

BNSF RAILWAY COMPANY
AG PRODUCTS UNIT
P O BOX 961051
FORT WORTH, TX 76161-0051
BNSF-4022-M

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TARIFF REVISION TRANSMITTAL NOTICE

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FOR TARIFF PUBLISHING INFORMATION
CONTACT: JACK SCHROEDER - 817-867-6723

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SPECIAL RULES - LIMITED TO REFERENCES MADE ELSEWHERE IN TARIFF

ONE-YEAR AND TWO-YEAR SHUTTLE RULES, ALL GRAIN

RULES FOR CERTIFICATES LISTED IN BNSF 4091, ITEM 2065 APPLY AS FOLLOWS:

- A. ONE-YEAR AND TWO-YEAR SHUTTLE CERTIFICATES OR TRANSPORTATION ("SHUTTLE") WILL BE SOLD INDIVIDUALLY OR IN GROUPS AS SPECIFIED IN THE OFFER. GROUPS OF SHUTTLES ("SHUTTLE TRAIN") MUST BE USED CONSECUTIVELY AGAINST THE SAME SET OF EQUIPMENT. BNSF RESERVES THE RIGHT TO ASSIGN DIFFERENT OR ADDITIONAL EQUIPMENT IF NECESSARY.
- B. ON THE MOVEMENT OF AT LEAST 110 COVERED HOPPER CARS ("SHUTTLE UNIT"). FROM ONE ORIGIN TO ONE DESTINATION. NO CO-LOADING OR SECOND SWITCHES WILL BE ALLOWED.
- C. ON THE COMMODITIES LISTED IN BNSF 4090, ITEM 10600.
- D. EACH COVERED HOPPER CAR MAY BE LOADED WITH ONLY ONE COMMODITY. A SHUTTLE MAY CONTAIN A MAXIMUM OF TWO COMMODITIES.
- E. SHUTTLES WILL APPLY FROM AND TO STATIONS WHICH HAVE MET THE REQUIREMENTS OF PAST SHUTTLE TRAIN PROGRAMS OR STATIONS WHICH MEET THE FOLLOWING QUALIFICATIONS:
 - 1. FACILITY MUST BE ABLE TO ACCEPT A MINIMUM OF 110 CARS ON ONE CONTINUOUS TRACK IN A SINGLE SWITCH, UNLESS OTHERWISE APPROVED BY BNSF RAILWAY.
 - 2. FACILITY MUST BE ABLE TO LOAD OR UNLOAD A SHUTTLE TRAIN IN 15 HOURS.
 - 3. FREIGHT PAYOR MUST ENTER INTO A CONTRACT WITH THE BNSF FOR THE SUBMISSION OF BILLING INFORMATION VIA ELECTRONIC DATA EXCHANGE (EDE).
 - 4. LOADING FACILITY MUST USE A CERTIFIED TRACK OR HOPPER SCALE OR BULK LOAD OUT SYSTEM TESTED BY THE APPROPRIATE STATE WEIGHTS AND MEASURES AUTHORITY OR A LICENSED SCALE COMPANY USING A MINIMUM OF 80,000 POUND WEIGHT ACCORDING TO AAR SCALE HANDBOOK 34. UPON REQUEST FROM BNSF, THE LOADING FACILITY WILL SUPPLY A COPY OF THE SCALE TEST REPORT. SHIPMENT WEIGHTS (NET LADING WEIGHT) FOR EACH CAR MUST BE PROVIDED ON THE EDE BILL OF LADING. ANY SHIPMENT CONTAINING OVERLOADED CAR(S) PER BNSF 9300 SERIES WILL NOT QUALIFY.

IF A LOADING OR UNLOADING FACILITY FAILS ON MORE THAN ONE SHUTTLE TO MEET THE TERMS OF THIS ITEM, BNSF MAY DISQUALIFY THE FACILITY FROM LOADING OR UNLOADING SHUTTLES.

