

**FT NTZR 8007-A  
(Cancels FT NTZR 8007)**

# **NATCHEZ RAILWAY LLC**

## **FREIGHT TARIFF NTZR 8007-A**

**(Cancels Freight Tariff NTZR 8007)**

**CONTAINING  
LOCAL RATES,  
RULES, REGULATIONS AND CHARGES  
GOVERNING  
SWITCHING, DEMURRAGE AND WEIGHING  
ALSO  
MISCELLANEOUS RULES AND CHARGES  
APPLYING FROM, TO, BETWEEN  
AND AT  
STATIONS ON THE  
NATCHEZ RAILWAY LLC**

## **LOCAL 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: March 26, 2010**

**EFFECTIVE: April 20, 2010**

### **ISSUED BY**

Michael Van Wagenen  
Executive Vice President  
Natchez Railway, LLC  
1505 Redwood Road  
Salt Lake City, UT 84104

**FT NTZR 8007-A**

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| For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff. |             |  |

|  |   |
|--|---|
| <p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS<br/>RULES AND REGULATIONS - GENERAL</b></p>  | <p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS<br/>RULES AND REGULATIONS - GENERAL</b></p>   |
| <p><b>ITEM 5</b></p> <p align="center"><b>DESCRIPTION OF GOVERNING CLASSIFICATION</b></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><b>ITEM 30</b></p> <p align="center"><b>CONSECUTIVE NUMBERS</b></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 numbers shown and to all numbers between the first and last numbers.</p>  |
| <p><b>ITEM 10</b></p> <p align="center"><b>STATION LISTS AND CONDITIONS</b></p> <p>This tariff is governed by Official Railroad Station List OPSL 6000-Series, Railinc, Agent, to the extent shown below:</p> <p><b>PREPAY REQUIREMENTS AND STATION CONDITIONS</b></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 is inapplicable on and after that date.</p> <p align="center"><b>GEOGRAPHICAL LIST OF STATIONS</b></p> <p>(b) For geographical locations of stations referred to in this tariff by station numbers.</p> <p align="center"><b>STATION NUMBERS</b></p> <p>(c) For the identification of stations when stations are shown or referred to by numbers in this tariff.</p> | <p><b>ITEM 50</b></p> <p align="center"><b>METHOD OF CANCELLING 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.</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><b>ITEM 20</b></p> <p align="center"><b>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</b></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 align="center"><b>RULES AND OTHER GOVERNING PROVISIONS<br/>RULES AND REGULATIONS -UNLIMITED</b></p> <p><b>ITEM 100</b></p> <p align="center"><b>DEMURRAGE AND CAR SERVICE<br/>REGULATIONS AND CHARGES</b></p> <p>Demurrage and car service regulations and charges will apply in addition to the charges shown in Section 1.</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.</p> |
| <p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>   |   |

**FT NTZR 8007-A**

**RULES AND OTHER GOVERNING PROVISIONS  
RULES AND REGULATIONS - LIMITED**

**ITEM 105**

**FUEL SURCHARGE**

APPLICATION: Applicable on (1) regulated and exempt traffic moving on local and proportional rates contained in this tariff, and (2) regulated and exempt traffic moving on line-haul rates under pricing documents (tariffs, contracts, quotes, etc.) making reference to this item.

In the event that the monthly average price per gallon of highway diesel fuel (as determined below, the "HDF Average Price") equals or exceeds 200.0 cents, the NTZR reserves the right to apply a mileage-based fuel surcharge (MBFSC) to the rates and charges as described above.

If this right is exercised, the mileage based fuel surcharge will be applied to each qualifying movement on or after the first (1st) day of the second (2nd) calendar month following the calendar month of a given HDF Average Price determination.

