

FT YW 8008-B  
(Cancels FT YW 8008-A)

# YREKA WESTERN RAILROAD COMPANY



## FREIGHT TARIFF YW 8008-B

(Cancels Freight Tariff YW 8008-A)

**CONTAINING  
LOCAL RATES  
ON  
FREIGHT ALL KINDS  
ALSO  
RULES, REGULATIONS, AND CHARGES  
GOVERNING  
SWITCHING  
AT AND BETWEEN  
STATIONS ON THE  
YREKA WESTERN RAILROAD COMPANY**

## LOCAL FREIGHT TARIFF

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

**ISSUED: February 19, 2010**

**EFFECTIVE: April 1, 2010**

ISSUED BY:

Court Hammond, President  
Yreka Western Railroad Company  
300 East Miner Street  
Yreka, CA 96097

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

## FREIGHT TARIFF YW 8008-B

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

**FREIGHT TARIFF YW 8008-B**

<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</b></p>	<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</b></p>
<p><b>ITEM 5</b></p> <p align="center"><b>DESCRIPTION OF GOVERNING CLASSIFICATION AND EXCEPTIONS</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 number 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, Railinc, Agent, OPSL 6000-Series, to the extent 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 are inapplicable on and after that date.</p> <p align="center"><b>GEOGRAPHIC 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 cause's 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>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF YW 8008-B**

<p align="center"><b>SECTION 1 GENERAL DEMURRAGE RULES AND CHARGES [A]</b></p>	<p align="center"><b>SECTION 1 GENERAL DEMURRAGE RULES AND CHARGES [A]</b></p>
<p><b>ITEM 100</b></p> <p align="center"><b>DEMURRAGE CHARGES</b></p> <p>On cars subject to demurrage charges after expiration of free time allowed (see Item 140), the following charges per car, per day, or fraction of a day, will be made until the car is released (see Item 180):</p> <p align="center">\$50.00 per day</p> <p>The applicable charge will accrue on all days, except holidays (see Item 150) that fall as the first chargeable day.</p> <p>For the purpose of applying rules in this Section of this tariff, the following are defined and shall govern.</p>	<p><b>ITEM 130</b></p> <p align="center"><b>CARS HELD FOR PURPOSES OTHER THAN LOADING AND UNLOADING</b></p> <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 division request, or the freight payer.            C. As a result of conditions attributable to the loader or unloader.</p> <p>Computation: (See Items 100 for charges)</p> <p>A. Demurrage will be computed on the following from the first 12:01 AM:</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 110 and 120, which is not attributable to the YW.</li> </ol> </li> <li>2. After a car is received by YW 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 cars.</li> <li>4. After notification is given to loader/beneficial owner until date of disposition of 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>
<p><b>ITEM 110</b></p> <p align="center"><b>EMPTY CARS ORDERED OR APPROPRIATED FOR LOADING BUT NOT USED</b></p> <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 12:01 AM after car is placed and will be charged until the car has been removed from the loading location.</p>	<p><b>ITEM 140</b></p> <p align="center"><b>FREE TIME</b></p> <p>Cars for loading or unloading will be allowed forty-eight (48) hours free time. Free time begins at the first 12:01 AM after the car is actually or constructively placed (See Item 160).</p>
<p><b>ITEM 120</b></p> <p align="center"><b>LOADED PRIVATE CARS HELD ON RAILROAD TRACKS</b></p> <p>The demurrage clock starts at the first 12:01 AM after the car is placed on hold. (See Item 100 for charges).</p>	<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>

**FREIGHT TARIFF YW 8008-B**

<p align="center"><b>SECTION 1 GENERAL DEMURRAGE RULES AND CHARGES [A]</b></p>	<p align="center"><b>SECTION 2 SWITCHING RULES AND OTHER GOVERNING PROVISIONS</b></p>
<p><b>ITEM 150</b></p> <p align="center"><b>HOLIDAYS</b></p> <p>Wherever reference is made to "holidays", it shall mean only the days listed below:</p> <p>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)</p> <p>NOTE: When this day occurs on a Sunday, the following Monday will be observed as the holiday.</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"><u>INTRA-PLANT</u></p> <p>A switching movement from one location to another location within the confines of an industry located on the YW.</p> <p align="center"><u>INTRA-TERMINAL</u></p> <p>A switching movement (other than intra-plant) from one location to another on the YW, within the switching limits of one station or industrial switching district</p> <p align="center"><u>INTER-TERMINAL</u></p> <p>A switching movement between industry tracks on the YW and interchange with connecting lines when within the switching limits of the same location.</p>
<p><b>ITEM 160</b></p> <p align="center"><b>PLACEMENT</b></p> <p>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. Railroad will not issue actual placement notices.</p> <p>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; 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.</p>	<p><b>ITEM 210</b></p> <p align="center"><b>OVERLOAD CARS</b></p> <p>YW 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 en 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 170</b></p> <p align="center"><b>NOTIFICATION</b></p> <p>Notification by industry of release of cars must be:</p> <p>A. In writing by fax to Yreka, CA (530) 842-4148</p>	<p><b>ITEM 220</b></p> <p align="center"><b>FURNISHING CARS</b></p> <p>YW 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 180</b></p> <p align="center"><b>RELEASES</b></p> <p>A railcar is considered released only after billing instructions have been received in writing by fax, regardless of who is responsible for the billing.</p> <p>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.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF YW 8008-B**