- F. ALL SHUTTLE UNITS MUST BE IMMEDIATELY ACCEPTED FOR PLACEMENT UPON ARRIVAL AT THE LOADING/UNLOADING FACILITY AND RELEASED TO BNSF AS A UNIT WITHIN 15 HOURS OF ACTUAL PLACEMENT OR SHUTTLE UNIT MUST BE ACCEPTED IN INTERCHANGE BY THE SERVING CARRIER UPON ARRIVAL AT THE INTERCHANGE AND RETURNED TO BNSF AT THE INTERCHANGE WITHIN 24

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ONE-YEAR AND TWO-YEAR SHUTTLE RULES, ALL GRAIN

HOURS OF INITIAL INTERCHANGE.

- G. SHUTTLES MUST BE APPLIED TO CONSECUTIVE SHIPMENTS OF A SHUTTLE UNIT ON A SHUTTLE TRAIN. THE ORIGINAL SHUTTLE OWNER WILL PAY BNSF A PER CAR "CANCELLATION CHARGE" AS SPECIFIED IN ITEM 12101 OF BNSF 4022-SERIES ON 110 CARS FOR ALL SHUTTLES NOT APPLIED TO A SHUTTLE TRAIN (CANCELLED). IF A SHUTTLE IS CANCELLED, ALL REMAINING SHUTTLES ON THE SHUTTLE TRAIN MUST BE CANCELLED. ONLY THE ORIGINAL OWNER OF THE SHUTTLE MAY CANCEL A SHUTTLE.
- H. A PER CAR "SHUTTLE ALLOWANCE" AS DETERMINED BY ITEM 13101 OF BNSF 4022-SERIES WILL BE PAID TO THE SHUTTLE OWNER OF RECORD.

PER CAR SHUTTLE ALLOWANCE WILL BE PAID ONCE AND ONLY ONCE TO THE CERTIFICATE OWNER OF RECORD THAT HAS PAID ALL APPLICABLE FREIGHT CHARGES VIA ELECTRONIC TRANSFER OF FUNDS AS REQUIRED UNDER THE EDE AGREEMENT. BNSF WILL USE REASONABLE EFFORTS TO PAY CLAIM WITHIN SIXTY (60) DAYS AFTER RECEIPT, PROVIDED ALL FREIGHT CHARGES DUE BNSF FOR SAID SHIPMENTS HAVE BEEN PAID.
- I. SHUTTLES WHICH ARE DIVERTED OR RECONSIGNEED WILL NOT QUALIFY FOR THE SHUTTLE ALLOWANCE UNLESS APPROVED IN ADVANCE BY THE DIRECTOR OF AG OPERATIONS AT (817) 593-6000 OR (817) 593-6003.
- J. BNSF WILL USE REASONABLE EFFORTS TO PROVIDE PRE-ADVICE NOTIFICATION USING BNSF'S ELECTRONIC TOOLS PRIOR TO ARRIVAL OF EMPTY/LOADED SHUTTLE AT LOADING/UNLOADING FACILITY TO FACILITY'S DESIGNATED AGENT.
- K. RATE FOR ONE-YEAR AND TWO-YEAR SHUTTLE WILL BE THE LOWEST APPLICABLE RATE (ISSUED AND EFFECTIVE IN A BNSF RATE DOCUMENT) FOR THE SHIPMENT DATE BETWEEN THE DATE THE SHUTTLE IS PURCHASED AND THE SHIPMENT DATE. RATE ITEMS WITH AN EXPIRATION DATE PRIOR TO THE DATE OF MOVEMENT WILL NOT BE PROTECTED.

CONTRACT RATES OR JOINT-LINE RATES WHICH EXPIRE OR ARE CANCELLED BEFORE THE BILLING DATE UNDER THE CERTIFICATE WILL NOT BE PROTECTED. WHEN THE PURCHASER ELECTS TO LOCK IN THE TARIFF RATE FOR THE FUTURE SHIPPING PERIOD IN PLACE ON THE ACCEPTANCE DATE, IN THE EVENT THAT BNSF MAKES CHANGES TO THE FUEL SURCHARGE OF GENERAL APPLICABILITY AFTER THE ACCEPTANCE DATE, BNSF RESERVES THE RIGHT TO ADJUST THE TARIFF RATE TO REFLECT THAT CHANGE UPON NOTIFICATION.
- L. BNSF WILL USE REASONABLE EFFORTS TO APPLY HEAVY AXLE (286,000 LB GROSS WEIGHT ON RAIL) EQUIPMENT TO SHUTTLE TRAINS AND MAINTAIN A MINIMUM OF 2.5 TRIPS PER MONTH PROVIDED SHUTTLES MOVE SOLELY ON

