

# WICHITA, TILLMAN & JACKSON RAILWAY COMPANY



## FREIGHT TARIFF WTJR 6000-E

(For cancellations, see Item 1 of this tariff)

**SWITCHING, DEMURRAGE, STORAGE,  
AND  
MISCELLANEOUS RULES AND CHARGES  
APPLYING ON THE  
WICHITA, TILLMAN & JACKSON RAILWAY COMPANY**

## LOCAL TARIFF

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

ISSUED: April 15, 2022

EFFECTIVE: May 15, 2022

ISSUED BY:

WICHITA, TILLMAN & JACKSON RAILWAY COMPANY  
6100 SOUTHWEST BLVD. SUITE 320  
FORT WORTH, TEXAS 76109

**FT WTJR 6000-E**

| <p><b>ITEM 1</b></p> <p align="center"><b>CANCELLATION NOTICE</b></p> <p>FT WTJR 6000-E cancels FT WTJR 6000-D in its entirety.</p> <p>Provisions formerly shown in FT WTJR 6000-D and not brought forward in FT WTJR 6000-E are hereby canceled.</p>  | <table border="1"> <tr> <th colspan="2" data-bbox="820 163 1469 210"><b>TABLE OF CONTENTS (Cont'd)</b></th> </tr> <tr> <th data-bbox="820 210 1388 262"><b>SUBJECT</b></th> <th data-bbox="1388 210 1469 262"><b>ITEM</b></th> </tr> <tr> <td data-bbox="820 262 1388 304">Supplemental Handling Charge</td> <td data-bbox="1388 262 1469 304">235</td> </tr> <tr> <td data-bbox="820 304 1388 346">Supplements and Reissues</td> <td data-bbox="1388 304 1469 346">5</td> </tr> <tr> <td data-bbox="820 346 1388 388">Team Track Defined</td> <td data-bbox="1388 346 1469 388">130</td> </tr> <tr> <td data-bbox="820 388 1388 430">Team Track Usage Fee</td> <td data-bbox="1388 388 1469 430">355</td> </tr> <tr> <td data-bbox="820 430 1388 472">Turning of Cars to Permit Unloading, Charges for</td> <td data-bbox="1388 430 1469 472">222</td> </tr> <tr> <td data-bbox="820 472 1388 514">Twin and Triple Loads</td> <td data-bbox="1388 472 1469 514">220</td> </tr> <tr> <td data-bbox="820 514 1388 556">WTJR - Definition of</td> <td data-bbox="1388 514 1469 556">100</td> </tr> <tr> <th colspan="2" data-bbox="820 556 1469 703"><b>RULES AND OTHER GOVERNING PROVISIONS<br/>GENERAL RULES AND REGULATIONS</b></th> </tr> <tr> <td colspan="2" data-bbox="820 703 1469 997"> <p><b>ITEM 5</b></p> <p align="center"><b>SUPPLEMENTS AND REISSUES</b></p> <p>When reference is made in this tariff, or supplements, to other publications for rates or other information, it includes "Supplements thereto or successive issues thereof."</p> <p>Where reference is made in this tariff to items, it includes "reissues" of such items.</p> </td> </tr> <tr> <td colspan="2" data-bbox="820 997 1469 1228"> <p><b>ITEM 10</b></p> <p align="center"><b>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</b></p> <p>When reference is made in this tariff to another tariff, such reference applies also to such tariff as it may be applicable on intrastate traffic, or traffic within USA.</p> </td> </tr> <tr> <td colspan="2" data-bbox="820 1228 1469 1936"> <p><b>ITEM 15</b></p> <p align="center"><b>METHOD OF CANCELING ITEMS</b></p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel correspondingly numbered items in the original tariff, or in a prior Supplement. Letter suffixes will be used in alphabetical sequence starting with A. Example: item 1000-A cancels Item 1000 and Item 3000-B cancels Item 3000-A in a subsequent supplement, which, in turn, canceled Item 3000.</p> </td> </tr> </table> | <b>TABLE OF CONTENTS (Cont'd)</b> |                | <b>SUBJECT</b> | <b>ITEM</b>               | Supplemental Handling Charge | 235   | Supplements and Reissues | 5                                    | Team Track Defined | 130               | Team Track Usage Fee | 355                 | Turning of Cars to Permit Unloading, Charges for | 222                     | Twin and Triple Loads | 220                                     | WTJR - Definition of | 100  | <b>RULES AND OTHER GOVERNING PROVISIONS<br/>GENERAL RULES AND REGULATIONS</b> |          | <p><b>ITEM 5</b></p> <p align="center"><b>SUPPLEMENTS AND REISSUES</b></p> <p>When reference is made in this tariff, or supplements, to other publications for rates or other information, it includes "Supplements thereto or successive issues thereof."</p> <p>Where reference is made in this tariff to items, it includes "reissues" of such items.</p> |                                   | <p><b>ITEM 10</b></p> <p align="center"><b>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</b></p> <p>When reference is made in this tariff to another tariff, such reference applies also to such tariff as it may be applicable on intrastate traffic, or traffic within USA.</p> |                               | <p><b>ITEM 15</b></p> <p align="center"><b>METHOD OF CANCELING ITEMS</b></p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel correspondingly numbered items in the original tariff, or in a prior Supplement. Letter suffixes will be used in alphabetical sequence starting with A. Example: item 1000-A cancels Item 1000 and Item 3000-B cancels Item 3000-A in a subsequent supplement, which, in turn, canceled Item 3000.</p> |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
|--|---|-----------------------------------|----------------|----------------|---------------------------|------------------------------|---|--------------------------|--------------------------------------|--------------------|-------------------|----------------------|---------------------|--|-------------------------|-----------------------|---|----------------------|--|---|----------|--|-----------------------------------|---|-------------------------------|---|---|-----|-------------------------------|-----|----------------------------------|-----|----------------------------------|-----|--|-----|--|-----|----------------------------|----|---------------------|-----|--|-----|-------------------------------|-----|--|-----|--------------------------------|-----|---------------|-----|--|----|-----------------------|-----|---------------------------|-----|----------------------------|--|
