lading has been properly secured and the car is ready to move on to destination. No free time will be allowed and charges will apply for all days held, including holidays.

B. NS may elect to stop a trainload shipment that includes one or more improperly loaded car(s) en route and hold 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. Except in the event NS elects to do so as provided in Section C below, NS will not furnish any personnel, equipment or machinery that may be necessary to properly secure a load.

Charges for each such car will be assessed as follows:

1. \$500 per car handling charge for each improperly loaded car.
2. Demurrage of \$5,775 per train for each 12-hour period or fraction thereof, beginning from the time of notification by NS until NS has been advised that lading has been adjusted and the train is ready to move on to destination. No free time will be allowed and charges will apply for all days held, including holidays.

## ◆ - Increase.

ISSUED DECEMBER 1, 2015

EFFECTIVE JANUARY 1, 2016

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Pricing Services  
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**SECTION 5**  
**RULES AND CHARGES GOVERNING OVERLOADED CARS**

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◆ ITEM 5040 (CONTINUED)

**RULES GOVERNING IMPROPERLY LOADED CARS**

C. Notwithstanding the foregoing, in the event that a load which has been tendered to and accepted by NS is found during transit to not be in conformance with the Loading Requirements, NS may, in its sole discretion, have the load either re-blocked and re-braced or transloaded to another railcar. In such event, the Shipper shall be responsible for all costs and expenses incurred in performing such re-blocking or re-bracing and/or transloading, and all other applicable NS charges; and any damage to the load arising from such re-blocking, re-bracing and/or transloading shall be the responsibility of the Shipper unless such damage is caused by the gross negligence of NS. Notwithstanding the foregoing, NS shall be responsible for the costs of any re-blocking, re-bracing and/or transloading where the Shipper has fully complied with the Loading Requirements and the need for re-blocking, re-bracing and/or transloading is caused solely by the actions of NS and not by the actions of the Shipper.

◆ - Increase.

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ISSUED DECEMBER 1, 2015

EFFECTIVE JANUARY 1, 2016

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**SECTION 6**

**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

ISSUED FEBRUARY 1, 2000

EFFECTIVE MARCH 1, 2000

ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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## ITEM 6000

**RULES GOVERNING RECEIPT AND DELIVERY OF CARS OF FREIGHT ON, TO AND FROM PRIVATE TRACKS AND INDUSTRIAL TRACKS SERVED BY NS ALSO DELAY OF CARRIERS LOCOMOTIVES**

▲ (See Note 4)

APPLICATION OF RULES GOVERNING RECEIPT AND DELIVERY OF CARS OF FREIGHT

1. Except as otherwise provided in Paragraph 3 and except as otherwise provided in other tariffs, cars of freight moving under carload, multiple carload or unit train rates including switching rates or empty cars moving with or without charge will be delivered on and removed from privately owned side tracks or industrial tracks near and connecting with the carrier's tracks without any additional charge, provided there are no conditions which make it unsafe for the carrier's locomotives to operate over such tracks, or that prevent the carrier from receiving or delivering cars at its ordinary operating convenience. (See Notes 2 and 3).
2. Except as otherwise provided in Paragraph 3, cars covered by Paragraph 1 will be received and delivered at loading and unloading locations on tracks designated the industry within the industrial plant site without any additional charge when that service can be ordinarily performed in continuous movement at the carrier's ordinary operating convenience, within the meaning of these terms as defined in Notes 1, 2 and 3 provided the locomotives in general use for switching in the vicinity of the plant site can safely operate over the tracks within the plant site.
3. When receipt or delivery of a car or cars as provided in Paragraphs 1 and 2 cannot be accomplished in continuous movement at the carrier's ordinary operating convenience because of interruption, interference or any other condition caused by the shipper or consignee, the carrier will arrange for receipt or delivery under the following provisions (See Note 3):
  - A. If it appears that the delay will be of a temporary nature, the locomotive will be held at the nearest available location and the service completed when conditions permit. For delay to the locomotive when so held, a charge of \$17.00 for each five minutes or fraction thereof in excess of 30 minutes will be assessed, which charge will be in addition to the published rate or rates. Charges will be assessed in accordance with the next preceding paragraph when delays encountered during a locomotive track or shift aggregate more than 30 minutes.
  - B. If, after a reasonable period of delay, the obstruction or condition preventing completion of service has not been removed or eliminated, the carrier may at its option, withdraw its locomotive and place any inbound car or cars on a hold or other available track or tracks within or without, the industry plant site. Charges for the delay encountered shall be computed in accordance with paragraph A. Subsequent movement by carrier locomotive of the car or cars from the hold or other track or tracks to actual point of delivery will be subject to a charge of \$69.00 per car.
  - C. For the purpose of applying the provisions of paragraphs A and B, time shall commence to run from the minute the conductor determines that the shipper or consignee is unable to accept service.

## EXPLANATION OF NOTES

NOTE 1: "Continuous movement" means a movement between the carrier's tracks and the loading or unloading locations, a hold track or tracks, or other place where cars are received or delivered without any delay or any suspension or break in time, or continuity of the movement, due to any circumstances or condition for which the industry is directly responsible.

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▲ - Change in wording, which results in neither increase nor reduction in charges.

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ISSUED JANUARY 11, 2002

EFFECTIVE FEBRUARY 1, 2002

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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NOTE 2: Ordinary operating convenience means that switching service will be provided by the carrier at the plant site or siding location at the following times:

- a. When terminal services are performed by switching locomotives, the time shall be that which is most advantageous to the carrier in relation to its coordinated and harmonious switching activities in a particular switching zone.
- b. When terminal services are performed by road-haul locomotives, the time shall be train arrival time at the plant site or siding.
- c. Ordinarily it contemplates only one switch per day and only on those days when the carrier has regularly scheduled service at the plant site or industry siding, except that the carrier may, at its discretion only, make additional switches when necessitated by the volume of traffic or to secure prompt release of equipment or facilities.
- d. The following services, when requested by shipper, consignee, or other party authorized to receive or deliver the car, are not in ordinary operating convenience of the carrier and will be subject to the charges maintained by the carrier in tariffs lawfully on file with the Interstate Commerce Commission or the State Commissions for special train service or other more specific services, such charges shall be in addition to all other charges:

Switching service on days service is not regularly scheduled;

Switching service performed at the specific request of the industry when such service is in addition to regularly scheduled service or is requested at a time other than the time selected by the carrier to perform switching service; or Switching service at a specifically designated time of the day.

NOTE 3: Except as otherwise provided in tariffs lawfully published, the operations named below where performed by the carrier as necessary incidents to the placement and removal of cars moving at published carload rates, shall not be deemed

- (a) to break the "continuous movements",
- (b) to be in excess of the "ordinary operating convenience" of the carrier,
- (c) to be an "interruption, interference or any other condition caused by the shipper or consignee", nor
- (d) to be a "circumstance or condition for which the industry is directly responsible" as those terms are used in these rules:
  - A. The temporary holding of outbound carrier owned cars on tracks of the industry for instructions from the shipper or of inbound cars on tracks of the carrier or industry for instructions from the receiver that unloads the car.
  - B. The removal and placement of cars empty, partly loaded, partly unloaded, or loaded when incidental to the placement or removal of other cars.
  - C. The service for securing the weight of freight, irrespective of the ownership of the scales used, where the weights obtained are used by the carrier for billing purposes.

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ISSUED FEBRUARY 1, 2000

EFFECTIVE MARCH 1, 2000

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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- D. Classifying, sorting and lining up cars on industry or carrier tracks.
- E. Delay and interruption resulting from the operations of a common carrier by rail on industry tracks.
- F. Operations performed in providing a service for which a separate charge is authorized pursuant to a published tariff.
- G. The temporary holding of cars on tracks of the carrier or industry for instructions from shipper or receiver.

Does not apply to origin turnovers. Origin turnovers subject to NS 6004 Items 600, 1000 and 1100.

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**ITEM 6010**

**RULES GOVERNING THE TESTING AND BILLING OF SCALE TESTS FOR INDUSTRY OWNED SCALES**

- ◆ No inspections or testing will be performed on the following holidays. New Year's Day, Presidents' Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Day after Thanksgiving, Christmas Eve, Christmas Day and New Year's Eve
- A. Unless otherwise provided by agreement, scales belonging to Privately Owned Companies will be inspected and tested on the following basis:
  - 1. Scales of customers whose weights are accepted by this Railroad for assessment of freight charges under proper agreement for billing purposes will be inspected and tested by the Railroad's Designated Representative at the convenience of the Railroad. Charges outlined in Paragraph G may be assessed for each Calendar Day of testing involvement or until the NS Scale Test car, where used, is interchanged back to Norfolk Southern.
- B. Belt Scale tests will be based on the following provisions:
  - 1. Shipments are to be Unit Train shipments consisting of multiple carloads destined to one consignee operated with one set of locomotive power, origin to destination.
  - 2. A certified reference scale is located on-site or situated in an area near the belt scale which will allow the performance of materials test at a minimal cost to Norfolk Southern and its customers.
  - 3. All Belt Scales must meet the requirements as stated in the Belt Scale sections of NIST Handbook 44 and the AAR Scale Handbook covering installation, testing, maintenance and user requirements.
  - 4. Demurrage will not be assessed on that portion of time involving the loading or weighing of cars used for such test.

Upon completion of the above-mentioned provisions, and the performance of a successful materials test, Norfolk Southern will issue an Origin or Destination Weight Agreement to be used for the assessment of freight charges. Following initial certification of a Belt Scale, Norfolk Southern will require semi-annual tests.

**NOTE** – Customers who have onsite reference scales may be allowed, under certain circumstances, to waive Provision (1) of this item covering Unit Train shipments. This will be at the discretion of the Supervisor handling Norfolk Southern Weight Agreements.

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◆ - Increase

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ISSUED FEBRUARY 22, 2005

EFFECTIVE MARCH 15, 2005

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**SECTION 6  
RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

- C. Necessary scale adjustments or minor repairs will be made under the supervision of a Norfolk Southern Designated Representative where such adjustments or repairs can be made without causing delay to the regular movement of testing equipment or the Representatives regular duties.
- D. Scale owners will be notified by the Railroad’s Representative when extensive scale repairs or delays are necessary.
- E. No request for special movement of scale test equipment or Designated Representatives services will be honored if not in the best interest of Norfolk Southern.
- F. Scales of shippers located on lines other than Norfolk Southern or shippers whose weights are not accepted by Norfolk Southern for billing purposes under agreement will be inspected and tested only upon written request of owner and charges will be assessed against scale owners as shown in Paragraph G.
- G. Charges for testing scales will be made on the following basis when no train crew services are required. (See Note)

1. Minimum daily charge for test of any scale:

Monday through Friday.....	◆ \$2000.00
Saturday through Sunday.....	◆ \$3000.00

Daily Testing Delay Charges will accrue from the date of the scheduled test and will accrue daily while Railroads representative is required to stay to complete test and/or until the test car is interchanged back to Norfolk Southern if delays are caused by Customer.

2. Additional tests conducted in same day at one facility will be billed at:

Monday through Friday.....	◆ \$600.00 per test
Saturday through Sunday.....	◆ \$900.00 per test

3. Charges for Contractor testing will be billed at cost to Norfolk Southern plus 10% handling charge.

4. Belt Scale material tests will be billed at:

Monday through Friday.....	◆ \$2000.00 per day
Saturday through Sunday.....	◆ \$3000.00 per day

**NOTE** – Services for engine and train crews used in the testing of scales will be in addition to and billed separately from these charges and are subject to applicable tariffs covering such service.

- H. When scale tests are performed on private company scales (See Note 1) located on lines other than Norfolk Southern (See Note 2), charges in Paragraph G will be assessed against the Railroad on which the company is located. Charges will accrue daily from the date of the scheduled test and will continue to accrue until the test car is interchanged back to Norfolk Southern.

**NOTE 1** – Private Company scales include but are not limited to scales owned and operated by other railroads.

**NOTE 2** – Lines under Lease Agreement from Norfolk Southern are considered as being other than Norfolk Southern for the purpose of applying this item.

◆ - Increase.

ISSUED NOVEMBER 15, 2012

EFFECTIVE JANUARY 1, 2013

ISSUED BY  
Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

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**SECTION 6  
RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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## ITEM 6020

**RESTRICTION GOVERNING LOADING OR UNLOADING OF HAZARDOUS OR DANGEROUS  
COMMODITIES ON PUBLIC DELIVERY OR TEAM TRACKS**

NS will not permit hazardous or dangerous commodities described below to be loaded or unloaded at public delivery tracks or team tracks:

All bulk shipments or shipments in containers which exceed 110-gallon capacity each of hazardous materials, hazardous substances or hazardous wastes as identified in Tariff BOE 6000-Series, Parts 170-179, or assigned a 48 or 49-Series in Section 3, Parts I, II, or III of Tariff STCC 6001-Series, except these provisions do not apply on STCC 49-102-60–Road Asphalt or Tar, Liquid (Flammable), (Petroleum Road Oil).

## ITEM 6030

**CARS RELEASED FROM INDUSTRY OR TEAM TRACKS WITHOUT FINAL DESTINATION FORWARDING  
INSTRUCTIONS**

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 as defined in publication NS 6004-Series, a handling charge of ♦ \$500.00 per car will be assessed against such customer, and the car will remain in continuous demurrage or detention (See Note 1) until such forwarding instructions are received by carrier's representative. (See Exception)
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 as defined in publication NS 6004-Series, a handling charge of ♦ \$500.00 per car will be assessed against such customer for the service of placing the car at the shippers leased track. (See Exception)
3. If a car is removed from industry or team track on customer's order without proper final destination forwarding instructions, and held awaiting forwarding instructions on carrier's track or shippers leased track, and such car is ordered back to the original industry or team track, the general intra-terminal or inter-terminal switching charge, as the case may be, will be assessed for the movement of the car in each direction.

NOTE 1 – If the car is subject to special detention rules and charges, the same detention rules and charges will be applied as governed in connection with the line-haul rate.

EXCEPTION: These provisions will not apply on shipments of coal, coke (the direct product of coal) or iron ore.

♦ - Increase.

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ISSUED NOVEMBER 1, 2011

EFFECTIVE JANUARY 1, 2012

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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ITEM 6040

**CHARGES FOR CARS REQUIRING SWITCHING-TURNING OF CARS TO PERMIT LOADING OR UNLOADING**

Rail cars must be properly loaded by shipper in such a manner that unloading can be accomplished from either side of the equipment. ▲ Orientation instructions will not influence operational handling. If the car is placed and must be repositioned at destination, the charges will be as follows.

1. When a customer requests that NS turn a car(s), the party requesting the service will pay NS \$700.00 for each car that NS turns. (See Note 1)

Note 1: For commodities moving in staggered door boxcars, the charge for turning car(s) will be \$100.00 for each car that NS turns.

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▲ - Change in wording, which results in neither increase nor reduction in charges.

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ISSUED APRIL 7, 2006

EFFECTIVE MAY 1, 2006

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Pricing Services  
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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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ITEM 6050

**CHARGES FOR RETURN OF CARS ACCOUNT SHIPPER'S ERROR**

When loaded or partially loaded cars are returned to industry at request of shipper, the following charges for return switching movements will be made (See Note 1):

- A. If intercepted within yard of industry and returned to loading track, or any track within confines of same industry, \$237.00 per car in each direction.
- B. If intercepted by NS at its regular assembling yards or any other location in switching limits and returned in switching service to loading track, or any other track within confines of industry, \$268.00 per car in each direction.
- C. If intercepted on connecting lines at assembling yards or any other location in switching limits and returned in switching service to loading track or any other track within the confines of industry, \$223.00 per car in each direction.
- D. If intercepted at assembling yard or any other location in switching limits and returned to connecting line in switching service, \$223.00 per car in each direction.

**EXPLANATION OF NOTES**

NOTE 1 – Charges of connecting line will be in addition.

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ITEM 6060

**HANDLING OF CARS DIVERTED AT INTERCHANGE STATIONS**

If after receiving a car in interchange from a connecting carrier, NS is requested by- shipper-to return the car to the same carrier or give the car to another carrier at the interchange station, prior to the car departing the interchange station in NS line-haul service or placing the car at an industry, the charge for handling the car will be \$434.00 per car.

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EFFECTIVE MARCH 1, 2000

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

ITEM 6070 (concluded on next page)

**INTERCHANGE ERROR MOVEMENTS**

1. Cars received by NS, in error or without necessary forwarding directions, will be handled in accordance with AAR Car Service Rule 7.
2. If cars are returned to the delivering carrier, forwarded to the proper carrier, or require holding, NS will assess the delivering carrier a charge of:

AA	\$100.00 per car.
ACJR	\$100.00 per car.
ACWR	\$250.00 per car.
ADBF	\$1,000.00 per car.
AGR	\$390.00 per car.
ALS	\$108.00 per car.
ARC	\$600.00 per car.
ATN	\$250.00 per car.
AVR	\$500.00 per car.
BAYL	\$452.00 per car.
BDR	\$250.00 per car.
BH	\$350.00 per car.
BOCT	\$250.00 per car.
BLE	\$325.00 per car.
BPRR	\$450.00 per car.
BRC	\$112.00 per car.
BS	\$463.68 per car.
BSOR	\$300.00 per car.
BVRY	\$199.00 per car.
CA	\$390.00 per car.
CAGY	\$500.00 per car.
CCH	\$250.00 per car.
CCRA	\$500.00 per car.
CERA	\$390.00 per car.
CGR	\$390.00 per car.
CFE	\$550.00 per car.
CHAT	\$500.00 per car.
CIC	\$300.00 per car.
CIND	\$500.00 per car.
CIRR	\$500.00 per car.

CLNA	\$117.00 per car.
CMR	\$300.00 per car.
CN	\$435.00 per car.
CPRS	\$435.00 per car.
CRL	\$350.00 per car.
CSS	\$200.00 per car.
CTN	\$250.00 per car.
CUOH	\$500.00 per car.
CWRO	\$150.00 per car.
DC	\$173.40 per car.
EARY	\$500.00 per car.
ESPN	\$285.00 per car.
ETL	\$222.56 per car.
EV	\$250.00 per car.
EWR	\$350.00 per car.
FEC	\$200.00 per car.
FGLK	\$250.00 per car.
FIR	\$300.00 per car.
GC	\$500.00 per car.
GFRR	\$250.00 per car.
GMR	\$275.00 per car.
GR	\$390.00 per car.
GRW	\$450.00 per car.
	Note 1
GRWR	\$180.00 per car.
GS	\$350.00 per car.
GWWR	\$250.00 per car.
HRS	\$250.00 per car.
IAIS	\$350.00 per car.
IANR	\$450.00 per car.

ICE	\$400.00 per car.
IMRR	\$275.00 per car.
INRD	\$300.00 per car.
IORY	\$500.00 per car.
IR	\$400.00 per car.
ISRR	\$390.00 per car.
ISW	\$75.00 per car.
JAIL	\$550.00 per car.
JVRR	\$175.00 per car.
KCTL	\$200.00 per car.
KTR	\$350.00 per car.
KXHR	\$175.00 per car.
LA	\$230.00 per car.
LIRC	\$300.00 per car.
LMIC	\$205.00 per car.
LNVT	\$380.00 per car.
LT	\$380.00 per car.
LVRR	\$175.00 per car.
MAW	\$400.00 per car.
MNBR	\$500.00 per car.
MNJ	\$250.00 per car.
MPA	\$150.00 per car.
MSCI	\$350.00 per car.
MSO	\$350.00 per car.
NBER	\$175.00 per car.
NECR	\$390.00 per car.
NOW	\$250.00 per car.
NSHR	\$175.00 per car.

Note 1: Charges will be paid directly to GRW when CN is the intermediate carrier.

- ◆ - Increase
- - Reduction

ISSUED AUGUST 17, 2016

EFFECTIVE OCTOBER 1, 2016

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NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

**SECTION 6  
RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

ITEM 6070 (concluded)

**INTERCHANGE ERROR MOVEMENTS**

NTRY	\$150.00 per car.
NYA	\$390.00 per car.
NYGL	\$450.00 per car.
NYNJ	\$500.00 per car.
NYSW	\$350.00 per car.
OHIC	\$500.00 per car.
PAL	\$250.00 per car.
PBR	\$240.00 per car.
POHC	\$500.00 per car.
PRL	\$350.00 per car.
PUC	\$186.00 per car.
PW	\$450.00 per car.
RBMN	\$300.00 per car.
RJCC	\$275.00 per car.
RJCL	\$275.00 per car.
RJCN	\$275.00 per car.
RJCP	\$275.00 per car.
RJCW	\$275.00 per car.
RSR	\$450.00 per car.
SAPT	\$200.00 per car.
SB	\$250.00 per car.
SH	\$320.00 per car.
SWP	\$500.00 per car.
SVRR	\$175.00 per car.



TPW	\$390.00 per car.
TTR	\$186.00 per car.
TYBR	\$321.00 per car.
TZPR	\$230.00 per car.
UMP	\$213.00 per car.
UCIR	\$175.00 per car.
URR	\$483.23 per car.
VR	\$500.00 per car.
WBCR	\$75.00 per car.
WC	\$400.00 per car.
WCOR	\$450.00 per car.
WE	\$165.00 per car.
WNYP	\$350.00 per car.
WSOR	\$575.00 per car.
WW	\$300.00 per car.
YARR	\$500.00 per car.
YB	\$500.00 per car.
YRC	\$500.00 per car.
YVRR	\$165.00 per car.



3. Cars held, awaiting disposition or for necessary data for forwarding, will be subject to an additional charge (assessed against the delivering carrier), following the first 12:01 AM after which written notice is given the delivering carrier:

All Carriers shown in paragraph 2...\$ 19.00 per car per day or fraction thereof.

