

SUPPLEMENT # 54  
TO  
ICC RRVW 8000-B

RED RIVER VALLEY & WESTERN RAILROAD

FREIGHT TARIFF RRVW 8000-B

Naming

LOCAL AND PROPORTIONAL RATES

Applying On

COMMODITIES

(Described Herein)

BETWEEN

STATIONS ON  
RED RIVER VALLEY & WESTERN RAILROAD

and

RUTLAND LINE, INC.  
(Shown Herein)

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SWITCHING, DEMURRAGE, MISCELLANEOUS SERVICES  
AT  
STATIONS ON THE RED RIVER VALLEY & WESTERN RAILROAD  
and  
RUTLAND LINE, INC.

This tariff is applicable also on Intrastate Traffic in the State of:  
NORTH DAKOTA

For reference to Governing Classification, See Item 5 Herein.

ISSUED: JANUARY 20, 2017

EFFECTIVE: MARCH 1, 2017

Issued By:  
SHARON L. TRUDELL  
VICE PRESIDENT-MARKETING

209 Dakota Avenue  
Wahpeton, North Dakota 58075

**TABLE OF CONTENTS**

SUBJECT	ITEM	PAGE	REVISION	EFFECTIVE
<b>SECTION 1 – Rules and Regulations</b>				
Description of Governing Classification and Rules Tariff	5	4	0	03/01/04
Station Lists and Conditions	10	4	0	03/01/04
Explosive, Dangerous Articles	15	4	0	03/01/04
Reference to Tariff, Items, Notes, Rules, Etc.	20	4	0	03/01/04
Terminal or Transit Privileges	25	4	0	03/01/04
Transfer Between Connecting Carriers	35	5	0	03/01/04
Consecutive Numbers	40	5	0	03/01/04
Capacities and Dimensions of Cars	45	5	0	03/01/04
Shipments Exempt From Regulation	55	5	0	03/01/04
National Service Order Tariff	60	5	0	03/01/04
Intermediate Application – Origin	80	6	0	03/01/04
Intermediate Application – Destination	85	6	0	03/01/04
Method of Denoting Reissued Matter in Supplements	100	7	1	04/01/06
Straight or Mixed Carloads Application	105	7	1	04/01/06
Demurrage & Storage Rules & Charges	120	7	1	04/01/06
Claims, Loss or Damage	130	7	1	04/01/06
Rules, Regulations and Packing Requirements	140	7	1	04/01/06
Payment of Freight Terms	150	7	1	04/01/06
<b>SECTION 2 – Commodity Rates</b>				
Miscellaneous Commodity Rates	200	8	27	10/10/16
Miscellaneous Commodity Rate	200	8A	7	05/05/12
Miscellaneous Commodity Rate – Non Farm Products	205	9	18	04/01/15
Empty Railcar Moving on own Wheels	210	9A	2	09/27/16
Miscellaneous Commodity Rate – Aggregate	216	10*	17	03/01/17
<b>SECTION 3 – Switching</b>				
Application and Definitions	400	11	6	04/15/08
General Rules, Regulations and Charges	430	12	12	03/01/11
Station: Oakes, North Dakota	450	12	12	10/12/15
Turning of Cars	460	13	9	04/01/11
Interchange Error	470	13	9	04/01/11
<b>SECTION 4 – Demurrage</b>				
Demurrage – Origin	500	14	9	03/01/11
Demurrage – Destination	501	15	11	03/01/11
Holidays Observed	502	16	9	04/15/08

\* Denotes revision change in this issue

**TABLE OF CONTENTS**

SUBJECT	ITEM	PAGE	REVISION	EFFECTIVE
<b>SECTION 5 – Miscellaneous</b>				
Return of Loaded Cars	600	17	12	04/01/14
Weighing of Cars	620	17	12	04/01/14
Overloads	621	17	12	04/01/14
Diversion	625	18*	13	03/01/17
Administrative Fees	630	18*	13	03/01/17
Special Train Handling	640	19	6	03/01/09
Cancelled Car Orders	650	19A	0	03/01/09
RRVW Shortline Mileage	660	20	12	10/10/16
RRVW Shortline Mileage	660	21	14	10/10/16
<b>Explanation of Abbreviations and Reference Marks</b>		22	6	05/01/08

\* Denotes revision change in this issue

<b>SECTION 1</b>	<b>ITEM</b>
<p><u>DESCRIPTION OF GOVERNING CLASSIFICATION AND RULES TARIFF</u> The term "Uniform Classification" when used herein means: Uniform Freight Classification, ICC UFC 6000 Series.</p>	5
<p><u>STATION LISTS AND CONDITIONS</u> This Tariff is governed by the Official List of Open and Prepay Stations Tariff ICC OPSL 6000 Series to the extent shown below:</p> <p><u>PREPAY REQUIREMENTS AND STATION CONDITIONS</u> 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. When a station is abandoned as of a date specified in the above-named Tariff, the rates from and to such stations as published in this Tariff are inapplicable on and after that date.</p> <p><u>GEOGRAPHICAL LIST OF STATIONS</u> For geographical locations of stations referred to in this Tariff by station numbers.</p> <p><u>STATION NUMBERS</u> For the identification of stations when stations are shown or referred to by numbers in this Tariff.</p>	10
<p><u>EXPLOSIVES, DANGEROUS ARTICLES</u> For rules and regulations governing the transportation of explosives and other dangerous articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Agent T. A. Phemister's Tariff ICC BOE 6000 Series.</p>	15
<p><u>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</u> 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>	20
<p><u>TERMINAL OR TRANSIT PRIVILEGES OR SERVICES</u> Shipments made under the rates contained in this Tariff are entitled also to terminal and transit services and privileges and are subject to the charges, allowances, rules and regulations legally applicable thereto, as provided in separately published, lawfully filed tariffs.</p> <p><b>EXCEPTION:</b> When provisions of this Tariff specifically cover any such charge, allowance, rule or regulation, conflicting provisions in such separate tariffs will not apply..</p>	25

