VICKSBURG SOUTHERN RAILROAD COMPANY

SUPPLEMENT 1
TO
FREIGHT TARIFF VSOR 7001

NAMING
GENERAL CAR DEMURRAGE RULES AND CHARGES
AND
SWITCHING AND TERMINAL RULES AND CHARGES
APPLYING AT ALL POINTS ON THE
VICKSBURG SOUTHERN RAILROAD COMPANY

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

ISSUED: May 31, 2006
EFFECTIVE: June 20, 2006

ISSUED BY
T. D. Towner, President
Vicksburg Southern Railroad Company
315 West Third
Pittsburg, KS 66762

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

VSOR utilizes an average credit/debit demurrage system.

- **A.** Chargeable days will be computed at a rate of $75.00 per car per day.
- **B.** Demurrage charges shall be computed in the following manner:
  - **C.** Customer will be allowed 1 credit day for loading.
  - **D.** Customer will be allowed 2 credit days for unloading.
  - **E.** For those customers who load and both unload, credits cannot be intermingled. Credits will only be applied to the month that the charges were accrued.

Please see Items in Section C.

### COMPUTATION

- **A.** Time will be computed from the first 0701 hours after tender until the release.
- **B.** When the same car is unloaded and reloaded, time will be computed from the first 0701 hours after advice is received that the car(s) is empty until the car(s) is released.
- **C.** When the same car is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue on the car until the forwarding instructions are received.

### NOTIFICATION BY CUSTOMER

VSOR will accept forwarding instructions, empty release information or, other disposition twenty-four hours via Fax number (620) 230-0280, or via Shipper Connect. If any questions or concerns contact the Customer Operations Center at (866) 889-2826.

When electronic or mechanical devices are used to furnish notification to VSOR, the recorded date and time that the instructions are received will govern.

### NOTIFICATION TO CONSIGNOR OR CONSIGNEE

VSOR will furnish the following notifications as indicated:

1. **Cars for other than public delivery tracks:**
   - **a.** Notice of constructive placement if car(s) are held on VSOR tracks due to reasons attributable to the consignor or consignee.
   - **b.** Delivery of car(s) upon tracks of consignee will constitute notice.
   - **c.** When two or more parties, each performing their own switching, take delivery of cars from the same interchange track, notice will be given when cars are placed on the interchange track.

2. **Cars for public delivery tracks:**
   - **a.** Notice will be given to the party entitled to receive notification when car(s) is actually placed.

3. **Notification may be given in writing or electronically, and will contain the following:**
   - **a.** Car initials and number.
   - **b.** If lading transferred en route, the initials and number of the original car.
   - **c.** Commodity.

### RELEASING OF CARS BY CUSTOMER

A car will be considered released from demurrage charges at date and time instructions are received via fax at (620) 230-0280 or through Shipper Connect. If there are any questions call Customer Operation Center at (866) 889 – 2826. Car(s) placed on the interchange tracks of a consignor, who performs its own switching, must be returned to the interchange track for release.

### OVERLOADED CARS DEFINITION

A car will be considered overloaded when the weight of the lading thereof exceeds the maximum carrying capacity (load limit) stenciled on the car.

### OVERLOADED CARS AT ORIGIN

When a car is overloaded and such fact is discovered at origin station or after departure prior to interchange to other carrier, shipper or owner of the lading will be notified to remove the excess as provided in this tariff. If the car is returned to the industry where loaded, one intra-terminal switch charge will be assessed in addition to a $500.00 per car penalty. In addition a $28.00 per day storage fee will be assessed for every day the car remains in an overload status.

For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.
### SECTION C

<table>
<thead>
<tr>
<th>Demurrage Application</th>
<th>Car Equipment as Published in: The Official Railway Equipment Register</th>
<th>Credits</th>
<th>Daily Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railroad cars, including “railroad controlled private equipment”</td>
<td>Railroad equipment</td>
<td>Loading:</td>
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<tr>
<td></td>
<td></td>
<td>Unloading:</td>
<td>$75.00</td>
</tr>
<tr>
<td>Empty cars and locomotives moving on own wheels in revenue service (STCC: 37 411 XX 37 422 XX)</td>
<td>Railroad equipment and Industry controlled private railcars</td>
<td>Origin:</td>
<td>$75.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Destination:</td>
<td>$75.00</td>
</tr>
<tr>
<td>All shipments for other than loading or unloading</td>
<td>Railroad equipment and industry controlled private railcars</td>
<td>Origin/ Destination or Transit:</td>
<td>$75.00</td>
</tr>
</tbody>
</table>

### SECTION D

#### DEFINITIONS DEFINED IN THIS TARIFF

**ACTUAL PLACEMENT** – When a car(s) is placed in an accessible position for loading or unloading or, at a point designated by the consignor or consignee.