Unless otherwise provided, when loaded or empty railcar(s) are received from a connecting rail carrier in error or without necessary forwarding instructions and NS performs line haul service or when railcars are received at the incorrect interchange location moving in line haul service, such movements will be subject to a charge of \$3 per mile (\$300 minimum per railcar, \$150 minimum per TOFC/COFC unit) to the erring rail carrier to return the railcar(s) to the original interchange point (round trip) or to a subsequent interchange point or destination customer. Forwarding instructions (EDI 404, 417, 418) that contain erroneous information received from another rail carrier that cause additional line haul movement of traffic, are subject to the same charges.

◆ - Increase

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EFFECTIVE OCTOBER 1, 2016

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Pricing Services  
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**SECTION 6  
RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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**ITEM 6080****SWITCHING-TURNING OF CARS TO PERMIT LOADING OR UNLOADING FOR CONNECTING LINES**

When at the request of connecting lines, cars are turned to permit loading or unloading from one particular side or end of car, the following charges will be assessed against line requesting service:

- A. If the car is turned at a "Y" or a turn-table within the switching limits, switching charge of \$450.00 per car will apply in each direction.
- B. If the car is turned at "Y" or a turn-table at a point located outside the switching limits, apply charge of \$19.00 per car mile for the round-trip.

**ITEM 6090****MAINTENANCE CHARGE FOR INDUSTRIAL SWITCH CONNECTIONS****DEFINITION OF TERMS**

1. An industrial switch connection is a switch located upon NS property and maintained by NS for access to privately-owned sidetracks.

**CHARGE FOR MAINTENANCE OF INDUSTRIAL SWITCH CONNECTION**

- ◆ 1. The charge for maintaining each industrial switch connection is \$10,000.00 per year. This charge is payable by the owner of the sidetrack served by the industrial switch connection within thirty (30) days of invoice date and for each succeeding year.

**MAINTENANCE CHARGE FOR INDUSTRIAL SWITCH CONNECTIONS EXEMPTIONS**

1. The charge will not apply as to any calendar year in which the privately owned sidetrack served by the industrial switch connection originates or terminates seven (7) or more carloads.
2. The charge will not apply where specific terms of an executed Sidetrack Agreement so provide.
3. The charge will not apply if the owner of the sidetrack served by the industrial switch connection requests, before the payable date of the charge, that NS remove the industrial switch connection.

**MULTI-SIDINGS**

1. Where more than one privately-owned sidetrack is served by a single industrial switch connection, each of the individual owners of the private sidetracks will be liable for an equal share of the charge. The total number of carloads originated or terminated on all of the private sidetracks served by the industrial switch connection will determine whether the exemptions above apply.
2. NS is under no obligation to provide service to or from those private sidetracks for which any part of the applicable charge is unpaid.

- ◆ - Increase

ISSUED NOVEMBER 21, 2014

EFFECTIVE JANUARY 1, 2015

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**SECTION 6  
RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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## ITEM 6100

**ANNUAL MAINTENANCE CHARGE FOR COMMON TRACKS OPERATED BY NS WITHIN USX INDUSTRIAL PARK, FAIRLESS, PA**

- The Annual Maintenance Charge for common tracks operated by NS within the USX Industrial Park, Fairless, PA will be collected by NS at the beginning of each calendar year from the following customers located within the USX Industrial Park:

Air Liquide	Chicago Steel	Novolog Bucks County, Inc.
Bayer Corporation	Crown Cork and Seal	Thypin Steel
Bredero Price	Eastern American Warehouse	Tube City, Inc.
Chem Central	Laclede Steel Company	

- The Annual Maintenance Charge for the year 2000 for each tenant will be based on 1999 originated and terminated rail shipment volumes using the following table:

Annual Rail Volume	Annual Maintenance Charge
None	\$ 3,675
1 to 150 carloads	\$ 7,350
Over 150 carloads	\$13,230

## DEFINITION OF COMMON TRACKS

- Common Tracks within the USX Industrial Park, Fairless, PA are all tracks and related yards necessary to serve rail using tenants within the Park. Track within the boundaries of tenant property is not considered Common Track.

## ITEM 6110

**BILLS OF LADING; RATE-ROUTE INACCURACIES**

- Nothing in the bills of lading shall be construed to obligate NS to verify the rates specified on such bills of lading, to notify shippers of inaccuracies in those rates, or to reject bills of lading tendered by shippers and containing inaccurate rates including rates which have application but not via routing shown on the bill of lading. NS reserves the right at all times to apply the applicable rate then in effect with respect to the route designated. Should no route be designated by the bill of lading, NS shall be under no obligation to obtain more specific routing instructions from the shipper. In such case, NS will transport the traffic via an available route at its discretion between origin and destination.

ISSUED FEBRUARY 1, 2000

EFFECTIVE MARCH 1, 2000

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**SECTION 6  
RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

◆ # ITEM 6120 – Cancelled Account Obsolete

ITEM 6130

**BILLS OF LADING OR RECEIPTS FOR RETURN OF EMPTY CARS**

It will not be permissible to issue bills of lading or receipts for the return of empty cars of any description, except: Upon request from consignors, NS may issue a receipt in the following form to cover the free return movement of empty tank cars under the provisions of Rule 35, Tariff UFC 6000-Series.

<p>_____ Railroad received at _____ on _____ 19____,</p> <p><b>FROM</b></p> <p>Subject to the provisions of Classification covering movement of empty tank cars of private ownership, for which no charge is made.</p> <p>Consigned to</p> <p>Destination _____ State of _____ Country of _____</p> <p>Route _____ Car Initial _____ Car Number _____</p> <p>This car last contained _____ and (is) (is not) protected by inflammable placards.</p>
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◆ - Increase

# - Matter formerly shown and not brought forward is hereby eliminated account obsolete

ISSUED MAY 2, 2003

EFFECTIVE JUNE 1, 2003

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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ITEM 6140

**SHIPPING INSTRUCTIONS (BILL OF LADING INFORMATION)**

Customers tendering shipping instructions (Bill of Lading information) to NS for rail freight transportation., may do so by utilizing one of several avenues:

**Electronic Transmission**

1. EDI-Using ANSI X12 transmitted via a VAN
2. Flat File via VAN
3. FTP-404 ANSI X12 transmitted via a VAN
4. Flat File FTP via NS

Contact EC HELP @ 800-235-5551

**Web Based Transmission**

IBOL-Via accessNS

Contact EC HELP @ 800-235-5551

**FAX TO NS AOC (See Note 1)**

Fax: 800-580-6092

**Fax Via third party services which have made appropriate arrangements with NS (See Note 2)**

Contact EC HELP @ 800-235-5551

NS's approved method of EDI is the computerized transmission of shipping instructions (Bill of Lading information) in compliance with the American National Standards Institute (ANSI Standards).

**EXPLANATION OF NOTES**

◆ Note 1. If a customer faxes a bill of lading and/or shipping instructions, a \$50 charge will be assessed. Hazardous waste and radioactive class 7 shipments will be assessed a \$250 charge. All charges for faxes will be assessed to shipper and payable in US funds.

Note 2. Faxes sent through a third party will be subject to charges as quoted by the party used. Charges will be assessed by the third party to the Shipper.

ITEM 6145

**OPERATION OF DOCKS, PIERS OR WHARVES AT NORFOLK, VA**

(Applicable only when specific reference is made to this item)

<b>DOCKS, PIERS, OR WHARVES</b>	<b>LOCATION</b>	<b>OPERATOR OF FACILITY</b>
Elizabeth River Terminals	Southern Branch of Elizabeth River, Norfolk, VA	Elizabeth River Terminals, Inc.
Lamberts Point Docks, Inc. (Lamberts Points Divn.)	Foot of Boissevain Ave., and Elizabeth River, Lamberts Point, Norfolk, VA	Lamberts Point Dock, Inc., (Lamberts Point Divn.)
Lamberts Point Docks, Inc. (Sewells Points Divn.)	Sewells Point, Norfolk, VA	Lamberts Point Dock, Inc. (Sewell Point Divn.)
Norfolk International Terminals	Norfolk, VA	Norfolk International Terminals of Virginia International Terminal

◆ - Increase

ISSUED NOVEMBER 22, 2013

EFFECTIVE JANUARY 1, 2014

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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**ITEM 6150****PARTIAL PREPAYMENT OF FREIGHT CHARGES**

Freight charges on consignments intended for flag stations (stations at which there are no freight agents) must invariably be prepaid to destination.

Shipments will not be accepted from connecting lines partially prepaid, except under the following conditions:

- (A) When a carrier tendering a shipment at a junction point where additional prepayment of freight is necessary, shall authorize its junction agent to guarantee to its connection sufficient amount to carry the shipment to destination. The agent's claim for relief, if unable to collect from consignees, shall be adjusted on its merits, the voucher minimum rule not to apply in such cases.
- (B) When shipper delivers to an agent a shipment destined to a point not located on any line or railroad and to which the through rate cannot be ascertained, agents are authorized to accept same if an amount is paid sufficient to cover freight charges to nearest point of final delivery to which rate is known.
- (C) In all cases the reason for putting the extra amount of prepaid waybills should be carefully explained on the waybills.

**▲ ITEM 6160****SECURITY DEPOSITS FOR PAYMENT OF DEMURRAGE STORAGE AND OTHER ACCESSORIAL CHARGES**

- (A) A security deposit may be required to ensure payment of any demurrage, storage, and other accessorial charges that a customer (as defined below) may accrue, after specific written demand referring to this tariff provision, from any customer or intermediary (collectively referred to as "customer" for purposes of this Item) who:
  - 1. Is not on the NS's credit list or has filed for bankruptcy; or
  - 2. Fails to pay demurrage, storage, and other accessorial charges that were billed to the customer and fails promptly to communicate to NS a bona fide dispute concerning the validity of any unpaid charges or the customer's responsibility to pay such unpaid charges.
- (B) The deposit must be paid by certified check, cashier's check, or electronic wire transfer before any freight car is delivered to such customer for loading or unloading.
- (C) The total amount required to be deposited by a customer receiving a car for loading or unloading shall not exceed the higher of the following:
  - 1. A flat deposit amount based upon the customer's average demurrage accrued for all cars per month over its most recent twelve (12) months of activity; or
  - 2. A per car rate to be determined by the maximum amount of demurrage, storage and other accessorial charges that accrued on any one car during the preceding 12 months; not to exceed \$2,400 per car.

▲ - Change in wording, which results in neither increase nor reduction in charges

*Continued*

ISSUED APRIL 15, 2012

EFFECTIVE JULY 1, 2012

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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**▲ ITEM 6160 Concluded**

- (D) The deposit amount will be reviewed periodically, and NS may require customer to either increase the amount of its demurrage deposit or may refund part of the demurrage deposit based on the criteria described in Part C immediately above.
- (E) Deposits will no longer be required after the customer either:
1. Is placed on NS's credit list or agrees to ACH draft for payment of demurrage, storage, and other accessorial charges; or
  2. Establishes to NS' satisfaction that the customer has no responsibility for any demurrage, storage, or other accessorial charges, or notifies NS of the customer's bona fide dispute regarding its lack of responsibility to pay any such charges, both under the then-existing law in that jurisdiction.
- (F) Because deposits are established due to delinquencies or non-payment of demurrage charges, no interest will be paid by NS on any security deposited with it. It is within the discretion of NS to determine when issues of delinquency have been resolved and when the customer is no longer required to maintain a security deposit. Should rail service to the customer no longer be required, the security deposit will be released and returned, upon satisfaction of all outstanding bills for demurrage, storage, and other accessorial charges.
- (G) If a customer that receives railcars ("receiver" for purposes of this paragraph) avoids paying a deposit hereunder based on its bona fide dispute regarding that customer's lack of any obligation to pay demurrage, storage, or accessorial charges under the then-existing law in that jurisdiction, NS may require the customer that directed railcars to the receiver (the "shipper" for purposes of this paragraph) to pay a deposit in an amount, and under the same circumstances, as a deposit would be required by the receiver were there no bona fide dispute regarding that receiver's lack of responsibility. If such a deposit is required of the shipper, NS will not accept cars for shipment to the receiver until the deposit is received, or the shipper has made a commitment, acceptable to NS, to pay any demurrage, storage or accessorial charges incurred in connection with shipments to the receiver. A receiver paying a demurrage deposit acknowledges that it is responsible for demurrage for all cars it receives.

## ITEM 6170

**IMPACT TESTING**

1. NS will, when suitable arrangements can be made, furnish a locomotive, crew and sufficient empty cars on not less than five days notice for the purpose of impact testing, load and tie down configurations to determine suitability for regular usage.
2. A charge of \$1260.00 per car will be made for the motive power and crew necessary to run the test for not more than eight hours. For each hour in excess of eight hours, not to exceed four additional hours, a charge of \$210.00 per car per hour will be made. After a total of twelve hours have elapsed, a new crew will be assigned and the charges start as a new test.
3. For each car furnished by the carrier, whether for load bearing or as impact cars, a charge of \$289.00 per car per hour will be made. Such charge includes moving the cars to and from the test location and all switching necessary to conduct the test. Demurrage will not apply when cars are held for such tests.
4. All charges accrue whether or not the test is successful. Not less than five days written application to the carrier is required and service will be provided, subject to availability of equipment and crew.

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**▲ - Change in wording, which results in neither increase nor reduction in charge**

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ISSUED APRIL 15, 2012

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**SECTION 6  
RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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▲ ITEM 6180 (only change made is moving from page 56)

**EXERCISING CARS**

1. When the NS is requested to exercise (See Note 1) freight cars, such service will be performed and the charges published in the applicable switching tariff for intra-plant (See Note 2), intra-terminal or inter-terminal switching, as the case may be, will be assessed when such tariffs do not provide a specific charge expressly for exercising.

NOTE 1: Exercising is defined as the movement of a loaded or empty car for the purpose of preventive maintenance or preventing damage to equipment.

NOTE 2: When cars are moved over tracks leased by shippers, the intra-plant switching charge will be assessed, provided there is no movement over railroad owned tracks.

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ITEM 6190

**LOADING OR UNLOADING FREIGHT BY CRANES OR DERRICKS (EXCEPTIONS TO RULE 27, TARIFF UFC  
6000-SERIES)**

Where cranes or derricks (except wrecking cranes or derricks) operated by power (electric, steam or other power, except hand) are maintained or furnished and are used for the loading into or on cars or unloading from cars, a charge of \$15.00 per ton of 2,000 pounds for the actual weight of the freight so handled, subject to a minimum charge of \$41.00 per shipment will be assessed.

This charge will include the furnishing of power and man or men necessary to operate the crane or derrick but shipper or consignee will be required to furnish labor necessary to attach the tackle to and/or to detach tackle from the freight (See Note 1).

**EXPLANATION OF NOTE**

**NOTE 1** – Hand operated cranes or derricks are not available on Saturdays, Sundays or Holidays

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ITEM 6200

**LOADING OR UNLOADING FREIGHT BY HAND CRANES (EXCEPTION OF RULES 27, TARIFF UFC  
6000-SERIES)**

Where hand operated cranes are maintained and are used by shipper or consignee without the assistance of NS labor to load or unload no charge will be made for the use of such crane, but if NS labor is used, a charge of \$15.00 per ton of 2,000 pounds for the actual weight of the freight so handled, subject to a minimum charge of \$41.00 per shipment will be assessed.

This charge will include furnishing of man or men necessary to operate the crane but the shipper or consignee will be required to furnish labor necessary to attach the tackle to and/or detach tackle from the freight (See Note 1).

**EXPLANATION OF NOTES**

**NOTE 1** – Hand operated cranes or derricks are not available on Saturdays, Sundays or Holidays

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▲ - Change in wording, which results in neither increase nor reduction in charge

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ISSUED APRIL 15, 2012

EFFECTIVE JULY 1, 2012

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**SECTION 6  
RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

ITEM 6210

**LOADING OR UNLOADING FREIGHT BY CRANES OR DERRICKS**

(See Note 2)

When cranes or derricks, except wrecking cranes or derricks, operated by power (electric, steam or other power, except hand), are maintained or furnished and are used for loading into or on cars, or unloading from cars, the following charge will be assessed:

In Cents per Minimum per shipment  
100 lbs.

For the actual weight of the freight so handled..... 77 \$55.00

The above charge will include the furnishing of power and man or men necessary to operate the crane or derrick, but shipper or consignee will be required to furnish labor necessary to attach the tackle to and/or detach tackle from the freight (See Note 1).

Freight which is handled from ground to trucks by cranes or derricks, and which previously received crane or derrick service from car to ground, will not be subject to above provisions.

**EXPLANATION OF NOTES**

**NOTE 1** – The stations at which crane service is to be maintained will be determined by the carriers according to the circumstances and conditions which may justify it.

**NOTE 2** – Provisions of this item will not apply at Alexandria, VA nor Washington, DC.

ITEM 6220

**LOADING OR UNLOADING BY WRECKING CRANES OR DERRICKS**

(See Note 1)

Carriers do not obligate themselves by this tariff to furnish wrecking cranes or derricks or to furnish other crane service where it is required only on exceptional occasions and where the investment and the arrangement for operation will be unduly expensive or compared with the revenue which they would secure for the service, such service, when furnished, will be subject to special contract in each case, but in no case shall the charge be less than provided in this item for cranes or derricks operated by power.

**EXCEPTIONS TO RULE 27, TARIFF UFC 6000-SERIES**

(Loading or Unloading Freight by Hand Cranes)

Where hand operated cranes are maintained and are used by shipper or consignee without the assistance of NS labor to load or unload no charge will be made for the use of such crane, but if carriers' labor is used the following charge will be assessed:

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EFFECTIVE MARCH 1, 2000

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**SECTION 6  
RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

	In Cents per <u>100 lbs.</u>	<u>Minimum per shipment</u>
For the actual weight of the freight so handled.....	77	\$55.00

The above charge will include the furnishing of man or men necessary to operate the crane or derrick, but shipper or consignee will be required to furnish labor necessary to attach the tackle to and/or detach tackle from the freight (See Note 2).

**EXPLANATION OF NOTES**

**NOTE 1** – Provisions of this item will not apply at Alexandria, VA nor Washington, DC.

**NOTE 2** – The stations at which crane service is to be maintained will be determined by the carriers according to the circumstances and conditions which may justify it.

ITEM 6230

**RULES GOVERNING ADVANCE CHARGES**

1. Upon request, the NS will advance, for collection from consignee, the following charges:
  - (a) Legitimate charges of connecting rail or boat lines.
  - (b) Customs duties, Fees and Brokerage Fees, on Import and bonded freight from points in Canada.
  - (c) Charge on ex-lake Grain as following:

Lake Freight charges, adjustment for overages and shortages, charges for shifting of boats, charges for handling from boats to elevators, charges which accrue while grain is in elevators and charges for handling from elevators into cars.

ITEM 6240

**APPLICATION OF RATES ON SHIPMENTS IN NS SUPPLIED AND CONTROLLED PRIVATE MARKED COVERED HOPPER EQUIPMENT**

- (1) NS supplied and controlled private marked covered hopper cars (AAR Mechanical Designation 'LO') will be considered railroad equipment for rating and accessorial charges when such cars are in the following NS COBAN equipment pools:

IKB, IKD, IKG, IKH, IKJ, IKL, IKN, IKO, IKP

ISSUED FEBRUARY 1, 2000

EFFECTIVE MARCH 1, 2000

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**SECTION 6  
RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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ITEM 6250

**STAKING, BLOCKING AND BRACING OR OTHERWISE SECURING FREIGHT  
NOT TO APPLY ON COAL OR ON COKE (THE PRODUCT OF COAL)**

- (1) When carload freight, whether loaded in box cars or on flat or gondola cars, or freight in less than carloads when loaded on flat or gondola cars, requires to be staked, blocked or otherwise secured for safe transportation, shippers will be required to furnish the material and labor to secure safe transportation.

ITEM 6260

**UNITED STATES GOVERNMENT SCALE TESTING OUTFIT**

- (1) United States Government Scale Testing Outfits, on their own wheels, will be moved free over carrier when for account of United States Government (Bureau of Standards, Department of Commerce).

◆ ADD ITEM 6265

**ADDITIONAL CHARGE FOR CUSTOMER-CAUSED CONGESTION ON RAILROAD FACILITIES**

When, in the sole judgement of Norfolk Southern, an excessive quantity of constructively placed cars for a particular consignee congests railroad's facilities causing material operating problems, Norfolk Southern Marketing Dept. will notify consignee (receiver) at the location to which cars are destined that, starting fifteen days from the date of notification, Norfolk Southern will charge consignee \$50.00 per car per day or fraction of day for all consignee's cars on constructive placement exceeding three (3) times the number of cars that can be unloaded per day by consignee with normal switching. When customer's constructive placed cars drop below the level above Norfolk Southern will, effective that day, cease the \$50.00 per car per day charge. This charge is in addition to all provisions in NS 6004-Series.

ITEM 6270 ◆ - CANCELLED ACCOUNT OBSOLETE

◆ - Increase

ISSUED MARCH 31, 2000

EFFECTIVE MAY 1, 2000

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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ITEM 6275

**LOCOMOTIVES MOVING DEAD-IN-TOW UNDER REVENUE**

- ◆ NS will move locomotives not equipped with alignment control draft gear, but equipped with stop blocks, in special train service only. NS will not move locomotives on their own wheels if they are not equipped with either alignment control draft gear or stop blocks.

Locomotives tendered for forwarding dead-in-tow under revenue must be inspected and approved by Norfolk Southern Mechanical Department prior to movement on Norfolk Southern.

**Originating from a customer located on Norfolk Southern tendered for roadhaul movement beyond:**

If the locomotive can be safely inspected within 50 miles or less total round-trip mileage from the nearest Norfolk Southern Mechanical Department location having a qualified inspector available for this service the initial inspection will be done without charge.

