

FT RPRC 8000-A
(Cancels FT RPRC 8000)

RICHMOND PACIFIC RAILROAD CORPORATION

FREIGHT TARIFF RPRC 8000-A (Cancels Freight Tariff RPRC 8000)

**LOCAL RATES
ON
FREIGHT, ALL KINDS**

**ALSO
RULES, REGULATIONS AND CHARGES
GOVERNING
SWITCHING
AND
DEMURRAGE
AT AND BETWEEN STATIONS
ON THE
RICHMOND PACIFIC RAILROAD CORPORATION**

LOCAL FREIGHT TARIFF

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular items.

ISSUED: AUGUST 16, 2007

EFFECTIVE: OCTOBER 1, 2007

ISSUED BY:

Gary M. Levin
Chief Executive Officer
Richmond Pacific Railroad Corporation
402 Wright Avenue
Richmond, CA 94804

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

FREIGHT TARIFF RPRC 8000-A

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For explanation of terms and explanation of abbreviations and reference marks, see Item 1000, this tariff.

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<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</p>
<p>ITEM 10</p> <p align="center">REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</p> <p>Where reference is made in this tariff, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and reissues of such items, notes, rules, etc.</p>	<p>ITEM 40 [A]</p> <p align="center">HANDLING EXPLOSIVE AND DANGEROUS ARTICLES</p> <p>For rules and regulations governing the transportation of explosives and other dangerous articles of freight, and specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Bureau of Explosives Tariff BOE 6000-series.</p> <p>RPRC shall not transport any explosive, Toxic Inhalation Hazard (TIH) or Poison Inhalation Hazard (PIH) materials except by contract and in special train service. Rates and conditions TIH/PHI for special train service, as outlined in Item 171, shall apply in addition to the contracted rate. Any applicable surcharge rate shall also apply.</p>
<p>ITEM 20</p> <p align="center">CONSECUTIVE NUMBERS</p> <p>Where consecutive numbers are represented in this tariff by the first and last numbers connected by the word to or a hyphen, they will be understood to include both of the numbers shown. If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.</p>	<p align="center">SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES</p>
<p>ITEM 30</p> <p align="center">METHOD OF CANCELING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.</p> <p>EXAMPLE- Item 10-A cancels Item 10 and Item 10-B cancels Item 10-A in a prior supplement, which in turn canceled Item 10. For explanation of abbreviations and reference marks not explained herein, see Item 1000-series, this tariff.</p>	<p>ITEM 100</p> <p align="center">DEFINITION OF INTRA-PLANT; INTRA-TERMINAL AND OTHER INTER-TERMINAL SWITCHING</p> <p align="center">INTRA-PLANT</p> <p>A switching movement from one location to another location within the confines of an industry located on the RPRC.</p> <p align="center">INTRA-TERMINAL</p> <p>A switching movement (other than intra-plant) from one location to another on the RPRC, within the switching limits of one station or industrial switching district.</p> <p align="center">INTER-TERMINAL</p> <p>A switching movement between industry tracks on the RPRC and interchange with connecting lines when within the switching limits of the same station.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 1000, this tariff.</p>	

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SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES	SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES
<p>ITEM 110</p> <p align="center">CARS FURNISHED BUT NOT USED</p> <p>Except as otherwise provided in tariffs lawfully on file, when an empty car is (1) placed or constructively placed for loading, but is not used in subsequent transportation service and is released empty, switch charges apply as in Item 295, 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 on account of not being in proper condition for loading.</p> <p>(1) The term placed or constructively placed as used herein is defined in Items 540 and 545-series of Freight Tariff ASLG 6004-Series.</p>	<p>ITEM 130</p> <p align="center">OVERLOADED CARS</p> <p>RPRC will not accept cars that are loaded in excess of load limit markings. When a car is found to be loaded in excess of its stenciled load limit while enroute 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 as per Item 295 will be assessed which includes weighing. The regular switching charges is additional.</p>
<p>ITEM 120</p> <p align="center">CHARGES ON CARS RECEIVED WITHOUT BILLING, OR WITH IMPROPER BILLING AT INTERCHANGE POINTS</p> <p>When cars empty or loaded are received at an interchange point by a carrier from its connection without proper billing (see Note), such cars will, upon the request of the delivering carrier, be returned, subject to a charge of \$100.00 per car for returning the loaded or empty car to the connections of the carrier making the request.</p> <p>NOTE – When instructions are not received within twenty-four (24) hours from time of receipt of car at connection, a hold charge of \$50.00 per car will be assessed thereafter for each twenty-four (24) hours or fraction thereof until instruction of billing is received.</p>	<p>ITEM 135</p> <p align="center">FURNISHING CARS</p> <p>RPRC will not undertake to furnish cars at any particular type, size or dimension when to be used in inter-terminal switching. Customers shall arrange for equipment with interline carriers.</p>
<p>ITEM 125 [A]</p> <p align="center">CARS INTERCHANGED IN ERROR</p> <p>When cars are delivered in interchange in error to RPRC, charge of \$100.00 per car will be assessed against the interchanging railroad delivering such car.</p>	<p>ITEM 140</p> <p align="center">NON-APPLICATION ON ORDER NOTIFY, ETC., SHIPMENTS</p> <p>Intra-plant, intra-terminal or inter-terminal switching service provided for herein will not be performed on shipments moving under order notify bills of lading or under straight bills of lading (including shipments consigned to one party, notify or advised another party) which carry a provision (see Section 4, Rule 7 of Uniform Freight Classification), requiring the surrender of bill of lading, written order, or other document before making delivery.</p>
	<p>ITEM 150</p> <p align="center">CHARGES FOR CARS OF FOUR (4) AND MORE THAN FOUR (4) AXLES</p> <p>(a) Charges for intra-plant or intra-terminal switching at points on these lines will be confined in cars having no more than four (4) axles.</p> <p>(b) When cars with more than four (4) axles are found in intra-plant, intra-terminal or inter-terminal service, the charges for such service will be 200% of charges per Item 295 herein for the same service application on cars with four (4) axles.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 1000, this tariff.</p>	

