

**SOUTHERN WHEAT - DOMESTIC**

**FROM SELECTED BNSF STATIONS IN:  
CO, KS, NE, NM, OK, TX**

**TO SELECTED BNSF STATIONS IN:  
AL, IA, IL, KS, MN, MO, NE, TN, WI**

**GENERAL RULES**

- Price applies in U.S. Funds.
- - Add DESTINATION rates to ORIGIN rates to arrive at the total rate. - Unless specifically provided in this tariff, mileage payouts for private cars, switch absorption (on connecting carrier lines), weighing charges, as well as other terminal or transportation services are subject to separately published tariffs and ICC orders (see "omnibus" clause in Book 1A, item 11025 of this tariff.) . - In straight shipments or mixed shipments as provided in item 12310. - Export rates apply only when car is completely unloaded at the destination. - Subject to item 12215 rules governing fill or replacement of cars for rejected equipment. - Movements destined beyond Chicago, IL, must be through billed to final destination on connecting carrier. Traffic must be billed applying Accounting Rule 11. The following eastern destination are not 286,000 LB qualified: Cleveland, OH Clifton, NJ
- Rates in Column 1 & 2 apply when shipment is part of a 110 car unit train billed to destination(s)/interchange(s) named in this item for unloading or forwarding under rule 11 provisions.
- DET's must: 1. Be designated as DET freight via the COT's Desk. (See Item 13504 of this tariff for additional DET freight rules);
- 2. Load by one consignor at one origin elevator capable of loading all cars on a single switch, to not more than five (5) BNSF destinations.
- 3. Be pre-blocked by consignor at origin by destination, and by destination carrier. Call the BNSF grain desk at 800-234-9363, options 2 & 1 with any questions. Failure to properly pre-block at origin will result in assessment of single car rate (column 1) from origin to destination (or interchange) found in item 47100 series.
- 4. Bill on multiple bills of lading, cross referenced to one another, noting they are part of a 110 car or more unit train - specifying consignee, final destination and complete routing instructions and provide a single freight payor.
- 5. DET trains in Columns 1 & 2 may be billed within the following groups: GROUP 1: Birmingham, AL, Des Moines, IA, East St. Louis, IL, Woodlawn, IL, St. Louis, MO, Memphis, TN GROUP 2: East St. Louis, IL, Woodlawn, IL, St. Louis, MO, Chicago, IL, Minneapolis, MN, Winona, MN GROUP 3: Kansas City (MO & KS), Arkansas City, KS, Atchison, KS, Topeka, KS, Wichita, KS, Keokuk, IA, Lincoln, NE, Omaha, NE, Fremont, NE. Up to 27 car blocks off DET's can be billed to any group combination. A maximum of one block of not more than 23 cars can be billed to Group 3 destinations as singles. All single cars billed with this item must be blocked together.
- Prices in this Combination Price List do not alternate with other Combination Price Lists.
- Price is subject to a Fuel Surcharge. A mileage based fuel surcharge will be applied to the rates or charges in this price authority for the shipment, as provided for in Item 3377-Series, (\$3.25 Strike Price) of BNSF Rules Book 6100-Series. This amount will be added to the freight bill.
- Transportation under this agreement is subject to BNSF Rules Book 6100-Series in effect as of the date of shipment. A copy of this Rules Book may be obtained via the internet at: [www.BNSF.com](http://www.BNSF.com).
- Freight charges must be prepaid when BNSF is the originating carrier or freight charges must be collect when BNSF is the terminating carrier.

**COMMODITY DEFINITIONS**

CODE	STCC	DESCRIPTION
COM1	01137	WHEAT EXC. BUCKWHEAT SEE 01139

**SHIPMENT CONDITIONS**

SC1	4022 45406 NOTE 3 UNLOAD	Price applies when lading is unloaded at the destination named. Rate includes maximum switch absorption of \$300 per car.
SC2	4022 47300 OK TX SWITCH	No more than \$93.00 per car will be absorbed. Any additional amount will be assessed. Switching charges at both origin and destination will be absorbed up to \$93.00. Only for origins in Oklahoma, Texas, and Kansas. Shuttle rate also applies on Single Destination DET's and Direct DET's (Item 13505) to the following destination: Wheat Way, AL.
SC3	4022 SW ABS 165 STL/ESTL	Rates include a maximum switch absorption of \$165 per car with a final destination of St. Louis, MO or E. St. Louis, IL.
SC4	4022 SW ABSORB 217 ALTON IL	Switching charges at Alton, IL will be absorbed up to \$217.00.
SC5	ACPO - PRIOR ORIG HASTINGS	Price applies only from Hastings, NE. No more than \$165 per car will be absorbed. Switching charges at both origin and destination will be absorbed up to \$165 per car.
SC6	ACPO - RED CLOUD, SUPERIOR	Price applies only when origin is Red Cloud, NE or Superior, NE. No more than \$165 per car will be absorbed. Switching charges at both origin and destination will be absorbed up to \$165 per car.
SC7	BNSF4022 45300 0595*	Movements destined beyond Chicago, IL must be through billed to final destination on connecting carrier. The single car rate will apply if the final destination beyond Chicago, IL is not submitted on the original bill of lading. Traffic must be billed applying accounting Rule 11. The following eastern destinations are not 286,000 lb qualified: Ayer, MA; Cleveland, OH; Clifton, NJ; Lititz, PA, Mt. Pocono, PA; Lowell, MI; Taylor, PA and ADM at Chicago, IL. All 286,000 lb heavy axle equipment originating from a qualified 286,000 lb origin routed over Chicago to any destination not listed above will be subject to the 286,000 lb Chicago rate or 286,000 joint line rate per item 12164. BNSF maximum switch absorption is \$295.00 per car. Rates do not apply on traffic destined beyond Chicago, IL to the state of Louisiana.
SC8	SW + 105 MAX ABS DEST MTX	Switching charges at Destination will be absorbed up to \$165.00. No more than \$165.00 per car will be absorbed. Any additional amount will be assessed. Shuttle rate also applies on single destination DET's to the following destinations: Wheat Way, AL.