| <b>TABLE OF CONTENTS (Cont'd)</b>  |   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| <b>SUBJECT</b>   | <b>ITEM</b>   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Supplemental Handling Charge   | 235   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Supplements and Reissues   | 5   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Team Track Defined   | 130   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Team Track Usage Fee   | 355   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Turning of Cars to Permit Unloading, Charges for   | 222   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Twin and Triple Loads  | 220   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| WTJR - Definition of   | 100   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| <b>RULES AND OTHER GOVERNING PROVISIONS<br/>GENERAL RULES AND REGULATIONS</b>  |   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| <p><b>ITEM 5</b></p> <p align="center"><b>SUPPLEMENTS AND REISSUES</b></p> <p>When reference is made in this tariff, or supplements, to other publications for rates or other information, it includes "Supplements thereto or successive issues thereof."</p> <p>Where reference is made in this tariff to items, it includes "reissues" of such items.</p>   |   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| <p><b>ITEM 10</b></p> <p align="center"><b>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</b></p> <p>When reference is made in this tariff to another tariff, such reference applies also to such tariff as it may be applicable on intrastate traffic, or traffic within USA.</p>  |   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| <p><b>ITEM 15</b></p> <p align="center"><b>METHOD OF CANCELING ITEMS</b></p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel correspondingly numbered items in the original tariff, or in a prior Supplement. Letter suffixes will be used in alphabetical sequence starting with A. Example: item 1000-A cancels Item 1000 and Item 3000-B cancels Item 3000-A in a subsequent supplement, which, in turn, canceled Item 3000.</p>  |   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| <table border="1"> <tr> <th colspan="2" data-bbox="159 388 803 430"><b>TABLE OF CONTENTS</b></th> </tr> <tr> <th data-bbox="159 430 722 472"><b>SUBJECT</b></th> <th data-bbox="722 430 803 472"><b>ITEM</b></th> </tr> <tr> <td data-bbox="159 472 722 514">Cars ordered but not used</td> <td data-bbox="722 472 803 514">255</td> </tr> <tr> <td data-bbox="159 514 722 556">Cars Without Proper Forwarding Instructions</td> <td data-bbox="722 514 803 556">360</td> </tr> <tr> <td data-bbox="159 556 722 598">Connecting Lines and Junction Points</td> <td data-bbox="722 556 803 598">105</td> </tr> <tr> <td data-bbox="159 598 722 640">Demurrage Charges</td> <td data-bbox="722 598 803 640">225</td> </tr> <tr> <td data-bbox="159 640 722 682">Demurrage Liability</td> <td data-bbox="722 640 803 682">115</td> </tr> <tr> <td data-bbox="159 682 722 724">Diversion/Reconsignment</td> <td data-bbox="722 682 803 724">350</td> </tr> <tr> <td data-bbox="159 724 722 766">Heavy Duty Flat Cars, Switching Charges</td> <td data-bbox="722 724 803 766">215</td> </tr> <tr> <td data-bbox="159 766 722 808">Explanation of Abbreviations and Reference Marks</td> <td data-bbox="722 766 803 808">Page 10</td> </tr> <tr> <td data-bbox="159 808 722 850">Holidays</td> <td data-bbox="722 808 803 850">500</td> </tr> <tr> <td data-bbox="159 850 722 892">Interchange Error Set Back Charge</td> <td data-bbox="722 850 803 892">395</td> </tr> <tr> <td data-bbox="159 892 722 934">Intra-Plant Switching Charges</td> <td data-bbox="722 892 803 934">240</td> </tr> <tr> <td data-bbox="159 934 722 976">Intra-Plant Switching Charges, Exceptions to Item 240</td> <td data-bbox="722 934 803 976">250</td> </tr> <tr> <td data-bbox="159 976 722 1018">Intra-Plant Switching Defined</td> <td data-bbox="722 976 803 1018">120</td> </tr> <tr> <td data-bbox="159 1018 722 1060">Intra-Terminal Switching Charges</td> <td data-bbox="722 1018 803 1060">240</td> </tr> <tr> <td data-bbox="159 1060 722 1102">Intra-Terminal Switching Defined</td> <td data-bbox="722 1060 803 1102">120</td> </tr> <tr> <td data-bbox="159 1102 722 1144">Intra-Terminal Switching, Exceptions to Item 240</td> <td data-bbox="722 1102 803 1144">250</td> </tr> <tr> <td data-bbox="159 1144 722 1186">Loaded Cars Held for Disposition, Switching Charge</td> <td data-bbox="722 1144 803 1186">210</td> </tr> <tr> <td data-bbox="159 1186 722 1228">Method of Cancelling Items</td> <td data-bbox="722 1186 803 1228">15</td> </tr> <tr> <td data-bbox="159 1228 722 1270">Mileage on Railcars</td> <td data-bbox="722 1228 803 1270">140</td> </tr> <tr> <td data-bbox="159 1270 722 1312">Movements of Cars to or from Railway Car Repair or Cleaning Facilities</td> <td data-bbox="722 1270 803 1312">245</td> </tr> <tr> <td data-bbox="159 1312 722 1354">Overload and Weighing Charges</td> <td data-bbox="722 1312 803 1354">380</td> </tr> <tr> <td data-bbox="159 1354 722 1396">Overloaded Cars - Application of Rules and Charges</td> <td data-bbox="722 1354 803 1396">370</td> </tr> <tr> <td data-bbox="159 1396 722 1438">Overloaded Cars - General Rule</td> <td data-bbox="722 1396 803 1438">375</td> </tr> <tr> <td data-bbox="159 1438 722 1480">Payment Terms</td> <td data-bbox="722 1438 803 1480">110</td> </tr> <tr> <td data-bbox="159 1480 722 1522">Reference to Tariffs, Items, Notes, etc.