

DAKOTA SOUTHERN RAILWAY COMPANY

FREIGHT TARIFF DSRC 8003-A (Revised)

CANCELLING FREIGHT TARIFF DSRC 8001

NAMING

GENERAL CAR DEMURRAGE RULES AND CHARGES

AND

SWITCHING AND MISCELLANEOUS RULES AND CHARGES

APPLYING

ON ALL POINTS AND STATIONS ON THE

DAKOTA SOUTHERN RAILWAY 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: OCTOBER 1, 2018

EFFECTIVE: OCTOBER 31, 2018

ISSUED BY:

**Mike Williams
President**

**Dakota Southern Railway Company
10100 N. Ambassador Dr., Suite 105
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FREIGHT TARIFF DSRC 8003

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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 - GENERAL</p>
<p>ITEM 5</p> <p align="center">DESCRIPTION OF GOVERNING CLASSIFICATION AND EXCEPTIONS</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>ITEM 25</p> <p align="center">METHOD OF CANCELLING 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 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>ITEM 10</p> <p align="center">STATION LISTS AND CONDITIONS</p> <p>This tariff is governed by Official Railroad Station List, Railinc, Agent, OPSL 6000-series, to the extent below:</p> <p align="center">PREPAY REQUIREMENTS AND STATION CONDITIONS</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">GEOGRAPHIC LIST OF STATIONS</p> <p>b) For geographical locations of stations referred to in this tariff by station numbers.</p> <p align="center">STATION NUMBERS</p> <p>c) For the identification of stations when stations are shown or referred to by numbers in this tariff.</p>	<p>ITEM 30</p> <p align="center">DEMURRAGE CHARGES</p> <p>On cars subject to demurrage charges after expiration of free time allowed (See Item 50), the following charges per car, per day, or fraction of a day, will be made until the car is released (See Item 110):</p> <p>\$48.00 per day</p> <p>The applicable charge will accrue on all days, except holidays (See Item 55) that fall as the first chargeable day.</p>
<p>ITEM 15</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 35</p> <p align="center">EMPTY CARS ORDERED OR APPROPRIATED FOR LOADING BUT NOT USED</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>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.</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>ITEM 40</p> <p align="center">LOADED PRIVATE CARS HELD ON RAILROAD TRACKS</p> <p>The demurrage clock starts at the first 12:01 AM after the car is placed on hold. (See item 30 for charges).</p>
<p>For explanation of terms, abbreviations and reference marks, see last page of tariff.</p>	

