

FT CTN 8300-M  
(Cancels FT CTN 8300-L)

# CANTON RAILROAD COMPANY

## FREIGHT TARIFF CTN 8300-M

(Cancels Freight Tariff 8300-L)

NAMING  
LOCAL AND PROPORTIONAL SWITCHING CHARGES  
AND  
MISCELLANEOUS SERVICES  
AT  
BALTIMORE, MD  
Canton and Southwest Divisions

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular items.

ISSUED: October 15, 2004

EFFECTIVE: November 4, 2004  
(Except as otherwise provided)

ISSUED BY

Diane I. Abate  
Canton Railroad Company  
Manager Publications  
1841 S. Newkirk St.  
Baltimore, Md. 21224

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

**TARIFF CTN 8300-M**

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			<p>This tariff is governed by the Official Railroad Station List, Tariff OPSL 6000 Series, issued by Railinc, Agent, to the extent shown in this Item:</p>
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			<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>
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			<b>ITEM 20</b>
			<b>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC</b>
			<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>
For explanation of abbreviations and reference marks not explained herein, see Item 99999-series, this tariff.			

**TARIFF CTN 8300-M**

GENERAL RULES AND REGULATIONS	SPECIAL RULES AND REGULATIONS - UNLIMITED
<p>ITEM 30</p> <p align="center"><b>PERISHABLE FREIGHT</b></p> <p>For rates, rules and regulations governing the handling of perishable freight, see Perishable Protective Tariff, STB PPT 619 Series.</p>	<p>ITEM 210</p> <p align="center"><b>APPLICATION OF SWITCHING CHARGES</b></p> <p>Switching charges, unless otherwise specified, cover the handling of loaded cars in one direction and empty cars in the other. If cars are loaded in both directions, the published switching charges will be assessed for each loaded movement. For any other movement of empty cars, including cars moving under the provisions of Mileage Tariff RPS 6007 Series to or from a car repair facility, the charge will be the same as applied to a loaded car.</p>
<p>ITEM 45</p> <p align="center"><b>CAPACITIES AND DIMENSIONS OF CARS</b></p> <p>For marked capacities, lengths, dimensions and cubical capacities of cars, see the Official Railway Equipment Register, RER 6410 Series, issued by the R.E.R. Publication Corporation, Agent</p>	<p>ITEM 215</p> <p align="center"><b>CARS ORDERED NOT USED</b></p> <p>If an empty car is ordered for loading, and the service of switching and placing it has been performed and the car is not loaded, a switching charge of \$225.00 per car will be assessed against the person, firm or corporation ordering such car (See Note 1).</p> <p>In cases where a car is ordered for loading, and the car has been received on CTN trackage from a connecting carrier, but is returned, unused by order of the person, firm or corporation originally ordering the car prior to placement, a charge of \$50.00 per day or each fraction of a day the CTN holds such car on its tracks, from the time between receipt at interchange and return to interchange, shall accrue to and be payable by the person, firm or corporation ordering such car and subsequently canceling the order (See Note 1).</p> <p>Explanation of Notes:</p> <p><b>Note 1:</b> In the event a car is rejected on account it is not suitable for loading, this item will not apply if the person, firm or corporation ordering the car advises the CTN of rejection and condition that caused the car to be rejected within twenty-four (24) hours, exclusive of Saturdays, Sundays and Holidays, after actual placement. These provisions will also apply in connection with cars held on constructive placement on shipper owned or leased tracks. In connection with firms which perform their own switching, switching charges will not apply if cars are rejected on account of not suitable for loading.</p>
<p>ITEM 60</p> <p align="center"><b>NATIONAL SERVICE ORDER TARIFF</b></p> <p>This tariff is subject to the provisions of various Surface Transportation Board Service Orders and General Permits as shown in the National Service Order Tariff, 6100 Series, NSO 6100 Series, Western Trunk Line Committee, Agent.</p>	<p>ITEM 216</p> <p align="center"><b>SPECIAL EQUIPMENT USE CHARGE</b></p>
<p>ITEM 70</p> <p align="center"><b>CODING INFORMATION/COMMODITY DESCRIPTION</b></p> <p>For coding information on product class codes 01 through 47 and code 50 see Standard Transportation Commodity Code Tariff, STCC (i) 6001-Series, Western Trunk Line Committee, Agent, M.K. Wendling, Tariff Publishing Officer.</p>	<p>Except as provided in (a) and (b) below, shipments moving in other than ordinary equipment will be assessed an additional charge of \$275.00 per car.</p>
<p>ITEM 75</p> <p align="center"><b>CODING INFORMATION/COMMODITY DESCRIPTION (Hazardous Materials)</b></p> <p>For coding information on hazardous materials or substances or hazardous wastes see Standard Transportation Commodity Code Hazardous Materials STCC(I) or Substances and Hazardous Wastes Tariff, STCC (ii) 6049-Series, Economics and Finance Department, Association of American Railroads, Agent.</p>	<p>(a) - Articulated auto cars.....\$340.00 per car (b) - Auto Rack Bi and Tri-Levies..... 275.00 per car</p>
<p align="center"><b>SPECIAL RULES AND REGULATIONS - UNLIMITED</b></p>	<p align="center"><b>DEFINITIONS - ORDINARY EQUIPMENT</b></p>
<p>ITEM 200</p> <p align="center"><b>DEMURRAGE</b></p> <p>This tariff will be governed by General Car Demurrage Rules and Charges as published in CTN 6000 Series.</p> <p>Where switching is performed under line-haul rates which are subject to special detention charges and rules, the switching provided under this tariff will be subject to the same detention charges and rules as applicable in connection with said line-haul rates and provisions of Tariff CTN 6000 Series will not apply.</p>	<p>(1) XM Box cars, not exceeding 53 feet inside length (2) FM Flat cars, not over 64 feet in length and having a capacity not over 200,000 pounds (3) Gondola cars having a marked capacity not greater than 200,000 pounds, but not including cars of any length equipped with covers, hoods, containers or cradle floors (4) Open top hoppers not exceeding 43 feet inside length and having a marked capacity not exceeding 200,000 pounds (5) Shipper owned or leased cars (6) Covered Hoppers having a capacity not over 200,000 pounds</p>
<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999-series, this tariff.</p>	