SC9	SW+105 MAX ABS - 47321 CHI	Rate applies when the final destination is Beech Grove, IN, Ayer, MA, Albany, NY and Winchester, VA. Price must be used in combination with other prices for the portion of the shipment subsequent to specified destination. Separate freight bills will be issued for each price used according to the provisions of Railway Accounting Rule 11. Switching charges at both origin and destination will be absorbed up to \$105.00. No more than \$105.00 per car will be absorbed. Any additional amount will be assessed. Movements destined beyond Chicago, IL must be through billed to final destination on connecting carrier. The single car rate will apply if the final destination beyond Chicago, IL is not submitted on the original bill of lading. Traffic must be billed applying accounting Rule 11. Ayer MA is restricted to light axle cars not exceeding 268,000 pounds GWOR. All 286,000 pound heavy axle equipment originating from a qualified 286,000 pound origin routed over Chicago to any destination not listed above will be subject to the 286,000 pound Chicago rate or 286,000 joint line rate per item 12164. BNSF maximum switch absorption is \$105.00 per car. Rates do not apply on traffic destined beyond Chicago, IL to the state of Louisiana. Shuttle rate also applies on Single Destination DET's (Item 13504) and Direct DET's (Item 13505) to the following destinations: Beech Grove, IN; Ayer, MA; Albany, NY; and Winchester, VA.
SC10	SW+105 ORIG DEST CO NE SD	Switching charges at both origin and destination will be absorbed up to \$105.00. No more than \$105.00 per car will be absorbed. Any additional amount will be assessed. Only for origins in Colorado, Nebraska, and South Dakota.
SC11	SW+85 MAX ABS - 47321 CHI	Rate applies when the final destination is Beech Grove, IN, Ayer, MA, Albany, NY, and Winchester, VA. Price must be used in combination with other prices for the portion of the shipment subsequent to specified destination. Separate freight bills will be issued for each price used according to the provisions of Railway Accounting Rule 11. Switching charges at both origin and destination will be absorbed up to \$105.00. No more than \$105.00 per car will be absorbed. Any additional amount will be assessed. Movements destined beyond Chicago, IL must be through billed to final destination on connecting carrier. The single car rate will apply if the final destination beyond Chicago, IL is not submitted on the original bill of lading. Traffic must be billed applying Accounting Rule 11. Ayer, MA is restricted to light axle cars not exceeding 268,000 pounds GWOR. All 286,000 pound heavy axle equipment originating from a qualified 286,000 pound origin routed over Chicago to any destination not listed above will be subject to the 286,000 pound Chicago rate or 286,000 joint line rate per item 12164. BNSF maximum switch absorption is \$105.00 per car. Rates do not apply on traffic destined beyond Chicago, IL to the state of Louisiana. Only for origins in Colorado and Nebraska. Shuttle rate also applies on Single Destination DET's (Item 13504) and Direct DET's (Item 13505) to the following destinations: Beech Grove, IN, Ayer, MA, Albany, NY, and Winchester, VA.
SC12	SW+85 MAX ABS - 47321 CHI	Rate applies when the final destination is Beech Grove, IN, Ayer, MA, Albany, NY, Martins Creek, PA and Winchester, VA. Price must be used in combination with other prices for the portion of the shipment subsequent to specified destination. Separate freight bills will be issued for each price used according to the provisions of Railway Accounting Rule 11. Switching charges at both origin and destination will be absorbed up to \$105.00. No more than \$105.00 per car will be absorbed. Any additional amount will be assessed. Movements destined beyond Chicago, IL must be through billed to final destination on connecting carrier. The single car rate will apply if the final destination beyond Chicago, IL is not submitted on the original bill of lading. Traffic must be billed applying Accounting Rule 11. Ayer, MA is restricted to light axle cars not exceeding 268,000 pounds GWOR. All 286,000 pound heavy axle equipment originating from a qualified 286,000 pound origin routed over Chicago to any destination not listed above will be subject to the 286,000 pound Chicago rate or 286,000 joint line rate per item 12164. BNSF maximum switch absorption is \$105.00 per car. Rates do not apply on traffic destined beyond Chicago, IL to the state of Louisiana. Only for origins in Colorado and Nebraska. Shuttle rate also applies on Single Destination DET's (Item 13504) and Direct DET's (Item 13505) to the following destinations: Beech Grove, IN, Ayer, MA, Albany, NY, Martins Creek, PA and Winchester, VA.
SC13	SW + 105 MAX ABS ORIG MTX	Switching charges at Origin will be absorbed up to \$105.00. No more than \$105.00 per car will be absorbed. Any additional amount will be assessed.
SC14	SW+170 @ LINCOLN/OLB RR	OLB Railway switching charges at Lincoln, NE origin will be absorbed up to \$170 per car. All other switching charges at Lincoln, NE origin will be absorbed up to \$85.
SC15	SWCA 93.00 MAX BOTH	Switching charges at both origin and destination will be absorbed up to 93.00.

