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BY HAND DELIVERY

Ms. Cynthia Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *State of Montana v. BNSF Railway Company*
Docket No. NOR 42124

Dear Ms. Brown:

Enclosed for filing in the above-captioned matter are the original and ten copies of the public version of BNSF Railway Company's Reply Evidence and Argument. As requested, we have included one unbound copy of the public volume. Please note that the public version contains color images.

We are also filing under separate cover the highly confidential version of BNSF Railway Company's Reply Evidence and Argument. Under the separate cover, we are also filing three CDs containing an electronic version of both the Highly Confidential and Public versions of the filing.

Please date stamp and return the extra copy of the public version to our messenger. If you have any questions, please do not hesitate to contact me.

Regards,

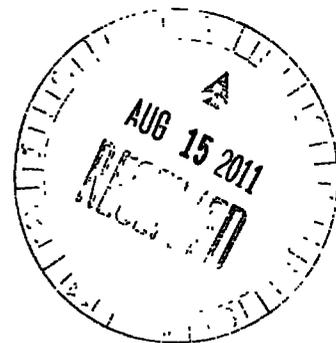
A handwritten signature in black ink, appearing to read "Linda S. Stein".

Linda S. Stein

Enclosures
cc: Parties of Record

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**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STB Docket No. NOR 42124

STATE OF MONTANA v. BNSF RAILWAY COMPANY

**BNSF RAILWAY COMPANY'S
REPLY EVIDENCE AND ARGUMENT**

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Public Record

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August 15, 2011

**Counsel's Reply
Argument**

**BEFORE THE
SURFACE TRANSPORTATION BOARD**



STATE OF MONTANA

Complainant,

v.

BNSF RAILWAY COMPANY

Defendant.

Docket No. 42124

**BNSF RAILWAY COMPANY'S
REPLY EVIDENCE AND ARGUMENT**

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- **Exhibits to BNSF Reply Evidence and Argument (“Counsel Ex.”):**
 1. Excerpt from BNSF PowerPoint Presentation, Feb. 2008 (BNSF_Montana_0000965) (Highly Confidential).
 2. Excerpts from BNSF PowerPoint Presentation, Sep. 2008 (BNSF_Montana_0000805, 861-862) (Highly Confidential).
 3. BNSF Memorandum, “Montana Rail Rates and Service: Best-in-Class Service at Reasonable Costs,” May 2009 (BNSF_Montana_0001812, 1814).
 4. Excerpts from BNSF PowerPoint Presentation, June 9, 2010 (BNSF_Montana_0001111, 1117, 1152) (Highly Confidential).
 5. Excerpts from BNSF PowerPoint Presentation, 2010 (BNSF_Montana_0000097, 99) (Highly Confidential).
 6. Email from Don Karls, BNSF, to Kevin Kaufman, BNSF, and Gregory Guthrie, BNSF, Sep. 9, 2010 (BNSF_Montana_0000630-631) (Highly Confidential).
 7. Excerpts from PowerPoint Presentation, undated (BNSF_Montana_0000568, 588) (Highly Confidential).
 8. Press Release, “MGGGA Announces Rail Rate Mediation for Montana Producers,” Oct. 15, 2008.
 9. Press Release, “Farm Groups Forge Historic Agreement with BNSF Railway,” Jan. 29, 2009.
 10. Correspondence from Montana Grain Growers Association and Montana Farm Bureau Federation, to Montana Attorney General, Aug. 27, 2009.
 11. Comments of Montana Grain Growers Association, STB Ex Parte No. 705, Competition in the Railroad Industry, Apr. 11, 2011.
 12. UP Tariff 4052-A Item 6011-D, Aug. 1, 2005, Item 6011-K, Aug. 24, 2006, Item 6011-AK.
 13. CPRS Tariff No. 4444-B Item No. 15890, Revisions 20-22, Revision 45.
 14. “Railroad Rates and Services Provided to Montana Shippers: A report prepared for the State of Montana,” Feb. 2009 (BNSF_Montana_0001762-1794; *see also* [Montana] at 2158-2193).
 15. Excerpts from Montana’s Responses and Objections to BNSF’s First Set of Discovery Requests, Mar. 31, 2011 (Confidential).

- **Benton Fisher, FTI Consulting, Verified Statement.**

Exhibits to Fisher Statement (“Fisher Ex.” or “Exhibit BVF”):

16. Description of Benton Fisher background, experience, and qualifications.
17. Comparison of Baseline and Current R/VC Analyses.
18. Montana-PNW Export Base Rates for Sample Origins.

- **Kevin Kaufman, BNSF, Verified Statement.**

- **Scot Stoa, BNSF, Verified Statement.**

Exhibit to Stoa Statement (hereinafter “Stoa Ex.”):

1. Sample Montana Grain Train Records (produced in discovery) (Highly Confidential)

- **Mark Summers, BNSF, Verified Statement.**

Exhibits to Summers Statement (hereinafter “Summers Ex.”):

1. Excerpts from BNSF 2011 Grain Elevator Directory.
2. Spreadsheet of the data published in the BNSF 2011 Grain Elevator Directory.
3. Excerpts from Presentation, BNSF/Producer Meeting, Oct. 5, 2010 (BNSF_Montana_0000646, 662, 687) (Highly Confidential).
4. BNSF Tariff No. 4022-K Item No. 43581, Revisions 8, 9.
5. BNSF Tariff No. 4022-L Item Nos. 43606, 43607.
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8. Press Release, “Shelby, Montana Rail Rate Successfully Mediated,” Dec. 2, 2009.
9. Press Release, “BNSF Railway Lowers 48-Car Rates,” Oct. 15, 2010.
10. BNSF Tariff No. 4022-M Item No. 13500, Revision 27.
11. Chart, URCS (BNSF_Montana_0001686) (Highly Confidential).
12. Excerpts from Presentation, Feb. 2009 (BNSF_Montana_0000966, 995, 998-1007) (Highly Confidential).

BNSF Railway Company (“BNSF”) hereby submits its reply evidence and argument in the above-captioned proceeding instituted by the State of Montana (“Montana”):

I. PRELIMINARY STATEMENT

Montana’s complaint in this case contains generalized allegations of harm supposedly suffered by various entities, mostly mid-size Montana grain elevators, resulting from a BNSF tariff change. In February 2009, BNSF switched from a tariff establishing per car common carrier rates for the movement of wheat in 52-car blocks to a tariff establishing per car rates for 48-car blocks of wheat. The complaint alleges that (1) BNSF induced Montana grain elevators to build 52-car elevators and to move traffic in 52-car trains and those elevators relied on BNSF’s 52-car rates; (2) the change from 52-car rates to 48-car rates has injured 52-car elevators; and (3) the change represents improper “gaming” of the Uniform Railroad Costing System (“URCS”) – 52-car blocks had revenue to variable cost (“R/VCs”) ratios above the jurisdictional threshold (180%) whereas 48-car blocks have R/VCs below the jurisdictional threshold. Montana Complaint (hereinafter “Compl.”) at 2, ¶¶ 8, 12-14, 17-20.

In its February 14, 2011 decision denying BNSF’s motion to dismiss the complaint, the Board stated that “[i]n reviewing a motion to dismiss, all alleged facts are viewed in the light most favorable to the complainant, here Montana.” February 14, 2011 Decision (hereinafter “Feb. 2011 Decision”) at 3. One implication of this observation is that the Board believed that Montana should be given the opportunity to come forward at the evidentiary stage of the proceeding with concrete proof of its factual allegations.

Montana has now had the opportunity to support its factual allegations with actual evidence but has failed to do so. Although its Opening Statement reverberates with vague allegations of “harm” to 52-car elevators and rhetoric labeling BNSF as “evasive and deceptive,” there is no evidence of actual harm suffered by anyone or any deceptive practices on BNSF’s

part to be found in Montana's presentation. *See* Opening Statement of Facts and Argument of State of Montana (hereinafter "Montana Opening").

Significantly, Montana has submitted no evidence from any allegedly harmed Montana elevator, grower or other person or entity involved in the grain trade in Montana who would have standing to bring a complaint before this agency.¹ Rather, Montana's only proffered evidence in its opening submission is a pair of statements by two consultants, neither of whom is a grain producer or marketer. As detailed below, Montana has failed to provide factual support for any of the claims set forth in its complaint, and it has failed to articulate an actionable unreasonable practice theory. Montana cannot meet its burden of proof because there was nothing unreasonable about BNSF's exercise of its ratemaking authority to establish 48-car rates in lieu of 52-car rates. Indeed, BNSF's action reflected an effort to accommodate Montana grain interests during a time of transition to shuttle elevators in Montana, and no Montana elevators or growers suffered harm as a result of that decision.

II. BACKGROUND FACTS

A. The Montana Wheat Market

Montana's wheat industry involves the complex, interconnected commercial actions of multiple parties including Montana grain growers, Montana grain elevators, rail carriers, export elevators in the Pacific Northwest, and consumers of grain around the globe. Most Montana wheat is transported out-of-state for export, principally to export elevators located on the West Coast in the Pacific Northwest region of Oregon and Washington (hereinafter "the PNW").

¹ Prior to the submission of evidence, in the discovery phase of this proceeding, BNSF sought to determine the evidentiary basis, if any, for Montana's claims, but no evidence supporting the claims was provided in Montana's discovery responses. The bulk of Montana's discovery production was made up of documents from Mr. Terry Whiteside's consulting firm Whiteside & Associates.

Once wheat is harvested, it is aggregated and stored in Montana elevators, then transported by rail to the PNW export elevators, from which it is loaded onto and transported by ocean vessels to the consuming market. While BNSF transports most of the wheat from Montana to the PNW for export, Union Pacific Railroad Company (“UP”) and Canadian Pacific Railway (“CP”) also transport wheat from Montana to the PNW. *See* Verified Statement of Mark Summers (hereinafter “Summers Statement”) at 3; *see also* Counsel Exs. 12, 13.

Most importantly for this matter, Montana grain production and transportation have both evolved significantly over the past thirty years:

{

}

Ex. 6 (BNSF_Montana_0000630). The entire production and supply chain for growing and transporting wheat grown in Montana has changed over the past few decades. As detailed below, in the last thirty years, the storage, transportation and delivery of wheat grown in Montana have become significantly more efficient. These efficiencies, as discussed herein, have evolved gradually from the 19th century practice of having small local elevators filling orders for individual cars of grain to today’s 21st century system of hyper-efficient 110-car dedicated shuttle trains that have created a grain pipeline from Montana stretching west nearly 1,000 miles to the Pacific Coast.

As a result of these changes, wheat in Montana is being grown more efficiently, more Montana wheat is being transported and transported more efficiently, and thus more Montana wheat is reaching the global marketplace. All of these changes have benefitted the grain producers and citizens of Montana. It is therefore ironic that the State, in this complaint, essentially asks that the Board freeze in time a particular grain supply configuration and create a disincentive for new investment.

B. Montana Grain Elevators

There are approximately 62 grain elevators in Montana that handle wheat and that also have direct access to the BNSF rail network. *See* Summers Ex. 1; *see also* Summers Ex. 2; *see also* Summers Statement at 4.² Some (but not all) of those elevators also have the capacity to store other agricultural commodities, such as, barley and pulse crops. *Id.* The elevators that can handle the non-wheat crops also can and do ship those crops on the BNSF rail network.

The current breakdown of elevators in Montana on BNSF's rail lines is as follows:

- 15 elevators with track capacity of 20 cars or less.
- 4 elevators with track capacity between 25 and 48 cars.
- 7 elevators with track capacity of 52 cars.
- 23 elevators with track capacity between 53 and 60 cars.
- 13 shuttle elevators with track capacity of at least 110 cars.

Summers Ex. 2; *see also* Summers Statement at 4.

All the existing elevators with 52 to 60 car track capacity (hereinafter "52-60 elevator" or "mid-size elevator") were built and opened before 1993. *See* Summers Statement at 5. No 52-60

² Summers Exhibit 2 is a chart compiled from BNSF's publicly-available 2011 elevator directory, based on information voluntarily reported to BNSF by the elevators, listing all Montana grain elevators on the BNSF rail network, as well as their ownerships, the grains they handle, and their track capacities.

car elevator is under construction in Montana today. *Id.* Nor is BNSF aware of plans to construct any new 52-60 car elevator in Montana. *Id.*

While several Montana 52-60 car elevators closed after 1993, to BNSF's knowledge, no Montana 52-60 car elevator has closed since February 2009, when BNSF replaced 52-car wheat rates with 48-car wheat rates. *See* Summers Statement at 5. Nor did Montana identify any such elevator closure in response to BNSF discovery requests. *See* Counsel Ex. 15 (Montana Interrogatory Response 13).

The reduction in the number of 52-60 car elevators in Montana over the last decade has resulted from the expansion of mid-sized elevators into 110+ car shuttle elevators and the construction of new shuttle elevators. For example, the current shuttle elevators in Billings, Carter, Harlem, Havre, Moore, Rudyard, and Shelby, Montana were previously 52-60 car elevators. *See* Summers Statement at 5. The number of shuttle elevators in Montana is continuing to grow as at least three new shuttle elevators are under construction and an additional four or five shuttle elevators are in development. *See* Summers Statement at 6.

Before 2009, many mid-sized Montana elevators also became feeder facilities for new shuttle elevators constructed in their vicinity. *See* Summers Statement at 5-6. Those 52-60 car elevators receive wheat from Montana farmers, store the wheat at their facilities, and then truck the wheat to nearby shuttle elevators where the wheat is loaded onto shuttle trains and transported to the PNW. *See id.* at 6. The amount of wheat shipped from these mid-sized elevators on BNSF directly to the PNW has declined since they have become feeder facilities to the shuttle elevators. *See id.* at 5.

Most Montana elevators are owned by sophisticated commercial entities – principal among them, Columbia Grain Inc., and CHS Inc. *See* Summers Ex. 2; *see also* Summers

Statement at 4. The same commercial entities that own shuttle elevators also own the 52-60 car elevators, and even the smaller elevators. *See* Summers Statement at 4. For example, Columbia Grain alone owns nearly a third of all wheat-handling elevators in Montana (20 out of 62), including 14 elevators with track capacity between 40 and 54 cars, four shuttle elevators, and a small 4-car elevator. *See* Summers Ex. 2; *see also* Summers Statement at 4.³

C. Rail Transport of Montana Wheat to the PNW Export Market

1. Wheat Rail Transport in 1980 – Rise of Mid-Size Elevators and BNSF Adoption of Three-Tier Rate Structure

{

}

As demand for increased transportation capacity and improved rail velocity grew, BNSF's predecessor responded to the market's needs.⁴ {

} Counsel Ex. 2 (BNSF_Montana_0000862); *see also* Summers

Statement at 6-7. Beginning in 1980, BNSF created additional rate tiers, offering lower per car rates for larger blocks of cars, { *Id.*

BNSF offered three different tiers of rates – (1) rates that applied to single cars, (2) rates that

³ Among its holdings, Columbia Grain owns two mid-sized elevators with capacity of fewer than 52 cars – specifically, a 40-car elevator in Choteau, and a 48-car elevator in Sweet Grass, Montana. *See* Summers Exs. 1, 2.

⁴ BNSF's predecessor was the Burlington Northern Railroad Company ("BN"), which merged with the Santa Fe Railway Company at the end of 1995, but is referred to herein as "BNSF" for convenience.

applied to blocks of 26 to 51 cars (“26-car rates”), and (3) rates that applied to blocks of 52 or more cars (“52-car rates”). *See* Summers Statement at 7.

Within a few years, by the mid-1980s, the larger, more efficient 52-car block movements predominated. According to 1982 waybill data:

- 52-car blocks moved 75% of all Montana wheat.
- 26-car blocks moved 20% of all Montana wheat.
- Single cars moved 5% of all Montana wheat.

McCarty Farms v. Burlington Northern R. Co., 3 I.C.C. 2d 822, 827 (1987), *quoted in* Montana Opening at 5. But the evolution of the Montana wheat market did not end in the 1980s.

2. Montana Wheat Rail Transport Changed Again in 2001 -- Rise of Shuttle Elevators and BNSF Adoption of Four-Tier Rate Structure

The Montana wheat market’s desire for increased capacity, velocity and efficiency in rail transportation did not subside after BNSF’s introduction of 26 and 52-car rates. To the contrary, the market’s demand only increased.

To meet evolving market conditions, BNSF initiated its shuttle train program in 1996, with the opening of a shuttle elevator in Nebraska. *See* Summers Statement at 7. With shuttle trains, BNSF was able for the first time to transport an entire trainload of 110 cars or more, intact, from origin to destination. *See id.*; *see also* Counsel Ex. 2 (BNSF_Montana_0000862). The efficiency of shuttle operations led to their quick spread. Montana’s first shuttle elevator opened in 2001, followed thereafter by several other new Montana shuttle elevators. *See* Summers Statement at 6. In 2001, BNSF introduced in Montana for the first time a fourth tier of rates for the movement of wheat in shuttle train blocks of 110 cars or more. *See id.* at 7.⁵ This

⁵ BNSF Tariff No. 4022-M Item No. 13500 lists the shuttle elevators qualified to operate within the BNSF shuttle program, the shuttle elevators that, among other things, can load blocks of 110+ cars. *See* Summers Ex. 10. As set out in the Verified Statement of Benton Fisher, there

new fourth tier of rates was the lowest on a per car basis of all rates for the transportation of Montana wheat on BNSF's rail network.

Since their introduction, shuttle trains have been and are the most efficient method of wheat train transportation. *See* Summers Statement at 7; *see also generally* Verified Statement of Scot Stoa ("Stoa Statement"); Verified Statement of Benton Fisher ("Fisher Statement") at 13-25. They transport more wheat, with less equipment use, in a shorter time. For example, shuttle trains use or "consume" hopper cars for fewer days per movement than do any other categories of trains because the shuttle trains can be loaded, transported and unloaded faster than any other size block of cars. As shown in the Summers Exhibit 3 (BNSF_Montana_0000687), the number of "hopper days consumed" by a shuttle train in a month is { } the number of days consumed by a 52-car block of cars.

Thus, shuttle trains have opened up capacity on the BNSF rail network for other non-shuttle shipments and shippers. They have benefited all shippers on BNSF's rail network, including the smaller Montana wheat shippers. As a direct result of the efficiencies gained through shuttle service over the past decade, BNSF has seen increased velocity and capacity for transportation of all Montana agricultural products. *See* Summers Statement at 8; *see also* Counsel Ex. 4 (BNSF_Montana_0001117) {

} ; Summers

Ex. 3 (BNSF_Montana_0000662).

While rail transportation from the 52-car elevators dominated the Montana wheat market in the 1980s, the prevalence of 52-car service declined after the opening of shuttle elevators in

are two limited circumstances under which qualified shuttle elevators can ship fewer than 110 cars under a shuttle rate. *See* Fisher Statement at 20 n.30; *see also* Summers Statement at 7 n.2.

See BNSF WP “Montana_PNW_Wheat_Dataset_Reply.xlsx”.

D. Rail Rates for the Transportation of Montana Wheat to the PNW

1. BNSF Sets Its Rates and Rate Spreads Based on Market Conditions

In establishing rates for the transportation of wheat from Montana to PNW export destinations, BNSF follows its general approach of setting rates based on market conditions. See Summers Statement at 8. This allows BNSF to respond flexibly as the market changes and creates an environment more conducive to developing constructive solutions in partnership with BNSF customers. See *id.* at 9. BNSF’s rates are not cost-plus rates, nor are they based on the R/VC ratios for the movements. See *id.* at 8. For commercial purposes, what is important is the actual rate on a dollar per car basis, not the R/VC ratio associated with the rate, since it is actual rate levels – and not R/VC ratios – that influence how much grain moves to market from any given elevator origin and how much the producer realizes for selling grain to an elevator. See Summers Statement at 8-9.

The spreads between the rates in BNSF’s four rate tiers provide discounts that allow shippers to share in the benefits of more efficient rail service. Thus, the rates in each tier decline on a per car basis as the number of cars to which the rates apply increases. On a per car basis: (1) the single car rates are the highest rates, (2) the rates applicable to 26-51 cars (now 24-47 cars) are the second highest rates, (3) the rates for 52-109 cars (for a short time 48-109 cars and now 48 cars) are the third highest rates, and (4) the 110+ car shuttle rates are the lowest rates. By offering greater price reductions to higher volume tiers, BNSF makes it more attractive to shippers to consolidate their wheat shipments in more efficient, larger car blocks, and allows the shippers and producers to share in the cost efficiencies of the shuttle trains.

Over the last six years, the spread between BNSF’s Montana wheat shuttle rates and its 52-car rates was narrowed on two occasions, based on commercial negotiations with Montana

producers, in an effort to recognize the efficiency of shuttle elevators without unnecessarily disadvantaging the 52-car elevators that have continued to play a niche role in Montana's wheat market during the transition to shuttle elevators. In 2005, BNSF agreed to reduce the prevailing rate spreads between shuttle elevator rates and 52-car rates from 15 cents a bushel to 5 cents a bushel after hearing from some Montana grain growers that the widening spread between shuttle elevator rates and 52-car rates were disadvantaging 52-car elevators. *See* Verified Statement of Kevin Kaufman ("Kaufman Statement") at 3; *see also* Counsel Exs. 6, 7, 11.

In late 2010, BNSF again agreed to narrow the spreads between Montana shuttle rates and 48-car rates, based on negotiations with producers. *See* Summers Ex. 9 (Press Release, "BNSF Railway Lowers 48-car Rates," Oct. 15, 2010). The Vice President of the Montana Farm Bureau Federation ("MFBF") acknowledged that BNSF's "narrowing [of] the rate spread between 110-car shuttles and the 48-car shipments, . . . is still enough to incent further shuttle development, while maintaining our 48-car loaders' ability to compete." *Id.*; *see also* Kaufman Statement at 3.

Over the last thirty years, BNSF's rail rates for transporting Montana agricultural commodities have risen much more slowly than the costs of most other inputs to Montana grain production. {

}

2. BNSF's Published Rate Structure Changes Frequently

Montana wheat shipments on BNSF move predominantly under common carrier rate publications rather than under negotiated rail transportation contracts. BNSF publishes tariffs containing its Montana wheat rates, the applicable origin stations and destinations, the effective dates, and often the dates that those rates expire. *See Summers Statement at 9.* BNSF has published the four rate tiers for transportation of wheat from Montana origins to PNW export destinations in different tariff items:

- Single car rates and 26-car rates (now 24-car rates) are published in Tariff BNSF 4022 Item Nos. 43600s.
- 52-car rates (now 48-car rates) are published in Tariff BNSF 4022 Item Nos. 43400s.
- Shuttle train rates (110+ cars) are published in Tariff BNSF 4022 Item Nos. 43800s.

BNSF's replacement of the 52-car rate with a 48-car rate in February 2009 did not change the number of rate tiers offered by BNSF for transportation of Montana wheat to the PNW for export. BNSF still offers four rate tiers for such transportation.

BNSF revises frequently the tariff items in which the rates are published. *See Summers Statement at 9; see also Summers Exs. 4-7.* A tariff item may be revised for several different reasons, including a change in the rates themselves, a change in the time period during which the rates are applicable, or a change in the number of cars to which the rates apply. For example, between 2006 and 2010, BNSF revised the tariff items under which it published its shuttle rates for transporting Montana wheat to the PNW for export 20 times. *See Summers Statement at 9.*

Before making the 2009 change from 52-car rates to 48-car rates that Montana challenges in this proceeding, BNSF also changed the number of cars to which a particular rate tier applied or eliminated a rate tier several times. For example, BNSF stopped publishing a separate 52+ car

rate tier for transportation of wheat from Nebraska, Colorado, Kansas, Illinois, Missouri, and Wyoming in 2005.⁷ BNSF stopped offering a separate 52+ car rate tier for transportation of barley from Montana in 2008.⁸

3. Other Rail Carriers' Published Rate Structures Do Not Include a Separate 52-Car Rate Tier for Montana to PNW Wheat Shipments

UP and CP, the other rail carriers that transport Montana wheat to the PNW, follow a similar pattern of frequent revisions to their published tariffs governing Montana wheat transportation rates. *See, e.g.*, Counsel Exs. 12, 13. By 2009, neither UP nor CP had a separate rate tier that applied to shipments of Montana wheat moving in 52-car or other similar mid-sized blocks to the PNW.⁹

⁷ *See* Summers Ex. 4 (BNSF Tariff No. 4022-K Item No. 43581). More recently, BNSF also eliminated the third rate tier applicable to 52-car rates for wheat transportation to the PNW from Minnesota, South Dakota and all origin stations in North Dakota except one. *See* Summers Statement at 12. In 2007, BNSF revised its Montana wheat transportation rates to the PNW so that one set of rates applied to a block of 1-51 cars where previously BNSF had separate rates apply to 1-25 car blocks and 26-51 car blocks. *See* Summers Ex. 5 (BNSF Tariff No. 4022-L Item Nos. 43606, 43607). In 2008, BNSF changed the single rate tier applicable to 1-51 car blocks into two rate tiers again, with one rate tier applicable to 1-25 cars and the other rate tier applicable to 26-109 cars. *See* Summers Ex. 6 (BNSF Tariff No. 4022-L Item Nos. 43612, revs. 2, 3). The examples are numerous.

⁸ *See* Summers Ex. 7 (BNSF Tariff No. 4022-L Item Nos. 22401, 22412, 22416, 22421, 22423, 22901, 22912, 22916, 22921, 22923).

⁹ *See* Counsel Ex. 12 (Tariff UP-4052-A Items 6011-D, Aug. 1, 2005, and 6011-K, Aug. 24, 2006, produced by Montana at 70-77) (UP eliminated its rate tier for shipment of wheat in blocks of 23 or more cars from Montana to Portland, Oregon, maintaining only one tier of rates for such Montana wheat shipments and two tiers of rates for shipments from other states to the PNW – rates for single cars and rates for blocks of 92 cars or more); Counsel Ex. 12 (Tariff UP-4052-A Item 6011-AK) (UP currently offers only two tiers of rates to the PNW, and only one tier for Montana origins); *See* Counsel Ex. 13 (CPRS Tariff No. 4444-B Item No. 15890, revisions 20-22) (by mid-2008, CP had eliminated its rate tier for shipment of Montana (and Minnesota) wheat in 50-car blocks to the PNW and began to maintain three tiers of rates – rates for single cars, for blocks of 25 or more cars, and for blocks of 100 or more cars); Counsel Ex. 13 (CPRS Tariff No. 4444-B Item No. 15890, Revision 45) (CP continues to maintain this three-tier rate structure).

E. BNSF's Good Working Relationship with Montana Producers

For several years, BNSF has enjoyed an improved working relationship with Montana producers and elevators. Essentially, both sides recognized that they could improve their economic positions by working together to get Montana grain to market more efficiently. *See Kaufman Statement at 2; see also Summers Statement at 10-11.* Beginning in 2005, BNSF worked with Montana producer interests to form the Montana Rail Coalition, which included BNSF, as well as MFBF, Women Involved in Farm Economics, the Montana Wheat and Barley Committee, and the Montana Grain Growers Association ("MGGA").¹⁰ In addition, BNSF representatives meet regularly with representatives of leading Montana grain associations, including MGGA and MFBF. *See Kaufman Statement at 2-3; see also Summers Statement at 10.* BNSF also has held regular town hall meetings across Montana for several years. Kevin Kaufman, BNSF Group Vice President for Agricultural Products, personally has traveled to Montana several times each year to keep the lines of communication with Montana grain producers and elevators open. *See Kaufman Statement at 2.*

BNSF also created a new position in its organization to enhance its communications with Montana grain interests. In 2006, BNSF appointed an Ombudsman for Montana, a single-point of contact for producers, able to respond promptly to the needs of Montana grain producers, processors and shippers, to troubleshoot service issues, to explain policies and procedures, and to maintain a regular line of open communication and feedback on the BNSF-Montana relationship. *See Kaufman Statement at 2; see also Counsel Ex. 4 (BNSF_Montana_0001152).* A Montana

¹⁰ *See Counsel Ex. 11 (Comments of Montana Grain Growers Association, STB Ex Parte 705, Competition in the Railroad Industry, April 11, 2011) (describing Montana Rail Coalition's inception and purpose).* MGGA "was established over 50 years ago to address the business needs of small grain producers in Montana. [Its] members represent 5.5 million planted acres of mostly wheat and barley across the state." *Id.*

producer also “was invited to sit on the BNSF Customer Advisory Board, allowing greater understanding of BNSF Railway operations.”¹¹

This era of open communication has led to several positive results. For example, it resulted in an alternative dispute resolution (“ADR”) agreement being reached in the fall of 2008 and memorialized in a 2009 written agreement, after extensive negotiations over the course of several years, between BNSF and representatives of Montana producers, including MGGA and MFBF.¹² In a press release announcing the establishment of the 2009 ADR agreement, MGGA and MFBF stated:

The farm organizations have been informally mediating rate and service issues with BNSF Railway for the past four years, with good success. All parties agree that a legal and binding arrangement would solidify the process for the future.

Counsel Ex. 9 (Press Release, “Farm Groups Forge Historic Agreement with BNSF Railway,” Jan. 29, 2009).

The ADR process, the first of its kind in the rail industry, already has been used successfully to resolve rate issues between BNSF and Montana producers. For example, in December 2009, MGGA, MFBF and BNSF mediated successfully a dispute related to the transport of wheat from Shelby, Montana to export facilities near Portland, Oregon.¹³ Bing Von Bergen, MGGA president, “praised the mediation team and the direction taken by the two farm groups and by BNSF management [represented by Kevin Kaufman].” Von Bergen said, “This is

¹¹ Counsel Ex. 11 at 2.

¹² See Counsel Ex. 3 (BNSF_Montana_0001812-1814); see also Counsel Ex. 8 (Press Release, “MGGA Announces Rail Rate Mediation for Montana Producers,” Oct. 15, 2008); see also Summers Statement at 11; Kaufman Statement at 3.

¹³ See Summers Ex. 8 (Press Release, “Shelby, Montana Rail Rate Successfully Mediated,” Dec. 2, 2009).

the way business should be done, with mutual decisions and mutual goals.” Summers Ex. 8. As noted earlier, an informal negotiation with MGGA and MFBF also resulted in a reduction in the rates charged to ship 48-car units of wheat from Montana to domestic and export markets, effective in January 2011. *See* Summers Ex. 9 (Press Release, “BNSF Railway Lowers 48-car Rates,” Oct. 15, 2010); Summers Statement at 11.

Montana’s grain interests acknowledge the benefits that have resulted from the open communication with BNSF. For example, in comments submitted to the Board only a few months ago, a leading Montana producer association listed over a dozen accomplishments achieved through constructive communication between BNSF and Montana producers, including “competitive freight rates.”¹⁴

F. In February 2009, BNSF Replaces 52-Car Rates with 48-Car Rates in Montana

Against the backdrop of the open communication and improved producer working relations, BNSF analyzed the possibility of changing the mid-tier rate block. As the 52-carload shipments became less and less prevalent in the transportation of wheat grown in Montana and other Midwestern states to PNW export destinations, BNSF considered eliminating the 52-car rate tier entirely. *See* Kaufman Statement at 4; Summers Statement at 12. As Mr. Summers explained in a 2010 BNSF email produced in discovery,

¹⁴ Counsel Ex. 11 at 3.

Attachment A to Montana Opening, at 1 (BNSF_Montana_0000082).

In 2005, BNSF eliminated the third tier of rates applicable to 52-car rates for wheat transported to the PNW from Nebraska, Colorado, Kansas, Illinois, Missouri, and Wyoming.¹⁵ The Montana producers asked that a mid-tier rate be maintained, at least in the medium term, because of gaps in the geographic location and reach of shuttle elevators in Montana at the time. *See Kaufman Statement at 4; Summers Statement at 12.* At the request of the producers – and as an accommodation to them – BNSF continued to keep a third tier of rates for wheat transported from Montana origin stations to PNW export destinations. *See Kaufman Statement at 4; Summers Statement at 12-13.*

While BNSF kept the third tier of rates in place, BNSF applied the rate tier to shipments in 48-car blocks rather than to shipments in 52-109 car blocks. *See Kaufman Statement at 4; see also Summers Statement at 13.* BNSF changed the number of cars to which the rate tier block applied to correct a misperception among some shipper interests regarding the R/VCs for the 52-car rates. In BNSF's view the R/VC ratios associated with the 52-car rates were artificially inflated and its costs artificially deflated because of anomalies in the URCS costing model used to develop variable costs. *See Kaufman Statement at 5; see also Summers Statement at 13.* When these artificially deflated costs were converted into R/VC ratios, the 52-car rates yielded disproportionately high R/VC ratios because the URCS cost system used to calculate variable costs treats those 52-car blocks as unit trains – essentially no different from 110-car shuttle trains, which are true unit trains. BNSF knew that its 52-car wheat blocks were not handled in the manner of shuttle trains and that 52-car block operations did not achieve the same

¹⁵ *See Summers Statement at 10; see also Summers Ex. 4 (BNSF Tariff No. 4022-K Item No. 43581).*

efficiencies as unit trains.¹⁶ BNSF also understood that the URCS dividing line for unit trains and multiple car movements was set at 50 cars, so that URCS treated a movement of less than 50 cars as having operations similar to other multiple car movements, like 26s, rather than like shuttle trains, thus more accurately reflecting the actual cost of handling mid-tier lots. *See* Kaufman Statement at 5; *see also* Summers Statement at 13; *see* Summers Ex. 11.

