

# TULSA-SAPULPA UNION RAILWAY COMPANY



## FREIGHT TARIFF TSU 8000-C

(For Cancellations, See Item 1.00, this tariff)

NAMING  
SWITCHING  
AND  
MISCELLANEOUS CHARGES  
APPLYING AT  
ALL LOCATIONS ON THE  
TULSA-SAPULPA UNION RAILWAY COMPANY

### LOCAL TARIFF

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular rates and provisions contained herein.

ISSUED: January 1, 2018

EFFECTIVE: February 1, 2018

ISSUED BY

Kevin Tucker  
Vice President/General Manager  
Tulsa-Sapulpa Union Railway Company  
701 East Dewey  
Sapulpa, OK 74066

**CHECK SHEET FOR PAGE REVISIONS**

Except as otherwise provided, Title Page, and List of Page Revisions and pages 1 through 15, inclusive, are effective as of the date shown. Original and revised pages as named below contain all the changes.

PAGE	REVISION	PAGE	REVISION	PAGE	REVISION	PAGE	REVISION
TITLE	Original						
Check Sheet 1	Original						
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For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.

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**LIST OF PAGE REVISIONS**

Below is a list of new or revised pages issued to date. Upon receipt of new or revised pages, check the list of new or revised pages shown below against corresponding new or revised pages contained in the "Check Sheet For Page Revisions" of Page 1. If a page shown below has not been received, request should be made at once for a copy of same.

PAGE	REVISION	PAGE	REVISION	PAGE	REVISION	PAGE	REVISION

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<p><b>ITEM 1.00</b></p> <p style="text-align: center;"><b>CANCELLATION NOTICE</b></p> <p>FT TSU 8000-C cancels FT's TSU 3001-A, 6000-A and 8000-A in their entirety.</p> <p>Provisions formerly published in FT's TSU 3001-A, 6000-A and 8000-A, as supplemented, and not brought forward in FT TSU 8000-C are hereby canceled.</p>	<b>TABLE OF CONTENTS</b>	
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<p><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</b></p>	<p><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</b></p>
<p><b>ITEM 5</b></p> <p style="text-align: center;"><b>DESCRIPTION OF UNIFORM FREIGHT CLASSIFICATION</b></p> <p>This tariff is governed, except as otherwise provided herein, by Uniform Freight Classification UFC 6000-series and all supplements thereto or reissues thereof.</p>	<p><b>ITEM 20</b></p> <p style="text-align: center;"><b>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</b></p> <p>Where reference is made in this tariff to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and reissues of such items, notes, rules, etc.</p>
<p><b>ITEM 10</b></p> <p style="text-align: center;"><b>STATION LIST AND CONDITIONS</b></p> <p>This tariff is governed by the Official List of Open and Prepay Stations, Station List Publishing Company, Agent, OPSL 6000-series, to the extent shown below:</p> <p><b>PREPAY REQUIREMENTS AND STATION CONDITIONS</b></p> <p>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.</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> <p style="text-align: center;"><b>GEOGRAPHICAL LIST OF STATIONS</b></p> <p>For geographical locations of stations referred to in this tariff by station numbers.</p> <p style="text-align: center;"><b>STATION NUMBERS</b></p> <p>For the identification of stations when stations are shown or referred to by numbers in this tariff.</p>	<p><b>ITEM 25</b></p> <p style="text-align: center;"><b>CONSECUTIVE NUMBERS</b></p> <p>Where consecutive numbers are represented in this tariff by the first and last numbers connected by the word "to" or a hyphen they will be understood to include both of the numbers shown.</p> <p>If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers..</p>
<p><b>ITEM 15</b></p> <p style="text-align: center;"><b>METHOD OF CANCELING ITEMS</b></p> <p>As this tariff is Revised, numbered items brought forward in Revised Pages cancel corresponding number items in Original and Revised Pages.</p> <p>Example: Item 35 brought forward in 1st Revised Page 5 cancels Item 35 in Original 5; and, Item 100 in 2nd Revised Page 6 cancels Item 100 in 1st Revised Page 6, which in turn canceled Item 100 in Original Page 6.</p>	<p><b>ITEM 30</b></p> <p style="text-align: center;"><b>SUPPLEMENTS AND REISSUES</b></p> <p>When reference is made in this tariff to other publications for rates or other information, it includes "Revisions" or "Supplements thereto", as the case may be, including successive issues thereof."</p> <p>Where reference is made in this tariff to items, it includes "Revisions" or "Reissues", as the case may be, of such items.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	
<p>ISSUED: January 1, 2018</p>	<p>EFFECTIVE: February 1, 2018</p>

RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-UNLIMITED		RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-UNLIMITED	
<b>ITEM 35</b>		<b>ITEM 50</b>	
<b>STATIONS/INDUSTRIES AT WHICH RULES, REGULATIONS AND CHARGES APPLY</b>		<b>TERMINAL AND SPECIAL SERVICES</b>	
<b>STATION</b>	<b>INDUSTRY</b>	Except as otherwise provided herein, shipments made under the rate contained in this tariff are entitled also to terminal and transit services and privileges and are subject to the charges, allowances, rules and regulations legally applicable thereto as provided in separately lawfully published tariffs.	
Sapulpa, OK	Ardagh Glass [A] Prescor, Inc.		
Tulsa, OK	Asphalt Fuel Supply [A]	<b>ITEM 60</b>	
	Berry Global, Inc. [A]		
	C. G Martin Company	<b>HOURS OF OPERATION</b>	
	Expdex [A]		
	Green Bay Packaging		
	Magnesium Products [A]		
	Premier Steel [A]		
Techno Therm Corporation			
(Industries formerly shown herein and not brought forward and hereby removed.)		The normal operating hours of the TSU are Monday through Friday 8:00 AM to 5:00 PM, except Holidays (See Item 405, this tariff).	
<b>ITEM 40</b>			
<b>INTERMEDIATE POINTS</b>			
In case of the location of a new industry on a certain industry track, the switching charge to or from that portion of the industry track upon which the new industry is located, will be the same as is applicable to such industry track upon which other industries are located and when changes occur in the name of any corporation, firm or individual using certain industry tracks, this issue will be corrected as soon as practicable. In the event the switching charges to or from all portions of an industry track are not the same, the switching charge to be applied to or from that portion of an industry track upon which a new industry may be located will be the switching charge applicable to that portion of the industry track upon which the next more distant industry is located.			
<b>ITEM 45</b>			
<b>CAPACITIES AND DIMENSIONS OF CARS</b>			
For marked capacities, lengths, dimensions, and cubical capacities of cars, see the Official Railway Equipment Register, issued			
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.			
ISSUED: January 1, 2018		EFFECTIVE: February 1, 2018	

<p align="center"><b>SECTION 1 MISCELLANEOUS RULES AND CHARGES</b></p>	<p align="center"><b>SECTION 1 MISCELLANEOUS RULES AND CHANGE</b></p>
<p><b>ITEM 100</b> [A] <b>LIABILITY AND INDEMNIFICATION</b></p> <p>49 U.S.C. Section 11706 provides for full-value liability and other liability terms for the rail carrier and the Customer. In order for a shipment to be subject to the terms of 49 U.S.C. Section 11706, the Customer must comply with all of the following provisions:</p> <ol style="list-style-type: none"> <li>1. On shipments that the Customer chooses Carmack Liability protection, Customer must contact the TSU no less than 72 hours prior to movement by the TSU for Charges to apply.</li> <li>2. If Customer does not elect Carmack Liability protection, TSU will assume liability for freight claims subject to the following limitations:                     <ol style="list-style-type: none"> <li>(a) The Minimum Claim for loss or damage to freight is \$250.00.</li> <li>(b) TSU's Maximum liability for loss or damage to freight is \$250,000.00.</li> <li>(c) Individual pricing documents may contain different limits of liability which take precedents over the provisions set forth herein.</li> </ol> </li> <li>3. Customer agrees to defend, indemnify and hold harmless the TSU from any loss, damage, personal injuries or death resulting from Customer's negligence, improper loading; or, defects in or failure of railcars and equipment.</li> <li>4. Acceptance of a shipment by the TSU for transportation shall not be considered as a waiver of Customer's liability.</li> <li>5. The TSU shall not be liable for any loss, damage or injury caused by an act of God, the public enemy, act of the Customer, a public authority, or inherent vice or nature of the goods. TSU shall not be liable for any loss, damage or injury due to Customer's negligence, improper loading or defective equipment.</li> </ol>	<p><b>ITEM 110</b> [C] <b>HAZARDOUS MATERIALS</b></p> <p>Shipments of Hazardous Materials will not be accepted in interchange unless prior arrangements have been made with the TSU (See Note).</p> <p>Note: On shipment of any hazardous material accepted by the TSU, shipper shall indemnify the TSU and hold the TSU harmless for any and all loss, liability or cost whatsoever that the TSU may incur or be held responsible for, to the extent that such liability is due to, or arises from:</p> <ol style="list-style-type: none"> <li>(a) defects in or failure of shipper's cars and equipment,</li> <li>(b) a failure of shipper or shipper's agent to conduct proper or appropriate pre-shipment inspection of the cars as described in 49 CFR Sec. 173.31 (d) or</li> <li>(c) misidentification of commodity shipped.</li> </ol> <p>The foregoing indemnification shall not apply to any loss or liability caused by or due to the TSU's failure to conduct pre-departure inspections as described in 49 CFR Sec. 174.9 or failure to follow AAR interchange rules, or any other liability resulting from the TSU's negligence.</p> <p>The above provisions apply to shipments of Classes A, B or C explosives, as named in Section 172.101 Hazardous Materials Table of Tariff BOE 6000-Series, and hazardous materials, substances or wastes requiring the use of a 4-digit identification number on shipping papers, placards or panels, as named in Section 172.101 Hazardous Materials Table of Tariff BOE 6000-Series, while held on the TSU premises.</p>
<p><b>ITEM 105</b> [A] <b>PERISHABLES</b></p> <p>The TSU does not provide protective service. Perishable freight under protective service will be accepted from connecting railroad for delivery to Customers with the understanding that protective service is not provided by the TSU and the TSU accepts no liability for any loss or damage resulting from failure of such protective service.</p>	<p><b>ITEM 115</b> [C] <b>DIMENSIONAL SHIPMENTS AND SHIPMENTS EXCEEDING MAXIMUM GROSS WEIGHT ON RAIL</b></p> <p>TSU requires clearance approval on cars shown below and cars that exceed one or more of the following:</p> <ul style="list-style-type: none"> <li>263,000 pounds gross weight on rail</li> <li>10'6" wide</li> <li>15'10" above top of rail</li> <li>Overhangs one or both ends of railcar</li> <li>Cars with more than four (4) axles</li> <li>Articulated cars</li> </ul> <p>A charge of \$2,000.00 per car will be assessed delivering carrier for the return and/or setback of such cars interchanged to the TSU prior to arrangements being made with the TSU. [A]</p>
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	
<p>ISSUED: January 1, 2018</p>	<p align="right">EFFECTIVE: February 1, 2018</p>