The "HDF Average Price" for a month will be the average price for that month of U.S. No. 2 Diesel Retail Sales by All Sellers, as determined and published by the U. S. Department of Energy, Energy Information Administration ("DOE-EIA"). That average price will, in calculating the HDF Average Price, be rounded to the nearest 1/10 of a cent. The fuel surcharge will be 1 cent per mile per railcar for every 4¢ per gallon, or portion thereof, by which the HDF Average Price for the calendar month two months prior to the calendar month of shipment exceeds 199.9 cents.

If DOE-EIA ceases publication of the above information, NTZR will employ a suitable substitute source of price or measure. The mileage to be applied in calculating the fuel surcharge will be based on rail miles.

The following table reflects a sampling of the fuel surcharge within the included HDF Average Price ranges.

| HDF Average Price Cents Per Gallon | Cents Per Mile | HDF Average Price Cents Per Gallon | Cents Per Mile |
|------------------------------------|----------------|------------------------------------|----------------|
| 0 - 199.9                          | 0              | 236.0 - 239.9                      | 10             |
| 200.0 - 203.9                      | 1              | 240.0 - 243.9                      | 11             |
| 204.0 - 207.9                      | 2              | 244.0 - 247.9                      | 12             |
| 208.0 - 211.9                      | 3              | 248.0 - 251.9                      | 13             |
| 212.0 - 215.9                      | 4              | 252.0 - 255.9                      | 14             |
| 216.0 - 219.9                      | 5              | 256.0 - 259.9                      | 15             |
| 220.0 - 223.9                      | 6              | 260.0 - 263.9                      | 16             |
| 224.0 - 227.9                      | 7              | 264.0 - 267.9                      | 17             |
| 228.0 - 231.9                      | 8              | 268.0 - 271.9                      | 18             |
| 232.0 - 235.9                      | 9              | 272.0 - 275.9                      | 19             |

(Continued in next column)

**RULES AND OTHER GOVERNING PROVISIONS  
RULES AND REGULATIONS - LIMITED**

**ITEM 105 (Cont'd)**

**FUEL SURCHARGE**

The following table reflects a sampling of the fuel surcharge within the included HDF Average Price ranges (Cont'd)

| HDF Average Price Cents Per Gallon | Cents Per Mile | HDF Average Price Cents Per Gallon | Cents Per Mile |
|------------------------------------|----------------|------------------------------------|----------------|
| 276.0 - 279.9                      | 20             | 392.0 - 395.9                      | 49             |
| 280.0 - 283.9                      | 21             | 396.0 - 399.9                      | 50             |
| 284.0 - 287.9                      | 22             | 400.0 - 403.9                      | 51             |
| 288.0 - 291.9                      | 23             | 404.0 - 407.9                      | 52             |
| 292.0 - 295.9                      | 24             | 408.0 - 411.9                      | 53             |
| 296.0 - 299.9                      | 25             | 412.0 - 415.9                      | 54             |
| 300.0 - 303.9                      | 26             | 416.0 - 419.9                      | 55             |
| 304.0 - 307.9                      | 27             | 420.0 - 423.9                      | 56             |
| 308.0 - 311.9                      | 28             | 424.0 - 427.9                      | 57             |
| 312.0 - 315.9                      | 29             | 428.0 - 431.9                      | 58             |
| 316.0 - 319.9                      | 30             | 432.0 - 435.9                      | 59             |
| 320.0 - 323.9                      | 31             | 436.0 - 439.9                      | 60             |
| 324.0 - 327.9                      | 32             | 440.0 - 443.9                      | 61             |
| 328.0 - 331.9                      | 33             | 444.0 - 447.9                      | 62             |
| 332.0 - 335.9                      | 34             | 448.0 - 451.9                      | 63             |
| 336.0 - 339.9                      | 35             | 452.0 - 455.9                      | 64             |
| 340.0 - 343.9                      | 36             | 456.0 - 459.9                      | 65             |
| 344.0 - 347.9                      | 37             | 460.0 - 463.9                      | 66             |
| 348.0 - 351.9                      | 38             | 464.0 - 467.9                      | 67             |
| 352.0 - 355.9                      | 39             | 468.0 - 471.9                      | 68             |
| 356.0 - 359.9                      | 40             | 472.0 - 475.9                      | 69             |
| 360.0 - 363.9                      | 41             | 476.0 - 479.9                      | 70             |
| 364.0 - 367.9                      | 42             | 480.0 - 483.9                      | 71             |
| 368.0 - 371.9                      | 43             | 484.0 - 487.9                      | 72             |
| 372.0 - 375.9                      | 44             | 488.0 - 491.9                      | 73             |
| 376.0 - 379.9                      | 45             | 492.0 - 495.9                      | 74             |
| 380.0 - 383.9                      | 46             | 496.0 - 499.9                      | 75             |
| 384.0 - 387.9                      | 47             | Above 499.9                        | See Below      |
| 388.0 - 391.9                      | 48             |                                    |                |

