

FT VST 8010
(Cancels FT VST 8008)

V&S RAILWAY LLC
d/b/a TOWNER RAILWAY

FREIGHT TARIFF VST 8010

(Cancels Freight Tariff VST 8008)

CONTAINING
LOCAL RATES
ALSO
RULES, REGULATIONS, AND CHARGES
GOVERNING
SWITCHING
APPLYING AT AND BETWEEN
STATIONS ON THE
VST - TOWNER SUBDIVISION

LOCAL FREIGHT TARIFF

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

ISSUED: January 15, 2007

EFFECTIVE: February 5, 2007

ISSUED BY:

Steven Van Wagenen
Vice President & General Manager
P.O. Box 26421
Salt Lake City, UT 84126

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

FT VST 8010

CANCELLATION NOTICE		TABLE OF CONTENTS	
<p>Freight Tariff VST 8010 cancels Freight Tariff VST 8008 in its entirety.</p> <p>Provisions formerly shown in Freight Tariff VST 8008 and not brought forward in Freight Tariff 8010 are hereby canceled.</p>		ITEMS DESCRIPTION	
TABLE OF CONTENTS		370 - HANDLING OF CARS DELIVERED IN ERROR	
ITEMS	DESCRIPTION	380 - DIVERSION / RECONSIGNMENT	
		400 - LINE HAUL RATES	
		500 - FREIGHT ALL KINDS	
		510 - INTERMEDIATE SWITCHING (BRIDGE TRAFFIC) RATES	
		515 - RULE 11 RATES -- NON-GRAIN ZONE RATES	
		520 - RULE 11 RATES – GRAIN TO / FROM TOWNER, CO	
		525 - RULE 11 RATES – GRAIN TO / FROM NA JUNCTION, CO	
		530 - MINIMUM TENDER	
		535 - FUEL SURCHARGE	
		ABBREVIATIONS & REFERENCE MARKS (SEE LAST PAGE OF THIS TARIFF)	
5 - DESCRIPTION OF GOVERNING CLASSIFICATIONS AND EXCEPTIONS			
10 - STATION LISTS AND CONDITIONS			
20 - REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.			
30 - CONSECUTIVE NUMBERS			
45 - CAPACITY AND DIMENSIONS OF CARS			
50 - METHOD OF CANCELING ITEMS			
60 - EXPLOSIVES, DANGEROUS ARTICLES			
80 - PAYMENT AND CREDIT TERMS			
100 - DEMURRAGE AND CAR SERVICE REGULATIONS AND CHARGES			
110 - CARS FURNISHED BUT NOT USED			
120 - CARS RECEIVED WITHOUT BILLING			
200 - DEFINITION OF INTRA-PLANT, INTRA-TERMINAL AND INTER-TERMINAL SWITCHING			
210 - OVER LOADED CARS			
220 - FURNISHING CARS			
230 - NON-APPLICATION OF CHARGES IN CONNECTION WITH LINE-HAUL			
240 - NON-APPLICATION IN COMBINATION WITH OTHER CHARGES			
250 - NON-APPLICATION ON "ORDER NOTIFY", ETC. SHIPMENTS			
260 - CHARGES FOR CARS OF FOUR (4) AND MORE THAN FOUR (4) AXLES			
270 - SWITCHING FROM PRIVATE SIDE TRACKS TO HOLD TRACKS			
280 - SPECIAL HANDLING SERVICE			
285 - SPECIAL TRAIN SERVICE			
290 - CHARGE FOR USE OF SPECIAL EQUIPMENT			
300 - SWITCHING OF LOCOMOTIVES ON OWN WHEELS, NOT UNDER OWN POWER			
305 - SPECIAL SWITCHING SERVICE			
310 - CHARGE FOR HEAVY DUTY FLAT CARS			
320 - TURNING OF CARS TO PERMIT UNLOADING			
330 - CHARGES FOR INTRA-PLANT AND INTRA-TERMINAL SWITCHING			
340 - WEIGHING CARS			
350 - HANDLING OF EMPTY FREIGHT CARS			
360 - HANDLING OF CARS RECEIVED FROM RAIL ROADS IN BAD ORDER CONDITION			
365 - HANDLING OF CARS RECEIVED FROM CUSTOMERS IN BAD ORDER CONDITION			
(Continued in next column)			
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.			