<b>SECTION 1</b>	<b>ITEM</b>
<p style="text-align: center;"><u>TRANSFER BETWEEN CONNECTING CARRIERS</u></p> <p>The rates published herein include all charges for switching, drayage or other transfer services at intermediate interchange points on shipments handled through and not stopped for special services at such intermediate interchange points.</p>	35
<p style="text-align: center;"><u>CONSECUTIVE NUMBERS</u></p> <p>Where consecutive numbers are represented in this Tariff by the first and last number connected by the word "to" or a hyphen, they will be understood to include both of the numbers shown.</p>	40
<p style="text-align: center;"><u>CAPACITIES AND DIMENSIONS OF CARS</u></p> <p>For marked capacities, lengths, dimensions and cubical capacities of cars, see the Official Railway Equipment Register, ICC RER 6410 Series, issued by the R.E.R. Publication Corporation, Agent.</p>	45
<p style="text-align: center;"><u>SHIPMENTS EXEMPT FROM REGULATION</u></p> <p>The rates, charges, rules and regulations herein will not apply on shipments that are exempt from economic regulation.</p>	55
<p style="text-align: center;"><u>NATIONAL SERVICE ORDER TARIFF</u></p> <p>This Tariff is subject to provisions of various Surface Transportation Board Orders and General Permits as shown in National Service Order Tariff 6100 Series, ICC NSO 6100 Series.</p>	60

SECTION 1	ITEM
<p data-bbox="396 304 938 331" style="text-align: center;"><u>INTERMEDIATE APPLICATION - ORIGIN</u></p> <p data-bbox="115 338 1284 569">Subject to the provisions of Notes 1 through 3 below, from any point of origin from which a commodity rate on a given article to a given destination and via a given route is not named in this Tariff, which point is intermediate to a point from which a commodity rate on said article is published in this Tariff via a route through the intermediate point over which such commodity rate applies to the same destination, apply from such intermediate point to such destination, and via such route the commodity rate in this Tariff on said article from the next beyond point from which a commodity rate is published herein on that article to the same destination via the same route.</p> <p data-bbox="115 606 1256 701">Note 1 - When, by reason of branch or diverging lines, there are two or more "next beyond" points, apply the rates from the next beyond point (in this Tariff) which on that article to the same destination via the same route results in the lowest charge.</p> <p data-bbox="115 707 1281 869">Note 2 - If the intermediate point is located between two points from which a commodity rate on the same article via the same route is published in this Tariff, apply via that route from the intermediate point the rate from the next point in either direction which results in the higher charge. In applying this note, if there are two or more next beyond points due to branch or diverging lines, eliminate all such next beyond points except the point from which the lowest charge is applicable.</p> <p data-bbox="115 875 1256 970">Note 3 - This rule will not apply in connection with proportional rates which by their terms are limited in their application to traffic destined beyond the point or points to which the proportional rate applies.</p>	<p data-bbox="1393 304 1429 331">80</p>
<p data-bbox="350 1003 984 1031" style="text-align: center;"><u>INTERMEDIATE APPLICATION - DESTINATION</u></p> <p data-bbox="115 1037 1289 1268">Subject to the provisions of Notes 1 through 3 below, to any point of destination to which a commodity rate on a given article from a given point of origin and via a given route is not named in this Tariff which point is intermediate to a point to which a commodity rate on said article is published in this Tariff via a route through the intermediate point over which such commodity rate applies from the same point of origin, apply to such intermediate point from such point of origin and via such route the commodity rate in this Tariff on said article to the next beyond point to which a commodity rate is published herein on that article from the same point of origin via the same route.</p> <p data-bbox="115 1306 1247 1400">Note 1 - When by reason of branch or diverging lines there are two or more "next beyond" points, apply the rate to the next beyond point (in this Tariff) which on that article from the same point of origin via the same route results in the lowest charge.</p> <p data-bbox="115 1407 1289 1568">Note 2 - If the intermediate point is located between two points to which commodity rates on the same article via the same route are published in this Tariff, apply via that route to the intermediate point the rate to the next point in either direction which results in the higher charge. In applying this note, if there are two or more next beyond points due to branch or diverging lines, eliminate all such next beyond points except the point to which the lowest charge is applicable.</p> <p data-bbox="115 1575 1256 1669">Note 3 - This rule will not apply in connection with proportional rates which by their terms are limited in their application to traffic destined beyond the point or points to which the proportional rate applies.</p>	<p data-bbox="1393 1003 1429 1031">85</p>