</td> <td data-bbox="722 1480 803 1522">10</td> </tr> <tr> <td data-bbox="159 1522 722 1564">Special Train Service</td> <td data-bbox="722 1522 803 1564">265</td> </tr> <tr> <td data-bbox="159 1564 722 1606">Special Switching Service</td> <td data-bbox="722 1564 803 1606">260</td> </tr> <tr> <td colspan="2" data-bbox="159 1606 803 1806">(Continued in next column)</td> </tr> </table> | <b>TABLE OF CONTENTS</b>  |                                   | <b>SUBJECT</b> | <b>ITEM</b>    | Cars ordered but not used | 255                          | Cars Without Proper Forwarding Instructions | 360                      | Connecting Lines and Junction Points | 105                | Demurrage Charges | 225                  | Demurrage Liability | 115  | Diversion/Reconsignment | 350                   | Heavy Duty Flat Cars, Switching Charges | 215                  | Explanation of Abbreviations and Reference Marks | Page 10   | Holidays | 500  | Interchange Error Set Back Charge | 395   | Intra-Plant Switching Charges | 240   | Intra-Plant Switching Charges, Exceptions to Item 240 | 250 | Intra-Plant Switching Defined | 120 | Intra-Terminal Switching Charges | 240 | Intra-Terminal Switching Defined | 120 | Intra-Terminal Switching, Exceptions to Item 240 | 250 | Loaded Cars Held for Disposition, Switching Charge | 210 | Method of Cancelling Items | 15 | Mileage on Railcars | 140 | Movements of Cars to or from Railway Car Repair or Cleaning Facilities | 245 | Overload and Weighing Charges | 380 | Overloaded Cars - Application of Rules and Charges | 370 | Overloaded Cars - General Rule | 375 | Payment Terms | 110 | Reference to Tariffs, Items, Notes, etc. | 10 | Special Train Service | 265 | Special Switching Service | 260 | (Continued in next column) |  |
| <b>TABLE OF CONTENTS</b>   |   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| <b>SUBJECT</b>   | <b>ITEM</b>   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Cars ordered but not used  | 255   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Cars Without Proper Forwarding Instructions  | 360   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Connecting Lines and Junction Points   | 105   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Demurrage Charges  | 225   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Demurrage Liability  | 115   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Diversion/Reconsignment  | 350   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Heavy Duty Flat Cars, Switching Charges  | 215   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Explanation of Abbreviations and Reference Marks   | Page 10   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Holidays   | 500   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Interchange Error Set Back Charge  | 395   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Intra-Plant Switching Charges  | 240   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Intra-Plant Switching Charges, Exceptions to Item 240  | 250   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Intra-Plant Switching Defined  | 120   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Intra-Terminal Switching Charges   | 240   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Intra-Terminal Switching Defined   | 120   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Intra-Terminal Switching, Exceptions to Item 240   | 250   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Loaded Cars Held for Disposition, Switching Charge   | 210   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Method of Cancelling Items   | 15  |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Mileage on Railcars  | 140   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Movements of Cars to or from Railway Car Repair or Cleaning Facilities   | 245   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Overload and Weighing Charges  | 380   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Overloaded Cars - Application of Rules and Charges   | 370   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Overloaded Cars - General Rule   | 375   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Payment Terms  | 110   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Reference to Tariffs, Items, Notes, etc.   | 10  |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Special Train Service  | 265   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| Special Switching Service  | 260   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| (Continued in next column)   |   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |
| <p>For explanation of abbreviations and reference marks not explained herein, see last page of tariff.</p>   |   |                                   |                |                |                           |                              |   |                          |                                      |                    |                   |                      |                     |  |                         |                       |   |                      |  |   |          |  |                                   |   |                               |   |   |     |                               |     |                                  |     |                                  |     |  |     |  |     |                            |    |                     |     |  |     |                               |     |  |     |                                |     |               |     |  |    |                       |     |                           |     |                            |  |

