

TEXAS PACIFICO TRANSPORTATION LTD

TexasPacífico

FREIGHT TARIFF TXPF 8000 - M (Cancels Freight Tariff TXPF 8000 - L)

LOCAL RATES AND RULES TARIFF INCLUDING
DEMURRAGE, SWITCHING, WEIGHING
AND
SPECIAL RULES AND CHARGES BETWEEN POINTS ON
TEXAS PACIFICO TRANSPORTATION LTD.

APPLICABLE ON INTERSTATE AND INTRASTATE TRAFFIC

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FREIGHT TARIFF TXPF 8000 - M

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For explanation of abbreviations, see last page of Tariff.

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SECTION I	SECTION I
RULES AND OTHER GOVERNING PROVISIONS	RULES AND OTHER GOVERNING PROVISIONS
ITEM 1	ITEM 10 CONT'D
<p>CARLOAD FUEL SURCHARGE</p> <p>The fuel surcharge will be based on Department of Energy's Retail On Highway Diesel Fuel (HDF) (see DOE website at www.eia.gov) and will be applied to local (see note) and Interline Freight movements except for those that specify otherwise.</p> <ul style="list-style-type: none"> Adjusted monthly and DOE price calculation is used from two (2) months prior, i.e., March fuel surcharge is based on January's average. If average DOE price drops below \$3.00 per gallon, no fuel surcharges will be assessed. Surcharge is increased by 0.5% for every five (5) cents above \$3.00 base. <p>Note: The fuel surcharge also applies to TXPF local movements, including switching.</p>	<p>STATION LISTS & CONDITIONS</p> <p>When a station is abandoned as of a date specified in the above named Tariff, the rates from and to such station as published in this Tariff are inapplicable on and after that date.</p>
ITEM 5	ITEM 15
<p>DESCRIPTION OF GOVERNING CLASSIFICATION</p> <p>The term "Uniform Freight Classification" when used herein means: Tariff ICC UFC 6000-Series</p>	<p>EXPLOSIVE & OTHER DANGEROUS ARTICLES</p> <p>For rules and regulations governing the transportation of explosives and other dangerous articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Tariff ICC BOE 6000-Series, FRA warnings, and any other applicable disposition.</p>
ITEM 9	ITEM 20
<p>DIPSOSITION OF FRACTIONS</p> <ol style="list-style-type: none"> Fractions resulting from the application of percentage increases or reductions will be dropped if less than a half-cent and increased to the next whole cent if a half-cent or more. When carload rates or charges expressed in whole dollars are increased or reduced under percentage increases or reductions, fractions of dollar resulting from the application of such a percentage increase or reduction will be dropped if less than fifty (\$.50) cents and increased to the next whole dollar if fifty (\$.50) cents or more, except as provided in Paragraph (3). On carload rates or charges expressed in whole dollars or in dollars and cents per carload in an amount of fifty (\$50.00) dollars or less, charges will be determined as provided in Paragraph (1) and the provisions of Paragraph (2) will not apply. 	<p>REFERENCE TO GOVERNING DOCUMENTS</p> <p>Where reference is made in this Tariff to tariffs, books, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs, books, and releases of such items, notes, rules, etc.</p> <p>Where reference is made in this Tariff to tariffs or book by number, such references applies also to such tariff or book to the extent it may be applicable on intrastate traffic.</p>
ITEM 10	ITEM 21
<p>STATION LIST & CONDITIONS</p> <p>This Tariff is governed by Tariff ICC OPSL 6000-Series to the extent shown below:</p> <p>PREPAY REQUIREMENTS AND STATION CONDITIONS</p> <p><i>For additions and abandonments of stations, and, except as otherwise shown herein, for prepay requirements, changes in names of stations restrictions as to acceptance or delivery of freight and changes in station facilities.</i></p>	<p>REFERENCE TO CONTRACTS</p> <p>All rules and charges herein are applicable when no contract superseding or modifying them is in force; in case of conflict, contract terms will always prevail.</p>
	ITEM 30
	<p>REPOSSESSION OF LEASED RAIL CARS</p> <p>A lessor who seeks TXPF's assistance to repossess a leased rail car must give a minimum of three (3) days' written notice to the lessee of the lessor's intent to repossess. If the lessee does not deliver to a TXPF Vice President a protest of the repossession within three (3) days after receipt of the notice, or if the lessor delivers to TXPF the lessee's written consent to the repossession, TXPF at its sole discretion may authorize or assist in the repossession of the leased rail car, upon payment to TXPF of all costs related to any shipment, storage, or movement of the rail car at issue, as well as TXPF's costs to assist in the repossession. By making the requests for TXPF's assistance, the lessor warrants that it has the legal and actual authority to repossess the rail car, including relief from any automatic stay in bankruptcy, and will defend and indemnify TXPF against any costs or damages related to the repossession.</p>
For explanation of abbreviations, see last page of Tariff.	