ISSUED: FEBRUARY 7, 2006

EFFECTIVE: APRIL 1, 2006

REVISION: 1

Page 7

<b>SECTION 1</b>	<b>ITEM</b>
<p><u>METHOD OF DENOTING REISSUED MATTER IN SUPPLEMENTS</u></p> <p>Matter brought forward without change from one supplement to another will be designated as "Reissued" by a reference mark in the form of a square enclosing a number, the number being that of the supplement in which the reissued matter first appeared in its currently effective form. To determine its original effective date, consult the supplement in which the reissued matter first became effective.</p>	100
<p><u>STRAIGHT OR MIXED CARLOADS APPLICATION</u></p> <p>The rates published in this Tariff apply on straight or mixed carloads unless otherwise specifically indicated.</p>	105
<p><u>DEMURRAGE AND STORAGE RULES AND CHARGES</u></p> <p>Except as otherwise provided herein, demurrage and storage rules and charges provided in tariffs lawfully on file with the Surface Transportation Board and state regulatory agencies will apply in addition to the rates and charges shown herein.</p>	120
<p><u>CLAIMS, LOSS OR DAMAGE</u></p> <p>Claims for loss, damage, injury or delay to property transported or accepted for transportation will be processed according to the regulations set forth in 49 CFR Part 1005.</p>	130
<p><u>RULES, REGULATIONS AND PACKING REQUIREMENTS</u></p> <p>The commodities for which rates are provided for in this Tariff will be subject to all rules, regulations and packing requirements of the Governing Classification and Exceptions thereto, as named in Item 5, unless otherwise specifically provided in individual items herein.</p>	140
<p><u>PAYMENT OF FREIGHT TERMS</u></p> <p>All payments for services billed by this Railroad are due and payable within fifteen (15) calendar days following presentation of freight bill. Time of mailing shall be deemed as the time of presentation of the freight bill. Payments received after the expiration of the credit period shall be subject to a service charge of 1.0% per month, of the outstanding balance.</p> <p>If there is a discrepancy or disagreement of charges, Railroad must be notified before the fifteen (15) day grace period expires or service charges will apply.</p>	150

**SECTION 2**

**ITEM**

**COMMODITY:** CORN, DURUM, SOYBEANS, SUNFLOWERS, WHEAT, BARLEY, EDIBLE BEANS

200

**ORIGIN:** Stations on the Red River Valley & Western Railroad

**DESTINATION:** Receiving Stations on the RRVW as identified below:

Columbia Grain, Bernard, ND	CHS Dakota Prairie Ag, Edgeley, ND
Minn Kota Ag Products, Breckenridge, MN	ADM, Enderlin, ND
Red River Grain, Breckenridge, MN	Ardent Mills, Fairmount, ND
SunOpta, Breckenridge, MN	CHS Dakota Plains Ag, Gwinner, ND
Central City Grain, Carrington, ND	CHS Dakota Ag Cooperative, Kindred, ND
Dakota Growers Pasta, Carrington, ND	James Valley Grain, Oakes, ND
Maple River Grain, Casselton, ND	James Valley Grain, Verona, ND
Tharaldson Ethanol, Casselton, ND	Cargill, Inc., Wahpeton, ND
Colfax Farmers Elevator, Colfax, ND	Minn Kota Ag Products, Wahpeton, ND
Richland Organics, Dwight, ND	

Distance in Miles (Not Over)	Rate in Dollars Per Car			
	Single car	10-14 cars	15-24 cars	25 cars
10 miles or less	401	326	326	293
11-20	401	326	326	293
21-30	431	355	326	293
31-40	461	385	354	322
41-50	489	415	384	352
51-60	546	474	442	410
61-70	575	502	471	440
71-80	604	532	500	469
81-85	633	564	530	498
86-90	662	594	561	527
91-100	691	622	590	558
101-110	720	651	619	586
111-115	778	711	677	646
116-120	807	742	708	674
121-130	835	771	737	705
131-140	866	799	765	734
141-150	892	829	796	762
151-160	922	859	825	791
161-170	952	889	854	822
171-180	980	918	885	850
181-190	1008	948	914	881
191-200	1037	977	942	909
201-210	1067	1007	972	938
211-220	1096	1038	1002	967
221-230	1125	1066	1033	997
231-240	1152	1096	1062	1026
241-250	1181	1126	1091	1057
251 or over	1212	1154	1120	1085



SECTION 2	ITEM
<p><b>Note 1:</b> RRVW will not absorb CPRS or DMVW switch charges.</p> <p><b>Note 2:</b> Cars with 4500 cu. ft or less capacity, 93% of the applicable rate will apply.</p> <p><b>Note 3:</b> Cars with 286,000 lb. capacity and originating from a station that has a 286,000 lb. capacity loading 107% of the applicable rate will apply.</p> <p><b>Note 4:</b> Rates are subject to equipment availability.</p> <p><b>Note 5:</b> If BNSF cars are used on shipments to Horizon Milling, Fairmount, ND, a \$400/car surcharge will be assessed.</p> <p><b>Note 6:</b> RRVW reserves the right to audit weights. See Item 620.</p> <p><b>Note 7:</b> Demurrage - See Section 4.</p> <p><b>Note 8:</b> Distance shall be computed via RRVW short-line mileage Item 660.</p> <p><b>Note 9:</b> If a loaded car is rejected after being physically spotted, or is en route for delivery and is returned to the originating RRVW station, the applicable mileage rate will apply.</p>	<p>200</p>

**SECTION 2**

**ITEM**

COMMODITY RATES

205

**COMMODITY:** Does not apply on farm Products STCC 01-XX  
**ORIGIN:** Stations on the Red River Valley & Western Railroad  
**DESTINATION:** Receiving Stations on the RRVW

Distance in Miles	Rate in Dollars per Car
10 miles or less	390
11-20	447
21-30	474
31-40	531
41-50	558
51-60	587
61-70	615
71-80	643
81-85	671
86-90	700
91-100	755
101-110	783
111-115	812
116-120	838
121-130	867
131-140	895
141-150	924
151-160	952
161-170	980
171-180	1007
181-190	1036
191-200	1064
201-210	1092
211-220	1119
221-230	1148
231-240	1176
241-250	1204
251 or over	1232