<p>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p>	<p>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p>
<p>ITEM 5</p> <p>DESCRIPTION OF GOVERNING CLASSIFICATIONS AND EXCEPTIONS</p> <p>The terms "Governing Classifications" and "Uniform Freight Classification" when used herein, mean: Uniform Freight Classification 6000-series, issued by National Railroad Freight Committee Agent.</p>	<p>ITEM 45 [A]</p> <p>CAPACITY AND DIMENSIONS OF CARS</p> <p>For marked capacities, length, dimension and cubical capacities of cars, see Official Railway Equipment Register, RER 6414 Services, issued by R.E.R. Publishing Corporations, Agent.</p>
<p>ITEM 10</p> <p>STATION LISTS AND CONDITIONS</p> <p>This tariff is governed by Official Railroad Station List, OPSL 6000-series, Railinc, Agent, to the extent below:</p> <p>PREPAY REQUIREMENTS AND STATION CONDITIONS</p> <p>(a) For additions and abandonments of stations, and except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight, and changes in station facilities.</p> <p>When a station is abandoned as of a date specified in the above named tariff, the rates from and to such station as published in this tariff are inapplicable on and after that date.</p> <p>GEOGRAPHICAL LIST OF STATIONS</p> <p>(b) For geographical locations of stations referred to in this tariff by station numbers.</p> <p>STATION NUMBERS</p> <p>(c) For the identification of stations when stations are shown or referred to by numbers in this tariff.</p>	<p>ITEM 50</p> <p>METHOD OF CANCELLING ITEMS</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.</p> <p>Example - Item 5-A cancels Item 5 and Item 10-B cancels Item 10-A in a prior supplement, which in turn, cancelled Item 10.</p>
<p>ITEM 20</p> <p>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</p> <p>Where reference is made in this tariff to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and reissues of such items, notes, rules, etc.</p>	<p>ITEM 60 [A]</p> <p>EXPLOSIVES, DANGEROUS ARTICLES</p> <p>For rules and regulations governing the transportation of explosives and other dangerous articles of freight, and specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Bureau of Explosives Tariff BOE 6000-series.</p>
<p>ITEM 30</p> <p>CONSECUTIVE NUMBERS</p> <p>Where consecutive numbers are represented in this tariff by the first and last numbers connected by the word "to" or a hyphen, they will be understood to include both of the numbers shown.</p> <p>If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.</p>	<p>ITEM 80 [A]</p> <p>PAYMENT AND CREDIT TERMS</p> <p>All charges under this tariff must be prepaid, unless satisfactory arrangements with VST have been made prior to performance of service. Charges for services rendered under terms of this tariff will accrue against the customer located on the VST unless arrangements to the contrary have been made with VST prior to performance of service.</p> <p>All payments for service covered herein are due and payable within fifteen (15) days following the Freight Bill date. Payments received after the expiration of the credit period shall be subject to a service charge of one and one-half percent (1.1/2%) per month (or fraction thereof) of the outstanding balance.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</p>	<p>SECTION 1 SWITCHING AND MISCELLANEOUS CHARGES</p>