The fuel surcharge will be 75¢ per mile plus 1¢ per mile for every 4¢ per gallon, or portion thereof, by which the HDF Average Price exceeds 499.9 cents.

For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.

**FT NTZR 8007-A**

| SECTION 1<br>SWITCHING AND MISCELLANEOUS<br>RULES AND CHARGES  | SECTION 1<br>SWITCHING AND MISCELLANEOUS<br>RULES AND CHARGES  |
|--|--|
| <p><b>ITEM 110</b></p> <p align="center"><b>CARS FURNISHED BUT NOT USED</b></p> <p>Except as otherwise provided in lawfully published tariffs, 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 \$250.00 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.</p> <p>(1) The term actually placed or constructively placed as used herein is defined in Items 740 and 745-Series of this tariff.</p>   | <p><b>ITEM 200</b></p> <p align="center"><b>DEFINITION OF INTRA-PLANT, INTRA-TERMINAL AND INTER-TERMINAL SWITCHING</b></p> <p align="center"><b>INTRA-PLANT</b></p> <p>A switching movement from one location to another location within the confines of an industry located on the NTZR.</p> <p align="center"><b>INTRA-TERMINAL</b></p> <p>A switching movement (other than intra-plant) from one location to another on the NTZR, within the switching limits of one station or industrial switching district</p> <p align="center"><b>INTER-TERMINAL</b></p> <p>A switching movement between industry tracks on the NTZR and interchange with connecting lines when within the switching limits of the same station.</p> |
| <p><b>ITEM 120</b></p> <p align="center"><b>CHARGES ON CARS RECEIVED WITHOUT BILLING, OR WITH IMPROPER BILLING AT INTERCHANGE POINTS</b></p> <p>When cars empty or load 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 \$200.00 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 \$100.00 per car will be assessed thereafter for each twenty-four (24) hours or fraction thereof until instructions or billing is received.</p> | <p><b>ITEM 210</b></p> <p align="center"><b>OVERLOAD CARS</b></p> <p>NTZR 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 in route but before placement, it will be placed at or near location where overload is discovered and consignor requested to arrange for disposition, or at carriers' convenience it may be returned to the shipper for removal of the excess weight. For the extra service performed, the switching charge will be assessed which includes weighing. The regular switching charge will be in addition.</p>  |
| <p><b>ITEM 125</b></p> <p align="center"><b>CARS INTERCHANGED IN ERROR</b></p> <p>When cars are delivered in interchange in error to NTZR, a charge of \$250.00 per car will be assessed against the railroad delivering such car.</p>   | <p><b>ITEM 220</b></p> <p align="center"><b>FURNISHING CARS</b></p> <p>NTZR 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><b>ITEM 230</b></p> <p align="center"><b>NON-APPLICATION OF CHARGES IN CONNECTION WITH LINE-HAUL</b></p> <p>The charges published in Section 1 will not apply in connection with a line-haul.</p>   |
| <p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>   |  |