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ONE-YEAR AND TWO-YEAR SHUTTLE RULES, ALL GRAIN

BNSF LINES. IF THE SHUTTLE OWNER OF RECORD (SOR) AND BNSF AGREE IN WRITING PRIOR TO THE EXPIRATION OF THE SHUTTLE SHIPMENT PERIOD THAT DUE TO BNSF ACTIONS OR SOR ACTIONS THE SHUTTLE CANNOT ACHIEVE FIVE (5) TRIPS PER CONSECUTIVE 61 DAY PERIOD, EITHER PARTY MAY CANCEL REMAINING INCOMPLETE TRIPS WITHOUT PENALTY OR REQUEST ADDITIONAL SHUTTLE TRIPS TO MAKE UP THE SHORTFALL.

M. THE FIRST SHUTTLE ORDER MUST BE PLACED, AT A MINIMUM, TEN (10) DAYS IN ADVANCE OF THE START UP PERIOD. THE ORIGIN FOR EACH SUBSEQUENT SHUTTLE MUST BE PLACED WITH BNSF USING BNSF'S ELECTRONIC TOOLS AND AGREED UPON PRIOR TO THE LOADS BEING SPOTTED AT THE PREVIOUS DESTINATION. THE DESTINATION FOR EACH SUBSEQUENT TRIP MUST BE PROVIDED TO BNSF USING BNSF'S ELECTRONIC TOOLS AND AGREED UPON PRIOR TO THE EMPTIES BEING SPOTTED AT THE PREVIOUS ORIGIN ELEVATOR. ANY CHANGES OF ORIGIN OR DESTINATION MUST BE PROVIDED TO BNSF USING BNSF'S ELECTRONIC TOOLS AND AGREED UPON. FAILURE ON THE PART OF THE SHUTTLE TRIP OWNER TO PROPERLY NOTIFY BNSF OF ANY OF THE FOLLOWING, WILL RESULT IN A PENALTY OF \$100 PER CAR TO THE FREIGHT OWNER OF RECORD WITH BNSF. PRE-ADVISE TO A LOCATION UNDER EMBARGO WILL NOT BE ACCEPTED UNLESS A PERMIT HAS BEEN GRANTED.

1. FAILURE TO ADVISE BNSF GRAIN TEAM OF NEXT LOADING ORIGIN 24 HOURS PRIOR TO LOAD ARRIVING AT DESTINATION.
2. PRE-ADVISE NOTIFICATION OF NEXT UNLOADING DESTINATION WILL BE 24 HOURS PRIOR TO THE EMPTIES ARRIVING AT THE ORIGIN. IF THE DESTINATION STATION IS UNDER EMBARGO ORDER, THEN ALL PRE-ADVISE NOTIFICATIONS OF NEXT UNLOADING DESTINATION WILL BE 72 HOURS PRIOR TO THE EMPTIES ARRIVING AT ORIGIN. PROPER PRE-ADVISE OF A DESTINATION PRESENTLY UNDER A PERMIT EMBARGO WILL INCLUDE THE EMBARGO PERMIT NUMBER. THE PARTY PROVIDING THE DESTINATION TO THE ORIGIN IS RESPONSIBLE FOR APPLYING FOR THIS PERMIT.
3. CHANGE OF LOADED DESTINATION AND 'REQUIRED OPERATING CORRIDOR' AFTER DESTINATION PRE-ADVISE RECEIVED.
4. CHANGE OF EMPTY ORIGIN AND 'REQUIRED OPERATING CORRIDOR' AFTER DESTINATION PRE-ADVISE RECEIVED.

