

NORFOLK SOUTHERN RAILWAY COMPANY

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

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 SECTION 1
 RULES

RULE 200 - TRANSPORTATION SERVICES (Concluded)

(2) Shipper will arrange separately with NS independent of the bill of lading for non-linehaul accessorial services such as weighing, and such other services as may be referenced in the publications listed in Rule 110. Unless specifically agreed to by NS, NS will not be liable for any loss, damage, cost or expense arising in connection with such services performed by parties other than NS.

▲ RULE 210 – LOADING OF EQUIPMENT AT RAIL ORIGIN; UNLOADING AND RELEASE OF EQUIPMENT AT RAIL DESTINATION

(1) Shippers are responsible to inspect rail equipment for suitability before loading and are responsible for rejecting cars which are unsuitable for the transport of the particular lading. Cars which are mechanically defective must not be loaded but must instead be released back to NS as "Reject Release Empty".

(2) (a) Upon arrival and placement of equipment for unloading at destination, consignee will be responsible for unloading such equipment in a manner which does not damage the equipment, and for releasing equipment in a condition clean of debris and material not part of such equipment and suitable for reloading by another shipper. (cars released in other than clean condition will be subject to the provisions published in Tariff NS 8002-A series, Item 6500). Cars which are mechanically defective or not suitable for reloading by another shipper must be released back to NS as "Reject Release Empty".

(2) (b) Where NS is the delivering carrier, consignee must advise NS Central Yard Operations (CYO) by Pacesetter or other electronic means, telephone or other such form as may be required by NS, that the equipment is unloaded and available for release. Information provided must include identity of consignee, name of person furnishing data, and car initial and number. Equipment will be considered released on the date and time such advice is received from the consignee.

RULE 230 - TRANSPORTATION CHARGES TO APPLY

(1) The charges applicable to the transportation from origin to destination will be those established by either the governing quotation, contract or tariff on the bill of lading date for the shipment in issue. Any change to the information of the bill of lading (including, but not limited to, the shipper, consignee, origin or destination) shall be invalid and without effect unless received and approved by Norfolk Southern Central Yard Operations. Any such change to the bill of lading must be transmitted to Norfolk Southern in such form as may be required by NS (including, but not limited to, telephone and facsimile) and may be subject to additional charges pursuant to NS 8002 Series.

(2) If it is ascertained that the commodity shipped is not as described on the bill of lading or other shipping document, NS at its option may (a) return such shipment to shipper at origin at a charge equal to the charge that would have applied had the commodity been properly described and transported to the destination named in the bill of lading; (b) choose to move said shipment to the destination named in the bill of lading or other shipping document at the transportation rate quoted; or (c) choose to move said shipment to the destination named in the bill of lading or other shipping document at a charge equal to the charge that would have applied had the commodity been properly described. plus an additional charge of \$350.00.

RULE 240 - TRANSIT, DIVERSION, RECONSIGNMENT

Except as specifically agreed upon, NS will not provide transit or stop-off privileges but will provide diversion or reconsignment as provided for in the publications listed in Rule 110. Provisions of Rules 29 and 24 of UFC 6000-Series will not apply. (see Item 100 for definition of transit, diversion, and reconsignment)

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