<p>ITEM 100</p> <p>DEMURRAGE AND CAR SERVICE REGULATIONS AND CHARGES</p> <p>Demurrage and car service regulations and charges will apply in addition to the charges shown herein.</p> <p>EXCEPTION-Where switching service is performed on traffic moving under line-haul rates which are subject to special detention charges and rules, the switching charges provided in this tariff will be subject to the same detention charges and rules as applicable in connection with the line-haul rates, and provisions of Freight Tariff ASLG 6004-series will not apply.</p>	<p>ITEM 200</p> <p>DEFINITION OF INTRA-PLANT, INTRA-TERMINAL AND OTHER INTER-TERMINAL SWITCHING</p> <p style="text-align: center;"><u>INTRA-PLANT</u></p> <p>A switching movement from one location to another location within the confines of an industry located on the VST.</p> <p style="text-align: center;"><u>INTRA-TERMINAL</u></p> <p>A switching movement (other than intra-plant) from one location to another on the VST, within the switching limits of one station or industrial switching district.</p> <p style="text-align: center;"><u>INTER-TERMINAL</u></p> <p>A switching movement between industry tracks on the VST and interchange with connecting lines when within the switching limits of the same location.</p>
<p>ITEM 110</p> <p style="text-align: center;">CARS FURNISHED BUT NOT USED</p> <p>Except as otherwise provided in tariffs lawfully on file, when an empty car is (1) actually placed or constructively placed for loading, but is not used in subsequent transportation service and is released empty, a charge of \$200.00 per car in addition to applicable demurrage charges will be made against the party ordering but not using the equipment.</p> <p>EXCEPTION-This charge will not apply when cars are refused or rejected account of not being in proper condition for loading. This charge will also not apply when the customer has agreed to reimburse the railroad for all car hire charges associated with the movement of the car.</p> <p>(1) The term actually placed or constructively placed as used herein is defined in Items 540 and 545-series of Freight Tariff ASLG 6004-series.</p>	<p>ITEM 210</p> <p style="text-align: center;">OVER LOADED CARS</p> <p>VST will not accept cars that are loaded in excess of load limit markings. When a car is found to be loaded in excess of its stenciled load limit while enroute, it will be placed at or near the location where the overload was discovered. Consignor shall arrange for disposition or, at carriers' convenience, the car may be returned to the shipper for removal of the excess weight.</p> <p>In addition to an overloaded car charge of \$150.00 per overloaded car, consignor shall also be assessed for all extra services performed, including any additional switching charges to return the car to the consignor, charges for weighing the cars, and any charges assessed to VST for delivering an overloaded car to connecting carriers.</p> <p>VST shall not maintain scales for weighing cars, but may contract weighing services with another carrier.</p> <p>The regular switching charge will be in addition.</p>
<p>ITEM 120</p> <p style="text-align: center;">CHARGES ON CARS RECEIVED WITHOUT BILLING, OR WITH IMPROPER BILLING AT INTERCHANGE POINTS</p> <p>When cars empty or loaded are received at an interchange point by a carrier from its connection without proper billing (see Note), such cars will, upon the request of the delivering carrier, be returned, subject to a charge of \$100.00 per car for returning the loaded or empty car to the connections of the carrier making the request.</p> <p>NOTE-When instructions are not received within twenty-four (24) hours from time of receipt of car at connection, a hold charge of \$50.00 per car will be assessed thereafter for each twenty-four (24) hours or fraction thereof until instructions or billing is received.</p>	<p>ITEM 220</p> <p style="text-align: center;">FURNISHING CARS</p> <p>VST will not undertake to furnish cars of any particular type, size or dimension when to be used in intra-plant, intra-terminal or inter-terminal switching.</p> <p>ITEM 230</p> <p style="text-align: center;">NON-APPLICATION OF CHARGES IN CONNECTION WITH LINE-HAUL</p> <p>The charges published in this Section will not apply in connection with a line-haul.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