BNSF was open about its change from 52-car rates to 48-car rates. BNSF explained to Montana grain interests the reasons for its decision to change from a rate tier that applied to 52-109 cars (and for a short time to 48-109 cars) to a rate tier that applied only to 48 cars. In February 2009, at the same time that BNSF instituted the 48-car rates, BNSF representatives attended industry meetings during which they discussed the reasons for the change with Montana producers. *See* Kaufman Statement at 6; *see also* Summers Statement at 14; Summers Ex. 12.

By maintaining a third tier of rates applicable to shipments in 48-car blocks rather than eliminating the rate tier entirely as it has in several other states, BNSF provided a benefit to Montana shippers that wanted to ship substantially more than 26 cars but did not have the capacity to ship 110 or more cars of wheat. *See* Summers Statement at 14. It also responded to an anomaly in URCS – an issue identified by the Board as one that would be included in a review of the URCS system – so that costs on mid-tier movements would be developed more accurately. In short, the tariff change was a technical change that, to BNSF’s knowledge, has not had any effect on the Montana wheat market.

G. Looking to the Future in Montana

Looking ahead, the market for transportation of Montana wheat will continue to change and evolve, as the needs of the market’s participants continue to change and evolve. Additional

¹⁶ *See* Kaufman Statement at 5; *see generally* Stoa Statement.

shuttle elevators will be opened in Montana, increasing the geographic reach of the shuttles within Montana, the reach of Montana wheat in the global market, the efficiency of wheat transport, and the capacity of BNSF's rail network to handle other shipments and traffic for other shippers. *See* Summers Statement at 8, 14-15. As MFBF vice-president, Bruce Wright, recently noted, "It is our purpose to make sure our grain producers benefit from the ever-increasing efficiency of BNSF's operations." Summers Ex. 9 at 2.

With regard to mid-sized elevators, BNSF believes that the market will continue to move away from wheat shipments of either 48 or 52 carloads for commercial reasons, unrelated to BNSF's rate tariff change, as it started doing long before February 2009. *See* Summers Statement at 15. However, that market transition does not require the closure of mid-sized elevators. *See id.* Mid-sized elevators will continue in their own transition and evolution. Similar to other Montana mid-sized elevators, some may expand to become shuttle elevators; others may become feeder facilities for shuttle elevators; and still others may serve a broader range of agricultural products. Gordon Stoner, Montana Grain Growers Association vice president, anticipates expanded uses for mid-sized elevators, even with BNSF's now two-year old switch from 52-car rates to 48-car rates:

I believe we will see greater utilization of our smaller elevators by the growing production of pulse crops and other specialty grains. . . . Our membership is very supportive of the 110-car shuttle transportation efficiencies, but the smaller 48-car elevators are also important to many of our farmers and customers. Our markets are continually evolving, and the smaller elevators will serve a key role in the transitions to new crops and new markets.

See Summers Ex. 9 (Press Release, "BNSF Railway Lowers 48-car Rates," Oct. 15, 2010); *see also* Fisher Statement at 11 (discussing a 2009 increase in non-wheat shipments from mid-sized elevators).

As the wheat market evolves, BNSF will continue to communicate openly and regularly with Montana producers, and work with them to achieve the shared goals of increasing transportation efficiency and capacity. *See* Summers Statement at 15.

III. APPLICABLE LEGAL STANDARD

To succeed in an unreasonable practice case, the complainant – here, the State of Montana – bears the burden of proving that a rail carrier providing transportation or service subject to the jurisdiction of the Board established unreasonable rules or engaged in unreasonable practices on matters relating to that transportation or service. *See generally North America Freight Car Ass'n v. BNSF Ry. Co.*, Docket No. 42060, at 3 (S.T.B. served Jan. 26, 2007) (“the burden has consistently been placed on the complainants to prove the merits of an unreasonable practice claim”); *see also Cities Service Oil Co. v. Soo Line R.R.*, 356 I.C.C. 838, 842 (1977) (“Complainant has the burden of establishing by competent evidence that the assailed charges are unjust and unreasonable”); 5 U.S.C. § 556(d) (“Except as otherwise provided by statute, the proponent of a rule or order has the burden of proof”); *cf.* 49 U.S.C. § 10702(2) (rail carriers must establish reasonable rules and practices); *Arkansas Elec. Coop. Corp.—Petition for Declaratory Order*, Docket No. FD 35305 (S.T.B. served March 3, 2011) (whether a particular practice is unreasonable depends upon the facts and circumstances of the case).

ARGUMENT

IV. MONTANA HAS NOT SHOWN, OR ATTEMPTED TO SHOW, ANY ACTIONABLE INDUCEMENT BY BNSF OR DETRIMENTAL ELEVATOR RELIANCE ON BNSF'S 52-CAR RATES

Montana alleged in its complaint that BNSF induced Montana elevator owners to construct 52-car elevators by establishing 52-car rates and that elevator owners relied on the existence of 52-car rates to their detriment. Compl. at 2, ¶¶ 8, 12-14. In its decision denying BNSF's motion to dismiss, the Board referred to the “allegation that BNSF strongly encouraged

shippers (over the course of many years) to move grain in 52-car trains” as one of the factors leading it to conclude that “we find reasonable grounds for an investigation.” Feb. 2011 Decision at 3.

Although the detrimental reliance claim was a key component in Montana’s complaint and a highlight of its oral argument, Montana does not pursue it in its Opening Statement. There are scattered references in Montana’s Opening to BNSF “encouraging” or “inducing” construction of 52-car elevators, but Montana makes no effort to set out the elements of a legal claim of detrimental reliance or to present facts that would substantiate such a claim. Therefore, the Board must conclude that this claim, which was one of the grounds for the Board’s denial of BNSF’s motion to dismiss, is no longer part of Montana’s case and cannot be a basis for granting relief here.

Montana evidently decided not to pursue an actual detrimental reliance claim because it did not have any facts to support one. BNSF inquired about Montana’s allegations of detrimental reliance in discovery. Montana provided no documentary evidence or proof of any detrimental reliance in its written discovery. Instead, in its discovery responses, Montana essentially conceded the absence of any detrimental reliance. In response to BNSF’s Interrogatory 3 which asked Montana to state all facts “that support or rebut the following statement in paragraph 8 of Your Complaint: ‘For approximately 30 years, BNSF encouraged the construction and operation of grain elevators in Montana capable of loading trains of 52 cars or more, . . .’” Montana answered:

{

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Montana's interrogatory answer is very similar to a statement by the Interstate Commerce Commission ("ICC") that Montana quotes in its Opening Statement:

BNSF published in 1980 relatively low 52-car rates as an incentive to encourage construction of 52-car elevators, from which it could offer more efficient, less costly service.

Burlington Northern Railroad Company – Abandonment – In Daniels and Valley Counties, MT,
7 I.C.C.2d 308, 309-310 (1990).

What Montana and the ICC describe is not a scheme whereby BNSF induced Montana grain shippers to do something against their interest. Instead, what Montana describes is mutually reinforcing commercial actions undertaken by BNSF and the Montana elevators in the interests of achieving more efficient and less costly grain transportation. The construction of 52-car elevators in the 1980s and early 1990s was a logical commercial activity by the grain trade intended to allow elevators to benefit from the lower rates that BNSF was able to offer in connection with its more efficient and lower cost 52-car operations.

Indeed, Montana acknowledges that {

} Counsel Ex. 15 (Montana Interrogatory Response 3).

Detrimental reliance cannot be based exclusively on the rate structure itself. Such an argument could not be squared with the governing statute that allows railroad to set rates of their own choosing in the first instance and to change them on 20-days' notice. 49 U.S.C. § 11101(c).

¹⁷ Counsel Ex. 15 (Montana Interrogatory Response 3) (emphasis added). {

} In Montana, 52-car wheat rates were the lowest wheat rates offered from 1980 until 2001 when shuttle rates were introduced. *See Summers Statement at 7.*

Tariffs routinely set express expiration dates. *See* Summers Statement at 9; *see, e.g.*, Summers Exs. 5-7. Moreover, BNSF frequently revises its common carrier grain rates in response to rapidly changing market conditions, including changing shipper needs. *See* Summers Statement at 2, 9. Thus, grain shippers do not expect that any tariff rate or rate structure will be set in stone and it would not be in their interest if that were the case.

Montana presented no evidence of actionable representations or inducements by BNSF creating an expectation by elevators that the 52-car rate structure would remain unchanged. One of Montana's two consultants states that "market incentives, in addition to BNSF's verbal exhortations, resulted in the growth of widespread 52-car origin capacity in Montana," but presents no evidence of any unkept promises or misleading representations by BNSF personnel that caused any elevator to take action resulting in commercial harm. *See* Verified Statement of Terry Whiteside ("Whiteside Statement") at 4-5.

Significantly, Montana does not contend that BNSF ever represented that it would not establish rates even lower than 52-car rates if more efficient rail service could be achieved, and that was exactly what happened with the establishment of new, lower-tier shuttle train rates in Montana beginning in 2001. Summers Statement at 7. Just as the 52-car elevators built to capitalize on the efficiencies of trainload service became the commercially preferable elevator facilities in the 1980s, shuttle elevators have become the commercially preferable elevator facilities in the first years of the new century, and 52-car elevators have gradually come to play a secondary role. *Id.* at 7-8.

By Montana's admission, the vast majority of the 52-car elevators in Montana were built in the 1980s, over 20 years ago.¹⁸ Even if detrimental reliance could be shown – and none has been – the period during which an elevator could suffer actionable economic injury resulting from such reliance has long since passed. As Mr. Summers explains, costs of grain elevator construction are typically recouped in four to eight years, depending on a variety of factors. Summers Statement at 5. There is no evidence in the record that costs of building any 52-car elevator had not been recouped well before 2009 when BNSF established its 48-car rates.

In short, Montana's detrimental reliance claim has not been substantiated or even pursued in Montana's Opening Statement. That claim cannot form the basis of a Board finding that BNSF's switch from 52-car to 48-car rates for movements of Montana wheat was an unreasonable practice.

V. **MONTANA HAS NOT MET – AND CANNOT MEET – ITS BURDEN OF SHOWING INJURY CAUSED BY BNSF'S RATE TIER CHANGE**

The allegation of injury resulting from the change in BNSF's Montana wheat rate structure is central to Montana's unreasonable practice claim. Montana states that "[t]he 48-car size limit imposed by BNSF on Montana's mid-sized elevators has had numerous adverse impacts on the elevators and their shipper customers in violation of the Act's guarantee of reasonable railroad practices." Montana Opening at 10. The supposed adverse impacts fall into two categories. One is operating inefficiencies imposed on mid-sized elevators. *See id.* at Section III.B.4. The other category of alleged adverse impacts is the elimination of the possibility of challenging certain rail rates. *See id.* at Section III.B.1.¹⁹

¹⁸ Montana Opening at 5. All the 52-car elevators in Montana today were opened prior to 1993. Summers Statement at 5.

¹⁹ By its nature, the non-existent harm alleged in this section of Montana's Opening Statement overlaps with the non-existent harm alleged in Sections III.B.2 and III.B.3. Further,

Notwithstanding these generalized allegations, Montana has not actually shown or even attempted to show that any person or entity has suffered actual injury or harm as a result of BNSF's change in its Montana wheat structure.

A. Montana Provides No Support for its Claim of Adverse Operating Impacts

1. The Claim Is Flawed in that Montana Mistakenly Equates 52-Car Elevators with 52-Car Shipments.

Montana dramatically states in its argument that “[t]he survival of these [52-car] elevators is important to the State, but is not guaranteed.” Montana Opening at 6.²⁰ Montana paints a picture of BNSF shutting down 52-car elevators by changing its mid-tier rates to 48-car rates. But the actual facts paint a wholly different picture.

As a threshold matter, Montana's underlying premise is flawed in that Montana mistakenly equates the 52-car elevators with the 52-car shipments. In response to BNSF's Interrogatory 2 asking Montana to “describe with specificity any and all injury that the person or entity has sustained from BNSF's 48-car rates,” Montana responded: {

}

the purported harm caused to the Montana mediation/arbitration program discussed in Section III.B.3 is outside the Board's jurisdiction, as Montana readily admits.

²⁰ A similar assertion was made in a February 2009 report, -- prepared for Montana, preceding and unrelated to the current proceeding, entitled “Railroad Rates and Services Provided to Montana Shippers.” Counsel Ex. 14 at 16 (produced by BNSF at BNSF_Montana_0001762-1794; also produced by Montana at 2158-2193) (as of 2006 data, “smaller elevators” were going out of business).

In response to Interrogatory 4 asking it to describe the alleged inefficiencies caused by the rate tier change, Montana again responded: {

} Thus, Montana appears to argue that the rate tier change was injurious because 52-car elevators used to ship in 52-car loads and then were forced to ship in 48-car loads after the change. As detailed below, Montana is mistaken as to both aspects of its premise:

- Before the establishment of the 48-car rates, 52-car elevators frequently shipped in single car or 24/26-car lots;
- 52-car elevators have continued to be able to ship all the cars they need to ship, including blocks of 52 or more cars.

Even when BNSF had the 52-car rate in effect, Montana grain elevators with 52-car track capacity often did not ship in 52-car blocks. For example, in 2007 and 2008, Montana's mid-sized elevators shipped { } of their volume in single-car or 26-car blocks. *See* Fisher Statement at 6-7; *see generally* Summers Exs. 4-6 (multiple tiers of rates published for mid-sized elevators).

Further, contrary to Montana's suggestion, since the 2009 rate change, 52-car elevators have not been forced to ship in 48-cars when they preferred to ship in 52-car blocks. On several occasions since February 2009, 52-car elevators have shipped in blocks exceeding 48 cars. *See* Fisher Statement at 12-13. There have been several shipments consisting of a 49+ car block from a mid-sized elevator in 2009 or 2010. *Id.* Thus, Montana's assertions about the difficulties of shipping in blocks exceeding 48 cars since February 2009 are not borne out by the data. *Id.*

2. Montana Has Not Identified Any 52-Car Elevators that Have Been Injured as a Result of BNSF's Change from 52-Car to 48-Car Rates

Montana's Opening Statement alleges an "adverse effect" on elevators, but as with its claim regarding the supposed foreclosure of rate reasonableness challenges discussed below, Montana does not identify a single elevator that it claims has been harmed by inefficiencies resulting from BNSF's changed grain rate structure.²¹ Indeed, Montana provided no evidence of claimed injury – in discovery or in its Opening Statement – from any 52-car elevator. In fact, it provided no evidence whatsoever from any 52-car elevator.

Montana's discussion of harm resulting from elevator inefficiencies is entirely abstract and hypothetical. For example, Montana states that "a mid-sized elevator that formerly shipped ten 52-car shipments per year (520 cars) *may* now have to ship the 520 cars in eleven shipments – ten 48-car shipments and 40 additional cars as single cars or 24-cars plus single car shipments – paying higher rates for the 40 cars." Montana Opening at 16 (emphasis added). Montana's hypothetical is inconsistent with the actual historic shipments from these mid-sized elevators. In 2008, before the rate change challenged here was instituted, the mid-sized elevators generally did not ship 520 annual carloads from each of their facilities. *See* Fisher Statement at 12. More significantly, this is not evidence. It is speculation. Montana has failed to provide the Board with proof of injury and therefore is unable to sustain its claim that BNSF's tariff change "has had numerous adverse impacts on the elevators and their shipper customers."²²

²¹ BNSF is not aware of any 52-60 car elevator that has closed since February 2009. *See* Summers Statement at 5. Montana could not identify any such elevator either when asked in discovery. *See* Counsel Ex. 15 (Montana Interrogatory Response 13).

²² Asked in Interrogatory 7 to "identify each 52-car elevator that has experienced reduced wheat volumes because producers trucked to a larger elevator as a consequence of BNSF's tariff change to 48-car rates)," Montana responded {

The fact is that the Montana grain market is moving away from mid-size shipments of either 48 or 52 carloads of wheat, for commercial reasons unrelated to BNSF's rate tier change. The principal reason for this change, which began long before BNSF's switch from 52-car to 48-car rates, is the increasing prominence of shuttle elevators that are able to accommodate the more efficient operations of 110-car trains. With the advent of shuttle elevators in the early 2000s, volumes of wheat shipped from mid-sized elevators began to decline as mid-sized elevators closed, were converted to shuttle elevators, or began to feed their volumes of wheat to close by shuttle elevators for shipment to the PNW. *See* Summers Statement at 5; *see* Fisher Statement at 7-10. As shown in the graph below, the trend of declining volumes from mid-sized elevators began before BNSF's 2009 rate change and did not accelerate in 2009 when BNSF's change was made.

**Wheat Shipments from Montana Mid-Sized Elevators to PNW
Billed to Export 48/52-Car Rate as a Percentage of Total Montana-PNW Wheat
From 2006 to 2010**

See Fisher Statement at 8.

The State of Montana – as distinct from the Montana elevator operators who have not been heard from in this case – would apparently like to preserve the status of 52-car trains in perpetuity. But the grain business is dynamic and change cannot be avoided. *See generally* Summers Statement at 14-15. Over the long run, it is in the interest of all participants involved in the Montana grain trade to continue to evolve toward more efficient, less costly operations and to maximize efficient access to markets.

In sum, Montana has not shown injury to any 52-car elevator or to any other entity in the form of operating inefficiencies resulting from BNSF's change from 48- to 52-car rates.

B. Montana's Claim that BNSF Foreclosed the Possibility of Rate Challenges to 52-Car Rates Is Purely Hypothetical and Is Based on Inaccurate Data

Montana asserts that BNSF's switch to 48-car rates eliminated any possibility of challenging rates on 52-car movements of Montana wheat to the PNW for export. Its theory is that BNSF changed its rate structure so that BNSF's rates would yield R/VC ratios well below the Board's jurisdictional threshold for rate challenges. *See* Montana Opening at 11-12.

Montana also contends that the new, "artificially low" R/VC ratios allowed BNSF substantial headroom to increase its rates up to the jurisdictional threshold and that BNSF has done so since changing its rate structure. *Id.* at 13. Montana's arguments are predicated on inaccurate data. Moreover, Montana does not even attempt to show that any shipper that wished to pursue a rate case was precluded from doing so.

As to the inaccurate data, Montana's witness Fauth claims that BNSF's 52-car rates exhibited an average R/VC ratio of 205% prior to the rate change and that the new 48-car rates yielded an average R/VC ratio of 147%. *See* Verified Statement of Trey Fauth ("Fauth Statement"), Appendix 4. BNSF's witness Benton Fisher corrected multiple errors in Mr. Fauth's input data and development of variable costs. *See* Fisher Statement at 39-48. Based on a corrected version of Mr. Fauth's model, Mr. Fisher determined that, after the rate change, BNSF's new 48-car rates yielded R/VC ratios ranging between 144% and 193%, and averaging 175%. *Id.* at 39-44; *see also* Fisher Ex. 2. In other words, BNSF did not set the new rates at levels consistently below the jurisdictional threshold. Therefore, the premise of Montana's "evasion of regulation" argument does not hold.

Mr. Fauth's calculation of BNSF's supposed run-up in 48-car rates to take advantage of headroom below the jurisdictional threshold is further flawed by his inaccurate determination of rate increases on 48-car movements since the establishment of the challenged rate tier. Mr.

Fauth calculates the total increase to be \$1,003 per car. *See* Fauth Statement Appendix 4. But among other errors (i) he includes in his calculations rate increases that occurred before the February 2009 change to 48-car blocks that Montana actually complains of, and (ii) he overcounts fuel surcharge revenue by ignoring BNSF's rebasing of rates as of March 2011 and corresponding increase in the strike price of diesel fuel from \$1.25 per gallon to \$2.50 per gallon. *See* Fisher Statement at 41-48. The actual average increase in rates on the 48-car movements has been \$669 per car, substantially less than the number Mr. Fauth calculated. *See* Fisher Ex. 2.

More importantly, BNSF has maintained the pre-existing rate spreads between the 48-car mid-tier rates and other rate tiers at almost exactly the same levels in the period since the 48-car rate tier was implemented. In the period from January 2009 through July 2011, BNSF's Montana wheat rates have taken the following average percentage increases: single cars – 18%; 24 cars – 18%; 48 cars - 18%; shuttles – 17%. *See* Fisher Statement at 50-51. BNSF's rate increases on 48-car trains are thus similar to increases in the rates for other sizes of BNSF wheat shipments from Montana to the PNW for export. They are also similar to increases in the rates for shipments by other rail carriers of Montana wheat to the PNW. *Id.* at 52-54. And because this has been a period of rapidly rising costs, the R/VC ratio on BNSF's 48-car Montana wheat rates actually has declined from an average of 175% in first quarter 2009 to 151% in second quarter 2011. *Id.* at 39-41, 44-45. In other words, contrary to Montana's claim, BNSF has not taken its 48-car rates up toward the jurisdictional threshold since the establishment of 48-car rates in February 2009. The ratios have moved in the opposite direction, declining below the threshold level.

Not only is Montana's story of rate manipulation untrue, but it is a story that goes nowhere. Montana does not identify a single Montana grain elevator that contends its 48-car

rates were too high, much less one that claims it would have challenged the reasonableness of BNSF's rates if they had remained 52-car rates. Montana's claim of injury is entirely hypothetical.

Even as a hypothetical, Montana's claim of injury is not credible. Montana's suggestion that some unidentified entity might want to bring a rate claim at some unspecified time in the future is undermined by the fact that, since the resolution of the *McCarty Farms* rate case in 1997, no one has brought a challenge before the Board directed to BNSF's 52-car Montana wheat rates or any other Montana grain rates. There has not been a single rate challenge, not even after the Board adopted revised standards for smaller rate cases in September 2007 making them easier to pursue.²³ Indeed, Montana itself suggests that Montana grain shippers would have little incentive to bring a rate case against BNSF even if R/VC ratios did exceed 180 percent. *See* Montana Opening at 13-14.

Montana's inability to offer anything more than hypothetical speculation in support of its evasion of regulation claim is fatal to that claim. As a logical matter, the Board cannot find a railroad practice to be unreasonable unless that practice has an adverse impact on someone. This follows from the Board's statement that, "[a]s a general rule, a prerequisite to the successful prosecution of a complaint before the Board is a showing of harm." *Philadelphia Belt Line R. R. Co. v. Conrail Corp.*, Finance Docket No. 32802, at 5 (S.T.B. served July 2, 1996). Moreover, as the Board stated in that case, "[a]lthough PBL alleges that shippers are being harmed, or may be harmed in the future, no shipper has complained or come forward in support of PBL's

²³ *Simplified Standards for Rail Rate Cases*, Ex Parte No. 646 (Sub-No. 1) (served Sept. 5, 2007). Shippers began challenging rates under the Board's Simplified Standards by August 2007 – eighteen months before BNSF ceased publishing 52-car rates for transportation of Montana wheat. *See, e.g., DuPont v. CSXT*, STB Docket Nos. 42099, 42100 and 42101 (filed Aug. 21, 2007).

complaint.” *Id.* (granting motion to dismiss one railroad’s request for terminal trackage rights over two segments of track railroad never operated).

VI. BNSF’S RATE TIER CHANGE WAS A REASONABLE AND TRANSPARENT BUSINESS DECISION AUTHORIZED BY THE REGULATORY FRAMEWORK WITHIN WHICH BNSF OPERATES

Montana apparently recognizes that a rail practice does not become unreasonable simply because Montana labels it as such. So Montana tries to shoehorn its claim in this case into the Board’s unreasonable practice jurisprudence by alleging that “it is evasive and deceptive for BNSF to use shipment size limitations to subject Montana’s mid-sized elevator rates to the make-whole adjustment, and artificially reduced R/VC percentages.” Montana Opening at 17. More specifically, Montana tries to link its claim to the Board’s 2007 fuel surcharge decision, in which the Board ruled that it was misleading for railroads to imply that percent of rate fuel surcharge provisions were cost recovery mechanisms.²⁴ According to Montana, “[t]he deceptive nature of what BNSF has accomplished through its 48-car shipment size limit bears some resemblance to collections by railroads of fuel surcharges that . . . recover amounts in excess of the fuel costs they purport to reflect. . . .” Montana Opening at 18.

The suggestion that BNSF’s rate tier change was “deceptive” is incorrect and refuted by the facts. BNSF was open about the change and the reasons for it – the principal reason being to dispel the misimpression created by artificially high R/VC ratios generated by the URCS costing model on 52-car blocks of grain cars. *See* Kaufman Statement at 5-6. There is nothing evasive or deceptive about BNSF exercising its statutory rate-setting prerogative in the manner that it did.

²⁴ Ex Parte No. 661, *Rail Fuel Surcharges*, (S.T.B. served Jan. 26, 2007), *cited in* Montana Opening at 18.

A. BNSF Accommodated Montana Grain Interests by Offering a 48-Car Rate Tier

BNSF is under no legal obligation to establish rates for any particular size block of cars. It establishes rates that, in its judgment, are best suited to meet the needs of market participants at any given time. As detailed above, rate levels and rate offerings change frequently in order to meet the changing needs of the market. The mid-tier rates (52-car and then 48-car rates) for Montana wheat shipments to the PNW still offered by BNSF continue to be valued by certain Montana shippers as the transition to shuttles continues, but that tier of rates is no longer useful in other Western wheat-producing states and, with the exception of one location in North Dakota, has been eliminated in those states. *See Summers Statement at 11-12.*

The mid-tier rates were maintained by BNSF at the request of Montana producers. *See Kaufman Statement at 4; see also Summers Statement at 12.* In all other locations (with the exception of one elevator in North Dakota), BNSF offers only single-car rates, 24/26-car rates, and shuttle train rates for wheat shipments. *Summers Statement at 12.* Montana grain elevators and wheat shippers benefit from having a rate tier that applies to 48-cars in addition to the three other rate tiers published by BNSF. The 48-car rates represent a significant discount off single-car and 24/26-car rates.²⁵

Significantly, mid-range rate tiers are no longer offered by CP or UP, the other Class I railroads that transport Montana wheat to the PNW. In 2006, UP eliminated its rate tier for shipment of wheat in blocks of 23 or more cars from Montana to Portland, Oregon, maintaining only one tier of rates from Montana to the PNW and two tiers of rates from other states to the

²⁵ It bears noting that Montana grain elevators did not pay higher rates as a result of BNSF's switch from 52-car rates to 48-car rates. As Montana acknowledges, when BNSF made the switch in February 2009, the per car rate was same under the 52-car rates that BNSF stopped publishing as under the 48-car rates that BNSF began publishing. *See Montana Opening at 8* ("the per car rate levels were not changed at the time the 48-car limit was imposed").

PNW for wheat shipments – (1) rates for single cars and (2) rates for blocks of 92 cars or more.²⁶ Today, UP still offers only one rate tier for the shipment of wheat from Montana to the PNW and those two tiers of rates for the shipment of wheat from other states to the PNW.²⁷ By mid-2008, CP had eliminated its rate tier for shipment of Montana (and Minnesota) wheat in 50-car blocks to the PNW and began to maintain three tiers of rates – (1) rates for single cars, (2) rates for blocks of 25 or more cars, and (3) rates for blocks of 100 or more cars.²⁸ CP continues to maintain this three-tier rate structure today.²⁹

B. BNSF Was Open and Transparent About Its Rate Actions

Through a focused effort led by BNSF's Agricultural Products Marketing Group, BNSF has embarked in recent years on an unparalleled program of cooperation and open communication with Montana grain growers in an effort to realize mutual benefits for the railroad and producers. The genesis and many of the particulars of this relationship are described in the comments of the Montana Grain Growers Association recently submitted to the Board in STB EP 705, *Competition in the Rail Industry*.³⁰ As explained by MGGA, the success of this cooperative endeavor was a result of the mutual efforts of the Montana grain grower interests and BNSF:

In 2005, MGGA leaders weary of the lack of progress on rail competition issues and of not being recognized by either the STB

²⁶ See Counsel Ex. 12 (Tariff UP-4052-A Items 6011-D, Aug. 1, 2005, and 6011-K, Aug. 24, 2006, produced by Montana at 70-77).

²⁷ See Counsel Ex. 12 (Tariff No. UP-4052-A Item No. 6011-AK).

²⁸ See Counsel Ex. 13 (CPRS Tariff No. 4444-B Item No. 15890, revisions 20-22).

²⁹ See Counsel Ex. 13, (CPRS Tariff No. 4444-B Item No. 15890, revision 45).

³⁰ Counsel Ex. 11 (Comments of Montana Grain Growers Association, STB Ex Parte No. 705, *Competition in the Railroad Industry*, April 11, 2011).

or the railroad as a true customer, came together to begin honest and open discussions with our primary rail carrier, BNSF Railway. At the heart of this new partnership was an effort to understand each other's businesses with producer education on rail profitability, markets and economics and the railroad's education on regionalized production areas and delivery, marketing practices and shipping needs.

The primary benefit to our work thus far is the establishment of a working relationship as the railroad's customer and recognition of the railroad as an industry partner. This will be important going forward as markets change, costs escalate, and individuals come and go.

From these efforts, the Montana Rail Coalition has become committed to being honest in its rhetoric and dealings with BNSF. Education in both directions is bringing unexpected benefits. Understanding of the grain business, markets, and rail will increase producer profitability, as it is incorporated into the grassroots level. Conversely, we expect the railroad to see efficiency gains and market opportunity as a result of producer insight.

Counsel Ex. 11 at 1.

To create this environment of open communication, BNSF worked with various parties including MGGA and MFBB to establish various mechanisms that foster such communication, including the appointment of an Ombudsman for Montana that serves as a single-point of contact to respond to the needs of Montana grain interests, and the development of an alternative dispute resolution process for rate disputes involving Montana grain movements. *See Kaufman Statement at 2-3; see also Summers Statement at 11; Counsel Ex. 4 (BNSF_Montana_0001152); Counsel Exs. 8, 9.*

Set against MGGA's description of the "honest and open" relationship that has developed between BNSF and Montana producers since 2005, Montana's unsupported allegations in this case of BNSF "deception" in connection with the change in its rate structure do not ring true and in fact are not true. Significantly, one of the specific positive developments that MGGA describes in its Comments to the Board is BNSF's willingness to work with the producers on the

subject of rates and rate “spreads” between mid-tier 48-car/ 52-car rates and rates for the much longer and much more efficient shuttle trains:

Reduction of the 52-car vs. shuttle tariff differential from 15 cents to 5 cents [per bushel].

This was done in 2006 to increase the viability of smaller elevators until broader shuttle facilities were in place. With producer input and the building of new facilities, this spread has again been widened. We understand the value to Montana agriculture of single, 26-car, and 48-car elevators, especially for barley and domestic wheat shipments. In the fall of 2010, we again lowered the 48-car tariff to narrow the shuttle/48 spread which we believed had become excessive. Since then, several shuttle projects have been announced or privately discussed, and this is a great development for our grain producers.

Counsel Ex. 11 at 2.

As the foregoing passage suggests and as BNSF witness Kaufman further explains, the key feature of mid-tier 48-car or 52-car rates is their relationship to rate levels for more efficient shuttle trains. Kaufman Statement at 3-5. Specifically, the issue is whether the spread between mid-tier and shuttle rates is sufficiently low to allow the mid-tier elevators to attract grain from producers who are too distant from shuttle elevators to realize the higher prices that shuttle elevators will pay due to their lower rail rates. BNSF’s objective in setting the spread is to preserve the viability of the mid-tier elevators during the period of transition to shuttle-dominated grain transportation, which MGGA sees as “a great development for our grain producers.” Counsel Ex. 11.

In light of this background, Montana’s complaint about BNSF’s transition from 52-car to a 48-car mid-tier rate structure is something of a tempest in a teapot. It has nothing to do with the commercial realities of grain markets. It is actual rate levels and not R/VC ratios that influence how much grain moves to market from any given elevator origin and how much the producer realizes for selling grain to an elevator. *See Summers Statement at 9.*

Nevertheless, BNSF wanted to correct a misperception that had developed among some shipper interests by 2008 regarding the R/VCs for the 52-car rates because questions raised about the R/VCs were becoming an unnecessary distraction. *See Kaufman Statement at 5; see also Summers Statement at 13.* BNSF recognized that the appearance that R/VC ratios on 52-car movements disproportionately exceeded ratios on other tiers of traffic was largely a function of the fact that URCS treats 52-car blocks of cars as “unit trains” – imputing to 52-car blocks a cost structure much more akin to that of the highly efficient 110-car shuttle trains than to other multiple car blocks of less than 50 cars to which URCS assigns higher costs:

URCS Costs by Shipment Size (Number of Cars)

Summers Ex. 11; *see also Kaufman Statement at 5; see also Summers Statement at 13.*

BNSF understood the 52-car blocks to be considerably less efficient than true unit trains and concluded that URCS had the effect of understating the costs on 52-car blocks, thereby

yielding artificially high R/VC ratios on 52-car shipments. *See* Kaufman Statement at 5; Summers Statement at 13; *see also* Fisher Statement at 31-39; *see generally* Stoa Statement (describing operations of various trains).