**FT NTZR 8007-A**

| SECTION 1<br>SWITCHING AND MISCELLANEOUS RULES<br>AND CHARGES   | SECTION 1<br>SWITCHING AND MISCELLANEOUS RULES<br>AND CHARGES   |
|---|---|
| <p><b>ITEM 240</b></p> <p align="center"><b>NON-APPLICATION IN COMBINATION WITH OTHER CHARGES</b></p> <p>The charges published in Section 1 will not apply in combination with other charges in this Section between locations on the same railroad.</p>  | <p><b>ITEM 275</b></p> <p align="center"><b>SPECIAL SWITCHING SERVICE</b></p> <p>Special Switching Service is a 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 for each additional hour or fraction thereof over four (4) hours but not exceeding eight (8) hour 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><b>ITEM 250</b></p> <p align="center"><b>NON-APPLICATION ON "ORDER NOTIFY," ETC., SHIPMENTS</b></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><b>ITEM 280</b></p> <p align="center"><b>SPECIAL SWITCHING SERVICE<br/>(Not subject to Item 260)</b></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 \$1000.00 per car. This charge will be in addition to any other charge applicable to the movement.</p>   |
| <p><b>ITEM 260</b></p> <p align="center"><b>CHARGES FOR CARS OF FOUR (4) AND MORE THAN FOUR (4) AXLES</b></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><b>ITEM 285</b></p> <p align="center"><b>CARS UNABLE TO PLACE AT INTERCHANGE DUE TO CN NOT MAKING INTERCHANGE TRACKS AVAILABLE</b></p> <p>When NTZR brings cars for interchange with CN and tracks are not available for such interchange, NTZR will be entitled to charge the respective carrier without tracks available \$50.00 per day for each car being held for storage and no car hire will be assessed for such cars. When interchange is available, NTZR will also charge the respective carrier \$1000.00 for a special switch as defined in Item 280.</p>  |
| <p><b>ITEM 270</b></p> <p align="center"><b>SWITCHING FROM PRIVATE SIDE TRACKS TO HOLD TRACKS</b></p> <p>The intra-terminal or inter-terminal switching charges in this section will 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 Item 99999, this tariff.</p>  |   |