<p align="center">SECTION 1 SWITCHING AND MISCELLANEOUS CHARGES</p>	<p align="center">SECTION 1 SWITCHING AND MISCELLANEOUS CHARGES</p>
<p>ITEM 240</p> <p align="center">NON-APPLICATION IN COMBINATION WITH OTHER CHARGES</p> <p>The charges published in this Section will not apply in combination with other charges in this Section between locations on the same railroad.</p>	<p>ITEM 280 [A]</p> <p align="center">SPECIAL HANDLING SERVICE (Not subject to Item 260)</p> <p>When a switching movement cannot be handled in regular train operation because of excess dimensions or weight, additional charge for special handling will be \$1,000.00 per car. This charge will be in addition to any other charge applicable to the movement. All car hire charges associated with the movement or delay on the line to accommodate loading /unloading shall also be charged.</p>
<p>ITEM 250</p> <p align="center">NON-APPLICATION ON "ORDER NOTIFY," ETC., SHIPMENTS</p> <p>Intra-plant, Intra-terminal or Inter-terminal switching service provided for herein will not be performed on shipments moving under order notify bills of lading or under straight bills of lading (including shipments consigned to one party, notify or advise another party) which carry a provision (see Section 4, Rule 7 of Uniform Freight Classification) (See Item 5), requiring the surrender of bill of lading, written order, or other document before making delivery.</p>	<p>ITEM 285 [A]</p> <p align="center">SPECIAL TRAIN CHARGES</p> <p>When upon request, special round-trip train service to Towner, CO or N.A. Junction, CO will be provided at the rate of \$8,250.00 per train. Special train movement will only be arranged for with reasonable advance notice to the VST, and only when the VST determines that sufficient motive power and crews are available to provide such service. VST reserves the right to restrict such trains to a maximum of 30 cars. All otherwise applicable line-haul charges will be in addition to the charges specified herein.</p>
<p>ITEM 260 [A]</p> <p align="center">CHARGES FOR CARS OF FOUR (4) AND MORE THAN FOUR (4) AXLES</p> <p>(a) Charges for intra-plant or intra-terminal switching at points on these lines will be confined in cars having no more than four (4) axles.</p> <p>(b) When cars with more than four (4) axles are found in intra-plant, intra-terminal or inter-terminal service, the charges for such service will be 200% of that shown herein for the same service application on cars with four (4) axles.</p>	<p>ITEM 290</p> <p align="center">CHARGE FOR USE OF SPECIAL EQUIPMENT</p> <p>VST will not furnish cars that are other than ordinary equipment for use in intra-plant, intra-terminal or inter-terminal switching service. In the event other than ordinary equipment is used, an additional charge of \$300.00 per car will be assessed. On joint-line movements, this charge will be assessed only once (see Exception).</p> <p>ORDINARY EQUIPMENT MEANS:</p> <p>(1) XM boxcars not exceeding 52 feet in length, inside measurement.</p> <p>(2) FM flatcars, not over 54 feet in length and having capacity not over 180,000 pounds.</p> <p>(3) Gondola cars having marked capacity not greater than 180,000 pounds, but not including gondola cars of any length equipped with covers, hoods, containers or cradle floors.</p> <p>(4) Open-top hopper cars not exceeding 43 feet in length, inside measurement, and having marked capacity not exceeding 180,000 pounds.</p> <p>(5) Shipper owned or leased cars.</p> <p>EXCEPTION - Provisions of this item do not apply on a movement immediately prior or subsequent to a revenue line-haul movement and notation so stating is made by shipper on shipping document.</p>
<p>ITEM 270 [A]</p> <p align="center">SWITCHING FROM PRIVATE SIDE TRACKS TO HOLD TRACKS</p> <p>The intra-terminal or inter-terminal switching charges in this section also apply on cars moved to hold or team tracks when billed to a consignee in care of freight agent at point where loaded.</p>	<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>