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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 - GENERAL</p>
<p>ITEM 45</p> <p>CARS HELD FOR PURPOSES OTHER THAN LOADING AND UNLOADING</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 diversion request, or the freight payer. C. As a result of conditions attributable to the loader or unloader.</p> <p>Computation: (See Items 30 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"> 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"> a. Cars diverted or reshipped. b. Cars held empty for loading – ordered and not used (other than rejected car). c. Cars held for “Surrender of Order notify Bills of Lading” at destination. d. Cars waiting for payment of accrued charges at origin or destination. e. Cars held for official grading or inspection. f. Cars held for any other purpose, except as covered by Items 35 and 40, which is not attributable to the DSRC. 2. After a car is received by DSRC until date and time of disposition on: <ol style="list-style-type: none"> a. Cars received from connecting carriers. b. Loaded private cars returned to railroad tracks. 3. After actual or constructive placement until date and time of refusal on a refused loaded cars. 4. After notification is given to loader/beneficial owner until date of disposition of a refused loaded car. 5. After actual placement or car order date, which ever is later, until date and time of rejection, on empty cars rejected as being unsuitable for loading. 	<p>ITEM 55</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 Good Friday Memorial Day Independence Day Labor Day Thanksgiving Day Christmas (See Note)</p>
	<p align="center">SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</p>
	<p>ITEM 100</p> <p align="center">PLACEMENT</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>ITEM 105</p> <p align="center">NOTIFICATION</p> <p>Notification by industry of release of cars must be:</p> <p>In writing by fax to Mitchell, SD at (605) 990-3015 or White Lake, SD at (605) 249-2512.</p>
	<p>ITEM 110</p> <p align="center">RELEASES</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>ITEM 50</p> <p align="center">FREE TIME</p> <p>Cars for loading or unloading will be allowed twenty-four (24) hours free time. Free time begins at the first 12:01 AM after the car is actually placed (See Item 100), and notification is given (See Item 105).</p>	
<p>For explanation of terms, abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 2 SWITCHING AND MISCELLANEOUS CHARGES	SECTION 2 SWITCHING AND MISCELLANEOUS CHARGES
<p>ITEM 200</p> <p align="center">WEIGHING</p> <p>A charge of \$125.00 per car when scale is enroute of movement and no special switching is required, \$250.00 per car for out of route movement to weigh.</p>	<p>ITEM 225</p> <p align="center">SPECIAL SWITCH</p> <p>\$1100.00 Per Request</p> <p>Additional \$250.00/hour, for services over 4 hours.</p> <p>Requests must be received in writing prior to any movements being performed. The DSRC will review all requests for special train and will approve or deny depending on railroad availability. (Over-sized / dimension leads handled on individual basis.)</p>
<p>ITEM 205</p> <p align="center">TURNING CARS</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>ITEM 210</p> <p align="center">RE-CONSIGNMENT OR DIVERSION</p> <p>\$225.00 If car has not reached destination station.</p> <p>\$300.00 If car reached destination station, but has not been spotted.</p> <p>\$375.00 If car reached destination station and has been spotted.</p> <p>Shipper must provide DSRC a new Bill of Lading as authority to move car.</p>	<p>ITEM 230</p> <p align="center">SPECIAL TRAIN</p> <p>\$2000.00 Per Request</p> <p>Additional \$300.00/hour, for services over 8 hours.</p> <p>Requests must be received in writing prior to any movements being performed. The DSRC will review all requests for special train and will approve or deny depending on railroad availability. (Over-sized / dimensional loads handled on individual basis.)</p>
<p>ITEM 215</p> <p align="center">INTRA-PLANT SWITCHING</p> <p>The DSRC will perform intra-plant switching on loaded or empty cars at a charge of \$125.00 per car non- hazardous or \$150.00 per car hazardous (STCC series 28,29,48,49).</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>ITEM 220</p> <p align="center">INTRA-TERMINAL SWITCHING</p> <p>The DSRC will perform intra-terminal switching on loaded or empty cars at a charge of \$200.00 per car.</p> <p>Intra-terminal switching is a switching movement (other than intra-plant switching) from one private or assigned track to another private or assigned track of the same railroad, within the switching limits of same station or industrial switching district.</p>	<p>ITEM 235</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:</p> <p>\$500.00 Per car</p> <p>This charge will be assessed by the DSRC and there could be other charges imposed by the other roads involved or car owners.</p>
	<p>ITEM 240</p> <p align="center">OVERLOADED CARS DEFINITION</p> <p>A car will be considered overloaded when the weight of the lading thereof exceeds the maximum carrying capacity (load limit) stenciled on the car.</p>
	<p>ITEM 245</p> <p align="center">OVERLOADED CARS-NOTIFICATION OF</p> <p>The party contracting for services or owner of the lading will be notified of the overload and will be allowed to remove excess. Demurrage charges commence with the first 12:01 A.M. after notification is given or owner of</p>
<p>For explanation of terms, abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 2 SWITCHING AND MISCELLANEOUS CHARGES		SECTION 2 SWITCHING AND MISCELLANEOUS CHARGES							
<p>ITEM 250</p> <p align="center">OVERLOAD CARS AT ORIGIN</p> <p>When a car is overloaded and such fact is discovered at origin station, shipper or owner of the lading will be notified to remove the excess as provided in this tariff. If the car is returned to the industry where loaded, one intra-terminal switch charge will be assessed in addition to a \$350.00 per car penalty.</p>	<p>ITEM 270</p> <p align="center">SETBACK CHARGES FOR CARS HANDLED IN ERROR</p> <p>A charge of \$150.00 per car will be assessed on cars interchanged to or from DSRC due to error on the part of rail carrier making such interchange.</p>								
	<p>ITEM 255</p> <p align="center">OVERLOADED CARS AT OTHER THAN ORIGIN</p> <p>When a car at a station is discovered to be overloaded and such fact is discovered after the shipment has left the origin station, shipper will be notified to remove the excess as provided in this tariff. The applicable intra-terminal switch charge from the point where the overloaded condition is discovered to the nearest public track will be assessed in addition to a \$350.00 per car penalty.</p>	<p>ITEM 275</p> <p align="center">PER DIEM</p> <p>DSRC does not pay private car mileage allowance on customer cars located on the DSRC line. DSRC does pay mileage to the BNSF.</p>							
<p>ITEM 260</p> <p align="center">OVERLOADED CARS-DISPOSITION OF</p> <p>When a customer fails to respond within the first twenty-four (24) hours, a second notice will be sent. If shipper fails to respond within seven (7) calendar days from the first 12:01A.M. after the first notification, DSRC will, at our option, transfer the shipment, transfer the excess to another car or remove the excess and sell it to the best advantage.</p> <p>The actual cost of transfer for removing the excess plus any additional charge(s), less the proceeds of the sales of the excess, if any, will be assessed against the shipper,</p>	<p align="center">SECTION 3 LOCAL RATES</p> <p align="center">(Not for use in construction combination rates)</p>								
	<p>ITEM 300</p> <p align="center">LOCAL RATES (See Note)</p> <p>COMMODITY: Freight, all kinds</p> <p align="center">PART 1 (DSRC Main Line)</p> <table border="1"> <thead> <tr> <th align="center">BETWEEN</th> <th align="center">AND</th> <th align="center">RATE (Per Car)</th> </tr> </thead> <tbody> <tr> <td>DSRC Stations, except as provided in Part 2</td> <td>DSRC Stations, except as provided in Part 2</td> <td align="center">\$ 750.00</td> </tr> </tbody> </table>			BETWEEN	AND	RATE (Per Car)	DSRC Stations, except as provided in Part 2	DSRC Stations, except as provided in Part 2	\$ 750.00
BETWEEN	AND	RATE (Per Car)							
DSRC Stations, except as provided in Part 2	DSRC Stations, except as provided in Part 2	\$ 750.00							
<p>ITEM 265</p> <p align="center">OVERLOADED CARS RECEIVED FROM CONNECTING LINES</p> <p>When a car is received from a connecting line in road haul service, and is discovered to be overloaded, shipper and delivery line will be notified to remove the excess as provided in this tariff. If the overload is discovered at the junction and car is ordered returned the delivering carrier, the applicable inter-terminal switch charge will be assessed in addition to a \$350.00 per car penalty.</p>	<p align="center">PART 2 (DSRC Napa Subdivision)</p> <table border="1"> <tbody> <tr> <td>Tabor, SD</td> <td>Napa, SD</td> <td align="center">\$ 750.00</td> </tr> <tr> <td>Napa, SD</td> <td>Napa, SD</td> <td align="center">\$ 400.00</td> </tr> </tbody> </table>			Tabor, SD	Napa, SD	\$ 750.00	Napa, SD	Napa, SD	\$ 400.00
	Tabor, SD	Napa, SD	\$ 750.00						
	Napa, SD	Napa, SD	\$ 400.00						
<p>Note: Not applicable for use in constructing combination rates.</p>									
<p>For explanation of terms, abbreviations and reference marks, see last page of tariff.</p>									