**Note 1:** Rates apply on local traffic only. Cars must be unloaded. Does not apply on farm Products STCC 01-XX.

**Note 2:** All assessorial charges as described in RRVW-8000-B apply.

**Note 3:** Distance shall be computed by Item 660 or RRVW timetable and operating discretion.

**Note 4:** RRVW will not absorb CPRS or DMVW switch charges.

**Note 5:** RRVW equipment is not available for fertilizer use.

**SECTION 2**

**ITEM**

**COMMODITY RATES**

210

**COMMODITY:** Empty railcar moving on own wheels.

**ORIGIN:** Stations on the Red River Valley & Western Railroad; Red River Valley & Western Railroad Car Repair Facility, Breckenridge, MN

**DESTINATION:** Stations on the Red River Valley & Western Railroad; Red River Valley & Western Railroad Car Repair Facility, Breckenridge, MN

Distance in Miles	Rate in Dollars per Car
20 miles or less	180
21 – 30	221
31 – 40	262
41 – 50	303
51 – 60	344
61 – 70	380
71 – 80	411
81 – 90	436
91 – 125	462
126 – 175	497
176 – 226	532
227 & over	560

**Note 1:** Rates apply on local movement of Private or Shipper controlled equipment.

**Note 2:** All assessorial charges as described in RRVW-8000-B apply.

**Note 3:** Distance shall be computed by Item 660 or RRVW timetable and operating discretion.

**Note 4:** RRVW will not absorb CPRS or DMVW switch charges.

**Note 5:** All RRVW cars loaded with fertilizer will be assessed a \$200/car cleaning fee.

ISSUED: JANUARY 20, 2017  
EFFECTIVE: MARCH 1, 2017  
REVISION: 17

**SECTION 2**

**ITEM**

COMMODITY: Aggregate  
ORIGIN: Lisbon, ND  
DESTINATION: Durbin, ND

216

Rate per Car

May 1, 2017 thru May 31, 2017

\$325

June 1, 2017 thru August 31, 2017

\$355

September 1, 2017 thru December 31, 2017

\$390

**Note 1:** RRVW reserves the right to audit weights at any time. Refer to Item 620.

<b>SECTION 3</b>	<b>ITEM</b>
<p data-bbox="420 300 914 331" style="text-align: center;"><u>APPLICATION AND DEFINITIONS</u></p> <p data-bbox="561 373 773 405" style="text-align: center;">APPLICATION</p> <p data-bbox="115 447 1268 552">Switching charges named (unless otherwise specified) will apply for handling loaded cars one way and empty the other. If cars move empty in both directions, charges for one-way movement will apply.</p> <p data-bbox="566 594 768 625" style="text-align: center;">DEFINITIONS</p> <p data-bbox="155 667 951 699">The terms below, as used in this Tariff, are defined as follows:</p> <p data-bbox="115 741 1252 814">INTRA-PLANT SWITCHING - A switching movement from one point to another point within the trackage limits of the same plant or industry.</p> <p data-bbox="115 856 1284 961">INTRA-TERMINAL SWITCHING - A switching movement (other than intra-plant switching) from one point to another point on the RRWV within the switching limits of one station or industrial switching district.</p> <p data-bbox="115 1003 1292 1108">RECIPROCAL SWITCHING - A switching movement between the track of a firm or industry served by the RRWV and an interchange track of connecting carriers on line-haul traffic.</p>	<p data-bbox="1393 300 1450 331" style="text-align: center;">400</p>

SECTION 3	ITEM															
<p><u>GENERAL RULES, REGULATIONS AND CHARGES</u></p> <p style="text-align: center;"><u>Charges Per Car</u></p> <p>Intra-Plant Switching (See Note 1)                      \$150.00</p> <p>Intra-Terminal Switching (See Note 1)                      \$200.00</p> <p>Reciprocal Switching (See Note 2)                      \$135.00</p> <p><b>Note 1:</b> A maximum of 4 cars will be charged for any one switch movement within a switching terminal. This does not apply to unit trains of Grain 01-13.</p> <p><b>Note 2:</b> Item 450 will apply for Oakes, ND and Carrington, ND. Not applicable on traffic covered under BNSF and CPRS reciprocal switch agreement.</p>	430															
<p><u>STATION: OAKES, NORTH DAKOTA</u></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>BETWEEN</u></th> <th style="text-align: center;"><u>INTERCHANGE</u></th> <th style="text-align: right;"><u>CHARGE/CAR</u></th> </tr> </thead> <tbody> <tr> <td>James Valley Grain, LLC</td> <td style="text-align: center;">CPRS</td> <td style="text-align: right;">\$100.00</td> </tr> <tr> <td>S.D. Wheat Growers - Fertilizer</td> <td style="text-align: center;">CPRS</td> <td style="text-align: right;">\$371.00</td> </tr> </tbody> </table> <p style="text-align: center;"><u>STATION: CARRINGTON, NORTH DAKOTA</u></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>BETWEEN</u></th> <th style="text-align: center;"><u>INTERCHANGE</u></th> <th style="text-align: right;"><u>CHARGE/CAR</u></th> </tr> </thead> <tbody> <tr> <td>AgroLiquid</td> <td style="text-align: center;">CPRS</td> <td style="text-align: right;">\$371.00</td> </tr> </tbody> </table>	<u>BETWEEN</u>	<u>INTERCHANGE</u>	<u>CHARGE/CAR</u>	James Valley Grain, LLC	CPRS	\$100.00	S.D. Wheat Growers - Fertilizer	CPRS	\$371.00	<u>BETWEEN</u>	<u>INTERCHANGE</u>	<u>CHARGE/CAR</u>	AgroLiquid	CPRS	\$371.00	450
<u>BETWEEN</u>	<u>INTERCHANGE</u>	<u>CHARGE/CAR</u>														
James Valley Grain, LLC	CPRS	\$100.00														
S.D. Wheat Growers - Fertilizer	CPRS	\$371.00														
<u>BETWEEN</u>	<u>INTERCHANGE</u>	<u>CHARGE/CAR</u>														
AgroLiquid	CPRS	\$371.00														

