

FT DRIR 8000-A
(Cancels FT DRIR 8000)

DENVER ROCK ISLAND RAILROAD

FREIGHT TARIFF DRIR 8000-A

(Cancels Freight Tariff DRIR 8000)

NAMING

GENERAL CAR DEMURRAGE RULES AND CHARGES

AND

SWITCHING AND TERMINAL RULES AND CHARGES

APPLYING AT ALL POINTS ON THE

DENVER ROCK ISLAND RAILROAD

LOCAL TARIFF

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

ISSUED: October 10, 2006

EFFECTIVE: November 1, 2006

ISSUED BY:

Thomas Z. Mars
President
Denver Rock Island Railroad
3400 East 56th Ave.
Commerce City, CO 80022

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

FREIGHT TARIFF DRIR 8000-A

<p align="center">RULES AND REGULATIONS - GENERAL</p>	<p align="center">SECTION 1 CAR DEMURRAGE RULES AND CHARGES</p>
<p>ITEM 10</p> <p align="center">REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</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>ITEM 100</p> <p align="center">APPLICATION</p> <p>Except where provided to the contrary, Demurrage Rules and Charges contained herein apply to all railroad owned, leased, or controlled cars and private cars held for or by consignor or consignee for any purpose on railroad tracks</p>
<p>ITEM 20</p> <p align="center">METHOD OF CANCELING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel corresponding 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 445-A cancels Item 445 and Item 364-B cancels Item 365-A in a prior supplement which in turn canceled Item 365.</p>	<p>ITEM 110</p> <p align="center">HOLIDAYS</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 1) Memorial day – Last Monday of May Independence Day – July 4 (See Note 1) Labor Day – First Monday of September Thanksgiving Day – Fourth Thursday of November Christmas Day – December 25 (See Note 1)</p> <p>Note 1: When this date occurs on a Sunday, the following Monday will be observed as the holiday.</p>
<p>ITEM 30</p> <p align="center">SUPPLEMENTS AND REISSUES</p> <p>When reference is made in this tariff, or supplements, to other publications for rates or other information, it includes "Supplements thereto or successive issues thereof."</p> <p>Where reference is made in this tariff to items, it includes "reissues" of such items.</p>	<p>ITEM 120</p> <p align="center">DEFINITIONS</p> <p>The following definitions define and govern the provisions outlined in this tariff.</p> <p>ACTUAL PLACEMENT – When a car(s) is placed in an accessible position for loading or unloading, or at a point designated by consignor or consignee.</p> <p>CONSIGNEE – The party to whom a shipment is consigned, or the party entitled to receive the shipment.</p> <p>CONSIGNOR – The party in whose name a car(s) is ordered; or the party who furnishes forwarding instructions.</p> <p>CONSTRUCTIVE PLACEMENT - When a car(s) cannot be actually placed due to any condition attributable to the consignor or consignee, such car(s) will be held on DRIR's tracks and notice will be provided to the consignor or consignee that the car (s) is held awaiting disposition instructions.</p> <p>DEMURRAGE DAY – A twenty-four hour period (calendar day), or part thereof, commencing at 0001 after tender.</p> <p align="center">(Continued on next page)</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