If the unit does not pass the first inspection each additional inspection will be chargeable as follows:

50 miles or less round trip	\$400.00
75 miles or less round trip	\$500.00
100 miles or less round trip	\$600.00
200 miles or less round trip	\$900.00
300 miles or less round trip	\$1200.00

Any and all initial inspections in excess of 50 miles round trip will be chargeable in accordance with the above schedule. All inspections are subject to the availability of qualified Norfolk Southern Mechanical Department personnel during regularly scheduled hours.

Proper written authority is required for all inspection requests. This must include the name and billing address of the party responsible for payment. If the inspection is chargeable, the party requesting it must have a valid credit account with Norfolk Southern or make arrangements to prepay for the service.

**Dead-in-tow revenue locomotives received from other carriers in interchange:**

Locomotives moving under revenue dead-in-tow must not be tendered to Norfolk Southern at any blind interchange point, or pursuant to trackage rights, haulage service, or in run-thru train service from other carriers. Units must be delivered to Norfolk Southern at a manned interchange point in order to accomplish proper mechanical inspection and approval prior to forwarding.

No locomotives moving dead-in-tow under revenue will be accepted in interchange and forwarded without inspection and approval by Norfolk Southern Mechanical Department.

Locomotives which do not pass Norfolk Southern Mechanical Department inspection will be rejected in interchange.

ALSO

Norfolk Southern encourages all shippers and buyers of transportation services to commit to customs-trade partnership against terrorism (C-TPAT) security recommendations.

◆ - Increase.

ISSUED DECEMBER 1, 2010

EFFECTIVE MARCH 1, 2011

ISSUED BY  
Pricing Services  
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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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ITEM 6280

**HEATING OR THAWING, SUPERVISION OF**

1. The furnishing of steam under this rule shall be under the direct and continuing supervision of the consignor, consignee, owner or their agents, who shall specify in writing the exact extent of time the car shall be connected to the steam facilities provided by the railroad, and who shall be charged with the responsibility of seeing that time is not exceeded and that the steam is properly applied.

ITEM 6290

**HEATED REFRIGERATOR CARS IN CANADA**  
(SEE ITEMS 6290-6350)

Upon receipt of reasonable notice from shipper that a refrigerator car to move under heat is required for a carload shipment to move between stations on the NS in Canada, or from NS stations in Canada to stations on connecting lines in Canada (except to stations on CP Rail east of Thunder Bay, ON) also to stations on connecting road West of Thunder Bay, ON. For rules, see Tariff CP 6540-Series.

**CHARGE**

NS will endeavor to supply such car with a heater or heaters for which an additional charge of 38 cents per car mile, minimum \$38.00 per car will be made irrespective of whether they are activated or not, which charge will include the cost of servicing and attention to same in transit as shown in shipping instructions (See Item 1205) and will be in addition to the regular freight rate, and also in addition to the charge, if any for use of the car (See Exception, also "Service During Detention" in Item 1230).

# - Matter formerly shown and brought forward is hereby eliminated account obsolete.

◆ Reduction

ISSUED OCTOBER 3, 2003

EFFECTIVE OCTOBER 6, 2003

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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ITEM 6290 – Continued

**EXCEPTION**

On export traffic, i.e. that is traffic consigned to British and foreign countries the insular possession of the United States (Phillippine Islands, Puerto Rico, Hawaiian and the Virgin Islands) and the Panama Canal Zone, but not to Miquelon, also traffic for furtherance to Newfoundland or the Islands of St. Pierre and Miquelon via Portland, ME, Saint John, West Saint John NB, Halifax NS, Boston, MA or East Boston, MA, from stations where the export rates to said ports are the same as, or higher than to New York, NY, Weehawken, NJ, Philadelphia, PA, Baltimore, MD, for export on which heater services are required no charge will be made for such service.

ITEM 6300

**SHIPPER'S INSTRUCTIONS ON HEATED REFRIGERATOR CARS IN CANADA**  
(SEE ITEMS 6290-6350)

Blanket instructions relating to protective service will not be accepted. Instructions as authorized in this item governing the service selected must be filed covering each individual shipment. When offered shipments of perishable freight liable to damage by frost, agents must obtain from shippers definite and reasonable instructions on the Bill of Lading in accordance with one of the following notations:

- Standard heating and ventilation.
- Standard heating: keep hatch covers and hatch plugs closed to destination.
- Keep heaters activated and all hatch covers and hatch plugs closed to destination, regardless of outside temperature.
- Do not heat or open hatch covers or hatch plugs in transit regardless of outside temperature.
- Standard ventilation: do not heat in transit, regardless of outside temperature.

Should shipper not desire to forward car under "Standard Heating" and/or "Standard Ventilation", he may specify outside temperature, or inside temperature in the case of cars equipped with liquidimeters, at which he requires heater or heater activated or deactivated or outside temperature at which he requires hatch covers and hatch plugs opened or closed.

ISSUED FEBRUARY 1, 2000

EFFECTIVE MARCH 1, 2000

ISSUED BY  
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**SECTION 6  
RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

ITEM 6310

**DEFINITION OF STANDARD HEATING ON REFRIDGERATOR CARS IN CANADA  
(SEE ITEMS 6290-6350)**

“Standard Heating” consists of placing two heaters in tanks, bunkers or heater compartments, one at each end of car and activating them as soon as practicable at the following temperature and deactivating them as soon as practicable when the temperature rises above the degree mentioned (See Note):

Celery.....	5 below zero
Lemons.....	10 above zero
Other Citrus Fruits (Oranges, Grapefruit and Limes).....	5 above zero
Cheese, Cranberries, Eggs, Onions and Pears.....	10 above zero
Potatoes.....	25 above zero
Tomatoes (Fresh).....	25 above zero
Wine and Beer.....	32 above zero
Apple and All Other Perishable Commodities.....	15 above zero

**EXPLANATION OF NOTE**

Will not apply on shipments loaded in Refrigerator cars equipped with liquidometer temperature indicators or underslung heaters. Such shipments will be handled in accordance with instructions issued by the Transportation Department.

ITEM 6320

**DEFINITION OF STANDARD VENTILATION ON REFRIGERATOR CARS IN CANADA  
(SEE ITEMS 6290-6350)**

“Standard Ventilation” for all commodities except potatoes, pineapples and sweet potatoes consist of putting in all hatch plugs and closing all hatch covers when outside temperature falls to 32 degrees above zero and taking out all hatch plugs and opening all hatch covers when outside temperature rises above 32 degrees.

For potatoes, pineapple and sweet potatoes “Standard Ventilation” consists of putting in all hatch plugs and closing all hatch covers when outside temperatures falls to 40 degrees above zero and taking out all hatch plugs and opening all hatch covers when outside temperature rises above 40 degrees.

For tomatoes, “Standard Ventilation” consists of putting in all hatch plugs and closing all hatch covers when outside temperature falls to 45 degrees above zero and taking out all hatch plugs and opening all hatch covers when outside temperature rises above 45 degrees.

After unloading on team track has commenced, or when consignee has iced car or applies private lock or seal to either or both doors of car after arrival at destination, ventilating devices will be manipulated by carrier only on specific written instructions from consignee. Carrier will not manipulate ventilation devices after placement of cars on private or assigned sidings

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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ITEM 6330

**PERFORMANCE OF SERVICE ON HEATED REFRIGERATOR CARS IN CANADA**  
(SEE ITEMS 6290-6350)

When cars are moving under "Standard Heating" and/or "Standard Ventilation", or in accordance with specific instructions of shippers heaters will not be activated or deactivated and hatch covers and hatch plugs will not be manipulated between terminals except when trains are delayed, when attention will be given as soon as practicable.

**CARRIERS LIABILITY**

Property accepted for shipment under the terms and conditions of this Tariff will only be received and transported subject to such instructions of the shipper respecting the character and extent of the protecting service as are provided for herein. The duty of the carriers is to furnish without negligence reasonable protective service of the kind and extent so requested by the shipper. The carriers are not liable for any loss or damage that may occur because of the acts of the shipper or because the instructions of the shipper were incomplete, inadequate or ill-conceived, or that may arise from causes over which the carrier has no control.

**CHANGE IN SERVICE IN TRANSIT**

When perishable shipments have been forwarded with ice in bunkers or tanks, no instruction will be accepted for change to heater service while in transit or at destination.

1. When cars are forwarded under heater protection and shipper, owner or consignee requests in writing that heater instructions be cancelled, or,
2. When cars are forwarded with dry bunkers and shipper, owner or consignee requests in writing that heater service be instituted, carrier will, when practicable, endeavor to comply with amended instructions but only at regular inspection points.

**EXCEPTION**

No charge will be made for the removal of heaters at stop-off point when heater service is not provided beyond such point not for installation of heaters in a border point when cars are received from connection (in the United States) or when cars move via this line to such border point.

**COMPETITIVE MILEAGE**

Between common points the competing railroads mileage will apply if shorter than the distance via NS.

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**SECTION 6  
RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

ITEM 6340

**CHARGES FOR DETENTION OF HEATERS ON HEATED REFRIGERATOR CARS IN CANADA  
(SEE ITEMS 1220-1235)**

When shipper orders a refrigerator car for loading to move under heater protection in transit, and requires the use of heaters before or while loading, charges in paragraph (1) or (2) below will be made.

From time car has been placed for loading and until bill of lading has been signed. If, after tender of shipping instructions, cars shipped under heater protection in transit are held on track at point of origin at a point enroute, or at destination, the following charges will be assessed, whether heater is activated or not.

- (1) For refrigerator cars equipped with underslung heaters.....\$14.00 per car.
- (2) For other refrigerator cars.....\$ 9.00 per heater.

For each twenty-four hours or fraction thereof, as follows:

- (A) During time car is held in transit awaiting orders from shipper or owner.
- (B) From time of notification in any form to consignee or other party entitled to receive same.

The above rental charges for heaters, apply without any free time allowance and are in addition to demurrage, detention or other authorized charges.

ITEM 6350

**SERVICE DURING DETENTION ON HEATED REFRIGERATOR CARS IN CANADA  
(SEE ITEMS 6290-6350)**

It shall be the duty of the shipper or consignee, to give necessary attention to heaters at loading point and after notice of arrival at destination, but on specific order of shipper or consignee in writing, work may be performed on railroad team tracks by railroad employees acting solely as agents of such shipper or consignee and without any responsibility whatsoever on the part of the railroad company.

▲ ITEM 6360

**APPLICATION OF RATES ON MOTOR VEHICLES IN ENCLOSED BI-LEVEL, TRI-LEVEL, AND UNI-LEVEL CARS**

(SEE NOTE)

When motor vehicles are shipped in enclosed bi-level or enclosed tri-level or enclosed Uni-level cars with end doors, each door must be closed and latched. The enclosed bi-level or enclosed tri-level or enclosed Uni-level cars will not be moved from shipper's siding until the doors have been closed and latched by the shipper or his agent (See Exception).

**EXPLANATION OF NOTE\**

An enclosed bi-level or enclosed tri-level or enclosed Uni-level car is a car with end doors, covered sides, and a fully covered roof, identified as AAR car type Code V-000, V-200, V-400, V-700, or V-900-Series.

▲ - Change in wording, which results in neither increase nor reduction in charges.

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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**EXCEPTION**

Provisions of this item will not apply when for mechanical reasons, the origin railroad verifies that the shipper or his agent is unable to close and/or latch door.

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# ITEM 6370 - CANCELLED ACCOUNT OBSOLETE.

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▲ ITEM 6380

**LOADING OF IMPORTED MOTOR VEHICLES TO MULTI-LEVEL RAILROAD CARS AT PORT OF NEW YORK/NEW JERSEY**

1. Motor vehicles, freight or passenger, imported through the Port of New York, including Port Newark Elizabeth-Port Authority Marine Terminal, NJ, and Port Jersey Auto Terminal, NJ, for movement beyond on railroad furnished multi-level cars, will be handled only at the following locations, where specialized facilities for loading automobiles to rail cars are maintained.
  - a. NS Automobile Terminal, located at 860 Doremus Avenue, Newark, NJ 07114, (Station name "Doremus Auto Ramp, NJ", OPSL station number NS 62715, FSAC 75203).
  - b. FAPS, Inc., located at 371 Craneway Street, Newark, NJ 07114, (Station name "Port Newark Elizabe, NJ", OPSL station number NS 60215, FSAC 75087).
2. Loading of imported motor vehicles to multi-level railroad cars will not be permitted at other locations in the port area and orders will not be accepted for the placement of empty multi-level cars for loading at any location in the port area other than at the NS Automobile Terminal or at FAPS, Inc.

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▲ - Change in wording, which results in neither increase nor reduction in charges.

# - Matter formerly shown and not brought forward is hereby eliminated, account obsolete.

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**SECTION 6  
RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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▲ITEM 6390

**UNLOADING OF MOTOR VEHICLES FROM MULTI-LEVEL RAILROAD CARS AT NEWARK, NJ OR PORT  
NEWARK, NJ**

1. Motor vehicles, freight or passenger, destined to Newark, NJ or Port Newark Elizabeth-Port Authority Marine Terminal, NJ, or Port Jersey Auto Terminal, NJ, will be handled only at the following locations, where specialized facilities for unloading automobiles from rail cars are maintained.
  - a. NS Automobile Terminal, located at 860 Doremus Avenue, Newark, NJ 07114, (Station name “Doremus Auto Ramp, NJ”, OPSTL station number NS 62715, FSAC 75203).
  - b. FAPS, Inc., located at 371 Craneway Street, Newark, NJ 07114, (Station name “Port Newark Elizabe, NJ”, OPSTL station number NS 60215, FSAC 75087).
  
2. Unloading of Motor Vehicles from multi-level rail cars will not be permitted at other locations at stations Newark, NJ or Port Newark Elizabeth-Port Authority Marine Terminal, NJ, and Port Jersey Auto Terminal, NJ.

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# ITEM 6400 – CANCELLED ACCOUNT OBSOLETE

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# ITEM 6410 – CANCELLED ACCOUNT OBSOLETE

▲ - Change in wording, which results in neither increase nor reduction in charges.

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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**▲ITEM 6415****STORAGE CHARGES ON MOTOR VEHICLES STORED ON NORFOLK SOUTHERN PROPERTY**

Storage charges, as published in this item, will be segregated based on the vehicle's mode of movement to and from the facility.

Vehicles that move into or out of a facility via rail transportation will be assessed storage charges as follows:

1. For the period from time of receipt from manufacturer or delivering agent at the origin auto distribution facility, the first 60:00 hours will be counted as free time to allow the tender of vehicle shipping instructions. If vehicle-shipping instructions are tendered within the 60:00 hour free time period, no storage charges will be assessed unless the vehicle is placed in a "Hold" status.
2. For the period of time from notification to delivering agent of the vehicle's availability at the destination auto distribution facility, the first 60:00 hours will be counted as free time to allow removal of the vehicle from the facility.
3. Upon the expiration of free time, for the period from 60:01 hours through 156:00 hours, vehicle storage charges will be assessed at \$3 per vehicle per 24-hour period or fraction thereof.
4. For the period from 156:01 hours until the vehicle is removed from the facility, vehicle storage charges will be assessed at \$10 per vehicle per 24-hour period or fraction thereof.
5. Vehicles that are placed in a "Hold" status by the shipper at either origin or destination auto distribution facilities will be assessed the vehicle storage charges upon notification of vehicle "Hold" status, either at time of arrival or at the time of notification, whichever occurs last. Charges will apply per the schedule as if free time had expired. Any unused free-time will be reallocated to the vehicle once the "Hold" status is removed; however, total allocated free-time for any vehicle will not exceed 60 hours.

(Continued on next page)

▲ - Change in wording, which results in neither increase nor reduction in charges.

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**SECTION 6  
RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

▲ITEM 6415 – (Concluded)

**STORAGE CHARGES ON MOTOR VEHICLES STORED ON NORFOLK SOUTHERN PROPERTY**

Vehicles that move into and out of a facility via modes other than rail transportation will be assessed storage charges as follows:

1. No free time will be allotted.
2. For the period from time of receipt from manufacturer or delivering agent through 156:00 hours, vehicle storage charges will be assessed at \$5 per vehicle per 24-hour period or fraction thereof.
3. For the period from 156:01 hours until the vehicle is removed from the facility, vehicle storage charges will be assessed at \$10 per vehicle per 24-hour period or fraction thereof.

Monthly summary billings will be presented for payments that contain vehicle-level detail for each auto distribution facility where storage charges have accrued.

Listed are the facilities where these charges are applicable.

<u>Facility Name</u>	<u>Rail Station</u>
Atlanta (Poole Creek)	Hapeville, GA
Avon Lake	Avon Lake, OH
Ayer (Sanvel)	Ayer, MA
Buechel	Buechel, KY
Buffalo (Bison)	Buffalo, NY
Chicago Service Hub (Hegewisch)	Chicago Mix Ctr, IL
Doremus	Doremus Auto Ramp, NJ
Elkhart	Elkhart, IN
Fostoria Service Hub	Fostoria Mix Ctr, OH
Jacksonville	Jacksonville, FL
Kansas City Service Hub (Voltz)	Voltz Mix Ctr, MO
Kinsler	Kinsler, SC
McCalla	McCalla, AL
Mechanicville	Mechanicville, NY
Melvindale	Melvindale, MI
Meridian	Meridian, MS
New Orleans	New Orleans, LA
Petersburg (Poe)	Petersburg, VA
Ridgefield Heights	Ridgefield Heights, NJ
Shelbyville Service Hub	Shelbyville Mix Ctr, KY
Wentzville	Wentzville, MO
Winston-Salem (Walkertown)	Walkertown, NC

# ITEM 6420 – CANCELLED ACCOUNT OBSOLETE

▲ - Change in wording, which results in neither increase nor reduction in charges.

# - Matter formerly shown and not brought forward is hereby eliminated, account obsolete.

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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# ITEM 6430 – CANCELLED ACCOUNT OBSOLETE

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# ITEM 6440 – CANCELLED ACCOUNT OBSOLETE

# - Matter formerly shown and not brought forward is hereby eliminated, account obsolete.

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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# ITEM 6450 – CANCELLED ACCOUNT OBSOLETE

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ITEM 6460

**HANDLING OF BULK CARLOADS OF CEMENT, CALCIUM CHLORIDE, SALT, COMMON (SODIUM CHLORIDE), ROCK SALT (SODIUM CHLORIDE), SODIUM (SODA) ASH, SILICATE OF SODA AND CALCIUM CARBONATE ON PUBLIC UNLOADING TRESTLE AT KEARNY, NJ**

1. Shipments, in bulk, carloads, of Cement, Calcium Chloride, Salt, common (Sodium Chloride), Sodium (Soda) Ash, Silicate of Soda and Calcium Carbonate for unloading on public unloading trestle at Kearny, NJ but within the yard limits of Harrison, NJ must be consigned to Harrison, NJ (NS Station No. 60000). On such shipments a charge of \$33.00 per car will be assessed for the use of the unloading trestle which will be in addition to the line haul rate to Harrison, NJ, as published in price authorities.

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ITEM 6470

**POTASH MOVING ON TRAINLOAD RATES TO DELPHI, IN**

On shipments of potash moving on trainload rates from Northgate, ND with connections at Chicago, IL via NS. NS will assess a charge of \$2,940.00 per trainload when 25 or more cars are separated from the train by the NS. Advance notification must be furnished by the shipper for split delivery tendered to NS, twelve (12) hours prior to the split for delivery at Decatur, IL (See Note), Delphi, IN, Lafayette, IN, Peru, IN and Toledo, Ohio.

**EXPLANATION OF NOTE**

NOTE – Splits must be 49 cars or less.

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# - Matter formerly shown and not brought forward is hereby eliminated, account obsolete.

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**SECTION 6  
RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

ITEM 6480

**HOLDING OF CARS CONTAINING POTASH AT ENOLA, PA AND HARRINGTON, DE**

1. When delivery of trainload, or portion of trainload, shipments of Potash, in shipper owned or leased equipment, consigned to stations, and delivery cannot be made to stations account of inability of consignees to receive it or because of any other condition attributable to consignee, such trainload, or portion of trainload will be held at shipper's leased track at Enola, PA and/or Harrington, DE until orders are received to effect delivery. Delivery of trainload, or portion of trainload to consignees can be accomplished in any size multiple of cars or any number of deliveries, as required, but the specific cars to be delivered with each order will be at railroad discretion. The charges for this service will be \$249.00 per single car, \$105.00 per car for multiples of five (5) to fourteen (14) cars, and \$58.00 per car for multiples of fifteen (15) or more cars. The line haul rate to apply on shipments held at Enola, PA, or Harrington, DE, under the provisions of this item, is the applicable rate (local rate, joint rate or combination of intermediate rates) in effect on date of shipment from point of origin over the route of movement via Enola, PA, and/or Harrington, DE, to final destination. No charge, other than that provided herein, on cars held at Enola, PA and/or Harrington, DE, will be made for reshipment to final destinations.

ITEM 6490

**HOLDING OF CARS CONTAINING POTASH AT LANCASTER, PA**

1. When delivery of carload shipments of Potash, in shipper owned covered hopper cars, consigned to Rohrerstown, PA, cannot be made at this station account of inability of the consignee to receive it or because of any other condition attributable to consignee, such cars will be held at consignee's leased track at Lancaster, PA, until orders are received to effect delivery at Rohrerstown, PA. The charge for this service is \$187.00 per car. The line haul rate to apply on shipments hold at Lancaster, PA under the provisions of this item, is the applicable rate (local rate, joint rate or combination of intermediate rates) in effect on date of shipment from point of origin over the route of movement via Lancaster, PA to final destination. No charge, other than that provided herein on cars held at Lancaster, PA will be made for reshipment to Rohrerstown, PA. Reshipment of cars held at Lancaster, PA can be accomplished in any number of deliveries, as required, but the specific car(s) to be delivered with each order will be at railroad discretion.