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ITEM 310 COMMODITY: Freight, all kinds PART 1 <i>(DSRC Main Line)</i>				ITEM 310 COMMODITY: Freight, all kinds PART 1 <i>(DSRC Main Line)</i>			
BETWEEN	AND (INTERCHANGE)	CONNECTING CARRIER	RATE \$ (Per Car)	BETWEEN	AND (INTERCHANGE)	CONNECTING CARRIER	RATE \$ (Per Car)
Mitchell, SD	Mitchell, SD	BNSF	300.00	Reliance, SD	Mitchell, SD	BNSF	715.00
	Wolsey, SD	RCPE	800.00		Wolsey, SD	RCPE	1215.00
	Aberdeen, SD	DMVW	1050.00		Aberdeen, SD	DMVW	1465.00
	Sioux City, IA	CN – UP	1050.00		Sioux City, IA	CN – UP	1465.00
Mount Vernon, SD	Mitchell, SD	BNSF	400.00	Kennebec, SD	Mitchell, SD	BNSF	785.00
	Wolsey, SD	RCPE	860.00		Wolsey, SD	RCPE	1285.00
	Aberdeen, SD	DMVW	1110.00		Aberdeen, SD	DMVW	1535.00
	Sioux City, IA	CN – UP	1110.00		Sioux City, IA	CN – UP	1535.00
Plankinton, SD	Mitchell, SD	BNSF	415.00	Presho, SD	Mitchell, SD	BNSF	835.00
	Wolsey, SD	RCPE	915.00		Wolsey, SD	RCPE	1335.00
	Aberdeen, SD	DMVW	1165.00		Aberdeen, SD	DMVW	1585.00
	Sioux City, IA	CN – UP	1165.00		Sioux City, IA	CN – UP	1585.00
White Lake, SD	Mitchell, SD	BNSF	475.00	Vivian, SD	Mitchell, SD	BNSF	900.00
	Wolsey, SD	RCPE	975.00		Wolsey, SD	RCPE	1400.00
	Aberdeen, SD	DMVW	1225.00		Aberdeen, SD	DMVW	1650.00
	Sioux City, IA	CN – UP	1225.00		Sioux City, IA	CN – UP	1650.00
Kimball, SD	Mitchell, SD	BNSF	535.00	COMMODITY: Pipe			
	Wolsey, SD	RCPE	1035.00	Kimball, SD	Mitchell, SD	BNSF	1300.00
	Aberdeen, SD	DMVW	1285.00	PART 2 <i>(DSRC Napa Subdivision)</i>			
	Sioux City, IA	CN – UP	1320.00				
Pukwana, SD	Mitchell, SD	BNSF	595.00	BETWEEN	AND (INTERCHANGE)	CONNECTING CARRIER	RATE (Per Car)
	Wolsey, SD	RCPE	1095.00	Tabor, SD	Napa, SD	BNSF	750.00
	Aberdeen, SD	DMVW	1345.00	Napa, SD	Wolsey, SD	RCPE	1100.00
	Sioux City, IA	CN – UP	1345.00		Aberdeen, SD	DMVW	1500.00
Chamberlain, SD	Mitchell, SD	BNSF	625.00	Sioux City, IA	CN – UP	950.00	ITEM 305 TRAINS CONSTRUCTIVELY PLACED IN ROUTE Any loaded or empty unit/shuttle train destined to an offline station or railroad, held at, or short of, interchange point will be charged at \$600.00 per hour. Demurrage/ Storage will be computed from the time of constructive placement and continue until train departs hold point. Each train constructively placed in route will be allowed no free time without prior approval.
	Wolsey, SD	RCPE	1125.00				
	Aberdeen, SD	DMVW	1375.00				
	Sioux City, IA	CN – UP	1375.00				
(Continues in next column)							