N. THE FIRST TRIP START-UP FOR SHUTTLES WILL BE AT BNSF'S DISCRETION WITHIN THE SHUTTLE PERIOD. CUSTOMER MUST NOTIFY BNSF OF THE ORIGIN LOCATION FOR PLACEMENT TEN (10) DAYS IN ADVANCE OF THE START-UP PERIOD. BNSF GRAIN OPERATIONS WILL PROVIDE FIVE (5) DAY ADVANCE NOTICE OF SHUTTLE PLACEMENT TO THE CUSTOMER.

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SHORT-TERM SHUTTLE RULES, ALL GRAIN

RULES FOR SHORT-TERM SHUTTLE CERTIFICATES LISTED IN BNSF 4091, ITEM 2065 APPLY AS FOLLOWS:

- A. SHORT TERM SHUTTLE CERTIFICATES OF TRANSPORTATION ("ST-SHUTTLE") WILL BE SOLD INDIVIDUALLY OR IN GROUPS AS SPECIFIED IN THE OFFER, FOR THE TERM SPECIFIED IN THE OFFER, AT 1.) A PREMIUM OF \$300 PER CAR PER TRIP, OR 2.) A PREMIUM ESTABLISHED THROUGH AN AUCTION. PERMIT NUMBERS FOR ST-TERM SHUTTLES WILL BE ISSUED ON A PER TRIP BASIS. PERMIT NUMBER WILL NOT BE ISSUED UNTIL THE ST-SHUTTLE PREMIUM PAYMENT HAS BEEN RECEIVED BY BNSF. GROUPS OF ST-SHUTTLES ("ST-SHUTTLE TRAIN") MUST BE USED CONSECUTIVELY AGAINST THE SAME SET OF EQUIPMENT. BNSF RESERVES THE RIGHT TO ASSIGN DIFFERENT OR ADDITIONAL EQUIPMENT IF NECESSARY.
- B. ON THE MOVEMENT OF AT LEAST 110 COVERED HOPPER CARS ("ST-SHUTTLE UNIT") FROM ONE ORIGIN TO ONE DESTINATION. NO CO-LOADING OR SECOND SWITCHES WILL BE ALLOWED.
- C. ON THE COMMODITIES LISTED IN BNSF 4090, ITEM 10600.
- D. EACH COVERED HOPPER CAR MAY BE LOADED WITH ONLY ONE COMMODITY. A ST-SHUTTLE MAY CONTAIN A MAXIMUM OF TWO COMMODITIES.
- E. ST-SHUTTLES WILL APPLY FROM AND TO STATIONS WHICH HAVE MET THE REQUIREMENTS OF PAST 104-110 CAR SHUTTLE TRAIN PROGRAMS OR STATIONS WHICH MEET THE FOLLOWING QUALIFICATIONS:
 1. FACILITY MUST BE ABLE TO ACCEPT A MINIMUM OF 110 CARS ON ONE CONTINUOUS TRACK IN A SINGLE SWITCH, UNLESS OTHERWISE APPROVED BY BNSF RAILWAY.
 2. FACILITY MUST BE ABLE TO LOAD OR UNLOAD THE ST-SHUTTLE IN 15 HOURS.
 3. FREIGHT PAYOR MUST ENTER INTO A CONTRACT WITH THE BNSF FOR THE SUBMISSION OF BILLING INFORMATION VIA ELECTRONIC DATA EXCHANGE (EDE).
 4. LOADING FACILITY MUST USE A CERTIFIED TRACK OR HOPPER SCALE OR BULK LOAD OUT SYSTEM TESTED BY THE APPROPRIATE STATE WEIGHTS AND MEASURES AUTHORITY OR A LICENSED SCALE COMPANY USING A MINIMUM OF 80,000 POUND WEIGHT ACCORDING TO AAR SCALE HANDBOOK 34. UPON REQUEST FROM BNSF, THE LOADING FACILITY WILL SUPPLY A COPY OF THE SCALE TEST REPORT. SHIPMENT WEIGHTS (NET LADING WEIGHT) FOR EACH CAR MUST BE PROVIDED ON THE EDE BILL OF LADING. ANY SHIPMENT CONTAINING OVER-LOADED CAR(S) PER BNSF 9300 SERIES WILL NOT QUALIFY.

