



Customer Reference Guide



Effective Wednesday, June 1, 2016

DISCLAIMER: This guide is provided by RVT to assist customers in understanding the railroad's services and charges. The current RVT Freight Tariff and other governing tariff and circular documents supersede any information contained herein that conflicts with such tariff document.



HOURS OF OPERATION

Monday through Friday – 7 AM to 2 PM

Saturday – Closed

Sunday – Closed

Holidays – Closed

CONTACTS

RAIL EMERGENCY

(855)-910-9900

Administration	Scott DeVries	(509)-724-0101	Scott.DeVries@CCTRailSystem.com
Billing	Accounting & Tax Services	(509)-724-0101	Accounting@CCTRailSystem.com
Customer Service	RVT Operations Office	(541)-826-2631	Office@RogueValleyRR.com
Marketing & Sales	Laura DeVries	(541)-621-6736	Laura.DeVries@RogueValleyRR.com
Rail Operations	RVT Operations Office	(541)-826-2631	Office@RogueValleyRR.com
Track Maintenance	RVT Operations Office	(541)-826-2631	Office@RogueValleyRR.com

Rogue Valley Terminal Railroad Corporation

2095 Avenue F

White City, OR 97503-3210

Fax: (541)-826-4420



SWITCHING CHARGES

<u>SWITCHING SERVICE</u>	<u>FEE</u>	<u>TARIFF ITEM</u>
Turning Car	\$450 per car	Item 120
CBR/CORP/PNWR/YW Interline Traffic (<i>Non-UP HC</i>) <ul style="list-style-type: none"> ❖ Haz-Mat (except RSSM) ≤ 268K GRL ❖ Haz-Mat (except RSSM) > 268K GRL ❖ RSSM ≤ 268K GRL ❖ RSSM > 268K GRL ❖ Intermodal ❖ Hi-Wide Dimensional Shipments ❖ Locomotives, Cabooses & MTY PAX Cars ❖ Unit Trains ❖ All Other Freight ≤ 268K GRL ❖ All Other Freight > 268K GRL 	\$275 per car \$325 per car \$350 per car \$400 per car Rate Quote Special Switching Special Switching Rate Quote \$225 per car \$275 per car	Item 200
UP Handling Carrier Interline Traffic <ul style="list-style-type: none"> • Intermodal • Hi-Wide Dimensional Shipments • Locomotives, Cabooses & MTY PAX Cars • Unit Trains • All Other Freight 	Rate Quote Special Switching Special Switching Rate Quote No Charge	Item 210
Intra-Plant Switching / Respot at Industry	\$175 per car	Item 220
Intra-Terminal Switching / Constructive Placement	\$175 per car	Item 230
Special Switching Services	\$1,200 per request – first 4 hours \$250 per additional hour	Item 250
Interchange in Error	\$425 per car	Item 240
Inbound No-Bill Car	\$775 per + \$15 per car/day	Item 260



OTHER SERVICE CHARGES

<u>OPTIONAL SERVICE</u>	<u>FEE</u>	<u>TARIFF ITEM</u>
Hazardous Materials Documentation & Security Fee	\$155 per car	Item 105
Empty Cars Ordered & Not Loaded	\$300 per car	Item 110
Empty Cars Rejected Unfit for Loading	\$300 per car	Item 130
Opening/Closing Railcar Doors/Gates	\$150 per car	Item 140
Railcar Repair	125% Current AAR Rates	Item 150
Empty Car Release Notification by E-Mail or Fax	\$40 per release notification	Item 330
Cars Released in Error	\$300 per car	Item 340



EXTENDED ASSET USE CHARGES

<u>EQUIPMENT TYPE</u>	<u>FEE</u>	<u>TARIFF ITEM</u>
Railroad/TTX Cars (<i>Ex. HM, RSSM, HW & Intermodal</i>) <ul style="list-style-type: none"> • 48 Hours Free Time – Loading • 48 Hours Free Time – Unloading • 72 Hours Free Time – Unloading & Reloading Same Car 	\$60 per car per day	Item 360
Railroad/TTX Cars (<i>Haz Mat Cars except RSSM</i>) <ul style="list-style-type: none"> • No Free Time 	\$100 per car per day	Item 360
Railroad/TTX Cars (<i>Hi-Wide Dimensional Cars</i>) <ul style="list-style-type: none"> • 24 Hours Free Time – Loading • 24 Hours Free Time – Unloading • 48 Hours Free Time – Unloading & Reloading Same Car 	Rate Quote	Item 360
Railroad/TTX Cars (<i>Intermodal</i>) <ul style="list-style-type: none"> • No Free Time 	Rate Quote	Item 360
Railroad/TTX Cars (<i>RSSM Cars</i>) <ul style="list-style-type: none"> • No Free Time 	\$1,500 per car per day	Item 360
Private Car Storage on RVT Tracks (<i>Except RSSM</i>) <ul style="list-style-type: none"> • 48 Hours Free Time – Loading • 48 Hours Free Time – Unloading • 72 Hours Free Time – Unloading & Reloading Same Car 	\$5 per car per day	Item 400
Private Car Storage on RVT Tracks (<i>RSSM</i>) <ul style="list-style-type: none"> • No Free Time 	\$1,500 per car per day	Item 400