ITEM 6500

**▲ UNLOADING AND RELEASE OF CARRIERS SUPPLIED EQUIPMENT AT DESTINATION**

Pursuant to Rule 27 of the Uniform Freight Classification 6000 series, car(s) must be unloaded completely prior to release as empty.

Upon arrival and placement of carrier supplied equipment for unloading at destination, consignee (unloader) will be responsible for unloading the equipment in a manner which does not damage the equipment, closing doors if so equipped, and for releasing the equipment in a condition suitable for reloading a similar commodity by another shipper. If unloader refuses or fails to remove all lading, dunnage, blocking, bracing, strapping, miscellaneous debris, or other material that was part of the inbound shipment, secure interior loading devices, or places additional material into the equipment before releasing the car, and Norfolk Southern discovers such failure and proceeds to remove or have removed such debris, Norfolk Southern will bill the unloader a charge of \$1000.00 per car. In addition NS reserves the right to assess additional charges associated with the cost of removing the material from the equipment, and any applicable demurrage or necessary switching charges.

▲ - Change in wording, which results in neither increase nor reduction in charges

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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ITEM 6515

**CARS FOUND TO BE LEAKING HAZARDOUS MATERIALS**

NS will assess a charge of ♦\$2,500 for the handling of cars loaded with or containing residue of Hazardous Materials that are found to be leaking, and for which NS or its representatives take action for securement of the leaking car.

Charges will be assessed to the shipper shown on the applicable bill of lading. The ♦\$2,500 charge includes administrative, switching and demurrage charges, but excludes all other securement charges. Shipper remains liable for all other securement, clean-up, and other incidental charges associated with the leaking car. ▲In addition, Shipper must provide NS with any reports prepared on Shipper's behalf by third party response contractors in connection with such incidents.

ITEM 6517

**CARS FOUND TO BE LEAKING NON- HAZARDOUS MATERIALS**

NS will assess a charge of \$1,500 for the handling of cars loaded with or containing residue of Non-Hazardous Materials that are found to be leaking, and for which NS or its representatives take action for securement of the leaking car.

Charges will be assessed to the shipper shown on the applicable bill of lading. The \$1,500 charge includes administrative, switching and demurrage charges, but excludes all other securement charges. Shipper remains liable for all other securement, clean-up, and other incidental charges associated with the leaking car.

ITEM 6520

**CHARGES FOR THE RETURN OF SHIPPING DEVICES**

Unless specifically provided in individual pricing quotations or contracts, Norfolk Southern will not provide free return of pallets, platforms, skids, containers, carriers, or other shipping devices ("Shipping Devices"). When a customer requests movement of a car containing Shipping Devices, a charge of \$1.75 per NS mile, subject to a minimum of 400 miles, will apply. The applicable bill of lading must refer to commodity codes 4230000 through 4239999.

Exception: Return of Shipper's racks, crates, trays or bins used in the movement of Auto Parts will be governed by Rule 470 of NS Conditions of Carriage in lieu of this item.

ITEM 6525

**HOLDING CARS FOR CUSTOMS**

When NS is directed by Customs at Detroit, MI or Buffalo, NY to move railcars to a hold track because of the lack of clearance papers, or improper billing, a handling charge of \$950 will be assessed against the shipper. Any costs associated with unloading, inspection, and reloading of lading will be the responsibility of the shipper and will be in addition to the handling charge published in this item.

♦ - Increase.

▲ - Change in wording, which results in neither increase nor reduction in charges

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**SECTION 6**  
**RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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ITEM 6530

**NS EQUIPMENT ORDERED**

When NS furnishes a car requested by shipper, Norfolk Southern will assess and shipper will pay a \$1,500 per car charge when shipper routes NS owned, leased or controlled equipment via routes that exclude NS from participating in the route and/or line haul revenue. This charge is in addition to any other charges which may be due.

Exception 1: With written or electronic approval from NS's Car Management Department, a shipper may utilize such equipment, without incurring this charge, for outbound shipments via a carrier other than NS.

Exception 2: This charge will not apply to facilities that are jointly served by NS and another railroad, when NS agrees to supply all cars.

ITEM 6540

**RELEASE OF CARRIER-SUPPLIED EQUIPMENT AT ORIGIN OR DESTINATION**

Upon arrival and placement of carrier supplied equipment for loading at origin or unloading at destination, the shipper (loader) or consignee (unloader) will be responsible for loading or unloading the equipment in a manner which does not damage the equipment, closing doors if so equipped, and for releasing the equipment in a mechanical condition suitable for reloading a similar commodity by another shipper.

If loader or unloader damages the car while it is in their possession, including during the loading or unloading process, such that the car is no longer suitable for loading, and Norfolk Southern discovers such damage, Norfolk Southern will bill the loader or unloader a charge of \$1,000.00 per car. In addition, NS reserves the right to assess additional charges associated with the cost of repairing the car.

◆%ITEM 6545

**NOTIFICATION OF ORDER/RELEASE INSTRUCTIONS**

Customers tendering instructions to NS for the ordering and releasing of railcars may do so by utilizing one of several avenues:

**Web Based Transmissions**

Notification via Thoroughbred Pacesetter within accessNS

Notification via Commodity Transportation Management System (CTMS) **within accessNS**

**Non Web Based Transmissions (See Note 1)**

Electronic mail notification to Operations and Service Support

Facsimile notification to Operations and Service Support

Telephone notification to Operations and Service Support

**EXPLANATION OF NOTES**

Note 1: Parties that use Non Web Based Transmissions to tender instructions will be assessed a charge of \$10.00 per railcar per request; provided however that there will be no charge assessed for Non Web Based Transmissions sent during periods when NS has caused the applicable Web Based Transmission to be unavailable. All charges will be assessed to the customer and are payable in U. S. funds.

◆ - Increase      % - Addition

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**SECTION 6  
RULES AND CHARGES FOR MISCELLANEOUS SERVICES**

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ITEM 6550

**CHARGES ON 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 \$450.00 per car, in addition to applicable demurrage and detention charges. See Exceptions.

**DELINQUENT PAYMENT**

1. Whenever NS issues a bill or bills for cars ordered not used that remains unpaid after a period of 90 days or more from the date of the bill, NS may, on not less than 30 days notice, require the customer to provide NS with an irrevocable letter of credit or enter into another payment security program.
2. Under this program, customer must make available to NS a sum of money or security sufficient to cover charges for cars ordered but not used that may reasonably be expected to be levied against each car destined for delivery to customer prior to delivery of that car based on customer's traffic volume and level of delinquency for the previous year. The amount to be required will be determined by a review of previous levels of cars ordered not used charges billed by NS against customer's accounts.

**EXCEPTIONS**

Exception 1: The charge will not apply if release of the empty car results from carrier's failure or inability to place or constructively place the car ordered on the day for which it was requested. Carrier will have fulfilled its obligation of furnishing the car on the day for which ordered if the car is available for loading on the day before or the day after the day for which it was ordered.

Exception 2: The charge will not apply, if the car satisfies one of the following conditions and is properly rejected through ▲NS Operations and Service Support (OSS) or Pacesetter within 24 hours of placement:

- Car is defective and cannot be loaded
- The wrong car type was provided and cannot be loaded
- Loading of the car would violate an outstanding car service order or loading rule

Exception 3: The charge will not apply on special type flat cars with mechanical designation "FD", "FG", "FW", or "FM" listed in Tariff RPS 6740-series, or other applicable tariffs, for which charges are provided therein.

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▲ - Change in wording, which results in neither increase nor reduction in charges

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**SECTION 7**

**RULES AND CHARGES FOR PORTS**

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Pricing Services  
NORFOLK SOUTHERN RAILWAY COMPANY, 3 Commercial Place, Norfolk, VA 23510

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7000

**PERISHABLE FREIGHT**

For rates, rules and regulations governing the handling of perishable freight, see PPT 619 Series.

ITEM 7005

**SHIPMENTS MOVING VIA NORTH ATLANTIC PORTS**

Cars handled under this Section will be subject to NS 6004 Series.

ITEM 7010

**APPLICATION OF SECTION 7**

Unless otherwise provided by tariffs published, or herein, the rules shown in this Section will apply on all freight except:

Coal (See EXCEPTION),

Coke (the direct product of Coal),

Explosives,

Livestock,

Motor Vehicles, freight or passenger or combination of freight and passenger, complete or not complete, finished or not finished, set up in straight or mixed carloads, when loaded in or on flat cars (at Baltimore, MD), bi-level, tri-level, or multi-level rack, cars.

EXCEPTION - The rules shown in this Section will apply on Coal, ground or pulverized, in bags, barrels or boxes, or in paper bags, subject to Rule 40, Section 10(c) of Governing Classification.

ITEM 7015

**NON-APPLICATION OF RATES ON EXPORT OR IMPORT SHIPMENTS IN CONTAINERS**

Rates in this Section to or from a port on the Atlantic Seaboard, Great Lakes and St. Lawrence River, will not apply on export (See NOTE A), import (See NOTE A), coastwise (See NOTE A) on intercoastal (See NOTE A) traffic moving in containers, commodity shipping, iron or steel, aluminum or wood, separate or combined, 500 cubic feet or greater in capacity (inside measurement).

NOTE A - Traffic having an immediately prior or subsequent movement from or to a port city named in this section via water.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7020

**DEFINITION OF IMPORT FREIGHT**

Except as otherwise provided in this item, the rules shown in this Section and as same may be amended, covering Import Freight, will apply on property received from all origins not located in:

The Continental United States of America (including Alaska);

Canada (EXCEPTION below);

Islands of Miquelon and St. Pierre;

Newfoundland (EXCEPTION below);

Or on such property received by the rail carrier from:

Customs' Bonded Warehouses or Appraisers' Stores (not Internal Revenue Stores)(NOTES A and C).

Public Warehouses at the port of entry (NOTES A and C).

Initial Carriers' Stores.

Fumigation plants after having been fumigated under Federal Regulations and Inspection (NOTES A and C).

Spice Cleaning plants after having been cleaned under Federal Regulations and Inspection (NOTES A and C).within twelve (12) months from date the freight enters the facilities described in this item, as shown in the records maintained at such facilities, provided same has not been transshipped at any other United States Port (NOTE B).

EXCEPTION - On Ferro Silicon, Woodpulp, Zinc Ore, Zinc Concentrates and Newsprint Paper, carloads from Canada and Newfoundland, rates, rules and regulations named herein WILL apply.

NOTE A - In order to obtain the benefit of import rates, rules, regulations and charges, the owner or his agent must register the traffic at the port of entry with the Eastern Weighing and Inspection Bureau within twenty-five (25) days of the date such traffic arrives at the port of entry, and at the time of reshipment must comply with the provisions of Item 7105.

The loading of cars will be at the expense of and be performed by the shipper or owner of the freight or his agent.

NOTE B - Trans-shipment, as herein mentioned, means the unloading of traffic at any port, and subsequent reshipment thereof to another port under a new bill of lading or contract of carriage, but does not mean traffic which is transferred from one vessel to another for oncarriage under the terms of the original bill of lading taken out at the time of forwarding at the foreign port from which traffic cleared on the first vessel.

NOTE C - In order to obtain the benefit of import rates, rules, regulations and charges, the freight must be in original containers or packages as when leaving steamship, having been stored only, except Fertilizer and Fertilizer Materials as provided for in NOTE D; also except Green Coffee stored in public warehouses, may be cleaned, separated, resacked, reconditioned, graded or mixed, also except spices stored in spice cleaning plants may be fumigated, cleaned, reconditioned or repacked subject to supervision of and release by the Food and Drug Administration, Department of Agriculture; also except Edible Nuts, not otherwise indexed by name in Classification (Item 5), in the shell, in bulk may be cleaned, graded and bagged.

NOTE D - The import rules and regulations will also apply on Fertilizer and Fertilizer Materials as described in Item 1170, RPS 2009 Series discharged from vessel in bulk and bagged at the facility where received from vessel or lighter before shipment in rail service.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7025

**APPLICATION OF EXPORT RATES, CHARGES, RULES AND REGULATIONS**

Except as otherwise provided herein, the rules shown in this Section and as amended, covering Export Freight, will apply on property for export to all destinations not located in:

The Continental United States of America (including Alaska);  
Canada, on other than Lath, Paper or Woodpulp, carloads;  
Islands of Miquelon and St. Pierre;

when exported from port stations named in this Section or as amended, on traffic delivered to the party entitled to receive it at the carrier's seaboard stations to which export rates apply, on which required proof of exportation is given. (See NOTE A), (Also see EXCEPTIONS).

EXCEPTIONS - Except as otherwise provided in Item 7110 covering split deliveries on export carload shipments, the rules shown in this tariff, and as amended, covering export freight, will also apply on shipments delivered to vessels directly from public piers operated by steamship companies, pier companies, or individuals (excepting piers controlled by owners of the traffic). (See NOTE A).

NOTE A - The export rules named in this Section, and as amended, will also apply on shipments to the stations named in the port terminal carriers' tariffs lawfully published that permit boxing, crating or other preparation for export at the port of exit.

ITEM 7030

**PREPAYMENT OF FREIGHT CHARGES ON SHIPMENTS CONSIGNED TO WATER CARRIERS OR THEIR AGENTS**

The consignor on all export, outbound, coastwise or intercoastal shipments consigned to a steamship company or its agent, a motor carrier or its agent, steamship piers, vessels or foreign freight forwarders or companies located outside continental limits of the United States must prepay the applicable freight charges. In addition, the consignor must indicate in writing on the face of the bill of lading, pursuant to Section 7 of the Uniform Bill of Lading, that he guarantees payment of all amounts due and owing on such shipment, whether or not ascertainable at the time of shipment, including incidental charges such as demurrage, storage, diversion, reconsignment, switching or any other accessorial charges published in applicable tariffs, whether incurred at origin, intermediate point or destination.

EXCEPTION - Will not apply on:

1. Shipments moving on Government Bills of Lading.
2. Coal, Coke or Iron Ore.
3. Grain or Grain Products, when exported in bulk and when handled at the ports through Grain Elevators or other bulk handling facilities.

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**SECTION 7  
RULES AND CHARGES FOR PORTS**

ITEM 7040

**DEFINITIONS OF TERMS AS USED IN SECTION 7**

COASTWISE

The provisions of this Section applicable as to Coastwise Freight will apply on traffic other than Export, Import or Intercoastal, destined beyond or arriving by vessels, barges or other means of water transportation and not covered by joint through rail and water rates published in tariffs.

ITEM 7045

**DEFINITION OF TERMS AS USED IN SECTION 7**

BULK FREIGHT

Freight in bulk, includes such commodities as are loose or in the mass and such commodities as must be shoveled, scooped or forked in the handling and that which is neither in packages, bundles, nor in units weighing eight (8) pounds or over to admit of being handled piece by piece.

ITEM 7050

**DEFINITIONS OF TERMS AS USED IN SECTION 7**

INTERCOASTAL

The term "Intercoastal" means all freight originating at or destined to points on the Pacific Coast of United States or British Columbia, and moving via the Panama Canal.

ITEM 7055

**DEFINITION OF TERMS AS USED IN SECTION 7**

SHIPMENT

Wherever the word "Shipment" is used in this section, it applies on a single shipment of freight received at one time, from one shipper, at one origin, on one day, under one bill of lading for one consignee at one destination, unless specifically otherwise provided.

ITEM 7060

**DEFINITION OF TERMS AS USED IN SECTION 7**

WHARFAGE

The term "Wharfage" as used herein means the use of wharves in the receipt of freight from or delivery of freight to ships, barges or other water craft while lying alongside wharf properties, including freight received from or delivered to barges, lighters or other water craft lying alongside of such vessels or taken from or delivered to such water craft.

ITEM 7070

**DEFINITION OF TERMS AS USED IN SECTION 7**

IRON ORE

Where reference is made in this Section to "Iron Ore", it should be understood to mean only that material as described containing not to exceed 73% natural iron content.

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**SECTION 7  
RULES AND CHARGES FOR PORTS**

ITEM 7075

**DEFINITION OF TERMS AS USED IN SECTION 7**

TON(S)

Where reference is made in this Section, or as same may be amended, to the term "ton" or "tons", it means per ton of 2,000 or 2,240 pounds as rated.

ITEM 7080

**DEFINITIONS OF TERMS AS USED IN SECTION 7**

LIGHTERS

Lighters as the term is used in this section, are boats for the transportation of merchandise unloaded from, or to be loaded into cars at a given point.

ITEM 7085

**PART OF CARLOAD FOR EXPORT OR COASTWISE MOVEMENT TAKEN FOR LOCAL DOMESTIC DELIVERY**

When a carload shipment is intended for export, coastwise or outbound intercoastal movement and a portion is disposed of for local domestic delivery, charges will be adjusted in accordance with Paragraph 1 (a) and (b) combined or Paragraph 2, whichever produces the lower charge.

1.

- (a) The export or coastwise carload rate and carload minimum weight (actual weight if in excess) on the export or coastwise portion.
- (b) The domestic carload rate and carload minimum weight (actual weight if in excess) or the less than carload rate, whichever figures lower, on the portion disposed of for local domestic delivery.

2.

- (a) The domestic carload rate and carload minimum weight (actual weight if in excess) on the entire carload shipment.
- (b) In addition, a charge will be made for movement of the car containing the remaining portion for local domestic delivery, in accordance with tariffs in effect governing such movement.
- (c) The portion actually exported or forwarded in coastwise service will be subject to the rules and regulations published in this tariff governing export of coastwise freight.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7090

**CARLOAD FREIGHT FOR TRANS-SHIPMENT TO VESSELS, REQUIRING SWITCHING FROM THE PIER  
AFTER ORIGINAL PLACEMENT**

Carload freight for trans-shipment to vessels moving under the terms of this Section will be entitled to one placement of the car alongside or accessible to the vessels for which intended, if after the one placement, only part of the car is accepted by the vessel necessitating the switching of the car with the remainder of the freight from the pier to the yard and later requiring switching of the car from the yard back to the pier for unloading and acceptance of the remainder of the freight, a charge as provided in applicable tariffs will be assessed for each additional movement of the car beyond the first placement.

This rule will not apply to a car switched out by the railroad for the purpose of shifting or otherwise temporarily removing from alongside the vessels in the ordinary conduct of its terminal operation.

ITEM 7095

**HOLDING OF COASTWISE, EXPORT AND INTERCOASTAL FREIGHT OUTSIDE OF PORT**

When delivery of a car cannot be made on account of the inability of the consignee, exporter or steamship line to receive it or because of any other condition attributable to the consignee, exporter or steamship line and it cannot be reasonably accommodated on tracks at destination or port of exit, it will be held at an available hold point and written notice of such holding will be sent or given the consignee or party entitled to receive same within 24 hours after arrival at point where held; the free time to be computed from the first 7:00 a.m., after such written notice is sent or given. The time of movement between the hold point and destination or port of exit will not be computed against the car. The same rules and charges will apply as if held at port of trans-shipment. (See Item 7005).

ITEM 7100

**DOMESTIC FREIGHT ORDERED FOR EXPORTATION**

Freight, NOT consigned in shipping order or bill of lading for export which is ordered for exportation after arrival of shipment which has not passed from the possession of the carrier, will be subject to export rates, rules and regulations that would have applied had the shipment been originally consigned for export subject to charge for reconsignment of \$85.00 per car.

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**SECTION 7  
RULES AND CHARGES FOR PORTS**

ITEM 7105

**IMPORT FREIGHT CERTIFICATE OF IMPORTATION**

Each bill of lading and shipping order covering import freight received from steamer dock, customs bonded warehouse, Appraisers stores, initial carriers' stores, public warehouses, or fumigation or spice cleaning plants after having been fumigated or cleaned under Federal regulations and inspection, entitled to an import rate or the application of import rules, regulations and charges must bear on its face a certificate in the following form which must be signed by the shipper or his agent.

**IMPORT CERTIFICATE**

(I)(We \_\_\_\_\_ hereby certify that the property covered by this receipt was imported in the  
\_\_\_\_\_ from \_\_\_\_\_  
(kind of vessel and its name) (name of foreign port)

arriving at this port on \_\_\_\_\_ and has not  
(Date of Arrival)

been in any private warehouse (not public warehouse) but is transferred to railroad station from \_\_\_\_\_  
(Steamer Dock)

\_\_\_\_\_  
(Customs' bonded warehouse)

\_\_\_\_\_  
(Appraisers stores)

\_\_\_\_\_  
(Initial carriers stores)

\_\_\_\_\_  
(Public Warehouse)

or from fumigation or spice cleaning plants after having been fumigated or cleaned under Federal Regulations and Inspection.

Shipper \_\_\_\_\_

By Agent \_\_\_\_\_

In order to obtain the benefit of import rates or the application of import rules, regulations and charges, the certificate referred to in this item must be made at the time the shipment is tendered to the carrier. If such certificate is not tendered Domestic Rules, Rates and Charges apply.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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## ITEM 7110

**SPLIT DELIVERIES**

On carload freight (except bulk freight, freight in tank cars, forest products and articles manufactured from wood, as per item 1230 of RPS 2009 Series, also Freight or Passenger automobiles and automobile chassis, not boxed or crated), assessed at carload rates, consigned on bill of lading and shipping order for export, a total of not to exceed three (3) split deliveries will be permitted out of each carload minimum quantity or more, and made in quantities as the shipper or consignee may direct, subject to conditions hereinafter outlined. (See NOTE).

When two (2) or more carload shipments are loaded in one (1) car, the provisions of this rule will apply separately to each carload shipment included in such car.

The billed weight of any shipment, if in excess of the applicable carload minimum weight, may at the request of shipper, owner of consignee, be increased to equal multiple of the carload minimum, the weight so added to be charged for at the applicable carload rate.

Split deliveries to more than one vessel at the same pier, will be considered as separate deliveries.