SECTION 1 MISCELLANEOUS RULES AND CHANGE	SECTION 1 MISCELLANEOUS RULES AND CHARGES
<p><b>ITEM 120</b></p> <p style="text-align: center;"><b>IDLER/BUFFER CARS</b></p> <p>When Idler/Buffer cars are used, the charge for such cars will be \$400.00 per car. (An Idler/Buffer car is an empty car, on which no part of a load rests, that is used in transporting freight of unusual length or excessive weight for the safe transportation or protection of the lading).</p>	<p><b>ITEM 145</b> [A]</p> <p style="text-align: center;"><b>STANDBY SERVICE</b></p> <p>When the TSU's locomotive and crew are held at the request of an industry or delayed by an industry within the confines of the industry or immediately adjacent thereto, the charge for such standby or delay shall be \$750.00 per hour or fraction thereof. Such charges shall be in addition to other published charges, if any, applicable to cars delayed or handled.</p>
<p><b>ITEM 125</b> [A]</p> <p style="text-align: center;"><b>ARTICULATED CARS</b></p> <p>Each unit of articulated cars, loaded or empty, will be subject to all rules, regulations, and charges as applied to a single railcar.</p>	<p><b>ITEM 150</b> [A]</p> <p style="text-align: center;"><b>CARS RELEASED AND SUBSEQUENTLY RETURNED TO INDUSTRY</b></p> <p>When on shipper's orders, cars that have been released and pulled by this railroad are returned to industry, charge of \$300.00 per car will be assessed for the return of such cars. Demurrage charges will continue to apply until cars are released.</p>
<p><b>ITEM 130</b> [A]</p> <p style="text-align: center;"><b>EMPTY CARS ORDERED BUT NOT LOADED</b></p> <p>On empty cars that are ordered for loading and order is canceled and car is in route, or the service of switching or placing of car has been performed and the car is not loaded but returned to this railroad empty, a charge of \$300.00 per car will be assessed and collected from the person, firm or corporation ordering such cars. (See Note, this item.)</p> <p>Note - Charge will not apply on cars unfit for loading, see Item 135, this tariff.)</p>	<p><b>ITEM 155</b></p> <p style="text-align: center;"><b>CARS INTERCHANGED IN ERROR</b></p> <p>A charge of \$250.00 per car will be assessed delivering carrier on cars interchanged to the TSU in error.</p>
<p><b>ITEM 135</b> [A]</p> <p style="text-align: center;"><b>IMPROPER CARS FURNISHED FOR LOADING BY CONNECTING LINES</b></p> <p>When cars ordered by industries for loading are refused on account of not being in proper condition to load, a charge of \$250.00 per car will be assessed against the railroad furnishing the car.</p>	<p><b>ITEM 160</b></p> <p style="text-align: center;"><b>OVERLOADED CARS</b></p> <p>Cars found to be overloaded will be subject to the following additional charges:</p> <ul style="list-style-type: none"> <li>(1) \$400 per car - When a car is discovered to be overloaded at loading point or within the confines of the industry. Charge to be assessed consignor.</li> <li>(2) \$500.00 per car - When a car is discovered to be overloaded beyond loading point or confines of the industry. Charge to be assessed consignor.</li> </ul> <p>(It will be the responsibility of the consignor to adjust the lading at their own expense sufficient to eliminate the overload condition.)</p> <ul style="list-style-type: none"> <li>(3) \$500.00 per car - When a car is received in interchange from connections and is found to be overloaded, such car will be returned to delivering carrier for adjustment to lading to eliminate the overload condition. Charge to be assessed delivering carrier. [C]</li> </ul>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	
<p>ISSUED: January 1, 2018</p>	<p>EFFECTIVE: February 1, 2018</p>