| <p align="center"><b>SECTION 1<br/>SWITCHING AND MISCELLANEOUS RULES<br/>AND CHARGES</b></p>   | <p align="center"><b>SECTION 1<br/>SWITCHING AND MISCELLANEOUS<br/>RULES AND CHARGES</b></p>   |                          |          |                          |          |                          |          |                          |          |                          |          |  |          |
|--|--|--------------------------|----------|--------------------------|----------|--------------------------|----------|--------------------------|----------|--------------------------|----------|--|----------|
| <p><b>ITEM 290</b></p> <p align="center"><b>CHARGE FOR USE OF SPECIAL EQUIPMENT</b></p> <p>NTZR 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 \$350.00 will be assessed. On joint-line movements, this charge will be assessed only once (see Exception).</p> <p>ORDINARY EQUIPMENT MEANS:</p> <ol style="list-style-type: none"> <li>(1) XM boxcars not exceeding 52 feet in length, inside measurement.</li> <li>(2) FM flatcars, not over 54 feet in length and having capacity not over 180,000 pounds.</li> <li>(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.</li> <li>(4) Open-top hopper cars not exceeding 43 feet in length, inside measurement, and having marked capacity not exceeding 180,000 pounds.</li> <li>(5) Shipper owned or leased cars.</li> </ol> <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><b>ITEM 310</b></p> <p align="center"><b>CHARGE FOR HEAVY DUTY FLAT CARS</b></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 align="center"><b><u>USE CHARGE</u></b></p> <p>\$1,500.00 per car switching movement (not subject to any other switching charges published in this tariff).</p> <p align="center"><b><u>SPECIAL DETENTION CHARGES</u></b></p> <p>When cars are held beyond the Free Time permitted in Section 5 of this tariff, 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 align="center"><b><u>CHARGES IN DOLLARS PER CAR</u></b></p> <table border="0"> <tr> <td>1<sup>ST</sup> 24 hours</td> <td>\$200.00</td> </tr> <tr> <td>2<sup>nd</sup> 24 hours</td> <td>\$250.00</td> </tr> <tr> <td>3<sup>rd</sup> 24 hours</td> <td>\$300.00</td> </tr> <tr> <td>4<sup>th</sup> 24 hours</td> <td>\$350.00</td> </tr> <tr> <td>5<sup>th</sup> 24 hours</td> <td>\$400.00</td> </tr> <tr> <td>6<sup>th</sup> 24 hours and each<br/>Subsequent 24 hours</td> <td>\$500.00</td> </tr> </table> <p align="center"><b><u>NON-USE CHARGE</u></b></p> <p>When car is ordered, placed and released back to NTZR without being used in transportation service, a charge of \$600.00 per car will be assessed and will be in addition to any detention charges that may accrue.</p> | 1 <sup>ST</sup> 24 hours | \$200.00 | 2 <sup>nd</sup> 24 hours | \$250.00 | 3 <sup>rd</sup> 24 hours | \$300.00 | 4 <sup>th</sup> 24 hours | \$350.00 | 5 <sup>th</sup> 24 hours | \$400.00 | 6 <sup>th</sup> 24 hours and each<br>Subsequent 24 hours | \$500.00 |
| 1 <sup>ST</sup> 24 hours   | \$200.00   |                          |          |                          |          |                          |          |                          |          |                          |          |  |          |
| 2 <sup>nd</sup> 24 hours   | \$250.00   |                          |          |                          |          |                          |          |                          |          |                          |          |  |          |
| 3 <sup>rd</sup> 24 hours   | \$300.00   |                          |          |                          |          |                          |          |                          |          |                          |          |  |          |
| 4 <sup>th</sup> 24 hours   | \$350.00   |                          |          |                          |          |                          |          |                          |          |                          |          |  |          |
| 5 <sup>th</sup> 24 hours   | \$400.00   |                          |          |                          |          |                          |          |                          |          |                          |          |  |          |
| 6 <sup>th</sup> 24 hours and each<br>Subsequent 24 hours   | \$500.00   |                          |          |                          |          |                          |          |                          |          |                          |          |  |          |
| <p><b>ITEM 300</b></p> <p align="center"><b>SWITCHING OF LOCOMOTIVES ON OWN WHEELS,<br/>BUT NOT UNDER OWN POWER</b></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 \$1500.00. If the locomotive is moved for turning, the charge will be applied in each direction.</p>   |  |                          |          |                          |          |                          |          |                          |          |                          |          |  |          |
| <p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>   |  |                          |          |                          |          |                          |          |                          |          |                          |          |  |          |