One (1) delivery, to a vessel, will be made free, the free delivery attaching to that of the greater weight. (See EXCEPTION).

EXCEPTION - The charge for split delivery service on Sugar at Philadelphia, PA will be charged \$ .69 per 100 pounds.

The remaining split deliveries, not exceeding three (3) such deliveries, will be made at the charges specified in the succeeding paragraph.

Split deliveries under order of shipper or consignee, will be charged \$1.51 per 100 pounds based on actual weight, subject to a minimum charge of \$385.00 per car for each split delivery.

NOTE - Not applicable at Wilmington, DE or Camden, NJ.

## ITEM 7115

**RULE GOVERNING DELIVERY OF EXPORT PROPERTY AT PUBLIC WAREHOUSES AT BALTIMORE, MD  
OR PHILADELPHIA, PA**

- (A) In order to prevent accumulation of export carload freight at Baltimore, MD or Philadelphia, PA carriers may, at their option, deliver such freight at public warehouses located in city at port of exit, reached by tracks of the company direct or through switching service, without charge for reconsignment or diversion. Switching charges to place of storage will be absorbed to the extent authorized in tariffs covering domestic shipments to place of storage. No further service will be performed by the rail carrier without charge. Storage in public warehouses will be at the risk and expense of the owners of the freight.

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**SECTION 7  
RULES AND CHARGES FOR PORTS**

- (B) When export freight is delivered as provided in Paragraph (A), the freight charges based on the export rate to port of exit, and the accrued railroad storage charges if any on the export basis, will be collected by the rail carrier. Shipments so delivered must be registered with the NS or its designated operator, and may be held in storage for not more than 12 months from date of delivery at warehouse. If satisfactory proof of exportation is not furnished within 12 months, or if the shipment is domesticated, the rail transportation charges and the rail storage charges will be adjusted to the domestic basis and collection made accordingly.

## ITEM 7120

**RULE FOR COMPUTING RATES OR CHARGES PER TON WHEN RATE OR CHARGE IS PUBLISHED PER  
100 POUNDS**

The rates or charges per 100 pounds will be converted to rates or charges per ton of 2,000 pounds and applied per ton of 2,000 pounds where provision is made that rates or charges apply per net ton of 2,000 pounds and the rates or charges so arrived at will apply per ton of 2,240 pounds where provision is made that rates or charges apply per gross ton of 2,240 pounds.

## ITEM 7125

**EFFECTIVE DATE OF CHANGES IN STORAGE CHARGES**

- ▲ (Applicable in connection with Items 7245 to 7295, 7340 to 7375)

Where storage charges published to apply for a stated period of days are increased or reduced, effective on a date coming within a storage period, such increase or reduction will apply as of the date the next storage period begins.

(Applicable only in connection with Items 7300 to 7330)

The storage charges as published in Section for the first period of storage will be those in effect as of the date of the bill of lading. The storage charges for the period succeeding the first period will be those in effect on date such succeeding periods begin. If the storage charges are increased or reduced effective on a date coming within a storage period, such increases or reductions will be made effective on the date the next storage period begins.

▲ - Change in wording, which results in neither increase nor reduction in charges.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7130

**IRON OR STEEL ARTICLES COARSE CARLOAD FREIGHT**

Armor, Deck or Ship Plates  
Bars, Billets, Blooms and Slabs  
Boilers  
Boiler Tubes  
Bolts and Rivets, in boxes or kegs, when shipped with carload structural steel.  
Bridge builders outfits, i.e., Booms, Derricks, Old Timber, Old Pieces of Structural Steel and Angles  
Castings, rough, each 50 pounds or over.  
Cross-Ties, Railroad.  
Fastenings, Rail Splice Bars, Bolts, Nuts and Spikes, in bundles or packages, in straight carloads or in mixed carloads with Iron or Steel Rails  
Forgings, Rough, each 50 pounds or over.  
Frogs and Switches  
Ingots  
Locomotives and Car Parts, Iron, Steel or Wood, or Iron, Steel or Wood combined, each package or piece to weigh not less than 500 pounds  
Locomotives, knocked down, each package or piece to weigh not less than 500 pounds.  
Machinery, Heavy  
Pig Iron  
Piling  
Pipe  
Pipe Fittings, in bundles or packages weighing not less than 25 pounds each, when shipped in carloads of pipe.  
Plates  
Poles, Telegraph, Telephone or Electric Street Railway  
Rails  
Rods, Iron or Steel in bundles, in coils when commodity can be stored "in the open" out on the ground without damage from the elements  
Rope, Wire, Iron and Steel, on reels or in coils, loose or in bundles or bales  
Sheet Bars  
Skelp  
Spiegel Eisen (Spiegel Iron)  
Structural Steel  
Tunnel Segments  
Turn Tables (knocked down)

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7135

**DIVERSION AND RECONSIGNMENT WITHIN SWITCHING LIMITS AT BALTIMORE, MD OR PHILADELPHIA, PA**

When carload shipments are consigned simply to Baltimore, MD or Philadelphia, PA and delivery is desired at any specific authorized delivery in Baltimore, MD or Philadelphia, PA or are consigned specifically to an authorized Baltimore, MD or Philadelphia, PA station and delivery is desired at some other authorized Baltimore, MD or Philadelphia, PA station if an order either in writing or confirmed in writing, from consignee or owner specifying the authorized delivery desired is received by the carriers representative at Baltimore, MD or Philadelphia, PA such delivery will be made subject to a charge of \$36.00 per car under the following conditions.

- (a) If orders are received in time to permit instructions to be given the yard employees prior to arrival of the car at Baltimore, MD or Philadelphia, PA.
- (b) If orders are received in time to permit instructions to be given the yard employees on or before arrival of the car at the terminal yard serving billed destination in Baltimore, MD or Philadelphia, PA and before movement for placement
- (c) When carload shipments consigned to Baltimore, MD for trans-shipment via vessel are ordered for delivery to vessels docked at piers of the Canton Railroad, such freight may be delivered to Canton Railroad for delivery to such vessels, and no reconsigning or diversion charge will be assessed.

ITEM 7140

**WHARFAGE AT PORTS**

NS will not assume wharfage (See Item 7060) charges assessed on export, import, coastwise or intercoastal freight by Public Terminal Operators at Public Piers operated by steamship companies, pier companies, or individuals.

ITEM 7145

**LINING OF CARS, DOMESTIC NITRATE OF SODA**

On domestic Nitrate of Soda, in bulk, carloads, car must be lined at the expense of shippers or owners. When cars are paper lined by carriers, \$117.00 per car will be charged against the property for such paper lining. When door protection is required, and is performed by the carrier a charge of \$61.00 per car will be made for material and labor.

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**SECTION 7  
RULES AND CHARGES FOR PORTS**

ITEM 7150

**EXCEPTIONS TO RULES 14, 24 AND 34 OF THE UFC AT PORT NEWARK ELIZABETH-PORT AUTHORITY  
MARINE TERMINAL, NJ**

Applying on ores in bulk and magnesite in bulk loaded direct from ship into open-top cars at Port Newark Elizabeth-Port Authority Marine Terminal, NJ.

On one consignment shipped at one time by one consignor to one consignee and one destination, which equals or exceeds the published minimum carload weight, the actual weight and carload rate will apply on the final or clean-up car for each batch.

ITEM 7155

**▲ CONTAINS RULES AND CHARGES GOVERNING ADVANCEMENT OF CHARGES FOR LOADING AND  
UNLOADING FREIGHT**

▲ (For application, See Items 7160-7185)

AT THE PORTS OF BALTIMORE, MD; CAMDEN, NJ; PHILADELPHIA, PA; PORT NEWARK ELIZABETH-PORT AUTHORITY MARINE TERMINAL, NJ AND WILMINGTON, DE (INCLUDING CHESTER-MARCUS HOOK, PA)

ITEM 7160

**ADVANCING LOADING OR UNLOADING CHARGES ON WATERBORNE, COASTWISE, DOMESTIC,  
EXPORT, IMPORT AND INTERCOASTAL FREIGHT IN CARLOADS**

Carload rates on shipments of coastwise, export, import and intercoastal freight from or to the Ports do not include loading or unloading or any allowance therefor.

Upon request, NS will engage the services of pier companies, terminal operators or other public loaders to perform the loading or unloading services embraced in this rule and NS will advance to such pier companies, terminal operators or public loaders their loading or unloading charges in the amounts as stated in this rule. Any loading or unloading charges so advanced will be in addition to the line haul freight charges and included on the freight bill.

When the service of advancing loading and unloading charges is provided by NS, a charge of \$ .53 per ton of 2,000 pounds, will be assessed for each ton or fraction thereof actually loaded or unloaded, and such charge will be in addition to all other charges.

In order to obtain the service of advancement of loading or unloading service of the port, notation will be made on the bill of lading "Advance Port Loading or Unloading Charges" or other notice will be given to the carrier or its representative prior to the placement of the car or cars for loading or unloading at the Port.

▲ - Change in wording, which results in neither increase nor reduction in charges.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7165

**ADVANCING LOADING OR UNLOADING CHARGES ON WATERBORNE, COASTWISE, DOMESTIC,  
EXPORT, IMPORT AND INTERCOASTAL FREIGHT IN CARLOADS**ACTUAL CHARGES ASSESSED BY PIER COMPANY, TERMINAL COMMODITY AND  
SERVICE OPERATOR OR PUBLIC LOADER PER TON OF 2,000 POUNDS PORT OF BALTIMORE, MD:

Bulk Freight ∅ \$10.23

Packaged Freight, enumerated below:

except as covered by Group 4.

Loose Brick,  
Loose Slate  
Loose Staves or Headings,  
Barbed Wire,  
Empty Barrels,

Hides, loose or in bundles, ∅ \$20.71

Empty Tin Cans,  
Glassware, in packages, including electric or fluorescent bulbs,  
Greased Steel, not boxed or crated  
Cork and/or Cork Waste  
All Cargo measuring over 200 Cubic feet per ton.

All Packaged Freight, other than covered above. ∅ \$13.17

All Packaged Freight when:

☞ Pre-palletized or pre-skidded  
unless measuring over 300

cubic feet per ton. ∅ \$22.56

(FOR APPLICATION, SEE ITEM 7155)

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**SECTION 7  
RULES AND CHARGES FOR PORTS**

ITEM 7170

**ADVANCING LOADING OR UNLOADING CHARGES ON WATERBORNE, COASTWISE, DOMESTIC,  
EXPORT, IMPORT AND INTERCOASTAL FREIGHT IN CARLOADS**

ACTUAL CHARGES ASSESSED BY PIER COMPANY, TERMINAL COMMODITY AND SERVICE OPERATOR OR PUBLIC LOADER PER TON OF 2,000 POUNDS PORT OF CAMDEN, NJ:

Loading or Unloading bulk freight. ⅈ \$12.42

To and from Open Cars.

To and from Closed Cars (except China Clay).

Loading bulk loose or bundled cork into closed cars from piers. ⅈ \$23.88

Loading or unloading hides to or from closed cars. ⅈ \$23.88

Loading or unloading freight as listed below:

- (a) ⅈ Pre-palletized or ⅈ Pre-skidded freight measuring over 200 cubic feet per 2,000 pounds, but not including Basketware, Wickerware and Rattanware.
- (b) Freight, not ⅈ Pre-palletized nor ⅈ Pre-skidded which measures over ⅈ \$23.88 200 cubic feet per 2,000 pounds, but not including Basketware, Wickerware and Rattanware.
- (c) Loose Brick.
- (d) Loose Slate.
- (e) Barbed Wire.
- (f) Loose Staves or Headings.
- (g) Greased Steel, not boxed or crated.
- (h) Cork or Cork Waste.
- (i) Horn Meal.
- (j) Hides, loose or in bundles
- (k) Glassware, in packages.
- (l) Electric or Fluorescent Bulbs.
- (m) Metal Lath, in bundles. ⅈ 23.88
- (n) Empty Tin Cans.
- (o) Empty Barrels.
- (p) Bags of Bones.
- (q) Tapioca Flour.
- (r) Umber (Dried Earth).
- (s) Fish Meal.
- (t) Plate Glass cased or crated over 5 feet high.
- (u) Cocoa Beans. ⅈ \$18.56

Loading or unloading ⅈ Pre-palletized or ⅈ Pre-skidded freight measuring not in excess of 200 cubic feet per 2,000 pounds (See NOTE), but not including Basketware, Wickerware or Rattanware.

ⅈ \$13.60

Continued

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**SECTION 7  
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NOTE - Applies only when the freight is transferred to or from a box car, refrigerator car, or insulated car and only when the entire lading of the car is  $\mathfrak{S}$  Pre-palletized or  $\mathfrak{S}$  Pre-skidded.

Loading or unloading Basketware,  $\wp$  \$75.10 Wickerware or Rattanware, loose or crated.

Loading or unloading of "Refrigerator" Freight, except freight provided for above  $\wp$  \$26.23 under the caption of  $\mathfrak{S}$  Pre-palletized or  $\mathfrak{S}$  Pre-skidded freight.

Loading Newsprint, in rolls.  $\wp$  \$12.35

Loading or unloading all other freight under the terms of this rule.  $\wp$  \$15.67

## ITEM 7175

**ADVANCING LOADING OR UNLOADING CHARGES ON WATERBORNE, COASTWISE, DOMESTIC,  
EXPORT, IMPORT AND INTERCOASTAL FREIGHT IN CARLOADS**

ACTUAL CHARGES ASSESSED BY PIER COMPANY, TERMINAL COMMODITY AND SERVICE OPERATOR OR PUBLIC LOADER PER TON OF 2,000 POUNDS PORT OF PHILADELPHIA, PA:

Loading or unloading bulk freight.  $\mathfrak{R}$  \$12.42

Loading or unloading freight as listed below:

- (a)  $\mathfrak{S}$  Pre-palletized or  $\mathfrak{S}$  Pre-skidded freight measuring over 200 cubic feet per 2,000 pounds, but not including Basketware, Wickerware and Rattanware.
- (b) Freight, not  $\mathfrak{S}$  Pre-palletized nor  $\mathfrak{S}$  Pre- $\mathfrak{R}$  \$23.88 skidded, which measures over 200 cubic feet per 2,000 pounds, but not including Basketware, Wickerware and Rattanware.
- (c) Loose Brick.
- (d) Loose Slates.
- (e) Barbed Wire.
- (f) Loose Staves or Headings.
- (g) Greased Steel, not boxed or crated.
- (h) Loading or unloading freight as listed below:
- (i) Cork or Cork Waste.
- (j) Horn Meal.
- (k) Hides.
- (l) Glassware, in packages.  $\mathfrak{R}$  \$23.88
- (m) Electric or Fluorescent Bulbs.
- (n) Metal Lath, in bundles.
- (o) Empty Tin Cans.
- (p) Empty Barrels.
- (q) Bags of Bones.
- (r) Tapioca Flour.
- (s) Cocoa Beans.  $\mathfrak{R}$  \$18.51

Continued

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**SECTION 7  
RULES AND CHARGES FOR PORTS**

## ITEM 7175 – Concluded

Loading or unloading  $\mathfrak{S}$  Pre-palletized or  $\mathfrak{S}$  Pre-skidded freight measuring not in excess of 200 cubic feet per 2,000 pounds (See NOTE), but not including Basketware, Wickerware or Rattanware.  $\mathfrak{R}$  \$13.60

NOTE - Applies only when the freight is transferred to or from a box car, refrigerator car or insulated car and only when the entire lading of the car is  $\mathfrak{S}$  Pre-palletized or  $\mathfrak{S}$  Pre-skidded.

Loading or unloading Basketware,  $\mathfrak{R}$  \$75.10 Wickerware or Rattanware, loose or crated.

Loading or unloading of "Refrigerator" Freight, except freight provided for  $\mathfrak{R}$  \$26.23 above, under the caption of  $\mathfrak{S}$  Pre-palletized or  $\mathfrak{S}$  Pre-skidded freight.

Loading or unloading Lumber, Dry Earth Pigment, Fish or  $\mathfrak{R}$  \$23.95 Plate Glass, cased or crated, over 5 feet high when loaded in box cars.

Loading or unloading all other freight under the terms of this rule, except Lumber, Pulpboard and Related  $\mathfrak{R}$  \$15.67 Commodities, governed by Items 7345, 7350, 7355 and 7360.  
(FOR APPLICATION, SEE ITEM 7155)

## ITEM 7180

**ADVANCING LOADING OR UNLOADING CHARGES ON WATERBORNE, COASTWISE, DOMESTIC,  
EXPORT, IMPORT AND INTERCOASTAL FREIGHT IN CARLOADS**

ACTUAL CHARGES ASSESSED BY PIER COMPANY, TERMINAL COMMODITY AND SERVICE OPERATOR OR PUBLIC LOADER PER TON OF 2,000 POUNDS PORT OF PORT NEWARK ELIZABETH-PORT AUTHORITY MARINE TERMINAL, NJ:

Loading or unloading box cars freight, not palletized, pre-unitized or skidded:

Cargo measuring not over 100 cubic feet per ton----- $\emptyset$ \$14.36

Cargo measuring over 100 cubic feet per ton----- $\emptyset$ \$17.81

Freight palletized, pre-unitized or skidded. $\emptyset$ \$8.12

Loading or unloading open cars. $\emptyset$ (19) \$5.92

Loading or unloading refrigerator cars. $\emptyset$ \$14.06

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**SECTION 7  
RULES AND CHARGES FOR PORTS**

ITEM 7185

**ADVANCING LOADING OR UNLOADING CHARGES ON WATERBORNE, COASTWISE, DOMESTIC,  
EXPORT, IMPORT AND INTERCOASTAL FREIGHT IN CARLOADS**

ACTUAL CHARGES ASSESSED BY PIER COMPANY, TERMINAL COMMODITY AND SERVICE OPERATOR OR PUBLIC LOADER PER TON OF 2,000 POUNDS PORT OF WILMINGTON, DE:

Loading or unloading bulk freight (except China ⊕ \$7.77 Clay).

Loading or unloading freight, as enumerated below:

- (a) Non ☞ Pre-palletized nor ☞ Pre-skidded freight, which measures over 200 cubic feet per 2,000 pounds, but not including Basketware, Wickerware or Rattanware.
- (b) Bones, in bulk, in bags.
- (c) Loose Brick. ⊕ \$15.31
- (d) Loose Slate.
- (e) Barbed Wire.
- (f) Loose Staves or Headings.
- (g) Greased Steel, not boxed or crated.
- (h) Cork or Cork Waste.
- (i) Hides.
- (j) Glassware in packages.
- (k) Electric or Fluorescent Bulbs.
- (l) Metal Lath, in bundles.
- (m) Empty Tin Cans.
- (n) Empty Barrels.
- (o) Ties, Wire in Bundles.

Loading or unloading freight as listed below:

Fish Meal ⊕ \$14.79  
Horn Meal  
Tapioca Flour  
Plate Glass, cased or crated over 5 feet high

Loading or unloading ☞ Pre-palletized or ☞ Pre-skidded freight measuring not in excess of 200 cubic feet per 2,000 pounds (See NOTE), but not including Basketware, Wickerware or Rattanware. ⊕ \$9.36

NOTE - Applies only when the freight is transferred to or from a box car, refrigerator car or insulated car, and only when the entire lading of the car is ☞ Pre-palletized or ☞ Pre-skidded.

Loading or unloading Basketware, Wickerware or Rattanware, ⊕ \$34.07 loose or crated.

Loading or unloading of "Refrigerator" Freight, not ⊕ \$17.62 palletized or ☞ Pre-skidded freight.

Loading or unloading all other freight under the terms of this ⊕ \$10.77 rule, except specifically enumerated elsewhere herein.

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**SECTION 7**  
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ITEM 7190

**CONTAINS MISCELLANEOUS RULES GOVERNING HANDLING OF FREIGHT BALTIMORE, MD RULES AND REGULATIONS ON STORAGE OF FREIGHT AT BALTIMORE, MD**  
(FOR APPLICATION, SEE ITEM 7190)

ITEM 7195

**GENERAL EXCEPTIONS TO RULES AND REGULATIONS GOVERNING ARRANGEMENTS**

The rules and regulations of this section do not apply when NS only performs a switch service for account of the CSXT when the CSXT absorbs the switching charge of NS at Baltimore, MD.

ITEM 7200

**CHARGES MADE BY THE NS ON GRAIN, MALT, SOYBEANS, DRIED PEAS AND FLAXSEED AT CANTON ELEVATOR, BALTIMORE, MD.**

The charges named in Items 7200 to 7220 are in addition to the rate for transportation. The freight charges are to be computed upon the elevator scale weight as verified by the Baltimore Chamber of Commerce Weigher, subject, however, to carload minimum weight per tariff of originating carrier, which must be shown on bill of lading in addition to the actual weight of the Grain or Soybeans covered by such bill of lading.

Wherever the word "Grain" appears in this rule, it will include Flaxseed.

ITEM 7205

**STORAGE OF EXPORT GRAIN HELD IN CARS, ORIGINATING OUTSIDE THE CITY LIMITS OF BALTIMORE, MD**

Cars loaded with Export Grain (Item 7220) will not be delayed subsequent to the time of loading and prior to the arrival at Baltimore, MD to avoid payment of storage charge as published herein.

Except as otherwise provided in individual freight rate tariffs, Grain (Item 7220) will be held in cars without charge for storage at Baltimore, MD for 3 days (excluding Saturdays, Sundays; also Holidays named in Item 260 of this tariff). Notice of arrival will be sent or given to consignee within 24 hours from the first 7:00 A.M. after arrival of car.

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**SECTION 7**  
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ITEM 7210

**CHARGES MADE BY THE NS ON GRAIN, MALT, SOYBEANS, DRIED PEAS AND FLAXSEED AT CANTON ELEVATOR, BALTIMORE, MD**

Storage of Export Grain held in cars, originating outside the City Limits of Baltimore, MD

At the expiration of the Free Time, such freight, while held in cars, will be charged car demurrage for each day or fraction thereof (including Saturdays, Sundays and Holidays named in Item 260 of this tariff) at the charges provided in Section 1 of NS 6004 Series.