SECTION 1 MISCELLANEOUS RULES AND CHANGE	SECTION 1 MISCELLANEOUS RULES AND CHARGES
<p><b>ITEM 162</b></p> <p style="text-align: center;"><b>SPECIAL TRAIN SERVICE</b></p> <p>Cars of excessive dimensions, height, weight or any other condition that in the judgment of the TSU requires special handling for safe movement will be handled in special train service. Request for clearance must be made in advance of shipment in order to permit the necessary review, planning, and response. Special train service charge of \$2,000.00 per car will be assessed party for whom service is provided, and will be in addition to all other applicable charges.</p> <p>Special train service is at the sole discretion and operational convenience of the TSU. The TSU reserves the right to restrict or modify any request for special train service</p>	<p><b>ITEM 175</b> [A]</p> <p style="text-align: center;"><b>REPOSITIONING CARS TO EFFECT CUSTOMER REQUEST</b></p> <p>When customer request delivery of a specific car(s) received by this railroad which requires this railroad to sort and reposition other cars to effect customers request, a charge of \$300.00 per car, per occurrence, will be assessed against customer making the request.</p>
<p><b>ITEM 165</b></p> <p style="text-align: center;"><b>SPECIAL SWITCHING SERVICE</b></p> <p>Switching charge of \$250.00 Per Hour will be assessed to industry which requires railroad to provide a locomotive and crew in order to perform switching outside of normal working hours (See Item 60, this tariff) of this railroad. There will be four a (4) hour minimum charge for this service.</p> <p>EXCEPTION: When switching is provide on Holidays (See Item 405), the switching charge will be \$500.00 per hour, subject to a minimum charge of \$2,000.00.</p>	<p><b>ITEM 180</b> [A]</p> <p style="text-align: center;"><b>REPOSITIONING CARS OF ONE CUSTOMER IN ORDER TO SERVE ANOTHER CUSTOMER</b></p> <p>When this railroad has to reposition cars of one customer (cars held by this railroad due to customer not being able to accept cars) in order to deliver or pull cars for another customer, the customer for whom this railroad is holding cars that have to be repositioned will be assessed a charge of \$300.00 per car, per occurrence.</p>
<p><b>ITEM 170</b> [A]</p> <p style="text-align: center;"><b>RE-SPOTTING (SET-BACK) CHARGE</b></p> <p>Customer will be assessed a charge of \$300.00 per car on cars that have been placed for loading or unloading and subsequently removed and re-spotted (set-back) in order to place or move other cars. Demurrage charges will continue to apply until cars are released.</p>	<p><b>ITEM 185</b> [A]</p> <p style="text-align: center;"><b>CONGESTION RESULTING FROM RAIL CUSTOMER MAY RESULT IN AN EMBARGO</b></p> <p>If, due to customer's excessive retention or ordering of railcars results in operational congestion of customer's and/or this railroads tracks, this railroad may impose an embargo against customer.</p>
	<p><b>ITEM 190</b> [A]</p> <p style="text-align: center;"><b>DAMAGE TO FREIGHT CAUSED BY CUSTOMER, ETC</b></p> <p>TSU Customers shall be responsible for any loss, cost and expenses due to damage to or delay of lading when such damage or delay is caused in whole or part by the Customer, or the Customer's employees, agents, contractors or suppliers. This includes, but is not limited to, any mishandling, negligence, overloading, improper load securement, moving cars, damage caused by forklifts, derailment or any other damage while on the TSU (See Item 195).</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	
<p>ISSUED: January 1, 2018</p>	<p>EFFECTIVE: February 1, 2018</p>