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SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES	SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES
<p>ITEM 160</p> <p align="center">SWITCHING FROM PRIVATE SIDE TRACKS TO HOLD TRACKS</p> <p>The intra-terminal switching charges in this section also apply on cars when billed to hold or moved to a storage track.</p>	<p>ITEM 180 [I]</p> <p align="center">SWITCHING OF LOCOMOTIVES ON OWN WHEELS, BUT NOT UNDER OWN POWER</p> <p>Locomotives moving on own wheels, but not under own power, when moved from one location to another location within the same switching district will be assessed a charge of \$1,000.00 per unit.</p>
<p>ITEM 170 [A]</p> <p align="center">SPECIAL SWITCHING DUE TO EXCESS DIMENSIONS OR WEIGHT</p> <p>When a switching movement cannot be handled in regular train operation because of excess dimensions or weight, additional charge for special handling will be \$1,000.00 per car. This charge will be in addition to any other charge applicable to the movement.</p>	<p>ITEM 190</p> <p align="center">TURNING OF CARS TO PERMIT UNLOADING</p> <p>Applicable only on cars loaded and unloaded within the switching limits of the station (including adjacent of 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 RPRC will perform such service at a switch charge as noted in Item 295, which will be in addition to the applicable switching and special equipment penalty charge.</p>
<p>ITEM 171 [A]</p> <p align="center">SPECIAL SWITCHING FOR EXPLOSIVES AND INHALATION HAZARD COMMODITIES</p> <p>When special switching of TIH/PIH commodities, per Item 40, are constructively placed on RPRC tracks, cars will be subject to charges immediately, without any applicable free time.</p> <p>Immediately upon notification of constructive placement the charge will be \$500.00 for the first 24 hours or portion thereof.</p> <p>Charges will increase to \$1,000.00 per day, or portion thereof, for each day thereafter until space is made available.</p>	<p>ITEM 200</p> <p align="center">CHARGES FOR INTRA-PLANT AND INTRA-TERMINAL SWITCHING</p> <p>Except as otherwise provided herein, RPRC will assess the following charges in dollars per car for switching service as defined in Item 100:</p> <p align="center">INTRA PLANT \$125.00</p> <p align="center">INTRA-TERMINAL \$200.00 for any car [I]</p>
	<p>ITEM 210 [I]</p> <p align="center">WEIGHING CHARGES</p> <p>When a car is weighed or reweighed either empty or loaded at the request of either consignor or consignee, a charge of \$100.00 per car will be made each time the car is weighed.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 1000, this tariff.</p>	