SC16	SW +130 ABS WICHITA KS	Switching charges at Wichita, KS will be absorbed up to \$130.00. No more than \$130.00 per car will be absorbed. Any additional amount will be assessed.
SC17	SW+105 MAX ABS - 47321 CHI	Rate applies when the final destination is Beech Grove, IN, Ayer, MA, Albany, NY and Winchester, VA. Price must be used in combination with other prices for the portion of the shipment subsequent to specified destination. Separate freight bills will be issued for each price used according to the provisions of Railway Accounting Rule 11. Switching charges at both origin and destination will be absorbed up to \$105.00. No more than \$105.00 per car will be absorbed. Any additional amount will be assessed. Movements destined beyond Chicago, IL must be through billed to final destination on connecting carrier. The single car rate will apply if the final destination beyond Chicago, IL is not submitted on the original bill of lading. Traffic must be billed applying accounting Rule 11. Ayer MA is restricted to light axle cars not exceeding 268,000 pounds GWOR. All 286,000 pound heavy axle equipment originating from a qualified 286,000 pound origin routed over Chicago to any destination not listed above will be subject to the 286,000 pound Chicago rate or 286,000 joint line rate per item 12164. BNSF maximum switch absorption is \$105.00 per car. Rates do not apply on traffic destined beyond Chicago, IL to the state of Louisiana. Shuttle rate also applies on Single Destination DET's (Item 13504) and Direct DET's (Item 13505) to the following destinations: Beech Grove, IN; Ayer, MA; Albany, NY; and Winchester, VA. The following destination is not 286,000 lb qualified: ADM Milling at Chicago, IL
SC18	SW+105 ORIG DEST CO NE SD	Switching charges at both origin and destination will be absorbed up to \$105.00. No more than \$105.00 per car will be absorbed. Any additional amount will be assessed. Only for origins in Colorado, Nebraska, and South Dakota. The following destination is not 286,000 lb qualified: ADM Milling at Chicago, IL
SC19	SW + 165 MAX ABS DEST MTX	Switching charges at Destination will be absorbed up to \$165.00. No more than \$165.00 per car will be absorbed. Any additional amount will be assessed. Shuttle rate also applies on single destination DET's to the following destinations: Wheat Way, AL.
SC20	4022 47300 OK TX SWITCH	No more than \$93.00 per car will be absorbed. Any additional amount will be assessed. Switching charges at destination will be absorbed up to \$93.00. Only for origins in Oklahoma, Texas, and Kansas. Shuttle rate also applies on Single Destination DET's and Direct DET's (Item 13505) to the following destination: Wheat Way, AL.
SC21	BNSF4022 45300 0595*	Movements destined beyond Chicago, IL must be through billed to final destination on connecting carrier. The single car rate will apply if the final destination beyond Chicago, IL is not submitted on the original bill of lading. Traffic must be billed applying accounting Rule 11. The following eastern destinations are not 286,000 lb qualified: Cleveland, OH; Clifton, NJ; Lititz, PA, Mt. Pocono, PA; Lowell, MI; Taylor, PA and ADM at Chicago, IL. All 286,000 lb heavy axle equipment originating from a qualified 286,000 lb origin routed over Chicago to any destination not listed above will be subject to the 286,000 lb Chicago rate or 286,000 joint line rate per item 12164. BNSF maximum switch absorption is \$295.00 per car. Rates do not apply on traffic destined beyond Chicago, IL to the state of Louisiana.
SC22	SW+105 MAX ABS - 47321 CHI	Rate applies when the final destination is Beech Grove, IN, Ayer, MA, Albany, NY and Winchester, VA. Price must be used in combination with other prices for the portion of the shipment subsequent to specified destination. Separate freight bills will be issued for each price used according to the provisions of Railway Accounting Rule 11. Switching charges at both origin and destination will be absorbed up to \$105.00. No more than \$105.00 per car will be absorbed. Any additional amount will be assessed. Movements destined beyond Chicago, IL must be through billed to final destination on connecting carrier. The single car rate will apply if the final destination beyond Chicago, IL is not submitted on the original bill of lading. Traffic must be billed applying accounting Rule 11. All 286,000 pound heavy axle equipment originating from a qualified 286,000 pound origin routed over Chicago to any destination not listed above will be subject to the 286,000 pound Chicago rate or 286,000 joint line rate per item 12164. BNSF maximum switch absorption is \$105.00 per car. Rates do not apply on traffic destined beyond Chicago, IL to the state of Louisiana. Shuttle rate also applies on Single Destination DET's (Item 13504) and Direct DET's (Item 13505) to the following destinations: Beech Grove, IN; Ayer, MA; Albany, NY; and Winchester, VA. The following destination is not 286,000 lb qualified: ADM Milling at Chicago, IL