IF A LOADING OR UNLOADING FACILITY FAILS ON MORE THAN ONE ST-SHUTTLE TO MEET THE TERMS OF THIS ITEM, BNSF MAY DISQUALIFY THE FACILITY FROM LOADING OR UNLOADING ST-SHUTTLES.

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SHORT-TERM SHUTTLE RULES, ALL GRAIN

- F. ALL ST-SHUTTLE UNITS MUST BE IMMEDIATELY ACCEPTED FOR PLACEMENT UPON ARRIVAL AT THE LOADING/UNLOADING FACILITY AND RELEASED TO BNSF AS A UNIT WITHIN 15 HOURS OF ACTUAL PLACEMENT OR ST-SHUTTLE UNIT MUST BE ACCEPTED IN INTERCHANGE BY THE SERVING CARRIER UPON ARRIVAL AT THE INTERCHANGE AND RETURNED TO BNSF AT THE INTERCHANGE WITHIN 24 HOURS OF INITIAL INTERCHANGE.
- G. ST-SHUTTLES MUST BE APPLIED TO CONSECUTIVE SHIPMENTS OF A ST-SHUTTLE UNIT ON A ST-SHUTTLE TRAIN. A ST-SHUTTLE MAY NOT BE CANCELLED. FAILURE TO NOMINATE SUBSEQUENT ORIGINS WILL BE HANDLED PER PROVISIONS OF PARAGRAPH (L) BELOW.
- H. ST-SHUTTLES MAY NOT BE DIVERTED OR RECONSIGNED.
- I. BNSF WILL USE REASONABLE EFFORTS TO PROVIDE PRE-ADVICE NOTIFICATION USING BNSF'S ELECTRONIC TOOLS PRIOR TO ARRIVAL OF EMPTY/LOADED ST-SHUTTLE AT LOADING/UNLOADING FACILITY TO FACILITY'S DESIGNATED AGENT.
- J. RATE FOR A ST-SHUTTLE WILL BE THE LOWEST APPLICABLE RATE (ISSUED AND EFFECTIVE IN A BNSF RATE DOCUMENT) FOR THE SHIPMENT DATE BETWEEN THE DATE THE ST-SHUTTLE IS PURCHASED AND THE SHIPMENT DATE. RATE ITEMS WITH AN EXPIRATION DATE PRIOR TO THE DATE OF MOVEMENT WILL NOT BE PROTECTED.

CONTRACT RATES OR JOINT-LINE RATES WHICH EXPIRE OR ARE CANCELLED BEFORE THE BILLING DATE UNDER THE CERTIFICATE WILL NOT BE PROTECTED. WHEN THE PURCHASER ELECTS TO LOCK IN THE TARIFF RATE FOR THE FUTURE SHIPPING PERIOD IN PLACE ON THE ACCEPTANCE DATE, IN THE EVENT THAT BNSF MAKES CHANGES TO THE FUEL SURCHARGE OF GENERAL APPLICABILITY AFTER THE ACCEPTANCE DATE, BNSF RESERVES THE RIGHT TO ADJUST THE TARIFF RATE TO REFLECT THAT CHANGE UPON NOTIFICATION.

- K. BNSF WILL USE REASONABLE EFFORTS TO APPLY HEAVY AXLE (286,000 LB GROSS WEIGHT ON RAIL) EQUIPMENT TO ST-SHUTTLE TRAINS AND MAINTAIN A MINIMUM OF 2.5 TRIPS PER MONTH PROVIDED ST-SHUTTLES MOVE SOLELY ON BNSF LINES. IF THE ST-SHUTTLE OWNER OF RECORD (STSOR) AND BNSF AGREE IN WRITING PRIOR TO THE EXPIRATION OF THE ST-SHUTTLE SHIPMENT PERIOD THAT, DUE TO BNSF ACTIONS OR STSOR ACTIONS, THE ST-SHUTTLE CANNOT ACHIEVE FIVE (5) TRIPS PER CONSECUTIVE 61 DAY PERIOD, EITHER PARTY MAY CANCEL REMAINING INCOMPLETE TRIPS WITHOUT PENALTY OR REQUEST ADDITIONAL ST-SHUTTLE TRIPS TO MAKE UP THE SHORTFALL.