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

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<p align="center">SECTION 4 INTERCHANGES</p> <p>ITEM 400</p> <p align="center">INTERCHANGES</p> <p>DSRC has the following interchanges:</p> <table border="0"> <tr><td>Mitchell, SD</td><td>- BNSF</td></tr> <tr><td>Wolsey, SD</td><td>- RCPE</td></tr> <tr><td>Aberdeen, SD</td><td>- DMVW</td></tr> <tr><td>Sioux City, IA</td><td>- CN and UP</td></tr> <tr><td>Napa, SD</td><td>- BNSF</td></tr> </table>	Mitchell, SD	- BNSF	Wolsey, SD	- RCPE	Aberdeen, SD	- DMVW	Sioux City, IA	- CN and UP	Napa, SD	- BNSF	<p>ITEM 510</p> <p align="center">PAYMENT OF CHARGES – NON-CREDIT CUSTOMERS</p> <p>Customers who have not applied for and received credit approval with DSRC, or who have had their credit suspended by DSRC, must pay line-haul freight charges and other applicable fees IN FULL (i) prior to DSRC’s acceptance of a Shipment at origin if Tendered ‘prepaid or (ii) prior to placement of a Shipment at destination if Tendered ‘collect.</p> <p>DSRC may transport or Tender Shipments for non-credit Customers prior to receipt of payment of charges as otherwise specified here. In those instances, all charges are due upon receipt of the associated bill or invoice. Customers that fail to pay by the date specified will be assessed late fees and finance charges</p>
Mitchell, SD	- BNSF										
Wolsey, SD	- RCPE										
Aberdeen, SD	- DMVW										
Sioux City, IA	- CN and UP										
Napa, SD	- BNSF										
<p align="center">SECTION 5 CREDIT TERMS</p> <p>ITEM 500</p> <p align="center">CREDIT TERMS</p> <p>DSRC will issue credit to new customers on a case-by-case basis. Customers who have been granted credit from DSRC must maintain a good standing by ensuring all invoices are paid within the agreed upon credit terms. In the event a Customer fails to make payments within agreed upon credit terms DSRC at its sole discretion may require the customer to become a cash only customer. (See Item 510)</p> <p>All charges are in US Dollars. All charges are cumulative, and may be assessed in any combination.</p> <p>Except as otherwise set forth herein, all charges incurred hereunder shall be due within 15 days after the date of DSRC’s invoice therefor. Any dispute related to any invoice shall be presented by Customer no later than thirty (30) days after Customer’s receipt of the invoice in question.</p> <p>Customer may be billed for charges due to the actions of the Customer or other railroads. DSRC may rebill to the party responsible for the payment of charges.</p>	<p>ITEM 515</p> <p align="center">FINANCE CHARGES, LATE FEES AND COLLECTIONS</p> <p>DSRC may assess a finance charge of 12% per year (or the maximum amount permitted by law) on charges that are not received by DSRC when due and have not been disputed by Customer in writing and in good faith (“Undisputed Charges”).</p> <p>Late payments are subject to a 10% fee (or the maximum amount permitted by law) on the outstanding balance of any Undisputed Charges that are not received by DSRC when due. The late fee is assessed in addition to the finance charge described above.</p> <p>All expenses incurred by DSRC to collect money owed, including, but not limited to, attorneys’ fees, investigation and expert fees, and the costs of litigation shall be paid by the Customer.</p>										
<p>ITEM 505</p> <p align="center">RIGHT TO SELL ABANDONED, REFUSED OR UNCLAIMED PROPERTY</p> <p>Freight that is abandoned by the Consignor and Consignee, refused by the Consignor and the Consignee, or unclaimed within 15 days after notice is issued to the Consignor and Consignee may be sold by DSRC. The proceeds of any sale will be applied to the payment of all transportation and other lawful charges and expenses incurred by DSRC and any balance will be paid to the owner of the freight sold by DSRC.</p>	<p>ITEM 520</p> <p align="center">SECURITY DEPOSITS</p> <p>A security deposit to insure payment of any demurrage, storage and other charges that may accrue will be required from every Customer who:</p> <ol style="list-style-type: none"> 1. Is not on BDR’s credit list or 2. Fails to pay demurrage, storage and other charges after specific written demand referring to this tariff provision. <p>The deposit must be paid in cash, certified check, cashier’s check or money order before any freight car is delivered to such Customer for Loading or Unloading. A deposit on one unit of equipment will not be transferable to another.</p> <p>*** Continued on next page</p>										
<p>For explanation of terms, abbreviations and reference marks, see last page of tariff.</p>											