Free Time Normal Cycle (All Cars Except Haz Mat, RSSM, Hi-Wide & Intermodal)

<u>CAR SPOTTED OR CONSTRUCTIVELY PLACED BETWEEN:</u>	<u>CUSTOMER ACTIVITY:</u>	<u>FREE TIME ENDS:</u>
Previous Friday, 12 PM – Current Week Monday, 11:59 AM	Loading	Wednesday, 11:59 AM
	Unloading	Wednesday, 11:59 AM
	Unload & Reload	Thursday, 11:59 AM
Monday, 12 PM – Tuesday, 11:59 AM	Loading	Thursday, 11:59 AM
	Unloading	Thursday, 11:59 AM
	Unload & Reload	Friday, 11:59 AM
Tuesday, 12 PM – Wednesday, 11:59 AM	Loading	Friday, 11:59 AM
	Unloading	Friday, 11:59 AM
	Unload & Reload	Following Monday, 11:59 AM
Wednesday, 12 PM – Thursday, 11:59 AM	Loading	Following Monday, 11:59 AM
	Unloading	Following Monday, 11:59 AM
	Unload & Reload	Following Tuesday, 11:59 AM
Thursday, 12 PM – Friday, 11:59 AM	Loading	Following Tuesday, 11:59 AM
	Unloading	Following Tuesday, 11:59 AM
	Unload & Reload	Following Wednesday, 11:59 AM
Friday, 12 PM – Following Monday, 11:59 AM	Loading	Following Wednesday, 11:59 AM
	Unloading	Following Wednesday, 11:59 AM
	Unload & Reload	Following Thursday, 11:59 AM

IMPORTANT NOTE: The earlier of the car's actual placement (*spot*) time or constructive placement time will govern the start of the free time cycle. Additional free time will be granted when the normal free time cycle includes a holiday recognized by the railroad.



INTERLINE GATEWAYS & ROUTES

RVT connects with the Central Oregon & Pacific Railroad (CORP) at White City, OR. CORP also connects with Union Pacific Railroad (UP) at Eugene, OR and Black Butte, CA and the Yreka Western Railroad (YW) at Montague, CA. The most common routes used for interline traffic to or from locations on RVT are as follows:

RVT Traffic to/from UP Stations via Eugene, OR (or beyond)

RVT – White City, OR – CORP – Eugene, OR – UP
RVT-WHICY-CORP-EUGEN-UP

RVT Traffic to/from UP Stations via Black Butte, CA ("*Siskiyou Route*") (or beyond)

RVT – White City, OR – CORP – Black Butte, CA – UP
RVT-WHICY-CORP-BLKBT-UP

RVT Traffic to/from CORP Stations

RVT – White City, OR – CORP
RVT-WHICY-CORP

RVT Traffic to/from YW Stations

RVT – White City, OR – CORP – Montague, CA – YW
RVT-WHICY-CORP-MONTA-YW

For routes to/from stations located on other Class 1 railroads or their connecting regional and shortline railroad partners (e.g. BNSF, CN, CPRS, CSXT, KCS, NS, etc.), or if you are unsure of the proper routing or serving rail carrier, please contact us at Office@RogueValleyRR.com or (541)-826-2631 for further assistance.



LINEHAUL FREIGHT RATES

Linehaul freight rates on interline rail traffic with other carriers are determined by the primary linehaul rail carrier:

RVT Traffic to/from UP Stations

Governed by UP Line Haul Freight Rates

Primary Rate Contact:

UP Marketing & Sales Support (*or previously-assigned UP business manager*)
(800)-877-0513

RVT Traffic to/from Other Class 1 RR Stations

Governed by UP Line Haul Freight Rates and Other Class 1 RR Freight Rates

Usually quoted as separate rates and bills per AAR Railway Accounting Rule 11

Primary Rate Contact:

UP Marketing & Sales Support (*or previously-assigned UP business manager*)
(800)-877-0513

RVT Traffic to/from CORP Stations

Governed by CORP Line Haul Freight Rates

Rate Contact:

Julie Brown (*CORP Marketing & Sales*)
(541)-607-2707
JTBrown@GWRR.com

RVT Traffic to/from YW Stations

Governed by CORP Line Haul Freight Rates and YW Line Haul Freight Rates

Separate rates and bills per AAR Railway Accounting Rule 11

Rate Contacts:

Julie Brown (*CORP Marketing & Sales*)
(541)-607-2707
JTBrown@GWRR.com

Court Hammond (*YW President*)
(530)-842-4146
YrekaWesternRR@AOL.com



ORDERING EMPTY CARS

Customers requiring empty railroad-controlled cars to load that will be routed to or via the UP must order cars through the UP via their website at www.UP.com. New customers should contact the RVT Operations Office for assistance and training in using the UP Customer Car Order web application.

Customers requiring empty railroad-controlled cars to load that will terminate on CORP or YW, should contact CORP to place their empty car request.