ITEM 7215

**EXPORT GRAIN**

Cars loaded with Export Grain (Item 7220) will not be delayed subsequent to the time of loading or prior to the arrival at destination, to avoid payment of storage charges as published herein.

Grain (Item 7220) originating within the City Limits of Baltimore, MD which is held in cars, will be held without charge for 3 days from the first 7:00 A.M. (including Saturdays, Sundays, also Holidays named in Item 260 of this tariff) following the arrival of the car at destination. At the expiration of the free time period, such freight, while held in cars, will be charged for demurrage for each day or fraction thereof (including Saturdays, Sundays and Holidays named in Item 260 of this tariff) at the charges provided in Section 1 of NS 6004 Series.

ITEM 7220

**CHARGES MADE BY THE NS ON GRAIN, MALT, SOYBEANS, DRIED PEAS AND FLAXSEED AT CANTON ELEVATOR, BALTIMORE, MD**

As used herein, the term "Grain" will include only the following commodities:

Barley, Corn, Oats, Rye, Grain Sorghums, Wheat, Flaxseed and Soybeans.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7225

**CHARGES MADE BY NS ON LINSEED MEAL, FLAXSEED SCREENINGS MEAL, GLUTEN FEED, GLUTEN MEAL PELLETIZED, SOYBEAN CAKE OR MEAL, SOYBEAN OIL CAKE OR MEAL, SOYBEAN MEALS PELLETS OR ALFALFA PELLETS AND SOYBEAN HULLS, (PELLETIZED), AT CANTON ELEVATOR OR THE BULK COMMODITIES PIER**

The charges named in Items 7225 to 7230 are in addition to the rate for transportation.

The freight charges are to be computed upon the elevator scale weights which may be supervised by the Baltimore Chamber of Commerce or be subject to weight agreement and verification by the NS or its designated operator or other duly authorized representative of the railroad, subject to the carload minimum weight per tariff of originating carrier, which must be shown on bill of lading in addition to the actual weight of the Linseed Meal, Flaxseed Screening Meal, Gluten Feed, Gluten Meal Pellets, Soybean Cake or Meal, Soybean Oil Cake or Meal, Soybean Meal Pellets or Alfalfa Pellets and Soybean Hulls (Pelletized), covered by such bill of lading.

Linseed Meal, Flaxseed Screening Meal, Gluten Feed, Gluten Meal Pellets, Soybean Cake or Meal, Soybean Oil Cake or Meal, Soybean Meal Pellets or Alfalfa Pellets and Soybean Hulls (Pelletized), will be held in cars without charge for storage at Baltimore, MD, for three (3) days (excluding Saturdays, Sundays and the Holidays named in Item 260 of this tariff). Such free time to be computed from the first 7:00 A.M. after the day on which notice of arrival is sent or given to consignee.

At the expiration of the free time period, such freight, while held in cars, will be charged car demurrage for each day or fraction thereof (including Saturdays, Sundays and Holidays named in Item 260 of this tariff) at the charges provided in Section 1 of NS 6004 Series.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7230

**HANDLING OF SHIPMENTS OF GRAIN, SOYBEANS, SOYBEAN MEAL, SOYBEAN MEAL FEED PELLETS,  
IN BULK, CONSIGNED TO CANTON ELEVATOR, FOR EXPORT**

On Grain, as described in RPS 6600 Series, Soybean Meal Feed Pellets, in bulk, when consigned to Canton Elevator, Baltimore, MD that provide direct shipside delivery, the freight charges based on the export rate from point of origin or reshipping point to Baltimore, MD will be collected by the rail carrier. Shipments so delivered must be registered with NS or its designated operator by consignee or owner within twenty-five days from date of freight bill and may be held in storage for not more than twelve months from date of delivery to elevator (See EXCEPTION). If satisfactory proof of exportation is not furnished within 12 months (twenty-four months or thirty-six months if the EXCEPTION A or B below has been utilized), or if shipment is domesticated, rail transportation charge will be adjusted to the domestic basis, and collection made accordingly.

EXCEPTION A - Provided a request is made at least 30 days prior to the expiration of the initial 12 month period, the 12 month period to permit exportation may be extended to 24 months on shipments of bulk grain, including Soybeans, subject to an additional charge of \$.23 cents per 100 pounds which shall be assessed and collected at the time the extension to 24 months is made, NO refund of the additional charge will be made.

EXCEPTION B - Provided a request is made at least 30 days prior to the expiration of the 24 month period provided in A above, the 24 month period to permit exportation may be extended to 36 months on shipments of bulk grains including Soybeans subject to an additional charge of \$.23 cents per 100 pounds which shall be assessed and collected at the time the extension to 36 months is made. No refund of the additional charge will be made.

(FOR APPLICATION, SEE ITEM 7190)

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**SECTION 7**  
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ITEM 7235

**RULES AND CHARGES FOR STORAGE AND RECONSIGNMENT OF EXPORT FREIGHT AT CANTON (BALTIMORE), MD**

Carload export property originally forwarded to Canton (Baltimore), MD from origin territory shown in NOTE A and reconsigned after arrival at Canton (Baltimore), MD to Wilmington, DE, Philadelphia, PA or New York, NY, and exported, shall be subject to the following rules and regulations:

If reforwarded before being unloaded, reconsigning charge of \$198.00 per car will be applied.

Property so reconsigned shall be subject to demurrage or storage rates, rules and regulations applicable at Canton (Baltimore), MD during the time shipment is held at Canton (Baltimore), MD, except that only 24 hours free time will be allowed. After property so reconsigned arrives at point to which reconsigned, the demurrage or storage rates, rules and regulations applicable at such ports will apply.

Rate from point of origin to final point of exportation in effect on date of shipment from point of origin, plus charges named, will apply on such reconsigned shipments.

NOTE A –

- (1) Stations on NS on or West of line of NS, Baltimore, MD through Perryville, MD; Harrisburg and Sunbury to Wilkes-Barre, PA; thence north of Sunbury through Williamsport, PA; to Sodus Point, NY and south of Baltimore, MD; including Washington, DC and Potomac Yard, VA.
- (2) Stations in connection from which through rates apply via junction points within territory described in Paragraph (1).

ITEM 7240

**COASTWISE FREIGHT**

The domestic rules and regulations of this tariff will also apply on Fertilizer and Fertilizer Materials, as described in Item 1170, RPS 2009 Series, discharged from vessel in bulk and bagged at the facility where received from vessel or lighter before shipment in rail service, from Baltimore, MD.

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**SECTION 7  
RULES AND CHARGES FOR PORTS**

▲ ITEM 7245

**STORAGE RULES AND CHARGES ON FREIGHT DESTINED TO FOREIGN PORTS**

This rule does not apply on the Iron and Steel Articles named in Item 7130 of this tariff.

FREIGHT, except:

Grain (Item 7280) in bulk (Item 7260).

Hay, Straw, Explosives, Inflammables, Rags, other than clean and dry, and other dangerous articles (other than denatured alcohol), in drums and all articles for which yellow labels are prescribed in BOE 6000 Series (Item 820).

Sulphate of Ammonia in bulk when not held in cars shipped to Baltimore, MD, for EXPORT TO FOREIGN PORTS, covered by local bills of lading and actually exported, will be held free of demurrage and storage charges for a period (Item 7255) not exceeding:

Three (3) days (except as provided in Item 7285) in carloads (NOTE, Item 7250).

Thereafter the storage charges will be as follows:

For the first 5 days or fraction thereof beyond:

Free Time-----\$.24 per 100 pounds.

For each succeeding 5 days or fraction thereof-----\$.39 per 100 pounds.

The minimum charge of any one shipment is \$7.77.

After the expiration of the free time provided for in this item, Railway Equipment moving on own wheels, for export, will be charged storage for each day, including Saturdays, Sundays; also the Holidays named in Item 260 at the charge named in NS 6004 Series.

Freight in bulk (Item 7045).

Scrap Iron and Steel, in packages or pieces weighing less than 500 pounds each, in open cars for EXPORT to foreign points and actually exported, will be held in cars free of demurrage for the free time provided for in this item, and after expiration of the free time specified, such freight will be charged car demurrage for each day, including Saturdays, Sundays and Holidays named herein, at the regular demurrage charges, as published in NS 6004 Series.

(FOR APPLICATION, SEE ITEM 7190)

▲ - Change in wording, which results in neither increase nor reduction in charges.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7250

**STORAGE RULES AND CHARGES ON FREIGHT DESTINED TO FOREIGN PORTS**

NOTE - On a shipment of 20,000 pounds or more of "any quantity" traffic, that is, where the carload rating and the less carload rating in Classification (Item 5) are the same, the free time period that is applicable to carload traffic will apply. On a shipment of "any quantity" traffic weighing less than 20,000 pounds the free time period applicable to less carload traffic will apply, the total storage charges on a shipment weighing less than 20,000 pounds not to exceed the total storage charges that would be assessed on 20,000 pounds of the same commodity.

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ITEM 7255

**STORAGE RULES AND CHARGES ON FREIGHT DESTINED TO FOREIGN PORTS**

At railroad operated piers, demurrage is to be computed up to the day the vessel to which the shipments are delivered begins taking aboard merchandise cargo.

At Maryland Port Authority Clinton Street Marine Terminal Piers 1 and 2, also the Dundalk Marine Terminal, Baltimore, MD, demurrage is to be computed up to the day the vessel to which the shipments are delivered begins taking aboard merchandise cargo or the freight is unloaded from car to vessel or to wharf or pier facilities operated by Maryland Port Authority Clinton Street Marine Terminal Piers 1 and 2; also the Dundalk Marine Terminal or Steamship Companies.

If, after beginning to take aboard cargo, the vessel for any reason leaves the railroad operated piers or pier or wharf facilities at Maryland Port Authority Clinton Street Marine Terminal Piers 1 and 2; also the Dundalk Marine Terminal at which it is being loaded, and returns later for additional cargo, the demurrage charges, for the intervening period shall be assessed, but shall cease when the vessel resumes loading.

If, after beginning to take aboard cargo, at Maryland Port Authority Clinton Street Marine Terminal Piers 1 and 2; also the Dundalk Marine Terminal the vessel discontinues loading the cargo for a period of forty-eight hours or more, the demurrage charges for the intervening periods shall be assessed starting from 7:00 A.M. of the third chargeable day of work stoppage, but shall cease when the vessel resumes loading.

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ITEM 7260

**STORAGE RULES AND CHARGES ON FREIGHT DESTINED TO FOREIGN PORTS**

Demurrage rules and charges will not be applicable on shipments of bulk Grain (Item 7280) for export, except when ordered by shipper or consignee to be held in cars or reconsigned for domestic delivery.

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**SECTION 7**  
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ITEM 7265

**STORAGE RULES AND CHARGES ON FREIGHT DESTINED TO FOREIGN PORTS**

Hay, Straw, Explosives, Inflammables, Rags other than clean and dry, and other dangerous articles (other than Denatured Alcohol), in drums and all articles for which Yellow Labels are prescribed in BOE 6000 Series, will not be accepted for storage. Hay, Straw, Inflammables, Rags other than clean and dry, and other dangerous articles, (other than Denatured Alcohol), in drums and all articles for which Yellow Labels are prescribed in BOE 6000 Series, for export to foreign ports covered by local bills of lading and actually exported, will be held in cars free from demurrage for a period not exceeding 3 days (Item 7275) (except as otherwise provided in Item 7285) from the date of arrival, exclusive of such date of arrival. At the expiration of free time, demurrage charges will be assessed in accordance with tariffs lawfully on file with the Interstate Commerce Commission or the Public Service Commission, State of Maryland.

ITEM 7270

**STORAGE RULES AND CHARGES ON FREIGHT DESTINED TO FOREIGN PORTS**

When delivery to vessel is made by other than the line haul carrier, either for carrier's convenience, or when freight is ordered for rail delivery at Canton Railroad piers and the Canton Railroad charges are absorbed by NS, the following will apply:

- (a) Total free time allowed by both the line haul carrier and its connection shall not exceed the free time allowance authorized in this rule.
- (b) When carload shipment is transferred from one to another carrier following expiration of free time, the period shall be continuous and include the time held by the line haul carrier and its connection.

(FOR APPLICATION, SEE ITEM 7190)

ITEM 7275

**COMPUTING FREE TIME**

In computing free time, Saturdays, Sundays; also the Holidays named in Item 260 of this tariff, will be excluded. Such free time to be computed from the first 7:00 A.M. after the day on which notice of arrival is sent or given to consignee.

ITEM 7280

**DEFINITION OF TERM "GRAIN"**

As used herein, the term "Grain" will include only the following commodities:

Barley, Corn, Oats, Rye, Grain Sorghums, Wheat, Flaxseed and Soybeans.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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## ITEM 7285

**STORAGE RULES AND CHARGES ON FREIGHT OTHER THAN FOR FOREIGN PORTS FOR TRANS-SHIPMENT BY WATER**

This rule does not apply on the Iron and Steel Articles contained in Item 7130 of this tariff.

FREIGHT, for trans-shipment by water, other than that destined to foreign ports, when on local bills of lading, will be held in cars free of charge for a period not exceeding 5 days (except as provided in Item 7335), thereafter the demurrage charges as published in NS 6004 Series will apply.

Freight in bulk, for Coastwise movement, will be held in car free of demurrage for the free time provided and after the expiration of the free time specified, such freight will be charged car demurrage for each day, including Saturdays, Sundays and Holidays named therein at the regular demurrage charges as published in NS 6004 Series.

NOTE - In computing free time, Saturdays, Sundays; also the Holidays named in Item 260 of this tariff will be excluded. Such free time to be computed from the first 7:00 A.M. after the day on which notice of arrival is sent or given to consignee.

## ITEM 7290

**STORAGE RULES AND CHARGES ON FREIGHT OTHER THAN FOR FOREIGN PORTS FOR TRANS-SHIPMENT BY WATER**

When delivery to vessel is made by other than the line haul carrier, either for carrier's convenience, or when freight is ordered for rail delivery at Canton Railroad Piers and the Canton Railroad charges are absorbed by NS, the following will apply:

- (a) Total free time allowed by both the line haul carrier and its connection shall not exceed the free time allowance authorized in this rule.
- (b) When carload shipment is transferred from one to another carrier following expiration of free time, the storage period shall be continuous and include the time held by the line haul carrier and its connections.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7295

**STORAGE RULES AND CHARGES ON FREIGHT OTHER THAN FOR FOREIGN PORTS FOR TRANS-SHIPMENT BY WATER**

At Maryland Port Authority Clinton Street Marine Terminal Piers 1 and 2; also the Dundalk Marine Terminal, Baltimore, MD, demurrage is to be computed up to the day the vessel to which the shipments are delivered begins taking aboard merchandise cargo or the freight is unloaded from car to vessel or to wharf or pier facilities operated by Maryland Port Authority Clinton Street Marine Terminal Piers 1 and 2; also the Dundalk Marine Terminal or Steamship Companies.

If, after beginning to take aboard cargo, the vessel for any reason leaves the railroad operated piers or pier or wharf facilities at Maryland Port Authority Clinton Street Marine Terminal Piers 1 and 2; also the Dundalk Marine Terminal at which it is being loaded, and returns later for additional cargo the demurrage charges, for the intervening period, shall be assessed, but shall cease when the vessel resumes loading.

If, after beginning to take aboard cargo at Maryland Port Authority Clinton Street Marine Terminal Piers 1 and 2; also the Dundalk Marine Terminal, the vessel discontinues loading the cargo for a period of forty-eight hours or more the demurrage charges, for the intervening periods, shall be assessed starting from 7:00 A.M. of the third chargeable day of work stoppage, but shall cease when the vessel resumes loading.

(FOR APPLICATION, SEE ITEM 7190)

ITEM 7300

**RULES, REGULATIONS AND CHARGES TO BE APPLIED ON COARSE CARLOAD FREIGHT**

Three days (except as provided in Item 7335), free time will be allowed at Baltimore, MD, on shipments of the articles named in Item 7130, in carloads when consigned in shipping order or bill of lading for export, when held in cars, such free time to be computed from first 7:00 A.M., after the date on which notice of arrival is sent or given to consignee (Item 7315).

ITEM 7305

**RULES, REGULATIONS AND CHARGES TO BE APPLIED ON COARSE CARLOAD FREIGHT**

Forty-eight (48) hours (two days) free time will be allowed at Baltimore, MD, on shipments of the articles named in Item 7130, in carloads, when for local delivery, when held in cars. Such free time to be computed from first 7:00 A.M. after the date on which notice of arrival is sent or given to consignee (Item 7315).

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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## ITEM 7310

**RULES, REGULATIONS AND CHARGES TO BE APPLIED ON COARSE CARLOAD FREIGHT**

Domestic freight for trans-shipment in coastwise service when on local bills of lading, will be held free of demurrage charges for a period not exceeding 3 days (except as provided in Item 7335) from date of arrival, such free time to be computed from first 7:00 A.M., after date on which notice of arrival is sent or given consignee (Item 7315).

## ITEM 7315

**RULES, REGULATIONS AND CHARGES TO BE APPLIED ON COARSE CARLOAD FREIGHT**

In computing free time, Saturdays, Sundays; also the Holidays named in Item 260 of this tariff will be excluded and the day for which delivery of the property is ordered will be excluded.

## ITEM 7320

**RULES, REGULATIONS AND CHARGES TO BE APPLIED ON COARSE CARLOAD FREIGHT**

When delivery to vessel is made by other than the line haul carrier, for carrier's convenience, the following will apply:

- (a) Total free time allowed by both the line haul carrier and its connection shall not exceed the free time allowance authorized in this rule.
- (b) When carload shipment is transferred from one to another carrier following expiration of free time, the storage period shall be continuous and include the time held by the line haul carrier and its connection.

## ITEM 7325

**RULES, REGULATIONS AND CHARGES TO BE APPLIED ON COARSE CARLOAD FREIGHT**

Shipments on hand after expiration of free time period as provided in Item 7300 on export freight of Item 7305 on domestic freight for local delivery or Item 7310 on domestic freight for trans-shipment in coastwise service, if held cars, will be charged for demurrage (Item 7315), in accordance with NS 6004 Series.

(FOR APPLICATION, SEE ITEM 7190)

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**SECTION 7**  
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ITEM 7330

**RULES, REGULATIONS AND CHARGES TO BE APPLIED ON COARSE CARLOAD FREIGHT**

At the railroad operated piers, demurrage is to be computed up to day the vessel to which the shipments are delivered begins taking aboard merchandise cargo.

At Maryland Port Authority Clinton Street Marine Terminal Piers 1 and 2; also the Dundalk Marine Terminal, Baltimore, MD, demurrage is to be computed up to the day the vessel to which the shipments are delivered begins taking aboard merchandise cargo or the freight is unloaded from car to vessel or to wharf or pier facilities operated by Maryland Port Authority Clinton Street Marine Terminal Piers 1 and 2; also the Dundalk Marine Terminal Steamship Companies.

If, after beginning to take aboard cargo, the vessel for any reason leaves the railroad operated piers or pier or wharf facilities at Maryland Port Authority Clinton Street Marine Terminal Piers 1 and 2; also the Dundalk Marine Terminal at which it is being loaded, and returns later for additional cargo the demurrage charges, shall be assessed, but shall cease when the vessel resumes loading.

If, after beginning to take aboard cargo, at Maryland Port Authority Clinton Street Marine Terminal Piers 1 and 2; also the Dundalk Marine Terminal, the vessel discontinues loading the cargo for a period of forty-eight hours or more, the demurrage charges shall be assessed starting from 7:00 A.M. of the third chargeable day of work stoppage, but shall cease when the vessel resumes loading.

If freight is to be delivered to a steamship pier (not operated by a railroad carrier), the demurrage charges will cease to apply on delivery of freight to the steamship company's pier.

ITEM 7335

**FREE TIME ON TRAFFIC MOVING ENTIRELY WITHIN THE LIMITS OF BALTIMORE, MD**

(Applicable only when specific reference is made to this item)

Free time period will be 3 days on traffic moving within the City of Baltimore, MD on rates published in NS 8002 Series.

ITEM 7340

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AND FERRO SILICON FROM CANADA**

Import commodities named in Items 7345 to 7355 (Ferro Silicon); also from Canada, including Provinces of Prince Edward Island, New Brunswick and Nova Scotia, as referred to in Item 7355 upon piers, delivered to NS at Baltimore, MD, may be unloaded and placed upon piers, bulkheads or land of the railroad company at or adjacent to Baltimore Harbor, subject to handling and ground storage charges as herein specified. Carriers reserve the right, at their option, to hold such freight in cars.

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ITEM 7345

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AND FERRO SILICON FROM CANADA**

Bauxite Ore.

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ITEM 7350

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AND FERRO SILICON FROM CANADA**

Lumber and Logs, All Kinds.

Scrap Iron and Steel.

(FOR APPLICATION, SEE ITEM 7190)

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ITEM 7355

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AND FERRO SILICON FROM CANADA**

Barytes Ore

Ferro Chrome

Ferro Manganese

Ferro Silicon (also from Canada, including Provinces of Prince Edward Island, New Brunswick and Nova Scotia)

Ferro Phosphorus

Fluorspar

Iron Ore

Kyanite (Cyanite) Ore, in bulk

Ore, in bulk, not otherwise indexed by name in Classification (Item 5)

Silico Manganese

Zinc Ore or Zinc Ore Concentrates, in bulk

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ITEM 7360

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AND FERRO SILICON FROM CANADA**

Chrome Ore

Manganese Ore

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**SECTION 7**  
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ITEM 7365

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AND FERRO SILICON FROM CANADA**

Forty-eight (48) hours (2 days) free time will be allowed on shipments of commodities as named in Items 7345 to 7355, in carloads, such free time to be computed from the first 7:00 A.M. after the date on which car is placed alongside ship for loading (Item 7035).