SECTION 2 SWITCHING RULES AND OTHER GOVERNING PROVISIONS	SECTION 2 SWITCHING RULES AND OTHER GOVERNING PROVISIONS
<p><b>ITEM 230</b></p> <p align="center"><b>NON-APPLICABLE OF CHARGES IN CONNECTION WITH LINE-HAUL</b></p> <p>The charges published in this Section will not apply in connection with a line-haul.</p>	<p><b>ITEM 270</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 \$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 assessed thereafter for each twenty-four (24) hours or fraction thereof until instructions or billing is received.</p>
<p><b>ITEM 240</b></p> <p align="center"><b>NON-APPLICATION IN COMBINATION WITH OTHER CHARGES</b></p> <p>The charges published in this Section will not apply in combination with other charges in this Section between locations on the same railroad.</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 260</b></p> <p align="center"><b>CARS FURNISHED BUT NOT USED</b></p> <p>Except as otherwise provided in tariffs lawfully on file, 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 \$200.00 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 is subject to demurrage rates in Item 100.</p>	
	<p><b>ITEM 280</b></p> <p align="center"><b>CHARGE FOR USE OF SPECIAL EQUIPMENT</b></p> <p>YW 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 \$300.00 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>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF YW 8008-B**

SECTION 2 SWITCHING RULES AND OTHER GOVERNING PROVISIONS	SECTION 2 SWITCHING RULES AND OTHER GOVERNING PROVISIONS
<p><b>ITEM 300</b></p> <p align="center"><b>SWITCHING OF LOCOMOTIVES ON OWN WHEELS, 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 \$1,000.00. If the locomotive is moved for turning, the charge will be applied in each direction.</p>	<p><b>ITEM 320</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"><u>USE CHARGE</u></p> <p>\$1,000.00 per car switching movement (not subject to any other switching charges published in this tariff).</p> <p align="center"><u>SPECIAL DETENTION CHARGES</u></p> <p>When cars are held beyond the Free Time permitted in Item 100, 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"><u>CHARGES IN DOLLARS PER CAR</u></p> <p align="center">1st 24 hours \$100.00 2nd 24 hours \$150.00 3rd 24 hours \$200.00 4th 24 hours \$250.00 5th 24 hours \$300.00 6th 24 hours and each subsequent 24 hours \$400.00</p> <p align="center"><u>NON-USE CHARGE</u></p> <p>When car is ordered, placed and released back to YW 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><b>ITEM 305</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 a special switching service will be a minimum of [I]\$1,200.00 for the first four hours, plus \$250.00 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 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 310</b> [A]</p> <p align="center"><b>SETBACK CHARGES FOR CARS HANDLED IN ERROR</b></p> <p>A charge of \$150.00 per car will be assessed on cars interchanged to or from YW due to error on the part of rail carrier making such interchange.</p>	
<p><b>ITEM 315</b> [A]</p> <p align="center"><b>PER DIEM</b></p> <p>YW does not pay private car mileage allowance.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF YW 8008-B**

<p align="center"><b>SECTION 2 SWITCHING RULES AND OTHER GOVERNING PROVISIONS</b></p>	<p align="center"><b>SECTION 2 SWITCHING RULES AND OTHER GOVERNING PROVISIONS</b></p>
<p><b>ITEM 325</b></p> <p align="center"><b>TURNING OF CARS TO PERMIT UNLOADING</b></p> <p align="center">PART 1</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 YW 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">PART 2</p> <p>1. In instances where is it 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>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">CHARGES (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 \$110.00.</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 align="center">(Continued in next column)</p>	<p><b>ITEM 325 (Cont'd)</b></p> <p align="center"><b>TURNING OF CARS TO PERMIT UNLOADING</b></p> <p align="center">PART 2 (Cont'd)</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, \$375.00.</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> <hr/> <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, YW will assess the following charges in dollars per car for switching service as defined in Item 200.</p> <p align="center">INTRA-PLANT \$175.00</p> <p align="center">INTRA-TERMINAL When in Shipper Owned or Leased Equipment - \$250.00 When in other than Shippers Equipment - \$350.00</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	



**FREIGHT TARIFF YW 8008-B**

<p align="center"><b>SECTION 3 WEIGHING RULES AND OTHER GOVERNING PROVISIONS</b></p>	<p align="center"><b>SECTION 4 LOCAL RATES</b></p>
<p><b>ITEM 400</b></p> <p align="center"><b>WEIGHING</b></p> <p>When a car is weighed or reweighed either empty or loaded at the request of either 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> [!]</p> <p align="center"><b>FREIGHT ALL KINDS</b></p> <p>FREIGHT, ALL KINDS, when moving locally on the YW, will be moved at the rate of \$600.00 per car.</p>
<p><b>ITEM 410</b> [A]</p> <p align="center"><b>TURNING CARS</b></p> <p>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/consigner request.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF YW 8008-B**