SC23	SW+131 ABS WICHITA KS	Switching charges at Wichita, KS will be absorbed up to \$131.00. No more than \$131.00 per car will be absorbed. Any additional amount will be assessed.
SC24	47321 TEXT	No Value
SC25	SW+105 MAX ABS - 47321 CHI	Rate applies when the final destination is Beech Grove, IN, Ayer, MA, Albany, NY and Winchester, VA. Price must be used in combination with other prices for the portion of the shipment subsequent to specified destination. Separate freight bills will be issued for each price used according to the provisions of Railway Accounting Rule 11. Switching charges at both origin and destination will be absorbed up to \$105.00. No more than \$105.00 per car will be absorbed. Any additional amount will be assessed. Movements destined beyond Chicago, IL must be through billed to final destination on connecting carrier. The single car rate will apply if the final destination beyond Chicago, IL is not submitted on the original bill of lading. Traffic must be billed applying accounting Rule 11. All 286,000 pound heavy axle equipment originating from a qualified 286,000 pound origin routed over Chicago to any destination not listed above will be subject to the 286,000 pound Chicago rate or 286,000 joint line rate per item 12164. BNSF maximum switch absorption is \$105.00 per car. Rates do not apply on traffic destined beyond Chicago, IL to the state of Louisiana. Shuttle rate also applies on Single Destination DET's (Item 13504) and Direct DET's (Item 13505) to the following destinations: Beech Grove, IN; Ayer, MA; Albany, NY; and Winchester, VA. Also applies to shuttle trains unloading in Greenwood, IL.
SC26	SW+105 MAX ABS - 47321 CHI	Rate applies when the final destination is Beech Grove, IN, Ayer, MA, Albany, NY and Winchester, VA. Price must be used in combination with other prices for the portion of the shipment subsequent to specified destination. Separate freight bills will be issued for each price used according to the provisions of Railway Accounting Rule 11. Switching charges at both origin and destination will be absorbed up to \$105.00. No more than \$105.00 per car will be absorbed. Any additional amount will be assessed. Movements destined beyond Chicago, IL must be through billed to final destination on connecting carrier. The single car rate will apply if the final destination beyond Chicago, IL is not submitted on the original bill of lading. Traffic must be billed applying accounting Rule 11. All 286,000 pound heavy axle equipment originating from a qualified 286,000 pound origin routed over Chicago to any destination not listed above will be subject to the 286,000 pound Chicago rate or 286,000 joint line rate per item 12164. BNSF maximum switch absorption is \$105.00 per car. Rates do not apply on traffic destined beyond Chicago, IL to the state of Louisiana. Shuttle rate also applies on Single Destination DET's (Item 13504) and Direct DET's (Item 13505) to the following destinations: Beech Grove, IN; Ayer, MA; Albany, NY; and Winchester, VA. Also applies to shuttle trains unloading in Greenwood, IL.
SC27	SW+105 MAX ABS - 47321 CHI	Rate applies when the final destination is Beech Grove, IN, Ayer, MA, Albany, NY and Winchester, VA. Price must be used in combination with other prices for the portion of the shipment subsequent to specified destination. Separate freight bills will be issued for each price used according to the provisions of Railway Accounting Rule 11. Switching charges at both origin and destination will be absorbed up to \$105.00. No more than \$105.00 per car will be absorbed. Any additional amount will be assessed. Movements destined beyond Chicago, IL must be through billed to final destination on connecting carrier. The single car rate will apply if the final destination beyond Chicago, IL is not submitted on the original bill of lading. Traffic must be billed applying accounting Rule 11. All 286,000 pound heavy axle equipment originating from a qualified 286,000 pound origin routed over Chicago to any destination not listed above will be subject to the 286,000 pound Chicago rate or 286,000 joint line rate per item 12164. BNSF maximum switch absorption is \$105.00 per car. Rates do not apply on traffic destined beyond Chicago, IL to the state of Louisiana. Shuttle rate also applies on Single Destination DET's (Item 13504) and Direct DET's (Item 13505) to the following destinations: Beech Grove, IN; Ayer, MA; Albany, NY; Winchester, VA; Martins Creek, PA; and Tampa, FL.

SC28 SW+105 MAX ABS - 47321 CHI

Rate applies when the final destination is Beech Grove, IN; Ayer, MA; Albany, NY and Winchester, VA. Price must be used in combination with other prices for the portion of the shipment subsequent to specified destination. Separate freight bills will be issued for each price used according to the provisions of Railway Accounting Rule 11. Switching charges at both origin and destination will be absorbed up to \$105.00. No more than \$105.00 per car will be absorbed. Any additional amount will be assessed. Movements destined beyond Chicago, IL must be through billed to final destination on connecting carrier. The single car rate will apply if the final destination beyond Chicago, IL is not submitted on the original bill of lading. Traffic must be billed applying accounting Rule 11. All 286,000 pound heavy axle equipment originating from a qualified 286,000 pound origin routed over Chicago to any destination not listed above will be subject to the 286,000 pound Chicago rate or 286,000 joint line rate per item 12164. BNSF maximum switch absorption is \$105.00 per car. Rates do not apply on traffic destined beyond Chicago, IL to the state of Louisiana. Shuttle rate also applies on Single Destination DET's (Item 13504) and Direct DET's (Item 13505) to the following destinations: Beech Grove, IN; Ayer, MA; Albany, NY; Winchester, VA; Martins Creek, PA; and Tampa, FL.