**TARIFF CTN 8300-M**

GENERAL RULES AND REGULATIONS	GENERAL RULES AND REGULATIONS
<p><b>ITEM 218</b></p> <p align="center"><b>CARS LOADED IN EXCESS OF LIMITS</b></p> <p>When cars are found to be overloaded (car or rail limits) on CSXT or NS and returned to shipper on the CTN for corrective action, a charge of \$225.00 per car round trip between CSXT or NS interchange and the shipper on the CTN will be applicable.</p>	<p><b>ITEM 222</b> (Cont,d.)</p> <p align="center"><b>SECURITY DEPOSITS</b></p> <p>Deposits will no longer be required after the customer either:</p> <ol style="list-style-type: none"> <li>1. Is placed on the railroad's credit list, or</li> <li>2. Has paid all outstanding charges, and has given assurance to the satisfaction of the railroad's credit officer that future charges will be paid within credit period of 15 consecutive days from the date on the bill.</li> </ol>
<p><b>ITEM 219</b></p> <p align="center"><b>FIRST PLACEMENT CONSTITUTES DELIVERY</b></p> <p>Except as otherwise published herein, when cars are placed for loading, unloading or shipper storage upon side tracks, team tracks, leased tracks, warehouses, elevators or other industries or locations served by the CTN, such placement shall constitute delivery of shipment. Any subsequent switching movement upon CTN will be subject to switching charges.</p>	<p><b>ITEM 225</b></p> <p align="center"><b>RECONSIGNMENT WITHIN A SWITCHING DISTRICT</b></p> <p>When an order is received by an authorized representative of this line from consignor, consignee or owner in time to permit instructions to be given to yard employees prior to placement, no charge will be made.</p> <p>If a car has been placed for unloading at billed destination and is subsequently forwarded, without being unloaded, to a place of delivery on CTN a charge of \$225.00 per car will be assessed.</p>
<p><b>ITEM 220</b></p> <p align="center"><b>USE OF PRIVATE FACILITIES</b></p> <p>This tariff does not grant the use of private sidings or facilities to other than the owners, or to those whom the privilege of use is granted by the owners, without cost to the carrier.</p>	
<p><b>ITEM 222</b></p> <p align="center"><b>SECURITY DEPOSITS</b></p> <p>A security deposit to insure payment of any demurrage, storage and other charges that may accrue will be required from every customer who:</p> <ol style="list-style-type: none"> <li>1. Is not on the railroad's credit list or</li> <li>2. Fails to pay demurrage, storage and other charges after specific written demand referring to this tariff provision.</li> </ol> <p>The deposit must be paid in cash, certified check, cashier's check or money order before any freight car is delivered to such customer for loading or unloading. A deposit on one unit of equipment will not be transferrable to another.</p> <p>The deposit for each car shall be in the minimum amount of \$200.00 or up to the maximum amount of demurrage, storage and other charges that accrued on any one car during the preceding 12 months.</p> <p>However, in the case of a customer receiving multiple carloads for loading or unloading, the total amount required to be deposited shall not exceed the higher of the following two numbers: (a) \$2,000.00; or (b) the amount of existing past due demurrage, storage and other charges accrued by the customer, plus \$500.00.</p> <p>The deposit will be refunded after payment has been received for demurrage, storage and other charges on the corresponding equipment, should such charges have been incurred. The customer's request for such refund must be made in writing to the office of the president of the railroad. If no refund request is received by that designated office within thirty (30) days after the equipment is released, the railroad will refund the remainder of the deposit to the customer after deducting any unpaid demurrage, storage and other charges on that shipment.</p>	
<p align="center">(CONTINUED IN NEXT COLUMN)</p>	
<p>For explanation of abbreviations and reference marks not explained herein, see Item 9999-series, this tariff.</p>	