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SECTION I RULES AND OTHER GOVERNING PROVISIONS	SECTION I RULES AND OTHER GOVERNING PROVISIONS
ITEM 40 CAR DELIVERY Delivery of car(s) to a consignor/consignee shall be at the TXPF's ordinary operating convenience. Ordinary operating convenience is defined as the time which is most advantageous to the TXPF in relation to its coordinated and harmonious switching activities in a particular switching station.	ITEM 90 DIVERSION OR RECONSIGNMENT All diversions or reconsignments must be placed through Texas Pacifico Transportation, Ltd. at customerservice@txpf.us.
ITEM 50 PACKAGE & LOADING REQUIREMENTS Transportation charges named in this Tariff apply only when shipments are packed and loaded in accordance with the requirements published in Tariff ICC UFC 6000-Series, or successor thereof. Shipments not packed and loaded in accordance with the requirements published will not be accepted. All cars shall be properly loaded, and may be refused at TXPF's discretion if improperly loaded car(s), which may cause costs or damages to be incurred to third parties. Should TXPF determine that any car is overloaded or improperly loaded, TXPF may assess additional charges, including additional rate charges and demurrage charges, until shipper corrects the overload or improper load, at shipper's sole expense.	ITEM 100 LIMITED LIABILITY - DOMESTIC Liability for loss or damage to shipments that originate and terminate within the TXPF rail line is limited to \$10,000.00 per loaded car or the value of the shipped cargo stated on the Bill of Lading, whichever is less. In no event will TXPF be liable for lost profits, consequential damages, delay damages, or any other type or nature of cost or damage. For cargo with value of more than \$10,000.00 per loaded car, shipper should obtain full value coverage. In no event will TXPF be liable for any loss, damage, or injury caused in whole or in part by any act of God, public enemy, terrorist act, act or commission of the shipper, public authority, or inherent vice or nature of the goods. TXPF will not be liable for damage or injury caused in whole or in part due to improper loading or overloading.
ITEM 70 CHANGE IN SHIPPING ORDERS A charge of \$300.00 per car will be assessed when a shipping order is received by TXPF and changed or canceled by consignor, consignee, customer, or owner before the car has been moved in execution of the original shipping order, and the charge will be in addition to the rate or charge applicable to the subsequent order under which the car is moved.	ITEM 110 LIMITED LIABILITY - INTERNATIONAL Liability for loss or damage for shipments that originate or terminate off of the TXPF rail line shall be governed by the liability provisions of the railroad that contracts with the shipper. Regardless, TXPF shall only be liable for its proportional share of the loss or damage based on the percentage of mileage the shipment travels on the TXPF rail line, compared to the total shipment mileage. Liability for shipments that originate or terminate in a foreign country are governed by the foreign country's liability laws while in the foreign country, and are subject to TXPF's liability limitations for domestic shipments while on the TXPF rail line.
ITEM 80 REFUSED OR UNCLAIMED FREIGHT Non-perishable Freight When the consignee refuses to accept freight, leaves car partially unloaded, or if the freight is unclaimed five days after notice of arrival has been duly sent or given, consignor will be sent a notice showing: <ul style="list-style-type: none"> • Name of consignee • Description of freight • Point of origin and date of shipment • Whether property has been refused or remains unclaimed And should also state that if disposition not be arranged for, the property will be subject to sale as provided in Section 4, Paragraph (b) of the Uniform Bill of Lading as published in the UFC. Perishable Freight When necessary to prevent loss or waste, perishable freight which is refused, unclaimed or undelivered may be sold at the discretion of the TXPF, without advertising and without further notice, as provided in Section 4, Paragraph C of the Uniform Bill of Lading as published in the UFC. TXPF does not have the obligation to dispose of or otherwise manage unclaimed freight.	ITEM 120 CLAIMS All claims of any nature against TXPF must be delivered to TXPF in writing within (30) days of the initial loss. All civil actions for damages against TXPF can only be brought if a timely claim was submitted to TXPF, and must be brought within two (2) years of TXPF's disallowance or denial of a claim. Failure to deliver a claim or bring a civil action within these lawsuits bars any claim or lawsuit. The minimum amount of a claim for loss or damage is \$2000.00.
For explanation of abbreviations, see last page of Tariff.	