<b>SECTION 3</b>	<b>ITEM</b>
<p style="text-align: center;"><u>TURNING OF CARS</u></p> <p>Where it is desired that carloads be placed for unloading at 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 substantially as follows:</p> <p style="text-align: center;"><b>NOTICE TO CARRIER</b></p> <p>Deliver car for loading or unloading from door or end specified by placard.</p> <p>On freight in carloads, not properly placarded on both sides of car to load or 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 loading or unloading from opposite side or end of car, the following shall apply:</p> <p style="text-align: center;"><b>CHARGES ( SEE NOTE)</b></p> <p>If the car is turned inside the confines of the industry, apply intra-terminal switching charge. If the car is turned outside the confines of the industry, a \$200.00 charge will be assessed.</p> <p>NOTE 1: If Bill of Lading carries notation that car has been placarded and placard has disappeared before placement, the charge herein will not apply.</p>	460
<p style="text-align: center;"><b>INTERCHANGE ERROR - \$400 PER CAR</b></p> <p>When RRWV receives a car(s) at interchange, it should be safe, properly loaded and ready to move. Complete shipping instructions for the car must be received prior to or at the time the car(s) was delivered to the RRWV for interchange. The car(s) must also be received at the interchange indicated on the shipping instructions (Bill of Lading) for linehaul movement, the closest interchange to the customer for Reciprocal Switching, or as otherwise agreed through operating arrangements made prior to the interchange. Charges will be assessed to the delivering carrier BNSF, CPR, DMVW. This applies to single and multiple car shipments.</p> <p>Some examples of interchange error where this charge would apply:</p> <ul style="list-style-type: none"><li>Receiving a car that is unsafely/improperly loaded</li><li>Receiving a car without full shipping instructions</li><li>Receiving a car at a location other than the nearest interchange point to the customer or at a location agreed to in advance of the interchange</li><li>Receiving a car in error and forwarding the car to the correct railway</li><li>Receiving a car that for some other reason is not completely ready and accessible to continue moving or not intended to move on the RRWV</li></ul>	470

**SECTION 4**

**ITEM**

ORIGIN DEMURRAGE

500

The free time at origin for loading will be computed from the first 7:00 a.m. after actual or constructive placement of empty car(s). Sunday and Holidays are excluded for computing the beginning of free time.

Car(s), not including unit trains, must be released for movement by 5:00 p.m. the same day as free time begins. Unit trains must be released for movement by 7:00 a.m. the following day, except when free time begins at 7:00 a.m. Saturday, then cars must be released for movement by 7:00 a.m. the following Monday.

In addition, complete billing to final destination must be furnished by 4:00 p.m. the day following the beginning of the free time. Complete billing must be received the following Monday by 4:00 p.m. when free time begins at 7:00 a.m. Friday or Saturday.

If both of these requirements are not fulfilled, a **\$35.00** per car demurrage fee will be assessed beginning with the second 7:00 a.m. and each subsequent 24-hour period or fraction thereof for the first three (3) days. Subsequent days would be charged at the rate of **\$50.00** per day or fraction thereof until the above requirements have been fulfilled.

Sundays and Holidays are not excluded for the calculation of demurrage charges. Cars whose free time begins 7:00 a.m. Friday or Saturday that are not released for movement in accordance with the above can be granted one additional day of free time at the discretion of the RRVW if due to RRVW operation the cars were not going to be moved. This does not apply to multiple car shipments of more than 25 cars.

Average agreement does not apply. Release and billing instructions will be by telephone or fax to RRVW Operations Office, Breckenridge, MN.

In the event a car cannot be loaded as a result of severe weather conditions, mechanical failure, loss of electrical power, or other circumstances beyond the customer's control, relief from demurrage can be granted at the sole discretion of the RRVW. To receive a waiver from demurrage, the RRVW must be advised by telephone at the time of the disability followed by a letter within seven (7) days stating fully the conditions which prevented the loading or unloading.

Private or leased cars on private or leased track of the same ownership are not subject to demurrage. If ownership of track and cars are different, documentation for right of control will be required from car owner or demurrage will be assessed.

**Note 1:** Local grain car\* loading free time will be computed from the first 7am after placement . Cars must be released and billed by 5pm of the same day or demurrage will be assessed at the rate of \$35 per car for each 24 hour period or fraction thereof for the first three (3) days. Subsequent days will be charged at the rate of \$50 per car for each 24-hour period or fraction thereof. Sundays and holidays are excluded for the computing of free time.

**Note 2:** For the account of Minn-Dak Farmers Cooperative, Wahpeton, ND, the free time for loading of sugar cars will be computed from the first 7:00 a.m. after the "in shed" time or constructive placement of car(s). Sundays and Holidays are excluded for computing of free time.

**Note 3:** Any dispute of these charges must be made within 14 days of the invoice date.

\* Local grain cars are defined as cars originating and terminating at stations on the Red River Valley & Western Railroad.