<p align="center"><b>SECTION 1 MISCELLANEOUS RULES AND CHANGE</b></p>	<p align="center"><b>SECTION 2 SWITCHING RULES AND CHARGES</b></p>
<p><b>ITEM 195</b> [A]</p> <p align="center"><b>REPAIR SERVICES – DAMAGE TO RAILCARS AND TRACK BY CUSTOMER</b></p> <p>Customers loading or unloading cars on TSU are responsible for all damage caused to tracks and railcars while in the possession of or being utilized by the Customer, when such damage is caused in whole or part by the Customer, or the Customer's employees, agents, contractors or suppliers. This includes, but is not limited to, any mishandling, negligence, overloading, improper load securement, moving cars, collision with other vehicles (e.g. trucks), derailment or any other causes attributable to the Customer, or the Customer's employees, agents, contractors or suppliers.</p> <p>(1) Railcar repairs will be billed to the Customer at 125% of the prevailing AAR railcar repair rates for replacement parts and labor services.</p> <p>(2) Track repairs will be billed to the Customer based on material and labor cost, as determined by the TSU.</p>	<p><b>ITEM 200</b> [A]</p> <p align="center"><b>DEFINITION OF INTRA-PLANT SWITCHING</b></p> <p>A switching movement from one track to another within the same plant or industry, or from one location to another location on the same track within the same plant or industry.</p>
<p><b>ITEM 197</b></p> <p align="center"><b>EMPTY CARS DELIVERED TO CUSTOMER FOR LOADING AND RELEASED LOADED TO ANOTHER CARRIER</b></p> <p>When an empty car is delivered to customer by this railroad and car is released loaded to another carrier a charge of \$150.00 per car will be assessed customer.</p>	<p><b>ITEM 205</b> [A]</p> <p align="center"><b>DEFINITION OF INTRA-TERMINAL SWITCHING</b></p> <p>A switching movement (other than Intra-Plant Switching) from one track to another track of the same railroad within the switching limits of the same station or industrial switching district.</p>
	<p><b>ITEM 210</b> [A]</p> <p align="center"><b>INTRA-PLANT SWITCHING CHARGE</b></p> <p>The TSU will perform intra-plant switching at a charge of \$250.00 per car.</p>
	<p><b>ITEM 215</b> [A]</p> <p align="center"><b>INTRA-TERMINAL SWITCHING CHARGE</b></p> <p>The TSU will perform intra-terminal switching at a charge of \$300.00 per car.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	
<p>ISSUED: January 1, 2018</p>	<p>EFFECTIVE: February 1, 2018</p>

SECTION 3 RULE 11 PROPORTIONAL RATES (See Item 100, this tariff) (Charges are in dollars and cents per car, except as noted)				SECTION 3 RULE 11 PROPORTIONAL RATES (See Item 100, this tariff) (Charges are in dollars and cents per car, except as noted)																									
<b>ITEM 300</b>				<b>ITEM 312</b>																									
<b>APPLICATION</b>				<b>COMMODITY:</b> Bottles (STCC 32 212 20)																									
Rates published in this Section may be used in constructing combination rates, but only in the absence of specifically published or otherwise agreed to rates applying to or from TSU stations, subject to AAR Accounting Rule 11.				<table border="1"> <thead> <tr> <th>BETWEEN</th> <th>AND</th> <th>RATE</th> <th>ROUTE</th> </tr> </thead> <tbody> <tr> <td>TSU Stations</td> <td>Sapulpa, OK</td> <td>\$450.00 [I]</td> <td>TSU direct</td> </tr> <tr> <td></td> <td>Tulsa, OK</td> <td>\$450.00</td> <td>TSU direct</td> </tr> </tbody> </table>				BETWEEN	AND	RATE	ROUTE	TSU Stations	Sapulpa, OK	\$450.00 [I]	TSU direct		Tulsa, OK	\$450.00	TSU direct										
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<b>ITEM 302</b>				<b>ITEM 314</b>																									
<b>COMMODITY:</b> Freight, All Kinds, except where specific commodity rates are published herein (STCC 46 111 10)				<b>COMMODITY:</b> Calcium Chloride (STCC 28 126 32)																									
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<b>ITEM 304</b>				<b>ITEM 316</b>																									
<b>COMMODITY:</b> Aluminum Trioxide				<b>COMMODITY:</b> Corrosive Liquid (STCC 28 999 91 / 49 314 63)																									
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<b>ITEM 306</b>				<b>ITEM 318</b>																									
<b>COMMODITY:</b> Anhydrous Ammonia (STCC 29 198 15 / 49 203 59)				<b>COMMODITY:</b> Cullet (STCC 32 299 24)																									
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<b>ITEM 308</b>				<b>ITEM 320</b>																									
<b>COMMODITY:</b> Asphalt (STCC 29 116 10 / 49 616 05)				<b>COMMODITY:</b> Diesel (STCC 29 113 31)																									
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<b>ITEM 310</b>				<b>ITEM 322</b>																									
<b>COMMODITY:</b> Boilers, Power (STCC 34 433 25)				<b>COMMODITY:</b> Elevated Temperature (STCC 49 616 05)																									
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ISSUED: January 1, 2018				EFFECTIVE: February 1, 2018																									