To minimize costs, Customers should avoid ordering more cars than needed to accommodate outbound rail shipments and that your facility is able to load unless you are prepared to pay the corresponding demurrage or private car storage charges.

RECEIVING CARS

Customers will receive inbound railcars during RVT's normal hours of operation. Cars that cannot be placed on your industry track due to limitations of track capacity, number of available railcar spots, inaccessibility of track to RVT crews, tracks out of service or Customer request will be constructively placed on a RVT-owned storage track, and the Customer will be notified by e-mail or fax. Additional charges apply for constructive placement of cars.

To ensure timely delivery of your cars to your facility at the lowest possible cost, it is VERY IMPORTANT that all fence gates, building doors, blue flags and derails controlled by your company, be opened for the train crew prior to their arrival at your facility. Failure to do so may result in additional service charges and/or delays to your car deliveries.

Customers should load/unload inbound cars as quickly as possible to minimize or eliminate demurrage and/or private car storage charges.

Daily inbound rail traffic reports are available via e-mail from RVT, UP and CORP to help you better manage your inbound rail traffic and freight supply chain. On-demand railcar tracking is also available via the UP website at www.UP.com. Please contact the RVT Operations Office for assistance in setting up or re-configuring daily report settings.



RELEASING CARS

RVT will pick up released cars during our normal hours of operation. Cars released subsequent to CORP's daily interchange with RVT generally will not be pulled until the next business day, unless switching is required to make room for additional inbound cars at the Customer's facility. Additional or "late" switches will be done at the sole discretion of RVT management.

To ensure timely pickup of your cars from your facility at the lowest possible cost, it is VERY IMPORTANT that all fence gates, building doors, blue flags, wheel chocks and derails controlled by your company, be opened for the train crew prior to their arrival at your facility. All cables, doors, gates, hatches, straps, tie-downs and valves on the released railcars or any other railcars that must be moved during the switch due to obstructing outbound released cars, must be closed and properly secured prior to releasing cars. All dock plates, hoses, cables, spouts or other similar devices used in the railcar loading or unloading process must be removed and disconnected or retracted from all released cars (or other obstructing cars) prior to releasing cars. Failure to do so may result in additional service charges and/or delays to your car pickups. RVT train crews are prohibited from handling customer-controlled equipment such as gates, building doors, blue flags, wheel chocks, derails, dock plates, hoses, cables and spouts.

Customers should load/unload inbound cars as quickly as possible to minimize or eliminate demurrage and/or private car storage charges.

Once you are ready for RVT to pick up your railcar from your facility, please promptly submit a release notification by one of the following methods:

	<u>UP Website</u>	<u>RVT Website</u>	<u>EDI to UP</u>	<u>EDI to RVT</u>	<u>E-mail</u>	<u>Fax</u>
Loaded Car (<i>Route Includes UP</i>)	X		X	X		
Loaded Car (<i>Route Excludes UP</i>)				X	X	X
Residue Haz-Mat Car				X	X	X
Empty Car		X		X	X	X

UP Website: <http://My.UPRR.com/>
RVT Website: <http://www.RailConnect.com/>
E-Mail: Office@RogueValleyRR.com
Fax: (541)-826-4420



Cars released outside of our normal business hours by e-mail or fax will be considered released effective the earlier of 7 AM on the next business day or the actual pull time by RVT. Cars released via EDI, the UP website or RVT empty car release application will be released immediately.

Daily outbound rail traffic reports are available via e-mail from RVT and UP to help you better manage your outbound rail traffic. On-demand railcar tracking is also available via the UP website at www.UP.com. Please contact the RVT Operations Office for assistance in setting up or re-configuring daily report settings.



CUSTOMER TRACK MAINTENANCE

The maintenance and safe operation of all private industrial tracks is the sole responsibility of the industry that owns the track infrastructure. All track must be maintained to current Federal Railroad Administration (FRA) Track Standards and RVT railroad track maintenance standards.

Customers should ensure that private industrial tracks and the right-of-way at least 6 feet on either side of the track are clear of all tools, equipment, debris, snow or ice accumulation or other non-fixed obstructions when switching service is requested or anticipated. RVT management and train crews reserve the right to refuse switching services on private industrial tracks deemed unsafe by RVT due to obstructions, excessive snow/ice accumulation or excessive number of track defects.

RVT performs monthly inspections once each calendar month on our Customer's private industrial track(s) free of charge. These inspections will ensure that the private industrial track meets or exceeds all FRA Track Standards applicable to the appropriate classification of track. RVT may opt not to perform inspections during calendar months that the Customer receives no rail traffic on or over their private industrial track(s). Customers will be notified in writing if there are any track defects noted requiring repair by the Customer.

Customers may contract with any qualified railroad track maintenance contractor with demonstrated experience in such work. The contractor must follow all applicable FRA requirements regarding track geometry measurements and on-track safety protection of workers. All track maintenance, replacement, reconfiguration or upgrades are subject to a subsequent inspection and approval by the RVT Track Inspector before being used for active rail service.

Additionally, RVT offers track maintenance services and materials to our Customers, at the Customer's expense, upon request.