| <p align="center"><b>SECTION 1<br/>SWITCHING AND MISCELLANEOUS<br/>RULES AND CHARGES</b></p>  | <p align="center"><b>SECTION 1<br/>SWITCHING AND MISCELLANEOUS<br/>RULES AND CHARGES</b></p>   |
|---|--|
| <p><b>ITEM 320</b></p> <p align="center"><b>TURNING OF CARS TO PERMIT UNLOADING</b></p> <p align="center"><b>PART 1</b></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 NTZR 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 align="center"><b>PART 2</b></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:</p> <p style="padding-left: 40px;">Deliver car for unloading from the door or end specified by placard.</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 same track for unloading from opposite side or end of car, the following shall apply:</p> <p align="center"><b>CHARGES</b> (See Notes 1 and 2)</p> <p>(a) If the car is turned at a WYE or a turntable within the confines of an industry, apply published intra-plant switching charges, but in no case less than \$200.00.</p> <p>(b) If the car is turned at a WYE or a turntable within the same switching district, but outside the confines of the industry, \$200.00.</p> <p>(c) If the car must be moved to a WYE or a turntable located outside the switching district and the roundtrip distance to and from the WYE or the turntable is 100 miles or less, \$500.00.</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>NOTE 2 - If the line-haul rate is lower than the charge for turning of the car; the line-haul rate will be assessed.</p> | <p><b>ITEM 330</b></p> <p align="center"><b>CHARGES FOR INTRA-PLANT AND INTRA-TERMINAL SWITCHING</b></p> <p>Except as otherwise provided herein, NTZR will assess the following charges in dollars per car for switching service as defined in Item 200.</p> <p align="center"><b>INTRA-PLANT</b></p> <p align="center">\$150.00</p> <p align="center"><b>INTRA-TERMINAL</b></p> <p>When Shipper Owned or Leased Equipment = \$250.00</p> <p>When in other than Shippers Equipment = \$350.00</p> <p align="center"><b>INTER-TERMINAL</b></p> <p align="center">\$350.00</p> |
|   | <p><b>ITEM 340</b></p> <p align="center"><b>HAULAGE</b></p> <p>NTZR will perform haulage between Brookhaven and Natchez for CN at the following charges:</p> <p align="center">All Traffic..... \$610.00 per loaded car</p>  |
|   | <p><b>ITEM 350</b></p> <p align="center"><b>INTERCHANGES</b></p> <p>NTZR has the following interchanges with CN:</p> <p>CN - Brookhaven</p>  |
| <p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>  |  |



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| SECTION 2<br>WEIGHING CHARGES   | SECTION 3<br>LOCAL RATES<br>(Rates in dollars and cents per car, except as noted)   |                                |       |                    |       |               |               |                                |   |
|---|---|--------------------------------|-------|--------------------|-------|---------------|---------------|--------------------------------|---|
| <p><b>ITEM 400</b></p> <p align="center"><b>WEIGHING CHARGES</b></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 scale is available.</p> | <p><b>ITEM 500</b><br/>[!]</p> <p>COMMODITY: Freight, all kinds</p>   |                                |       |                    |       |               |               |                                |   |
|   | <table border="1"> <thead> <tr> <th align="center">FROM</th> <th align="center">TO</th> <th align="center">RATE<br/>(See Note)</th> <th align="center">ROUTE</th> </tr> </thead> <tbody> <tr> <td align="center">NTZR Stations</td> <td align="center">NTZE Stations</td> <td align="center">(a) \$3000.00<br/>(b) \$1250.00</td> <td align="center">1</td> </tr> </tbody> </table> | FROM                           | TO    | RATE<br>(See Note) | ROUTE | NTZR Stations | NTZE Stations | (a) \$3000.00<br>(b) \$1250.00 | 1 |
| FROM  | TO  | RATE<br>(See Note)             | ROUTE |                    |       |               |               |                                |   |
| NTZR Stations   | NTZE Stations   | (a) \$3000.00<br>(b) \$1250.00 | 1     |                    |       |               |               |                                |   |
|   | <p>(a) - Applies on single car shipment.</p> <p>(b) - Applies on Block of 5 or more cars.</p> <p>Note: Not applicable for use in construction combination or Rule 11 rates.</p> <p>Explanation of Route: 1 - NTZR direct.</p>   |                                |       |                    |       |               |               |                                |   |
|   |   |                                |       |                    |       |               |               |                                |   |
| <p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>  |   |                                |       |                    |       |               |               |                                |   |