SECTION 1 SWITCHING AND MISCELLANEOUS CHARGES	SECTION 1 SWITCHING AND MISCELLANEOUS CHARGES						
<p>ITEM 300</p> <p>SWITCHING OF LOCOMOTIVES ON OWN WHEELS, BUT NOT UNDER OWN POWER</p> <p>Locomotives moving on own wheels, but not under own power, when moved from one location to another location within the same switching district will be assessed a charge of \$1000.00 per locomotive. If the locomotive is moved for turning, the charge will be applied in each direction. Maximum liability in all cases shall be \$100.00 per locomotive moved.</p>	<p>ITEM 310</p> <p>CHARGE FOR HEAVY DUTY FLAT CARS</p> <p>When heavy-duty flat cars as defined in Tariff RIC 6740-series are used on shipments both originating and terminating within the same switching district, the following charges will be assessed:</p> <p style="text-align: center;"><u>USE CHARGE</u></p> <p>\$1,000.00 per car switching movement (not subject to any other switching charges published in this tariff).</p> <p style="text-align: center;"><u>SPECIAL DETENTION CHARGES</u></p> <p>When cars are held beyond the Free Time permitted in Tariff ASLG 6004-series charges therein will be assessed and in addition the following detention charges will be assessed for each twenty-four (24) hour period or fraction thereof beyond the authorized free time:</p> <p style="text-align: center;"><u>CHARGES IN DOLLARS PER CAR</u></p> <table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td>1st 24 hours - \$100.00</td> <td>4th 24 hours - \$250.00</td> </tr> <tr> <td>2nd 24 hours - \$150.00</td> <td>5th 24 hours - \$300.00</td> </tr> <tr> <td>3rd 24 hours - \$200.00</td> <td>6th 24 hours and each additional 24 hours - \$400.00</td> </tr> </table> <p style="text-align: center;"><u>NON-USE CHARGE</u></p> <p>When car is ordered, placed and released back to VST without being used in transportation service, a charge of \$500.00 per car will be assessed and will be in addition to any detention charges that may accrue.</p>	1st 24 hours - \$100.00	4th 24 hours - \$250.00	2nd 24 hours - \$150.00	5th 24 hours - \$300.00	3rd 24 hours - \$200.00	6th 24 hours and each additional 24 hours - \$400.00
1st 24 hours - \$100.00	4th 24 hours - \$250.00						
2nd 24 hours - \$150.00	5th 24 hours - \$300.00						
3rd 24 hours - \$200.00	6th 24 hours and each additional 24 hours - \$400.00						
<p>ITEM 305</p> <p>SPECIAL SWITCHING SERVICE</p> <p>Special Switching Service is movement in other than normal service at the specific request of the shipper or consignee, or as may be required due to other conditions not permitted in normal operations.</p> <p>The charge for special switching service will be a minimum of \$1000.00 for the first four hours, plus \$250.00 for each additional hour or fraction thereof over four (4) hours but not exceeding eight (8) hours per occurrence, and will be in addition to all other charges associated with the movement.</p> <p>The time for the purposes of these charges is to be calculated from the time the crew goes on duty until the crew goes off duty.</p> <p>(The railroad reserves the right to restrict or modify any request for special switching service.)</p>	<p>ITEM 320</p> <p>TURNING OF CARS TO PERMIT UNLOADING</p> <p style="text-align: center;">PART 1</p> <p>Applicable only on cars loaded and unloaded within the switching limits of the station (including adjacent or contiguous switching of industrial districts) involved.</p> <p>(A) Except as provided in Paragraph (B), orders calling for placement of cars for unloading from a particular side or end will not be accepted when moving in intra-plant, intra-terminal or inter-terminal service.</p> <p>(B) Upon request of shipper for a car moving in intra-terminal switching service to be placed for unloading from a particular side or end, the VST will perform such service at a charge of \$200.00 per car, which will be in addition to the applicable switching and special equipment penalty charge (See Note 1).</p> <p>NOTE 1 - Applicable only where WYE is located within the switching limits of the station (including adjacent or contiguous switching or industrial districts where intra-terminal switching charges are in effect) involved.</p> <p style="text-align: right;">(Continued on next page)</p>						
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>							