FREIGHT TARIFF DRIR 8000-A

SECTION 1 CAR DEMURRAGE RULES AND CHARGES	SECTION 1 CAR DEMURRAGE RULES AND CHARGES
<p>ITEM 120 (Cont'd)</p> <p align="center">DEFINITIONS</p> <p>DISPOSITION – Information, including forwarding instructions or release, that allows DRIR to either tender or release the car(s) from the consignor's or consignee's account.</p> <p>EMPTY CARS ORDERED NOT USED – Suitable empty car (s) made available for loading as ordered and subsequently released without being used in transportation service.</p> <p>EMPTY RELEASE INFORMATION – Advice provided by the consignee to authorized DRIR personnel that the car(s) is unloaded and available. This information must include the identity of the consignee, party furnishing information, and the car(s) initial and number.</p> <p>FORWARDING INSTRUCTIONS – Shipping instructions provided at the point of loading that contain all the necessary information to transport the shipment to its final destination.</p> <p>FREE TIME – Cars for loading or unloading will be allowed seventy-two hours free time. Free time for loaded cars begins at the first 0001 hours after the car is constructively or actually placed and notification is given.</p> <p>LEASE TRACK – Track(s) assigned to a user through a written agreement. Lease tracks will be treated the same as private tracks.</p> <p>LOADING – The complete or partial loading of a car(s) in conformity with loading and clearance rules and the furnishing of forwarding instructions.</p> <p>LOADED CARS – A car(s) that is completely or partially loaded.</p> <p>NOTIFICATION – When required, written or verbal notification will be furnished to the parties entitled to receive notice that the car(s) is available for loading, unloading, or otherwise affected by demurrage provisions.</p> <p>ORDER DATE – The date that the consignor requests empty car (s) to be furnished for loading.</p> <p>PARTIAL UNLOADING – The partial unloading of a car(s) and furnishing of the proper forwarding or handling instructions.</p> <p>PRIVATE CAR(S) – A car(s) bearing other than railroad reporting marks that is not railroad-controlled.</p> <p>PRIVATE TRACK – Tracks that are not owned or leased by DRIR.</p> <p>PUBLIC DELIVERY TRACK – Track that is open to the general public for loading and unloading.</p> <p align="center">(Continued in next column)</p>	<p>ITEM 120 (Cont'd)</p> <p align="center">DEFINITIONS</p> <p>RAILROAD-CONTROLLED CAR(S) – A car(s) bearing other than railroad reporting marks that is either leased or controlled by a railroad.</p> <p>TENDER – The notification, actual or constructive placement, of an empty or loaded car(s).</p> <p>TIME – Local time is applicable and is expressed on the basis of the 24-hour clock.</p> <p>UNLOADING – The complete unloading of a car(s), and the advice received from the consignee that the car(s) is empty and available to the railroad.</p> <hr/> <p>ITEM 130</p> <p align="center">NOTIFICATION TO CONSIGNOR OR CONSIGNEE</p> <p>DRIR will furnish the following notifications as indicated:</p> <p>Cars for Other Than Public Delivery Tracks</p> <ol style="list-style-type: none"> 1. Notice of constructive placement if car(s) are held on DRIR tracks due to reasons attributable to the consignor or consignee. 2. Delivery of car(s) upon tracks of consignee will constitute notice. <p>Cars for Public Delivery Tracks.</p> <ol style="list-style-type: none"> 1. Notice will be given to the party entitled to receive notification when car(s) is actually placed. <p>Notification may be given in writing or electronically, and will contain car initial and number and commodity.</p> <hr/> <p>ITEM 140</p> <p align="center">NOTIFICATION TO DRIR</p> <p>DRIR will accept forwarding instructions, empty release information, or other disposition via fax. Such information is to be faxed to 303-295-0886. The recorded date and time that the instructions are received will govern.</p>
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