ITEM 7370

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AND FERRO SILICON FROM CANADA**

Shipments on hand after expiration of the free time period, as provided for in Item 7365 will be charged car demurrage in accordance with NS 6004 Series except as otherwise provided.

ITEM 7375

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AND FERRO SILICON FROM CANADA**

Unless caused by negligence of NS, or that of its agent, no liability will be assumed as to loss.

ITEM 7385

**STORAGE RULES AND CHARGES ON FREIGHT RECEIVED FROM FOREIGN PORTS OR MOVING IN DOMESTIC COASTWISE SERVICE FROM PACIFIC COAST VIA PANAMA CANAL AT CAMDEN, NJ, PHILADELPHIA, PA AND WILMINGTON, DE**

Freight, EXCEPT:

Import Woodpulp (See Item 7395)

Import Clay, in bulk (See Item 7395)

received from foreign ports, awaiting reshipment via the NS, will be held free of charge at owners' risk for the periods of time named below; time to be computed from the first 7:00 A.M., following the date on which vessel completes discharging its cargo.

Storage charges, if any, will cease when shipping instructions are given to NS provided freight is available for immediate loading.

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**SECTION 7  
RULES AND CHARGES FOR PORTS**

ITEM 7390

**STORAGE RULES AND CHARGES ON FREIGHT RECEIVED FROM FOREIGN PORTS OR MOVING IN DOMESTIC COASTWISE SERVICE FROM PACIFIC COAST VIA PANAMA CANAL AT CAMDEN, NJ, PHILADELPHIA, PA AND WILMINGTON, DE**

Packages, Pieces and Bulk Freight,  
except Woodpulp (See other provisions of this item),  
Scrap Steel Rails (See NOTE 1, Item 7410),  
Bauxite Ore (NOTE C),  
Chrome Ore (NOTE C),  
Manganese Ore (NOTE C),  
Iron Ore (NOTES B and C),  
Zinc Ore (NOTE C),  
Zinc Ore Concentrates (NOTE C),  
Ferro Chrome (NOTE C),  
Ferro Manganese (NOTE C),  
Ferro Silicon (NOTE C),  
Silico Manganese (NOTE C),  
Fluorspar (NOTE C),  
Magnesite (NOTE C) and  
Pig Iron (NOTE C), 5 days.

On Woodpulp-----15 days (See Note A)

NOTE A - Free time period will be five days on Woodpulp moving between Camden, NJ Stations or Piers or between Philadelphia, PA Stations or Piers as shown in OPSL 6000 Series, when moving on rates published as switching rates; also rates published in amounts per car when movement is locally over the NS.

NOTE B - Where reference is made hereto, the rates will apply only on the material as described containing not to exceed seventy-three percent (73%) natural iron content.

NOTE C - Free time and storage (demurrage or detention) charges are as provided in Items 7415, 7420, 7580 or 7585.

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ITEM 7395

**STORAGE RULES AND CHARGES ON FREIGHT RECEIVED FROM FOREIGN PORTS OR MOVING IN DOMESTIC COASTWISE SERVICE FROM PACIFIC COAST VIA PANAMA CANAL AT CAMDEN, NJ, PHILADELPHIA, PA AND WILMINGTON, DE**

After the expiration of the free time period, the storage charges will be as follows:

On Woodpulp:

For the first 10 days or any fraction thereof, \$ .61 cents per 100 pounds.

For each succeeding period of 15 days or any fraction thereof, \$ .21 cents per 100 pounds.

On Clay, in bulk:

For the first 10 days or any fraction thereof, \$ .40 cents per 100 pounds.

For each succeeding period of 10 days or any fraction thereof, \$ .27 cents per 100 pounds.

(FOR APPLICATION, SEE ITEM 7380)

ITEM 7400

**STORAGE RULES AND CHARGES ON FREIGHT RECEIVED FROM FOREIGN PORTS OR MOVING IN DOMESTIC COASTWISE SERVICE FROM PACIFIC COAST VIA PANAMA CANAL AT CAMDEN, NJ, PHILADELPHIA, PA AND WILMINGTON, DE**

On traffic with a minimum weight in the Classification (Item 5) of 24,000 pounds or higher (See NOTE 2, Item 7410, the storage charge for the first 30 days or any fraction thereof, including handling into and out of store, will be \$ .98 cents per 100 pounds.

For each succeeding 15 days or any fraction thereof, \$ .39 cents per 100 pounds.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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## ITEM 7405

**STORAGE RULES AND CHARGES ON FREIGHT RECEIVED FROM FOREIGN PORTS OR MOVING IN DOMESTIC COASTWISE SERVICE FROM PACIFIC COAST VIA PANAMA CANAL AT CAMDEN, NJ, PHILADELPHIA, PA AND WILMINGTON, DE**

On traffic with a minimum weight in the Classification (Item 5) lower than 24,000 pounds (See NOTE 2, Item 7410), and on "any quantity" traffic, that is, where the carload rating and the less carload rating in the Classification (Item 5) are the same, the storage charges for the first 30 days or any fraction thereof, including handling into and out of store, will be \$1.38 per 100 pounds.

For each succeeding 15 days or any fraction thereof, \$ .67 cents per 100 pounds.

The minimum storage charge on any one shipment, subject to the provisions of Items 7385 to 7410 is \$650.00.

## ITEM 7410

**STORAGE RULES AND CHARGES ON FREIGHT RECEIVED FROM FOREIGN PORTS OR MOVING IN DOMESTIC COASTWISE SERVICE FROM PACIFIC COAST VIA PANAMA CANAL AT CAMDEN, NJ, PHILADELPHIA, PA AND WILMINGTON, DE**

NOTE - 1. Scrap Steel Rails will be subject to demurrage rules and charges as shown in NS 6004 Series.

NOTE - 2. In the application of this rule, the minimum weights to govern are those published in Classification (Item 5), Rule 34 of Classification (Item 5) not to be applied.

## ITEM 7415

**FREE TIME AND DETENTION CHARGES ON FREIGHT RECEIVED FROM FOREIGN PORTS OR MOVING IN DOMESTIC COASTWISE OR INTERCOASTAL SERVICE FROM PACIFIC COAST VIA PANAMA CANAL AT CAMDEN, NJ AND WILMINGTON, DE**

(a) Forty-eight (48) hours (2 days) free time will be allowed at Camden, NJ or Wilmington, DE.

On shipments of Bauxite Ore, Manganese Ore, Chrome Ore, Iron Ore, Ferro Chrome, Ferro Manganese, Ferro Silicon, Fluorspar, Magnesite, Silico Manganese, Pig Iron, Zinc Ore and Zinc Ore Concentrates, in carloads, such free time to be computed from the first 7:00 A.M. after the date on which car is placed alongside ship for loading (See Item 7035).

(b) Forty-eight (48) hours (2 days) free time will be allowed at Camden, NJ or Wilmington, DE.

On shipments of Ilmenite Ore in carloads, such free time to be computed from the first 7:00 A.M. after the date on which notice of arrival is sent or given to consignee.

(FOR APPLICATION, SEE ITEM 7380)

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ITEM 7420

**FREE TIME AND DETENTION CHARGES ON FREIGHT RECEIVED FROM FOREIGN PORTS OR MOVING IN DOMESTIC COASTWISE OR INTERCOASTAL SERVICE FROM PACIFIC COAST VIA PANAMA CANAL AT CAMDEN, NJ AND WILMINGTON, DE**

Shipments on hand after expiration of the free time period, as provided for in Item 7415, will be charged car demurrage in accordance with NS 6004 Series.

ITEM 7425

**STORAGE RULES AND CHARGES ON FREIGHT FOR TRANS-SHIPMENT BY WATER AT CAMDEN, NJ, PHILADELPHIA, PA, AND WILMINGTON, DE**

EXCEPTION - This rule does not apply on the Iron and Steel Articles contained in Item 7130 of this tariff.

FREIGHT, except:

Flaxseed in bulk (See Item 7470), Grain in bulk (see Item 7470), Soybeans in bulk (See Item 7470) and Petroleum Coke in bulk (See Item 7450) shipped for EXPORT, covered by local bills of lading and actually exported, will be held free of demurrage and storage charges for a period not exceeding:

3 days when in carloads (See Item 7090).

Scrap Iron in open cars for export covered by local bills of lading will be held free of demurrage and storage charges for a period of 3 days (See Item 7090).

After the expiration of free time specified, such freight will be charged car demurrage for each day, including Saturdays, Sundays; also the Holidays named in Item 260 of this tariff at the regular demurrage charges as published in Section 1 of NS 6004 Series.

Free time will be computed (Item 7035), from the first 7:00 A.M. after the date on which notice of arrival is sent or given to consignee.

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**SECTION 7**  
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ITEM 7430

**STORAGE RULES AND CHARGES ON FREIGHT FOR TRANS-SHIPMENT BY WATER AT CAMDEN, NJ,  
PHILADELPHIA, PA, AND WILMINGTON, DE**

On a shipment of 20,000 pounds or more of "any quantity" traffic, that is, where the carload rating and the less carload rating in the Classification (Item 5) are the same, the free time period that is applicable to carload traffic will apply. On a shipment of "any quantity" traffic, weighing less than 20,000 pounds, the free time period applicable to less carload traffic, will apply, the total storage charges on a shipment weighing less than 20,000 pounds not to exceed the total storage charges that would be assessed on 20,000 pounds of the same commodity.

ITEM 7435

**STORAGE RULES AND CHARGES ON FREIGHT FOR TRANS-SHIPMENT BY WATER AT CAMDEN, NJ,  
PHILADELPHIA, PA, AND WILMINGTON, DE**

Storage or demurrage is to be computed up to the day the vessel to which the shipments are delivered begins taking aboard merchandise cargo. If, after beginning to take aboard cargo, the vessel for any reason, leaves the pier at which it is being loaded and returns later for additional cargo, the storage or demurrage charges, whichever may be applicable for the intervening periods, shall be assessed, but shall cease when the vessel resumes loading.

If freight is to be delivered to a steamship pier (not operated by a railroad carrier), the demurrage or storage charges are to be computed up to the day the vessel to which shipments are delivered begins taking aboard merchandise cargo. If after beginning to take aboard cargo, the vessel discontinues loading the cargo for a period of 48 hours or more, the storage or demurrage charges, whichever may be applicable for the intervening periods, shall be assessed starting from 7:00 A.M. of the third chargeable day of work stoppage, but shall cease when the vessel resumes loading.

(FOR APPLICATION, SEE ITEM 7380)

ITEM 7440

**STORAGE RULES AND CHARGES ON FREIGHT FOR TRANS-SHIPMENT BY WATER AT CAMDEN, NJ,  
PHILADELPHIA, PA, AND WILMINGTON, DE**

DOMESTIC freight for trans-shipment via water (except as provided in Item 7450) in coastwise service and to Pacific Coast via Panama Canal, when on local bills of lading, will be held free of demurrage and storage charges for a period not exceeding 3 days from date of arrival.

Free time will be computed (Item 7035) from the first 7:00 A.M., after the date on which notice of arrival is sent or given to consignee.

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ITEM 7445

**STORAGE RULES AND CHARGES ON FREIGHT FOR TRANS-SHIPMENT BY WATER AT CAMDEN, NJ,  
PHILADELPHIA, PA, AND WILMINGTON, DE**

After the expiration of the free time as shown in Items 7425 to 7440, the storage charges (except on Petroleum Coke in bulk as provided in Item 7450), will be as follows:

For the first 10 days or fraction thereof, \$ .62 cents per 100 pounds.

For each succeeding 10 days or fraction thereof, \$ .27 cents per 100 pounds.

The minimum storage charge on any one shipment will be \$650.00.

After the expiration of the free time provided for in Item 7425, Railway Equipment moving on own wheels, for export, will be charged storage for each day, including Saturdays, Sundays; also Holidays named in Item 260 of this tariff at the charge named in Section 2 of NS 6004 Series.

Domestic Freight in bulk (Item 7045), for trans-shipment by water in coastwise service via Philadelphia, PA will be held in cars free of demurrage for the free time provided for in Item 7035 and after the expiration of the free time specified, such freight will be charged car demurrage for each day, including Saturdays, Sundays; also Holidays named in Item 260 of this tariff at the regular demurrage charges as published in NS 6004 Series.

Freight in bulk (Item 7045) for EXPORT to Foreign Ports (except on Petroleum Coke as provided in Item 7450) and actually exported will be held in cars free of demurrage for the free time provided for in Item 7035 and after the expiration of the free time specified, such freight will be charged car demurrage for each day, including Saturdays, Sundays; also Holidays named in Item 260 of this tariff at the regular demurrage charges as published in NS 6004 Series.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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## ITEM 7450

**STORAGE RULES AND CHARGES ON FREIGHT FOR TRANS-SHIPMENT BY WATER AT CAMDEN, NJ,  
PHILADELPHIA, PA, AND WILMINGTON, DE**

Petroleum Coke (Petroleum Carbon), in bulk, carloads, for trans-shipment by water via Philadelphia, PA only, to points on the Delaware River and its tributaries, will be held in cars free of demurrage for a period not exceeding two (2) days.

After expiration of the free time specified, such freight will be charged car demurrage for each day, including Saturdays, Sundays; also Holidays named in Item 260 of this tariff at the regular demurrage charges as published in NS 6004 Series.

Petroleum Coke (Petroleum Carbon), in bulk, carloads, for export to foreign ports and actually exported via Philadelphia, PA only, will be held in cars free of demurrage for a period not exceeding three (3) days.

After expiration of the free time specified, such freight will be charged car demurrage for each day, including Saturdays, Sundays' also Holidays named in Item 260 of this tariff at the regular demurrage charges as published in Section 1 of NS 6004 Series.

Free time will be computed (Item 7035) from the first 7:00 A.M. after the date on which notice of arrival is sent or given to consignee.

(FOR APPLICATION, SEE ITEM 7380)

## ITEM 7465

**STORAGE RULES AND CHARGES ON FREIGHT FOR TRANS-SHIPMENT BY WATER AT CAMDEN, NJ,  
PHILADELPHIA, PA, AND WILMINGTON, DE**

When delivery to vessel is made by other than the line haul carrier, for carrier's convenience in lieu of lighterage, the following will apply:

- (a) Total free time allowed by both the line haul carrier and its connection shall not exceed the free time allowance authorized in this rule.
- (b) When carload shipment is transferred from one to another carrier following expiration of free time, the storage period shall be continuous and include the time held by the line haul carrier and its connection.

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**SECTION 7  
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ITEM 7470

**STORAGE RULES AND CHARGES ON FREIGHT FOR TRANS-SHIPMENT BY WATER AT CAMDEN, NJ,  
PHILADELPHIA, PA, AND WILMINGTON, DE**

Demurrage rules and charges will not be applicable on shipments of bulk Flaxseed, bulk Grain or bulk Soybeans, for export, except when ordered by shipper or consignee to be held in cars or reconsigned for domestic delivery.

ITEM 7475

**STORAGE RULES AND CHARGES ON FREIGHT FOR TRANS-SHIPMENT BY WATER AT CAMDEN, NJ,  
PHILADELPHIA, PA, AND WILMINGTON, DE**

The provisions of Items 7425 to 7470 will also apply on carload traffic for Export, held at Wilmington (Delaware River Pier), DE, which is intended for delivery to vessels at Carney's Point (Deepwater), NJ and Gibbstown, NJ, when delivered by carfloat to alongside steamer, but not when delivered to or through warehouses or yards at Carney's Point (Deepwater), NJ or Gibbstown, NJ.

ITEM 7480

**RULES, REGULATIONS AND CHARGES TO BE APPLIED ON COARSE CARLOAD FREIGHT AT CHESTER-  
MARCUS HOOK, PA, PHILADELPHIA, PA, AND WILMINGTON, DE**

The Iron and Steel Articles named in Item 7130 when loaded in open top cars may be unloaded and placed upon the ground at or in the vicinity of Chester-Marcus Hook, PA, Philadelphia, PA and Wilmington, DE, subject to handling and ground storage charges named in this rule.

The ground storage provisions of this rule will not apply on the commodities named in this rule when weighing in excess of 10 tons per piece or package, except by special arrangement made in advance of shipment.

ITEM 7485

**RULES, REGULATIONS AND CHARGES TO BE APPLIED ON COARSE CARLOAD FREIGHT AT CHESTER-  
MARCUS HOOK, PA, PHILADELPHIA, PA, AND WILMINGTON, DE**

If space is not available on property of the NS at Chester-Marcus Hook, PA, Philadelphia, PA or Wilmington, DE, the articles named in this rule may be unloaded upon the lands of the carrier at other points intermediate to Chester-Marcus Hook, PA, or Wilmington, DE, when space is available, subject to the same charges and conditions as are applicable when unloaded at Chester-Marcus Hook, PA, Philadelphia, PA or Wilmington, DE.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7490

**RULES, REGULATIONS AND CHARGES TO BE APPLIED ON COARSE CARLOAD FREIGHT AT CHESTER-MARCUS HOOK, PA, PHILADELPHIA, PA, AND WILMINGTON, DE**

Three days' free time will be allowed on shipments of the articles named in Item 7505, in carloads, when consigned in shipping order or bill of lading for export, whether held in cars or unloaded, such free time to be computed from first 7:00 A.M. after the date on which notice of arrival is sent or given to consignee. (See Item 7505).

(FOR APPLICATION, SEE ITEM 7380)

ITEM 7495

**RULES, REGULATIONS AND CHARGES TO BE APPLIED ON COARSE CARLOAD FREIGHT AT CHESTER-MARCUS HOOK, PA, PHILADELPHIA, PA, AND WILMINGTON, DE**

Forty-eight hours (2 days) free time will be allowed on shipments of the articles named in Item 7130, in carloads, when for local delivery whether held in cars or unloaded, such free time to be computed from first 7:00 A.M. after the date on which notice of arrival is sent or given consignee. (See Item 7505).

ITEM 7500

**RULES, REGULATIONS AND CHARGES TO BE APPLIED ON COARSE CARLOAD FREIGHT AT CHESTER-MARCUS HOOK, PA, PHILADELPHIA, PA, AND WILMINGTON, DE**

Three days' free time will be allowed on domestic shipments of articles named in Item 7130 when for trans-shipment by water on local bills of lading whether held in cars or unloaded, such free time to be computed from first 7:00 A.M. after date on which notice of arrival is sent or given consignee. (See Item 7505).

ITEM 7505

**RULES, REGULATIONS AND CHARGES TO BE APPLIED ON COARSE CARLOAD FREIGHT AT CHESTER-MARCUS HOOK, PA, PHILADELPHIA, PA, AND WILMINGTON, DE**

NS reserves the right at their option to hold such freight in cars or to unload it.

In computing free time, Saturdays, Sundays; also Holidays named in Item 260 of this tariff, will be excluded, and the day for which delivery of the property is ordered will be excluded.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7510

**RULES, REGULATIONS AND CHARGES TO BE APPLIED ON COARSE CARLOAD FREIGHT AT CHESTER-MARCUS HOOK, PA, PHILADELPHIA, PA, AND WILMINGTON, DE**

- (a) Shipments on hand after expiration of the free time period as provided in Item 7490 on export freight, on Item 7495 on domestic freight for local delivery or Item 7500 on domestic freight for trans-shipment by water, if held in cars, will be charged car demurrage (See Item 7505) in accordance with NS 6004 Series if unloaded on the ground for carrier's convenience, will be charged at the same rate per car as if held in cars, except as provided below. (See NOTE).
- (b) If written request is made by shipper or consignee within the free time period to unload such freight on the ground, charges for the handling and storage will be assessed in accordance with Item 7515, whether the shipment is held in cars or unloaded.
- (c) If, after the expiration of the free time period, written request is made by shipper or consignee to unload such freight, ground storage charges as provided in Item 7515, will be assessed, the storage period to be computed from the third 7:00 A.M., after the date on which the property is ordered to be stored. Car demurrage charges to be assessed for each day of detention after expiration of free time to the third 7:00 A.M., after day on which property is ordered to be stored.

NOTE - When there is a lack of space at the billed destination in Chester (Marcus Hook), PA, Philadelphia, PA, or Wilmington, DE, to hold such cars or to unload such freight on the ground, they will be tendered by written notice of arrival at the nearest available point in Chester (Marcus Hook), PA, Philadelphia, PA, or Wilmington, DE, as the case may be, and charges provided in Item 7515 will be assessed. When space becomes available at the billed destination, the freight will be moved to that point for storage on the ground or delivery to the consignees.

Storage or demurrage is to be computed up to the day the vessel to which the shipments are delivered begins taking aboard merchandise cargo. If, after beginning to take aboard cargo, the vessel for any reason, leaves the pier at which it is being loaded and returns later for additional cargo, the storage or demurrage charges, whichever may be applicable for the intervening periods, shall be assessed, but shall cease when that vessel resumes loading.

(FOR APPLICATION, SEE ITEM 7380)

If the freight is to be delivered to a steamship pier (not operated by a railroad carrier), the demurrage or storage charges will cease to apply on delivery of freight to the steamship company's pier.

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**SECTION 7  
RULES AND CHARGES FOR PORTS**

## ITEM 7510 – Concluded

Shipments of articles in Item 7130, in carloads, on which written request to unload is made by the shipper or consignee within the free time as provided for in Item 7490 on export freight or Item 7495 on domestic freight for local delivery, or Item 7500 on domestic freight for trans-shipment by water, will be subject to handling and ground storage charges as follows:

- (d) Except as provided in Paragraph (e) where the freight is ordered out in carload quantities and the identity of the material and weight of the outbound shipment is the same as the inbound shipment, a charge of \$17.55 per 2,000 pounds or \$17.56 per 2,240 pounds as rated, will be made for the first 30 days or fraction thereof, computed from the first 7:00 A.M., after the date on which notice of arrival is sent or given to consignee.
- (e) Where the freight is ordered out in mixed lots, that is, the outbound shipment is not identical with the inbound shipment.