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| <b>SECTION 4</b><br><b>RULE 11 RATES</b><br>(Rates in dollars and cents per car, except as noted)   |                |                                      |       | <b>SECTION 5</b><br><b>CAR DEMURRAGE RULES AND CHARGES</b>  |  |  |  |
|---|----------------|--------------------------------------|-------|---|--|--|--|
| <b>ITEM 600</b><br>[I]<br>COMMODITY: Freight, all kinds, except as provided for in Item 610.  |                |                                      |       | <b>ITEM 700</b><br><br><b>GLOSSARY OF TERMS</b><br>For the purpose of applying rules in this tariff, the following are defined and shall govern.  |  |  |  |
| FROM  | TO             | RATE                                 | ROUTE |   |  |  |  |
| Brookhaven, MS  | NTZR Stations  | (a)(c) \$3000.00<br>(a)(d) \$1250.00 | 1     |   |  |  |  |
| NTZR Stations   | Brookhaven, MS | (b)(c) \$3000.00<br>(a)(d) \$1250.00 | 1     | <b>ITEM 705</b><br><br><b>PUBLIC DELIVERY TRACK</b><br>Any accessible track open to the general public for loading or unloading.  |  |  |  |
| (a) - Applicable on traffic when "From beyond" via CN, subject to AAR Accounting Rule 11.<br>(b) - Applicable on traffic when "For beyond" via CN, subject to AAR Accounting Rule 11.<br>(c) - Applies on single car shipment.<br>(d) - Applies on Block of 5 or more cars.<br>Explanation of Route: 1 - NTZR direct. |                |                                      |       | <b>ITEM 710</b><br><br><b>OTHER THAN PUBLIC DELIVERY TRACK</b><br>Any railroad track or portion of a track assigned for individual use or for joint use, including privately owned or leased tracks.  |  |  |  |
| <b>ITEM 610</b><br>[I]<br>COMMODITY: Railway cars, empty, moving on own wheels  |                |                                      |       | <b>ITEM 715</b><br><br><b>PRIVATE TRACK</b><br>A private track is:  |  |  |  |
| FROM  | TO             | RATE                                 | ROUTE | 1. A track outside of NTZR's right-of-way, yard and terminals, and of which NTZR does not own either rails, ties, roadbed or right-of-way. The track may be used jointly by two or more parties when written notice has been furnished to NTZR by the owner of the track prior to joint use; or |  |  |  |
| Brookhaven, MS  | Bude, MS       | (a) \$350.00                         | 1     | 2. A track or portion thereof owned or operated by NTZR that is leased for the purpose of the storage of rail cars of Lessee through a written agreement. The joint use of a lease track by each of two or more parties must have written consent from NTZR prior to such joint use.            |  |  |  |
| Bude, MS  | Brookhaven, MS | (b) \$350.00                         | 1     |   |  |  |  |
| Brookhaven, MS  | Natchez, MS    | (a)(c) \$3000.00<br>(a)(d) \$350.00  | 1     |   |  |  |  |
| Natchez, MS   | Brookhaven, MS | (b)(c) \$3000.00<br>(b)(d) \$350.00  | 1     | <b>ITEM 720</b><br><br><b>RAILROAD-CONTROLLED CARS</b><br>A railroad-controlled car is a car provided to NTZR directly by car company or others, for indiscriminate use by NTZR in servicing any of its customers.  |  |  |  |
| (a) Applicable on traffic when "From beyond" via CN, subject to AAR Accounting Rule 11.<br>(b) Applicable on traffic when "For beyond" via CN, subject to AAR Accounting Rule 11.<br>(c) - Applies on single car shipment.<br>(d) - Applies on Block of 10 or more cars.<br>Explanation of Route: 1 - NTZR direct.    |                |                                      |       | <b>ITEM 740</b><br><br><b>ACTUAL PLACEMENT</b><br>Actual placement is made when a car is placed in an accessible position for loading or unloading or at a point previously designated by the consignor or consignee.   |  |  |  |
| For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.   |                |                                      |       |   |  |  |  |