BNSF surmised that the misperceptions about high R/VC ratios on 52-car shipments would be dampened if rates were set on the basis of 48-car shipments, which URCS would treat as yielding higher per car costs than 52-car trains, more akin to the costs incurred on multi-car movements. *See* Kaufman Statement at 5; Summers Statement at 13. And since BNSF's own operating experience shows that mid-tier blocks of cars are actually handled in a manner that much more closely resembles the handling of other multiple car blocks than the handling of shuttle trains (*see* Stoa Statement; *see also* Fisher Statement at 13-25), BNSF believed that the resulting variable costs on 48-car movements would reflect a more realistic view of mid-tier grain rate profitability, *i.e.* that they were not disproportionately high when compared to other rate tiers. Thus, as Messrs. Kaufman and Summers explain, the change in the mid-tier rate structure was an effort to deal with what had become a distraction. *See* Kaufman Statement at 5; Summer Statement at 13. BNSF had concluded that the misperception about R/VC ratios on 52-car movements detracted from BNSF's efforts to improve relationships with Montana grain growers. There was nothing deceptive about the change itself or about BNSF's motivations.

Indeed, BNSF made clear to the Montana producers the reasons for the change. In February 2009 when BNSF made the rate change, BNSF attended a National Association of Wheat Growers meeting where BNSF representatives met with Montana producer interests and explained that the reason it was replacing the 52-car rate with a 48-car rate had to do with anomalies in the URCS costing system. *See* Kaufman Statement at 6. At industry meetings, BNSF representatives also provided a tutorial to Montana producers and elevators on URCS

costing. *See Kaufman Statement at 3; see also Summers Statement at 14; Summers Ex. 12 (BNSF_Montana_0000998-1007).* BNSF representatives explained the rationale for BNSF's rate change in several other gatherings with Montana producer interests. *See generally Counsel Ex. 10 at 2 (Correspondence from MGGA and MFBF to Montana Attorney General, Aug. 27, 2009) {*

}

The elevators and growers that heard BNSF's explanation of the change and that are actually affected by BNSF's rates did not complain about the change to 48-car rates. After all, neither the rate levels nor the spreads, which are the commercially important factors, had changed. BNSF had known from its dealings with its customers that the absolute levels of its former 52-car rates fit in rationally with the other tiers of its rate structure, *i.e.* that the spreads between 52-car rates and rates for the much more efficient shuttles on the one hand, and rates for 52-car trains and 26-car trains on the other, were appropriate because they worked in the market. *See Kaufman Statement at 5.* The same was true with the new 48-car rates.

C. The Fact that the URCS 50-Car Cliff Can Give Rise to Mistaken Perceptions About Costs and R/VC Ratios Is Not a Problem that BNSF Created and Not Something that BNSF Was Required to Ignore

BNSF switched from 52-car wheat rates to 48-car wheat rates recognizing that the same per car rates would yield different R/VC ratios for the different size blocks due to the conventions of URCS costing, particularly the fact that URCS treats 50+ car movements as unit trains whereas trains of less than 50 cars are not treated as unit trains. BNSF believed that it was appropriate for it to do so to correct misperceptions that had developed regarding the R/VC ratios on the 52-car rates.

There is no dispute here between Montana and BNSF that the design of the URCS costing system is what created the disparity between the level of variable costs per car when costed on the basis of a 52-car block versus the higher level of costs per car when costed on the basis of 48-car block. This imprecision in URCS results in a significant anomaly, *i.e.* that variable costs per car on 52-car movements appear to be significantly lower than variable costs per car on 48-car movements, resulting in different R/VC ratios, where the same rate per car applies on the 52-car and 48-car movements. The Board itself has identified a principle source for this anomaly, the so-called “make whole” adjustment, and it has proposed “revisiting what is known as the ‘make-whole’ adjustment to URCS (which incorporates certain efficiencies obtained when moving goods in high volume shipments)” in its proposed review of the URCS costing system.³¹

There is nothing unreasonable about BNSF acting with an awareness of the imprecision in URCS in the interest of correcting a misperception that rates on its 52-car movements of wheat resulted in relatively high R/VCs compared to the rates in other tiers. At least three factors underscore the reasonableness of BNSF’s position. First, the imprecision in URCS is not in any way attributable to BNSF. It is inherent in the current design of URCS, which is no longer suited to the realities of contemporary rail operations for mid-sized grain shipments. When URCS was first adopted, shuttle grain trains did not exist and 52-car shipments were the largest, most efficient blocks of grain cars with lower rates than single-car shipments and 26-car shipments. The incongruous result of URCS treating 52-car blocks and 110-car shuttle trains as almost equally efficient did not exist when URCS was first introduced.

³¹ Surface Transp. Board Report to Congress Regarding the Uniform Rail Costing System (May 27, 2010), available at www.stb.dot.gov/stb/docs/URCS/URCS%20Report%205.27.10.pdf.

Second, Montana has provided no objective basis for concluding that its view, that BNSF's 48-car rates produce "artificially inflated costs," is a correct perception of the consequences of the imprecision in URCS. BNSF's understanding is different. BNSF's understands that the URCS imprecision resulted in artificially low variable costs for 52-car shipments. BNSF's view is grounded in its understanding of its own train operations – operating cars in mid-tier blocks of 48/52-car trains is significantly different from operating 110-car shuttle trains and results in increased costs. *See generally* Stoa Statement; *see also* Fisher Statement at 13-25. Montana's perception is based solely on the disparate level of R/VC ratios for the two tiers; BNSF's perception is based on the realities of train operations. There is no basis for the Board to credit Montana's perception, particularly when BNSF's operating experience provides a solid foundation for its contrary understanding.

Third, there is no principle of administrative law that says that a regulated entity in BNSF's position must accept the fortuitous, adverse consequences of an anomaly in the design of a regulatory tool like URCS when it is in its power to avoid the consequences of that anomaly through action entrusted to its managerial discretion. BNSF has the right in the first instance to determine what rate tiers to offer on Montana wheat shipments. 49 U.S.C. § 10701(c). BNSF could have eliminated the mid-tier rate offering altogether by cancelling the mid-tier rates as it has done in Nebraska, Colorado, Kansas, Illinois, Missouri, Wyoming, Minnesota, South Dakota and all but one location in North Dakota, or as CP did in Montana in 2008. Instead, at the request of Montana grain interests, it kept the mid-tier offering but slightly altered its terms. Avoiding the adverse consequences of the URCS misperception by taking a permissible rate action was a rational business decision, and there is no basis for the Board to second guess it.

It is expected that regulated firms will act with an awareness of the regulatory constraints imposed on them in order to succeed commercially and operationally. Where the design of a regulatory scheme dictates that some commercial choices will have more favorable consequences for the regulated firm than others, it is only prudent for the firm to pursue the choices that have favorable outcomes. The Interstate Commerce Commission Termination Act of 1995 (“ICCTA”), for example, incorporates a conclusive presumption that a rate yielding an R/VC ratio below 180% cannot be challenged as unreasonable before the Board. Congress obviously understood and expected that in some circumstances railroads could and would deliberately set rates that yield R/VC ratios below 180% to insulate themselves from rate challenge. There is nothing unreasonable about that. Similarly, ICCTA allows rail carriers to avoid Board regulation where they enter into rail transportation contracts with shippers. Of course, there is nothing unreasonable about placing traffic under contract with the result that the traffic in question is “deregulated” for the duration of the contract.

Just as it would be perfectly legitimate for BNSF to avail itself of the benefit of the statutory safe harbor from rate challenge or to enter into a contract, it was appropriate for BNSF to change its mid-tier rate structure with an awareness of the (potential) results produced by the Board’s regulatory costing system. It is neither deceptive nor otherwise improper to choose to act with an awareness of the consequences of the URCS 50-car dividing line between trainload lots and unit trains. BNSF did not create URCS or misapply it. BNSF was simply acting in conformance with the regime that URCS created so that the variable costs of its mid-tier rates would more accurately reflect the costs that it incurs on blocks of cars in the 48-car to 52-car range.

VII. THE BOARD DOES NOT HAVE AUTHORITY TO SUBSTITUTE ITS JUDGMENT FOR BNSF'S REGARDING THE ESTABLISHMENT OF RATE TIERS

A. The Statute Gives BNSF Rate Setting Authority and Does Not Provide an Exception that Fits the Circumstances Here

Montana requests that the Board order BNSF “to restore rates based on 48-109 cars, like those in BNSF tariffs prior to adoption of the challenged 48-cars shipment size limit.” Montana Opening at 20; *see also id.* at 1 (requesting that the Board order BNSF to “restor[e] shipment sizes for 50 or more cars previously offered to mid-sized elevators in tariffs”). Significantly, Montana cites no authority that would support such a grant of relief, and BNSF is aware of no case in which the ICC or the Board has relied upon the unreasonable practice provision of section 10702 to dictate the terms of a rail carrier’s rate structure. In fact, the requested relief is beyond the Board’s authority, as it would directly conflict with BNSF’s statutory right to establish rates of its own choosing. This includes not only the right to set rate levels, but the right to determine the rate structure. *See Burlington Northern Railroad Co. – Abandonment – in Daniels and Valley Counties, MT*, 7 I.C.C. 2d 308 (“*BN Montana Abandonment*”). Board intrusion into an area entrusted by statute to the carrier’s discretion would also directly contravene the transportation policy to minimize federal regulatory control over the rail industry. *See* 49 U.S.C. § 10101(3).

Under the governing statute, “a rail carrier providing transportation subject to the jurisdiction of the Board under this part may establish any rate for transportation or other service provided by the rail carrier.” 49 U.S.C. § 10701(c). *See also Burlington Northern and Santa Fe Railway Co. v. Surface Transportation Board*, 403 F.3d 771, 773 (D.C. Cir. 2005) (“Under the Act, a railroad ordinarily may establish any rate it chooses for the transportation it provides, provided it does not discriminate against connecting lines. *See* 49 U.S.C. § 10701(c)");

Aluminum Co. of America v. Interstate Commerce Commission, 761 F.2d 746, 750 (D.C. Cir. 1985) (“In the absence of market dominance, railroads may charge any rate that is not unreasonably low or otherwise forbidden by a provision of Title 49. *See* 49 U.S.C. § 10701(a)”). BNSF has established rates for multi-car shipments of wheat that permit shippers to tender wheat in either 48- or 24-car blocks; BNSF has also established rates that apply to 110-car shuttle-trains and single car movements of wheat. These rates reflect BNSF’s exercise of its statutory rate-setting prerogative based on its understanding of the needs of the Montana grain market.³²

It would be particularly inappropriate for the Board to involve itself in micro-managing the details of BNSF’s rate structure here because BNSF is under no obligation even to offer rates in the 48-car/52-car range. As explained above, BNSF canceled rates on 52-car movements of wheat that had previously been offered in Colorado, Illinois, Kansas, Minnesota, Missouri, Nebraska, South Dakota, and all but one origin in North Dakota, because it determined that those rates were no longer required to accommodate the transportation needs of elevators and growers in those areas. *See* Summers Exs. 4-6. CP did the same in Montana. *See* Counsel Ex. 13. BNSF preserved the mid-tier rate structure in Montana at the request of Montana grain growers. BNSF was persuaded by the argument that the mid-tier rates applicable to 48-car movements benefit Montana shippers and grain elevators that want to ship substantially more than 24 cars but do not need or have the capacity to ship a shuttle train of 110 or more cars. *See* Summers Statement at 14. BNSF is committed to providing a menu of tariff offerings to Montana wheat shippers that will allow them to move their grain to market efficiently. *See* Kaufman Statement

³² BNSF relied on its statutory rate setting prerogative in its motion to dismiss Montana’s complaint. The Board referred to the issue in its recitation of facts but did not address it in the discussion of the merits.

at 6; Summers Statement at 15. But BNSF cannot commit to offer the exact same menu in perpetuity. To do so would be to turn its back on the inevitable evolution of the marketplace.

The Board is precluded from directing BNSF to reinstate its prior rate structure by the ICC's holding in *BN Montana Abandonment*, 7 I.C.C. 2d 308, 316 (1990), which is controlling here. Although Montana tries to distinguish the case based on the fact that it involved the agency's abandonment authority rather than an unreasonable practice claim (Montana Opening note 7 at 5), the underlying facts relating to Montana grain transportation and the agency's authority to compel a railroad to take particular rate actions are substantially identical. In both cases, the railroad took action to change its Montana grain rate tariff offerings against the background of an evolution to more efficient rail transportation featuring the emergence of larger, more efficient elevators. In both cases, the complaining parties sought to preserve the *status quo* and argued that the pre-existing less-efficient elevators were being disadvantaged by changes in the rate structure. In both cases, the complaining parties sought reinstatement of the prior rates by the agency as a means of preserving the *status quo*.

In the abandonment case, an Administrative Law Judge ("ALJ") initially denied BN's application to abandon a 48.4 mile line segment that served single-car grain elevators in northeastern Montana. The ALJ reasoned that BN had breached its common carrier obligation by failing to keep in place 26-car multi-origin rates that permitted small grain elevators located on the line segment in question to consolidate grain cars into blocks of 26 and to compete with larger elevators that could take advantage of single-origin 26- or 52-car rates. According to the ALJ, BN had a common carrier obligation to furnish service for which there is a demand and where it could do so profitably.

The ICC reversed the ALJ's denial of abandonment, stating that "[t]he ALJ's exposition of his views on how BN should price and market its services confirms that regulatory agencies should not attempt such analysis." 7 I.C.C. 2d at 318. Of particular relevance here, the ICC rejected the ALJ's conclusion that BN had a common carrier obligation to make available to shippers on the segment proposed for abandonment rates that were "reasonably related" to rates from a 52-car elevator on an adjacent line segment that would continue in operation. The ICC stated that, in finding this common carrier obligation, the ALJ "imposed an additional obligation on the carrier that *would impermissibly constrain its ratemaking freedom and managerial discretion,*" 7 I.C.C. 2d at 316 (emphasis added). The ICC noted that under the governing statute – similar to present day 49 U.S.C. § 10701(c) – "a carrier is free to set its rates unless a challenged rate is unreasonably high or below a reasonable minimum." *Id.* at 316.

The ALJ's discredited "common carrier" rationale in the abandonment case is analogous to Montana's "unreasonable practice" rationale in this case. In both cases, the party seeking to preserve the *status quo* sought to use a general statutory formulation to override a rail carrier's very specific statutory right to set rates of its own choosing. The ICC concluded that the specific statutory right took precedence, finding that the ALJ "imposed an additional obligation on the carrier that would impermissibly constrain its ratemaking freedom and managerial discretion." 7 I.C.C. 2d at 316. Neither the common carrier provision nor the unreasonable practice provision gives the agency the authority to substitute its judgment for BNSF's regarding the appropriate rate structure. And in stating that "[t]he ALJ's exposition of his views on how BN should price and market its services confirms that regulatory agencies should not attempt such analysis," the ICC reinforced the goal of rail transportation policy to minimize federal regulation of the railroad industry. Indeed, the notion that the agency could have intervened in the circumstances of the

abandonment case or could do so here to override the carrier's business determinations is contrary to the entire deregulatory thrust of the Staggers Act.

Comparison of Montana's claim for relief in this case with the claim in *BN Montana Abandonment* also reveals why Montana's "gaming" formulation adds nothing of substance to its claim. Montana uses the term "gaming" as a rhetorical device to suggest that strategic action on the part of a carrier is improper. But that is not the case. BN took strategic action in *BN Montana Abandonment* by canceling its multiple-origin 26-car grain rates with the knowledge that doing so would reduce its revenues on the line segment in question, thereby allowing BN to qualify for abandonment of the line segment under the ICC's abandonment rules. Montana might characterize that rate cancelation as a form of "gaming" of the agency's abandonment regulations, but the ICC certainly did not see it that way. The ICC viewed BNSF's rate cancelation as a permissible exercise of its discretionary authority to determine its rate structure. The presence of a "gaming" allegation would not have changed the outcome of *BN Montana Abandonment* because it would have added nothing of substance to the claim. The same is true here.

B. The Board Can Address Any Concern About BNSF "Taking Advantage of URCS" by Fixing the Problem with URCS That Underlies Montana's Complaint

As explained above, Montana's theory that it was unreasonable for BNSF to act based on an awareness of how URCS develops costs for different sized blocks of grain cars is wrong. But the Board should be concerned that the imprecision in the URCS costing system has led to the discrepant R/VC ratios on 52-car and 48-car movements that Montana highlights in this proceeding. The Board should address that concern by fixing URCS and not by overriding BNSF's statutory right to determine its own grain rate structure. While the Board lacks authority to grant the relief that Montana requests here, it clearly has authority to modify its own

regulatory costing system and thereby address the underlying problem that led to Montana's complaint.

In its earlier motion to dismiss, BNSF suggested that, as an alternative to outright dismissal, the Board could hold this proceeding in abeyance while it moved forward with its proposed rulemaking to fix URCS. *See* BNSF Motion to Dismiss at 17-19. In its decision denying BNSF's motion to dismiss, the Board observed that "Montana noted that there is no ongoing URCS rulemaking and that such a rulemaking could take 2 years or more to initiate and complete." Feb. 2011 Decision at 2. However, the Board did not specifically address whether an URCS rulemaking proceeding would be an appropriate forum for addressing the issues Montana has raised here. Clearly it would be.

First, addressing the costing anomaly identified in the context of an URCS rulemaking would allow the Board to resolve the underlying issue raised by Montana's complaint: how should URCS reflect the relative efficiencies of blocks of cars in the 50-car range. Second, if the Board believes that the URCS anomaly at issue here gives rise to a perception of "gaming" the URCS system in the establishment of rates or rate tiers, it can address that issue better in the rulemaking context than in an individual adjudication so that all potentially affected parties can have input. This is the model followed in Ex Parte No. 657 (Sub-No. 1), *Major Issues in Rail Rate Cases* (S.T.B. served Oct. 30, 2006) (relied on in Montana's Opening at 18-19), where the Board addressed the subject of potential gaming of its percentage-reduction rate setting methodology in a rulemaking proceeding. The Board had previously been presented with allegations of "gaming" the rate setting methodology in individual stand alone cost ("SAC")

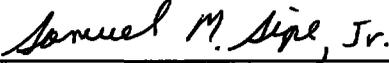
cases³³ but declined to resolve the issue in those cases, concluding that a rulemaking proceeding provided a superior context for resolution of the issue. Here, Montana has not only alleged gaming on BNSF's part, but has alleged far more broadly that "[t]he technique pioneered by BNSF could end up artificially lowering enough R/VC percentages to distort STB regulatory and reporting systems keyed to R/VC percentages." Montana Opening at 19. As hyperbolic as this assertion is, it nonetheless points in the direction of a broader proceeding as the proper forum, should the Board believe that the assertion warrants further consideration.

VIII. CONCLUSION

For all the foregoing reasons and others appearing on the record, the Board should dismiss Montana's complaint with prejudice.

Respectfully submitted,

Richard E. Weicher
Jill K. Mulligan
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August 15, 2011

ATTORNEYS FOR DEFENDANT

³³ See, e.g., *Xcel Energy v. Burlington Northern & Santa Fe Ry. Co.*, S.T.B. Docket No. 42057, at 38 (S.T.B. served June 8, 2004); *Carolina Power & Light Co. v. Norfolk Southern Ry. Co.*, S.T.B. Docket No. 42072, at 22 (S.T.B. served Dec. 23, 2003).

CERTIFICATE OF SERVICE

I hereby certify that on this 15th day of August, 2011, I have served a copy of the foregoing BNSF Railway Company's Reply Evidence and Argument on the following counsel of record, by hand-delivery:

John M. Cutler, Jr.
Andrew P. Goldstein
McCarthy, Sweeney & Harkaway, PC
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Linda S. Stein
Linda S. Stein

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Montana Rail Rates and Service: Best-in-Class Service at Reasonable Costs

SUMMARY

A positive relationship with Montana shippers and residents is very important to BNSF Railway Company. We have been working hard with Montana producers to provide best-of-class service at reasonable rates, allowing Montana producers to better compete in world markets. Montana producers have responded by telling us how we can be a better partner. We listened and have provided reasonable rates, hired an ombudsman, formed an Ag Rail Business Council, and implemented a mediation and arbitration rate dispute agreement with the Montana Grain Growers Association and the Montana Farm Bureau.

Montana Grain Rates: *Transparent, Fair and Market-Based*

We provide Montana grain shippers with best-in-class service at reasonable rates. BNSF is focused on providing rates that are transparent, fair and market-based.

Length of haul must be accounted for when comparing rates

Recent studies comparing Montana rail rates to the rail rates in other states claim Montana is paying higher rates than other states. Actually Montana shippers are not paying higher rates for similar length of hauls. These studies provide a skewed perspective because they ignore length of haul as a key determining variable.

Montana rates are transparent, fair and market-based

The assertion that Montana shippers pay high rail rates is simply not true. Rates for similar lengths of haul are comparable. For example, BNSF's wheat export tariff rates rail rates from, Havre, Mont. to Kalama, Wash., 907 miles, is \$3.12 per mile, compared to \$3.25 per mile for the 905-mile haul from Hastings, Neb. to Houston, Texas. This is just one example of many.

Relying on out-dated data

The studies also based their findings on out-dated, irrelevant data from 2006 and misleadingly assert that Montana shippers are being overcharged on revenue to variable cost (R/V) basis.

While the Surface Transportation Board uses the calculation of 180 percent of variable costs as the threshold for determining whether it will review railroad's rates, that does not mean that higher percentages are unreasonable. Instead, 180 percent of variable cost is just the statutory threshold below which rates are assumed to be reasonable. Under many circumstances a significantly higher percentage is still found to be necessary and reasonable.

The studies, using three-year-old data, suggest that Montana rates exceeded 250 percent of variable costs. In the intervening years, the facts have changed in Montana producers' favor, since BNSF Montana tariff rates have not materially increased since 2005 even though BNSF has experienced double-digit cost increases. This means that these revenue-to-variable cost ratio calculations are materially skewed. The reality is that Montana revenue-to-variable costs have materially declined since 2006.



Mileage-based fuel surcharge: Responding to Montana producers' concerns

Montana producers told us they wanted a more direct, accurate way to reflect impact of fuel prices. We agreed, which is why we became the first railroad to implement a mileage-based fuel surcharge. We believe a mileage-based fuel surcharge is a fairer and more accurate way to address the volatility of fuel prices than a percentage-of-revenue basis. And Montana producers have told us they agree.

**Mediation and Arbitration Rate Dispute Agreement:
Cost-Effective, Easy Way to Resolve Rate Disputes**

Some believe that the only solution to improving service and lowering rates is to change the regulatory model to one that would allow the government to seize more control from American business. We have learned from the past that this is not a model that works.

"BNSF Railway is sincere in their willingness to commit to this process, and long-term accountability by all parties is our common goal," said Bing Von Bergen, Montana Grain Growers Association vice president.

Prior to the Staggers Act of 1980, the U.S. rail system was unhealthy and unsustainable, with a quarter of railroads bankrupt, due in part to an average return on investment of 2 percent – well below the interest rate on a savings account. Systems created under Staggers have greatly improved the health of U.S. railroads, with valuable rail customer benefits such as reduced rates and improved service.

While the current regulatory system has been good for shippers and railroads, BNSF realizes one size does not fit all and is actively working to ensure its customers and communities receive timely attention to rail issues. In 2008, BNSF voluntarily entered into an arbitration and mediation process that will hold us accountable for rail rates in Montana.

Working with the Montana Grain Growers Association and Montana Farm Bureau, we developed a simple arbitration process that allows Montana producers to resolve Montana origin agriculture product rate disputes through a process that first requires mediation and then arbitration, overseen by a panel of three expert arbitrators that are chosen from a pool of five arbitrators who have been mutually approved.

Service

By any measure, Montana service has never been better

Grain car velocity throughout our Montana division currently exceeds 300 miles per day – the highest equipment velocity on the system. All Agriculture Products shipments originating from the state of Montana are at the best on-time performance in nearly two years. Of 533 equipment orders booked for Montana, 0 cars are past due. In fact, BNSF has not had more than five cars reach past due status since January 30, 2009 and has been fully current (0 past due requests) on order requests 87 days of year, through May 17, 2009.



Communication

Montana ombudsman: A commitment to improving producer communication

In 2006, BNSF appointed Don Karls as Ombudsman for Montana. Don's role is to serve as a single-point-of-contact to respond to the needs of grain producers, processors and shippers in Montana. He works to address Montana customer concerns, troubleshoot service issues, explain policies and procedures, and allow producers to provide feedback on BNSF programs and services.

Ag Rail Business Council

Chaired by a Montana producer and comprised of members of the agricultural industry and farming community, this council meets twice a year to provide a forum to discuss issues and informally mediate rate and/or service issues. Since its formation in 2008, the Council has provided important feedback on harvest demand and car supply, grain car ETA and loading time, car allocation, fuel surcharge, and more.

BNSF in Montana

Nearly 2,200 Montana residents work for BNSF Railway, earning a combined payroll of \$118 million each year. And BNSF invested more than \$130 million in its Montana track and facilities in recent years, and assisted in the creation of over 100 new jobs through its economic development efforts. With operations in Billings, Glendive, Great Falls and Havre, BNSF is one of Montana's largest private employers

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M O N T A N A
G R A I N
G R O W E R S
A S S O C I A T I O N

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For immediate release
October 15, 2008
Montana Grain Growers Association

For additional information contact:
Will Roehm, (406) 788-3199
Bing Von Bergen, (406) 350-5569
Lola Raska, (406) 761-4596

MGGA Announces Rail Rate Mediation for Montana Producers

Great Falls – The Montana Grain Growers Association (MGGA) announced today the creation of a formal mediation and arbitration process that will give Montana wheat and barley producers the means for simple and effective resolution of disputes involving rail freight charges for grain shipped by BNSF Railway. Meetings between Montana farm membership organizations and representatives of BNSF Railway have been ongoing in recent months resulting in an agreement on the principles and parameters of arbitration.

MGGA president Will Roehm praised the agreement as a long-awaited breakthrough. “For many years, we have tried to find a forum to address the freight rates paid by our farmers,” he said. “This agreement will allow growers to initiate rail rate complaints, provide mediation of a disputed rate as a first step and, if necessary, provide for a panel of arbitrators to hear the case and to issue a binding judgment.”

Roehm went on to say, “We are very grateful to all who have worked on freight rate issues over the years, but would like to offer special thanks to Senator Max Baucus, Senator Jon Tester, and Congressman Dennis Rehberg for their dedication to a reasonable resolution.”

MGGA vice-president Bing Von Bergen added, “Our members will have the opportunity to discuss this at our upcoming listening sessions and at our annual convention in Great Falls on December 3-4. BNSF Railway is sincere in their willingness to commit to this process and long-term accountability by all parties is our common goal.”

The Montana Grain Growers Association is the primary trade organization representing Montana wheat and barley producers who, by combining their strengths, voices, and ideas, are working to insure a better future for themselves, their industry and the consumer.

#



**MONTANA
GRAIN
GROWERS
ASSOCIATION**

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email: mgga@mgga.org**

For immediate release
January 29, 2009
Montana Grain Growers Association

For additional information contact:
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Lola Raska, (406) 761-4596

Farm Groups Forge Historic Agreement with BNSF Railway

Great Falls & Bozeman - Montana Farm Bureau Federation (MFBF) and Montana Grain Growers Association (MGGA) announced today the completion of an agreement with BNSF Railway which will give wheat and barley producers an avenue to mediate and arbitrate rail freight rates. This agreement, for the first time in Montana's history, gives farmers legal standing in rate cases.

The Federal Surface Transportation Board has been the traditional arbitrator of freight rate disputes, but limits cases to customers of the railroads. In Montana, those customers are generally the grain companies, not the grain producers who ultimately bear the cost. No Montana grain rate cases have been filed with the Surface Transportation Board in recent years.

The new agreement establishes a mediation process and an arbitration panel which gives grain producers legal status as railroad customers. Because no government agency is involved, cases will be addressed efficiently, in a short period of time and at reasonable cost.

MGGA President Bing Von Bergen said, "We are pleased to offer this unique opportunity for our members and other growers to sit down at the table with BNSF and get answers for their rail rate concerns."

"This agreement is very useful because it gives the farmer methods to address a grievance on rate issue which was totally unavailable before," noted MFBF Vice President Bruce Wright, who served as his organization's representative on the committee that established this new process. "In everything prior to this, the mechanism for resolving differences was between shippers—meaning the elevators—and the railroads. The elevators just passed the costs on to the farmer. That's now changed, thanks to this agreement. Farmers now can air their grievances. There were sixteen people hammering out this final agreement, but many more put their work into it to get it started, set up and get the process going."

Wright noted that although this agreement is strictly between BNSF and Montana, it's expected that other states may be interested in adopting a similar type of agreement.

Wheat and barley producers who are customers of BNSF Railway will work with MGGA and MFBF to address their freight rate concerns. If a complaint is determined to have merit, the farm groups will initiate the mediation process with BNSF. If, after 30 days, agreement cannot be reached, a legal, binding arbitration process will be initiated. A panel of expert arbitrators, mutually chosen by MFBF,

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MGGA, and BNSF, will hear the case. Completion of the case must be within 120 days. The arbiters' decision on the rate will be final, and legally binding. If the decision adjusts the freight rate, the new rate will be in effect for one year forward, and reparations may be awarded to the participating producers for the period 14 months prior to the arbitration.

The farm organizations have been informally mediating rate and service issues with BNSF Railway for the past four years, with good success. All parties agreed that a legal and binding arrangement would solidify the process for the future.

#

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Before the Surface Transportation Board
Docket No. EP 705: Competition in the Railroad Industry
April 11, 2011
Comments submitted by the Montana Grain Growers Association

Thank you for this opportunity to comment on competition in the railroad industry.

The Montana Grain Growers Association (MGGA) was established over 50 years ago to address the business needs of small grain producers in Montana. Our members represent over 5.5 million planted acres of mostly wheat and barley across the state. Since our inception, rail competition issues have been a high priority. In fact, the rallying cry against discriminatory freight rates, which were the highest in the U.S., served to unite Montana growers who created MGGA to serve as their common voice in seeking solutions to this problem.

Previous efforts to address our rail competition issues included complicated regulations and stalled policy solutions with lawyers and consultants hired by various groups of producers to propose new regulations and file lawsuits. In 2005, MGGA leaders weary of the lack of progress on rail competition issues and of not being recognized by either the STB or the railroad as a true customer, came together to begin honest and open discussions with our primary rail carrier, BNSF Railway. At the heart of this new partnership was an effort to understand each other's businesses with producer education on rail profitability, markets and economics and the railroad's education on regionalized production areas and delivery, marketing practices and shipping needs.

The primary benefit to our work thus far is the establishment of a working relationship as the railroad's customer and recognition of the railroad as an industry partner. This will be important going forward as markets change, costs escalate, and individuals come and go.

From these efforts, the Montana Rail Coalition has become committed to being honest in its rhetoric and dealings with BNSF. Education in both directions is bringing unexpected benefits. Understanding of the grain business, markets, and rail will increase producer profitability, as it is incorporated into the grassroots level. Conversely, we expect the railroad to see efficiency gains and market opportunity as a result of producer insight.

Transparency of service is another benefit. A weekly posting of car orders and deliveries creates accountability and sheds daylight on the whole pipeline. This information can be found on the Montana Grain Growers Association marketing information website, Montana MarketManager Online. Producers and BNSF have begun to work together to anticipate grain movement and demands on rail service.

And establishment of the BNSF Ombudsman program gives producers local access to the whole BNSF Ag Division and allows the railway real-time insight to local operations.

As a direct result of this two-way accountability initiated in Montana, the system-wide Ag Rail Business Council was established, with representation from the U.S. corn, soy, wheat, and pulse industries. Additionally, a Montana producer was invited to sit on the BNSF Customer Advisory Board, allowing greater understanding of BNSF Railway operations.

The culmination of this trust, education, and commitment is manifested in a formal Mediation and Binding Arbitration Agreement signed in January, 2009 by the Montana Grain Growers Association, the Montana Farm Bureau Federation, and BNSF Railway. This legal agreement, for the first time, creates legal status for Montana producers as railroad customers. It is designed to solidify a long-term accountability and dialogue for all parties.

Some specific by-products of these historic efforts:

- **Reduction of the 52-car vs. shuttle tariff differential from 15 cents to 5 cents.**
This was done in 2006 to increase the viability of smaller elevators until broader shuttle facilities were in place. With producer input and the building of new facilities, this spread has again been widened. We understand the value to Montana agriculture of single, 26-car, and 48-car elevators, especially for barley and domestic wheat shipments. In the fall of 2010, we again lowered the 48-car tariff to narrow the shuttle/48 spread which we believed had become excessive. Since then, several shuttle projects have been announced or privately discussed, and this is a great development for our grain producers.
- **Freight discounts on barley to the west coast for export, and east to malt plants.**
We are working with BNSF to move barley and malt to Mexico as well. The intent is to develop and expand markets, which benefits all parties.
- **Early adoption of mileage-based fuel surcharge, eliminating a surcharge based on rates.**
Prior to this, fuel surcharges were calculated as a percentage of the tariff. The next year, STB followed suit, requiring fuel charges to be mileage-based for most tariff rail freight.
- **Development of competitive Destination Efficiency Trains (DET) to the domestic mills and the California market.**
These give MT producers the ability to compete in a larger market. DETs can separate into smaller pieces, facilitating access to smaller customers such as domestic flour mills. These trains run at freight rates very near to shuttle tariffs.
- **Producer guidance on grain facility planning.**
Two new shuttles have been built with coalition input; more are being discussed.
- **BNSF commitment to service of Great Falls to Fort Benton branch line.**
This branch into the Fort Benton area was at risk due to maintenance and volume issues. Coalition input helped find solutions and resulted in a solid future for service.