GENERAL RULES AND REGULATIONS	GENERAL RULES AND REGULATIONS																																
<p><b>ITEM 230</b></p> <p style="text-align:center;"><b>DEFINITIONS</b></p> <p><b>INTRA-PLANT SWITCHING</b> - Means a switching movement from one location to another location within the confines of an industry.</p> <p><b>INTRA-TERMINAL SWITCHING</b> - A switching movement (other than intra-plant) from one location to another location within the switching limits of CTN.</p> <p><b>INTER-TERMINAL SWITCHING</b> - A switching movement from one railroad to another railroad when such movement is within the switching limits of the same station or industrial district. Switching charges of connecting carriers will be in addition to those published herein for the account of CTN.</p> <p><b>RECONSIGNMENT</b> - A change in the name of the consignee and/or change in delivery to an industry, team track, pier or warehouse on CTN.</p> <p><b>RECIPROCAL SWITCHING</b> - Means the movement in switching service for loading and unloading, preceding or following a road-haul movement over another railroad, from or to a private or assigned siding on the switching railroad, to or from the point of interchange with the connection railroad at the switching station and/or the movement of the empty car in the reverse direction.</p> <p><b>HOLIDAYS</b> - The term "Holiday" means:</p> <p style="margin-left: 20px;">New Years Day - January 1 (See Note 1)                  President's Day - Third Monday in February                  Good Friday - Friday preceding Easter Sunday                  Memorial Day - Last Monday in May                  Independence Day - July 4 (See Note 1)                  Labor Day - First Monday in September                  Veterans Day (See Note 1)                  Thanksgiving Day - Fourth Thursday in November                  Friday after Thanksgiving                  Christmas Eve Day (See Note 1)                  Christmas Day - December 25 (See Note 1)                  New Years Eve - December 31 (See Note 1)</p> <p>Explanation of Notes:</p> <p>Note 1: When this date occurs on a Saturday, the preceding Friday will be observed as the Holiday. When the date occurs on a Sunday, the following Monday will be observed as the Holiday.</p>	<p><b>ITEM 231</b></p> <p style="text-align:center;"><b>INTERRMODAL TRACKAGE RIGHTS</b></p> <p>This item applies to any movement of cars or rail equipment moving over CTN tracks to and from Seagirt Intermodal Container Transfer Facility (ICTF), Intermodal will be defined as all closed Containers and or over the road Trailers, Vans, Flat Racks moving on Intermodal Flat Cars, Road Railers and Locomotives.</p> <p>The following rates will apply:</p> <ul style="list-style-type: none"> <li>1 - International Containers.....\$ 10.00</li> <li>2 - Over the road Trailers and Vans..... 15.00</li> <li>3 - Loaded Flat Racks..... 25.00</li> <li>4 - ISO Containers Hazardous..... 35.00</li> <li>5 - ISO Containers Non-Hazardous..... 25.00</li> <li>6 - Road Railers..... 35.00</li> <li>7 - Locomotives for the purpose other than movement of Intermodal Trians..... 100.00</li> <li>8 - Miscellaneous rail equipment loaded or empty..... 250.00</li> </ul>																																
	<p><b>SECTION 1</b> <b>SWITCHING</b></p>																																
	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:10%;">ITEM</th> <th style="width:30%;">BETWEEN</th> <th style="width:30%;">AND</th> <th style="width:30%;">RATES</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="text-align:center;">430</td> <td colspan="3" style="text-align:center;"><b>SCRAP METAL</b></td> </tr> <tr> <td style="text-align:center;">All Points on CTN</td> <td style="text-align:center;">Interchange with CSXT or NS</td> <td style="text-align:center;">[I] \$3.45 per Net Ton Notes 3 &amp; 4</td> </tr> <tr> <td rowspan="2" style="text-align:center;">440</td> <td colspan="3" style="text-align:center;"><b>FREIGHT, ALL KINDS, carloads, except as otherwise specifically provided (Inter-Terminal Switching)</b></td> </tr> <tr> <td style="text-align:center;">All Points on CTN</td> <td style="text-align:center;">Interchange with CSXT or NS</td> <td style="text-align:center;">[I] \$3.75 per Net Ton Notes 3 &amp; 4</td> </tr> <tr> <td rowspan="2" style="text-align:center;">450</td> <td colspan="3" style="text-align:center;"><b>FREIGHT, ALL KINDS, carloads except as otherwise specifically provided (Intra-Terminal Switching)</b></td> </tr> <tr> <td style="text-align:center;">All industries, team tracks, piers or warehouses on CTN</td> <td style="text-align:center;">All industries, team tracks, piers or warehouse on CTN</td> <td style="text-align:center;">\$225.00 per car</td> </tr> <tr> <td rowspan="2" style="text-align:center;">455</td> <td colspan="3" style="text-align:center;"><b>EMPTY CARS</b></td> </tr> <tr> <td style="text-align:center;">All Points on CTN</td> <td style="text-align:center;">Empty cars for cleaning and/or repair</td> <td style="text-align:center;">\$225.00 per car</td> </tr> </tbody> </table>	ITEM	BETWEEN	AND	RATES	430	<b>SCRAP METAL</b>			All Points on CTN	Interchange with CSXT or NS	[I] \$3.45 per Net Ton Notes 3 & 4	440	<b>FREIGHT, ALL KINDS, carloads, except as otherwise specifically provided (Inter-Terminal Switching)</b>			All Points on CTN	Interchange with CSXT or NS	[I] \$3.75 per Net Ton Notes 3 & 4	450	<b>FREIGHT, ALL KINDS, carloads except as otherwise specifically provided (Intra-Terminal Switching)</b>			All industries, team tracks, piers or warehouses on CTN	All industries, team tracks, piers or warehouse on CTN	\$225.00 per car	455	<b>EMPTY CARS</b>			All Points on CTN	Empty cars for cleaning and/or repair	\$225.00 per car
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TARIFF CTN 8300-M