SECTION 3 RULE 11 PROPORTIONAL RATES (See Item 100, this tariff) (Charges are in dollars and cents per car, except as noted)			
<b>ITEM 324</b> <b>COMMODITY:</b> Esters Fatty Acid (STCC 28 994 15)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$500.00	TSU direct
	Tulsa, OK	\$500.00	TSU direct
<b>ITEM 326</b> <b>COMMODITY:</b> Ferrous Chloride (STCC 28 195 23 / 49 323 42)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$ 2,000.00	TSU direct
	Tulsa, OK	\$ 2,000.00	TSU direct
<b>ITEM 328</b> <b>COMMODITY:</b> Flux (STCC 49 616 14)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$575.00	TSU direct
	Tulsa, OK	\$575.00	TSU direct
<b>ITEM 330</b> <b>COMMODITY:</b> Hazardous Material, except where otherwise specific published herein (STCC 49)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$2000.00	TSU direct
	Tulsa, OK	\$2000.00	TSU direct
<b>ITEM 332</b> <b>COMMODITY:</b> Iron or Steel Beams (STCC 33 125 28)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$575.00	TSU direct
	Tulsa, OK	\$575.00	TSU direct
<b>ITEM 334</b> <b>COMMODITY:</b> Iron or Steel Plate (STCC 33 122 53)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$575.00	TSU direct
	Tulsa, OK	\$575.00	TSU direct

SECTION 3 RULE 11 PROPORTIONAL RATES (See Item 100, this tariff) (Charges are in dollars and cents per car, except as noted)			
<b>ITEM 336</b> <b>COMMODITY:</b> Limestone (STCC 32 959 60)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$450.00[I]	TSU direct
	Tulsa, OK	\$450.00	TSU direct
<b>ITEM 338</b> <b>COMMODITY:</b> Machinery or Machines, nec, new (STCC 35 999 90)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$ 2,000.00	TSU direct
	Tulsa, OK	\$ 2,000.00	TSU direct
<b>ITEM 340</b> <b>COMMODITY:</b> Magnesium Chloride (STCC 28 126 49)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$500.00	TSU direct
	Tulsa, OK	\$500.00	TSU direct
<b>ITEM 342</b> <b>COMMODITY:</b> Nepheline Syenite (STCC 32 959 68)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$350.00[I]	TSU direct
	Tulsa, OK	\$450.00	TSU direct
<b>ITEM 344</b> <b>COMMODITY:</b> Pallets (STCC 42 312 20)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$350.00[I]	TSU direct
	Tulsa, OK	\$450.00	TSU direct
<b>ITEM 346</b> <b>COMMODITY:</b> Pipe, Iron or Steel (STCC 33 126 29)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$350.00	TSU direct
	Tulsa, OK	\$350.00	TSU direct

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SECTION 3 RULE 11 PROPORTIONAL RATES (See Item 100, this tariff) (Charges are in dollars and cents per car, except as noted)			
<b>ITEM 348</b>			
<b>COMMODITY:</b> Plastics, resins (STCC 28 211 44)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$1,100.00	TSU direct
	Tulsa, OK	\$1,100.00	TSU direct
<b>ITEM 350</b>			
<b>COMMODITY:</b> Pulpboard or Fiberboard (STCC 26 311 17)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$450.00	TSU direct
	Tulsa, OK	\$450.00	TSU direct
<b>ITEM 352</b>			
<b>COMMODITY:</b> Refrigerator Condensers (STCC 35 855 25)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$2,000.00	TSU direct
	Tulsa, OK	\$2,000.00	TSU direct
<b>ITEM 354</b>			
<b>COMMODITY:</b> Residual Fuel Oil (STCC 29 117 15 / 49 122 11)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$575.00	TSU direct
	Tulsa, OK	\$575.00	TSU direct
<b>ITEM 356</b>			
<b>COMMODITY:</b> Sand, Silica (STCC 14 413 10)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$450.00 <sup>[1]</sup>	TSU direct
	Tulsa, OK	\$450.00	TSU direct
<b>ITEM 358</b>			
<b>COMMODITY:</b> Slag (STCC 32 952 91)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$500.00	TSU direct
	Tulsa, OK	\$500.00	TSU direct