➤ **Competitive freight rates.**

There have been a number of tariff reductions both east and west, and a handful of increases on select moves. All of these adjustments have been weighed and considered with the shared goal of opening and expanding markets. This has put Montana producers in a new position, with freight rates below or comparable to the rates in other wheat states. BNSF Railway has committed to giving the Coalition advance notice of rate changes. Our informal mediation since August 2005 has been very successful.

➤ **Formal mediation of rates.**

The first formal case utilizing our Agreement to Mediate and Arbitrate was initiated in November 2009. The January 2010 shuttle train freight rate for Shelby to the Pacific Northwest for export was examined by our steering committee and taken to mediation with BNSF Railway. The result was a \$165/car reduction of the January 2010 tariff rate at Shelby, plus smaller reductions at other shuttle stations to protect the important competitive relationships between elevators.

➤ **Producers have a new status as rail customers.**

BNSF has committed itself to regard Montana producers as customers. In the past, the grain companies held that position alone. Our responsibility is to be knowledgeable, honest, and engaged—in short, to be good customers. This new way of doing business is enhancing our credibility and effectiveness with the STB, Congress, BNSF, and, most importantly, with our producers.

Respectfully submitted,



Gordon Stoner, President
Montana Grain Growers Association

 <p>UP 4052-A</p>	<p>Item: 6011-D Item Desc: ID, MT, UT, OR to Albina Group</p>	
<p>CHANGE KEY: A-Add; C-Change; D-Decrease, I-Increase, and X-Expire</p>		
<p>For billing purposes use the following rate authority: UP 4052-A-6011-D</p>		
<p>STCC/GROUP</p>	<p>STCC</p>	<p>DESCRIPTION</p>
<p>UP 4052 STCC GROUP</p>	<p>01135 01137</p>	<p>Rye Wheat Exc Buckwheat See 01139</p>
<p>Prices are subject to Fuel surcharges.</p>		
<p>GENERAL RATE APPLICATION RULES FOR ITEM 6011-D</p>		
<ol style="list-style-type: none"> Price(s) apply in AAR Car Type C, covered hopper cars Switching charges at both origin and destination will be absorbed up to \$10000 		
<p>APPLICATION AND RATES</p>		
<p>COLUMN</p>	<p>RATE APPLICATION RULES</p>	
<p>1. X</p>	<p>Rates are in U.S. dollars Per Car. 1-22 Price applies in cars whose total allowable weight on rail is 1 pounds but not more than 285,999 pounds Rates are in U.S. dollars Per Car. Price applies in cars whose total allowable weight on rail is 286,000 pounds but not more than 999,999 pounds.</p>	
<p>3. X</p>	<p>Rates are in U.S. dollars Per Car. 23-21 Price applies in cars whose total allowable weight on rail is 1 pounds but not more than 285,999 pounds. Price applies if minimum tender per shipment is 23 Car(s). Rates are in U.S. dollars Per Car. Price applies in cars whose total allowable weight on rail is 286,000 pounds but not more than 999,999 pounds. Price applies if minimum tender per shipment is 23 Car(s)</p>	
<p>5. X</p>	<p>Rates are in U.S. dollars Per Car. 92x Price applies in cars whose total allowable weight on rail is 1 pounds but not more than 285,999 pounds Price applies if minimum tender per shipment is 92 Car(s) Rates are in U.S. dollars Per Car.</p>	
<p>Issued: August 2, 2005 Effective: August 1, 2005</p>	<p>UP 4052-A Page 1 of 3 Item: 6011-D Continued on next page.</p>	

COLUMN	RATE APPLICATION RULES						
	Price applies in cars whose total allowable weight on any axle is 28,000 pounds, but not more than 15,000 pounds.						
	Price applies if minimum tender per shipment is 120 cases						
	Col 1 Rate	Col 2 Rate	Col 3 Rate	Col 4 Rate	Col 5 Rate	Col 6 Rate	Route Code/Group
STCC Group: UP 4052 STCC GROUP							
To: ALBINA GROUP							
From: ID, ACEQUILA	2,523	2,745					
ID, ADELAIDE	2,373	2,581					
ID, AMERICAN FALLS	2,473	2,690					
ID, ANMON	2,523	2,745					
ID, ASHTON	2,523	2,745	2,423	2,636			
ID, BANCROFT	2,523	2,745	2,423	2,636			
ID, BEETVILLE	2,393		2,593				
ID, BLISS	2,093	2,277	1,993	2,168	1,628	1,771	
ID, BONNERS FERRY	1,423	1,550					
ID, BUHL	2,443	2,657					
ID, BURLEY	2,393	2,603					
ID, COLLINS	2,523	2,745		2,704			
ID, DECLO	2,393		2,423	2,636			
ID, DUBOIS	2,523	2,745	2,293				
ID, ENNETT	1,753						
ID, GLENN'S FERRY	2,093	2,277	1,993	2,168			
ID, HAZELTON	2,443	2,657					
ID, IDAHO FALLS	2,523	2,745	2,423	2,636			
ID, IONA	2,523	2,745	2,423	2,636	2,143	2,279	
ID, KENYON	2,393		2,293				
ID, KIMAMA	2,373	2,581	2,273	2,474			
ID, LEWISTON	1,170						
ID, MALAD	2,573						
ID, MARTIN	2,393	2,603					
ID, MICHAUD	2,473	2,690	2,373	2,581			
ID, MINDOKA	2,373	2,581	2,273	2,474			
ID, MORELAND	2,523	2,745					
ID, MOUNTAIN HOME	1,993	2,168	1,893	2,050			
ID, MURTAUGH	2,443	2,657					
ID, NAMPA	1,753	1,907	1,653	1,798			
ID, NEWDALE	2,523	2,745	2,423	2,636			
ID, NORTH KENYON	2,393		2,293				
ID, NOTUS	1,703	1,852					
ID, PARMA	1,703	1,852					
ID, PAUL	2,393	2,603					
ID, PINGREE	2,523	2,745					
ID, POCATELLO	2,523	2,745	2,423	2,636			
ID, REXBURG	2,523	2,745					
ID, RIRIE	2,523	2,745					
ID, ROBERTS	2,523	2,745					
ID, ROCKFORD	2,523	2,745	2,423	2,636			
ID, RUPERT	2,393	2,603	2,293	2,494			
ID, SCHILLER	2,473	2,690					
ID, SODA SPRINGS	2,523	2,745					
ID, ST ANTHONY	2,523	2,745					
ID, TYHIE	2,523	2,745	2,423	2,636			
ID, UNITY	2,393						
ID, WEISER	1,753	1,907	1,653	1,798			
MT, DILLON	2,523	2,745					
MT, SILVER BOW	2,523	2,745	2,423	2,636			
OR, ALRIAN	1,753	1,907					
OR, ALICEL	1,090	1,186					
OR, ARLINGTON	830	925					
OR, BALLSTON	770						
OR, BIGGS	900	979					
OR, DERRY	770						
OR, ELGIN	1,200						
OR, GERLINGER	770						
OR, GREENBERRY	770						
OR, HERMISTON	930	1,012					

Issued: August 2, 2005
Effective: August 1, 2005

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Continued on next page

	Col 1 Rate	Col 2 Rate	Col 3 Rate	Col 4 Rate	Col 5 Rate	Col 6 Rate	Route Code/Group
OR. HINKLE	350	925					UP
OR. INDEPENDENCE	770						UP
OR. KLAMATH FALLS	1,405	1,529					UP
OR. LOST RIVER	1,405	1,529					UP
OR. MADRAS	1,218						UP
OR. MALONE	1,405	1,529					UP
OR. MISSION	890	968	780	860			UP
OR. MONROE	770						UP
OR. NORTH POWDER	1,139	1,259					UP
OR. ONTARIO	1,753	1,907					UP
OR. OVERSTREET	1,753	1,907					UP
OR. PENDLETON	890	968					UP
OR. VALE	1,753		1,655				UP
OR. WOODBURN	770						UP
OR. WORDEN	1,405	1,528					UP
UT. ELBERTA	2,623						UP
UT. KAYSVILLE	2,623	2,853					UP
UT. OGDEN	2,623	2,853	2,923	2,745			UP
UT. RELICO	2,623	2,853	2,923	2,745			UP

NOTES	DESCRIPTION

Issued: August 2, 2005
Effective August 1, 2005

UP 4052-A

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Item 6011-D
Continued on this page

APPENDIX A
ORIGIN AND DESTINATION GROUPS

GROUP NAME
LOCATIONS

ORIGIN GROUP
OR ALBINA
OR PORTLAND
OR RIVER GATE
OR ST JOHNS
WA KALAMA
WA LONGVIEW
WA SEATTLE
WA TACOMA
WA VANCOUVER
WA WOODLAND

Revised August 2, 2005
Effective August 1, 2005

UP 4052-A

UP 4052-A
Page 4 of 12

	UP 4052-A	Item: 6011-K Item Desc: ID. MT. UT. OR to Portland Group			
CHANGE KEY: A-Add; C-Change; D-Decrease, I-Increase, and X-Expire					
For billing purposes use the following rate authority: UP 4052-A-6011-K					
STCC/GROUP	STCC	DESCRIPTION			
UP 4052 STCC GROUP					
	01135	Rye			
	01137	Wheat Exc Buckwheat See 01139			
Prices are subject to Fuel surcharges.					
GENERAL RATE APPLICATION RULES FOR ITEM 6011-K					
1. Price(s) apply in AAR Car Type C, covered hopper cars					
2. Switching charges at both origin and destination will be absorbed up to \$130.00					
APPLICATION AND RATES					
COLUMN	RATE APPLICATION RULES				
1. X	Rates are in U.S. dollars Per Car. 1-5 Price applies in cars whose total allowable weight on rail is 1 pounds but not more than 285,999 pounds. Rates are in U.S. dollars Per Car. Price applies in cars whose total allowable weight on rail is 286,000 pounds but not more than 999,999 pounds.				
5. X	Rates are in U.S. dollars Per Car. 92+ Price applies in cars whose total allowable weight on rail is 1 pounds but not more than 285,999 pounds Price applies if minimum tender per shipment is 92 Car(s). Rates are in U.S. dollars Per Car. Price applies in cars whose total allowable weight on rail is 286,000 pounds but not more than 999,999 pounds. Price applies if minimum tender per shipment is 92 Car(s).				
	Col 1 Rate	Col 2 Rate	Col 3 Rate	Col 4 Rate	Route Code/Group
STCC Group: UP 4052 STCC GROUP					
To: PORTLAND GROUP					
From: CA, STALEY	1,505	1,637			UP
CA, TUBER	1,505	1,637			UP
CA, TULE LAKE	1,505	1,637			UP
ID, ACEQUIA	2,623	2,834			UP
ID, ADELAIDE	2,473	2,691			UP
Issued: August 24, 2006	UP 4052-A			Page 1 of 3	
Effective: July 21, 2006				Item 6011-K	
				Continued on next page.	

	Col 1 Rate	Col 2 Rate	Col 5 Rate	Col 6 Rate	Route Code/Group
ID. AMERICAN FALLS	2,573	2,799			UP
ID. AMMON	2,623	2,854			UP
ID. ASHTON	2,623	2,854			UP
ID. BANCROFT	2,623	2,854			UP
ID. BEETVILLE	2,493				UP
ID. BLISS	2,193	2,786	1,728	1,880	UP
ID. BONNERS FERRY	1,525	1,659			UP
ID. BUHL	2,543	2,767			UP
ID. BURLEY	2,493	2,712			UP
ID. COLLINS	2,623	2,854			UP
ID. DECLO	2,493				UP
ID. DUBOIS	2,623	2,854			UP
ID. EMMETT	1,853				UP
ID. GLENNS FERRY	2,193	2,786			UP
ID. HAZELTON	2,543	2,767			UP
ID. IDAHO FALLS	2,623	2,854	2,148	2,348	UP
ID. IONA	2,623	2,854			UP
ID. KENYON	2,493				UP
ID. KIMAMA	2,473	2,691			UP
ID. LEWISTON	1,270				UP
ID. MALAD	2,673				UP
ID. MARTIN	2,493	2,712			UP
ID. MICHAUD	2,573	2,799			UP
ID. MINIDOKA	2,473	2,691			UP
ID. MORELAND	2,623	2,854			UP
ID. MOUNTAIN HOME	2,093	2,277			UP
ID. MURTAUGH	2,543	2,767			UP
ID. NAMPA	1,853	2,016			UP
ID. NEWDALE	2,623	2,854			UP
ID. NORTH KENYON	2,493				UP
ID. NOTUS	1,803	1,962			UP
ID. PARMA	1,803	1,962			UP
ID. PAUL	2,493	2,712			UP
ID. PINGREE	2,623	2,854			UP
ID. POCATELLO	2,623	2,854			UP
ID. REXBURG	2,623	2,854			UP
ID. RIRIE	2,623	2,854			UP
ID. ROBERTS	2,623	2,854			UP
ID. ROCKFORD	2,623	2,854			UP
ID. RUPERT	2,493	2,712			UP
ID. SCHILLER	2,573	2,799			UP
ID. SODA SPRINGS	2,623	2,854			UP
ID. ST ANTHONY	2,623	2,854			UP
ID. TYHEE	2,623	2,854			UP
ID. UNITY	2,493				UP
ID. WEISER	1,853	2,016			UP
MT. DILLON	2,623	2,854			UP
MT. SILVER BOW	2,623	2,854			UP
OR. ADRIAN	1,853	2,016			UP
OR. ALICEL	1,190	1,295			UP
OR. ARLINGTON	990	1,034			UP
OR. BALLSTON	870				UP
OR. BIGGS	1,000	1,088			UP
OR. CHELOQUIN	1,505	1,637			UP
OR. DERRY	870				UP
OR. ELGIN	1,300				UP
OR. GERLINGER	870				UP
OR. GREENBERRY	870				UP
OR. HERMISTON	1,030	1,121			UP
OR. HINKLE	990	1,034			UP
OR. INDEPENDENCE	870				UP
OR. KLAMATH FALLS	1,505	1,637			UP
OR. LOST RIVER	1,505	1,637			UP
OR. MADRAS	1,318				UP
OR. MALONE	1,505	1,637			UP
OR. MISSION	990	1,077			UP
OR. MONROE	870				UP
OR. NORTH POWDER	1,239	1,348			UP
OR. ONTARIO	1,853	2,016			UP

Issued: August 24, 2006
Effective: July 21, 2006

UP 4052-A

Page 2 of 3
Item 6011-K
Continued on next page

	Col 1 Rate	Col 2 Rate	Col 5 Rate	Col 6 Rate	Route Code/Group
OR. OVERSTREET	1,853	2,016			TP
OR. PENDLETON	990	1,077			TP
OR. VALE	1,853	2,016			TP
OR. WOODBURN	870				TP
OR. WORDEN	1,505	1,637			TP
UT. ELBERTA	2,723				TP
UT. GARLAND	2,673				TP
UT. KAYSVILLE	2,723	2,963			TP
UT. OGDEN	2,723	2,963			TP
UT. RELICO	2,723	2,963			TP
WA. COLFAX	1,239				TP
WA. DAYTON	1,285				TP
WA. ENDICOTT	1,239				TP
WA. FAIRFIELD	1,322				TP
WA. KENNEWICK	1,194				TP
WA. LA CROSSE	1,239				TP
WA. MOCKONEMA	1,239				TP
WA. PRESCOTT	1,239				TP
WA. ST JOHN	1,239				TP
WA. THERA	1,239				TP
WA. THORNTON	1,239				TP
WA. WILLADA	1,239				TP
WA. WINONA	1,239				TP

Issued: August 24, 2006
Effective: July 21, 2006

UP-4052-A

Page: 1 of 3
Item: 6011-A
Concluded on this page

**APPENDIX A
ORIGIN AND DESTINATION GROUPS**

**GROUP NAME
LOCATIONS**

**PORTLAND GROUP
OR. ALBINA
OR. PORTLAND
OR. RIVER GATE
OR. ST JOHNS
WA. KALAMA
WA. LONGVIEW
WA. VANCOUVER
WA. WOODLAND**

Issued: August 24, 2006
Effective: July 21, 2006

U/P 4052-A

Appendix A Page. 1 of 1
Item. 6011-A.

 UP 4052-A	Item: 6011-AK Item Desc: ID, MT, UT, OR to Portland Group
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CHANGE KEY: A-Add; C-Change; D-Decrease; I-Increase; and X-Expire

For billing purposes use the following rate authority: UP 4052-A-6011-AK

STCC GROUP	STCC	DESCRIPTION
UP 4052 STCC GROUP		
	01135	Rye
	01137	Wheat Exc. Buckwheat See 01139

Prices are subject to Fuel surcharges.

GENERAL RULE ITEM 401 (Effective Date: 06/01/2005 Original Issue Date: 01/18/2007)

Customers are required to determine the station capacity prior to shipping and are required to comply with any and all lane restrictions. Refer to Rule Item 400 of this tariff for a list of standard axle only shipping stations. Shipments in excess of line capacity will be considered overloaded and will be charged the applicable overload fee. See UP 6004 Item 8000 regarding overload shipments.

GENERAL RULE ITEM 401B

1. Mileage allowance payment on private equipment will not apply.
2. Applies in AAR Car Type C, covered hopper cars.
3. Switching charges at both origin and destination will be absorbed up to \$130.00.

APPLICATION AND RATES

COLUMN	RATE APPLICATION REVISION
1.	Rates are in U.S. dollars Per Car. Applies in cars whose total allowable weight on rail is 1 pounds but not more than 285,999 pounds,
2.	Rates are in U.S. dollars Per Car. Applies in cars whose total allowable weight on rail is 286,000 pounds but not more than 999,999 pounds,
5.	Rates are in U.S. dollars Per Car. Applies in cars whose total allowable weight on rail is 1 pounds but not more than 285,999 pounds. Applies if minimum tender per shipment is 92 Car(s) and maximum not greater than 115 Car(s),
6.	Rates are in U.S. dollars Per Car. Applies in cars whose total allowable weight on rail is 286,000 pounds but not more than 999,999 pounds.

COLUMBIA RATE APPLICATION RULES					
Applies if minimum tender per shipment is 92 Car(s) and maximum not greater than 115 Car(s),					
Column	Col 1 Rate	Col 2 Rate	Col 3 Rate	Col 4 Rate	Rate Code/Group
STCC Group: UP 4052 STCC GROUP					
To: PORTLAND GROUP					
From: CA, STALEY	12,556	12,781			UP
CA, TUBER	12,556	12,781			UP
CA, TULE LAKE	12,556	12,781			UP
ID, ACEQUIA	13,935	14,281			UP
ID, ADELAIDE	13,770	14,102			UP
ID, AMERICAN FALLS	13,880	14,221			UP
ID, AMMON	13,935	14,281			UP
ID, ASHTON	13,935	14,281			UP
ID, BANCROFT	13,935	14,281			UP
ID, BLISS	13,462	13,767	12,751	12,993	UP
ID, BONNERS FERRY	12,728	12,968			UP
ID, BUHL	13,847	14,186			UP
ID, BURLEY	13,792	14,126			UP
ID, COLLINS	13,935	14,281			UP
ID, DUBOIS	13,935	14,281			UP
ID, GLENNS FERRY	13,462	13,767			UP
ID, HAMMETT	13,462	13,767			UP
ID, HAZELTON	13,847	14,186			UP
ID, IDAHO FALLS	13,935	14,281	13,224	13,508	UP
ID, IONA	13,935	14,281			UP
ID, KIMAMA	13,770	14,102			UP
ID, MARTIN	13,792	14,126			UP
ID, MICHAUD	13,880	14,221			UP
ID, MINIDOKA	13,770	14,102			UP
ID, MORELAND	13,935	14,281			UP
ID, MOUNTAIN HOME	13,352	13,647			UP
ID, MURTAUGH	13,847	14,186			UP
ID, NAMPA	13,088	13,360			UP
ID, NEWDALE	13,935	14,281			UP
ID, NOTUS	13,033	13,300			UP
ID, PARMA	13,033	13,300			UP
ID, PAUL	13,792	14,126			UP
ID, PINGREE	13,935	14,281			UP
ID, POCA TELLO	13,935	14,281			UP
ID, REXBURG	13,935	14,281			UP
ID, RIRIE	13,935	14,281			UP
ID, ROBERTS	13,935	14,281			UP
ID, ROCKFORD	13,935	14,281			UP
ID, RUPERT	13,792	14,126			UP
ID, SCHILLER	13,880	14,221			UP
ID, SODA SPRINGS	13,935	14,281			UP
ID, ST ANTHONY	13,935	14,281			UP
ID, TALMAGE	13,935	14,281			UP
ID, TYBEE	13,935	14,281			UP
ID, WEISER	13,088	13,360			UP
MT, DILLON	13,935	14,281			UP
MT, SILVER BOW	13,935	14,281			UP
OR, ALICE	12,359	12,567			UP
OR, AMITY	11,857	12,020			UP
OR, ARLINGTON	12,093	12,279			UP
OR, BIGGS	12,150	12,339			UP
OR, CENTRAL POINT	13,000	13,264			UP
OR, CHILOQUIN	12,556	12,781			UP
OR, CORVALLIS	11,857	12,020			UP
OR, HERMISTON	12,183	12,375			UP
OR, HINKLE	12,093	12,279			UP
OR, KLAMATH FALLS	12,556	12,781			UP
OR, LOST RIVER	12,556	12,781			UP
OR, MALONE	12,556	12,781			UP
OR, MISSION	12,139	12,327			UP
OR, NORTH POWDER	12,413	12,625			UP
OR, ONTARIO	13,088	13,360			UP

	Code Rate	Code Rate	Code Rate	Code Rate	Rate Code Group
OR, PENDLETON	2,139	12,327			UP
OR, SHUTLER	1,2478	12,696			UP
OR, WOODBURN	1,857	12,020			UP
OR, WORDEN	12,556	12,781			UP
UT, KAYSVILLE	14,045	14,401			UP
UT, OGDEN	14,045	14,401			UP
UT, RELICO	14,045	14,401	13,334	13,627	UP

APPLICATION AND RATES

COLUMN 1 RATE APPLICATION RULES

1. Rates are in U.S. dollars Per Car.

STCC Group: UP 4052 STCC GROUP

Code	Rate	Code Group
To: PORTLAND GROUP		
From: ID, BEETVILLE		
	1,3792	UP
ID, DELO	13,792	UP
ID, EMMETT	13,088	UP
ID, KENYON	13,792	UP
ID, LEWISTON	12,447	UP
ID, MALAD	13,990	UP
ID, NORTH KENYON	13,792	UP
ID, UNITY	13,792	UP
OR, BALLSTON	1,857	UP
OR, DERRY	1,857	UP
OR, ELGIN	12,480	UP
OR, GERLINGER	1,857	UP
OR, GREENBERRY	1,857	UP
OR, INDEPENDENCE	1,857	UP
OR, MADRAS	12,500	UP
OR, MONROE	1,857	UP
OR, VALE	13,088	UP
UT, GARELAND	13,990	UP
WA, COLFAX	12,413	UP
WA, DAYTON	12,464	UP
WA, ENDICOTT	12,413	UP
WA, FAIRFIELD	12,504	UP
WA, KENNEWICK	12,363	UP
WA, LA CROSSE	12,413	UP
WA, MOCKONEMA	12,413	UP
WA, PRESCOTT	12,413	UP
WA, ST JOHN	12,413	UP
WA, THERAS	12,413	UP
WA, THORNTON	12,413	UP
WA, WILLADA	12,413	UP
WA, WINONA	12,413	UP

APPENDIX A
ORIGIN AND DESTINATION GROUPS

GROUP NAME
LOCATIONS

PORTLAND GROUP
OR, ALBINA
OR, PORTLAND
OR, RIVER GATE
OR, ST JOHNS
WA, KALAMA
WA, LONGVIEW
WA, VANCOUVER
WA, WOODLAND

CP TARIFF INC.
401-9TH AVENUE S.W.
CALGARY, AB T2P 4Z4
CPRS 4444-B

ITEM: 15890
REVISION: 20
ISSUED: APR 05, 2007
EFFECTIVE: APR 26, 2007
EXPIRES:

{I} FOR APPLICATION OF RATES, SEE ITEM 15885
RATES IN DOLLARS PER CAR
(SUBJECT TO ITEM 8-SERIES IF APPLICABLE)

COMMODITY: WHEAT STCC 01 137 10
DURUM 01 137 20
FEED WHEAT 01 137 30

TO: * Portland, OR; (1)Granger, Kalama, Longview, Seattle,
(1)Sunnyside, Tacoma, Vancouver, (1)Wallula Heights and Woodland,
WA

FROM	1 CAR	25 CARS	50 CARS	100 CARS	ROUTE
MINNESOTA					
Alvarado	\$4,512	\$4,458	\$4,131	\$3,914	0912
Barrett	\$4,512	\$4,457	\$4,131	\$3,913	
Bejou	\$4,511	\$4,456	\$4,130	\$3,912	
Belgrade	\$4,512	\$4,457	\$4,131	\$3,913	
Brooks	\$4,512	\$4,457	\$4,131	\$3,913	
Brooten	\$4,512	\$4,457	\$4,131	\$3,913	
Callaway	\$4,506	\$4,452	\$4,125	\$3,907	
Carlos	\$4,511	\$4,456	\$4,130	\$3,912	
Eden Valley	\$4,511	\$4,456	\$4,130	\$3,912	
Elbow Lake	\$4,507	\$4,453	\$4,126	\$3,908	
Erskine	\$4,511	\$4,456	\$4,130	\$3,912	
Farwell	\$4,512	\$4,457	\$4,131	\$3,913	
Forada	\$4,511	\$4,456	\$4,130	\$3,912	

Glenwood	\$4,505	\$4,451	\$4,124	\$3,907	
Gully	\$4,511	\$4,456	\$4,130	\$3,912	
Hazel	\$4,510	\$4,455	\$4,129	\$3,911	
Henning	\$4,512	\$4,457	\$4,131	\$3,913	
Hoffman	\$4,512	\$4,457	\$4,131	\$3,913	
Karlstad	\$4,512	\$4,457	\$4,131	\$3,913	
Kensington	\$4,512	\$4,457	\$4,131	\$3,913	
Kimball	\$4,511	\$4,456	\$4,130	\$3,912	
Lake Bronson	\$4,512	\$4,457	\$4,131	\$3,913	
Lancaster	\$4,511	\$4,456	\$4,130	\$3,912	
Lowry	\$4,505	\$4,451	\$4,125	\$3,907	
Mahnomen	\$4,507	\$4,453	\$4,126	\$3,909	
Nashua	\$4,511	\$4,456	\$4,130	\$3,912	
Newfolden	\$4,509	\$4,455	\$4,128	\$3,911	
Noyes	\$4,512	\$4,457	\$4,131	\$3,913	
Ogema	\$4,511	\$4,456	\$4,130	\$3,912	
Oklee	\$4,511	\$4,456	\$4,130	\$3,912	
Orleans	\$4,512	\$4,457	\$4,131	\$3,913	
Oslo	\$4,512	\$4,458	\$4,131	\$3,914	
Ottertail	\$4,511	\$4,456	\$4,130	\$3,912	
Parkers Prairie	\$4,512	\$4,457	\$4,131	\$3,913	
Paynesville	\$4,511	\$4,456	\$4,130	\$3,912	
Plummer	\$4,512	\$4,457	\$4,131	\$3,913	
Radium	\$4,512	\$4,457	\$4,131	\$3,913	
Regal	\$4,512	\$4,457	\$4,131	\$3,913	
Strandquist	\$4,512	\$4,457	\$4,131	\$3,913	
Tenney	\$4,508	\$4,454	\$4,127	\$3,910	
Thief River Falls	\$4,510	\$4,456	\$4,129	\$3,912	

	\$4,511	\$4,456	\$4,130	\$3,912	
Warren	\$4,512	\$4,457	\$4,131	\$3,913	
Watkins	\$4,511	\$4,456	\$4,130	\$3,912	
Waubun	\$4,512	\$4,457	\$4,131	\$3,913	
Wendell	\$4,512	\$4,457	\$4,131	\$3,913	
Winger	\$4,512	\$4,457	\$4,131	\$3,913	
MONTANA					
Outlook	\$4,200	\$4,145	\$3,819	\$3,601	0912
Raymond	\$4,200	\$4,145	\$3,819	\$3,601	
Westby	\$4,201	\$4,147	\$3,820	\$3,602	
Whitetail	\$4,198	\$4,144	\$3,817	\$3,600	

Route 0912 - CPRS, Kingsgate BC, UP

- For rates to Pendleton, OR see item 15870 of this tariff

Rates are applicable when car capacity does not exceed 4,799 cubic feet.

Rates named herein ARE subject to Item 320 (Pooling Arrangements) of this tariff.

CP TARIFF INC.
401-9TH AVENUE S.W.
CALGARY, AB T2P 4Z4
CPRS 4444-B

ITEM: 15890
REVISION: 21
ISSUED: APR 11, 2008
EFFECTIVE: APR 12, 2008
EXPIRES:

FOR APPLICATION OF RATES, SEE ITEM 15885
RATES IN DOLLARS PER CAR
(SUBJECT TO ITEM 8-SERIES IF APPLICABLE)

COMMODITY: WHEAT STCC 01 137 10
DURUM 01 137 20
FEED WHEAT 01 137 30

TO: * Portland, OR; (1)Granger, Kalama, Longview, Seattle,
(1)Sunnyside, Tacoma, Vancouver, (1)Walla Walla Heights and Woodland,
WA

FROM	1 CAR	25 CARS	50 CARS	100 CARS	ROUTE
MINNESOTA					
Alvarado	\$4,512	\$4,458	{R}	\$3,914	0912
Barrett	\$4,512	\$4,457	{R}	\$3,913	
Bejou	\$4,511	\$4,456	{R}	\$3,912	
Belgrade	\$4,512	\$4,457	{R}	\$3,913	
Brooks	\$4,512	\$4,457	{R}	\$3,913	
Brooten	\$4,512	\$4,457	{R}	\$3,913	
Callaway	\$4,506	\$4,452	{R}	\$3,907	
Carlos	\$4,511	\$4,456	{R}	\$3,912	
Eden Valley	\$4,511	\$4,456	{R}	\$3,912	
Elbow Lake	\$4,507	\$4,453	{R}	\$3,908	
Erskine	\$4,511	\$4,456	{R}	\$3,912	
Farwell	\$4,512	\$4,457	{R}	\$3,913	
Forada	\$4,511	\$4,456	{R}	\$3,912	

Glenwood	\$4,505	\$4,451	(R)	\$3,907
Gully	\$4,511	\$4,456	(R)	\$3,912
Hazel	\$4,510	\$4,455	(R)	\$3,911
Henning	\$4,512	\$4,457	(R)	\$3,913
Hoffman	\$4,512	\$4,457	(R)	\$3,913
Karlstad	\$4,512	\$4,457	(R)	\$3,913
Kensington	\$4,512	\$4,457	(R)	\$3,913
Kimball	\$4,511	\$4,456	(R)	\$3,912
Lake Bronson	\$4,512	\$4,457	(R)	\$3,913
Lancaster	\$4,511	\$4,456	(R)	\$3,912
Lowry	\$4,505	\$4,451	(R)	\$3,907
Mahnomen	\$4,507	\$4,453	(R)	\$3,909
Nashua	\$4,511	\$4,456	(R)	\$3,912
Newfolden	\$4,509	\$4,455	(R)	\$3,911
Noyes	\$4,512	\$4,457	(R)	\$3,913
Ogema	\$4,511	\$4,456	(R)	\$3,912
Oklee	\$4,511	\$4,456	(R)	\$3,912
Orleans	\$4,512	\$4,457	(R)	\$3,913
Oslo	\$4,512	\$4,458	(R)	\$3,914
Ottertail	\$4,511	\$4,456	(R)	\$3,912
Parkers Prairie	\$4,512	\$4,457	(R)	\$3,913
Paynesville	\$4,511	\$4,456	(R)	\$3,912
Plummer	\$4,512	\$4,457	(R)	\$3,913
Radium	\$4,512	\$4,457	(R)	\$3,913
Regal	\$4,512	\$4,457	(R)	\$3,913
Strandquist	\$4,512	\$4,457	(R)	\$3,913
Tenney	\$4,508	\$4,454	(R)	\$3,910
Thief River Falls	\$4,510	\$4,456	(R)	\$3,912

	\$4,511	\$4,456	{R}	\$3,912	
Warren	\$4,512	\$4,457	{R}	\$3,913	
Watkins	\$4,511	\$4,456	{R}	\$3,912	
Waubun	\$4,512	\$4,457	{R}	\$3,913	
Wendell	\$4,512	\$4,457	{R}	\$3,913	
Winger	\$4,512	\$4,457	{R}	\$3,913	
MONTANA					
Outlook	\$4,200	\$4,145	{R}	\$3,601	0912
Raymond	\$4,200	\$4,145	{R}	\$3,601	
Westby	\$4,201	\$4,147	{R}	\$3,602	
Whitetail	\$4,198	\$4,144	{R}	\$3,600	

Route 0912 - CPRS, Kingsgate BC, UP

- For rates to Pendleton, OR see item 15870 of this tariff

Rates are applicable when car capacity does not exceed 4,799 cubic feet.

Rates named herein ARE subject to Item 320 (Pooling Arrangements) of this tariff.