<p align="center">SECTION 1 SWITCHING AND MISCELLANEOUS CHARGES</p>	<p align="center">SECTION 1 SWITCHING AND MISCELLANEOUS CHARGES</p>
<p>ITEM 320 (Cont'd)</p> <p align="center">TURNING OF CARS TO PERMIT UNLOADING</p> <p align="center">PART 2</p> <p>1. In instances where it is desired that freight in carloads be placed on delivery tracks for loading or unloading at stop-off points or destination from one particular side or end of car, cars must be properly placarded on both sides and notation made on Bill of Lading and waybill subsequently as follows: <i>"Deliver car for unloading from the door or end specified by placard"</i>.</p> <p>2. On freight in carloads, not properly placarded on both sides of car to unload from one particular side or end of car which shipper or consignee, after initial placement of car, directs carrier to turn and return to the initial placement of car, directs carrier to turn and return to the same track for unloading from opposite side or end of car, the following shall apply:</p> <p align="center">CHARGES (See Note 1)[I]</p> <p>(a) If the car is turned at a WYE or a turntable within the same switching district, or the confines of an industry, \$200.00.</p> <p>(b) If the car must be moved to a WYE / turntable located outside the switching district, \$375.00.</p> <p>(c) If the car must be moved to the WYE or a turntable of a connecting railway, \$400.00 plus any switching or turning charges assessed by connecting railway.</p> <p>NOTE 1 - If Bill of Lading carries a notation that car has been placarded and placard has disappeared before placement, the charge named therein will not apply.</p>	<p>ITEM 340</p> <p align="center">WEIGHING CHARGES</p> <p>When a car is weighed or reweighed either empty or loaded at the request of either consignor or consignee a charge of \$250.00 per car will be made each time the car is weighed, if such facilities are available.</p>
<p>ITEM 330</p> <p align="center">CHARGES FOR INTRA-PLANT AND INTRA-TERMINAL SWITCHING</p> <p>Except as otherwise provided herein, VST will assess the following charges in dollars per car for switching service as defined in Item 200.</p> <p align="center"><u>INTRA-PLANT</u> \$125.00</p> <p align="center"><u>INTRA-TERMINAL</u> When in Shipper Owned or Leased Equipment - \$200.00 When in other than Shippers Equipment - \$300.00</p>	<p>ITEM 350 [A]</p> <p align="center">HANDLING OF EMPTY FREIGHT CARS</p> <p>Applies to all types of rail cars, included but not limited to cars provided by railroads, leased cars and cars bearing other than railroad reporting marks.</p> <p>The charge for movement of empty cars shall be \$400.00 per car, per occurrence. VST will not be responsible for the payment of any per diem or mileage charges. In no case shall VST be responsible for switching charges of any kind. Any per diem, mileage or switch charges assessed to VST for handling empty cars shall be assessed to the customer ordering the cars.</p> <p>Empty cars, all types, will be moved without charge to or from facilities, stations, or interchange points served by the VST, only when the empty movement is immediately preceded by or followed by a loaded revenue movement via VST (maximum of 30 days between loaded and empty moves). In all other cases, the charges above will apply.</p> <p>A new car or a newly acquired car moving prior to its first loaded move in commercial service and a car moving for sale, scrap, or storage will be moved on VST subject to the charges above.</p> <p>Empty car charges shall be assessed to the carrier delivering the cars to the VST.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	<p>ITEM 360 [A]</p> <p align="center">HANDLING OF CARS DELIVERED IN BAD ORDER CONDITION</p> <p>A charge of \$100.00 per car will be assessed against the carrier which delivers cars to the VST that contain AAR/ FRA defects to cover the cost of extra handling.</p>
<p>ITEM 365 [A]</p> <p align="center">HANDLING OF CARS RECEIVED IN BAD ORDER CONDITION</p> <p>A charge of \$100.00 per car will be assessed against the industry / shipper which offers cars to the VST that contain AAR/FRA defects to cover the cost of extra handling. The industry / shipper will also be responsible for the costs of the car repairs at the current AAR pricing.</p>	