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SECTION I				SECTION II			
RULES AND OTHER GOVERNING PROVISIONS				RATES			
ITEM 140				ITEM 210			
COLLECTION OF CHARGES				TEXAS PACIFICO RATES			
All charges are due and payable upon presentation of bill to shipper, customer, or consignee. Any billing dispute must be received within fifteen (15) days of billing date. Bills not paid within thirty (30) days of the billing date will be assessed a one and one-half percent (1.5%) interest charge per month.							
Guarantors, Deposits, and Pre-Payment							
TXPF may require a shipper or consignee with an invoice more than 30 days past due to provide a guarantor for payment of transportation or demurrage charges before TXPF provides further service. TXPF may require any shipper or consignee with an invoice more than 60 days past due to provide a cash deposit equal to one month's anticipated charges for transportation, demurrage, or other services, or to provide prior payment in cash for anticipated charges for each shipment. TXPF may decline to provide services to any shipper or consignee until the shipper or consignee provides a guarantor, cash deposit, or prior cash payment, after request.							
ITEM 145							
DECLINED SERVICE							
TXPF may decline to provide storage, switching, transportation, or other services if providing such services would cause congestion or operational difficulties on TXPF's rail lines, or within any yard in which TXPF operates. TXPF may decline to provide services to any shipper, customer, or consignee that rents or owns any track (including private track) that connects to TXPF if such track does not have sufficient space to accommodate anticipated rail cars, or does not meet TXPF's operational standards.							
ITEM 150							
JUNCTION POINTS							
Junction codes used in connection with routes in Section 2 of this Tariff are those in Railway Accounting Rules (Freight Mandatory Rule 260) published by the Association of American Railroads.							
ITEM 155				ITEM 220			
NON-APPLICATION PRIVATE CAR MILEAGE ALLOWANCE							
The TXPF does not participate in nor abide by the item or rules stated in Tariffs RIC 6007 Series and ASLG 6007-Series.				Note: No rail car cost, assessorial fees or international crossing fees are included. All rates listed above are subject to a fuel surcharge.			
ITEM 160				Item 220			
CONNECTING CARRIERS				HAZARDOUS MATERIALS SURCHARGE			
BNSF Fort Worth & Western Railway FXE - Ferromex				Cargo commodities of Hazardous Materials being hauled or switched on the TXPF could be subject to a surcharge per car in addition to all other applicable charges and fees. This surcharge will not exceed \$1500.00 per car.			
ITEM 165							
CONNECTING LINES				(Hazardous materials are substances or waste as described in HAZARDOUS MATERIALS REGULATIONS of the U.S. Department of Transportation in 49 C.F.R. 171.8 or successor thereof.)			
RAILROADS:							

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SECTION III	SECTION III
PART 1	PART 1
DEMURRAGE RULES & CHARGES	DEMURRAGE RULES & CHARGES
ITEM 400	ITEM 433
GENERAL APPLICATION	TRANSLOADERS
The demurrage rules and charges published in this section apply on international, interstate and intrastate traffic at all points on the TXPF. For the purpose of applying rules and charges, the terms in Item 415 through 600 are defined and shall govern.	A transloader is the party responsible for transferring a shipment from one mode of transportation to another. Once the cargo has been loaded or unloaded, the responsible party must notify TXPF promptly in order for TXPF to pick up the car or cars for delivery to the next destination.
ITEM 415	ITEM 435
PRIVATE TRACK	ACTUAL PLACEMENT
A private track is defined as a track outside of this railroad's right-of-way, yard and terminals which this railroad does not own, either rails, ties, roadbed or right of way. When a track assigned to the purpose of its user through a written agreement, such lease agreement will be considered as equivalent to ownership. A private track or portion thereof, will be considered the private track of each of two or more parties when written notice of joint use has been furnished to this railroad by the owner of such track prior to actual placement of a car for account of any joint user of the track.	Actual placement is made when a car is placed in an accessible position on the tracks the customer controls or owns for loading or unloading or at a point previously designated by the consignor or consignee.
ITEM 420	ITEM 440
PRIVATE CAR	CONSTRUCTIVE PLACEMENT
A car that is not railroad owned or controlled car.	When a car consigned or ordered to a private track or an industrial interchange track cannot be actually placed because of a condition attributable to the consignor or consignee, or any third party hired or contracted by them, such car will be held at destination, or if it cannot reasonably be accommodated there, at an available hold point. However, if car is placed on the private track, industrial interchange track or other, serving the consignor or consignee, the car shall be considered constructively placed without notice. It will then be the responsibility of the consignor or consignee, or any third party hired or contracted by them, to request that cars be removed from storage.
ITEM 421	ITEM 445
RAILROAD-CONTROLLED CAR	DISPOSITION
A railroad controlled car is a car provided to a railroad and that bares the controlling's railroad's marks, for use by the railroad in servicing any of its customers.	Information, including forwarding instructions or release, which allows the railroad to either tender or release the car from the consignor's, consignee's, or other responsible party's account.
ITEM 430	ITEM 446
CONSIGNOR/SHIPPER	NOTICE
The party in whose name cars are ordered and/or the party who furnishes this railroad forwarding directions.	When notice is given, a non-response constitutes an acceptance of notice.
ITEM 431	
CONSIGNEE	
The party to whom a shipment is consigned and/or the party entitled to receive the shipment.	
ITEM 432	
CUSTOMER	
The entity who operates a terminal on the TXPF line is considered a customer.	
For explanation of abbreviations, see last page of Tariff.	