**FT WTJR 6000-E**

| SECTION 100<br>DEFINITIONS   | SECTION 100<br>DEFINITIONS   |          |          |                             |           |                             |                   |                                    |           |                             |           |                              |           |                              |               |                                 |
|--|--|----------|----------|-----------------------------|-----------|-----------------------------|-------------------|------------------------------------|-----------|-----------------------------|-----------|------------------------------|-----------|------------------------------|---------------|---------------------------------|
| <p><b>ITEM 100</b></p> <p align="center"><b>DEFINITION OF TERM "WTJR"</b></p> <p>The term "WTJR" as used in this tariff, means "Wichita, Tillman &amp; Jackson Railway Company", a wholly owned subsidiary of Rio Grande Pacific Corporation.</p>  | <p><b>ITEM 110 (Cont'd)</b></p> <p align="center"><b>PAYMENT TERMS</b></p> <p>If WTJR, at its sole discretion, uses a collection agency or attorneys to collect delinquent bills for freight or other charges and WTJR is successful in collecting such charges, Customers shall reimburse WTJR for all reasonable collection costs, including reasonable collection agency fees and reasonable attorneys' fees.</p>   |          |          |                             |           |                             |                   |                                    |           |                             |           |                              |           |                              |               |                                 |
| <p><b>ITEM 105</b></p> <p align="center"><b>CONNECTING LINES AND JUNCTION POINT</b></p> <table border="0"> <thead> <tr> <th align="center">RAILROAD</th> <th align="center">JUNCTION</th> </tr> </thead> <tbody> <tr> <td>BNSF - BNSF Railway Company</td> <td>Altus, OK</td> </tr> <tr> <td>BNSF - BNSF Railway Company</td> <td>Wichita Falls, TX</td> </tr> <tr> <td>SLWC - Stillwater Central Railroad</td> <td>Altus, OK</td> </tr> <tr> <td>FMRC - Farmrail Corporation</td> <td>Altus, OK</td> </tr> <tr> <td>GNBC - Grainbelt Corporation</td> <td>Altus, OK</td> </tr> <tr> <td>GNBC - Grainbelt Corporation</td> <td>Frederick, OK</td> </tr> <tr> <td>UP - Union Pacific Railroad Co.</td> <td>Wichita Falls, TX</td> </tr> </tbody> </table>   |  | RAILROAD | JUNCTION | BNSF - BNSF Railway Company | Altus, OK | BNSF - BNSF Railway Company | Wichita Falls, TX | SLWC - Stillwater Central Railroad | Altus, OK | FMRC - Farmrail Corporation | Altus, OK | GNBC - Grainbelt Corporation | Altus, OK | GNBC - Grainbelt Corporation | Frederick, OK | UP - Union Pacific Railroad Co. |
| RAILROAD   | JUNCTION   |          |          |                             |           |                             |                   |                                    |           |                             |           |                              |           |                              |               |                                 |
| BNSF - BNSF Railway Company  | Altus, OK  |          |          |                             |           |                             |                   |                                    |           |                             |           |                              |           |                              |               |                                 |
| BNSF - BNSF Railway Company  | Wichita Falls, TX  |          |          |                             |           |                             |                   |                                    |           |                             |           |                              |           |                              |               |                                 |
| SLWC - Stillwater Central Railroad   | Altus, OK  |          |          |                             |           |                             |                   |                                    |           |                             |           |                              |           |                              |               |                                 |
| FMRC - Farmrail Corporation  | Altus, OK  |          |          |                             |           |                             |                   |                                    |           |                             |           |                              |           |                              |               |                                 |
| GNBC - Grainbelt Corporation   | Altus, OK  |          |          |                             |           |                             |                   |                                    |           |                             |           |                              |           |                              |               |                                 |
| GNBC - Grainbelt Corporation   | Frederick, OK  |          |          |                             |           |                             |                   |                                    |           |                             |           |                              |           |                              |               |                                 |
| UP - Union Pacific Railroad Co.  | Wichita Falls, TX  |          |          |                             |           |                             |                   |                                    |           |                             |           |                              |           |                              |               |                                 |
| <p><b>ITEM 110</b></p> <p align="center"><b>PAYMENT OF CHARGES</b></p> <p>Customer shall be liable for payments of the transportation charges accruing on a shipment and nothing herein shall limit the right of the WTJR to require at time of movement, shipment or delivery the prepayment or guarantee of charges, unless Customer has entered into an agreement for credit with the WTJR. Customer will pay WTJR immediately upon presentation of a bill therefor by WTJR. If charges have not been prepaid, or customer has not entered into an agreement for credit with WTJR, the WTJR will not accept shipment from customer, make delivery of shipment to customer or accept request for any other movement of car without payment or guarantee of all outstanding or current charges.</p> <p>Acceptance of shipment by Customer shall be deemed acceptance of responsibility for payment of all charges accruing on the shipment, including, but not limited to demurrage, switching and all other charges that may be applicable. Such payment shall be in U.S. money and cannot be reduced to offset claims, damages to property, or for any other reasons.</p> <p>FINANCE CHARGES: The WTJR will assess a finance charge of 1% per month (12% per annum) unpaid bills thirty (30) days past due, including, without limitation, demurrage, switching and all other charges which are not paid within credit period. The finance charge continues to accrue daily until payment is received by WTJR.</p> <p align="center">(Continued in next Column)</p> | <p><b>ITEM 115</b></p> <p 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 120</b></p> <p align="center"><b>INTRA-PLANT AND INTRA-TERMINAL SWITCHING DEFINED</b></p> <p>Intra-Plant Switching - A switching movement from one point to another on the same track, or from one track to another within the confines of the same plant or industry without leaving tracks of industry.</p> <p>Intra-Terminal Switching -The movement of cars, loaded or empty, from one station or point beyond the confines of one industry/plant on the WTJR to another station or point on the WTJR.</p> <p>Note: The industry or firm providing switching instructions to WTJR is responsible for the payment of intra-plant and intra-terminal switching charges.</p> |          |          |                             |           |                             |                   |                                    |           |                             |           |                              |           |                              |               |                                 |
| <p>For explanation of abbreviations and reference marks not explained herein, see last page of tariff.</p>   |  |          |          |                             |           |                             |                   |                                    |           |                             |           |                              |           |                              |               |                                 |