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SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES	SECTION 1 SWITCHING AND MISCELLANEOUS RULES AND CHARGES
<p>ITEM 220</p> <p align="center">STORAGE CHARGES</p> <p>Cars held for storage at the request of the customer will be charged at a rate of \$50.00 per day until released by customer.</p>	<p>ITEM 260</p> <p align="center">HANDLING OF CARS DELIVERED IN BAD ORDER CONDITION</p> <p>A charge of \$100.00 per car will be assessed against the industry / shipper which offers cars to the RPRC that contain AAR/FRA defects to cover the cost of extra handling. The industry / shipper will also be responsible for the costs of the car repairs at the current AAR pricing.</p>
<p>ITEM 230 []</p> <p>PRIVATE CARS HELD FOR LOADING OR UNLOADING</p> <p>Should private cars arrive at RPRC for loading or unloading and customer is unable to receive such cars, RPRC will allow customer 48 hours to have car moved for loading or unloading. After 48 hours, car or cars will be assessed a charge of \$30.00 per day until spotted for loading or unloading.</p> <p>After 10 days, cars will be considered in "storage" and charges will apply thereafter as outlined in Item 220.</p>	<p>ITEM 275</p> <p align="center">SPECIAL SWITCHING SERVICE</p> <p>Special Switching Service is movement 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 \$600.00 for the first four (4) hours, plus \$150.00 for each additional hour or fraction thereof over four (4) hours but not exceeding eight (8) hours per occurrence, and will be in addition to all other charges associated with the movement.</p> <p>The time for the purpose 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 service.)</p>
<p>ITEM 240</p> <p align="center">CHARGE FOR HEAVY DUTY FLAT CARS</p> <p>When heavy-duty flat cars as defined in Tariff RIC 6740-series are used on shipments both originating and terminating within the same switching district, the following charges will be assessed:</p> <p align="center">USE CHARGE</p> <p>\$1,000.00 per car switching movement (not subject to any other switching charges published in this tariff).</p> <p align="center">SPECIAL DETENTION CHARGES</p> <p>When cars are held beyond the Free Time permitted in RPRC demurrage tariff, a charge of \$200.00 will be assessed for each twenty-four (24) hour period or fraction thereof beyond the authorized free time:</p> <p align="center">NON-USE CHARGE</p> <p>When car is ordered, placed and released back to RPRC without being used in transportation service, a charge of \$500.00 per car will be assessed and will be in addition to any detention charges that may accrue.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 1000, this tariff.</p>	

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<p>SECTION 2 LOCAL RATES AND INTER-TERMINAL SWITCHING CHARGES</p>	<p>SECTION 3 DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 280 [I]</p> <p align="center">FREIGHT ALL KINDS</p> <p>FREIGHT, ALL KINDS, when moving locally on the RPRC will be moved at the rate of \$275.00 per car.</p>	<p>ITEM 310</p> <p align="center">RAILROAD-CONTROLLED CARS</p> <p>A railroad-controlled car is a car provided to RPRC directly, by car companies or others, for indiscriminate use of RPRC in servicing any of its customers.</p>
<p>ITEM 295</p> <p align="center">INTER-TERMINAL SWITCHING CHARGES</p> <p>Handling carrier charges will apply for all cars to/from interchange with connecting carriers as per individual Handling Carrier Agreements with each connecting carriers.</p>	<p>ITEM 315</p> <p align="center">PRIVATE CAR</p> <p>A private car is a car bearing other than railroad reporting marks, except as otherwise provided in Item 310.</p>
<p>SECTION 3 DEMURRAGE RULES AND CHARGES</p>	<p>ITEM 320</p> <p align="center">CONSIGNOR</p> <p>The party in whose name cars are ordered and/or the party who furnishes RPRC forwarding directions.</p>
<p>ITEM 300</p> <p align="center">GLOSSARY OF TERMS</p> <p>For the purpose of applying rules in Section 3 of this tariff, the following are defined and shall govern.</p>	<p>ITEM 325</p> <p align="center">CONSIGNEE</p> <p>The party to whom a shipment is consigned and/or the party entitled to receive the shipment.</p>
<p>ITEM 305</p> <p align="center">PRIVATE TRACK</p> <p>A private track is:</p> <ol style="list-style-type: none"> 1. A track outside of RPRC's right-of-way, yard and terminals, and of which RPRC 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 RPRC by the owner of the track prior to such joint use; or 2. A track or portion thereof owned or operated by RPRC that is leased for the purpose of the storage of railcars of Lessee through a written agreement. The joint use of a lease track by each or two or more parties must have written consent from RPRC prior to such joint use. 	<p>ITEM 330</p> <p align="center">ACTUAL PLACEMENT</p> <p>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.</p>
	<p>ITEM 335</p> <p align="center">CONSTRUCTIVE PLACEMENT</p> <p>When a car consigned or ordered to a private track 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 if not held at destination) and that this railroad is unable to effect placement.</p> <p>"Notification may be made by electronic mail or by fax."</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 1000, this tariff.</p>	