**SECTION 4**

**ITEM**

DESTINATION DEMURRAGE

501

The free time at destination for unloading cars will be computed from the first 7:00 a.m. after actual or constructive placement. Cars must be released 48 hours after placement or demurrage will be assessed at the rate of **\$35.00** per car for each 24-hour period or fraction thereof for the first three (3) days. Subsequent days would be charged at the rate of **\$50.00** per day or fraction thereof. Sundays and Holidays are excluded for computing the free time but not excluded for calculation of demurrage charges. Free time will be computed at 72 hours for 5 to 9 cars; an additional 24 hours (96 hours of free time) will be allowed for all cars in excess of nine which are actually or constructively placed on the same day. This will not apply to cars moving on multiple car rates. Average agreement does not apply. Release instructions will be by telephone or fax to RRVW Operations Office, Breckenridge, MN.

In the event a car cannot be unloaded as a result of severe weather conditions, mechanical failure, loss of electrical power, or other circumstances beyond the customer's control, relief from demurrage can be granted at the sole discretion of the RRVW. To receive a waiver from demurrage, the RRVW must be advised by telephone at the time of the disability followed by a letter within seven (7) days stating fully the conditions which prevented the loading or unloading.

Private or leased cars on private or leased track of the same ownership are not subject to demurrage. If ownership of track and cars are different, documentation for right of control will be required from car owner or demurrage will be assessed.

**Note 1:** Local grain cars\* must be unloaded within 24 hours after actual or constructive placement or demurrage will be assessed at the rate of \$35 per car for each 24-hour period or fraction thereof for the first three (3) days. Subsequent days will be charged at the rate of \$50 per car for each 24-hour period or fraction thereof. Sundays and holidays are excluded for computing of free time.

**Note 2:** Constructive placement will be computed from the first 7am after notification of availability of loads in private or leased cars. Customer must request placement of car(s) within 5 days after constructive placement or demurrage will be assessed at the rate of \$35.00 per cars for each 24-hour period or fraction thereof for the first four days. Subsequent days will be charged at the rate of \$50.00 per day or fraction thereof. Average agreement does not apply. Holidays will be excluded for the computing of free time, but not for the calculation of demurrage charges. Placement instructions will be by telephone, email, or fax to RRVW Operations Office, Breckenridge, MN.

**Note 3:** Any dispute of these charges must be made within 14 days of the invoice date.

\*Local grain cars are defined as cars originating and terminating at stations on Red River Valley & Western Railroad.

**SECTION 4**

**ITEM**

**OBSERVED HOLIDAYS**

502

- New Year's Day - January 1
- Martin Luther King Day - Third Monday of January
- President's Day - Third Monday of February
- Good Friday
- Memorial Day - Last Monday of May
- Independence Day - July 4th
- Labor Day - First Monday of September
- Columbus Day - Second Monday of October
- Veterans Day - Second Monday of November
- Thanksgiving Day - Fourth Thursday of November
- Friday after Thanksgiving - Fourth Friday of November
- Christmas Eve - December 24th
- Christmas Day - December 25th
- New Year's Eve - December 31st

When these dates occur on a Saturday or Sunday, the designated day of observance will apply.

SECTION 5	ITEM
<p style="text-align: center;"><u>RETURN OF LOADED CARS</u></p> <p>Any loaded car which has been released for advancement and actually moved by the RRVW will be returned to the origin at a charge of <b>\$200.00</b> per car. This does not apply to equipment loaded for local movement under Item 200. See Item 200, note 9 for applicable return rate.</p>	600
<p style="text-align: center;"><u>WEIGHING OF CARS</u></p> <p>Loaded cars requested to be weighed will be assessed a switch charge of \$100 per car. Empty cars requested to be weighed will be assessed a switch charge of \$50 per car.</p> <p>A separate charge for the use of the scale will be assessed by the scale owner.</p> <p>If the car must be taken out of route or back hauled to weigh, a switch charge of \$200 plus \$1.25 per mile per car will be assessed instead. Mileage will be round trip from the appropriate station location to the scale location and the return. If for operational purposes the car(s) are not weighed at the closest scale, the closest scale mileage will apply.</p>	620
<p style="text-align: center;"><u>OVERLOADS</u></p> <p>For the calculation of overloads, BNSF's or interline Gross Weight Limitations for shipments interchanged to foreign lines will apply. Any car that is overloaded 1,000# or less may be subject to a \$50.00 per car overload penalty. If a car is more than 1,000# overloaded, a \$5.00 per CWT(100#) for each CWT over the maximum gross weight limit will be assessed.</p> <p>If an overloaded car is not reduced within the initial switch, an additional switch charge of \$100 per car will apply.</p> <p>When a car is determined to be overloaded, there will be 24 hours of "free time" allowed for reducing the car calculated from the first 7:00 a.m. after notification. The car(s) will then be subject to demurrage charges in accordance with Item 500.</p> <p>If the car(s) must be taken out of route or back-hauled to weigh, a charge of \$1.25 per mile or a minimum of \$200 will be assessed in addition to all other charges. Mileage will be round trip from the station where car is located to scale location and the return. RRVW reserves the right to audit weights.</p> <p><b>DESTINATION OVERLOADS</b> – When a car is discovered to be overloaded at destination, a charge of \$500 per car(s) will be assessed to the shipper responsible for the loading of the car at origin, plus the cost of any property or personal injury that may have occurred as a result of the overload.</p> <p><b>NON-COMPLIANCE TO OVERLOADS</b> - If within 48 hours of notification of the overload, the shipper fails or refuses to give instructions for the removal of the overload, RRVW will adjust the load so that it may be safely moved. Charges for unloading, reloading, storage, demurrage, switching etc. will be assessed to the shipper responsible for the origin loading.</p>	621