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SECTION III PART 1 DEMURRAGE RULES & CHARGES	SECTION III PART 1 DEMURRAGE RULES & CHARGES
ITEM 450 FORWARDING INSTRUCTIONS/BILL OF LADING Shipping instructions given to the TXPF at the point of loading, containing all the necessary information to transport the shipment to the final destination. Necessary information must include weight, contents, destination and route furnished in writing via email. If necessary information is not received, the car will not be considered released, and cannot be pulled.	ITEM 485 CHANGE OF REVERSE ROUTE CARRIER When a customer or shipper requests a change in reverse route with a change of carrier which results in a setback, TXPF will bill the Customer a \$350.00 setback fee per instance, per car.
ITEM 460 RELEASING CARS Release means the notification received, either by email to Yardmaster or through Shipper Connect, from loader or unloader that loading or unloading of a car has been completed and the car is available for movement and does not require additional switching and forwarding instructions have been received. When equipment is requested to be placed on a track and specific spot where an existing car is residing, the residing car will be considered released loaded or unloaded available for movement. If the railroad has been notified, either by email to Yardmaster or through Shipper Connect, that a car is released and ready to be pulled, and yet the car or cars are not ready or accessible when the railroad arrives at the facility, a charge of \$500.00 per car will be applied.	ITEM 490 INTERCHANGE RULES & CHARGES The provisions of this item are applicable only in relation with connecting carriers that publish interchange error movement provisions in connection with TXPF. TXPF will not be liable for any setback, switching, or line haul charges assessed by our connecting carrier resulting from shipper billing errors or shipper failure to provide billing instructions to line haul carrier. If a car from a foreign carrier is rejected storage charges may apply until car is repaired or moved from interchange. Subsequently, if a railroad pulls a waybilled car to another carrier and it is returned back to TXPF a \$350.00 setback fee will apply per instance, per car.
ITEM 470 REFUSED CAR A car refused by consignee or customer.	ITEM 495 SPECIALTY CAR A specialty car is defined as a car with oversized cargo or weight that requires more axles on rail car than for standard cargo weight or a distinct outline that may obstruct passage along the TXPF rail line. TXPF requires clearance approval from the track superintendent.
ITEM 475 REJECTED CAR A car determined by railroad to be unfit for movement.	ITEM 500 CHARGEABLE DAYS Chargeable days are defined as days that follow the expiration of free time as described in Section item 550.
ITEM 480 DIVERSION OR RECONSIGNMENT The terms "diversion" or "reconsignment" are synonymous and the use of either shall mean any of the following: A. a change in the name and/or address of the consignor or consignee or both. B. a change in the place of delivery within original billed destination point. C. a change in the original billed destination point to any point beyond the diversion point, or D. any other instructions necessary to effect delivery which requires an addition to and/or a change in billing on the additional movement of the shipment.	ITEM 525 CARS SUBJECT TO DEMURAGE RULES AND CHARGES Railroad, railroad controlled, and private cars held for or by consignors and consignees for any purpose are subject to demurrage rules and charges in this section (see Exception). Exception: Demurrage rules and charges will not apply on empty or loaded private cars while held on private tracks.
For explanation of abbreviations, see last page of Tariff.	