**FT WTJR 6000-E**

| <b>SECTION 100<br/>DEFINITIONS</b>   | <b>SECTION 200<br/>FREIGHT, DEMURRAGE AND STORAGE CHARGES</b>  |                         |                     |        |        |        |              |  |  |  |   |   |                         |                     |  |      |    |        |  |        |        |  |   |                         |                     |
|--|--|-------------------------|---------------------|--------|--------|--------|--------------|--|--|--|---|---|-------------------------|---------------------|--|------|----|--------|--|--------|--------|--|---|-------------------------|---------------------|
| <p><b>ITEM 130</b></p> <p align="center"><b>TEAM TRACK DEFINED</b></p> <p>A Team Track provides rail service for loading and unloading non-hazardous commodities for customers which have no named track of their own.</p>   | <p><b>ITEM 215</b></p> <p align="center"><b>CARS, HEAVY-DUTY, IN SWITCHING SERVICE - CHARGES ON</b></p> <p>An ancillary charge of \$610.00 per car used, in addition to the regular local switching rates named herein, will be made for each car used originating or terminating on the WTJR for the movement of flat cars bearing Mechanical Designation "FG" or "FW" of any capacity and cars of Designation "FM" of 200,000 pounds and over nominal capacity: and a charge of \$1,850.00 per car used on flat cars bearing Mechanical Designation "FD", as named in Rule 21 of The Official Railway Equipment Register, RER Publishing Corporation, Agent.</p> |                         |                     |        |        |        |              |  |  |  |   |   |                         |                     |  |      |    |        |  |        |        |  |   |                         |                     |
| <p><b>ITEM 140</b></p> <p align="center"><b>MILEAGE ON RAILCARS</b></p> <p>No mileage payment <u>on private cars</u> will be allowed by the WTJR.</p>  | <p><b>ITEM 220</b></p> <p align="center"><b>TWIN AND TRIPLE LOADS</b></p> <p>Where it is necessary to prepare cars for twin or triple loads by blocking draw bars, removing brake staffs or otherwise specifically equipping such cars, the following additional charges will be assessed for material or labor incident to such service:</p> <p style="text-align: right;">Twin Loads... .. \$170.00<br/>Triple Loads... .. \$400.00<br/>Each Additional Load..... \$230.00</p>   |                         |                     |        |        |        |              |  |  |  |   |   |                         |                     |  |      |    |        |  |        |        |  |   |                         |                     |
| <b>SECTION 200<br/>FREIGHT, DEMURRAGE AND STORAGE CHARGES</b>  |  |                         |                     |        |        |        |              |  |  |  |   |   |                         |                     |  |      |    |        |  |        |        |  |   |                         |                     |
| <p><b>ITEM 210</b><br/>[C]</p> <p align="center"><b>CARS HELD AWAITING DISPOSITION - SWITCHING CHARGE</b></p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="width:20%;">BETWEEN</th> <th rowspan="2" style="width:20%;">AND</th> <th colspan="2" style="text-align:center;">CHARGE</th> </tr> <tr> <th style="width:15%;">Col. A</th> <th style="width:15%;">Col. B</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align:center;">(See Note 1)</td> </tr> <tr> <td>Industry or Team Track Loading location on WTJR</td> <td>Any track on WTJR where loaded cars may be held for disposition</td> <td>[R] \$300.00<br/>Per Car</td> <td>\$400.00<br/>Per Car</td> </tr> </tbody> </table> <p>Column A - Applies on all cars, except as provided for in Column B below.</p> <p>Column B - Applies on Hazardous Material cars.</p> <p><u>Note 1:</u> For list of Holidays, See Item 500, this tariff.</p> | BETWEEN  | AND                     | CHARGE              |        | Col. A | Col. B | (See Note 1) |  |  |  | Industry or Team Track Loading location on WTJR | Any track on WTJR where loaded cars may be held for disposition | [R] \$300.00<br>Per Car | \$400.00<br>Per Car | <p><b>ITEM 222</b><br/>[C]</p> <p align="center"><b>SWITCHING – TURNING OF CARS TO PERMIT UNLOADING</b></p> <p align="center">(Applicable only for account of WTJR)</p> <p align="center"><b>TURNING OF CARS TO PERMIT UNLOADING</b></p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="width:20%;">FROM</th> <th rowspan="2" style="width:20%;">TO</th> <th colspan="2" style="text-align:center;">CHARGE</th> </tr> <tr> <th style="width:15%;">Col. A</th> <th style="width:15%;">Col. B</th> </tr> </thead> <tbody> <tr> <td>Industry, Team, Warehouse, Wharf or Other Track.</td> <td>Turning Track at Frederick and Altus, OK and return to same tracks.</td> <td>[I] \$525.00<br/>Per Car</td> <td>\$225.00<br/>Per Car</td> </tr> </tbody> </table> <p>Column A. - Charge applies when notification of need to turn car is received after departure from Union Pacific interchange tracks.</p> <p>Column B - Charge applies if turn car is identified by customer prior to departure from Union Pacific interchange tracks.</p> | FROM | TO | CHARGE |  | Col. A | Col. B | Industry, Team, Warehouse, Wharf or Other Track. | Turning Track at Frederick and Altus, OK and return to same tracks. | [I] \$525.00<br>Per Car | \$225.00<br>Per Car |
| BETWEEN  |  |                         | AND                 | CHARGE |        |        |              |  |  |  |   |   |                         |                     |  |      |    |        |  |        |        |  |   |                         |                     |
|  | Col. A   | Col. B                  |                     |        |        |        |              |  |  |  |   |   |                         |                     |  |      |    |        |  |        |        |  |   |                         |                     |
| (See Note 1)   |  |                         |                     |        |        |        |              |  |  |  |   |   |                         |                     |  |      |    |        |  |        |        |  |   |                         |                     |
| Industry or Team Track Loading location on WTJR  | Any track on WTJR where loaded cars may be held for disposition  | [R] \$300.00<br>Per Car | \$400.00<br>Per Car |        |        |        |              |  |  |  |   |   |                         |                     |  |      |    |        |  |        |        |  |   |                         |                     |
| FROM   | TO   | CHARGE                  |                     |        |        |        |              |  |  |  |   |   |                         |                     |  |      |    |        |  |        |        |  |   |                         |                     |
|  |  | Col. A                  | Col. B              |        |        |        |              |  |  |  |   |   |                         |                     |  |      |    |        |  |        |        |  |   |                         |                     |
| Industry, Team, Warehouse, Wharf or Other Track.   | Turning Track at Frederick and Altus, OK and return to same tracks.  | [I] \$525.00<br>Per Car | \$225.00<br>Per Car |        |        |        |              |  |  |  |   |   |                         |                     |  |      |    |        |  |        |        |  |   |                         |                     |
| For explanation of abbreviations and reference marks not explained herein, see last page of tariff.  |  |                         |                     |        |        |        |              |  |  |  |   |   |                         |                     |  |      |    |        |  |        |        |  |   |                         |                     |