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<p>ITEM 520 CONTINUED</p> <p>The deposit will be refunded after payment has been received for demurrage, storage and other charges on the corresponding equipment, should such charges have been incurred. The Customer's request for such refund must be made in writing to the DSRC. If no refund request is received by that designated office within thirty (30) days after the equipment is released, DSRC will refund the remainder of the deposit to the Customer after deducting any unpaid demurrage, storage and other charges on that shipment.</p> <p>Deposits will no longer be required after the Customer either:</p> <ol style="list-style-type: none"> 1. Is placed on DSRC's credit list, or 2. Has paid all outstanding charges, and has given assurance to the satisfaction of DSRC's credit officer that future charges will be paid within credit period of 15 consecutive days from the date on the bill. 	<p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p> <p>DSRC - Dakota Southern Railway Company BNSF - BNSF Railway CN - Canadian National OPSL - Open and Prepay Station List RCPE - Rapid City, Pierre & Eastern Railroad, Inc. STCC - Standard Transportation Commodity Code UFC - Uniform Freight Classification & - And \$ - Dollars [A] - Addition [C] - Denotes change in wording which results in neither an increase nor reduction [I] - Denotes Increase [R] - Denotes Reduction [NC] - Brought forward without change</p>																								
<p>SECTION 6 RECIPROCAL SWITCHING</p>																									
<p>ITEM 600</p> <p align="center">RECIPROCAL SWITCHING</p> <p>Customers are listed in alphabetical order by rail station and are open to reciprocal switch via junction at station unless otherwise noted.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 25%;">Customer</th> <th style="width: 40%;">Address</th> <th style="width: 10%;">Class 1</th> <th style="width: 25%;">Switch Charge Per Railcar</th> </tr> </thead> <tbody> <tr> <td colspan="4">Kimball, SD (Interchanged at Mitchell, SD)</td> </tr> <tr> <td>Centennial Energy LLC</td> <td>3773 Cherry Creek North Dr Ste 1000 Denver, CO</td> <td>BNSF</td> <td>\$300</td> </tr> <tr> <td>CHS</td> <td>5500 Cenex Dr MS585 Inver Grove Heights, MN</td> <td>BNSF</td> <td>\$300</td> </tr> <tr> <td>Kiros Energy LLC</td> <td>Suite 206-805 1st SW T2P 7N2</td> <td>BNSF</td> <td>\$300</td> </tr> <tr> <td>Plains Marketing L.P.</td> <td>607 Eighth Ave SW Ste 1400 Calgary, Alberta T2P OA7</td> <td>BNSF</td> <td>\$300</td> </tr> </tbody> </table>		Customer	Address	Class 1	Switch Charge Per Railcar	Kimball, SD (Interchanged at Mitchell, SD)				Centennial Energy LLC	3773 Cherry Creek North Dr Ste 1000 Denver, CO	BNSF	\$300	CHS	5500 Cenex Dr MS585 Inver Grove Heights, MN	BNSF	\$300	Kiros Energy LLC	Suite 206-805 1 st SW T2P 7N2	BNSF	\$300	Plains Marketing L.P.	607 Eighth Ave SW Ste 1400 Calgary, Alberta T2P OA7	BNSF	\$300
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