**CONSIGNEE** – The party to whom a shipment is consigned or the party entitled to receive the shipment.

**CONSIGNOR** – The party in whose name a car(s) is ordered; or the party who furnishes forwarding directions.

**CONSTRUCTIVE PLACEMENT** – When a car(s) cannot be actually placed due to any condition attributable to the consignor or consignee, including order notifies and in-bond shipments, such car(s) will be held on VSOR’S tracks and notice will be provided to the consignor or consignee that the car(s) is held awaiting disposition instructions. Car(s), placed by VSOR on private or other than public delivery tracks, including lead tracks serving the consignor or consignee, will be considered constructively placed without notice.

**CREDIT** – A non-chargeable demurrage day. Credits may be earned when a car(s) is released by the customer and is used to offset chargeable demurrage days. Please refer to Demurrage Day below and Section C.

**DEMURRAGE DAY** – A twenty-four (24) hour period (calendar day), or part thereof, commencing 0701 after tender.

**DISPOSITION** – Information, including forwarding instructions or release, that allows the railroad to either tender or release the car(s) from the consignor’s or consignee’s account.

**DIVERSION** – An order provided by the consignor instructing that a car(s) be delivered to a location other than the one indicated on the original forwarding instructions.

**EMPTY CAR(S)ORDERED AND NOT USED** – Empty car(s), placed for loading as ordered, and subsequently released without being used in transportation service.

**EMPTY RELEASE INFORMATION** – Advice provided by the consignee to authorized personnel in writing (verbal release is not acceptable), that the car(s) is unloaded and available. This information must include the identity of the consignee, party furnishing information, and the car(s) initial and number.

**FORWARDING INSTRUCTIONS** – Shipping instructions provided at the point of loading that contain all of the necessary information to transport the shipment to its final destination.

**LEASE TRACK** – Track(s) assigned to a user through a written agreement. Lease tracks will be treated the same as private tracks.

**LOADING** – The complete or partial loading of a car(s) in conformity with loading and clearance rules and, the furnishing of forwarding instructions.

(Continued on next page)
**SECTION D**

**LOADED CAR(S)** – A car(s) that is completely or partially loaded in conformity with loading and clearance rules.

**NOTIFICATION** – When required, written or verbal notification will be furnished to the parties entitled to receive notice that the car(s) is available for loading, unloading, or otherwise impacted by demurrage provisions.

**ORDER DATE** – The date that the consignor requests empty car(s) to be furnished for loading.

**OTHER THAN PUBLIC DELIVERY TRACK** – Any track age assigned for individual use, including privately owned or leased tracks.

**PARTIAL UNLOADING** – The partial unloading of a car(s) and furnishing of the proper forwarding or handling instructions in conformity with loading and clearance rules.

**PRIVATE CAR(S)** – A car(s) bearing other than railroad reporting marks that is not railroad-controlled.

**PRIVATE TRACK** – Tracks that are not owned or leased by the railroad.

**PUBLIC DELIVERY TRACK** that is open to the general public for loading and unloading.

**RAILROAD-CONTROLLED CAR(S)** – A car(s) bearing other than railroad reporting marks that is either leased or controlled by a railroad.

**RECONSIGNMENT** – An order provided by consignor to bill a car(s) to other than the original consignee. (An order to turn over the car(s) to another party that does not require any additional movement of the car(s), is not a reconsignement).

**REFUSED LOADED CAR(S)** – When the original loaded car(s) is refused at destination without being unloaded.

**RELOADING** – When a car(s) is held for loading after being released as an empty.

**RESHIPMENT** – A new document by which the entire original shipment is forwarded in the same car(s) to another destination.

**SERVING YARD** – A classification yard where the local train serving the customer originates.

**SHIPPER ASSIGNED CAR(S)** – Specific empty car(s) assigned to a particular shipper for their exclusive use.

**STOPPED IN TRANSIT** – When a car(s) is held en route due to any condition attributable to the consignor, consignee, or owner.

**TENDER** – The notification, actual or constructive placement, of an empty or loaded car(s).

**TIME** – Local time is applicable and is expressed on the basis of the 24-hour clock. Example: 7:01 AM is expressed as 0701 Hours.

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**SECTION D**

**UNLOADING** – The complete unloading of a car(s), and the advice received from the consignee that the car(s) is empty and available to the railroad.

**SHIPPER CONNECT** – Online utility that allows users to manage their inventory while online as well as release of empty rail cars. Contact RMI Administrator with questions (620) 231-2230.

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### EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

<table>
<thead>
<tr>
<th>ABBREVIATION OR REFERENCE MARK</th>
<th>EXPLANATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>VSOR..........................</td>
<td>Vicksburg Southern Railroad Company</td>
</tr>
<tr>
<td>[A].......................</td>
<td>Addition</td>
</tr>
<tr>
<td>[I].......................</td>
<td>Increase</td>
</tr>
<tr>
<td>[NC].....................</td>
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</tr>
<tr>
<td>[R].......................</td>
<td>Reduction</td>
</tr>
<tr>
<td>$..........................</td>
<td>United States dollar or dollars</td>
</tr>
</tbody>
</table>

(Underscored portion denotes change.)