CP TARIFF INC.
401-9TH AVE. S.W.
CALGARY, AB T2P 4Z4
CPRS 4444-B

ITEM: 15890
REVISION: 22
ISSUED: JUL 15, 2008
EFFECTIVE: AUG 01, 2008
EXPIRES: JUL 31, 2009

RATES IN DOLLARS PER CAR
(SUBJECT TO ITEM 8-SERIES IF APPLICABLE)

COMMODITY: WHEAT
RYE

STCC: 01 137
01 135

TO: Portland, River Gate OR; Kalama, Seattle, Tacoma, Vancouver WA

FROM	(A)			(B)			ROUTE
	Item 15890			Item 15891			
Min. # of cars:	1	25	100	1	25	100	
MN All Stations	\$4,512	\$4,462	\$3,192	\$4,918	\$4,864	\$4,264	0912
MT All Stations	\$4,200	\$4,150	\$3,600	\$4,578	\$4,524	\$3,924	0912
ND Ambrose	\$4,200	\$4,150	\$3,600	----	----	----	0912
ND Anamoose	\$4,390	\$4,340	\$3,790	\$4,785	\$4,731	\$4,131	0912
ND Benedict	\$4,334	\$4,284	\$3,734	\$4,724	\$4,670	\$4,070	0912
ND Bowbells	\$4,306	\$4,256	\$3,706	\$4,694	\$4,639	\$4,040	0912
ND Carpio	\$4,381	\$4,331	\$3,781	\$4,775	\$4,721	\$4,121	0912
ND Crosby	\$4,274	\$4,224	\$3,674	----	----	----	0912
ND Drake	\$4,390	\$4,340	\$3,790	\$4,785	\$4,731	\$4,131	0912
ND Falkirk	\$4,355	\$4,305	\$3,755	\$4,747	\$4,692	\$4,093	0912
ND Fortuna	\$4,200	\$4,150	\$3,600	----	----	----	0912
ND Garrison	\$4,355	\$4,305	\$3,755	\$4,747	\$4,692	\$4,093	0912
ND Greene	\$4,449	\$4,399	\$3,849	\$4,849	\$4,795	\$4,195	0912
ND Harvey	\$4,390	\$4,340	\$3,790	\$4,785	\$4,731	\$4,131	0912
ND Kramer	\$4,487	\$4,437	\$3,887	\$4,891	\$4,836	\$4,237	0912
ND Lansford	\$4,487	\$4,437	\$3,887	\$4,891	\$4,836	\$4,237	0912
ND Lignite	\$4,274	\$4,224	\$3,674	----	----	----	0912
ND Makoti	\$4,306	\$4,256	\$3,706	\$4,694	\$4,639	\$4,040	0912
ND Martin	\$4,390	\$4,340	\$3,790	\$4,785	\$4,731	\$4,131	0912
ND Max	\$4,334	\$4,284	\$3,734	\$4,724	\$4,670	\$4,070	0912
ND Minot	\$4,390	\$4,340	\$3,790	\$4,785	\$4,731	\$4,131	0912
ND Mohall	\$4,487	\$4,437	\$3,887	----	----	----	0912
ND New Town	\$4,263	\$4,213	\$3,663	\$4,647	\$4,592	\$3,993	0912
ND Noonan	\$4,274	\$4,224	\$3,674	----	----	----	0912
ND Norma	\$4,381	\$4,331	\$3,781	\$4,775	\$4,721	\$4,121	0912
ND Parshall	\$4,263	\$4,213	\$3,663	\$4,647	\$4,592	\$3,993	0912
ND Plaza	\$4,306	\$4,256	\$3,706	\$4,694	\$4,639	\$4,040	0912
ND Russell	\$4,487	\$4,437	\$3,887	\$4,891	\$4,836	\$4,237	0912
ND Ryder	\$4,306	\$4,256	\$3,706	\$4,694	\$4,639	\$4,040	0912
ND Tolley	\$4,381	\$4,331	\$3,781	\$4,775	\$4,721	\$4,121	0912
ND Underwood	\$4,355	\$4,305	\$3,755	\$4,747	\$4,692	\$4,093	0912
ND Velva	\$4,390	\$4,340	\$3,790	\$4,785	\$4,731	\$4,131	0912

ND Voltaire	\$4,390	\$4,340	\$3,790	\$4,785	\$4,731	\$4,131	0912
ND Washburn	\$4,355	\$4,305	\$3,755	----	----	----	0912
ND Wilton	\$4,355	\$4,305	\$3,755	----	----	----	0912
ND All Other Stations	\$4,512	\$4,462	\$3,192	\$4,918	\$4,864	\$4,264	0912

Route 0912 - CPRS KINGS UP

While on the tracks of the UP, shipments are subject to diversion rules named in Tariff UP 6004-Series.

- (A) - Rates apply for equipment with a capacity of less than 4800 cubic feet, except for shipments where equipment cannot be loaded higher than 268,000 lbs. GWOR.
- (B) - Rates apply for equipment with a capacity of 4800 cubic feet or greater.

CP TARIFF INC.
401-9TH AVE. S.W.
CALGARY, AB T2P 4Z4
CPRS 4444-B

ITEM: 15890
REVISION: 45
ISSUED: JUL 11, 2011
EFFECTIVE: AUG 01, 2011
EXPIRES: DEC 31, 2011

CHANGES: UPDATE VERBIAGE

RATES IN DOLLARS PER CAR
(SUBJECT TO ITEM 8-SERIES IF APPLICABLE)

COMMODITY: WHEAT
RYE

STCC: 01 137
01 135

TO: Portland, River Gate OR;
Kalama, {R}Longview, Seattle, Tacoma, Vancouver WA

FROM	{I}LO-CAP			{I}HI-CAP			ROUTE
	Item 15890			Item 15891			
Min. # of cars:	1	25	100	1	25	100	
MN All Stations(*)	\$5,431	\$5,381	\$4,571	\$5,920	\$5,865	\$4,982	0912
MT All Stations(*)	\$4,775	\$4,725	\$3,915	----	----	----	0912
ND Ambrose	\$4,888	\$4,838	\$4,028	----	----	----	0912
ND Anamoose	\$5,104	\$5,054	\$4,244	\$5,563	\$5,509	\$4,626	0912
ND Benedict	\$5,066	\$5,016	\$4,206	\$5,522	\$5,467	\$4,585	0912
ND Bowbells	\$4,961	\$4,911	\$4,101	\$5,407	\$5,353	\$4,470	0912
ND Carpio	\$5,095	\$5,045	\$4,235	\$5,554	\$5,499	\$4,616	0912
ND Crosby	\$4,888	\$4,838	\$4,028	----	----	----	0912
ND Drake	\$5,104	\$5,054	\$4,244	\$5,563	\$5,509	\$4,626	0912
ND Falkirk	\$5,016	\$4,966	\$4,156	\$5,467	\$5,413	\$4,530	0912
ND Fortuna	\$4,888	\$4,838	\$4,028	----	----	----	0912
ND Garrison	\$5,016	\$4,966	\$4,156	\$5,467	\$5,413	\$4,530	0912
ND Greene	\$5,061	\$5,011	\$4,201	\$5,516	\$5,462	\$4,579	0912
ND Harvey	\$5,111	\$5,061	\$4,251	\$5,571	\$5,516	\$4,634	0912
ND Kramer	\$5,157	\$5,107	\$4,297	\$5,621	\$5,567	\$4,684	0912
ND Lansford	\$5,157	\$5,107	\$4,297	\$5,621	\$5,567	\$4,684	0912
ND Lignite	\$4,935	\$4,885	\$4,075	----	----	----	0912
ND Makoti	\$5,016	\$4,966	\$4,156	\$5,467	\$5,413	\$4,530	0912
ND Martin	\$5,104	\$5,054	\$4,244	\$5,563	\$5,509	\$4,626	0912
ND Max	\$5,041	\$4,991	\$4,181	\$5,495	\$5,440	\$4,557	0912
ND Minot	\$5,104	\$5,054	\$4,244	\$5,563	\$5,509	\$4,626	0912
ND Mohall	\$5,157	\$5,107	\$4,297	----	----	----	0912
ND New Town	\$4,875	\$4,825	\$4,015	\$5,314	\$5,259	\$4,376	0912
ND Noonan	\$4,888	\$4,838	\$4,028	----	----	----	0912
ND Norma	\$5,061	\$5,011	\$4,201	\$5,516	\$5,462	\$4,579	0912
ND Parshall	\$4,875	\$4,825	\$4,015	\$5,314	\$5,259	\$4,376	0912
ND Plaza	\$5,016	\$4,966	\$4,156	\$5,467	\$5,413	\$4,530	0912
ND Portal	\$4,961	\$4,911	\$4,101	\$5,407	\$5,353	\$4,470	0912
ND Russell	\$5,157	\$5,107	\$4,297	\$5,621	\$5,567	\$4,684	0912

ND Ryder	\$5,016	\$4,966	\$4,156	\$5,467	\$5,413	\$4,530	0912
ND Tolley	\$5,061	\$5,011	\$4,201	\$5,516	\$5,462	\$4,579	0912
ND Underwood	\$5,016	\$4,966	\$4,156	\$5,467	\$5,413	\$4,530	0912
ND Velva	\$5,104	\$5,054	\$4,244	\$5,563	\$5,509	\$4,626	0912
ND Voltaire	\$5,104	\$5,054	\$4,244	\$5,563	\$5,509	\$4,626	0912
ND Washburn	\$5,016	\$4,966	\$4,156	----	----	----	0912
ND Wilton	\$5,016	\$4,966	\$4,156	----	----	----	0912
{N}ND All Other Stations (*)	\$5,231	\$5,181	\$4,371	\$5,702	\$5,647	\$4,764	0912

Route 0912 - CPRS KINGS UP

(*)-Rates are applicable to origins listed in CPRS 4444 Item 336.

Rates named herein are not subject to the following:

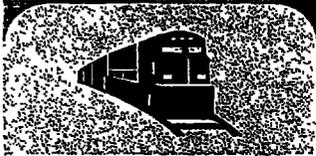
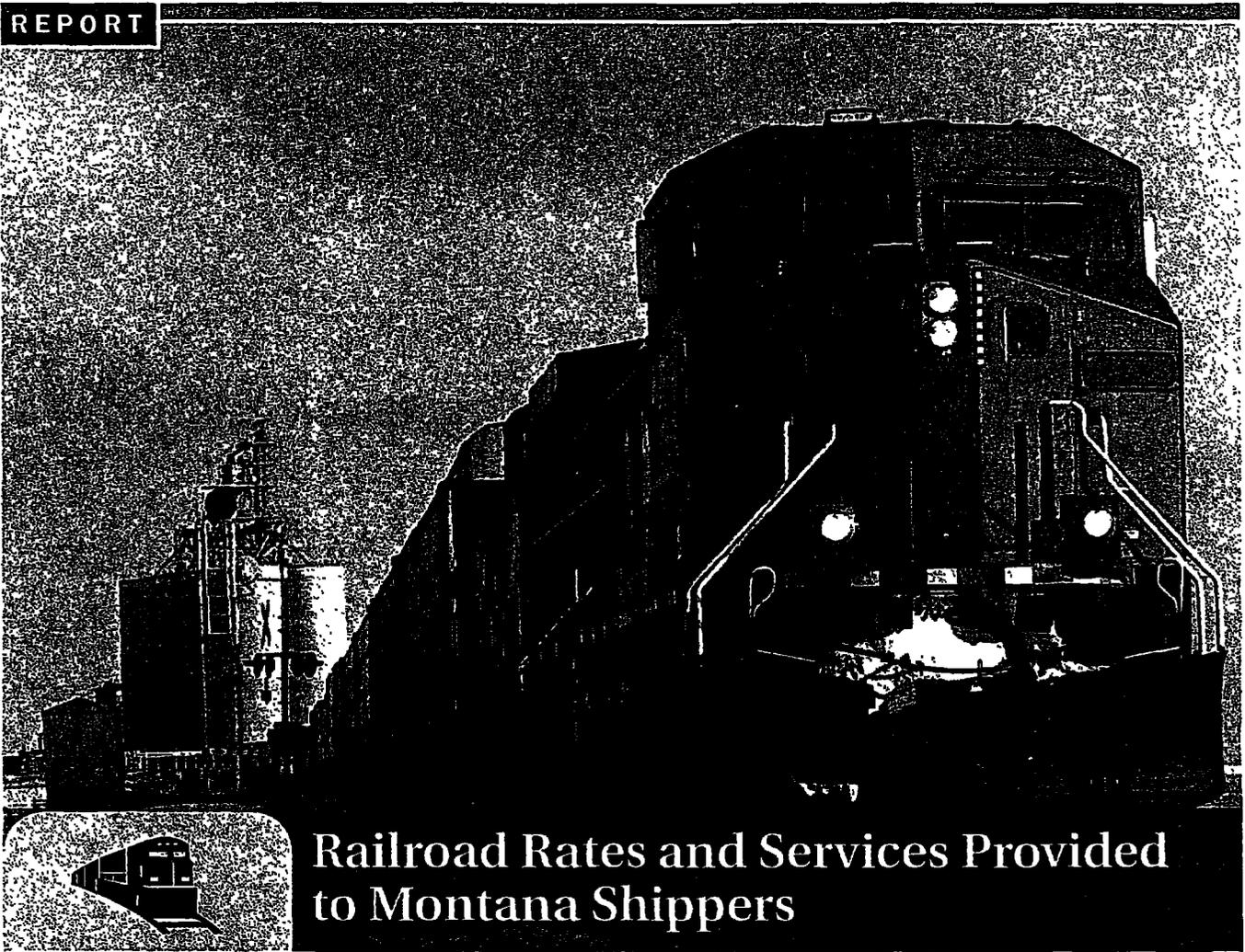
Item 336 - Special Rules (Limited to reference made elsewhere in tariff).

While on the tracks of the UP, shipments are subject to diversion rules named in Tariff UP 6004-Series.

LO-CAP - Rates apply for equipment with a capacity of less than 4800 cubic feet, or for shipments where equipment cannot be loaded higher than 268,000 lbs. GWOR.

HI-CAP - Rates apply for equipment with a capacity of 4800 cubic feet or greater, unless equipment cannot be loaded higher than 268,000 lbs. GWOR.

REPORT



Railroad Rates and Services Provided to Montana Shippers

A report prepared for the
State of Montana

February 2009



ATTORNEY GENERAL
STEVE BULLOCK

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Authors

This study was conducted by specialized counsel and consultants, all of whom have extensive experience in rail issues, having represented captive rail shippers for more than 30 years.

- From the Washington, D.C. area, attorneys **John Cutler** and **Andrew Goldstein**, of the firm of **McCarthy, Sweeney & Harkaway, P.C.**, have extensive experience representing shippers by rail before the ICC, STB, Congress and in the courts. Mr. Cutler and Mr. Goldstein previously provided legal counsel on similar rail issues to the State of North Dakota.
- Consultants **G. W. ("Trey") Fauth III** of **G. W. Fauth & Associates**, and **Thomas Crowley** of **L. E. Peabody & Associates** have acted as cost and operations consultants in dozens of cases challenging rail rates and practices, and have testified in numerous administrative agency proceedings before the ICC and STB addressing a broad range of regulatory issues.
- **Terry Whiteside** of **Whiteside & Associates in Billings** is an experienced Montana grain industry and grain transportation consultant. Mr. Whiteside has more than 25 years experience with rail transportation issues, and serves as consultant to numerous associations of producers of agricultural commodities in Montana and in other Western States. He is also active in national organizations of agricultural producers and marketers, and is Chairman of the **Alliance for Rail Competition**, a national organization representing rail shippers of agricultural and non-agricultural commodities.

Members of this team formerly advised North Dakota on rail rate and service issues in that state.

I. EXECUTIVE SUMMARY

For years, grain producers, elevator representatives and government officials in the Upper Great Plains states, particularly Montana and North Dakota, have complained of a combination of high rail rates and inadequate rail service, especially in comparison with competing shippers in other states.

In 2007, Montana lawmakers appropriated \$3 million for more intensive research into rail issues. A team of consultants and attorneys worked to gather information, analyze options for Montana shippers, and pursue relief.

A. Agriculture and Rail Transportation

Agriculture accounts for more than one third of Montana's economy. The state's distance from ports and population centers, combined with the bulk nature of the commodities – wheat, durum, barley, lentils and others – means moving freight by truck provides a very limited alternative to rail transportation.

Most Montana grain is shipped to the Pacific Northwest ("PNW") for export, and Montana wheat shipments account for nearly half of all railroad originated wheat shipments to PNW export terminals. North Dakota is a distant second at 24 percent. BNSF Railway controls some 95 percent of rail freight transportation in Montana, making Montana shippers the most captive in the country.

B. Rail Rates and Fuel Surcharges

Among the five states shipping the largest volume of wheat by rail – Montana, North Dakota, South Dakota, Kansas and Nebraska – Montana shippers, on average, pay the highest rail rates, whether figured per car or per ton.

Rail regulators assess rail rate levels using rates, costs, and the ratio of railroad revenue to the variable cost of moving the freight ("R/VC") expressed as a percentage. The average R/VC for 2006 wheat shipments by railroad from Montana to the PNW, including shuttle train shipments of 100 cars or more and non-shuttle shipments, is 253 percent. In other words, BNSF charges Montana shippers more than twice as much as the long-term variable costs of the rail service they receive. This figure is higher than the shuttle train average from any other state.

To put these figures in perspective, when Congress partially deregulated the railroads in 1980, it chose 180 percent as the R/VC percentage above which captive shippers could challenge their rail rates as unreasonable. Even this level was generous to the railroads. Congress found that if railroads charged all shippers 150 percent of variable cost, the industry would be "revenue adequate" for purposes of sustaining their businesses. The total annual overcharge by BNSF of Montana shippers for wheat alone is between \$19 and \$50 million.

Montana shippers also pay excessive fuel surcharges on top of the highest rates in the country. While BNSF fuel charges are mileage-based, Montana shippers nonetheless pay fuel surcharges well in excess of the cost of fuel associated with the service provided, totaling millions of dollars.

C. Service Quality

BNSF's market power in Montana has enabled it to restructure the way Montana wheat moves to market. However, high rail rates have not produced high service quality.

From BNSF's perspective, it is more efficient to move Montana grain in large trains of 100 cars or more from a smaller number of elevators, than to move single cars, 26 cars, or 52 cars from a larger number of elevators, many of which lack the space or equipment to load 100 cars at a time. As a result, BNSF uses its pricing power to encourage the use of 100-car trains, particularly "shuttle" trains that move back and forth between Montana elevators and the PNW.

Since the introduction of shuttle trains, many smaller elevators have gone out of business. In turn, grain producers are forced to drive longer distances from farm to elevator in order to use the elevators that remain open and operable, increasing trucking costs as well as on-farm storage requirements and costs, and roadway maintenance costs.

D. Remedies

Since 2006, when Montana's intensified effort to address rail rate and service concerns began, there have been indications that BNSF is paying attention. Rates on shuttle trains have been reduced twice, BNSF fuel surcharges are now mileage-based, and BNSF has reportedly reached an arbitration agreement with certain Montana producer groups. However, more progress is needed. BNSF's monopoly position means that Montana's main options are negotiation, litigation and arbitration.

Research and computer modeling done on Montana's behalf suggest that litigation before the federal Surface Transportation Board ("STB") could result in a reduction in shuttle train wheat rates of about \$500 per car. Such litigation, however, would require the participation of one or more grain elevators as the direct buyers of rail service, and some elevators have declined to participate for fear of jeopardizing rail service or business relationships with BNSF.

Arbitration over rail service and rate disputes is another option, and so-called "final offer" arbitration has been used successfully in Canada. Under final offer arbitration, the arbitrator must choose the final offer of one of the parties and may not choose a compromise.

BNSF has promoted a different form of arbitration in its negotiations with Montana producers. BNSF's version of arbitration appears to exclude the grain elevators and other Montana shippers who actually receive BNSF's invoices and pay its freight rates and charges, and would not address rate disparities between shippers in Montana and shippers in other states. Some means for wheat and barley producers to weigh in on rail rates could have benefits, though BNSF may see the arbitration agreement as providing a chance to prove that its rates are reasonable.

Meanwhile, work continues in Congress to seek more effective remedies for shippers under federal law. The state's Congressional delegation co-sponsored legislation aimed at promoting rail competition and improving regulation where competitive options do not exist. As 2008 came to an end, Congress adjourned without enacting relevant legislation.

There are reasons to expect that progress made in recent years will accelerate in the next session of Congress. As this happens, BNSF's incentive to be more responsive to Montana's concerns may increase.

II. DATA GATHERING AND ANALYSIS

Since mid-2007, a team of expert consultants and counsel has been analyzing Montana rail rate and service issues. This Report summarizes those efforts. This is not the first such study, and the issues discussed below have continued for many years.

A. Overview of Montana Rail Service

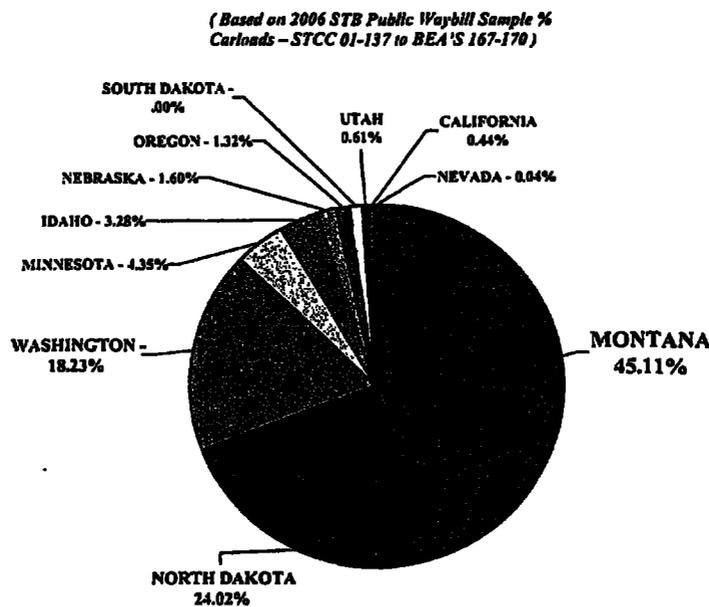
Montana is the fourth largest state in the U.S. by land area, and ranks third among all states in wheat production, and second in production of durum. It is in the top three in production of barley, lentils and other agricultural commodities. Agriculture accounts for more than one-third of Montana's economy. Approximately 100 percent of Montana wheat is shipped by rail and most of this Montana wheat is originated by BNSF. Montana-based companies also ship and/or receive other goods by rail.

Montana's location far from the largest ports and population centers, and the bulk nature of many commodities requiring transportation, mean the movement of that freight by rail predominates. Other options like trucking offer only a limited competitive alternative to rail service provided or controlled by BNSF, and much of that trucking is from farms to the elevators where grain is loaded in rail cars.

The largest wheat producing area in Montana is the "Golden Triangle" in north central Montana, with a secondary concentration of production in the area around the northeastern corner of the state. Most Montana grain is shipped by rail west to the PNW for export. Some grain moves to domestic mills at Chicago, Los Angeles, Spokane and other destinations.

Based on 2006 data, Montana accounted for 45 percent of total originated carloads to the PNW (North Dakota is a distant second with 24 percent), as shown in Figure 1, below.

Figure 1
2006 RAILROAD WHEAT
MOVEMENTS TO PNW



Montana producers transport their grain to grain elevators, which are billed for and pay rail rates and charges. When it can, the elevator deducts freight from the amounts paid to producers, who effectively bear the transportation costs. Because grain producers do not deal directly with grain buyers (other than the local elevators) there is no one to whom producers can pass on increases in rail rates. Acting to reduce rates to reasonable levels is nevertheless likely to benefit Montana producers, because savings enjoyed by elevators are likely to be shared with producers.

While Montana farmers' reliance on rail shipping is not unique, adverse impacts on Montana are unusually severe because BNSF rates and charges in Montana are unusually high. Rail transportation costs have risen from 15 percent of the price of wheat 30 years ago to around double that percentage, as grain growing areas become more captive to a single railroad.

B. Montana Shippers Are Charged Exceptionally High Rail Rates

Montana shippers do not need this Report to tell them that they pay high rail rates. They know this from their own everyday experience. In addition, before the current research effort began, the Government Accountability Office ("GAO"), the bipartisan "watchdog" group of Congress, had studied U.S. rail rates and substantiated that rail rates on grain in general, and on Montana grain shipments in particular, exceed rates on other commodities and in other regions.

The GAO's October 2006 Report, Freight Railroads: Industry Health has Improved, but Concerns about Competition and Capacity Should be Addressed, noted the increasingly strong financial condition of the major railroads. However, GAO found that the routes from Billings, MT and Minot, ND to the PNW "had the highest percentage of traffic traveling at rates over 300 percent R/VC for 2004" of all routes examined.¹ GAO also found that increases in R/VC from 1985 through 2004 "were driven more by increases in revenue [i.e., rates] than by changes in variable cost." GAO went on to note the difficulty of reaching definitive conclusions given data limitations, but concluded that "the results of our analysis suggest that shippers in selected markets may be paying excessive rates, meriting further inquiry and analysis."

Even before the GAO issued its report, the State began to pursue an enhanced effort to address local rail and service issues, leading to the decision by the Legislature to appropriate funding in the 2007 Budget to engage counsel and consultants. During this period, BNSF reduced its rates on export wheat moving from Montana shuttle facilities to the PNW by \$109 per car, producing annual savings to Montana shippers of approximately \$3.2 million, based on the 2006 wheat carloads from the affected elevator facilities to the PNW.

The BNSF rate reduction in 2006, and a smaller rate reduction in 2008, discussed below, did not result from any reduction in BNSF's monopoly power in Montana. In the absence of effective competition with BNSF, how long these rate reductions stay in effect remains to be seen. Meanwhile, the fundamental rate and service issues persist.

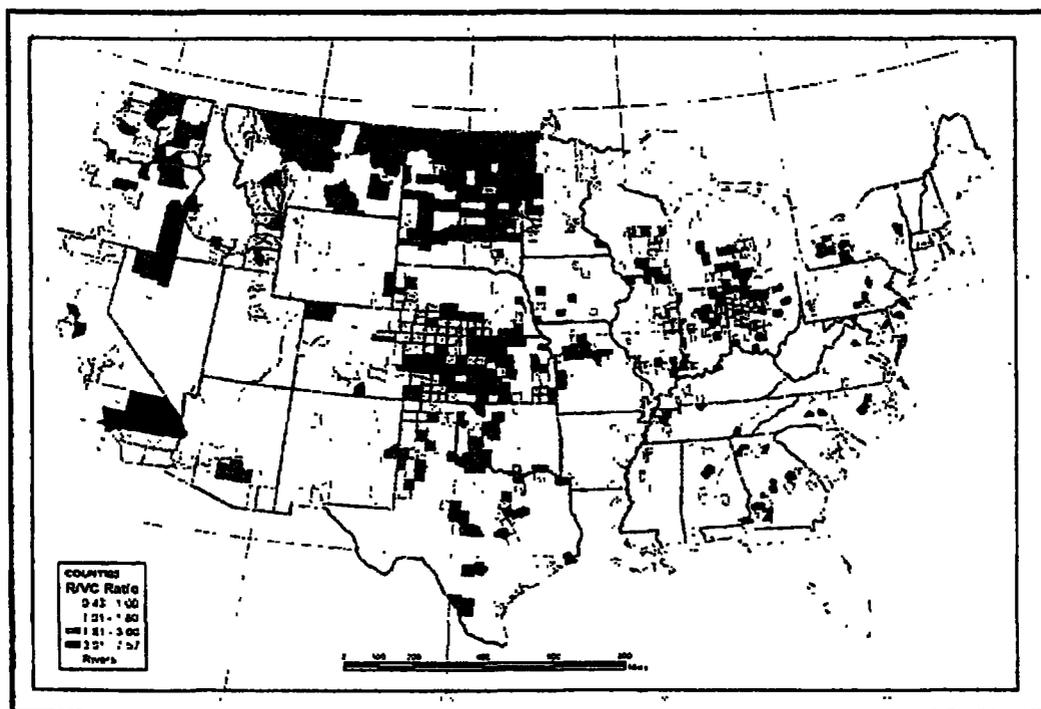
The 2006 GAO report led the STB to engage Christensen Associates to inquire further into railroad pricing and competition. The Christensen Study took 14 months and cost roughly \$1 million, and Montana's rail counsel supplied information to the authors of that study. The Christensen Final Report, issued in November 2008, supported the GAO's findings about Montana rail rates.² For example, Figure 2 from the Report shows that high rail rates for wheat shipments are concentrated in Montana and North Dakota:

¹ Report GAO-07-94, at pp. 34-38.

² A Study of Competition in the U.S. Freight Railroad Industry and Analysis of Proposals that Might Enhance Competition, prepared for the STB by Christensen Associates (hereafter "Christensen Report"), issued November 2008.

Figure 2

FIGURE ES-3
RVC AVERAGES BY ORIGIN COUNTY FOR WHEAT SHIPMENTS
2001-2006 CARLOAD WAYBILL SAMPLE



The Christensen Report also found that rail “rates have increased substantially in the last few years,” to the point that rail industry revenues exceed what the Report calls “revenue sufficiency.”³ And the Report said “Our results suggest that grain shippers are not unjustified in viewing themselves as paying relatively high markups.”⁴

Findings by GAO and Christensen as to Montana were developed as parts of national studies. The economic consultants engaged by the State performed detailed studies of Montana rates and charges. In those analyses, the Montana consultants analyzed publicly available tariff rate and mileage data from the BNSF website and other sources, and also based their work on the STB’s 2006 Waybill Sample of actual rate and shipment data for movements from, through and to Montana, along with the STB’s 2006 Uniform Rail Costing System (URCS) data.⁵ These are the sources of the most recent final costing data available for this Report.⁶

³ Report at pages ES-15 and ES-21.

⁴ Report at page 11-22.

⁵ Some of the information studied was developed using the Confidential Waybill Sample available from the STB, and some details therefore cannot be disclosed in this Report. All

Montana wheat shippers pay higher average rail rates, on a per car basis (\$3,453.98 per car) and a per ton basis (\$32.74 per ton), than wheat shippers from other nearby states with large volumes of wheat shipments originated by railroad. Rate levels do not tell the whole story, however. The railroad's cost of service is also relevant to such comparisons, and to the reasonableness of the rates. Rail regulators consider the railroad's cost of service, measuring its revenue (calculated based on rail rates) as a percentage of the variable cost of the movement (R/VC). The R/VC percentage for average rates on Montana wheat shipments to the PNW (shuttle and non-shuttle, and including lower-rated shipments) is 253 percent, well above the averages for all other states with significant wheat shipments to the PNW.

Montana wheat shipping rates also exceed those from the four other top states by several additional measures. As the following tables show, Montana shippers pay the highest rail rates measured by the carload or by the ton. The results are shown below in Figure 3.⁷

Figure 3
COMPARISON OF 2006 RAILROAD WHEAT
MOVEMENTS FROM THE FIVE LARGEST
RAILROAD ORIGIN STATES TO ALL DESTINATIONS

(STB's 2006 Public Waybill Sample)

<u>LN.</u>	<u>ITEM</u>	<u>KANSAS</u>	<u>MONTANA</u>	<u>NEBRASKA</u>	<u>NORTH DAKOTA</u>	<u>SOUTH DAKOTA</u>
1	Total Tons Originated	6,499,757	6,285,515	2,560,636	10,222,016	3,127,801
2	Total Carloads Originated	63,252	59,584	24,571	98,843	30,639
3	Average Tons Per Car	102.76	105.49	104.21	103.42	102.09
4	Average Shortline Miles	802	1,018	988	992	883
5	Total Railroad Revenue	\$165,924,190	\$205,802,079	\$69,825,696	\$329,735,113	\$98,784,055
6	Average Rate Per Carload	\$2,623.22	\$3,453.98	\$2,841.79	\$3,335.95	\$3,224.13
7	Average Rate Per Ton	\$25.53	\$32.74	\$27.27	\$32.26	\$31.58

information that is in this Report is from public sources or is provided consistent with STB confidentiality requirements.

⁶ The STB released URCS data for 2007 in December 2008, after completion of the quantitative analysis in this Report. Montana's consultants have reviewed the latest URCS data but have discovered so many significant flaws that the 2007 data cannot be considered reliable. It is common for the STB to revise URCS data, often multiple times, during the months subsequent to initial publication.

⁷ Although the Waybill Sample lists Illinois as one of the top five grain origination States, that ranking is not supported by USDA figures, and is believed to be based on reshipping and interchanges, not originations.

R/VCs for high-rated Montana shipments – those moving to the PNW at rates producing R/VCs in excess of 180 percent – warrant particular emphasis for two reasons. First, they move at rates over which the STB has jurisdiction to determine unlawfulness. Second, PNW export rates have traditionally been used as the basis for establishing payments by elevators to producers, even if the wheat moves to a different destination.

Analysis of the average R/VC levels for movements above the 180 percent threshold of STB jurisdiction for Montana, as well as four other nearby states with major agricultural production moving to the PNW, showed that Montana's average R/VCs are the highest. Analysis of R/VCs for shuttle trains, i.e. trains of 100 cars or more moving loaded with grain to the PNW and then returning to elevators for more grain, produced the results in Figure 4, below.

