

**SUPPLEMENT  
TO  
FT WIR 8000**

# **WASHINGTON & IDAHO RAILWAY INC.**

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## **SUPPLEMENT 4 TO FREIGHT TARIFF WIR 8000** (Supplement 4 cancels Supplement 3) (Supplement 4 contains all changes)

**NAMING  
LOCAL RATES  
ALSO  
GENERAL CAR DEMURRAGE RULES AND CHARGES  
AND  
SWITCHING AND MISCELLANEOUS RULES AND CHARGES  
APPLYING  
FROM, TO, BETWEEN AND AT  
STATIONS ON THE  
WASHINGTON & IDAHO RAILWAY INC.**

## **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 29, 2012**

**EFFECTIVE: August 29, 2012**

### **ISSUED BY:**

**Stan Patterson  
President  
Washington and Idaho Railway Inc.  
P.O. Box 275  
Rosalia, WA 99170**

**SUPPLEMENT 4 TO FREIGHT TARIFF WIR 8000**

TABLE OF CONTENTS	
SUBJECT	ITEM
Cars held for purposes other than loading and unloading.....	70
Consecutive Numbers.....	20
Demurrage Charges.....	40
Empty Cars Order, but not used.....	50
Empty Cars Ordered or Supplied for specific Destinations or Junctions.....	207
Free Time.....	80
Governing Classification.....	5
Holidays .....	90
Loaded Private Cars Held on Railroad Tracks.....	60
Method of Cancelling Items.....	30
Notification.....	110
Overloaded Cars at Origin .....	210
Overloaded Cars at other than Origin.....	211
Overloaded Cars Definition.....	208
Overloaded Cars - Disposition of.....	212
Overloaded Cars - Notification of.....	209
Overloaded Cars Received from Connections.....	213
Per Diem.....	230
Placement.....	100
Rates:	
Freight, all kinds.....	300
Rule 11.....	310
Unit Train.....	311
Fertilizer .....	312
Beans and Lentils.....	313
Forest Products.....	314
Reconsignment or Diversion.....	202
Reference to Tariffs, Items, Notes, etc.....	15
Releases.....	115
SetBack Charges for Cars Handled in Error.....	220
Special Train.....	206
Station Lists and Conditions.....	10
Surcharges.....	320
Switching:	
Interchange/Reciprocal Switching.....	250
Inter-Terminal Switching .....	204
Intra-Plant Switching.....	203
Special Switching.....	205
Turning Cars.....	201
Weighing.....	200

SECTION 2 SWITCHING AND MISCELLANEOUS CHARGES	
ITEM 250-B	
INTERCHANGE SWITCHING	
The WIR will perform interchange switching between customers on the WIR and interchange with BNSF at Marshall, WA at the following charges (See Note 1):	
COMMODITY	CHARGE (Per Car)
Freight, all kinds, excluding RSSM (See Note 2), and commodities listed below:	\$600.00
Barley (STCC 01 131)	\$350.00
Fertilizer (STCC 28 71)	\$600.00
Forest Products (STCC 24)	\$550.00
Lentils (STCC 01 343)	\$450.00
Peas (STCC 01 342)	\$450.00
Wheat (STCC 01 137)	(a) \$350.00 (b)(c) \$285.00 [A] (b)(d) \$225.00 [A]
(a) - Applies on Single Car shipments. (b) - Applies on Unit Train shipments of 25 cars or more. (c) - Applies from or to all stations on the WIR, except Spangle, WA (See (d) below). (d) - Applies from or to Spangle, WA.	
Note 1: Unit Train Rates - <u>Except where otherwise specifically provided for herein</u> , the WIR will negotiate special rates on unit Train movements. Unit Trains are defined as movements of 25 cars or more.	
Note 2: Not applicable on commodities defined by the U. S. Transportation Security Administration as Rail Security-Sensitive Materials (RSSM) (See 49 CFR 1580.100(b))	

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

## SUPPLEMENT 4 TO FREIGHT TARIFF WIR 8000

<p style="text-align: center;"><b>SECTION 3</b> <b>LOCAL RATES</b> (Not for use in construction combination rates)</p>	<p style="text-align: center;"><b>SECTION 4</b> <b>SURCHARGE</b></p>
<p><b>ITEM 300</b></p> <p style="text-align: center;"><b>FREIGHT ALL KINDS</b></p> <p>Freight all kinds, when moving locally on the WIR, will be moved at the rate of \$550.00 per car.</p>	<p><b>ITEM 320-A</b></p> <p style="text-align: center;"><b>SURCHARGE</b></p> <p>In addition to the local rates and switching charges published herein, the following surcharges will be assessed on all traffic originating and terminating at points on the Washington &amp; Idaho Railway Inc.:</p> <ul style="list-style-type: none"> <li>(a) \$25.00 per car on all traffic originating or terminated at points on the WIR, except as provided for in (b) below.</li> <li>(b) \$895.00 per car on traffic originated or terminated at points on the branch line between the Washington-Idaho State line and Moscow, ID</li> </ul> <p>The above surcharges are to be paid by the rail user (i.e., receiver or consignee on inbound shipments, and shipper or consignor on outbound shipments), and to be collected by and accrue solely to the Washington &amp; Idaho Railway Inc.</p>
<p><b>ITEM 310-A</b></p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	
<p><b>ITEM 311-A</b></p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	
<p><b>ITEM 312-A</b></p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	
<p><b>ITEM 313-A</b></p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	
<p><b>ITEM 314-A</b></p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	