| SECTION 200<br>FREIGHT, DEMURRAGE AND STORAGE CHARGES  | SECTION 200<br>FREIGHT, DEMURRAGE AND STORAGE CHARGES |                              |  |         |   |          |  |         |                         |          |   |
|--|---|------------------------------|--|---------|---|----------|--|---------|-------------------------|----------|---|
| <p><b>ITEM 225</b><br/>[!]<br/><b>DEMURRAGE CHARGES ON EMPTY AND LOADED PRIVATE CARS AND EITHER LOADED OR EMPTY RAILROAD CONTROLLED CARS</b></p> <p>Loaded and empty cars destined to or received from WTJR facilities will be subject to the following demurrage charges (See Notes 1 to 8):</p> <table border="1" data-bbox="175 514 782 898"> <thead> <tr> <th>APPLICATION</th> <th>CHARGE<br/>(Per Car, Per Day)</th> </tr> </thead> <tbody> <tr> <td>Railroad controlled cars, except cars with Mechanical Designation "FM"</td> <td>\$85.00</td> </tr> <tr> <td>Railroad controlled cars with Mechanical Designation "FM"</td> <td>\$350.00</td> </tr> <tr> <td>Private Cars, except Hazardous Material cars</td> <td>\$85.00</td> </tr> <tr> <td>Hazardous Material cars</td> <td>\$160.00</td> </tr> </tbody> </table> <p>Demurrage charges are the responsibility of the party/person who detains such cars beyond the allotted free time allowed until released and available for movement as provided for herein (See Item 115). Charges will be assessed monthly. Bills not contested in writing with supporting documentation of items contested within 25 days of bill date will be due in full.</p> <p>Note 1: Loaded and Empty Railroad controlled cars, except cars with Mechanical Designation "FM" (See Note 2) in bound traffic charges begin 4th 7 a.m. following constructive placement or actual placement, charges continue until released and available for movement.</p> <p>Note 1A : Loaded Private cars inbound traffic charges begin 4th 7 a.m. following constructive placement, charges continue until car is ordered.</p> <p>Note 2: Loaded and Empty Railroad controlled cars with Mechanical Designation "FM" in bound traffic charges begin 1st 7 a.m. following constructive placement or actual placement, charges continue until released and available for movement.</p> <p>Note 3: Loaded Private cars inbound traffic charges will cease after spotting instructions are received; however, if car(s) is not spotted for any reason attributable to receiving facility, charges will continue until actual placement.</p> <p>(Continued in next column)</p> | APPLICATION   | CHARGE<br>(Per Car, Per Day) | Railroad controlled cars, except cars with Mechanical Designation "FM" | \$85.00 | Railroad controlled cars with Mechanical Designation "FM" | \$350.00 | Private Cars, except Hazardous Material cars | \$85.00 | Hazardous Material cars | \$160.00 | <p><b>ITEM 225 (Cont'd)</b></p> <p><b>DEMURRAGE CHARGES ON EMPTY AND LOADED PRIVATE CARS AND EITHER LOADED OR EMPTY RAILROAD CONTROLLED CARS</b></p> <p>Note 4: Outbound traffic charges begin (1) 3rd a.m. on all cars, except railroad controlled cars with Mechanical Designation "FM" and (2) 1st 7 a.m. on railroad controlled cars with Mechanical Designation "FM", following placement and continue until released with forwarding instructions and available for movement.</p> <p>Note 5: No charges will be made for weekends and holidays (see Note 6) prior to first chargeable day.</p> <p>Note 6: All applicable switching charges will apply for the cars subject to this item.</p> <p>Note 7: The applicable charge will accrue on all Saturdays, Sundays or Holidays (for definition of Holidays see Item 500) subsequent to the first charge day, including a Saturday, Sunday or Holiday immediately following the day on which the first charge begins to accrue.</p> <p>Note 8: This item is not applicable to private cars on private tracks or track space leased from WTJR.</p> |
| APPLICATION  | CHARGE<br>(Per Car, Per Day)                          |                              |  |         |   |          |  |         |                         |          |   |
| Railroad controlled cars, except cars with Mechanical Designation "FM"   | \$85.00   |                              |  |         |   |          |  |         |                         |          |   |
| Railroad controlled cars with Mechanical Designation "FM"  | \$350.00  |                              |  |         |   |          |  |         |                         |          |   |
| Private Cars, except Hazardous Material cars   | \$85.00   |                              |  |         |   |          |  |         |                         |          |   |
| Hazardous Material cars  | \$160.00  |                              |  |         |   |          |  |         |                         |          |   |
| <p>For explanation of abbreviations and reference marks not explained herein, see last page of tariff.</p>   |   |                              |  |         |   |          |  |         |                         |          |   |

**FT WTJR 6000-E**

| SECTION 200<br>FREIGHT, DEMURRAGE AND STORAGE CHARGES   | SECTION 200<br>FREIGHT, DEMURRAGE AND STORAGE CHARGES   |
|---|---|
| <p><b>ITEM 235</b></p> <p align="center"><b>SUPPLEMENTAL HANDLING CHARGE</b></p> <p>WTJR will assess a charge of \$95.00 per car handled by WTJR in switching industry lead track(s) in which industry lead track(s) are used as storage for rail cars. (Notes 1 to 4)</p> <p>Note 1: Industry lead track(s) are defined as track(s) connecting railroad owned yard or switching facility with industry owned yard or track facilities within its plant site.</p> <p>Note 2: Charge will apply when WTJR is required because of congestion to switch private cars from Industry track(s) to WTJR tracks and return to industry and not handled on orders from industry.</p> <p>Note 3: Charge will not apply on loaded or empty cars released by industry on specific car orders for outbound movement.</p> <p>Note 4: Charge will be billed and assessed on a monthly basis.</p> | <p><b>ITEM 245</b></p> <p align="center"><b>CHARGE FOR MOVEMENTS TO OR FROM RAILWAY CAR REPAIR OR CLEANING FACILITIES</b></p> <p>WTJR will assess a charge of \$525.00 per car on empty, private cars, to <u>and</u> from railway car repair or cleaning facilities, switched in other than Intra-plant service. Charge will be made for each movement, both going and returning. Industry or firm providing switching instructions to WTJR is responsible for payment of switching fee.</p>  |
| <p><b>ITEM 240</b><br/>[I]</p> <p align="center"><b>CHARGES FOR INTRA-PLANT AND INTRA-TERMINAL SWITCHING ON WTJR<br/>(FOR DEFINITIONS SEE ITEM 120)</b></p> <p>PART 1: INTRA-PLANT MOVEMENTS:<br/>For the movement of loaded or empty cars, the charge will be \$525.00 per car. (Note 1)</p> <p>PART 2: INTRA-TERMINAL MOVEMENTS:<br/>The charge for an Intra-Terminal switch is \$625.00 per car. <u>This charge shall also apply to any empty car received in interchange wherein WTJR will not be party to the outbound billing on the subsequent outbound rail movement.</u></p> <p>Note 1: WTJR will not be required to perform Intra-Plant service, except <u>if crews or locomotive power are available.</u></p>  | <p><b>ITEM 250</b><br/>[C]</p> <p align="center"><b>EXCEPTIONS TO ITEM 240 CHARGES FOR INTRA-PLANT AND INTRA-TERMINAL SWITCHING ON WTJR</b></p> <p>(A) WTJR will assess the Intra-Plant switching charge (See Item 240), when a loaded or empty, railroad owned or private car is ordered to a new spot location within the plant and the car movement order cannot be completed because of the new spot location is occupied.</p> <p>(B) WTJR will assess the Intra-Terminal switching charge (See Item 240) when a loaded or empty railroad owned or private car is ordered from a WTJR track to an industry location and the car movement order cannot be completed because the industry location is occupied.</p> |
|   | <p><b>ITEM 255</b></p> <p align="center"><b>CARS ORDERED BUT NOT USED</b></p> <p>WTJR will assess the applicable Intra-Terminal fee if any private or railroad owned car is ordered but not used. [C]</p> <p>Note 1: No charge will be made under the following conditions:</p> <p>(a) If change or cancellation of car order is made before car has been moved.</p> <p>(b) If car can be placed at alternative location within the plant before uncoupling at original car order location.</p>   |
| <p>For explanation of abbreviations and reference marks not explained herein, see last page of tariff.</p>  |   |