| <p align="center"><b>SECTION 5<br/>CAR DEMURRAGE RULES AND CHARGES</b></p>   | <p align="center"><b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</b></p>   |    |                            |      |                     |      |                              |     |         |      |  |     |                                |   |     |    |         |
|--|---|----|----------------------------|------|---------------------|------|------------------------------|-----|---------|------|--|-----|--------------------------------|---|-----|----|---------|
| <p><b>ITEM 745</b></p> <p align="center"><b>CONSTRUCTIVE PLACEMENT</b></p> <p>When a car consigned or ordered to a private tack cannot be actually placed because of a condition attributable to the consignor or consignee, such a car will be held at an available hold point and notice shall be sent or given the consignor that the car is held (naming the hold point of not held at designation) and that this railroad is unable to effect placement; however, if car is placed on the private track serving the consignor or consignee the car shall be considered constructively placed without notice.</p>  | <p><b>ITEM 99999</b></p> <p align="center"><b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</b></p> <table border="1"> <tr> <td>CN</td> <td>Canadian National Railways</td> </tr> <tr> <td>NTZR</td> <td>Natchez Railway LLC</td> </tr> <tr> <td>OPSL</td> <td>Open and Prepay Station List</td> </tr> <tr> <td>RIC</td> <td>Railinc</td> </tr> <tr> <td>STCC</td> <td>Standard Transportation Commodity Code</td> </tr> <tr> <td>UFC</td> <td>Uniform Freight Classification</td> </tr> <tr> <td>&amp;</td> <td>And</td> </tr> <tr> <td>\$</td> <td>Dollars</td> </tr> </table> | CN | Canadian National Railways | NTZR | Natchez Railway LLC | OPSL | Open and Prepay Station List | RIC | Railinc | STCC | Standard Transportation Commodity Code | UFC | Uniform Freight Classification | & | And | \$ | Dollars |
| CN   | Canadian National Railways  |    |                            |      |                     |      |                              |     |         |      |  |     |                                |   |     |    |         |
| NTZR   | Natchez Railway LLC   |    |                            |      |                     |      |                              |     |         |      |  |     |                                |   |     |    |         |
| OPSL   | Open and Prepay Station List  |    |                            |      |                     |      |                              |     |         |      |  |     |                                |   |     |    |         |
| RIC  | Railinc   |    |                            |      |                     |      |                              |     |         |      |  |     |                                |   |     |    |         |
| STCC   | Standard Transportation Commodity Code  |    |                            |      |                     |      |                              |     |         |      |  |     |                                |   |     |    |         |
| UFC  | Uniform Freight Classification  |    |                            |      |                     |      |                              |     |         |      |  |     |                                |   |     |    |         |
| &  | And   |    |                            |      |                     |      |                              |     |         |      |  |     |                                |   |     |    |         |
| \$   | Dollars   |    |                            |      |                     |      |                              |     |         |      |  |     |                                |   |     |    |         |
| <p><b>ITEM 755</b></p> <p align="center"><b>FREE TIME</b></p> <p>A. Free time for each car will be:</p> <p style="padding-left: 40px;">Loading – 1 Day (24 hours)<br/>Unloading – 2 Days (48 hours)</p> <p>B. Time will be computed from actual or constructive placement, whichever comes first.</p> <p>C. On international, interstate and intrastate traffic for purposes of computing free time, Saturdays, Sundays and holidays will be included.</p>   |   |    |                            |      |                     |      |                              |     |         |      |  |     |                                |   |     |    |         |
| <p><b>ITEM 765</b><br/>[R][I]</p> <p align="center"><b>DEMURRAGE CHARGES</b></p> <p>The following charge will apply subsequent to free time allowed (Subject to Notes 1, 2 and 3):</p> <p>On international, interstate and intrastate traffic:</p> <p style="padding-left: 40px;">\$100.00 per car per day.</p> <p>NOTE 1 – All days following free time will be subject to these charges.</p> <p>NOTE 2 – Reference herein to charges per day will also apply to fractions of a day.</p> <p>NOTE 3 – Demurrage charges will be billed to consignee on inbound loaded cars and consignor on empty cars placed for loading unless other arrangements are made in writing prior to delivery.</p> | <p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>  |    |                            |      |                     |      |                              |     |         |      |  |     |                                |   |     |    |         |