Where the weight of the outbound material is less than the weight of the material in the inbound shipment.

Where the freight is delivered to trucks, a charge of \$24.03 per 2,000 pounds or \$24.06 per 2,240 pounds as rated, will be made for the first 30 days or fraction thereof, where the outbound shipment is not identical with the inbound shipment or where the weight of the outbound material is less than the weight of the material in the inbound shipment, or where the freight is delivered to trucks computed from the first 7:00 A.M., after the date on which notice of arrival is sent or given to consignee.

- (f) A charge of \$2.12 per 100 pounds will be made for each succeeding 30 days or fraction thereof.
- (g) See Item 7510 Paragraph (c), as to application of handling and storage charges on shipments placed on ground storage after the expiration of free time.
- (h) When by special arrangements made in advance of shipment, consignee accepts delivery at the ground storage location and the NS is not required to load the freight from ground storage to railroad car or truck, the charge will be \$9.72 per 2,000 pounds or \$9.73 per 2,240 pounds, as rated for the first 30 days or fraction thereof, computed from the first 7:00 A.M., after the date on which notice of arrival is sent or given to consignee.

## ITEM 7520

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

The provisions of this rule will not apply when the commodities named are to move to or from the storage location in closed cars, except when special arrangements are made with NS in advance of shipment.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7525

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

Import commodities named in Items 7530 to 7575 delivered to NS at Philadelphia, PA may be unloaded and placed upon piers, bulkheads or land of the railroad company at or adjacent to Philadelphia Harbor, subject to handling and ground storage charges as hereinafter specified. Carriers reserve the right, at their option, to hold such freight in cars or to unload it. Patrons must make necessary arrangements with the railroad in advance in order to avail themselves of this privilege.

(FOR APPLICATION, SEE ITEM 7380)

ITEM 7530

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

Armor, deck or ship plates.  
Bars.  
Billets, Blooms or Slabs.  
Boilers.  
Boiler Tubes  
Bolts or Rivets, in boxes or kegs, when shipped with carload structural steel.  
Castings, rough, each 50 pounds or over.  
Cross Ties, railroad.

ITEM 7535

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

Fastenings, rails (splice bars, bolts, nuts and spikes, in bundles or packages), in straight carloads or in mixed carloads with iron or steel rails.  
Forgings, rough, each 50 pounds or over.  
Frogs or Switches.  
Ingots.  
Locomotive and Car Parts, Iron, Steel or Wood, or Iron, Steel or Wood combined, each package or piece to weigh not less than 500 pounds.  
Machinery, heavy, loaded in open cars.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7540

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

Piling  
Pipe  
Plates  
Poles, telegraph, telephone or electric street railway  
Rails  
Rods, in bundles  
Sheet Bars  
Skelp  
Structural Steel  
Turn Tables, knocked down

ITEM 7545

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

Lumber and Logs, all kinds  
Pig Iron  
Spiegel Eisen (Spiegel Iron)

ITEM 7550

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

Barytes Ore  
Ferro Chrome  
Ferro Manganese  
Ferro Silicon  
Ferro Phosphorus  
Iron Ore  
Kyanite (Cyanite) Ore, in bulk  
Ore, in bulk, not otherwise indexed by name in Classification (Item 5)  
Silico Manganese  
Zinc Ore or Zinc Ore Concentrates, in bulk

ITEM 7555

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

⊗ Ilmenite Ore

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**SECTION 7  
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ITEM 7560

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

Petroleum Coke

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ITEM 7565

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

Chrome Ore  
☞ Iron Ore  
Manganese Ore  
(FOR APPLICATION, SEE ITEM 7380)

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ITEM 7570

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

Fluorspar  
Magnesite

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ITEM 7575

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

Bauxite Ore  
Chrome Ore  
Manganese Ore  
Iron Ore  
Zinc Ore  
Zinc Ore Concentrates

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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## ITEM 7580

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

- (A) Forty-eight (48) hours (2 days) free time will be allowed at Philadelphia, PA on shipments of commodities as named in Items 7530 to 7575 in carloads, such free time to be computed from the first 7:00 A.M. after the date on which car is placed alongside ship for loading (Item 7035).
- (B) Forty-eight (48) hours (2 days) free time will be allowed at Philadelphia, PA on shipments of Ilmenite Ore in carloads, such free time to be computed from the first 7:00 A.M. after the date on which notice of arrival is sent or given to consignee.
- (C) The storage rules and charges in Item 7600 on Petroleum Coke apply commencing with the first 7:00 A.M. after arrival at Port Richmond (Philadelphia), PA, without notice of arrival, including the time held in cars awaiting unloading when such cars have been shipped in accordance with prior arrangements.

## ITEM 7585

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

Shipments on hand after expiration of the free time period, as provided for in Item 7580 will be charged for demurrage in accordance with NS 6004 Series, except as otherwise provided in Items 7590 to 7610.

## ITEM 7590

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

If, within the free time periods, as provided for in Item 7580 written request is made by owner to unload such freight to the ground, charges for the handling and storage will be assessed in accordance with Item 7600, whether the freight is held in cars or unloaded.

## ITEM 7595

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

If, after the expiration of the free time period as provided for in Item 7580, written request is made by owner to unload such freight, charges for the handling and storage will be assessed in accordance with Item 7600 whether the freight is held in cars or unloaded, except that the storage period will be computed from the third 7:00 A.M. after the date on which the freight is ordered to ground storage. Car demurrage charges will be assessed for each day of detention after expiration of free time until the third 7:00 A.M. after the day on which the freight is ordered to ground storage whether the freight is held in cars or unloaded.

(FOR APPLICATION, SEE ITEM 7380)

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**SECTION 7  
RULES AND CHARGES FOR PORTS**

ITEM 7600

**GROUND STORAGE RULES AND CHARGES ON IMPORT FREIGHT AT PHILADELPHIA, PA**

After the expiration of the free time as provided in Item 7580 commodities as named in Items 7530 to 7575 in carloads, on which written request to unload is made by owner, will be subject to handling and ground storage charges as follows:

COMMODITIES LISTED IN ITEM	Except as otherwise, stated, storage for the first 30 days or fraction thereof, including light and loaded weighing of cars, switching to storage ground and labor of unloading and re-loading into open top cars (except as other-wise shown) at the storage ground (see Note A)	STORAGE FOR EACH SUCCEEDING 30 DAYS OR FRACTION THEREOF
	<b>CHARGE</b>	<b>CHARGE</b>
7530 to 7540	\$18.65 per 2,000 pounds	\$1.24 per 2,000 lbs.
7545	10.57 per 2,000 pounds	1.24 per 2,000 lbs.
7550	10.57 per 2,000 pounds*	.75 per 2,240 lbs.
7555	8.65 per (See NOTE E) 2,000 pounds	.24 per 2,000 lbs.
7560	10.73 per (See NOTE F) 2,000 pounds .	.23 per 2,000 lbs.
7565	5.20 per 2,240 pounds	.21 per 2,240 lbs.
7570	8.31 per (See NOTE B) 2,240 pounds	.22 per 2,240 lbs.
7575	4.46 per (See NOTE B) 2,240 pounds	.21 per 2,240 lbs. .09 per 2,240 lbs.

\* - Charge on Barytes Ore, Kyanite (Cyanite) Ore, in bulk, Zinc Ore or Zinc Ore Concentrates, Kyanite is \$ .54 per ton (Net or Gross).

NOTE A - NS reserves the right, at its option, to handle shipments to the storage ground by railroad car or motor truck.

NOTE B - When property is not delivered to NS for movement from the storage point, there will be a charge of \$15.14 per 2,000 lbs. or \$15.20 per 2,240 lbs. as rated, plus the lawfully published switching charge from point at which property was originally received from vessel to the storage point, plus the lawfully published charges for labor and/or lighterage, if any such service is performed, plus the ground storage charges as shown above. (See EXCEPTION).

EXCEPTION - When iron ore is not delivered to NS for movement from the storage point, there will be assessed the lawfully published switching charge from point at which property was originally received from vessel to the storage point, plus the lawfully published charges for labor and/or lighterage, if any such service is performed, plus the ground storage charges as shown above.

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- NOTE C - When pig iron is handled to trucks from ground storage, a charge of \$15.14 per 2,000 lbs. will be assessed, minimum charge of \$62.22 per truck will be assessed in addition to the charges as shown above providing area upon which the pig iron is stored is accessible for truck handling. All arrangements for loading must be made in advance.
- NOTE D - When reloaded into container cars, an additional charge of \$4.17 per 2,240 lbs. will be assessed.
- NOTE E - Storage for the first 30 days of fraction thereof, including labor of unloading and reloading into open top cars or trucks at the storage grounds.
- NOTE F - Degradation of certain types of Petroleum Coke may occur in the unloading to the ground, while in ground storage, or in reloading, and NS will not assume responsibility for such degradation. (The term "degradation" means the crushing or breaking of the material into sizes smaller than shipped or the addition of foreign matter to the material shipped.)
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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7630

**RULES GOVERNING TRANSPORTATION OF BONDED IMPORT TRAFFIC**

1. Import freight which is not released from bond at seaboard (or point of shipment when the traffic originates in Canada or Mexico), but is forwarded therefrom (or from point of shipment when the traffic originates in Canada or Mexico) in bond to be released at interior ports of entry, will be subject to the following rules:

IMPORT FREIGHT, carloads, less carloads, or any quantity, stopped off to be released from bond at and interior port of entry which is:

1. Directly intermediate to final destination will be subject to the rate from the seaboard point (or from point of shipment when the traffic originates in Canada or Mexico), to destination, also a minimum charge of \$256.00 per shipment per car on carload traffic and minimum of \$256.00 per shipment per car on traffic moving on less carload or any quantity rates for the stop-off, provided the entry is made by owner or consignee within 18 hours and the shipment is reforwarded from the port of entry, immediately after being released by the proper Customs Official. If the freight, after being released by the proper Customs Official, is held for owner's or consignee's convenience, it will be subject to the lawfully published rate from the seaboard point (or from point of shipment when the traffic originates in Canada or Mexico) to the port of entry plus the lawfully published rate from the port of entry to destination.
2. Not directly intermediate to final destination will be subject to the rate from the seaboard point (or from point of shipment when the traffic originates in Canada or Mexico) to the port of entry plus the lawfully published rate from the port of entry to destination.
3. When it has been arranged with a Collector of Customs to release import freight, carloads, less carloads or any quantity at a destination other than a port of entry, and the freight is forwarded direct to such destination, it will be subject to the rate from the seaboard point (or from point of shipment when the traffic originates in Canada or Mexico) to destination.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7635

**LOADING AND UNLOADING CARLOAD FREIGHT INTERCHANGED WITH WATER CARRIERS****PREPAYMENT OF FREIGHT CHARGES ON SHIPMENTS CONSIGNED TO WATER CARRIERS OR THEIR AGENTS**

1. The consignor on all export, outbound coastwise or intercoastal shipments consigned to a steamship company or its agent, a motor carrier or its agent, steamship piers, vessels or foreign freight forwarders or companies located outside continental limits of the United States must prepay the applicable freight charges. In addition, the consignor must indicate in writing on the face of the bill of lading, pursuant to Section 7 of the Uniform Bill of Lading, that he guarantees payment of all amounts due and owing on such shipment, whether or not ascertainable at the time of shipment, including incidental charges such as demurrage, storage, diversion, reconsignment, switching or any other accessorial charges published in applicable tariffs, whether incurred at origin, intermediate point or destination.

EXCEPTION: Will not apply on:

1. Shipments moving on Government Bills of Lading.
2. Coal, Coke or Iron Ore.
3. Grain or Grain products, when exported in bulk and when handled at the ports through
2. Grain elevators or other bulk handling facilities.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7640

**EXPORT FREIGHT UNLOADED AT OAK ISLAND, NJ, OR NEWARK, NJ**

1. Shipments consigned in bill of lading for export through Port Newark Elizabeth-Port Authority Marine Terminal, may, on orders of consignor, consignee or their agent be delivered direct to the water carrier or his agent at Oak Island, NJ, or Newark, NJ. After shipment is unloaded from the rail car, all expense incidental to the delivery of the shipment from the point of unloading to shipside must be assumed in its entirety by shipper, consignee or owner of the freight. when shipments are delivered to water carrier or his agent pursuant to this tariff provision, export rates will apply, except that shipments will be subject to the demurrage and storage arrangements provided in NS 6004-Series. This tariff provision will not apply on shipments stopped for barreling, boxing, bundling, crating, packaging, packing, preservatively treating, protective coating against the elements, skidding or stenciling, nor will it apply when more than 20 days elapse between unloading of the car at Oak Island, NJ, or Newark, NJ and loading of the shipment aboard vessel at Port Newark Elizabeth-Port Authority Marine Terminal.

**IMPORT FREIGHT LOADED AT OAK ISLAND, NJ OR NEWARK, NJ.**

1. Freight imported through Port Newark Elizabeth-Port Authority Marine Terminal will, on orders of consignor, consignee, or their agent, be accepted for loading at Oak Island, NJ or Newark, NJ when received direct from the water carrier or his agent provided that all expense incidental to the movement of the shipment from shipside to the point where rail car is loaded will be assumed in its entirety by shipper, consignee, or owner of the freight. Shipments accepted at Oak Island, NJ, or Newark, NJ pursuant to this tariff provision must be consigned for movement in line haul service on NS to interior destination, and when so consigned, import rates will apply, except that shipments will be subject to the demurrage and storage arrangements provided in NS 6004- Series. This tariff provision will not apply when more than 20 days elapse between the discharge of the shipment from the vessel and loading of the shipment in rail cars at Oak Island, NJ, or Newark, NJ.

For explanation of other abbreviations and reference marks, see concluding page(s) of this tariff.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7645

**RULES GOVERNING IMPORT SHIPMENTS STOPPED OFF TO BE RELEASED FROM BOND AT INTERIOR PORT OF ENTRY**

Import shipments, stopped off to be released from bond at an interior port of entry which is:

- (A) Directly intermediate to final destination will be subject to the rate from the seaboard point (or from point of shipment when the traffic originates in Canada or Mexico), to destination, plus additional stop-off charge of \$253.00 per car provided the entry is made by owner or consignee within 48 hours and the shipment is reforwarded from the port of entry immediately after being released by the proper customs official. If the shipment, after being released by the proper customs official, is held for owner's or consignee's convenience, it will be subject to the local rate from the seaboard point (or from point of shipment when the traffic originates in Canada or Mexico) to the port of entry plus the local rate from the port of entry to destination (See Note).
- (B) Not directly intermediate to final destination will be subject to the rate from seaboard point (or from point of shipment when the traffic originates in Canada or Mexico) to the port of entry plus the local rates from the port of entry to destination.
- (C) When it has been arranged with a Collector of Customs to release import shipments at a destination other than a port of entry, and the shipment is forwarded direct to such destination, it will be subject to the rate from the seaboard point (or from point of shipment when the traffic originates in Canada or Mexico) to destination.
- (D) Import shipment, the destination of which is a port of entry, will be charged at the rate properly applicable from the seaboard point (or from point of shipment when the traffic originates in Canada or Mexico) to destination.

**EXPLANATION OF NOTE**

Stop-off charges will apply only when cars are detached and set out of train.

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**SECTION 7**  
**RULES AND CHARGES FOR PORTS**

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ITEM 7655

**CHARGES COVERING UNLOADING AND RELOADING OF IMPORT SHIPMENT IN BOND**

- (A) At points where United States Customs Houses are located, shipments will be unloaded from cars handled from one place to another place within the car by this company upon specific instructions or orders from United States Government Authorities, for which service of unloading or handling, a charge of \$14.00 per ton of 2,000 or 2,240 lbs., as rated, will be assessed on the actual weight of the entire shipment in the car, minimum charge will be \$148.00 per car.
- (B) After unloading, as provided for in Paragraph (A) this company will reload such shipment upon specific instructions or orders from the party or parties to whom delivery is to be made, for which service a charge of \$12.00 per ton of 2,000 or 2,240 lbs., as rated, will be assessed against the weight actually reloaded, minimum charge will be \$148.00 per car.
- (C) The charge provided in Paragraphs (A) and (B) will be collected from the party or parties to whom the shipment delivered after being released from bond.

ITEM 7660

**CARS HELD ACCOUNT OF INABILITY OF CONSIGNEE, EXPORTER OR STEAMSHIP LINE TO RECEIVE CAR AT PORT (NOT APPLICABLE ON COAL OR COKE)**

When NS cannot make delivery of a car on account of the inability of the consignee, exporter or steamship line to receive it, or because of any other conditions attributable to the consignee, exporter or steamship line, such car will be held at destination, or if it cannot reasonably be accommodated there, at the nearest available point, and written notice stating the point at which car is held and that this railroad is unable to deliver, will be sent or given the consignee with 24 hours after arrival at destination or point where held. The time of movement between the point where held and destination and any other time for which the railroad is responsible will not be computed against the consignee. The same rules and charges will apply as if held at port of trans-shipment.

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**SECTION 7**  
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ITEM 7665

**CARS HELD ACCOUNT INABILITY OF SHIPPER TO OFFLOAD SHIP AT CHARLESTON, SC AND MOREHEAD CITY, NC**

When at the request of shipper, NS accumulates and cleans cars in anticipation of arrival of ship at port for offloading probertite or ulexite ore, crude, crushed, ground or pulverized, STCC 14 713 37, borate rock (borate crude or borate crude granular STCC 14 713 40) or potassium chloride (potassium murated) STCC 28 125 34 and through inability of shipper to offload cars account of delay in arrival of ship at port, NS will assess charge of \$29.00 per car, per day or fraction thereof. Charge will be applied starting the first 12:01 AM following 120 hours free time from the initial date ship was scheduled to arrive at port. Charge will be applied each day until arrival of ship at port.

ITEM 7670

**CARS HELD ACCOUNT INABILITY OF SHIPPER TO OFFLOAD BARGE AT GRANITE CITY, IL**

When at the request of shipper, NS accumulates cars in anticipation of arrival of barge at barge facility for loading of magnesite, calcined or dead burnt, STCC 32 953 10 or 32 953 12 and through inability of shipper to load cars account of delay in arrival of barge at barge facility, NS will assess charge of \$29.00 per car, per day or fraction thereof. Charge will be applied starting the first 12:01 AM following 72 hours free time from the initial date barge was scheduled to arrive at the facility. Charge will be applied each day until arrival of barge at the barge facility.

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ABBREVIATIONS / REFERENCE MARKS

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**EXPLANATION OF ABBREVIATIONS**

ITEM 8000

**EXPLANATION OF ABBREVIATIONS**

<u>ABBREVIATIONS</u>	<u>EXPLANATION</u>
AAR .....	Association of American Railroads
Abbr.....	Abbreviations
AFB .....	Air Force Base
Ave .....	Avenue
BOE.....	Bureau of Explosives
CL.....	Carload(s)
Co .....	County or Company
Inc.....	Incorporated
Jct .....	Junction
Lb.(s) .....	Pound(s)
NEC .....	Not elsewhere classified in Standard Transportation Commodity Code Tariff STCC 6001-series.
NOIBN .....	Not otherwise indexed by name in UFC
No .....	Number
NPFC .....	National Perishable Freight Committee
NRB.....	National Rate Basis
NSO.....	National Service Order
OPSL .....	Official Railroad Stations List (OPSL 6000-series)
RER .....	Official Railway Equipment Register (RER 6413-series)
RPS.....	Railroad Publication Services
Rte .....	Route
STCC.....	Standard Transportation Commodity Code
TCFB.....	Trans-Continental Freight Bureau
TOFC.....	Trailer-on-Flat-car.
UFC .....	Uniform Freight Classification (UFC 6000-series)
Viz .....	Namely
WTL .....	Western Trunk Line Committee

For explanation of Abbreviations of Carrier Names, see OPSL 6000-series. (Note 1)

EXPLANATION OF NOTES

NOTE 1 - The two character state abbreviations used in this tariff are those adopted for general use by the United States, Canada, and Mexico. In certain instances, they are the same as those used to represent the names of carriers.

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**EXPLANATION OF REFERENCE MARKS**

ITEM 8100

**EXPLANATION OF REFERENCE MARKS**

◆ - Reduction.

◆ - Increase.

▲ - Change in wording, which results in neither increase nor reduction in charges.

# - Matter formerly shown and not brought forward is hereby eliminated, account obsolete.

% - Addition.

← Applies only at Girard Point (Philadelphia), PA

↑ Pre-palletized or pre-skidded freight is freight which is pre-palletized or pre-skidded to the satisfaction of the terminal operator and which is situated on the terminal facility or in the car so that it can be moved by the insertion of the terminal's fork lift truck blades under the pallet or skid without any necessity of shifting the freight prior to such insertion.

→ Rates and Charges published in this column are for information only and are as authorized in Philadelphia Marine Terminal Association Tariff No. 5. That Tariff should be consulted for all applicable charges assessed by the Terminal Operators.

↓ Rates and Charges published in this column are for information only and are as authorized South Jersey Port Corporation General Tariff FMC-T No. 11. That Tariff should be consulted for all applicable charges assessed by the Terminal Operators.

◦ Applies only at Port Richmond (Philadelphia), PA.

± Rates and Charges published in this column are for information only and are as authorized in the Port of Wilmington General Tariff No. 20. That Tariff should be consulted for all applicable charges assessed by the Terminal Operators.

" Rates and Charges published in this column are for information only and are as authorized in Marine Terminal Tariffs. Those Tariffs should be consulted for all applicable charges assessed by the Terminal Operators.

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