**FT WTJR 6000-E**

| SECTION 200<br>FREIGHT, DEMURRAGE AND STORAGE CHARGES  | SECTION 200<br>FREIGHT, DEMURRAGE AND STORAGE CHARGES   |
|--|---|
| <p><b>ITEM 260</b><br/>[I]</p> <p align="center"><b>SPECIAL SWITCHING SERVICE</b></p> <p>(A) WTJR will assess a charge of \$850.00 per hour (or fraction thereof) for motive power and crew whenever on request of industry, regular switch crew is required to be held at plant site for additional switching service. (Notes 1, 2 and 4)</p> <p>(B) WTJR will assess a charge of \$850.00 per hour (or fraction thereof) for motive power and crew whenever a regularly assigned on duty switch crew is requested by the industry to perform special switching. (Notes 1, 2 and 4)</p> <p>(C) WTJR will assess a charge of \$295.00 per car whenever it is necessary to hold, switch, or move cars from, to, or on a private track shared by multiple named rail customers. (Note 3)</p> <p>Note 1: Additional or Special Switching service is defined as switching other than required by ordinary operating convenience. Ordinary operating convenience contemplates only one switch per day and only on those days when the WTJR has regularly scheduled switching service at the plant site or industry siding, except that the WTJR may at its discretion only, make additional switches when necessitated by the volume of traffic to secure the prompt release of equipment or facilities.</p> <p>Note 2: Special switching service will be provided subject to the availability of motive power and crews and will be provided at the sole discretion and option of the WTJR.</p> <p>Note 3: For example, Customer A and Customer B share a track owned or leased by Customer B (or C). Customer A's cars will not fit onto the joint track for loading/unloading and must be held outside and switched into place later.</p> <p>Note 4: Switching requests which occur on holidays (for definition of Holidays see Item 500) are considered as special train requests, subject to all Special Train Service terms (See Item 265).</p> | <p><b>ITEM 265</b><br/>[C]</p> <p align="center"><b>SPECIAL TRAIN SERVICE</b></p> <p>WTJR will assess a charge of [I] \$5,900.00 per crew whenever an industry requests an engine and crew for its exclusive use. (Notes 1 to 5)</p> <p>Note 1. Charge will apply for a minimum of eight (8) hours or fraction thereof.</p> <p>Note 2. An additional charge of \$995.00 per hour or fraction thereof will apply for assignment of engine and crew beyond eight (8) hours, with a maximum of twelve (12) hours for each assignment.</p> <p>Note 3. Charge will be computed from the time crew starts duty at its home terminal until the crew returns to its home terminal.</p> <p>Note 4. Special train service will be provided subject to the availability of motive power and crews and will be provided at the sole discretion and option of the WTJR.</p> <p>Note 5. This charge will be in addition to any freight or switching charges due the WTJR.</p> |
| <p>For explanation of abbreviations and reference marks not explained herein, see last page of tariff.</p>   |   |