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<p align="center">SECTION III PART 1 DEMURRAGE RULES & CHARGES</p>	<p align="center">SECTION III PART 2 STORAGE RULES & CHARGES</p>
<p>ITEM 550</p> <p align="center">FREE TIME</p> <p>Up to twenty-four (24) hours free time will be allowed for cars held for loading and unloading (see Exceptions 1 and 2).</p> <p>No free time will be allowed for cars held for any other purpose for which the consignor, consignee, or party of record is responsible for furnishing disposition to this railroad.</p> <p>Free time will end with the first 7:00 AM after placement.</p> <p>Exception 1: Empty railroad or railroad controlled cars placed for loading on consignor's orders but released empty, not used in transportation service, will be subject to demurrage charges without free time allowed from actual placement to release.</p> <p>Exception 2: Loaded or partially loaded railroad owned cars removed from private tracks on orders will no longer be subject to demurrage charges but will be placed into storage as provided in this Tariff, without free time allowance and without notice, from the first 7:00 AM after such cars are received until forwarding directions are furnished or until the cars are placed on or returned to private tracks on orders.</p>	<p>ITEM 600</p> <p align="center">STORAGE</p> <p>The provisions of this section apply to cars or other units of equipment moving on own wheels as freight at tariff rates. Railroad and privately-owned cars and other railroad and privately-owned equipment will be subject to a charge at the following rates per car or other unit of equipment per day, inclusive of Saturdays, Sundays and holidays, while held on track of this railroad:</p> <p align="center">\$50.00 per car per day \$100.00 per car per day for specialty cars</p> <p>Time will be computed from first 7:00 AM after placement on railroad tracks.</p>
<p>ITEM 555</p> <p align="center">DEMURRAGE CHARGES</p> <p>On cars subject to demurrage charges, after the expiration of free time allowed (see Item 550), the following charges per car per day, or fraction of a day, will be assessed until the car is released:</p> <p align="center">\$50.00 per day for the first five (5) days, \$75.00 for day six (6) up to the tenth (10) day, \$125.00 for day eleven (11) and any thereafter</p>	

For explanation of abbreviations, see last page of Tariff.

FREIGHT TARIFF TXPF 8000 - M**SECTION IV
SWITCHING RULES AND CHARGES****ITEM 800****APPLICATIONS AND DEFINITIONS**

Except as otherwise provided, switching charges will apply for handling loaded cars one way and empty the other. If cars moved empty in both directions, charges for an Empty Equipment movement will apply in accordance with Item 210. If cars are moved empty one way and not returned, they will be charged as if loaded and switching of other cars loaded will not be considered as offsetting one-way movement of empty cars. If cars are loaded in both directions, the applicable charge will be assessed for each loaded movement.

Intra-Plant or Intra-Track Switching - A switching movement of cars loaded or empty, from one track to another track or between two points on the same track, within the same plant or industry without leaving the tracks of the same plant or industry.

ITEM 820**SET-BACK SERVICE**

When cars which have been loaded at elevators, warehouses or other facilities are removed therefrom and are subsequently set-back to such elevators, warehouses or other facilities because of failure to meet grade, a charge of \$300.00 per car will be made for such switching service.

The switching charge for set-back service will only apply within the switching limits of the station at which the elevator, warehouse or other facility is located.

ITEM 830**EMPTY CARS OF PRIVATE OWNERSHIP
WITHOUT RETURNED LOAD**

When an empty car is ordered for loading and the service of switching or placing has been performed and the car is not loaded but returned to the TXPF empty, an empty freight rate will be assessed. This charge will be collected from the person, firm, customer or corporation ordering such car.

**SECTION IV
SWITCHING RULES AND CHARGES****ITEM 850****EMPTY CARS FURNISHED BY CARRIER AND RETURNED
WITHOUT LOAD**

When an empty car is ordered for loading and the service of switching or placing has been performed and the car is not loaded but returned to the TXPF empty, an empty freight rate will be assessed. This charge will be collected from the person, firm, customer or corporation ordering such car and will be in addition to applicable demurrage charges.

ITEM 860**CHARGES ON BUFFER CARS**

If a buffer car is required, a switch charge of \$250.00 will be applied in addition to any applicable freight rates.