FT VST 8010

SECTION 1 SWITCHING AND MISCELLANEOUS CHARGES	SECTION 2 LOCAL AND RULE 11 CHARGES
<p>ITEM 370 [A] HANDLING OF CARS DELIVERED IN ERROR</p> <p>A charge of \$100.00 per car will be assessed against the carrier, which delivers cars to the VST in error for return of these cars, loads or empties.</p>	<p>ITEM 500 [!] FREIGHT ALL KINDS</p> <p>FREIGHT, ALL KINDS, unless otherwise provided for in this section or by separate contract, will be moved on the VST at the rate of \$560.00 per car plus applicable surcharges.</p>
<p>ITEM 380</p> <p align="center">DIVERSION / RECONSIGNMENT</p> <p>When a shipper or the otherwise beneficial owner of a freight shipment desires to make a change in the billed consignee, or destination, or route, a charge of \$150.00 per car will apply. The charges herein shall be in addition to all other charges and accrue solely to VST.</p> <p>Reasonable effort will be made by VST to issue instructions in accomplishing the desired change. However, VST does not warrant, nor will be responsible for instructions received too late to be acted upon. If VST is unsuccessful in carrying out the requested instructions, the charges applicable in connection with this item will not apply.</p>	<p>ITEM 510 [!] INTERMEDIATE SWITCHING RATES</p> <p>VST will perform intermediate switching (bridge traffic) between BNSF or UP at NA Junction, CO and KO at Towner, CO at the following rates:</p> <p>All traffic, except aggregates, hazardous materials cars Chemicals, fertilizer and grain..... \$860.00 per car</p> <p>Aggregate Traffic..... \$650.00 per car</p> <p>Chemicals..... \$960.00 per car</p> <p>Fertilizer..... \$960.00 per car</p> <p>Grain Traffic..... \$960.00 per car</p> <p>Hazardous Materials..... \$1260.00 per car</p>
<p>ITEM 400 [A] LINE HAUL RATES</p> <p>All line haul rates shall be published as appropriate tariffs, rate quotes and contracts. All line haul movements are interchanged with BNSF at Attica, KS.</p>	<p>ITEM 515 [!] RULE 11 RATES (Non-Grain Traffic)</p> <p>For all non-grain traffic originating or terminating on the VST, the following rates will apply:</p> <p>All traffic, except aggregates, hazardous materials Chemicals, fertilizer and grain..... \$560.00 per car</p> <p>Aggregate Traffic..... \$350.00 per car</p> <p>Chemicals..... \$660.00 per car</p> <p>Fertilizer..... \$660.00 per car</p> <p>Hazardous Materials..... \$960.00 per car</p> <p>The above rates shall be reduced by 20% when such commodities are moved as a single block of 30 carloads or more, loaded at the same location, billed and released on the same day, destined for the same interchange point.</p> <p align="center">ZONE STATIONS</p> <p>The above rates apply when traffic originates and terminates within the same station zone. For all traffic that originates in one station zone and terminates in another station zone, including interchange traffic, a \$300 per car fee will be added to the above rate.</p> <p>Zone 1 stations are those stations west of Haswell to NA Junction.</p> <p>Zone 2 stations are those stations from Haswell to Towner.</p>
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**SECTION 2
LOCAL AND RULE 11 CHARGES**

ITEM 520

[1]

**RULE 11 RATES (GRAIN TRAFFIC)
TO/FROM
TOWNER, CO**

For grain traffic originating or terminating on the VST, which is interchanged with the KO at Towner, CO, the following rates will apply:

Origin or Destination Station	Single Car Rate	25+ Car Block Rate
Stuart	\$ 460	\$ 310
Sheridan Lake		
Brandon		
Chivington		
Eads	\$ 560	\$ 448
Galatea		
Haswell	\$ 680	\$ 544
Arlington		
Adobe Creek	\$ 840	\$ 672
Sugar City		
Ordway		
Crowley		
Olney Springs	\$ 1,100	\$ 880
Pultney		
NA Junction		

Rule 11 rates will be assessed against the VST customer which originates or terminates a shipment, unless alternative arrangements are made, prior to movement of the shipment on the VST, for billing of a third party.