## EQUIPMENT

EQP1 LO-CAP SINGLES

Price applies in railroad owned or leased or shipper owned or leased covered hoppers, with Mechanical Designations code LO. Price applies if tender per shipment is equal to 1 car and a maximum of 99 cars. Price applies on equipment which is certified in UMLER to a gross weight of 268,000 pounds. Mileage allowance will not apply.

EQP2 HI-CAP SINGLES

Price applies railroad leased or owned or shipper leased or owned in covered hoppers, with Mechanical Designations code LO. Price applies if tender per shipment is equal to 1 car and a maximum of 99 cars. Price applies on equipment which is certified in UMLER to a gross weight of 286,000 pounds. Mileage allowance will not apply.

EQP3 LO-CAP DET

Price applies for DET's (See Item 13504). DET trains must contain a minimum of two (2) blocks. Price applies in covered hoppers, with Mechanical Designations code LO. Price applies if minimum tender per shipment is 110 cars and maximum not greater than 120 cars. Price applies on all equipment registered in UMLER to load to a gross weight of 268,000 pounds. (See item 12164 of this tariff for governing provisions).

EQP4 HI-CAP DET

Price applies for DET's (See Item 13504). DET trains must contain a minimum of two (2) blocks. Price applies in covered hoppers, with Mechanical Designations code LO. Price applies if minimum tender per shipment is 110 cars and maximum not greater than 120 cars. Price applies on all equipment registered in UMLER to load to a gross weight of 286,000 pounds. (See item 12164 of this tariff for governing provisions).

EQP5 LO-CAP SH/DD

Price applies on Shuttles (Item 13600) and Direct DETs (Item 13505). Price applies in covered hoppers with mechanical designation code LO. Price applies if minimum tender per shipment is 110 cars and maximum not greater than 120 cars. Price applies on all equipment registered in UMLER to load to a gross weight of 268,000 pounds. \*Rate is applicable to Single Destination DETs (Item 13504) with COTE3 or COTA3 designations purchased before August 1, 2024

EQP6 HI-CAP SH/DD

Price applies on Shuttles (Item 13600) and Direct DETs (Item 13505). Price applies in covered hoppers with mechanical designation code LO. Price applies if minimum tender per shipment is 110 cars and maximum not greater than 120 cars. Price applies on all equipment registered in UMLER to load to a gross weight of 286,000 pounds. \*Rate is applicable to Single Destination DETs (Item 13504) with COTE3 or COTA3 designations purchased before August 1, 2024