**FT WTJR 6000-E**

| SECTION 300<br>SPECIAL CHARGES   | SECTION 300<br>SPECIAL CHARGES  |
|--|---|
| <p><b>ITEM 350</b></p> <p align="center"><b>DIVERSION/ RECONSIGNMENT</b></p> <p>Orders for diversion/reconsignment will be accepted from:</p> <ul style="list-style-type: none"> <li>a. Freight payor</li> <li>b. Authorized representative/agent of the freight payor</li> <li>c. Consignee</li> <li>d. Car owner or lessee of empty private equipment.</li> </ul> <p>Charges for diversion/reconsignment are assessed if notification is received after car is delivered to WTJR; rate is \$275.00 for both loaded cars and empty equipment.</p> <p>Note 1: Diversion/Reconsignment means any request to change the consignee or care of party for cars handled by the WTJR. This includes the movement of tank cars delivered to WTJR empty and subsequently ordered delivered to connecting line empty.</p>  | <p><b>ITEM 370</b></p> <p align="center"><b>OVERLOAD CARS - APPLICATION OF RULES AND CHARGES<br/>(SEE ITEMS 375 - 380)</b></p> <p>The charges in Item 380 are published as a deterrent to the unsafe practice of overloading rail cars and are not connected in any way with the line-haul transportation charges. Overloaded charges will apply for the movement of cars over the tracks of the WTJR. Charges by other carriers will be in addition to the charges named in this tariff. Overload charges are in U.S. Dollars Per Car. Overload charges are the liability of the shipper and paid by the shipper.</p>  |
| <p><b>ITEM 355</b></p> <p align="center"><b>TEAM TRACK USAGE FEE</b></p> <p>The fee to place a car on an WTJR team track is \$275.00 per car.</p>  | <p><b>ITEM 375</b></p> <p align="center"><b>OVERLOADED CARS - GENERAL RULE</b></p> <p>Carload freight must be loaded in conformity with railroad rules and must not be loaded in excess of the load limit stenciled on the cars.</p> <p>Cars stenciled with a gross weight of 263,000 pounds or 286,000 pounds must not be loaded in excess of the load limit stenciled on the cars. Cars exceeding the load limit will be assessed the overload charges.</p> <p>When an overloaded car is identified, the shipper will be notified via telephone or fax or by an electronic means and required to unload the excess at the operating convenience of the WTJR. If the shipper fails or refuses to reduce the weight within 48 hours of notification, WTJR may, at its discretion, remove and dispose of the excess to allow the car to continue safely to the destination. The shipper will pay actual cost of removal and disposal.</p> <p>Demurrage charges as provided in this tariff will be assessed for each day a car is held for weight reduction, beginning with the first 12:00 midnight after the car is placed into a hold for overload status. No free time will be allowed.</p> <p>If a connecting line switch is required to place the car in a position for unloading, the shipper will pay switching charges assessed by the connecting line.</p> <p>The shipper will pay all excess line-haul and switching charges incurred by the WTJR in order to move the overloaded car to a spot for reduction.</p> <p>After the overloaded car is reduced and the WTJR is notified of the reduction, WTJR, at its discretion, will reweigh the car at charges provided in Item 380, which are to be paid by the shipper.</p> |
| <p><b>ITEM 360</b><br/>[C]</p> <p align="center"><b>CARS WITHOUT PROPER FORWARDING INSTRUCTIONS</b></p> <p>When on Shipper's instructions loaded or empty cars, are removed from industry, shop or team tracks and are held by WTJR on WTJR tracks awaiting forwarding instructions a charge of [I] \$475.00 per car will be assessed against the industry on the WTJR the car was pulled from.</p> <p>This charge will be in addition to detention/storage charge of [R] \$85.00 per day for loaded and empty cars, and there will be no free time for cars so held.</p> <p>Note 1: For movement on the WTJR proper forwarding instructions are defined as containing, but not limited to: Shipper, Origin City and State; Consignee, Destination City and State; Whether Prepaid or Collect, Railroad Route, Weighing Instructions; Commodity (including Hazardous materials Requirements); Customs Broker Name and Address for Export Shipments.</p> <p>Note 2: For movement to connecting lines (UP, and in some cases, BNSF, FMRC, GNBC &amp; SLWC) the above information must be received electronically by the connecting line, without errors. Connecting line will forward movement instructions to the WTJR.</p> |   |
| <p>For explanation of abbreviations and reference marks not explained herein, see last page of tariff.</p>   |   |



FT WTJR 6000-E

| <b>SECTION 300<br/>SPECIAL CHARGES</b>  | <b>SECTION 4</b>                               |
|---|--|
| <p><b>ITEM 380</b></p> <p><b>OVERLOAD AND REWEIGHING CHARGES</b></p> <p>Overloaded Freight Cars..... \$1,000.00</p> <p>Reweighing of Overloaded Freight Car.....\$200.00</p>                              | <p>(This Section intentionally left blank)</p> |
| <p><b>ITEM 395</b></p> <p>[ ]</p> <p><b>CHARGE FOR INTERCHANGE IN ERROR SET BACK</b></p> <p>WTJR charge for setting a delivered in error railcar back to the delivering railroad is \$525.00 per car.</p> |  |
| <p>For explanation of abbreviations and reference marks not explained herein, see last page of tariff.</p>  |  |

**FT WTJR 6000-E**

| SECTION 500<br>HOLIDAYS   | EXPLANATION OF ABBREVIATIONS AND<br>REFERENCE MARKS  |
|---|--|
| <p><b>ITEM 500</b></p> <p align="center"><b>HOLIDAYS</b></p> <p>Whenever reference is made to "Holidays", it shall mean only these days listed below:</p> <p>NEW YEAR'S DAY - January 1(See Notes 1 and 2, this item)</p> <p>GOOD FRIDAY - Friday before Easter Sunday.</p> <p>MEMORIAL DAY - Last Monday of May.</p> <p>INDEPENDENCE DAY - July 4 (See Notes 1 and 2, this item)</p> <p>LABOR DAY - First Monday of September.</p> <p>THANKSGIVING DAY - Fourth Thursday in November.</p> <p>FRIDAY AFTER THANKSGIVING</p> <p>CHRISTMAS EVE - December 24 (See Notes 1 and 2, this item)</p> <p>CHRISTMAS DAY - December 25 (See Notes 1 and 2, this item)</p> <p>NEW YEAR'S EVE - December 31(See Notes 1 and 2, this item)</p> <p>Note 1: When this date occurs on a Saturday, the preceding Friday will be observed as the Holiday.</p> <p>Note 2: When this date occurs on a Sunday, the following Monday will be observed as the Holiday.</p> | <p>BNSF - BNSF Railway Company<br/>           FMRC - Farmrail Corporation<br/>           FT - Freight Tariff<br/>           GNBC - Grainbelt Corporation<br/>           SLWC - Stillwater Central Railroad Company Inc.<br/>           UP - Union Pacific Railroad Company<br/>           WTJR - Wichita, Tillman &amp; Jackson Railway Company</p> <p>[A] - Addition/New<br/>           [C] - Change<br/>           [I] - Increase<br/>           [NC] - Brought forward without change, except as otherwise noted.<br/>           [R] - Reduction</p> <p><u>(Underscored portion denotes change/addition.)</u></p> |
|   |  |