FREIGHT TARIFF DRIR 8000-A

SECTION 1 CAR DEMURRAGE RULES AND CHARGES	SECTION 2 SWITCHING AND MISCELLANEOUS CHARGES												
<p>ITEM 150</p> <p align="center">DEMURRAGE PLAN AND PRICES</p> <p>Demurrage will be assessed at a rate of \$75 per car per day or fraction thereof for all time in excess of seventy-two hours for loading and unloading from the first 0001 after tender until release. Empty cars constructively or actually placed at carrier convenience will not accrue demurrage until forty-eight hours following requested placement date.</p> <p>Demurrage charges will be accrued on all days, except Holidays that fall as the first chargeable day.</p> <p>Settlement of charges will be made monthly on all car(s) released during each calendar month.</p> <p>Private cars on private tracks will not accrue demurrage. Private cars held on railroad tracks are subject to demurrage charges.</p>	<p>ITEM 220</p> <p align="center">RECIPROCAL SWITCHING</p> <p>The DRIR will perform reciprocal switching between industries located on the DRIR and connections at Denver, CO at charges shown below:</p> <table border="1"> <thead> <tr> <th align="center">COMMODTIES</th> <th align="center">CONNECTIONS</th> <th align="center" colspan="2">CHARGES (See Notes and 2)</th> </tr> </thead> <tbody> <tr> <td align="center" rowspan="2">All carload freight</td> <td align="center" rowspan="2">BNSF UP</td> <td align="center">OUTER ZONE (See Item 250)</td> <td align="center">\$3.18 per NT</td> </tr> <tr> <td align="center">INNER ZONE (See Item 250)</td> <td align="center">\$3.18 per NT</td> </tr> </tbody> </table> <p>Note 1 - Subject to minimum charge of \$125.00 per car. Note 2 - Subject to Surcharge of \$125.00 per car, plus a Fuel Surcharge of \$12.50 per car, which are in addition to the above charge.</p>			COMMODTIES	CONNECTIONS	CHARGES (See Notes and 2)		All carload freight	BNSF UP	OUTER ZONE (See Item 250)	\$3.18 per NT	INNER ZONE (See Item 250)	\$3.18 per NT
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<p align="center">SECTION 2 SWITCHING AND MISCELLANEOUS CHARGES</p> <p>ITEM 200</p> <p align="center">DEFINITION OF INTRA-PLANT AND INTER-TERMINAL SWITCHING</p> <p>INTRA-PLANT SWITCHING is a switching movement from one track to another track within the same plant or industry, or from one location to another location on the same track within the same plant or industry.</p> <p>INTER-TERMINAL SWITCHING is a switching movement from one track of one carrier to a track of another carrier, when both tracks are within the switching limits of the same station or industrial switching district.</p>	<p>ITEM 230</p> <p align="center">INTER-TERMINAL SWITCHING</p> <p>The DRIR will perform inter-terminal switching at the following a charges:</p> <table> <thead> <tr> <th align="center">ZONE:</th> <th align="center">CHARGE: (See Notes 1 and 2)</th> </tr> </thead> <tbody> <tr> <td align="center">OUTER ZONE (See Item 250)</td> <td align="center">\$3.18 per net ton</td> </tr> <tr> <td align="center">INNER ZONE (See Item 250)</td> <td align="center">\$3.18 per net ton</td> </tr> </tbody> </table> <p>Note 1 - Subject to minimum charge of \$125.00 per car. Note 2 - Subject to Surcharge of \$125.00 per car which is in addition to the above charge.</p>			ZONE:	CHARGE: (See Notes 1 and 2)	OUTER ZONE (See Item 250)	\$3.18 per net ton	INNER ZONE (See Item 250)	\$3.18 per net ton				
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<p>ITEM 210</p> <p align="center">INTRA-PLANT SWITCHING</p> <p>DRIR will perform intra-plant switching on loaded or empty cars at a charge of \$150 per car.</p>	<p>ITEM 240</p> <p align="center">SPECIAL SWITCH</p> <p>Special switches will be provided at \$675 per request for the first three hours of switching. Additional special switching hours will be charged at \$225 per hour. Requests must be received in writing prior to any special switches being performed. DRIR will review all requests for special switches and will approve or deny such requests depending on railroad availability.</p> <p>For purposes of this item, switching requests that involve pulling and respotting cars in order to extract specific cars otherwise blocked constitute a special switch.</p>												
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<p align="center">SECTION 2 SWITCHING AND MISCELLANEOUS CHARGES</p>	<p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p>
<p>ITEM 250</p> <p align="center">SWITCHING LIMITS - DENVER, CO</p> <p>OUTER ZONE - The switching limits of the Outer Zone at Denver, CO, begins with a connection with the UP (formerly DRGW/UP at Belt Junction, CO), west of Brighton Blvd., and southwest 3.1 miles to Interstate Highway 70 and Quebec Street, including the stations of Commerce City and Airlawn. All Industries and public tracks located within this Zone are open to reciprocal switching.</p> <p>INNER ZONE - The switching limits of the Inner Zone at Denver, CO, are bounded on the south by Interstate Highway 70, the west by the Platte River, the east by the Mainline of the BNSF, and north by 52nd Avenue. All Industries and public tracks located within the Zone are open to reciprocal switching.</p>	<p>FT - Freight Tariff BNSF - BNSF Railway Company DRIR - Denver Rock Island Railroad UP - Union Pacific Railroad NT - Net Ton</p> <p>[A] - Addition [I] - Increase [NC] - Brought forward without change [R] - Reduction</p>
<p>ITEM 260</p> <p align="center">EMPTY CARS ORDERED OR SUPPLIED FOR SPECIFIC DESTINATIONS OR JUNCTIONS</p> <p>Empty cars that are ordered or supplied for specific destinations or junctions that are loaded and billed to travel other than ordered or supplied route will incur a charge of \$500 per car. This charge will be assessed by DRIR and is exclusive of any charges assessed by other railroads or the car owner.</p>	
<p>ITEM 270</p> <p align="center">EMPTY CARS ORDERED NOT USED</p> <p>If DRIR receives a car order for empty cars and such order is canceled after DRIR has applied car(s) to the order, a charge of \$200 per car will be assessed to the ordering party.</p>	
<p>ITEM 280</p> <p align="center">CARS ERRONEOUSLY RELEASED</p> <p>A charge of \$150 per car will be assessed for loaded cars reported empty or for empty car reported loaded when such errors are noted by DRIR personnel subsequent to the patron releasing cars.</p>	