ORIGIN	DESTINATION	STCC	ROUTE	SC	EQP1	EQP2	EQP3	EQP4	EQP5	EQP6
COMMERCE CITY, CO +		COM1	BNSF Direct	SC13	\$4,324 PC	\$4,700 PC	\$3,588 PC	\$3,900 PC	\$3,128 PC	\$3,400 PC
HOLYOKE, CO		COM1	BNSF Direct	SC13	\$4,600 PC	\$5,000 PC	\$3,864 PC	\$4,200 PC	\$3,404 PC	\$3,700 PC
STOCKTON, CO		COM1	BNSF Direct	SC13	\$4,324 PC	\$4,700 PC	\$3,588 PC	\$3,900 PC	\$3,128 PC	\$3,400 PC
YUMA, CO		COM1	BNSF Direct	SC13	\$4,324 PC	\$4,700 PC	\$3,588 PC	\$3,900 PC	\$3,128 PC	\$3,400 PC
ABILENE, KS +		COM1	BNSF Direct	SC13	\$3,864 PC	\$4,200 PC	\$3,128 PC	\$3,400 PC	\$2,668 PC	\$2,900 PC
CONCORDIA, KS +		COM1	BNSF Direct	SC13	\$3,956 PC	\$4,300 PC	\$3,220 PC	\$3,500 PC	\$2,760 PC	\$3,000 PC
COOLIDGE, KS +		COM1	BNSF Direct	SC13	\$4,048 PC	\$4,400 PC	\$3,312 PC	\$3,600 PC	\$2,852 PC	\$3,100 PC
DODGE CITY, KS +		COM1	BNSF Direct	SC13	\$4,048 PC	\$4,400 PC	\$3,312 PC	\$3,600 PC	\$2,852 PC	\$3,100 PC
ENSIGN, KS +		COM1	BNSF Direct	SC13	\$4,048 PC	\$4,400 PC	\$3,312 PC	\$3,600 PC	\$2,852 PC	\$3,100 PC
GARDEN CITY, KS +		COM1	BNSF Direct	SC13	\$4,048 PC	\$4,400 PC	\$3,312 PC	\$3,600 PC	\$2,852 PC	\$3,100 PC
HOLCOMB, KS		COM1	BNSF Direct	SC13	\$4,048 PC	\$4,400 PC	\$3,312 PC	\$3,600 PC	\$2,852 PC	\$3,100 PC
HUGOTON, KS +		COM1	BNSF Direct	SC13	\$4,048 PC	\$4,400 PC	\$3,312 PC	\$3,600 PC	\$2,852 PC	\$3,100 PC
HUTCHINSON, KS +		COM1	BNSF Direct	SC13	\$3,772 PC	\$4,100 PC	\$3,036 PC	\$3,300 PC	\$2,576 PC	\$2,800 PC
MILAN, KS		COM1	BNSF Direct	SC13	\$3,680 PC	\$4,000 PC	\$2,944 PC	\$3,200 PC	\$2,484 PC	\$2,700 PC
SALINA, KS +		COM1	BNSF Direct	SC13	\$3,864 PC	\$4,200 PC	\$3,128 PC	\$3,400 PC	\$2,668 PC	\$2,900 PC
STERLING, KS		COM1	BNSF Direct	SC13	\$3,864 PC	\$4,200 PC	\$3,128 PC	\$3,400 PC	\$2,668 PC	\$2,900 PC
TOPEKA, KS +		COM1	BNSF Direct	SC13	\$3,864 PC	\$4,200 PC	\$3,128 PC	\$3,400 PC	\$2,668 PC	\$2,900 PC
WELLINGTON, KS +		COM1	BNSF Direct	SC13	\$3,680 PC	\$4,000 PC	\$2,944 PC	\$3,200 PC	\$2,484 PC	\$2,700 PC
WICHITA, KS +		COM1	BNSF Direct	SC23	\$3,772 PC	\$4,100 PC	\$3,036 PC	\$3,300 PC	\$2,576 PC	\$2,800 PC
WRIGHT, KS +		COM1	BNSF Direct	SC13	\$4,048 PC	\$4,400 PC	\$3,312 PC	\$3,600 PC	\$2,852 PC	\$3,100 PC
BARTLEY, NE		COM1	BNSF Direct	SC13	\$4,324 PC	\$4,700 PC	\$3,588 PC	\$3,900 PC	\$3,128 PC	\$3,400 PC
BEATRICE, NE +		COM1	BNSF Direct	SC13	\$4,140 PC	\$4,500 PC	\$3,404 PC	\$3,700 PC	\$2,944 PC	\$3,200 PC
BENKELMAN, NE		COM1	BNSF Direct	SC13	\$4,324 PC	\$4,700 PC	\$3,588 PC	\$3,900 PC	\$3,128 PC	\$3,400 PC
BRUNSWICK, NE +		COM1	BNSF Direct	SC13	\$4,416 PC	\$4,800 PC	\$3,680 PC	\$4,000 PC	\$3,220 PC	\$3,500 PC
CULBERTSON, NE		COM1	BNSF Direct	SC13	\$4,324 PC	\$4,700 PC	\$3,588 PC	\$3,900 PC	\$3,128 PC	\$3,400 PC
DORCHESTER, NE +		COM1	BNSF Direct	SC13	\$4,140 PC	\$4,500 PC	\$3,404 PC	\$3,700 PC	\$2,944 PC	\$3,200 PC
EDISON, NE +		COM1	BNSF Direct	SC13	\$4,232 PC	\$4,600 PC	\$3,496 PC	\$3,800 PC	\$3,036 PC	\$3,300 PC
FREMONT, NE +		COM1	BNSF Direct	SC13	\$4,324 PC	\$4,700 PC	\$3,588 PC	\$3,900 PC	\$3,128 PC	\$3,400 PC