<b>SECTION 5</b>	<b>ITEM</b>
<p style="text-align: center;"><u>DIVERSION</u></p> <p><u>Local movement on RRVW:</u> Once billing instructions have been received by RRVW for movement of car(s) between origin and destination locations on the RRVW, and the car(s) have not been physically spotted at the destination, the following will apply:</p> <ul style="list-style-type: none"><li>- Orders for diversions will only be accepted from the Freight Payor.</li><li>- Assessed charges of \$150 per car</li><li>- In addition, car(s) will be subject to the higher freight rate charge</li></ul> <p>If the car(s) have been physically spotted, or are enroute for delivery and the new destination requires a back haul or out-of-line haul; they will be considered as a re-bill and will be subject to RRVW freight charges.</p> <p><u>RRVW as the delivering switch carrier:</u> Any car(s) destined to an RRVW location, and have not been physically spotted at the destination, the following will apply:</p> <ul style="list-style-type: none"><li>- Orders for diversions will only be accepted from:<ul style="list-style-type: none"><li>- The Freight Payor</li><li>- The Consignor</li><li>- The Consignee</li></ul></li><li>- If the car(s) have been physically placed in a train for movement and the new destination requires the car(s) to be switched to a different train for delivery a charge of \$200 per car will be assessed.</li><li>- If the car(s) have not been physically placed in a train for movement, a charge of \$150 per car will be assessed.</li></ul> <p>If the car(s) have been physically spotted, or are enroute for delivery and the new destination requires a back haul or out-of-line haul; they will be considered as a re-bill and will be subject to RRVW freight charges.</p> <p>RRVW reserves the right to accept or deny a diversion order for any reason.</p> <p>Contact RRVW Breckenridge Yard Office (218-643-4994) for the Diversion Order form to be utilized. Please return form via email to: <a href="mailto:Breck@rrvw.net">Breck@rrvw.net</a> or fax to 218-643-4980. <b><i>Please be aware that you will need to receive confirmation of this Diversion form from RRVW.</i></b></p>	625
<p style="text-align: center;">ADMINISTRATIVE FEE FOR PROCESSING MANUAL NON-LOCAL BILL OF LADING</p> <p>A \$30.00 fee will be assessed to the responsible billing party when a manual bill of lading is submitted via fax, email or any other means and it has not been electronically submitted. This would require a RRVW representative to manually process the bill of lading and electronically submit it to the BNSF. This pertains to <i>non-local</i> cars only.</p>	630

**SECTION 5**

**ITEM**

SPECIAL TRAIN HANDLING

640

- A. Special freight is the movement of a train in other than the normal freight service.
- B. Special freight train service will be provided when requested by consignor or consignee and subject to RRVW convenience.
- C. Requests for special freight train service must be made in writing (or by telephone and must contain all pertinent information necessary to facilitate movement of the train. Requests must be made in time to permit assembly of equipment and personnel.
- D. RRVW may restrict or modify any request for service.
- E. Charges for special freight train service will be \$50 per rail mile subject to a minimum of 50 miles. Mileage will be determined by using tariff, subject to actual movement over existing trackage in joint-line movements, charges named herein apply to RRVW's portion of the movement only.
- F. Charges for special freight train service will be in addition to the applicable line-haul charge.
- G. If a shipment cannot be handled in regular switching service because of excess weight, height, width or length, special switching will be provided by RRVW at the request of the consignor or consignee, subject to RRVW's convenience, at charges as follows:
  - \$200 per hour or fraction thereof.
  - \$1600 minimum charge
- H. Charges for special switching service will be in addition to all other applicable charges.

**SECTION 5**

**ITEM**

CANCELLED CAR ORDERS

650

A car order which remains unfilled 5 days after the want date may be cancelled without penalty.

A reduction to an existing car order will be considered a "cancellation". When a car order is reduced prior to 5 days after the want date, a charge of **\$50.00** per car reduced will be assessed. A change such as from 54 cars to 52 cars or from 27 cars to 26 cars resulting from a change in commodity will not be considered a reduction. The division of a multiple car order into single and/or smaller multiple car orders with the same want date will not be considered a reduction.

A change in the destination or commodity on the original car order is not subject to a penalty.

A change in the "date wanted for loading" on the car order will be permitted only if car demand and operating conditions allow such changes. A written confirmation from RRVW must accompany the change to eliminate any charges.

If RRVW has not applied cars to a car order, a shipper may change the origin on a car order without a charge. If cars have been placed in a train & additional switching is required a switch fee of **\$30.00** per car will apply.

When an order is canceled or reduced after cars have been placed in train for placement, **\$50.00** per car charge will be assessed.

When an order is canceled or reduced after actual placement of cars, a **\$50.00** per car charge will be applied, and demurrage will be assessed at **\$35.00** per car for each subsequent 24-hour period or fraction thereof for the first four days. Subsequent days would be charged at the rate of **\$50.00** per day or fraction thereof until notification is received. No free time will be allowed in the calculation of demurrage on canceled or reduced car orders.