SECTION 3 RULE 11 PROPORTIONAL RATES (See Item 100, this tariff) (Charges are in dollars and cents per car, except as noted)			
<b>ITEM 360</b>			
<b>COMMODITY:</b> Sodium Carbonate (STCC 28 123 22)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$750.00	TSU direct
	Tulsa, OK	\$750.00	TSU direct
<b>ITEM 362</b>			
<b>COMMODITY:</b> Sulfuric Acid (STCC 28 193 15)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$2,000.00	TSU direct
	Tulsa, OK	\$2,000.00	TSU direct
<b>ITEM 364</b>			
<b>COMMODITY:</b> Superheaters (STCC 34 431 15)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$2,000.00	TSU direct
	Tulsa, OK	\$2,000.00	TSU direct
<b>ITEM 366</b>			
<b>COMMODITY:</b> Woodpulp (STCC 26 111 35)			
BETWEEN	AND	RATE	ROUTE
TSU Stations	Sapulpa, OK	\$300.00	TSU direct
	Tulsa, OK	\$300.00	TSU direct

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SECTION 4 CAR DEMURRAGE RULES AND CHARGES	SECTION 3 CAR DEMURRAGE RULES AND CHARGES
PART 1 DEMURRAGE CHARGES ON CARS - GENERAL	PART 2 DEMURRAGE CHARGES ON CARS NOT SUBJECT TO AVERAGE AGREEMENT
<p><b>ITEM 400</b> [A]</p> <p style="text-align: center;"><b>DEMURRAGE LIABILITY</b></p> <p>Any person or entity receiving rail cars from a rail carrier for loading or unloading who detains the cars beyond the period of free time set forth in the governing demurrage tariff will be held liable for any applicable demurrage if the carrier has provided that person or entity with actual notice of the demurrage tariff providing for such liability prior to the placement of rail cars. The notice required by this section shall be in written or electronic form.</p>	<p><b>ITEM 430</b> [C]</p> <p style="text-align: center;"><b>DEMURRAGE CHARGES</b></p> <p>After expiration of free time allowed a charge of <u>\$50.00</u> per car per day, or fraction of a day, will be made until car is released (See NOTE).</p> <p>The applicable charge will accrue on all Saturdays, Sundays and holidays subsequent to the first chargeable day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable day begins to run (See EXCEPTIONS 1, 2 and 3).</p>
<p><b>ITEM 405</b></p> <p style="text-align: center;"><b>HOLIDAYS</b></p> <p>Wherever reference is made to "holidays," it shall mean only the days listed below:</p> <p>New Year's Day - January 1 (See Note)          Memorial Day - Last Monday of May          Independence Day - July 4 (See Note)          Labor Day - First Monday of September          Thanksgiving Day - Fourth Thursday of November          Christmas Eve - December 24          Christmas - December 25          Day after Christmas - December 26 (See Note)</p> <p>Note - When this date occurs on a Sunday, the following Monday will be observed as the holiday.</p>	<p>EXCEPTIONS:</p> <ol style="list-style-type: none"> <li>Demurrage charges will not apply on privately- owned or leased cars on private tracks.</li> <li>Privately-owned or leased cars for delivery to private tracks for loading or unloading which are first held on railroad tracks under constructive placement will be subject to <u>storage charges</u> provide in Item 600, this tariff, after expiration of free time until such time car is placed on private track.</li> <li>Demurrage charges published herein will not apply when Acts of God (flood, hurricane, earthquake) including extreme weather Interference prevents loading or unloading if claims for relief from demurrage rules and charges due to the aforementioned are made within thirty (30) days by customer to TSU.</li> </ol>
<p><b>ITEM 410</b></p> <p style="text-align: center;"><b>EMPTY CARS ORDERED OR APPROPRIATED FOR LOADED AND NOT USED</b></p> <p>When a car so ordered and placed is not used, and no advice from the party who ordered the car has been received within twenty-four (24) hours, exclusive of Saturdays and Sundays or holidays (See Item 405), demurrage charges will be assessed from the first 7:00 A.M. after the car is placed until car has been removed from loading location.</p>	<p>NOTE: <b><i>Cars will be considered released at time car is removed from industry or team track by TSU.</i></b></p>
<p><b>ITEM 420</b> [C]</p> <p style="text-align: center;"><b>FREE TIME</b></p> <p>Free time as follows will be allowed for each car:</p> <p>Seventy-two (72) hours to complete unloading.</p> <p><u>Seventy-two (72) hours to complete loading.</u></p> <p>Free time will be computed from the first 7:00 AM after car is constructively and actually placement.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	
<p>ISSUED: January 1, 2018</p>	<p>EFFECTIVE: February 1, 2018</p>