COMBINATION PRICE LIST

ORIGIN	DESTINATION	STCC	ROUTE	SC	EQP1	EQP2	EQP3	EQP4	EQP5	EQP6
GRAINTON, NE		COM1	BNSF Direct	SC13	\$4,600 PC	\$5,000 PC	\$3,864 PC	\$4,200 PC	\$3,404 PC	\$3,700 PC
GURLEY, NE +		COM1	BNSF Direct	SC13	\$4,784 PC	\$5,200 PC	\$4,048 PC	\$4,400 PC	\$3,588 PC	\$3,900 PC
HASTINGS, NE +		COM1	BNSF Direct	SC13	\$4,232 PC	\$4,600 PC	\$3,496 PC	\$3,800 PC	\$3,036 PC	\$3,300 PC
HEMINGFORD, NE +		COM1	BNSF Direct	SC13	\$4,876 PC	\$5,300 PC	\$4,140 PC	\$4,500 PC	\$3,680 PC	\$4,000 PC
HOLDREGE, NE		COM1	BNSF Direct	SC13	\$4,324 PC	\$4,700 PC	\$3,588 PC	\$3,900 PC	\$3,128 PC	\$3,400 PC
HUNTSMAN, NE +		COM1	BNSF Direct	SC13	\$4,784 PC	\$5,200 PC	\$4,048 PC	\$4,400 PC	\$3,588 PC	\$3,900 PC
LINCOLN, NE +		COM1	BNSF Direct	SC14	\$4,324 PC	\$4,700 PC	\$3,588 PC	\$3,900 PC	\$3,128 PC	\$3,400 PC
LOOMIS, NE +		COM1	BNSF Direct	SC13	\$4,324 PC	\$4,700 PC	\$3,588 PC	\$3,900 PC	\$3,128 PC	\$3,400 PC
MOTALA, NE +		COM1	BNSF Direct	SC13	\$4,324 PC	\$4,700 PC	\$3,588 PC	\$3,900 PC	\$3,128 PC	\$3,400 PC
O NEILL, NE +		COM1	BNSF Direct	SC13	\$4,416 PC	\$4,800 PC	\$3,680 PC	\$4,000 PC	\$3,220 PC	\$3,500 PC
RANDOLPH, NE		COM1	BNSF Direct	SC13	\$4,416 PC	\$4,800 PC	\$3,680 PC	\$4,000 PC	\$3,220 PC	\$3,500 PC
RED CLOUD, NE +		COM1	BNSF Direct	SC13	\$4,140 PC	\$4,500 PC	\$3,404 PC	\$3,700 PC	\$2,944 PC	\$3,200 PC
ROSELAND, NE +		COM1	BNSF Direct	SC13	\$4,232 PC	\$4,600 PC	\$3,496 PC	\$3,800 PC	\$3,036 PC	\$3,300 PC
SUPERIOR, NE		COM1	BNSF Direct	SC13	\$4,048 PC	\$4,400 PC	\$3,312 PC	\$3,600 PC	\$2,852 PC	\$3,100 PC
VENANGO, NE +		COM1	BNSF Direct	SC13	\$4,600 PC	\$5,000 PC	\$3,864 PC	\$4,200 PC	\$3,404 PC	\$3,700 PC
WEST ALLIANCE, NE		COM1	BNSF Direct	SC13	\$4,876 PC	\$5,300 PC	\$4,140 PC	\$4,500 PC	\$3,680 PC	\$4,000 PC
CLOVIS, NM +		COM1	BNSF Direct	SC13	\$3,956 PC	\$4,300 PC	\$3,220 PC	\$3,500 PC	\$2,760 PC	\$3,000 PC
ELDORADO, OK		COM1	BNSF Direct	SC13	\$4,048 PC	\$4,400 PC	\$3,312 PC	\$3,600 PC	\$2,852 PC	\$3,100 PC
ENID, OK +		COM1	BNSF Direct	SC13	\$3,680 PC	\$4,000 PC	\$2,944 PC	\$3,200 PC	\$2,484 PC	\$2,700 PC
HEADRICK, OK		COM1	BNSF Direct	SC13	\$4,048 PC	\$4,400 PC	\$3,312 PC	\$3,600 PC	\$2,852 PC	\$3,100 PC
SHATTUCK, OK +		COM1	BNSF Direct	SC13	\$3,772 PC	\$4,100 PC	\$3,036 PC	\$3,300 PC	\$2,576 PC	\$2,800 PC
AMARILLO, TX +		COM1	BNSF Direct	SC13	\$3,864 PC	\$4,200 PC	\$3,128 PC	\$3,400 PC	\$2,668 PC	\$2,900 PC
CHILLICOTHE, TX		COM1	BNSF Direct	SC13	\$4,048 PC	\$4,400 PC	\$3,312 PC	\$3,600 PC	\$2,852 PC	\$3,100 PC
ETTER, TX +		COM1	BNSF Direct	SC13	\$3,864 PC	\$4,200 PC	\$3,128 PC	\$3,400 PC	\$2,668 PC	\$2,900 PC
FRIONA, TX +		COM1	BNSF Direct	SC13	\$3,864 PC	\$4,200 PC	\$3,128 PC	\$3,400 PC	\$2,668 PC	\$2,900 PC
HEREFORD, TX +		COM1	BNSF Direct	SC13	\$3,864 PC	\$4,200 PC	\$3,128 PC	\$3,400 PC	\$2,668 PC	\$2,900 PC
KINGS MILL, TX		COM1	BNSF Direct	SC13	\$3,864 PC	\$4,200 PC	\$3,128 PC	\$3,400 PC	\$2,668 PC	\$2,900 PC
LARIAT, TX +		COM1	BNSF Direct	SC13	\$3,864 PC	\$4,200 PC	\$3,128 PC	\$3,400 PC	\$2,668 PC	\$2,900 PC



