

# **SOUTH KANSAS & OKLAHOMA RAILROAD COMPANY**

## **FREIGHT TARIFF SKOL 6000-B**

NAMING

**GENERAL CAR DEMURRAGE RULES AND CHARGES  
AND**

**SWITCHING AND TERMINAL RULES AND CHARGES**

APPLYING AT ALL POINTS ON THE

**SOUTH KANSAS & OKLAHOMA RAILROAD COMPANY**

### **NOTICE**

THE PROVISIONS PUBLISHED HEREIN WILL, IF EFFECTIVE, NOT RESULT IN AN EFFECT ON  
THE QUALITY OF THE HUMAN ENVIRONMENT.

**ISSUED: April 5, 2007 EFFECTIVE: April 5, 2007**

**ISSUED BY: R. B. WEBB, PRESIDENT SOUTH KANSAS & OKLAHOMA RAILROAD  
COMPANY 315 WEST THIRD PITTSBURG, KS 66762**

## TARIFF SKOL 6000-B

### GENERAL CAR DEMURRAGE RULES AND CHARGES

ITEM	SUBJECT	APPLICATION
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#### SECTION 1

40	DEMURRAGE CHARGES	<p>On cars subject to demurrage charges after expiration of free time allowed (See Item 80), the following charges per car, per day, or fraction of a day, will be made until the car is released (See Item 115).</p> <p>\$40.00 per day. The applicable charge will accrue on all days, except holidays (See Item 90) that fall as the first chargeable day.</p>
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#### SECTION 2

50	EMPTY CARS ORDERED OR APPROPRIATED FOR LOADING BUT NOT USED	<p>When a car so ordered and placed is not used, and no advice from the party who ordered the car has been received within twenty-four (24) hours, exclusive of Saturdays and Sundays, demurrage charges will start from the first 7:00 A.M. after car is placed and will be charged until the car has been removed from the loading location.</p>
60	LOADED PRIVATE CARS HELD ON RAILROAD TRACKS	<p>The demurrage clock starts at the first 7:00 A.M. after the car is placed on hold. ( See item 40 for charges)</p>
70	CARS HELD FOR PURPOSES OTHER THAN LOADING AND UNLOADING	<p>Applicable to cars held:</p> <p>A. On orders of the loader or unloader. B. While awaiting proper disposition from the loader, unloader or, in connection with diversion request, or the freight payor. C. As a result of conditions attributable to the loader or unloader.</p> <p>Computation: (See item 40 for charges)</p> <p>A. Demurrage will be computed on the following from the first 7:00 a.m.:</p> <ol style="list-style-type: none"> <li>1. After notification of actual or constructive placement until car is released, forwarding instructions are received, or disposition advice is received on:               <ol style="list-style-type: none"> <li>a. Cars diverted or reshipped.</li> <li>b. Cars held empty for loading - ordered and not used (other than rejected car).</li> <li>c. Cars held for "Surrender of Order notify Bills of Lading " at destination.</li> <li>d. Cars waiting for payment of accrued charges at origin or destination.</li> <li>e. Cars held for official grading or inspection.</li> <li>f. Cars held for any other purpose, except as covered by items 50 and 60, which is not attributable to the SKOL.</li> </ol> </li> <li>2. After a car is received by SKOL until date and time of disposition on:               <ol style="list-style-type: none"> <li>a. Cars received from connecting carriers.</li> <li>b. Loaded private cars returned to railroad tracks.</li> </ol> </li> <li>3. After actual or constructive placement until date and time of refusal on a refused loaded car.</li> <li>4. After notification is given to loader/beneficial owner until date of disposition on a refused loaded car.</li> <li>5. After actual placement or car order date, whichever is later, until date and time of rejection, on empty cars rejected as being unsuitable for loading.</li> </ol>

## TARIFF SKOL 6000-B

### SECTION 3 - EXPLANATION OF TERMS

80	FREE TIME	Cars for loading or unloading will be allowed forty-eight (48) hours free time. Free time begins at the first 7:00 A.M. after the car is constructively or actually placed (See Item 100), and notification is given (See Item 110).
90	HOLIDAYS	Wherever reference is made to "holidays", it shall mean only the days listed below.  New Year's Day – January 1 (See Note). Good Friday. Memorial Day - Last Monday of May. Independence Day – July 4 (See Note). Labor Day - First Monday of September. Thanksgiving Day – Fourth Thursday of November. Christmas Day – December 25 (See Note).  NOTE: When this date occurs on a Sunday, the following Monday will be observed as the holiday.
100	PLACEMENT	ACTUAL PLACEMENT - 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.  CONSTRUCTIVE PLACEMENT - When a car consigned or ordered to a private track, or an other-than-public-delivery track cannot be actually placed because of a condition attributable to the consignor or consignee, such car will be held at destination, or if it cannot reasonably be accommodated there, at an available hold point and notice shall be sent or given the consignor or consignee that the car is held (naming the hold point if not held at destination) and that this railroad is unable to effect placement; however, if car is placed on the private track, industrial interchange track or other-than-public-delivery track serving the consignor or consignee, the car shall be considered constructively placed without notice.
110	NOTIFICATION	Notification by industry of release of cars must be: A. In writing by fax to (866) 413 –5160, 24 Hours a day. B. By phone communication to (866) 889 – 2826.
115	RELEASES	A railcar is considered released only after billing instructions have been received, regardless of who is responsible for the billing. NOTE: Demurrage charges will continue to accrue to the Origin Industry even when cars are released to a Third-party, until the time billing is received from the Third-party.