Figure 4

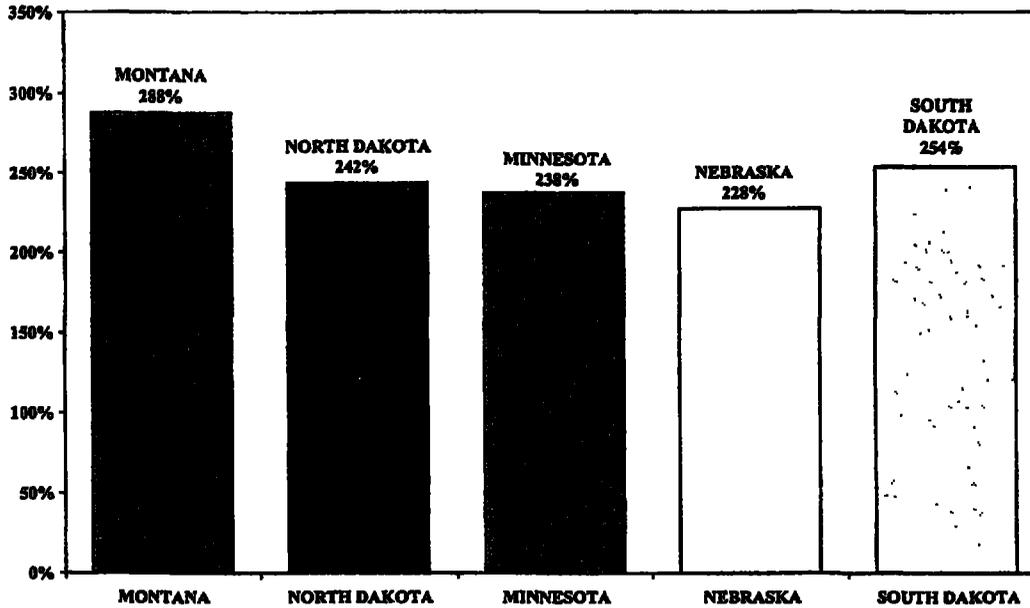
**WHEAT SHIPMENTS
TO THE PNW – SHUTTLE SERVICE**

STATE	CARLOADS	R/VC
MONTANA	25,418	288%
NORTH DAKOTA	9,998	242%
MINNESOTA	3,060	238%
NEBRASKA	854	228%
SOUTH DAKOTA	218	254%

The average of these R/VCs for all five states is 266 percent, and the average for the states other than Montana is 240 percent, well below the Montana average. These relationships are depicted in bar graph form in Figure 5.

Figure 5

**AVERAGE R/VC RATIOS FOR JURISDICTIONAL (R/VC > 180%) WHEAT MOVEMENTS
BY SHUTTLE SERVICE (IN 100+ CARS PER TRAIN) TO PNW EXPORT TERMINALS**



Shuttle service is highly efficient, consisting of 100 cars or more moving together loaded with grain bound for the PNW and then returning to elevators for more grain. Shuttle trains enable BNSF to transport the most grain at the lowest cost of service, and therefore with the highest margins. Because of their relatively low cost, such shipments also are highly profitable for the railroad. Montana's non-shuttle wheat movements of less than 100 car trains to the PNW also moved at high R/VCs. See Figure 6.

**Figure 6
WHEAT SHIPMENTS
TO THE PNW NON-SHUTTLE SERVICE**

STATE	CARLOADS	R/VC
MONTANA	13,376	248%
NORTH DAKOTA	4,728	217%
MINNESOTA	408	218%
NEBRASKA	—	—
SOUTH DAKOTA	220	191%

The average of these R/VCs for all five states is 239 percent, and the average for the states other than Montana is 216 percent. Again, these averages are well below the average for Montana.

As shown below in Figure 7 and Figure 8, in 2006 and 2007, most rates from major shuttle elevator origins to PNW destinations produce R/VC percentages above 250 percent, well above the level at which the STB has jurisdiction to consider rate reasonableness challenges.⁸

Figure 7
JULY 2006 R/VC RATIOS FOR BNSF
SHUTTLE TRAIN WHEAT MOVEMENTS
FROM MONTANA TO PNW EXPORT TERMINALS

(110 CARS PER TRAIN & 112 TONS PER CAR)				
<u>ITEM</u>	<u>COMPANY</u>	<u>PORTLAND</u>	<u>KALAMA</u>	<u>VANCOUVER</u>
Billings, MT	Peavey (Con-Agra)	261%	257%	263%
Carter, MT	Columbia Grain	287%	282%	289%
Collins, MT	Mountain View Coop	301%	296%	304%
Glendive, MT	CHS, Inc.	268%	265%	270%
Grove, MT	United Harvest	276%	272%	279%
Harlem, MT	Columbia Grain	307%	303%	310%
Havre, MT	ADM/CHS	308%	303%	311%
Kasa Point, MT	Columbia Grain	301%	297%	303%
Macon, MT	CHS, Inc.	301%	297%	303%
Pompey's Pillar, MT	United Harvest	257%	254%	259%
Rudyard, MT	Columbia Grain	311%	306%	315%
<u>Shelby, MT</u>	<u>CHS, Inc.</u>	<u>317%</u>	<u>312%</u>	<u>321%</u>
Weighted Average (Based on 2006 Carloads)		303%	292%	288%

⁸ The rates in Figures 7 and 8 were analyzed based on actual BNSF rates and mileages and STB URCS costing, with 2007 R/VCs derived by indexing 2006 data. Origin and destination efficiency adjustments offered by BNSF were excluded from these calculations. Those adjustments are not unique to Montana. In addition, they can vary from \$50 to \$150, must be earned, and do not affect producer receipts from elevators.

Given the importance of wheat production, marketing and rail transportation to the state, rail rates on wheat were the primary focus of analysis for this Report. However, Montana shippers of other commodities appear to have similar problems with captivity to BNSF. Many Montana shipments of commodities other than wheat produce even higher R/VC percentages, as shown in Figure 11.⁹

Figure 11
R/VC RATIOS FOR MONTANA SHIPMENTS
OF OTHER COMMODITIES

<u>COMMODITY</u>	<u>CARS</u>	<u>R/VC</u>
<u>FROM MONTANA TO MONTANA</u>		
Liquefied Gases, Coal or Petroleum	240	760%
Asphalt Pitches or Tars	520	654%
Gasoline or Jet or High Volatile Fuel	10,280	547%
Petroleum Residual Fuel Oils	1,800	513%
Broken or Crushed Stone or Riprap	372	366%
<u>FROM MONTANA TO OTHER STATES</u>		
Sulphur	760	531%
Ammonia or Ammonium Compounds	640	454%
Hazardous Wastes	320	452%
Liquefied Gases, Coal or Petroleum	2,592	442%
Asphalt Pitches or Tars	17,556	386%
Sugar Molasses	200	371%
Distillate Fuel Oil	200	367%
Petroleum Residual Fuel Oils	656	345%
Wheat	47,736	261%
<u>FROM OTHER STATES TO MONTANA</u>		
Sodium Alkalies	440	485%
Liquefied Gases, Coal or Petroleum	2,956	482%
Agricultural Chemicals	240	479%
Alcohols	400	438%
Distillate Fuel Oil	680	433%
Calcium Chloride	600	401%
Chemical Products, NEC	200	388%

⁹ Some of the foregoing data may reflect figures for contract shipments, which are often "masked" in the Waybill Sample, i.e., modified by the reporting railroad to preserve confidentiality. Access to the unmasked Waybill Sample is permitted only if certain types of rate case are filed.

Notably, rail shipments of petroleum products within Montana, and fertilizer and related products from and to Montana, move at rates with R/VCs even higher than the R/VCs on shuttle trains of wheat to the PNW.¹⁰ These commodities move in lower volumes than Montana grain, but could be candidates for a rate challenge under one of the new STB small rate case approaches discussed in Section III.A.

Most of the foregoing figures reflect analyses based on 2006 Waybill Sample and 2006 URCS data. In 2008, BNSF reduced export rates by \$109 per car from most (but not all) Montana shuttle facilities shipping to the PNW. This reduction produced aggregate savings of roughly \$2.55 million for elevators making such shipments. These rate reductions and the use of the preliminary 2007 URCS data will probably produce somewhat lower R/VCs than those in this Report. However, Montana shippers of wheat and other commodities remain at a competitive disadvantage due to rates higher than those charged from competing origins.

BNSF has continued to report increasing quarterly revenues, despite falling freight volumes due to the current economic recession.

C. Montana Shippers Pay Excessive Fuel Surcharges

The analysis of BNSF pricing included fuel surcharges as well as base rates. BNSF was the first major railroad to switch to mileage-based fuel surcharges for grain in place of surcharges based on a percentage of the rate. The older, rate-based surcharges obviously penalized captive shippers like those in Montana who pay elevated rates. It takes no more fuel to move a train 1,000 miles from a captive origin than from a competitive origin, holding all else equal. However, if the captive shipper's rates are 40 percent higher, that shipper's fuel surcharge will also be 40 percent higher. Basing surcharges on a percentage of elevated base rates clearly penalized Montana shippers and provided a windfall to BNSF.

In 2007, the STB found that fuel surcharges based on a percentage of the rate are improper.¹¹ All railroads have now converted to mileage-based surcharges or have rolled some fuel costs into freight rates. Mileage-based fuel surcharges may allocate fuel costs less arbitrarily than rate-based surcharges, but they do not prevent railroads from using fuel surcharges as unwarranted profit centers.

Fuel surcharges applicable to wheat rates were analyzed using rates and charges on sample shipments moving 951 miles from Grove, MT to Vancouver, WA and Portland, OR, during the period April 2002 through July 2008.¹²

¹⁰ Other commodities, which faced R/VCs as high as 800% or 900%, moved in smaller volumes of under 100 carloads per year.

¹¹ STB Ex Parte No. 661, Rail Fuel Surcharges, January 26, 2007.

¹² The analysis includes actual shipments originating in the years 2002 through 2005, and results imputed from 2006 data were used for movements in 2007 and January through July 2008.

There were 8,442 carloads shipped during the study period.¹³ These produced total revenues, including fuel surcharges, of \$27,603,000. Total fuel cost recovery took two forms, fuel costs recovered in the freight rates themselves, and fuel costs recovered through fuel surcharges. Fuel costs recovered in rates were calculated using BNSF URCS data for 2002, the time period before the rates were published. During the 2002-2008 time period, the fuel portion of the rates changed by the same percentage as the changes in the rates. Fuel surcharge amounts were calculated based on a percentage of the rate through January 2006, when BNSF switched the form of its surcharges, and on a mileage basis from February 2006 through July 2008.

As shown in Figure 12, the total amount of fuel recovery through rates and fuel surcharges combined was \$3,252,000, while the actual cost of fuel used for these movements was \$2,022,000, an over-recovery of 52 percent. Put another way, 52 cents out of every fuel surcharge dollar collect by BNSF on these movements represents unjustified over-collections in excess of fuel costs.

Figure 12
FUEL SURCHARGE EVALUATION
FOR SAMPLE MOVEMENTS
OF MONTANA WHEAT

Total Revenues (rates plus fuel surcharges)	\$27,603,000
Fuel Recovered in Rates	\$886,000
Fuel Surcharges	\$2,366,000
Total Fuel Recovery	\$3,252,000
Actual Fuel Costs	\$2,022,000
Over-Recovery	\$1,230,000
Over-Recovery Percentage	52%

At the time of this analysis, fuel prices were high. They have since fallen, producing significantly lower fuel surcharges for transportation service providers, including BNSF. However, any fuel surcharges that over-recover for fuel costs remain objectionable. In addition, recent reductions in fuel costs and fuel surcharges do not justify retention of past over-collections, and fuel costs and surcharges are sure to rise after the end of the current economic slump. Once fuel charges resume levels that are neither inflated nor depressed, BNSF fuel surcharges will increase.

¹³ Characteristics of the movements include 110 car trains, 110.7 net tons per car, 32.3 tons tare (empty weight) per car and 100% empty returns to Grove.

Fuel surcharges should not recover fuel costs that are already being recovered in railroad freight rates, and the amounts recovered through surcharges should not exceed the incremental cost of fuel above the amount included in the base rate that is associated with the service provided. BNSF fuel surcharges assessed on Montana shipments, though based on mileage, fail both of these tests.

Excessive base rates and fuel surcharges by BNSF on Montana shipments of grain and other commodities cost Montana businesses millions of dollars annually. Well-managed corporations providing services the public needs and wants to buy should make money, including reasonable profits. There is no justification, however, for excessive profits extracted not through buyer choice but through the seller's use of its monopoly power.

D. High Rates Do Not Guarantee Good Service

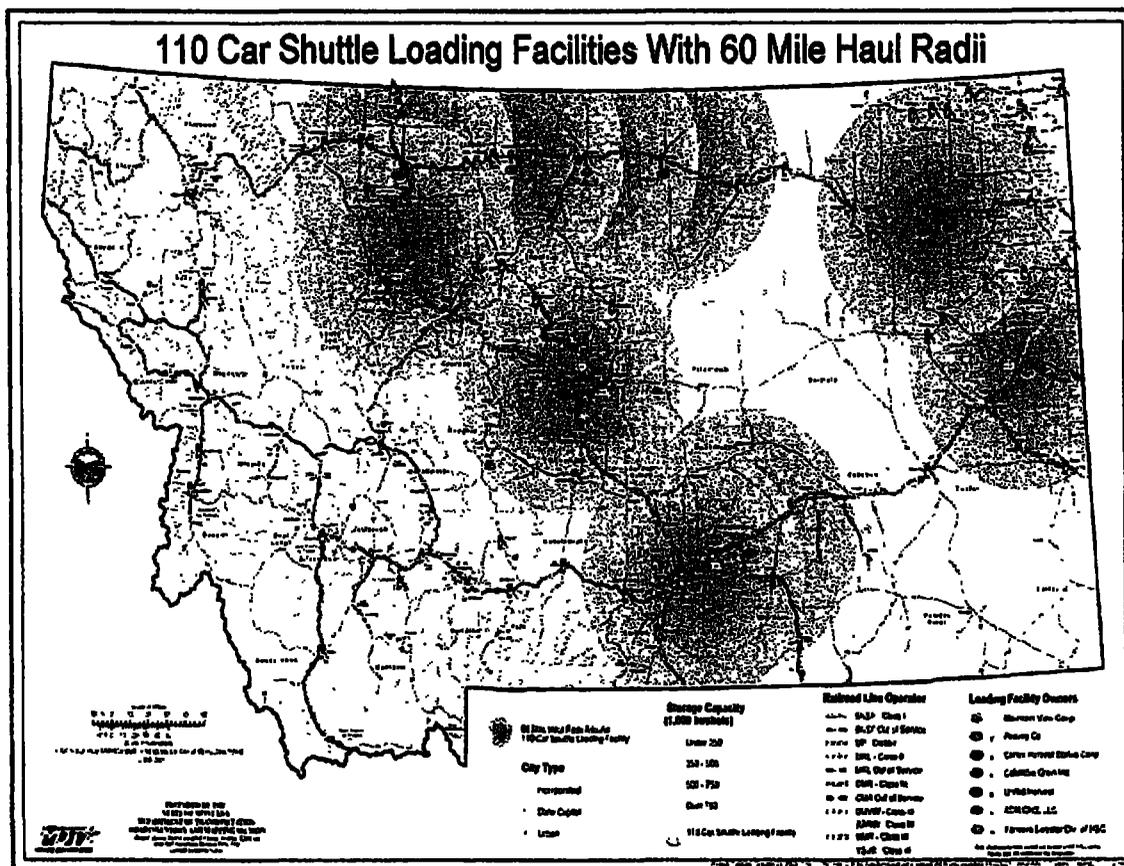
Rail rates and charges that exceed maximum lawful levels cannot be justified by service quality, no matter how good. High rates are even more objectionable when accompanied by poor service. Given its market power in Montana, BNSF has been able to restructure the way Montana wheat moves to market. A railroad with the market power BNSF has in Montana is in a position to use its control of pricing and service to encourage some routings and shipments, and to discourage others, influencing which products move where.

From BNSF's perspective, it is more efficient to move Montana grain in large trains of 100 cars or more from a smaller number of elevators, than to move single cars, 26 cars, or 52 cars from a larger number of elevators, many of which lack the space or equipment to load 100 cars at a time. As a result, BNSF uses pricing to encourage the use of 100 car trains, particularly shuttle trains that move back and forth between Montana elevators and the PNW.

Many smaller elevators in Montana have, as a result, gone out of business. Attached as Appendix A to this Report are maps showing Montana elevators in 1984 and in 2006. The differences are dramatic. According to Montana Department of Agriculture records, there were almost 200 elevators in Montana in the 1980s. That figure fell below 100 in the 1990s, and is less than 50 today, even as production has increased.

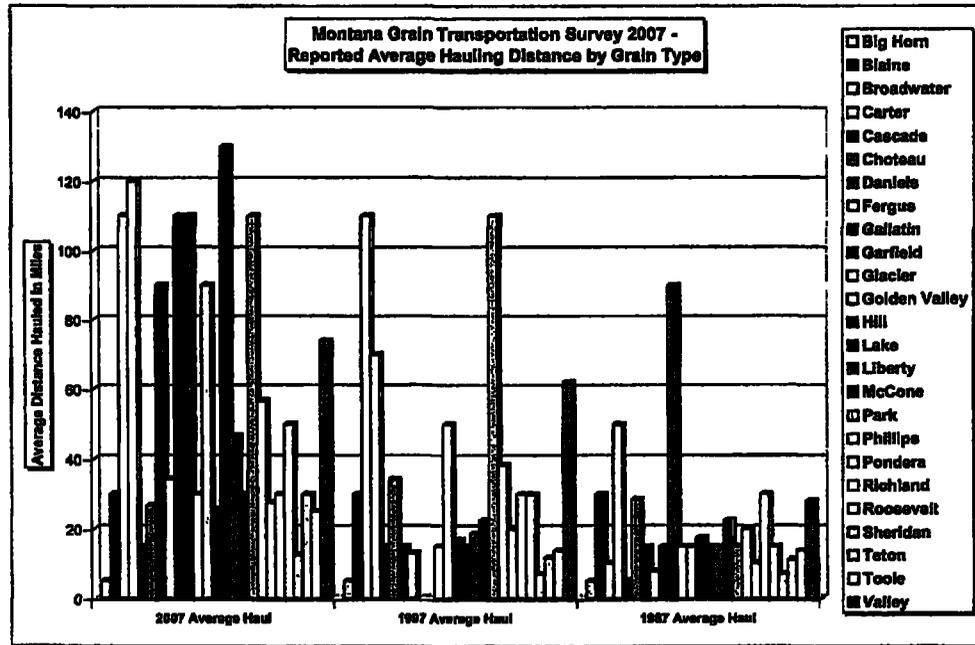
To the extent that rail rates are reduced from shuttle elevators, those elevators and some of the producers they serve arguably benefit, even if most of the benefit goes to BNSF, whose cost savings exceed its rate reductions by a significant margin. However, this is only part of the story. When smaller elevators fold, leaving fewer, larger elevators that producers must use, many producers find themselves driving significantly longer distances from farms to elevators. Associated trucking costs increase, including fuel and truck maintenance, and wear and tear on Montana highways. On-farm storage requirements and costs also rise. The map reproduced below as Figure 13 shows shuttle elevators and the radius from which each attracts business.

Figure 13



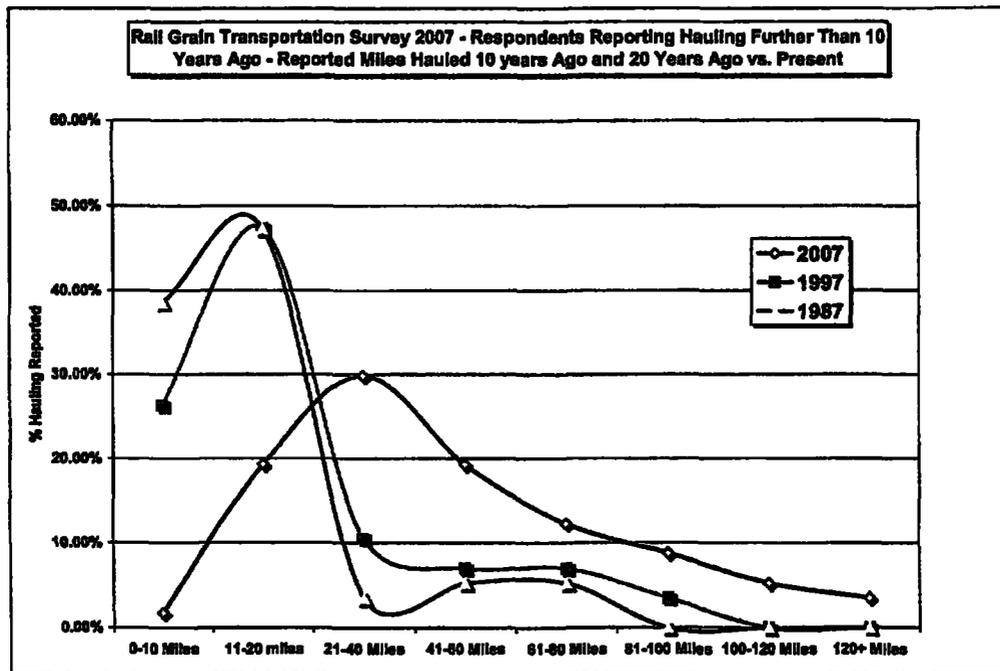
Longer hauls to elevators are not uncommon. The Montana Rail Service Competition Council conducted an extensive survey of Montana producers in 2006, updated in 2007, which found round trips of up to 350 miles for producers in Lake County, and 260 miles for producers in Carter County. The average round trip hauls for producers in those counties were 260 miles and 240 miles, respectively. See Figure 14.

Figure 14



Moreover, 70 percent of Montana producers are hauling their grain farther to get to elevators than 10 or 20 years ago, reflecting increasing distances to “local” elevators. See Figure 15, below. Not only do these longer hauls mean higher costs for producers, but they also result in more wear and tear on Montana roads, and higher roadway maintenance costs for the Montana Department of Transportation.

Figure 15

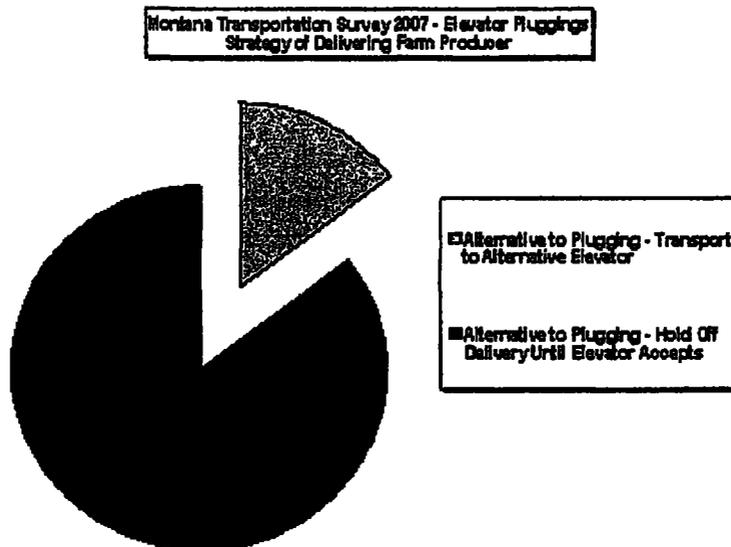


A 2004 survey by Montana Grain Growers Association accords with the 2006 RSCC results. And because 70 percent of initial farm hauls are in smaller, lower capacity farm trucks rather than commercial trucks, these longer trips must be made frequently. The trend to fewer elevators has also led to reduced capacity in the grain transportation system, and increased captivity for producers, fewer of whom can efficiently sell to more than one elevator.

Reduced capacity is reflected in the frequency of plugged elevators, i.e., an elevator that is full and cannot accept any more grain until existing crops are loaded in railcars and shipped. In 2006, Montana’s harvest peak followed below-average production in other states, which should have freed up rail car capacity for service to Montana elevators. However, 78 percent of producers in the survey reported experiencing plugged elevators in late 2006, and 54 percent of respondents encountered plugged elevators multiple times during the 2006 harvest season. Two-thirds of respondents attributed the plugged elevators to a shortage of rail cars.

The long distances to alternative elevators mean that producers almost always wait for rail cars to arrive so the elevator can be unplugged, as Figure 16 shows.

Figure 16



BNSF has little reason to fear loss of freight volumes, given the absence of transportation alternatives. However, delays in the ability of producers to bring grain to markets can sometimes mean missing peak grain prices.

Railroads frequently argue that they cannot be expected to maintain car supplies adequate to meet peak system demand, only to have grain cars sit idle at other times. But this is not a case of “building churches to accommodate Easter Sunday crowds.” By the time Montana harvests occur, the national peak has come and gone. In any event, when rail carriers own just one-third of covered hopper cars in use nationwide, they obviously cannot meet average demand without massive rail car investment by shippers. The railroads have evaded their duty to provide cars in compliance with their common carrier obligation.¹⁴ Shippers have therefore had no choice but to make major investments in railcars, assuming additional costs for acquisition and maintenance of equipment that should have been provided by railroads. Erratic rail service exacerbates the need for such investments. Even with these investments, scheduled or projected deliveries of empty cars to origin points ready to load grain are frequently missed by days, and when cars arrive late, they must nevertheless be loaded promptly to avoid penalties. Elevators often have to load at night or in freezing conditions, and pay overtime wages to crews or else incur stiff BNSF penalty charges.

¹⁴ See 49 U.S.C. §§ 11101 and 11121. See also National Grain and Feed Association v. United States, 5 F.3d 306, 311 (8th Cir. 1993), rejecting the argument that ordinary customers are not entitled to an equitable supply of cars so long as better car service is available at extra cost, as under BNSF’s Certificate of Transportation (“COT”) program.

Note that these poor service metrics have been collected in the state with the highest, most profitable rail rates in the nation. And yet many producers surveyed see these results as “business as usual” for BNSF, and unlikely to change. This Report addresses options available to ameliorate these problems in its final sections.

III. ACTIONS AT THE FEDERAL LEVEL

Solving Montana’s rail rate and service problems will be difficult without recourse to federal legal and regulatory remedies. Voluntary cooperation by BNSF with its Montana customers is desirable, but full cooperation is unlikely unless Montana shippers have credible legal alternatives to accepting current rate and service levels. Past efforts to invoke these alternatives have not satisfied state needs, but promising changes are now under way at the federal level.

Rail rate regulation before the ICC and STB has been limited for some 30 years. Where there is “effective competition,” there is no regulation of rail rates, though relief may be available for unreasonable railroad practices. Even where effective competition does not exist and a railroad is found “market dominant,” rail rates for a movement that do not exceed 180 percent of the variable cost of the movement are not subject to regulation.¹⁵ Rates with R/VC percentages above 180 percent may be challenged, but the shipper has the burden of showing that rates are unlawfully high.

For many years, the only readily available methodology for testing whether rates were unlawful was the Stand-Alone Cost test. Rail rate cases under this test often cost more than \$5 million (for each party to the case) in legal and consultant fees, and take more than three years to litigate. As a result, rate challenges in the 1980s and 1990s were brought almost exclusively by utilities shipping millions of tons of coal from mines to power plants in unit trains.

In the McCarty Farms case, BNSF was found market dominant (as it would be today) as to Montana grain shipments, but a challenge to high rates based on the Stand-Alone Cost approach was unsuccessful. In the ICC Termination Act of 1995, Congress required the STB to adopt less expensive, less time-consuming alternatives where “a full stand-alone cost presentation is too costly, given the value of the case.” 49 U.S.C. Section 10701(d)(3).

Given the importance of federal law and regulation to the availability of remedies, shipper representatives have worked to reform the statutes and regulatory policies that have, for too long, provided inadequate recourse to Montana rail shippers. The state’s outside counsel and consultants have participated in and intensified these efforts.

¹⁵ 49 U.S.C. Sections 10701(d)(1) and 10707(d)(1)(A).

A. Proceedings Before The Surface Transportation Board

Numerous Montana interests, including the Montana Wheat & Barley Committee, have joined with agricultural interests in other Western states in filing comments with the STB on a broad range of rail issues.¹⁶ The Montana Wheat & Barley Committee and other Montana organizations have also filed comments in additional STB proceedings.¹⁷

Montana's participation in some of these proceedings has been aimed at educating the STB about the state's concerns. As discussed above, the Christensen Report confirmed GAO's earlier conclusion that Montana grain shippers pay very high rail rates. Montana interests filed comments on the Christensen Report with the STB on December 22, 2008.

There have also been more tangible advances as a result of these proceedings. The STB's new test of railroad industry cost of capital may appear to involve arcane finance issues. However, the STB's January 2008 decision has broad impacts on rate case standards and on the issue of revenue adequacy. The closer the railroads are to earning adequate revenues, the closer captive shippers will be to obtaining rate relief. Railroads have argued for decades, with considerable success, that they must be allowed to charge higher rates to captive shippers than to non-captive shippers in order to achieve "revenue adequacy." However, the controlling case law holds that such "differential pricing" will be less defensible once a railroad achieves revenue adequacy.

On the rate front, the STB has adopted two new approaches to small rate cases, so that shippers for whom a \$5 million rate case under the full Stand-Alone Cost approach is prohibitively expensive will not be priced out of all chances at rate relief. The STB's new "Simplified SAC" approach looks particularly promising for larger shippers using higher density lines like the Montana Hi-Line. The "Three Benchmark" approach looks promising for other Montana shippers.

The STB decision adopting these approaches has been appealed by railroads who attack these approaches as too shipper friendly, and by shippers who challenge the caps on relief the STB attached to its new approaches. Montana interests that participated in the STB's small rate case proceeding have joined other shippers in the court cases in order to defend and improve these STB initiatives.

¹⁶ Rail Transportation of Grain, STB Docket No. Ex Parte No. 665; Rail Fuel Surcharges, Ex Parte No. 661; Simplified Standards for Rail Rate Cases, Ex Parte No. 646 (Sub-No. 1); Rail Capacity and Infrastructure Requirements, Ex Parte No. 671; Common Carrier Obligation of Railroads, Ex Parte No. 677; Railroad Industry's Cost of Capital, Ex Parte No. 664; and Study of Competition in the Freight Railroad Industry, Ex Parte No. 680.

¹⁷ Review of Rail Competition and Access Issues, Ex Parte No. 575; The 25th Anniversary of the Staggers Rail Act of 1980: A Review and Look Ahead, Ex Parte No. 658; Rail Rate Challenges in Small Cases, Ex Parte No. 646; Arbitration – Various Matters Relating to its Use as an Effective Means of Resolving Disputes, Ex Parte No. 586; Major Rail Consolidation Procedures, Ex Parte No. 582 (Sub-No. 1), and Review of Rail Access and Competition Issues, Ex Parte No. 575.

As for fuel surcharges, the STB has ruled that railroad fuel surcharges are improper to the extent that they are based on a percentage of the rates, as opposed to mileage. More recently, the STB has held that even mileage-based fuel surcharges are subject to challenge if they “double dip,” i.e., collect for fuel costs that are also being recovered in freight rates, or if the fuel surcharge formula “stacks the deck” in favor of over-recoveries.¹⁸

Moreover, the major railroads are defendants in pending antitrust class actions alleging industry collusion on fuel surcharges. Their motion to dismiss these cases was denied by the federal court in November 2008, and discovery of the railroads’ surcharge pricing conduct is under way.

The STB’s January 2008 Decision in Ex Parte No. 665, Rail Transportation of Grain, cited evidence regarding Montana concerns submitted by Montana Wheat & Barley Committee and others, and noted GAO’s “troublesome” finding that “grain rates have diverged from the industry trend toward lower rates and that the amount of grain rates with relatively high R/VC ratios has increased markedly.”

B. Proceedings Before Congress

Meanwhile, Congress likely will revisit two key bills designed to help shippers. The Rail Competition and Service Improvement Act contains provisions designed to promote rail competition, as well as better regulation where competitive options do not exist or have not been effective.¹⁹ These provisions include Final Offer Arbitration, based on the Canadian model but preserving deregulation of rates below the established 180 percent R/VC level, and special relief for Areas of Inadequate Competition, drafted with Montana in mind. The Act also requires the STB to replace its full Stand-Alone Cost approach with cheaper, faster methods of challenging high rail rates.

The Railroad Antitrust Enforcement Act would bring an end to the railroads’ claims that they are not fully subject to the antitrust laws because they are subject to STB regulation. They are in fact subject to very limited regulatory oversight, and the regulation that exists has generally failed to protect captive shippers in Montana from the abuse of railroad monopoly power.

IV. POTENTIAL REMEDIES FOR RATE AND SERVICE PROBLEMS

Montana is a rail-dependent state, producing and shipping bulk grain, and shipping and receiving other bulk commodities over long distances. Service by BNSF is therefore important to Montana’s population and economy. However, BNSF enjoys extraordinary market power in Montana – more than in any other state. Assuming that what is best for BNSF is best for Montana, and letting BNSF decide unilaterally what it will charge, who it will serve, how often, and when and where, has not and will not serve the best interests of Montana. Going forward, there are several avenues to relief for Montana shippers: negotiation, litigation and arbitration.

¹⁸ STB Docket No. 42105, Dairyland Power Cooperative v. Union Pacific Railroad Co., decision served July 29, 2008, at page 6.

¹⁹ The Montana Congressional Delegation co-sponsored this legislation.