SECTION 5 RULE 11 RATES	SECTION 6 FUEL SURCHARGE																				
<p><b>ITEM 510</b> [1]</p> <p align="center"><b>RULE 11 RATES</b></p> <p>For traffic originating or terminating on the YW, the following rates will apply:</p> <p style="margin-left: 40px;">All traffic, except veneer, wood chips, lumber, LPC,.....\$725.00 per car</p> <p style="margin-left: 40px;">Veneer.....\$675.00 per car</p> <p style="margin-left: 40px;">Wood Chips.....\$650.00 per car</p> <p style="margin-left: 40px;">Lumber.....\$625.00 per car</p> <p style="margin-left: 40px;">LPC.....\$675.00 per car</p> <p>All rates apply except special rates under a contract, agreement or UP CMA agreement.</p>	<p><b>ITEM 530</b></p> <p align="center"><b>FUEL SURCHARGE</b></p> <p>All traffic moving on YW, including Items 500 and 510 are subject to a fuel surcharge, which is based on changes to the U.S. Retail On Highway Diesel Fuel ("HDF") prices for the Midwest. Base price is \$2.850 per gallon.</p> <p>HDF Prices and changes are published online at:</p> <p align="center"><a href="http://tonto.eia.doe.gov/oog/info/wohdp/diesel.asp">http://tonto.eia.doe.gov/oog/info/wohdp/diesel.asp</a></p> <p>The surcharge for a given month will be calculated based on the average HDF price published on each Monday of the preceding month.</p> <p>If the average HDF price is above \$2.850 per gallon, the corresponding percentage (shown below) will be added to the rates stated in Items 330, 500 and 510.</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="padding: 5px;">Monthly Avg. HDF Price Range</th> <th style="padding: 5px;">Surcharge</th> </tr> </thead> <tbody> <tr><td style="padding: 2px 5px;">\$2.851 to \$2.900</td><td style="padding: 2px 5px;">0.5%</td></tr> <tr><td style="padding: 2px 5px;">\$2.901 to \$2.950</td><td style="padding: 2px 5px;">1.0%</td></tr> <tr><td style="padding: 2px 5px;">\$2.951 to \$3.000</td><td style="padding: 2px 5px;">1.5%</td></tr> <tr><td style="padding: 2px 5px;">\$3.001 to \$3.050</td><td style="padding: 2px 5px;">2.0%</td></tr> <tr><td style="padding: 2px 5px;">\$3.051 to \$3.100</td><td style="padding: 2px 5px;">2.5%</td></tr> <tr><td style="padding: 2px 5px;">\$3.101 to \$3.150</td><td style="padding: 2px 5px;">3.0%</td></tr> <tr><td style="padding: 2px 5px;">\$3.151 to \$3.200</td><td style="padding: 2px 5px;">3.5%</td></tr> <tr><td style="padding: 2px 5px;">\$3.201 to \$3.250</td><td style="padding: 2px 5px;">4.0%</td></tr> <tr><td style="padding: 2px 5px;">\$3.251 to \$3.300</td><td style="padding: 2px 5px;">4.5%</td></tr> </tbody> </table> <p>Each \$0.05 per gallon increase there after apply an additional .5%</p>	Monthly Avg. HDF Price Range	Surcharge	\$2.851 to \$2.900	0.5%	\$2.901 to \$2.950	1.0%	\$2.951 to \$3.000	1.5%	\$3.001 to \$3.050	2.0%	\$3.051 to \$3.100	2.5%	\$3.101 to \$3.150	3.0%	\$3.151 to \$3.200	3.5%	\$3.201 to \$3.250	4.0%	\$3.251 to \$3.300	4.5%
Monthly Avg. HDF Price Range	Surcharge																				
\$2.851 to \$2.900	0.5%																				
\$2.901 to \$2.950	1.0%																				
\$2.951 to \$3.000	1.5%																				
\$3.001 to \$3.050	2.0%																				
\$3.051 to \$3.100	2.5%																				
\$3.101 to \$3.150	3.0%																				
\$3.151 to \$3.200	3.5%																				
\$3.201 to \$3.250	4.0%																				
\$3.251 to \$3.300	4.5%																				
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>																					

**FREIGHT TARIFF YW 8008-B**

	<b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</b>
	<p>CMA - Cooperative Marketing Agreement</p> <p>FT - Freight Tariff</p> <p>OPSL - Open and Prepay Station List</p> <p>UP - Union Pacific Railroad</p> <p>UFC - Uniform Freight Classification</p> <p>YW - Yreka Western Railroad Company</p> <p>\$ - Dollars</p> <p>[I] - Denotes Increase</p> <p>[R] - Denotes Reduction</p> <p>[NC] - Denotes change in wording which results in neither an increase nor Reduction</p> <p>(<u>Underscored</u> portion denotes change.)</p>
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