SECTION 4 CAR DEMURRAGE RULES AND CHARGES	SECTION 4 CAR DEMURRAGE RULES AND CHARGES
PART 3 CARS SUBJECT TO AVERAGE AGREEMENT	PART 3 CARS SUBJECT TO AVERAGE AGREEMENT
<p><b>ITEM 450</b></p> <p style="text-align: center;"><b>AVERAGE AGREEMENT PLAN</b></p> <p><i>The provisions of Items 455 through 465 will apply when the subscriber has entered into the written agreement with the TSU. The charges for the detention of all cars consigned to or ordered for loading by the subscriber within the jurisdiction of the same station will be computed on the basis of the average detention of all such cars released (See Note, Item 430) during each calendar month.</i></p>	<p><b>ITEM 465</b></p> <p style="text-align: center;"><b>MONTHLY COMPUTATION OF DEMURRAGE CHARGES</b></p> <p>At the end of each calendar month, the total number of credits will be deducted from the total number of debits and \$50.00 per debit will be charged for the remainder. If the credits equal or exceed the debits, no charge will be made for the detention of the cars except for detention beyond the fourth debit day. No payment will be made by this railroad on account of such excess credits; nor shall credits in excess of the debits of any one month be considered in computing the average detention for another month.</p>
<p><b>ITEM 455</b> [C]</p> <p style="text-align: center;"><b>DEBIT / CHARGES</b></p> <p>A debit is a unit of liability against a car for each day or fraction of a day, including Saturdays and Sundays, car is held beyond the free time (See Item 420); and, holidays (See Item 405) subsequent to the first chargeable day.</p> <p>After expiration of free time allowed, a charge of <u>\$50.00</u> per car per day, or fraction of a day, will be made until the car is released to this railroad.</p> <p>Debits may be offset by credits earned on other cars on a one-for-one basis. In no case shall any one car accrue more than four (4) debits, and in no case shall more than four credits be applied to offset debits accrued on any one car.</p>	
<p><b>ITEM 460</b></p> <p style="text-align: center;"><b>CREDIT</b></p> <p>A credit is a unit of value for each car released (See Note, Item 430) prior to the expiration of the first twenty-four (24) hours of free time (See Item 420). Only one credit may be earned on any one car and that credit may be applied to offset a debit accruing on another car released (See Note, Item 430) during the same month. Credits earned on cars held for loading shall not be used to offset debits accruing on cars for unloading, nor shall credits earned on cars held for unloading be used to offset debits accruing on cars for loading.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	
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<p align="center"><b>SECTION 5 DETENTION RULES AND CHARGES ON HEAVY DUTY FLAT CARS</b></p>	<p align="center"><b>SECTION 6 STORAGE</b></p>
<p><b>ITEM 500</b></p> <p align="center"><b>CHARGES FOR HEAVY DUTY FLAT CARS</b></p> <p>After expiration of free time as provided for in Item 420, additional detention charges of \$200.00 per car per day, or fraction of a day, will be assessed on heavy duty flat cars as defined in FT RIC 6740-seris.</p> <p>The above charge will be in addition to applicable demurrage charges published in this tariff.</p>	<p><b>ITEM 600</b></p> <p align="center"><b>STORAGE</b></p> <p align="center"><b>PART I</b></p> <p align="center"><b>STORAGE OF LOADED OR EMPTY PRIVATELY OWNED OR LEASED EQUIPMENT</b></p> <p>Arrangements for the storage of loaded or empty privately owned or leased equipment moving on own wheels must be handled with TSU prior to storage.</p> <p align="center"><b>PART II</b></p> <p align="center"><b>STORAGE OF LOADED OR EMPTY PRIVATELY OWNED OR LEASED EQUIPMENT IN EXCESS OF STORAGE SPACE</b></p> <p>When loaded or empty privately owned or leased equipment is delivered to TSU for storage which is in excess of prior arrangements provided for in Part I of this item, a storage charge of \$50.00 per car per day will be assessed for excess storage.</p>
	<p><b>ITEM 610</b> [A]</p> <p align="center"><b>SWITCHING TO AND FROM STORAGE/HOLD TRACKS</b></p> <p>The TSU will assess a charge of :</p> <p>(1) \$150.00 per car on cars moving to storage tracks and \$150.00 per car on car moving from storage tracks; and,</p> <p>(2) \$350.00 per unit on locomotives moving to storage tracks and \$350.00 per unit on locomotive moving from storage tracks.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	
<p>ISSUED: January 1, 2018</p>	<p>EFFECTIVE: February 1, 2018</p>

**EXPLANATION OF ABBREVIATIONS  
AND  
REFERENCE MARKS**

**ITEM 9999**

**EXPLANATION OF ABBREVIATIONS  
AND  
REFERENCE MARKS**

FT - Freight Tariff  
BNSF - BNSF Railway Company  
TSU - Tulsa-Sapulpa Union Railway Company  
UP - Union Pacific Railroad

[A] - Addition  
[C] - Change  
[I] - Increase  
[NC] - Brought forward without change  
[R] - Reduction

(Underscored portion denotes addition/change.)