Rates include VST providing up to four (4) hours of switching/loading assistance at the customer siding. Additional switching needs will be handled in accordance with Item 305. The railroad reserves the right to restrict or modify any request for special switching service.

**SECTION 2
LOCAL AND RULE 11 CHARGES**

ITEM 525

[1]

**RULE 11 RATES (GRAIN TRAFFIC)
TO/FROM
NA JUNCTION, CO**

For grain traffic originating or terminating on the VST, which is interchanged with the BNSF or UP at Towner, CO, the following rates will apply:

Origin or Destination Station	Single Car Rate	25+ Car Block Rate
Pultney	\$ 460	\$ 310
Olney Springs		
Crowley		
Ordway		
Sugar City	\$ 560	\$ 448
Adobe Creek		
Arlington	\$ 680	\$ 544
Haswell		
Galatea	\$ 840	\$ 672
Eads		
Chivington		
Brandon	\$ 1,100	\$ 880
Sheridan Lake		
Stuart		
Towner		

Rule 11 rates will be assessed against the VST customer which originates or terminates a shipment, unless alternative arrangements are made, prior to movement of the shipment on the VST, for billing of a third party.

Rates include VST providing up to four (4) hours of switching/loading assistance at the customer siding. Additional switching needs will be handled in accordance with Item 305. The railroad reserves the right to restrict or modify any request for special switching service.

ITEM 530

MINIMUM TENDER

All traffic moving of VST, including items 340, 500, 510, 515, and 520 are subject to a minimum movement of seven cars. For any car movement of less than seven cars, items 285 and 305 apply.

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

FUEL SURCHARGE

ITEM 535

FUEL SURCHARGE

All traffic moving on VST, including Items 305, 340, 500, 510, 515, 520 and 525, is subject to a fuel surcharge, which is based on changes to the U.S. Retail On Highway Diesel Fuel ("HDF") prices for the Midwest. Base price is \$2.650 per gallon.

HDF Prices and changes are published online at:

<http://tonto.eia.doe.gov/oog/info/wohdp/diesel.asp>

The surcharge for a given month will be calculated based on the average HDF price published on each Monday of the preceding month.

If the average HDF price is above \$2.650 per gallon, the corresponding percentage (shown below) will be added to the rates stated in Items 285, 305, 340, 500, 510, 515, 520 and 525.

Monthly Avg. HDF Price Range	Surcharge
\$2.651 to \$2.700	0.5%
\$2.701 to \$2.750	1.0%
\$2.751 to \$2.800	1.5%
\$2.801 to \$2.850	2.0%
\$2.851 to \$2.900	2.5%
\$2.901 to \$2.950	3.0%
\$2.951 to \$3.000	3.5%
\$3.001 to \$3.050	4.0%
\$3.051 to \$3.100	4.5%

Each \$0.05 per gallon increase there after apply an additional .5%

ABBREVIATIONS & REFERENCE MARKS

- VST - V & S Railway LLC
- BNSF - BNSF Railway Company
- KO - Kansas and Oklahoma Railroad
- OPSL - Open and Prepay Station List
- STCC - Standard Transportation Commodity Code
- UFC - Uniform Freight Classification
- UP - Union Pacific Railroad

- \$ - Dollars
- [I] - Denotes increase
- [R] - Denotes reduction
- [C] - Denotes change in wording which results in neither an increase nor reduction.