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SECTION 3 DEMURRAGE RULES AND CHARGES	SECTION 3 DEMURRAGE RULES AND CHARGES
<p>ITEM 340</p> <p align="center">GENERAL APPLICATION</p> <p>The rules and charges published herein apply at points on the RPRC on international, interstate and intrastate traffic. The charges apply on railroad owned or leased cars and on private (non-railroad) owned or leased cars.</p> <p>EXCEPTION – The provisions of this section are not applicable to private (non-railroad) owned or leased cars held on industry owned or leased tracks where the ownership of lease of the car and the track is the same.</p>	<p>ITEM 350</p> <p align="center">NOTIFICATION</p> <p>Notification by RPRC and/or industry of arrival or release of cars will be:</p> <p>(a) In writing by fax. (b) By electronic mail.</p> <p><u>Release of loaded cars by industry to RPRC must be made by electronic mail/EDI, including Bill of Lading entry or receipt by UP or BNSF.</u></p> <p>Appropriate records will be maintained by RPRC and industry.</p>
<p>ITEM 345</p> <p align="center">FREE TIME</p> <p>Free time for each car will be:</p> <p>Loading – 1 Day (24 hours) Unloading – 2 Days (48 hours)</p> <p><u>Note 1.</u> Time will be computed from actual or consecutive placement, after 0700.</p> <p><u>Note 2.</u> No charges will be made for weekends and holidays prior to first chargeable day. (See Note 5)</p> <p><u>Note 3.</u> All applicable switching charges will apply for the cars subject to this item.</p> <p><u>Note 4.</u> The applicable switching charges will apply for the cars subject to this item.</p> <p><u>Note 5.</u> The applicable charges will accrue on all Saturdays, Sundays or Holidays (See Note 6) subsequent to the first chargeable day, including a Saturday, Sunday or Holiday immediately following the day on which the first charges begin to accrue.</p> <p><u>Note 6.</u> Whenever reference is made to “Holidays”, it shall mean only these days listed below:</p> <p>New Years Day - January 1 (See Note 7, this item) President’s Day - Third Monday of February Memorial Day - Last Monday of May Independence Day - July 4 (See Note 7, this item) Labor Day - First Monday of September Thanksgiving Day - Fourth Thursday in November Friday after Thanksgiving - Day after Thanksgiving Christmas Eve - December 24 (See Note 7, this item) Christmas Day - December 25 (See Note 7, this item) New Year’s Eve - December 31 (See Note 7, this item)</p> <p><u>Note 7.</u> When this date occurs on a Sunday, the following Monday will be observed as the Holiday.</p>	<p>ITEM 355 [!]</p> <p align="center">DEMURRAGE CHARGES</p> <p>The following charges will apply subsequent to free time allowed (Subject to Notes 1, 2, and 3):</p> <p>On international, interstate and intrastate traffic;</p> <p align="center">\$60.00 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 1000, this tariff.</p>	

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SECTION 3 DEMURRAGE RULES AND CHARGES	SECTION 3 DEMURRAGE RULES AND CHARGES
<p>ITEM 360 []</p> <p align="center">EXCEPTIONS TO DEMURRAGE CHARGES</p> <p>The following situations due to no fault of the RPRC or industry will not be subject to charges. Claims for relief from demurrage rules and charges due to these causes should be made in writing within 30 days by industry or RPRC.</p> <p>A. Strike at plant or industry served by RPRC which prevents loading or unloading. However, cars held because of strikes will be subject to detention charges of \$25.00 per car per day for all days including Saturdays, Sundays and holidays. No free days will be allowed.</p> <p>B. Acts of God (flood, hurricane, earthquake), including weather interference which prevents loading or unloading.</p>	<p>ITEM 375</p> <p align="center">CARS RECEIVED UNDER LOAD AND HELD FOR FORWARDING DIRECTIONS</p> <p>On railroad owned cars held by RPRC, or loaded private tracks, and held by RPRC for forwarding directions or other disposition, time will be computed from the actual time such directions are received. Demurrage charges will be assessed for all detention time as provided in Item 355.</p>
<p>ITEM 370</p> <p align="center">EMPTY CARS ORDERED OR APPROPRIATED FOR LOADING BUT NOT USED</p> <p>When empty cars are placed on order or appropriated but not used in transportation service, demurrage will be charged for all detention time as provided in Item 355.</p>	<p>ITEM 380</p> <p align="center">CARS FOUND TO BE OVERLOADED OR IMPROPERLY LOADED</p> <p>When cars are found to be overloaded or improperly loaded and not in conformity with railroad loading and clearance rules, the following will apply:</p> <p>If found while still on industry or railroad tracks where loaded, car will be considered to be placed until adjustment of the load has been made.</p> <p>If found at origin after having been removed from industry or RPRC tracks where loaded, car will not be considered released until load has been adjusted.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 1000, this tariff.</p>	

FREIGHT TARIFF RPRC 8000-A

	<p style="text-align: center;">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p> <hr/> <p>ITEM 1000</p> <p style="text-align: center;">EXPLANATIONS AND ABBREVIATIONS AND REFERENCE MARKS</p> <p>ASLG - American Short Line and Regional Railroad Association BNSF - BNSF Railway Company BOE - Bureau of Explosives RIC - Railinc RPRC - Richmond Pacific Railroad Corporation UP - Union Pacific Railroad Company [I] - Denotes Increase [C] - Denotes change in wording which results in neither an increase nor reduction. [NC] - Brought forward without change [R] - Denotes Reduction</p> <p>(<u>Underscored</u> portion denotes change/addition.)</p>