ITEM 870**SWITCHING AND HOLDING CHARGES ON
CARS HELD FOR INSTRUCTIONS**

When shipper's loaded cars, or empty cars moving on own wheels at Tariff rates, are removed from industry tracks and are held by TXPF awaiting forwarding directions, a holding charge of \$150.00 per car will be assessed against the party responsible for furnishing the forwarding directions. If a car is subsequently ordered returned to consignor's tracks, the applicable charge per Item 210 will be assessed to return to consignor's tracks.

After day (1) one and instructions have not been given cars will be placed in storage at \$50.00 per car/day per Item 600.

The charges provided in this Item are in addition to applicable demurrage and storage charges as described in Part 3 of this Tariff and will not be absorbed in whole or in part.

ITEM 875**BLOCKING THE MAIN**

The main track blockage rate will apply when trains or cars arrive at a facility and cannot be immediately accepted into the facility without delay. If a train or cars arrive to a facility but cannot be accepted until released cars are removed from the facility the main track blockage rate may apply. The main track blockage rate will apply to any switching requests that require the use of the main track and causes train delay or prevents other train movement in the same location.

Any blocking of the Main Line due to either intentional or unintentional actions by the facility operators will result in a charge of \$1000.00 per hour.

For explanation of abbreviations, see last page of Tariff.

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SECTION IV SWITCHING RULES AND CHARGES	SECTION V WEIGHING RULES AND CHANGE
ITEM 880 NON-ABSORPTION OF SWITCHING CHARGES The TXPF will not absorb or be responsible for collection of connecting line switching charges on traffic moving line haul via TXPF.	ITEM 1000 SUPERVISION OF SCALES When applicable, weights obtained on Texas Pacific Transportation or private scales will be used for the assessment of freight charges or for determining tare weights of freight cars, and such scales shall be maintained, tested and operated in accordance with track scale specifications and rules approved by the Association of American Railroads.
ITEM 885 INTERCHANGE MOVEMENT ERRORS Cars received in interchange from foreign carriers in error will be returned to the erring carrier or forwarded to the proper carrier. The charge for this service will be \$350.00 per car and will be assessed against the erring carrier. When car(s), empty or loaded, are received from a connecting carrier in error or without necessary data for forwarding, the car(s) will be returned to the delivering carrier or forwarded to the proper carrier at a charge of \$350.00 per car. Charge for this service will be assessed against the carrier interchanging the car(s) to TXPF.	ITEM 1030 INFORMATION TO BE SHOWN ON SCALE RECORD, WEIGHT CERTIFICATE, WAYBILL, FREIGHT BILL The customer must declare the net weight in the bill of lading. This information together with the gross, tare and net weights of cars transferred in route, must also show on transfers to connecting lines, on correction sheets when issued, carried on waybills to destination, and shown on freight bills.
ITEM 895 SWITCHING CHARGES All switching fees on the TXPF are as follows, unless negotiated and approved by separate contractual agreement: Intra-Plant or Intra-Track - \$ 100.00 per car	
ITEM 896 DELIVERY ACCESS If upon arrival to provide a switch, the Rail Road is unable to complete the switch due to inaccessibility to industry tracks a charge of \$500.00 per car will be assessed.	
ITEM 900 DIVERSION OR RECONSIGNMENT Diversion or Reconsignment, as described in Item 495 will be made by TXPF on orders received prior to final placement for consignor or consignee at a charge of \$250.00 per car. Orders received after final placement by TXPF will be considered and charged as a new shipment.	
For explanation of abbreviations, see last page of Tariff.	

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EXPLANATION OF ABBREVIATIONS USED IN THIS TARIFF	
ABBREVIATIONS	
BNSF -	
Burlington Northern Santa Fe Railway	
BOE -	
Bureau of Explosives	
BOL -	
Bill of Lading	
CFR -	
Code of Federal Regulations	
CO -	
Company	
Corp -	
Corporation	
FOB -	
Free on Board	
FRA -	
Federal Railway Administration	
FWWR -	
Fort Worth & Western Railway	
FXE -	
Ferromex	
ICC -	
Interstate Commerce Commission	
Inc. -	
Incorporated	
KCS -	
Kansas City Southern Railroad	
NEC -	
Not Elsewhere Classified	
No. -	
Number	
OPSL -	
Open and Prepay Station List	
RIC -	
Rail Incident Commander	
STCC -	
Standard Transportation Commodity Code	
STB -	
Surface Transportation Board	
TXPF -	
Texas Pacific Transportation Ltd.	
UFC -	
Uniform Freight Classification	
UP -	
Union Pacific	
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