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SPECIAL RULES - LIMITED TO REFERENCES MADE ELSEWHERE IN TARIFF

SHORT-TERM SHUTTLE RULES, ALL GRAIN

L. THE FIRST ST-SHUTTLE ORDER MUST BE PLACED, AT A MINIMUM, TEN (10) DAYS IN ADVANCE TO THE START UP PERIOD. THE ORIGIN FOR EACH SUBSEQUENT ST-SHUTTLE MUST BE PLACED WITH BNSF USING BNSF'S ELECTRONIC TOOLS AND AGREED UPON PRIOR TO THE LOADS BEING SPOTTED AT THE PREVIOUS DESTINATION. THE DESTINATION FOR EACH SUBSEQUENT TRIP MUST BE PROVIDED TO BNSF USING BNSF'S ELECTRONIC TOOLS AND AGREED UPON PRIOR TO THE EMPTIES BEING SPOTTED AT THE PREVIOUS ORIGIN ELEVATOR. ANY CHANGES OF ORIGIN OR DESTINATION MUST BE PROVIDED TO BNSF USING BNSF'S ELECTRONIC TOOLS AND AGREED UPON. FAILURE ON THE PART OF THE ST-SHUTTLE TRIP OWNER TO PROPERLY NOTIFY BNSF OF ANY OF THE FOLLOWING WILL RESULT IN A PENALTY OF \$100 PER CAR TO THE FREIGHT OWNER OF RECORD WITH BNSF. PRE-ADVISE TO A LOCATION UNDER EMBARGO WILL NOT BE ACCEPTED UNLESS A PERMIT HAS BEEN GRANTED.

1. FAILURE TO ADVISE BNSF GRAIN TEAM OF NEXT LOADING ORIGIN 24 HOURS PRIOR TO LOAD ARRIVING AT DESTINATION.
2. PRE-ADVISE NOTIFICATION OF NEXT UNLOADING DESTINATION WILL BE 24 HOURS PRIOR TO THE EMPTIES ARRIVING AT THE ORIGIN. IF THE DESTINATION STATION IS UNDER EMBARGO ORDER, THEN ALL PRE-ADVISE NOTIFICATIONS OF NEXT UNLOADING DESTINATION WILL BE 72 HOURS PRIOR TO THE EMPTIES ARRIVING AT ORIGIN. PROPER PRE-ADVISE OF A DESTINATION PRESENTLY UNDER A PERMIT EMBARGO WILL INCLUDE THE EMBARGO PERMIT NUMBER. THE PARTY PROVIDING THE DESTINATION TO THE ORIGIN IS RESPONSIBLE FOR APPLYING FOR THIS PERMIT.
3. CHANGE OF LOADED DESTINATION AND 'REQUIRED OPERATING CORRIDOR' AFTER DESTINATION PRE-ADVISE RECEIVED.
4. CHANGE OF EMPTY ORIGIN AND 'REQUIRED OPERATING CORRIDOR' AFTER DESTINATION PRE-ADVISE RECEIVED.

IN THE EVENT A ST-SHUTTLE IS RELEASED EMPTY WITHOUT A SUBSEQUENT ORIGIN NOMINATED BY THE ST-SHUTTLE OWNER OR PAYMENT FOR ISSUANCE OF NEXT PERMIT NUMBER HAS NOT BEEN RECEIVED BY BNSF, THE ST-SHUTTLE WILL BE PLACED ON DEMURRAGE PER THE PROVISIONS OF THE DEMURRAGE TARIFF BNSF 6400-SERIES.

M. THE FIRST TRIP START-UP FOR ST-SHUTTLES WILL BE AT BNSF'S DISCRETION WITHIN THE ST-SHUTTLE PERIOD. CUSTOMER MUST NOTIFY BNSF OF THE ORIGIN LOCATION FOR PLACEMENT 10 DAYS IN ADVANCE OF THE START-UP PERIOD. BNSF GRAIN OPERATIONS WILL PROVIDE 5 DAY ADVANCE NOTICE OF ST-SHUTTLE PLACEMENT TO THE CUSTOMER.