A. Negotiation

Of course, it is possible to have market power (as BNSF undoubtedly does) and not abuse that power. There have been occasions when BNSF responded to complaints by its customers, and Montana does not rule out negotiations with the railroad over excessive rates and sub-optimal service.

For negotiations to be productive, each participant must have some leverage, and a reason to prefer compromise. For Montana shippers, that leverage depends primarily on the availability of legal and regulatory remedies. Congress fully intended to preserve such remedies for captive shippers in recognition of the need for oversight of monopolies.

B. Litigation

There are two primary options for shippers seeking rate relief through litigation, each with different procedures.

First, captive grain elevators can challenge their rates under the STB's new simplified stand-alone cost (SSAC) approach. While this approach has never been implemented in a litigated rate case, it is a variant of the well-established full Stand-Alone Cost approach, with which Montana's consultants and counsel have extensive experience. The STB calculates a litigation cost of \$1 million for shipper complainants, and has capped relief at \$5 million over 5 years for each origin-to-destination routing.

The SSAC approach works best for shippers on high-density main lines, including those with movements to the PNW from origins located on or near the Hi-Line. The consultants' research indicates that rate cases challenging wheat rates from these origins could produce significant reductions, on the order of \$500 per car for shuttle service. Details of one such analysis are provided in Appendix B to this Report.

The STB has another new approach, designed for shippers for whom the projected \$1 million litigation cost of SSAC cases is still too high. This less expensive and time consuming approach, the Three Benchmark approach, involves comparing challenged rates with rates for comparable shipments, in the context of the pricing of captive traffic that is needed by railroads to attain revenue adequacy. The Three Benchmark approach can succeed for shippers whose origins are farther from the Hi-Line. The Board estimated litigation costs of \$200,000, though rate relief in a Three Benchmark case is capped at \$1 million over five years (per origin-to-destination routing). Rate cases using the Three Benchmark approach appear viable for smaller and more insulated Montana grain shippers with the highest R/VC percentages, though the rate reduction would probably be less than \$500 per car.

While analyses by consultants and counsel indicate the probability of success in one or more rate cases, BNSF is unlikely to reduce any Montana shipper's rates based solely on such studies. A grain elevator or other shipper must be willing to work with the State and its consultants and counsel on a test case that may provide broad benefits to Montana farmers. However, many

grain elevators have close business relationships with BNSF or have expressed concern about BNSF retaliation.

C. Arbitration

BNSF has sought to avoid litigation through a mediation/arbitration agreement it reportedly reached in January 2009 with two Montana grain groups, the Montana Farm Bureau Federation and the Montana Grain Growers Association. Arbitration of disputes over rail rates and service can help shippers if done correctly. Final Offer Arbitration (or "baseball" type arbitration) has been used successfully for railroad-shipper disputes in Canada for years. Under this approach, the arbitrator(s) must choose the final offer of one of the parties, and cannot adopt a compromise (which could encourage the parties to take extreme positions).

In fact, the availability of Final Offer Arbitration for Canadian grain shippers has provided enough of a level playing field to encourage almost all grain rate disputes in Canada to be resolved without arbitration. Such a system is a feature of the Rail Competition and Service Improvement Act introduced in the last session of Congress on March 21, 2007 and cosponsored by Montana's Senators and Representative. Arbitration in Montana could be particularly useful as a means of spreading the benefits of a single STB test case finding, for example, that BNSF grain rates are unlawful.

The mediation/arbitration process agreed to by BNSF in Montana differs in significant ways from the approach that has proved successful in Canada. BNSF's approach to arbitration appears to exclude the grain elevators and other Montana shippers who actually receive BNSF's invoices and pay its excessive freight rates and charges.

The biggest problem with BNSF rail rates is that they put Montana shippers, including elevators, at a competitive disadvantage as compared with lower rates paid by shippers in other states. The BNSF mediation/arbitration process shifts the focus from BNSF rail rates statewide to individual producer receipts from elevators.

Under BNSF's proposal, producers of wheat and barley are allowed to seek mediation or arbitration, and they would need the approval of a producer organization which has signed on with BNSF. The elevator that paid the rates to BNSF could not recover anything. However, elevators have the option of filing rate cases at the STB and producers do not.

The arbitrators are instructed by BNSF's rules to weigh such factors as BNSF's investment in rail infrastructure versus the farmer's cost of seed and fertilizer. In addition, where the producer's payment is based on rail rates with R/VCs below 180 percent (for non-shuttle) or 195 percent (for shuttle), mediation/arbitration would not be available. Where rates exceed these levels, the mediation/arbitration process may provide a rebate option for producers. BNSF reportedly expects the new mediation/arbitration process "to prove their rates are reasonable" according to a Farm Bureau official.

Moreover, a controlling issue in this process appears to be whether the rates on which elevators base their tariff assessments to producers are so high as to warrant reparations to a producer, after taking into consideration BNSF's capital investments in relevant rail facilities and BNSF costs of service. And there can be no challenge under this process if BNSF rail rates are equal to truck rates.

Rail rates are not reasonable under any standard in the case law merely because truck service would cost the same. The Christensen Report discounted trucking as a competitive constraint on rail rates for long-haul bulk commodities like grain.

The mediation/arbitration process might produce benefits to certain producers, depending on the way it is implemented. It does not solve Montana's rail rate, fuel surcharge or service problems, though it may reflect some recognition by BNSF of the need to address some Montana producers' concerns.

V. CONCLUSION

The State's outside counsel and consultants have performed an exhaustive analysis of rail rates charged by BNSF to Montana's shippers. The results make a compelling case for rate relief.

The STB's current regulatory regime imposes preconditions on a rate case that require a complainant who pays directly for rail service, such as a grain elevator, and some businesses having direct relationships with the railroads have been reluctant to jeopardize those relationships in adversary proceedings. However, as Montana shippers have become better informed about the rate and service practices of BNSF through this Report and other studies, the BNSF itself may become more responsive to its customers' concerns. Experience shows that BNSF's recent unilateral rate reductions may be fleeting, but the State's constant monitoring of railroad practices and continued efforts to seek more effective remedies on behalf of shippers may keep BNSF in check pending more formal actions.

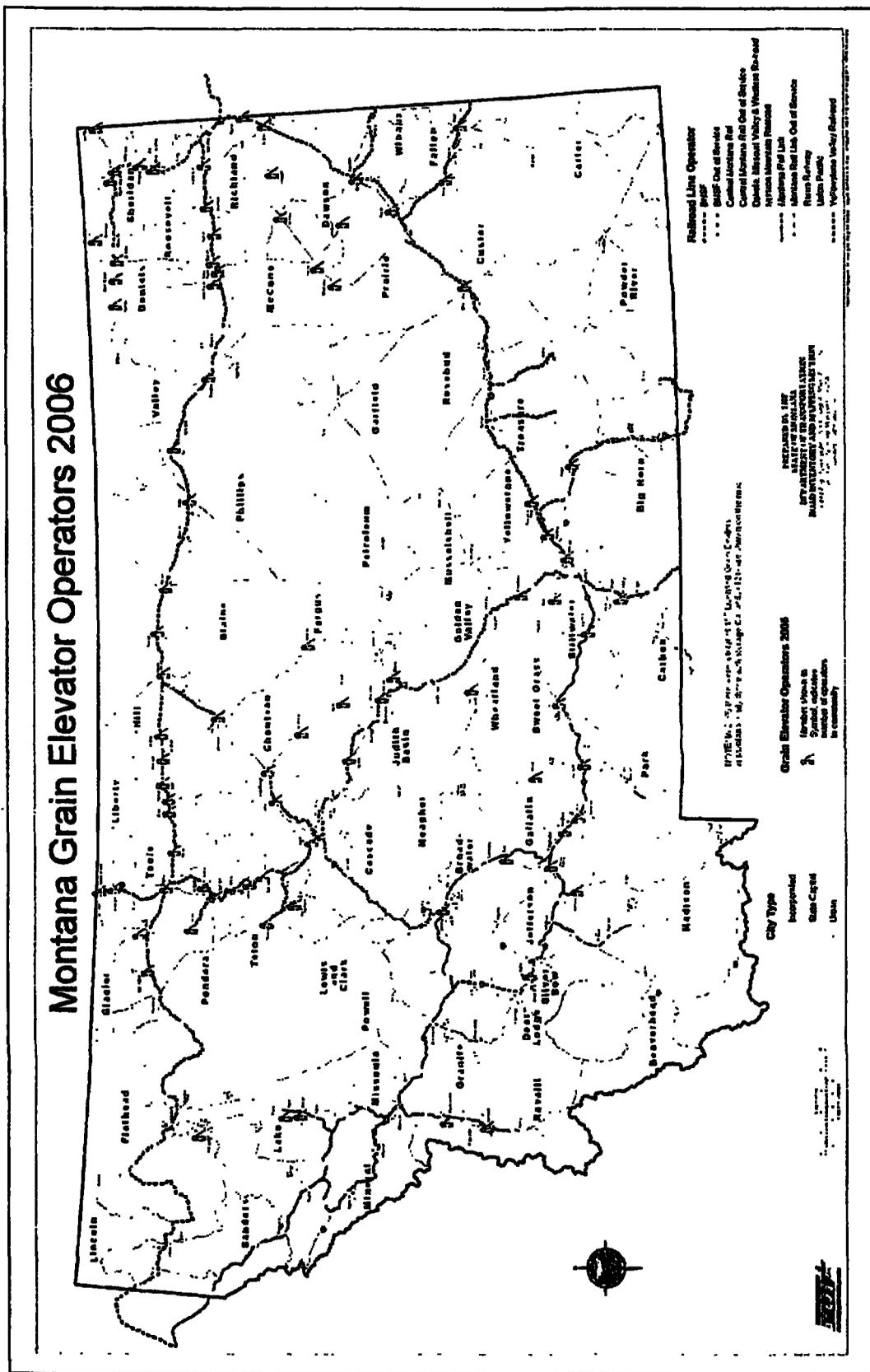
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(703) 549-6161

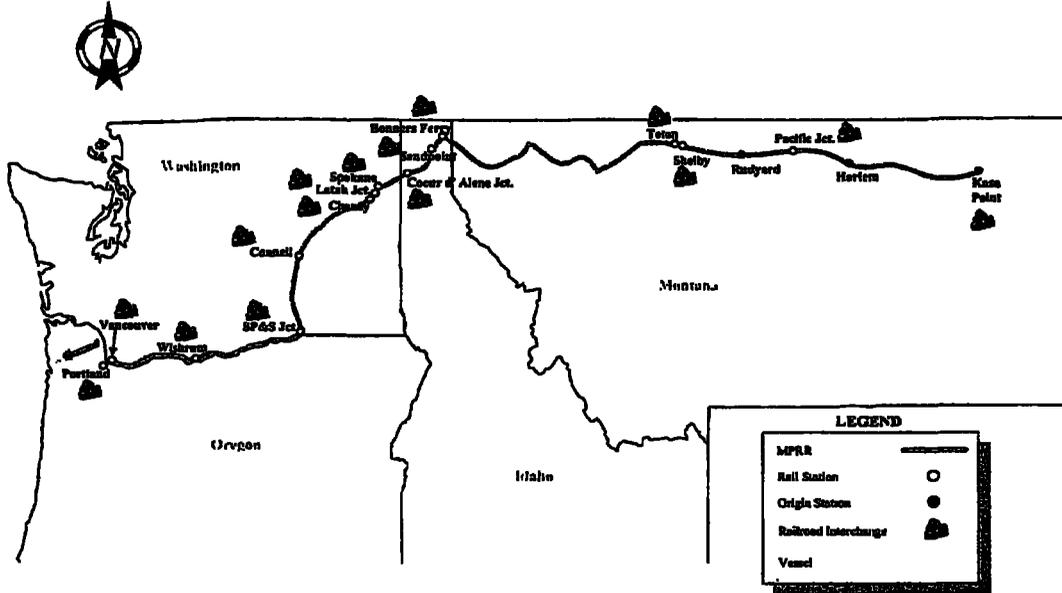
February 2009



APPENDIX B

July 2008
Page 1 of 1

Schematic Of The Montana-Portland Stand-Alone Railroad



APPENDIX B

Montana Reasonable Rates for Montana Origins to Portland, OR

<u>Item</u> (1)	<u>Rudyard, MT to Portland, OR</u> (2)	<u>Harlem, MT to Portland, OR</u> (3)	<u>Kasa Point, MT to Portland, OR</u> (4)
A. <u>Estimated Future Rates and Charges</u>			
1. Current Tariff Rates (\$ per car) <u>1/</u>	\$2,737	\$2,926	\$3,449
2. July, 2008 Fuel Surcharge (\$ per car) <u>2/</u>	\$ 674	\$ 742	\$ 873
3. Estimated Total Charge (\$ per car)	\$3,411	\$3,668	\$4,322
B. <u>Variable Costs and Jurisdictional Thresholds</u>			
4. Phase III Cost 3Q08 (\$ per car)	\$1,598	\$1,746	\$2,029
5. Jurisdictional Threshold (\$ per car)	\$2,877	\$3,143	\$3,653
C. <u>Rates Based On Simplified Stand-Alone Costs</u>			
6. Maximum Rate Based on Simplified SAC (\$ per car)	\$1,987	\$2,171	\$2,523
D. <u>Maximum Rate</u>			
7. Maximum Rate (\$ per car) <u>3/</u>	\$2,877	\$3,143	\$3,653
8. Estimated Over Payment (\$ per car) <u>4/</u>	\$ 534	\$ 526	\$ 669

1/ Based on BNSF Rate Book 4022-L, Item 43814 for movements in cars with maximum gross weights of 286,000 pounds and moving in shuttle service between origin and destination.

2/ BNSF's fuel surcharge of \$0.80 per loaded car-mile for July, 2008 as reported on BNSF's website.

3/ The greater of the Jurisdictional Threshold Rate from Line 5 or the Maximum Rate based on simplified SAC procedures from Line 6.

4/ Line 3 – Line 7.

Fisher

PUBLIC

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STATE OF MONTANA

Complainant,

v.

BNSF RAILWAY COMPANY

Defendant.

Docket No. 42124

**VERIFIED STATEMENT
OF
BENTON V. FISHER**

I. Introduction

My name is Benton V. Fisher. I am Senior Managing Director of FTI Consulting, an economic consulting firm, and my office is located at 1101 K Street, N.W., Washington, DC 20005. A statement describing my background, experience, and qualifications is attached hereto as Exhibit BVF-1. I have spent more than 20 years involved in various aspects of transportation consulting, including economic studies of costs and revenues, traffic and operating analyses, and work with costing and financial reporting systems. Much of my work for the railroad industry has required a detailed understanding of the costing approaches and models that are used to evaluate operations and the reasonableness of rates in matters before the Surface Transportation Board (“STB”). I have testified numerous times at the STB regarding rates and URCS costs (Uniform Railroad Costing System, the STB’s general purpose costing system) for individual movements, traffic groups, and entire networks. I have extensive experience with the URCS costing methodologies and formulae.

I have been retained by BNSF Railway (“BNSF”) to submit this Verified Statement (“VS”) in response to the opening evidence filed on July 1, 2011 by the State of Montana (“the State”) in Docket No. 42124 before the STB. This dispute relates to a claim by the State that it was unreasonable for BNSF to replace rates for export wheat shipments applicable to 52-car blocks from mid-sized elevators in Montana¹ to the Pacific Northwest (“PNW”) with rates that have a maximum shipment size of 48 cars.² To support its claim, the State submitted the

¹ “Mid-sized elevators” refers to wheat origins in Montana with track capacities of 52-60 cars. Mr. Fauth identifies 30 such elevators served by 25 railroad origins as of 2010, including some that originated no PNW export wheat shipments during the 2006-2010 period covered by the discovery data. *See* Fauth VS at 3, 5, and Appendix GWF-2 at 1.

² BNSF issued this change in February 2009, in a revised version of Tariff 4022, Item 43416.

Verified Statements of Terry Whiteside and Gerald W. Fauth III (collectively “Montana Witnesses”). In this Verified Statement, I address certain data analyses and findings presented by the Montana Witnesses, correct inaccuracies in their analyses, and present additional analyses regarding the transportation of wheat to the PNW. I also explain how their conclusions are incorrect and that BNSF’s rate change in fact resulted in URCS cost calculations that are more consistent with the operations that BNSF provides for the 48/52-car wheat shipments from mid-sized elevators than with calculations of costs for true unit trains, such as BNSF’s 110-car wheat shuttle trains.

II. Conclusions

Based on my review of the State’s opening evidence, materials produced to the State by BNSF in discovery, analyses prepared from the data produced in this case, the Verified Statements submitted by BNSF in this proceeding, publicly available information, and my general knowledge regarding rail transportation and URCS costs, I present the following five conclusions:

- 1) There has been a downward trend in the volume of 48/52-car export wheat shipments from mid-sized elevators in Montana to the PNW that began well before 2009. This trend was not a function of BNSF’s rate change, but rather is consistent with other market factors.**
- 2) 48/52-car export wheat shipments from mid-sized elevators to the PNW are not handled as unit trains, and require very different operations than shuttle-train shipments from shuttle facilities.³**

³ “Shuttle facilities” refers to wheat origins in Montana with track capacities of 110 cars or more. Mr. Fauth identifies 13 such facilities, including two that were upgraded to the larger capacity during 2008. See Fauth VS at 2 and Appendix GWF-2 at 2.

- 3) The URCS costing system incorporates a “movement type” input that generates costs for single-car, multiple-car, and unit-train shipments that are intended to reflect the relative efficiencies of different types of railroad service.
- 4) The revenue-to-variable-cost (“R/VC”) ratio for 48-car export wheat shipments from mid-sized elevators to the PNW was slightly below 180% in early 2009, and has declined since then.
- 5) Increases in the rates for 48-car export wheat shipments from mid-sized elevators to the PNW since early 2009 when BNSF instituted the rate change challenged here are similar to increases in the rates for other sizes of BNSF wheat shipments from Montana to the PNW for export, as well as increases in the rates for shipments by other rail carriers of Montana wheat to the PNW.

III. BNSF Montana Wheat Traffic Summaries & Trends: Export 52-Car Wheat Shipments from Mid-Sized Elevators to the PNW Have Been Steadily Decreasing Since Before BNSF’s Change to 48-Car Rates, and that Change Did Not Affect the Trend

Mr. Fauth purported to present the historical BNSF wheat shipment volumes in carloads from Montana to the PNW for the 2006-2010 period in Table 1 and Appendix GWF-2 to his Verified Statement. Mr. Fauth concluded that { } of the wheat shipments from Montana to the PNW originated from shuttle facilities in each year, { } originated from mid-sized elevators, and { } originated from smaller origins.⁴ While Mr. Fauth accurately set forth the total number of wheat carloads that shipped from each Montana elevator to the PNW from the detailed traffic records that BNSF produced to the State in discovery, his summaries are misleading due to his inclusion of Montana wheat destined for domestic or contract customers, and his inclusion of shipments from elevators that changed operations before 2009, for which any perceived impact cannot be attributed to BNSF’s rate change.

⁴ Mr. Fauth identifies 22 elevators with track capacities of less than 52 cars, most of which averaged { } of PNW wheat each month. See Appendix GWF-2 to Fauth VS, at 3.

A. Mr. Fauth's Summary of BNSF Montana Wheat Shipments Does Not Accurately Show That 52-Car Volume Losses From Mid-Sized Elevators Began Well Before 2009

Mr. Fauth correctly observes that "There is no question that, over the last decade, Montana shuttle facilities have increased in number and gained traffic, while the mid-sized 52-car facilities in Montana have lost traffic to nearby shuttle facilities."⁵ Review of Mr. Fauth's traffic summaries, however, reveals that he has aggregated the data in a fashion that obscures the trend in 52-car volume losses from mid-sized elevators that occurred before 2009, and improperly suggests an acceleration in such losses in 2009, which he claims resulted from BNSF's rate change. The three particular aspects of his analysis that render his presentation misleading are:

- Mr. Fauth included all BNSF PNW shipments from mid-sized elevators, including shipments made under single-car or 26-car rates, domestic rates, and contract rates – none of which moved under the export rate at issue in this dispute;
- Mr. Fauth included shipments from two elevators that were upgraded from mid-sized elevators to shuttle facilities before 2009; and
- Mr. Fauth included shipments from two elevators that ceased PNW wheat shipments before 2009.

1. *Mr. Fauth Included All Shipments From Mid-Sized Elevators, Including Many That Did Not Move Under The Export Rate At Issue In This Dispute*

Mr. Fauth's Table 1 and Appendix GWF-2 each include a grand total of { } carloads of Montana wheat shipments to the PNW. This represents all of the records in the traffic file that BNSF produced to the State in discovery, which BNSF indicated in its discovery responses would include *all* wheat shipments from Montana to the PNW (not just shipments to

⁵ Fauth VS at 5

export destinations in the PNW) from 2006 through 2010.⁶ It is apparent from the traffic file produced by BNSF that the records included shipments under contract and shipments to domestic elevators in the PNW. Specifically, the BNSF traffic file identified for each shipment the origin and destination, the shipper and consignee, and the price authority and accompanying item number.⁷ As BNSF explained to the State, from this information, in particular the item number, the type of shipment can be identified, whether it was billed at a single-car or 26-car rate, destined for a domestic facility, or moved under a private transportation contract.⁸

Table 1 below presents the 2008 PNW wheat shipments from mid-sized elevators, showing the shipments billed at the export 52-car rate, other export shipments billed at the single-car or 26-car rates, and other shipments billed at either domestic or contract rates. As shown in the rightmost column of the table, the proportion of total PNW shipments that were billed at rates other than the export 52-car rate varied significantly across mid-sized elevators – ranging from { } – before BNSF’s rate change, and overall represented nearly { } of all PNW wheat shipments from those origins in 2008.⁹

⁶ See BNSF’s Responses and Objections to Montana’s First Set of Interrogatories and Data Requests, dated March 15, 2011, and included as BNSF WP “BNSF Discovery Responses and Objections.pdf”

⁷ BNSF WP “BNSF Traffic File Fields.xlsx”

⁸ See May 24, 2011 Letter from Kathryn Gainey to Andrew Goldstein, responding to follow-up questions from the State regarding the BNSF traffic and train event files, and included as BNSF WP “BNSF Response 05242011.pdf.” References in this Verified Statement to single-car rates, 26-car rates, 48- or 52-car rates, and shuttle rates all refer to the PNW export rates published in BNSF Tariff 4022. In that Tariff, item series 43600 includes single-car and 26-car rates; 43400 includes 48- or 52-car rates; and 43800 includes shuttle rates. The Montana Witnesses also use the BNSF Tariff 4022 item numbers, as Mr. Whiteside identifies that Item 43416 applied to 48-car shipments, and Item 43604 applied to single-car shipments. Whiteside VS at 8 and 10.

⁹ For 2007, the proportion of total PNW wheat shipments from mid-sized elevators that were billed to rates other than the export 52-car rate was { }%. See BNSF WP “Montana_PNW_Wheat_Dataset_Reply.xlsx”

Table 1
2008 PNW Wheat Carloads Originated from Mid-Sized Elevators
By Type of Rate

Origin	Export 52-Car Rate (1)	Export Single-Car or 26-Car Rate (2)	Domestic or Contract Rate (3)	Montana- PNW Total (1)+(2)+(3)	% of Total Billed at Other Than Export 52-Car Rate ((2)+(3)) / (4)
Conrad	{ }	{ }	{ }	{ }	{ }
Cut Bank	{ }	{ }	{ }	{ }	{ }
Ft Benton	{ }	{ }	{ }	{ }	{ }
Glasgow	{ }	{ }	{ }	{ }	{ }
Great Falls	{ }	{ }	{ }	{ }	{ }
Hardin	{ }	{ }	{ }	{ }	{ }
Havre	{ }	{ }	{ }	{ }	{ }
Kershaw	{ }	{ }	{ }	{ }	{ }
Ludington	{ }	{ }	{ }	{ }	{ }
Merc	{ }	{ }	{ }	{ }	{ }
Meriwether	{ }	{ }	{ }	{ }	{ }
Miles City	{ }	{ }	{ }	{ }	{ }
Moccasin	{ }	{ }	{ }	{ }	{ }
Moore	{ }	{ }	{ }	{ }	{ }
Sidney	{ }	{ }	{ }	{ }	{ }
Tiber	{ }	{ }	{ }	{ }	{ }
Wolf Pt	{ }	{ }	{ }	{ }	{ }
Total	{ }	{ }	{ }	{ }	{ }

Source: BNSF WP "Montana_PNW_Wheat_Dataset_Reply.xlsx"

1/ Includes shipments billed under item series 43400.

2/ Includes single-car and 26-car shipments billed under item series 43600.

3/ Includes domestic rate and contract rate shipments.

Restricting the traffic summaries to only the shipments from mid-sized elevators billed at the rate at issue in this proceeding – the export 52-car rate set forth in item numbers in the 43400 series – illuminates the considerable pre-2009 traffic declines for mid-sized elevators. Table 2 below shows that there were greater year-over-year declines in the absolute number of carloads from mid-sized elevators billed at the export 52-car rate in 2007 and in 2008 than occurred in 2009, and a comparable percentage decrease year-over-year through the same period.

Table 2

**2006-2010 PNW Wheat Originations from Mid-Sized Elevators
Billed to Export 48/52-Car Rate**

	2006	2007	2008	2009	2010
Export 48/52-Car Rate 1/	{ }	{ }	{ }	{ }	{ }
Year-over-year Change	{ }	{ }	{ }	{ }	{ }
Year-over-year % Change	{ }	{ }	{ }	{ }	{ }

Source: BNSF WP "Montana_PNW_Wheat_Dataset_Reply.xlsx"

1/ Includes shipments billed under item series 43400.

Further, when the PNW export wheat shipments from mid-sized elevators billed to the 48- or 52-car rate are compared to BNSF's total universe of Montana-PNW wheat shipments, the 48/52-car export traffic's share of the total has declined consistently in each year from 2006 to 2010, as shown in Table 3 below.

Table 3

**2006-2010 PNW Wheat Originations from Mid-Sized Elevators
Billed to Export 48/52-Car Rate as a Proportion of Total Montana-PNW Wheat**

	2006	2007	2008	2009	2010
Export 48/52-Car Rate 1/	{ }	{ }	{ }	{ }	{ }
Total MT-PNW Wheat	{ }	{ }	{ }	{ }	{ }
% Export 48/52-Car Rate	{ }	{ }	{ }	{ }	{ }

Source: BNSF WP "Montana_PNW_Wheat_Dataset_Reply.xlsx"

1/ Includes shipments billed under item series 43400.

2. *Mr. Fauth Included Shipments For Two Elevators That Were Upgraded From Mid-Sized Elevators To Shuttle Facilities Before 2009*

In addition to obfuscating the volume trends by including domestic, single-car and 26-car, and contract shipments, Mr. Fauth's summaries also show traffic losses at mid-sized elevators from 2008 to 2009 that were not attributable to BNSF's 2009 rate change. The observed losses were attributable in large part to the upgrade of two mid-sized elevators, Carter and Moore, to shuttle facilities, which occurred before 2009. Mr. Fauth categorizes the volumes from Carter and Moore as originating from mid-sized elevators prior to 2009, and as shuttle

originations thereafter. By doing so, Mr. Fauth's results portray a considerable decrease from 2008 to 2009 in the share of BNSF's total Montana-PNW wheat shipment volumes that are originated by mid-sized elevators. It is true that the early-period volumes from these facilities originated from mid-sized elevators, and that the later volumes originated from shuttle facilities. But the resulting "shift" from mid-sized elevators suggested by Mr. Fauth's Table 1 and Appendix GWF-2 cannot be related to the 2009 rate change, particularly as the upgrades preceded the change entirely.

3. *Mr. Fauth Included Shipments For Two Mid-Sized Elevators That Ceased PNW Wheat Shipments Before 2009.*

There is another potential source of bias in Mr. Fauth's summaries: there are two mid-sized elevators that originated wheat volumes bound for the PNW during the 2006-2008 period, and curtailed such shipments before BNSF's rate change in 2009. First, as indicated by Mr. Fauth's Appendix GWF-2, Fort Benton was one of the larger mid-sized elevators for PNW wheat shipments, originating more than { } carloads in each year 2006 and 2007. The BNSF traffic file indicates significantly lower volumes in 2008, with the last shipments under the export 52-car rate in April 2008. Second, during the entire five-year period, Poplar originated wheat shipments under the export 52-car rate only in 2006. Including the 2006-2008 volumes from Fort Benton and Poplar with the mid-sized elevator volumes has a potentially distorting effect similar to that resulting from including the shipments from mid-sized elevators that were upgraded to shuttle facilities before 2009, described above. As each of these elevators discontinued PNW wheat shipments before 2009, the portion of the volume reduction from mid-sized elevators attributed to Fort Benton and Poplar cannot be attributed to BNSF's 2009 rate change.

B. The Declining Trend in Export 52-Car Wheat Shipments From Mid-Sized Elevators to the PNW Over The 2006-2008 Period is Similar to the Declining Trend During That Period in Wheat Shipments From Mid-Sized Elevators to Non-PNW Destinations

Mr. Fauth claims that BNSF’s 48-car maximum rate for PNW export shipments is responsible for the decreases in the volume of wheat shipments from mid-sized elevators. As presented above, volume declines in 2009 continued a trend of declining shipments that began well before BNSF’s 2009 change. The pre-2009 trend of declining volumes was also experienced by wheat shipments from mid-sized elevators destined to locations other than the PNW. Table 4 below shows the annual volumes from mid-sized elevators for wheat shipments to the PNW billed at the export 52-car rate and for wheat shipments to non-PNW destinations. As shown in the table, while the PNW wheat shipments were reduced by { } over the 2006-2008 period, wheat shipments from those same elevators to non-PNW destinations fell by even more, *i.e.*, 2008 carloads were only { } of the 2006 total, a { } reduction.

**Table 4
2006-2008 PNW and Non-PNW Wheat Originations from Mid-Sized Elevators**

	2006	2007	2008
Export 48/52-Car Rate 1/	{ }	{ }	{ }
Year-over-year Change	{ }	{ }	{ }
Non-PNW Wheat 2/	{ }	{ }	{ }
Year-over-year Change	{ }	{ }	{ }

Source: BNSF WP “Montana_PNW_Wheat_Dataset_Reply.xlsx” and “2006_09 BNSF CWS Data (confidential).xlsx”

1/ Includes shipments billed under item series 43400.

2/ Includes wheat shipments to non-PNW destinations.

C. Non-Wheat Shipments From Mid-Sized Elevators Did Not Fall Nearly As Much As 52-Car Wheat Shipments Did Over the 2006-2008 Period, and Increased After BNSF’s Rate Change in Early 2009

Mr. Fauth testified about non-wheat crop shipments that originated from mid-sized elevators in Montana, presenting total carload figures for barley and five other commodities

shipped from these elevators.¹⁰ He determined that non-wheat traffic represented { } of the total Farm Products (STCC 01) originations from mid-sized elevators in 2009, and claimed that such shipments of other crops could be adversely affected by losses in PNW wheat volumes from these elevators.

By examining the pre-2009 trends in the volumes of shipments of non-wheat commodities from mid-sized elevators, however, it is clear that the decline in the number of non-wheat carloads of other crops occurred at a much slower pace than the decline in the number of carloads of 52-car export wheat shipments to the PNW. Perhaps more importantly, the number of non-wheat carloads shipped from mid-sized elevators actually increased after BNSF's rate change in 2009.¹¹ By presenting only one year's worth of volumes for non-wheat shipments from mid-sized elevators in Montana, Mr. Fauth failed to show that shipments of other crops incurred much smaller volume losses than wheat shipments from those elevators from 2006-2008, and those other crop shipments were not adversely affected by BNSF's rate change in 2009, as summarized in Table 5.

Table 5
2006-2009 Wheat and Non-Wheat Originations from Mid-Sized Elevators

	2006	2007	2008	2009
Export 48/52-Car Rate 1/	{ }	{ }	{ }	{ }
Year-over-year Change	{ }	{ }	{ }	{ }
Non-Wheat STCC 01 2/	{ }	{ }	{ }	{ }
Year-over-year Change	{ }	{ }	{ }	{ }

Source: BNSF WP "Montana_PNW_Wheat_Dataset_Reply.xlsx" and "2006_09 BNSF CWS Data (confidential).xlsx"

1/ Includes shipments reporting to item series 43400.

2/ Includes STCC 01 shipments from mid-sized elevators that also originated wheat, *i.e.*, excludes { }.

¹⁰ Fauth VS at 17 and Appendix GWF-5

¹¹ In order to identify a meaningful trend for wheat and non-wheat volumes, I considered only those mid-sized elevators that originated wheat traffic at some point during the 2006-2010 period.

D. Other Observations by the Montana Witnesses Regarding 48/52-Car Shipment Volumes Are Not Supported by the BNSF Traffic Data

Mr. Fauth concocts a couple hypothetical scenarios to suggest that 48-car shipments are less efficient than 52-car shipments because it would require more shipments in 48-cars than in 52-cars to move the same number of cars.¹² In his hypotheticals, Mr. Fauth assumes the mid-sized elevator moved ten shipments of 52-cars per year (520 annual carloads) or 24 shipments of 52-cars per year (1,248 annual carloads). These annual volume levels do not comport with actual shipment volumes for the vast majority of the mid-sized elevators. Appendix GWF-2 to his Verified Statement shows that in any given year from 2006 through 2010 at most {

}. Mr. Fauth's lower hypothetical threshold of 520 annual carloads was surpassed by {

}. Thus, Mr. Fauth's hypotheticals are based on assumptions not consistent with actual PNW wheat shipments from mid-sized elevators.