ORIGIN	DESTINATION	STCC	ROUTE	SC	EQP1	EQP2	EQP3	EQP4	EQP5	EQP6
PLAINVIEW, TX +		COM1	BNSF Direct	SC13	\$4,048 PC	\$4,400 PC	\$3,312 PC	\$3,600 PC	\$2,852 PC	\$3,100 PC
SUNRAY, TX +		COM1	BNSF Direct	SC13	\$3,864 PC	\$4,200 PC	\$3,128 PC	\$3,400 PC	\$2,668 PC	\$2,900 PC
	OMAHA,LINCOLN,FR EMONT DEST GRP +	COM1	BNSF Direct		\$-1,000 PC	\$-1,090 PC	\$-1,000 PC	\$-1,090 PC	\$0 PC	\$0 PC
	STL/ESTL DESTINATION +	COM1	BNSF Direct	SC5	\$137 PC	\$149 PC	\$137 PC	\$149 PC	\$0 PC	\$0 PC
	STL/ESTL DESTINATION +	COM1	BNSF Direct	SC6	\$110 PC	\$121 PC	\$111 PC	\$121 PC	\$0 PC	\$0 PC
	BIRMINGHAM, AL +	COM1	BNSF Direct	SC20	\$551 PC	\$601 PC	\$551 PC	\$601 PC	\$551 PC	\$601 PC
	BIRMINGHAM, AL +	COM1	BNSF Direct	SC19	\$643 PC	\$701 PC	\$643 PC	\$701 PC	\$643 PC	\$701 PC
	WHEAT WAY, AL	COM1	BNSF Direct	SC20	\$551 PC	\$601 PC	\$551 PC	\$601 PC	\$551 PC	\$601 PC
	WHEAT WAY, AL	COM1	BNSF Direct	SC19	\$643 PC	\$701 PC	\$643 PC	\$701 PC	\$643 PC	\$701 PC
	DES MOINES, IA +	COM1	BNSF Direct	SC19	\$176 PC	\$192 PC	\$176 PC	\$192 PC	\$0 PC	\$0 PC
	KEOKUK, IA	COM1	BNSF Direct	SC19	\$335 PC	\$365 PC	\$335 PC	\$365 PC	\$0 PC	\$0 PC
	ALTON, IL +	COM1	BNSF Direct	SC4	\$374 PC	\$408 PC	\$374 PC	\$408 PC	\$0 PC	\$0 PC
	CENTRALIA, IL +	COM1	BNSF Direct	SC19	\$384 PC	\$419 PC	\$384 PC	\$419 PC	\$0 PC	\$0 PC
	CHICAGO, IL +	COM1	BNSF Direct	SC21	\$367 PC	\$400 PC	\$367 PC	\$400 PC	\$0 PC	\$0 PC
	CHICAGO, IL +	COM1	BNSF Direct	SC28	\$0 PC	\$0 PC	\$0 PC	\$0 PC	\$308 PC	\$336 PC
	CHICAGO, IL +	COM1	BNSF Direct	SC18	\$175 PC	\$195 PC	\$175 PC	\$195 PC	\$167 PC	\$182 PC
	EAST ST LOUIS, IL +	COM1	BNSF Direct	SC3	\$376 PC	\$410 PC	\$376 PC	\$410 PC	\$310 PC	\$338 PC
	GREENWOOD, IL	COM1	BNSF Direct	SC24	\$367 PC	\$400 PC	\$367 PC	\$400 PC	\$0 PC	\$0 PC
	GREENWOOD, IL	COM1	BNSF Direct	SC28	\$175 PC	\$195 PC	\$175 PC	\$195 PC	\$167 PC	\$182 PC
	GREENWOOD, IL	COM1	BNSF Direct	SC18	\$0 PC	\$0 PC	\$0 PC	\$0 PC	\$308 PC	\$336 PC
	GREENWOOD, IL	COM1	BNSF Direct		\$0 PC	\$0 PC	\$0 PC	\$0 PC	\$308 PC	\$336 PC
	WOODLAWN, IL	COM1	BNSF Direct	SC19	\$376 PC	\$410 PC	\$376 PC	\$410 PC	\$310 PC	\$338 PC
	ARKANSAS CITY, KS	COM1	BNSF Direct	SC19	\$-1,000 PC	\$-1,090 PC	\$-1,000 PC	\$-1,090 PC	\$0 PC	\$0 PC
	KANSAS CITY, KS +	COM1	BNSF Direct	SC19	\$0 PC	\$0 PC	\$0 PC	\$0 PC	\$0 PC	\$0 PC
	WICHITA, KS +	COM1	BNSF Direct	SC19	\$-1,000 PC	\$-1,090 PC	\$-1,000 PC	\$-1,090 PC	\$0 PC	\$0 PC
	MINNEAPOLIS, MN +	COM1	BNSF Direct	SC1	\$879 PC	\$958 PC	\$879 PC	\$958 PC	\$0 PC	\$0 PC
	WINONA, MN	COM1	BNSF Direct	SC1	\$879 PC	\$958 PC	\$879 PC	\$958 PC	\$0 PC	\$0 PC
	KANSAS CITY, MO +	COM1	BNSF Direct	SC19	\$0 PC	\$0 PC	\$0 PC	\$0 PC	\$0 PC	\$0 PC
	ST LOUIS, MO +	COM1	BNSF Direct	SC3	\$376 PC	\$410 PC	\$376 PC	\$410 PC	\$310 PC	\$338 PC



GRAINS

CUSTOMER COPY

BNSF 4022  
ITEM: 47321

COMBINATION PRICE LIST

ORIGIN	DESTINATION	STCC	ROUTE	SC	EQP1	EQP2	EQP3	EQP4	EQP5	EQP6
	MEMPHIS, TN +	COM1	BNSF Direct	SC20	\$468 PC	\$510 PC	\$468 PC	\$510 PC	\$468 PC	\$510 PC
	MEMPHIS, TN +	COM1	BNSF Direct	SC19	\$597 PC	\$651 PC	\$597 PC	\$651 PC	\$597 PC	\$651 PC
	SUPERIOR, WI +	COM1	BNSF Direct	SC19	\$1,476 PC	\$1,609 PC	\$1,476 PC	\$1,609 PC	\$1,240 PC	\$1,352 PC

UNIT OF MEASURE

PC	Per Car
ZR	Non-Revenue (Per Car)

ROUTE

RTE1	BNSF
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CHANGE INDICATOR DESCRIPTIONS

A	Add
C	Change
D	Decrease
I	Increase
K	Cancel
M	Multiple
X	Expire

DEFINITIONS

CI	Change Indicator
COM	Commodity / STCC
EQP	Equipment
MIN WGT	Minimum Weight
RTE	Route
SC	Shipment Condition
UOM	Unit of Measure
+	Switching Limits

GEOGRAPHY

OMAHA,LINCOLN,FREMONT DEST GRP

FREMONT, NEBRASKA  
LINCOLN, NEBRASKA +  
OMAHA, NEBRASKA +

STL/ESTL DESTINATION

EAST ST LOUIS, ILLINOIS +  
ST LOUIS, MISSOURI +

NOTES

Maintenance

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