## TARIFF SKOL 6000-B

### SECTION 4 – OTHER CHARGES

200	<b>WEIGHING</b>	A charge of \$125.00 per car when scale is en route of movement and no special switching is required, \$250.00 per car for out of route movement to weigh, will be assessed on cars weighed at shipper/consignee request on SKOL track scales
201	<b>TURNING CARS</b>	A charge of \$125.00 per car, \$250.00 per car for out of route movement to turn, will be assessed for the turning of a car at shipper / consignee request.
202	<b>RECONSIGNMENT OR DIVERSION</b>	\$225.00 If car has not reached destination station. \$300.00 If car reached destination station, but has not been spotted. \$375.00 If car reached destination station and has been spotted. Shipper must provide SKOL a new Bill of Lading as authority to move car.
203	<b>INTRA-PLANT SWITCHING</b>	The SKOL will perform intra-plant switching on loaded or empty cars at a charge of \$75.00 per car non-hazardous or \$125.00 per car hazardous (STCC series 28,29,48,49). Intra-plant switching is a switching movement from one track to another track within the same plant or industry, or from one location to another location on the same track within the same plant or industry.
204	<b>INTRA-TERMINAL SWITCHING</b>	The SKOL will perform intra-terminal switching on loaded or empty cars at a charge of \$150.00 per car. Intra-terminal switching is a switching movement (other than intra-plant switching) from one private or assigned track to another private or assigned track of the same railroad, within the switching limits of the same station or industrial switching district.
205	<b>SPECIAL SWITCH</b>	\$675.00 Per Request Additional \$225.00/hour, for services over 3 hours. Requests must be received in writing prior to any movements being performed. The SKOL will review all requests for special switches and will approve or deny depending on railroad availability.
206	<b>SPECIAL TRAIN</b>	\$1800.00 Per Request Additional \$225.00/hour, for services over 8 hours. Requests must be received in writing prior to any movements being performed. The SKOL will review all requests for special train and will approve or deny depending on railroad availability. (Over-sized / dimensional loads handled on individual basis)
207	<b>EMPTY CARS ORDERED OR SUPPLIED FOR SPECIFIC DESTINATIONS OR JUNCTIONS</b>	Empty cars that are ordered or supplied for specific destination or junctions that are loaded and billed to travel other than ordered or supplied route will incur a charge of: \$500.00 Per car This charge will be assessed by the SKOL and there could be other charges imposed by the other roads involved or car owners.

## TARIFF SKOL 6000-B

### SECTION 4 – OTHER CHARGES

208	<b>OVERLOADED CARS DEFINITION</b>	A car will be considered overloaded when the weight of the lading thereof exceeds the maximum carrying capacity (load limit) as listed in the Universal Machine Language Equipment Register-UMLER, or the gross weight (combined weight of railcar and freight including all other material incidental to the movement of the goods in excess of the track weight limitations at any point along the route of movement.
209	<b>OVERLOADED CARS- NOTIFICATION OF</b>	The party contracting for services or owner of the lading will be notified of the overload and will be allowed to remove the excess. Demurrage charges commence with the first 7:00 A. M. after notification is given user or owner of the lading by SKOL, with no other free time allowed.
210	<b>OVERLOADED CARS AT ORIGIN</b>	When a car is overloaded and such fact is discovered at origin station, shipper or owner of the lading will be notified to remove the excess as provided in this tariff. If the car is returned to the industry where loaded, one intra-terminal switch charge will be assessed in addition to a \$350.00 per car penalty.
211	<b>OVERLOADED CARS AT OTHER THAN ORIGIN</b>	When a car at a station is discovered to be overloaded and such fact is discovered after the shipment has left the origin station, shipper will be notified to remove the excess as provided in this tariff. The applicable intra-terminal switch charge from the point where the overloaded condition is discovered to the nearest public track will be assessed in addition to a \$350.00 per car penalty.
212	<b>OVERLOADED CARS – DISPOSITION OF</b>	When a customer fails to respond within the first twenty-four (24) hours, a second notice will be sent. If shipper fails to respond within seven (7) calendar days from the first 7:00 A. M. after the first notification, SKOL will, at our option, transfer the shipment, transfer the excess to another car or remove the excess and sell it to the best advantage. The actual cost of transfer for removing the excess plus any additional charge(s), less the proceeds of the sales of the excess, if any, will be assessed against the shipper, unless satisfactory arrangements are made with SKOL.
213	<b>OVERLOADED CARS RECEIVED FROM CONNECTING LINES</b>	When a car is received from a connecting line in road haul service, and is discovered to be overloaded, shipper and delivery line will be notified to remove the excess as provided in this tariff. If the overload is discovered at the junction and car is ordered returned the delivering carrier, the applicable inter-terminal switch charge will be assessed in addition to a \$350.00 per car penalty.
214	<b>MAXIMUM ALLOWABLE GROSS WEIGHT SHIPMENTS</b>	SKOL track weight limit is 263,000 pounds.

## TARIFF SKOL 6000-B

### SECTION 4 – OTHER CHARGES

215	<b>LOADING OF EQUIPMENT AT ORIGIN</b>	All loading, bracing, and blocking must comply with the applicable, Association of American Railroad's pamphlet or general information series publication or modification approved by SKOL Damage Prevention Services prior to shipment. Shippers are required to take all necessary additional steps to protect their product and the equipment being used during rail transportation. In the event of a load shift or equipment damage, when it is determined by rail carriers that there was insufficient or improper loading, bracing or blocking, the shipper shall be responsible for all expenses, including the repair of damaged equipment (including complete loss of use), loss or damage to cargo, and transfer services. In addition, all charges, administrative, civil fines, storage and demurrage are due and payable in full before the railcar or the cargo is released.
220	<b>SETBACK CHARGES FOR CARS HANDLED IN ERROR.</b>	A charge of \$150.00 per car will be assessed on cars interchanged to or from SKOL due to error on the part of rail carrier making such interchange.

**TARIFF SKOL 6000-B**

**THE END**