<b>SECTION 5</b>														<b>ITEM</b>
<b>RRVW MILEAGE</b>														
<b>DESTINATION</b>														
<b>ORIGIN</b>	<b>Bernard/Oakes</b>	<b>Breckenridge</b>	<b>Carrington</b>	<b>Casselton</b>	<b>Colfax</b>	<b>Dwight</b>	<b>Edgeley</b>	<b>Enderlin</b>	<b>Fairmount</b>	<b>Gwinner</b>	<b>Kindred</b>	<b>Verona</b>	<b>Wahpeton</b>	660
<b>Adrian</b>	231	155	68	100	134	147	272	140	184	205	120	252	163	
<b>Barlow</b>	256	180	8	125	159	172	297	165	209	230	145	277	188	
<b>Barney</b>	56	20	192	75	41	28	97	90	49	31	55	77	28	
<b>Berlin</b>	30	106	278	94	127	114	11	176	135	56	144	22	114	
<b>Bernard</b>	0	76	248	131	97	84	41	146	108	26	111	21	84	
<b>Breckenridge</b>	76	0	172	55	21	8	117	70	29	50	35	97	8	
<b>Buchanan</b>	218	142	30	87	121	134	259	127	171	192	107	239	150	
<b>Carrington</b>	248	172	0	117	151	164	289	158	200	222	137	269	180	
<b>Casselton</b>	131	55	116	0	34	45	105	40	84	105	20	73	63	
<b>Colfax</b>	97	21	151	34	0	13	138	49	50	71	14	118	29	
<b>Crete</b>	9	67	239	122	88	75	50	137	96	17	102	30	75	
<b>Davenport</b>	116	40	132	15	19	32	157	30	69	90	5	137	48	
<b>Durbin</b>	124	48	124	7	27	40	165	32	77	98	13	145	56	
<b>Dwight</b>	84	8	164	45	13	0	125	62	37	58	27	105	16	
<b>Edgeley</b>	41	117	289	105	138	125	0	187	146	67	152	33	125	
<b>Elliott</b>	34	109	176	60	88	117	45	27	138	59	144	12	117	
<b>Englevale</b>	29	104	181	65	125	112	40	31	133	54	139	8	112	
<b>Fairmount</b>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	37	
<b>Galchutt</b>	90	14	157	41	7	6	131	56	43	64	21	111	22	
<b>Gwinner</b>	24	52	225	107	73	60	65	122	81	0	87	45	60	
<b>Horace</b>	125	49	141	24	28	41	166	37	78	99	14	146	57	
<b>Hoving</b>	29	47	220	102	68	55	70	30	76	3	82	50	55	
<b>Kindred</b>	111	35	137	20	24	27	152	29	64	85	0	132	43	

<b>SECTION 5</b>														<b>ITEM</b>
<b>RRVW MILEAGE</b>														
<b>DESTINATION</b>														
<b>ORIGIN</b>	<b>Bernard/Oakes</b>	<b>Breckenridge</b>	<b>Carrington</b>	<b>Casselton</b>	<b>Colfax</b>	<b>Dwight</b>	<b>Edgeley</b>	<b>Enderlin</b>	<b>Fairmount</b>	<b>Gwinner</b>	<b>Kindred</b>	<b>Verona</b>	<b>Wahpeton</b>	
<b>LaMoure</b>	20	96	268	84	117	104	21	111	125	46	131	11	104	
<b>Leonard</b>	125	49	141	25	28	41	166	15	78	99	14	146	57	
<b>Lidgerwood</b>	131	55	227	110	76	63	172	125	26	105	90	152	63	
<b>Lynchburg</b>	127	51	142	19	72	43	168	36	80	101	16	148	59	
<b>Maddock</b>	299	223	51	168	202	215	340	213	252	273	188	320	231	
<b>Milnor</b>	34	42	214	97	63	50	75	112	71	8	77	55	50	
<b>Mooreton</b>	62	14	186	69	35	22	103	84	43	36	49	83	22	
<b>Oakes</b>	1	75	247	130	96	83	42	145	104	25	110	22	83	
<b>Oberon</b>	284	208	35	153	187	200	325	193	237	258	173	305	216	
<b>Pingree</b>	226	150	22	95	129	142	267	140	179	200	115	247	158	
<b>Sheldon</b>	138	62	154	38	41	54	179	4	91	112	27	159	70	
<b>Sheyenne</b>	275	199	27	144	178	191	316	183	228	149	164	296	207	
<b>Verona</b>	21	97	269	73	118	105	33	112	126	47	132	0	105	
<b>Wahpeton</b>	84	8	171	63	13	16	125	62	37	58	43	105	0	
<b>Walcott</b>	103	27	145	29	6	19	144	43	56	77	8	124	35	
<b>Woods</b>	122	46	138	22	25	38	163	22	75	96	11	143	54	
<b>Wyndmere</b>	50	26	198	81	47	34	91	96	55	24	61	71	34	
<b>Ypsilanti</b>	218	142	55	87	121	134	259	132	171	192	107	239	150	

660



**EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS**

ABBREVIATION OR REFERENCE MARK	EXPLANATION
RRVW	Red River Valley & Western Railroad
BNSF	Burlington Northern Sante Fe
BOE	Bureau of Explosives (T. A. Phemister, Agent)
CFR	Code of Federal Regulations
CPRS	Canadian Pacific Railway Service
DMVW	Dakota, Missouri Valley & Western Railroad, Inc.
ICC	Interstate Commerce Commission
NSO	National Service Order Tariff (Traffic Executive Association- Eastern Railroads, Agent)
OPL	Open and Prepay Station List (Station List Publishing Company, Agent)
PPT	Perishable Protective Tariff
RL	Rutland Line, Inc.
RER	Rail Equipment Register
STB	Surface Transportation Board
UFC	Uniform Freight Classification (Uniform Classification Committee, Agent)
(A)	Increase
(C)	Change in wording resulting in neither increases or reductions
(N)	New item or provision published in the first instance
(R)	Reduction
\$	United States Dollar or Dollars

**THE END**