SECTION I SWITCHING				SECTION II MISCELLANEOUS	
SWITCHING				ITEM 550 SPECIAL TRAIN SERVICE	
ITEM	BETWEEN	AND	RATES	(1) - REGULAR ASSIGNED CREWS, HOURS	
460	FREIGHT, ALL KINDS, carloads (Intra-Plant Switching)			<p>Note: Contact CTN Operations Office for assigned crew hours.</p> <p>When, at the request of shippers or consignees, special movements are desired, and may be accommodated within the work period of an already working or scheduled CTN crew, in addition to the regular freight or switching rate, a charge will be made of \$204.25 for the first hour or fraction thereof for time required to make the movement, and return the engine and crew to the starting point. Any time required in excess of one hour will be charged for on the basis of \$180.15 per hour, or fraction thereof.</p> <p>(2) - OTHER THAN ASSIGNED CREWS, HOURS, HOLIDAYS When at the request of shippers or consignees, special movements are desired, and are not within the times specified in Item 550 (1), in addition to the regular freight or switching rates, a charge will be made of [I]\$317.10 for all hours or fractions thereof not within the time specified in Item 550 (1). When starting times are not within the times defined in Item 550 (1) or the movement requires an extra crew, a minimum charge of eight (8) hours will be assessed.</p> <p>(3) - HOLIDAYS For such service on Holidays as defined in Item 230, the hourly charges will be [I]\$429.33 for the first hour and [I]\$378.93 for each additional hour with a minimum of eight hours.</p>	
	One point within an Industrial Plant on CTN	Another point within the confines of the same plant on the same track	\$40.50 per car		
		Another point within the confines of the same Plant on a different track.	[I]\$95.70 per car		
		Another point on a leased track on CTN	[I]\$200.00 per car		
<p>Explanation of Notes</p> <p>Note 3: The line haul carrier may absorb, in whole or in part, the switching charges subject hereto as published in said line haul carrier's tariff, NS 8001-D, Item 855 or CSXT 8100-Series, Item 1304B, unless restricted by contracts.</p> <p>Note 4: Minimum charge \$200.00.</p>					

For explanation of abbreviations and reference marks not explained herein, see Item 99999-series this tariff.

**SECTION II  
MISCELLANEOUS**

ITEM 570

**CARS DELIVERED IN ERROR**

As defined in Car Service Rule 7, a switching charge of \$250.00 per car will be assessed to all Interchange Carriers that delivers a car, in error, either loaded or empty in which CTN must return to that delivering carrier.

ITEM 590

[I]

**WEIGHING**

The following charges will be made for placing cars on scales to be weighed for accommodation of shippers or consignees

**(a) ON PRIVATE SCALES LOCATED AT THE INDUSTRY**

When weighed before placement for loading or unloading ..... [I] \$75.00 per car  
For weighing empty cars before removal from tracks of Industry. .... [I] \$75.00 per car

**(b) ON PRIVATE SCALES OTHER THAN THOSE LOCATED AT THE WEIGHING SHIPPERS OR CONSIGNEES FACILITY**

In addition to the weighing charge contained in Item 590 (a), shippers or consignees requiring that cars be weighed on tracks other than their own will be assessed switching charges in accordance to Item 450 (Note 6 )

Explanation of Notes:

Note 6 Those desiring the weighing must make their own arrangements with the owner of the scales for their use, the charge above stated covers only the transportation service performed by this railroad.

ITEM 600

**TURNING CARS**

A. When it is desired that cars be placed for loading or unloading at stop-off points or unloading at destination from a particular side or end of car, the car must be placarded on both sides and notation made on shipping document substantially as follows:

**NOTICE TO CARRIER**

**Deliver car from side or end specified by placard**

B. If shipping document carries notation that car was placarded and placard(s) has/have disappeared, charge for turning will not apply.

C. On cars not properly placarded that CTN is requested to turn after initial placement, the following charges will apply:

1. If turned with confines of an industry ..... [I] \$125.00 per car

2. If turned on CTN tracks within the switching district of the stop-off point or destination ..... [I] \$ 200.00 per car

3. If turned outside the switching district of the stop-off point or destination, or if the car must be interchanged to another railroad for turning, the following charges will be applied in addition to the connecting carriers charges. For CSXT turning charges see CSX Tariff 81-- Item 80000, for NS turning charges see NS 8000-D, Item 80000 -- most recent edition in all cases ..... [I] \$275.00/car

For explanation of abbreviations and reference marks not explained herein, see Item 99999-series this tariff.

TARIFF CTN 8300-M

ABBREVIATIONS AND REFERENCE MARKS	
ITEM 99999	
EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS	
CSXT	CSX Transportation
BOE	Bureau of Explosives, Charles L. Keeler, Agent
CTN	Canton Railroad Company
ICC	Interstate Commerce Commission
MD PSC	Maryland Public Service Commission
NS	Norfolk Southern Railway Company
NSO	National Service Order Tariff, Western Trunk Line Committee, Agent
OPSL	Offical Railroad Station List
PPT	Perishable Protective Tariff
RER	Railway Equipment Register, R.E.R. Pub. Company, Agent
STCC(i)	Standard Transportation Commodity Code, Economics & Finance Department, Association of American Railroads, Agent
STCC(ii)	Standard Transportation Commodity Code - Hazardous Materials or Substances or Hazardous Wastes - Western Trunk Line Committee, Agent
UFC	Uniform Freight Classification, Nat. R.R. Freight Committee, Agent
[A]	Denotes Addition
[R]	Denotes Reduction
[I]	Denotes Increase
[C]	Denotes a change in wording which results in neither an increase nor reduction in charges
[D]	Denotes Cancelled
[NC]	Denotes brought forward without change
(Underscored portion denotes change/addition.)	