Mr. Whiteside asserts that it is economically and operationally infeasible for a shipper to make a 52-car shipment by ordering a 48-car "train" and four single cars.¹⁴ However, a review of the BNSF traffic file indicates that several PNW export wheat shipments of greater than 48

¹² Fauth VS at 7

¹³ My Table 1 above shows that the {

} only reached Mr. Fauth's illustrative threshold due to single-car and 26-car shipments, which are not relevant to his hypothetical.

¹⁴ Whiteside VS at 10

carloads occurred from mid-sized elevators after BNSF's rate change in 2009.¹⁵ I identified shipments of 49+ cars from mid-sized elevators as follows: multiple waybills were issued on the same day for loadings at the same mid-sized elevator and the total number of cars waybilled was greater than 48 cars. Based on these criteria, I identified { } instances where more than 48 cars were shipped from a mid-sized elevator after BNSF's early 2009 rate change.¹⁶ Mr. Whiteside's assertion regarding the supposed infeasibility of shipping more than 48 cars from a mid-sized elevator after BNSF's rate change is not supported by the traffic file produced to the State in discovery.

IV. BNSF Operations: 48/52-Car Export Wheat Shipments from Mid-Sized Elevators in Montana to the PNW Are Not Handled as Unit Trains

Both Montana Witnesses claim that BNSF's rate change "took advantage of" the URCS costing system.¹⁷ In order to evaluate this claim properly, it is first necessary to understand the actual service being provided, for which URCS costs are to be developed. Materials that BNSF produced to the State in discovery – including the traffic files on which the Montana Witnesses relied – demonstrate that the 48/52-car wheat shipments from mid-sized elevators in Montana to the PNW for export are not handled as unit trains, and involve a significantly different service than shuttle train wheat shipments from Montana to the PNW for export. Before delving into the relevant details of the URCS costing system in the next section, I present in this section a profile of the BNSF operations for export wheat shipments from Montana to the PNW.

¹⁵ See BNSF WP "49+_Car_Wheat_Shipments.xlsx."

¹⁶ BNSF WP "49+_Car_Wheat_Shipments.xlsx"

¹⁷ Whiteside VS at 11, Fauth VS at 12

A. Loaded 48/52-Car Wheat Shipments Are Originated from Multiple Elevators and Handled by Multiple Trains; Shuttle Train Wheat Shipments Are Not

The Montana Witnesses each observe that Montana wheat shipments from mid-sized elevators are combined with other shipments, including shipments from other elevators, and do not travel intact from origin to destination.¹⁸ Specifically, Mr. Fauth observes that shipments from mid-sized elevators “are normally coupled with other large shipments,” and calculates that such shipments are handled by an average of { } trains.¹⁹ By contrast, loaded shuttle train shipments over the same routes – Montana to the PNW – were handled by an average of { } trains in 2010.²⁰ The stark difference in this figure alone demonstrates the significantly different operations – and considerably more extensive efforts required to move 48/52-car shipments from mid-sized elevators than shuttle trains.

The number of trains used from origin to destination is a helpful indicator of the relative amount of switching and other activities that are associated with that shipment. To more specifically depict the operations of 48/52-car export wheat shipments from mid-sized elevators to the PNW, I reviewed the detailed traffic file and train event files that BNSF produced to the State in discovery. As Mr. Fauth noted in his verified statement, the BNSF traffic file shows the number of trains that were used to move each loaded wheat shipment from Montana to the PNW, and the points at which that shipment was placed on or removed from each train.²¹ The traffic file also specifies the train symbol for each train that was used in the movement. As the materials that BNSF provided with the train event files indicate, the train symbol identifies the type of the train (*e.g.*, grain, local, merchandise), the origin of the train, and the destination of the

¹⁸ Whiteside VS at 7, Fauth VS at 21-22

¹⁹ Fauth VS at 21-22

²⁰ BNSF WP “Shuttle_Train_Counts.xlsx,” summarized from the BNSF traffic file produced in discovery.

²¹ Fauth VS at 21-22, Appendix GWF-6. *See, also*, BNSF WP “BNSF Traffic File Fields.xlsx,” which BNSF provided with the traffic file that identifies the fields that were included.

train. The detailed train event files present the shipments from a different perspective, providing the records at a train level, identifying the total number of loaded cars and of empty cars at various reporting locations along the route.²² When the traffic and train event files are used together, a profile of how the cars are originated and handled can be developed.

To review the train handlings used to move loaded wheat shipments from Montana to the PNW, I grouped the different combinations into the following five categories: (1) Unit Train; (2) Combined Grain Train; (3) Local Train Originations; (4) Multiple Grain Trains; and (5) Merchandise or Other Trains. I briefly describe each category below. The detailed analysis of the traffic and train event records is contained in my workpapers.²³

Unit Train: shipments that originate from one elevator and move to one destination on one train that remains intact, without combining with shipments coming from or going to other locations, or making intermediate pick-ups or set-outs en route.

Combined Grain Train: shipments that are combined with other shipments coming from or going to other locations, making intermediate pick-ups or set-outs en route to the PNW destination.

Local Train Originations: shipments that are originated in Montana by local trains.²⁴ Local trains operate from gathering points or yards, typically in turnaround service, that is, they make a round trip, serving multiple customers along the rail line, picking up and delivering cars, and returning back to their starting point. When Montana wheat shipments are originated by local trains, the loaded cars are typically brought to gathering points, where they can either be (1) combined with other shipments to build a grain train for further movement, or (2) picked-up by a passing merchandise train. Local trains are often used to serve elevators on branch lines.

²² In addition, the train event files also include fields identifying other characteristics of the train at different points along the route, such as the total tons and total number of locomotives. See BNSF WP “BNSF Train Event Layout.xls” which BNSF provided with the train event files that identifies the fields that were included.

²³ BNSF WP “Train_Handling_Analysis.xlsx”

²⁴ As shown in my workpapers, local trains are identified as trains with type {

}

Multiple Grain Trains: shipments that are originated by one grain train and combined with other shipments in Montana, and are subsequently switched to other grain trains en route in order to reach separate PNW destinations. This switching between trains can result from various operating scenarios, often when shipments from different trains are switched in Montana to build a train to move to a single destination in the PNW, or when shipments are combined in Montana with other shipments that are destined to different locations and move over the mountains towards the PNW, and additional switching occurs at locations closer to the PNW (*e.g.*, Pasco WA, Spokane WA, or Hauser ID) to classify loaded blocks to trains destined for delivery to the specific PNW destination.²⁵

Merchandise or Other Trains: shipments that are handled by merchandise or other freight trains. Non-shuttle wheat shipments are frequently moved in merchandise train service. Merchandise trains are through general freight trains that carry a mixture of commodities for different customers between major terminals. Merchandise trains that pick-up loaded wheat shipments from Montana elevators do not operate all the way to the PNW destination, which necessitates additional switching at an intermediate yard terminal and movement on another train for delivery.²⁶

To present the profile of the operations as of the time BNSF implemented the rate change in early 2009, I summarized by the train handling categories identified above the 2008 export wheat shipments from Montana to the PNW that were billed at 52-car rates and at shuttle rates. Table 6 shows that { } of the shuttle-train shipments were operated as unit trains in 2008.²⁷ By contrast, in the entire year 2008 *only* { } of the 52-car shipments was operated as a unit train, and nearly { } of the 52-car shipments were originated by local trains, and subsequently required a second train – and in many cases, also a third train – in order to reach their destination in the PNW.

²⁵ For example, the train event records indicate that wheat shipments from mid-sized elevators in Montana can be picked-up by through grain trains from the { }, requiring an additional classification and pick-up by a second grain train for delivery to the PNW export destination.

²⁶ This group also includes shipments that were originated by a grain train in Montana, and were subsequently switched en route to a merchandise train for movement in general freight service to the PNW.

²⁷ See BNSF WP “Train_Handling_Analysis.xlsx.”

Table 6

**2008 BNSF Train Operations to PNW Export Destinations:
52-Car Wheat Shipments Differed Significantly from Shuttle Trains**

Train Handling Category	Shuttle Trains		52-car Shipments from Mid-Sized Elevators	
	2008 Carloads	% of Shuttle Total	2008 Carloads	% of Mid-Sized Total
Unit Train	{ }	{ }	{ }	{ }
Combined Grain Train	{ }	{ }	{ }	{ }
Local Train Originations	{ }	{ }	{ }	{ }
Multiple Grain Trains	{ }	{ }	{ }	{ }
Merchandise or Other Trains	{ }	{ }	{ }	{ }

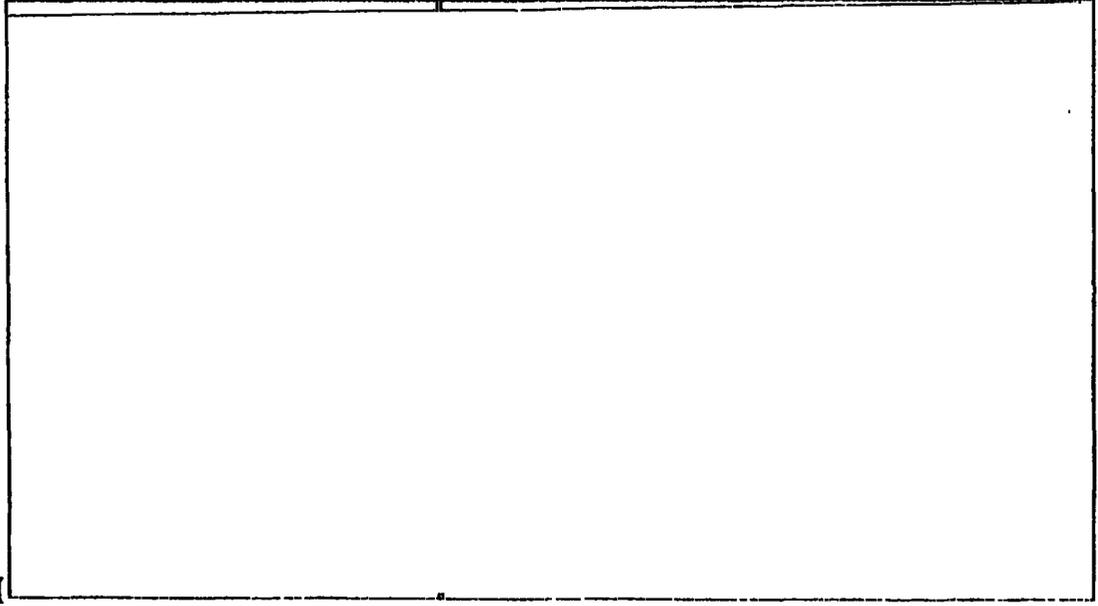
Source: BNSF WP "Train_Handling_Analysis.xlsx"

I performed the same train operations analysis for 2010 export wheat shipments from Montana to the PNW, and present the results in Figure 1 below. In summary, in 2010, { } of the shuttle-train shipments were operated as unit trains, compared to { } of the 48-car shipments.²⁸ More than { } of the 48-car shipments in 2010 were either originated by a local train or handled by merchandise trains, each of which would have required additional switching and handling by a second train (or more). These profiles of the train handlings used to move the loaded wheat shipments from Montana to the PNW confirm in detail what was suggested by the { }-train average presented by Mr. Fauth: 48-car shipments are quite different from shuttle trains, and require more extensive operations.²⁹

²⁸ *Id.*

²⁹ In addition to the detailed traffic and train event records in my workpapers, I have also included an intermediate summary that identifies the specific train handling scenarios and switching locations for 48/52-car shipments from each of the mid-sized elevators for 2008 through 2010. See BNSF WP "Mid-Sized_Wheat_Shipment_Detail.xlsx."

Figure 1
2010 BNSF Train Operations to PNW Export Destinations:
48-Car Wheat Shipments from Mid-Sized Elevators
Continued to Differ Significantly from Shuttle Trains



Source: BNSF WP "Train_Handling_Analysis.xlsx"

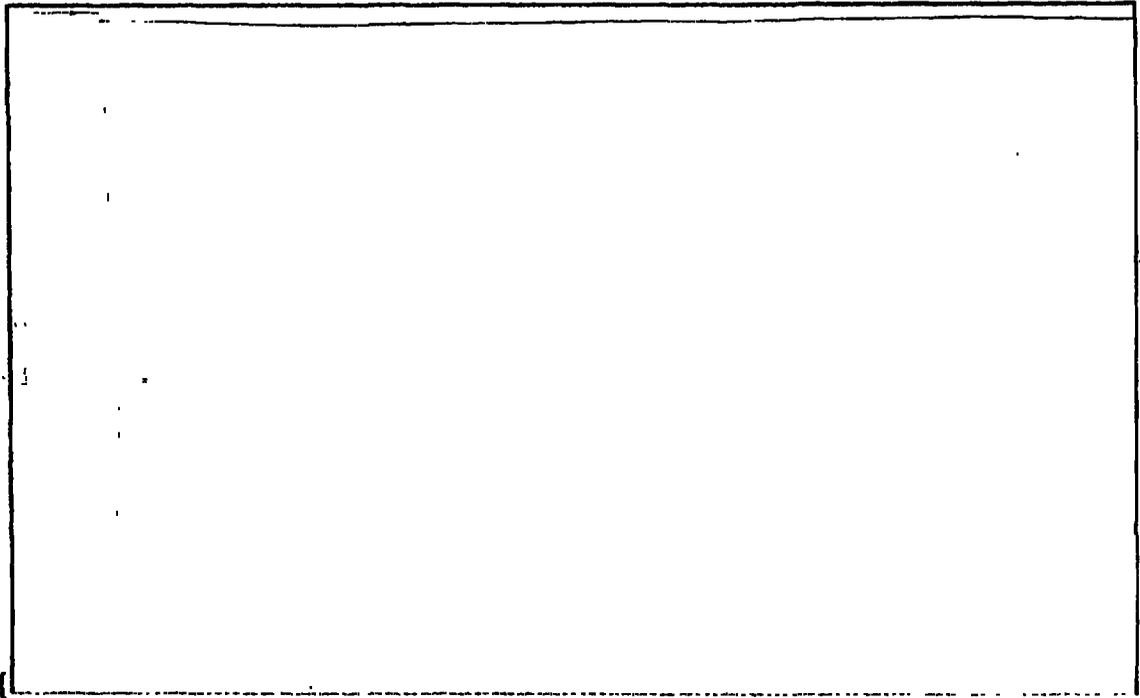
B. Loaded 48/52-Car Wheat Shipments from Mid-Sized Elevators to the PNW Have Significantly Longer Transit Times than Shuttle-Train Shipments

Another view of train operations is provided by examining transit times from the Montana elevator origin to the PNW export destination. The BNSF traffic file included for each shipment the time-stamp of the first and the last event of the loaded move. These events typically correspond with the release from the elevator as a load, and the placement of the load at the destination (or the delivery at interchange, in the case of an interline move that BNSF forwards to another railroad), respectively. This elapsed time measure does not include the time associated with loading the cars at the Montana elevator, unloading the cars in the PNW, or moving the empty car back from the PNW for loading. In each year 2006 through 2010, 48/52-car wheat shipments from mid-sized elevators took { } as long as shuttle trains to make the

loaded movement from Montana to the PNW, and had loaded transit times that were much closer to those of shipments billed at single-car and 26-car rates, as shown in Figure 2.

Figure 2

Loaded Transit Times for PNW Export Wheat Shipments Billed to 52/48-Car Rates Are Much Closer to Those Billed to Single-Car or 26-Car Rates, and Are { } Those Billed to Shuttle-Train Rates



Source: BNSF WP "Loaded_Elapsed_Time.xlsx"

The fact that the movement to the PNW takes considerably longer for an export 48/52-car shipment than for an export shuttle-train shipment is consistent with the more extensive train operations and switching identified above that are required to handle such blocks. As the majority of 48/52-car shipments are handled by multiple trains and pick-up or set-out other blocks en route, these shipments incur additional switching, staging, and other yard time between origin and destination.

The significant differences in transit time are also explained by the simple fact that a shuttle train is already at a length – *i.e.*, 110+³⁰ cars – that can depart from one elevator and travel as is to the PNW. As a 48/52-car shipment from one mid-sized elevator has to be combined with shipments from other elevators or added to merchandise trains, the loaded transit time for such a shipment from a mid-sized elevator will depend on the timing and proximity of loadings of other cars with which it will be combined. As the number of 48/52-car shipments from mid-sized elevators has declined over the last several years, it is becoming more and more challenging to locate other, nearby shipments for combining, and as a result, staging and transit times increase.³¹

C. There Are Other Key Elements of the Operations Required for 48/52-Car Wheat Shipments from Mid-Sized Elevators, which Differ from Operations for Montana Shuttle Trains

In this section I discuss the following three elements of the BNSF operations for Montana wheat shipments of different block sizes: (1) loading and train originating operations at the elevators; (2) locomotive power assignments; and (3) empty return from the PNW.³² In each of these regards, the 48/52-car shipments from mid-sized elevators are handled very differently from shuttle trains. They require more activity and take longer to accomplish.

³⁰ Mr. Fauth claims that BNSF “has continued to allow the 110-car shuttle origins to move shipments from 49 to 109 cars.” (Fauth VS at 13) There are two situations where the records produced by BNSF suggest that fewer than 110 cars were shipped under the shuttle rate. First, there are instances when a shipper will waybill separately blocks of { } on one train, and BNSF’s records will indicate the separate amounts that together total 110 cars or more. Second, there are instances where the shuttle facility loads a train with fewer than 110 cars due to bad-ordered cars or other car supply issues and BNSF decides it is more efficient to transport the train with fewer than 110 cars, than to hold the loaded cars and locomotives to wait for additional empty cars to be delivered to the facility and loaded. Review of the traffic and train event files indicate that the majority of these cases are trains of 100-109 cars, not shipments of 49-100 cars as suggested by Mr. Fauth.

³¹ Further, as the train handling analysis indicated, the lower number of 48-car originations in 2010 was associated with a much higher proportion of handlings by merchandise general freight trains.

³² Scott Stoa, a Director, Unit Train Operations in BNSF’s grain operations group, is submitting a Verified Statement describing the operations for transporting Montana wheat to the PNW.

1. Loading and Train Originating Operations

Most of the Montana shuttle facilities are loop-track operations,³³ where the train consisting of the cars and locomotive units is kept intact throughout the loading process. The loop track also facilitates configuring the shuttle trains in a Distributed Power (“DP”) configuration, where a locomotive unit is placed at the rear of the train to allow for more efficient operations. After loading on the loop track and configuring for DP, the train can be inspected and travel to the PNW. Even for those shuttle facilities that are not loop tracks, when the loading is complete, a single inspection of the entire train occurs, and the train departs for the PNW. At all shuttle facilities, shuttle trains are expected to load within { } hours.³⁴

Mid-sized elevators in Montana do not have loop tracks, and take considerably longer – often { } hours – to load 48/52-car blocks, fewer than half as many cars as a shuttle train. After loading, the block is picked up, either (1) by a set of locomotives that travels light or deadheads from a nearby yard, or (2) by another train, and the cars are inspected and an airtest performed before the train departs the elevator. If the cars are then combined with blocks from other elevators, as is often the case, all the cars on the combined train must be inspected again when the next block is picked up.³⁵ Multiple pick-ups also make for a more difficult and time-consuming effort to configure the train in DP, as the rear unit will not be placed until after the last block is picked-up and the entire train is built, at which point another airtest of each car on the train is performed.

³³ Carter, Collins, Glendive, Grove, Kasa Point, Macon, Pompey’s Pillar, and Shelby have loop tracks.

³⁴ See Stoa VS

³⁵ An inspection also occurs when a block of wheat carloads is picked-up by a merchandise train.

2. *Locomotive Power Assignments*

Shuttle trains have dedicated locomotive consists, that is, a set of locomotive units that stays with the train. As mentioned above, at shuttle facilities that have loop tracks, the units remain with the train intact during the loading process, which facilitates both the loading operation and a ready departure. As shuttle trains rarely pick-up or set-out cars en route, the units – like the cars – do not require switching and are not reconfigured. After the locomotive units are assigned to the trainset, they power the empty train intact from the PNW back to the Montana shuttle facility for the next loading, and at most facilities they power the train around the loop track as it loads.

By contrast, shipments from mid-sized elevators do not have dedicated locomotive consists. As mentioned above, after cars are loaded at a mid-sized elevator, locomotive units are called to pick-up the block and originate the shipment. They are called from a group of units that are considered in pool service, from local yards in Glendive, Great Falls, Havre, and Laurel.

Local trains that originate shipments from mid-sized elevators typically have {

} than is required to power the loaded trains over the mountains to the

PNW.³⁶

3. *Empty Return From the PNW*

The above analyses of train handlings and transit time were both focused on the loaded portion of the movement. In order to understand fully the operations, it is important to profile how the empty cars return from the PNW. In the case of shuttle trains, the carsets are typically powered by a dedicated consist from the destination terminals back to their next shuttle loading. This operation can be confirmed by review of the detailed train event records that were produced

³⁶ The train event records identify for each train the number of locomotives and total horsepower along the route. *See, e.g.*, BNSF WP “TRNEVT_Local_Trains_MT_2008.xlsx.”

to the State, in discovery. I examined the records for “X” trains, which the BNSF materials identify as “Empty-unit grain train,” and focused on empty trains that originated from the three predominant PNW export destinations for loaded wheat shipments from mid-sized elevators, Portland/Rivergate OR, Kalama WA, and Vancouver WA. In the 2010 records I found instances of empty X trains assigned to { } shuttle facilities, and more than { } trains in all.³⁷

By contrast, there was { } 2010 movement – { } – of a direct empty grain train from any of Portland/Rivergate, Kalama, or Vancouver to a mid-sized elevator in Montana. { }

{ } Instead, the operations to return empty cars to mid-sized elevators require multiple trains and classifications en route. From the three PNW export destinations, empty cars are moved on empty grain or on merchandise trains to Pasco, where they are classified for further movement, typically { }

{ }. The train from Pasco will set-out the empty cars either at the mid-sized elevator if it is along the train’s route to its destination, or at an intermediate location from where a third train will deliver the empty cars to the elevator. Table 7 below lists the specific Montana “destinations” for empty X trains from Portland/Rivergate, Kalama, or Vancouver, showing that { } shuttle facility was assigned individually as a specific destination, and { } mid-sized elevator, { }, was assigned

³⁷ For example, in 2010 there were { }

{ }. See BNSF WP “PNW_MT_X_Trains.xlsx.”

as a specific destination. The table also identifies that { } empty X trains moved from one of the three PNW export destinations to Pasco in 2010.

Table 7
Montana Elevator Destinations for 2010 Empty “X” Trains
Departing PNW Locations 1/

Shuttle Facility – { } Trains	Mid-Sized Elevator – { } Train	Gathering Point – { } Trains
Billings (BIL)	Great Falls (GRF)	Pasco (PAS)
Carter (CTE)		
Collins (CIM)		
Glendive (GLE)		
Grove (GVE)		
Harlem (HRL)		
Havre (HVR)		
Kasa Pt (KPT)		
Macon (MCO)		
Moore (MMT)		
Pompeys Pillar (PPI)		
Rudyard (RYM)		
Shelby (SHM)		

Source: BNSF WP “PNW_MT_X_Trains.xlsx”

1/ Based on train event reportings at Wishram, WA for X trains originating from Portland/ Rivergate (RGT), Kalama (KAL), or Vancouver (VAW).

Table 8 below shows that for the movement of empty cars from Pasco in 2010, there were { } X trains to Minot, Williston, and Dickinson; { } to Great Falls; and { } total to other locations in Montana and the Dakotas.³⁸ This confirms that a majority of the empty cars do not move from Pasco in dedicated trains directly to mid-sized elevators, but are either set-out at the elevator by a train en route to North Dakota, or switched and handled by a subsequent train for delivery.

³⁸ See BNSF WP “PNW_MT_X_Trains.xlsx.” The lower empty train volumes inbound to Pasco are a function of the fact that empty cars for mid-sized elevators are also moved to Pasco on merchandise trains, as mentioned above. As it is not possible to identify from the BNSF records which specific merchandise trains moved empty grain cars, however, I have referenced only the empty X grain trains.

Table 8
Destinations for 2010 Empty “X” Trains from Pasco
in Montana or the Dakotas 1/

Train Destination	Trains
Minot (MIN)	{ }
Williston (WIL)	{ }
Great Falls (GRF)	{ }
Dickinson (DIC)	{ }
Other MT/ND/SD	{ }

Source: BNSF WP “PNW_MT_X_Trains.xlsx”
 1/ Based on train event reportings at Pasco for X trains originating from Pasco (PAS).

In summary, the operations required for 48/52-car wheat shipments from mid-sized elevators are significantly different from and require more trains, time, and switching than shuttle trains.

V. URCS Costing Methodology: URCS Is Designed to Reflect the Relative Efficiencies of Multiple-Car Shipments and of Unit-Train Shipments

A primary element of the State’s claim that BNSF’s practice is unreasonable relates to the different URCS cost calculations for 52-car shipments and for 48-car shipments. The Montana Witnesses superficially characterize BNSF’s change as “taking advantage of,” “gaming,” and “manipulating” the URCS system, and Mr. Fauth goes so far as to label the result as “artificial” and “really quite a trick!”³⁹ Much of the discussion presented by the Montana Witnesses fails to consider either the operations for which the costs are being calculated, or the assumptions and inputs underlying the assignment of URCS costs to individual shipments. In the prior section, I presented the results of a number of analyses that demonstrate that the 48/52-car export wheat shipments from mid-sized elevators to the PNW do not operate as unit trains. Specifically,

³⁹ See, e.g., Whiteside VS at 6-7 and 11, Fauth VS at 8-10 and 12-13.

unlike unit trains that URCS assumes are dedicated trainsets cycling between an origin and a destination, the 48/52-car Montana wheat shipments require switching between multiple trains, originations by local trains, and handlings by merchandise general freight trains, in each of the loaded and empty directions. In this section, I address the Montana Witnesses' claims as they relate to the URCS costing system.

A. URCS Background

Before addressing the differences in the costs assigned by URCS to 52-car and to 48-car shipments, I provide a brief background of the costing system and the different movement types that are used to develop URCS costs. URCS is a general purpose costing system used for a variety of regulatory purposes by the STB. It incorporates industry-wide factors and railroad-specific cost and operating inputs to identify the portions of costs that vary with changes in the volume of activity, or variable costs, and attributes those costs to individual shipments. As a general purpose costing system, URCS relies heavily on general inputs and allocation assumptions that in many instances will not reflect the specific operations of shipments being costed, producing results that do not account accurately for the costs of the shipment. The STB acknowledged this in its May 27, 2010 report to Congress:⁴⁰

The challenge in any regulatory costing methodology is that there is no accounting process that can precisely attribute costs to particular movements. By necessity, the methodology must incorporate assumptions and generalizations about railroad operations, some of which may not reflect individual situations. Also, the cost structure and operating practices of the railroad industry change over time. Costing assumptions based on past operations or best estimates about the norm for various types of rail operations might become less accurate over time. (Report at 1)

⁴⁰ Surface Transportation Board Report to Congress Regarding the Uniform Rail Costing System, May 27, 2010 (<http://www.stb.dot.gov/stb/docs/URCS/URCS%20Report%205.27.10.pdf>)

The limitations of URCS recognized by the STB are reflected in the URCS costs for 48/52-car export wheat shipments from mid-sized elevators in Montana to the PNW.

Railroads have a wide variety of customers with particular needs and demands that are served on a common rail network, and, as a result, rail operations can vary by customer, commodity, geography, and other factors or constraints that dictate the service parameters. In an effort to reflect the spectrum of different operations practically, within the context of a general purpose costing system “for all,” URCS relies upon a limited number of key inputs to assign costs to individual shipments. In addition to the average length of haul, the car type, and the traffic class – *e.g.*, whether a shipment is originated or received from another carrier in interchange – to name a few of the standard inputs, URCS considers the size of the shipment and attempts to reflect the benefits of efficiencies generally associated with larger-sized shipments. Shipments that are waybilled in one-car to five-car blocks are treated within URCS as “single-car” shipments; shipments waybilled in six-car to 49-car blocks are costed as “multiple-car” shipments; and shipments waybilled as 50 carloads or more are costed as “unit trains.”

By grouping the shipments into these three broad categories, URCS costs are assigned in the same manner to all shipments within each group to reflect relative efficiencies that are assumed for shipments in larger-sized blocks. Under URCS, multiple-car shipments of 6 to 49-carloads are assumed to have lower average costs than single cars for certain activities (*e.g.*, switching); and unit trains of 50+ carloads are assumed to have lower average costs than single-car shipments and multiple-car shipments for certain activities. The efficiencies assumed for multiple-car and unit-train shipments are reflected by reducing the system-average costs for these shipments. As an example, one area for which URCS assumes efficiencies in handling larger shipments is switching at the origin and destination, referred to as “industry switching” in URCS.

The average industry switching costs are reduced by 50% for multiple-car shipments, and by 75% for unit trains. The URCS program automatically applies these reductions when costing any multiple-car or unit-train shipments. These cost-saving inputs – like the majority of assumptions used by URCS to assign costs – are applied industry-wide, across all shipments within each grouping of larger-sized blocks, *i.e.*, multiple-car shipments and unit trains. And while the input costs are specific to the individual railroad – *e.g.*, BNSF – they are based on system-wide totals, and do not reflect the particular operations that are being costed.

B. Make-Whole Adjustments

In claiming that the rate change “allowed BNSF to take advantage of” the shipment-size assumptions in URCS “by artificially inflating the URCS costs,” Mr. Fauth criticizes a cost component identified as the “make-whole adjustment.”⁴¹ Mr. Whiteside makes a similar accusation, claiming that “only the railroad can manipulate shipment sizes to take advantage of the make-whole adjustment.”⁴² Contrary to the implications from these statements of the Montana Witnesses, make-whole adjustments do not simply add costs to individual shipments. Rather the make-whole adjustments re-distribute URCS costs in an effort to capture more accurately the relative efficiencies attributable to larger shipment sizes that otherwise cannot be quantified within URCS. It is important to understand what the make-whole adjustment is, why it is necessary, and its magnitude vis-à-vis that of the other URCS assumptions that drive the cost allocations made to shipments in each of the three groupings.

Returning to the above example of industry switching, as I stated above, under URCS the average switching costs are reduced by 50% for multiple-car shipments, and by 75% for unit trains. Those savings are effectively accumulated, and distributed to shipments in the other

⁴¹ Fauth VS at 12-13

⁴² Whiteside VS at 11

lower-size shipment categories. In other words, the 50% industry-switching cost reductions assumed for multiple-car shipments are distributed to single-car shipments, and the 75% cost reductions assumed for unit-train shipments are distributed to single-car and to multiple-car shipments.

Re-distribution of costs to the appropriate shipment sizes under the make-whole adjustment is necessary so that BNSF (and other railroads) recover their total costs under URCS. The assignment of URCS costs to shipments can be considered a “closed system,” where cost reductions for certain shipments must be offset by cost increases for other shipments. Thus, the system-average switching cost calculated by URCS is not the average for single-car shipments, it is the average for *all* shipments. Just as the switching costs for multiple-car and unit-train shipments are assumed to be lower than the overall average, the switching costs for single-car shipments are assumed to be higher than the overall average, as that average reflects the mix of all shipments.

In other words, if some costs are removed from one group of shipments – *e.g.*, unit trains – and not added back to other shipments – *e.g.*, single-car and multiple-car shipments – then BNSF will fail to recover all its costs.⁴³ As the efficiencies that URCS assumes for unit-train and multiple-car shipments are implemented by reducing costs to unit-train and multiple-car shipments, the make-whole adjustment adds those costs back to smaller shipment-size categories.

⁴³ As an example, consider a hypothetical railroad that has 1 million total hours of industry switching. If switching costs were assigned evenly across all shipments, then traffic that comprised 40% of the railroad’s total switch events would be assigned 400,000 hours. If 40% of the railroad’s traffic moved in unit trains, however, that traffic would be assigned only 100,000 hours – a 75% reduction to the system-average allocation of 400,000. As a result, 300,000 hours would have to be re-distributed to other shipments in order for the railroad to recover the costs of its total switching activity.

Mr. Fauth incorrectly claims that the URCS cost reductions that occur for multiple-car and unit-train shipments⁴⁴ represent “only a limited downward cost adjustment,” and he goes on to claim that the reductions for multiple-car shipments “are more than countered by upward ‘make-whole’ adjustments.”⁴⁵ To demonstrate the inaccuracy of Mr. Fauth’s claim, I calculated system-average 2009 URCS variable costs for shipments of various sizes: a 1-car shipment that reflects single-car assumptions, a 48-car shipment that reflects multiple-car assumptions, and separate 52-car and 110-car shipments that reflect unit-train assumptions. The inputs used in my calculations are the same as those used by Mr. Fauth in Table 2 to his Verified Statement; my results for the 48-car and 52-car shipments match those in his table.⁴⁶ Figure 3 below presents the system-average 2009 URCS variable costs that I calculated for these four shipments.

First, my analysis demonstrates that the URCS assumptions regarding multiple-car costs reflect significant cost savings over single-car shipments (\$705), as the variable costs per carload for a 48-car shipment are 25% lower than a 1-car shipment. Second, the cost savings reflected under URCS for a 48-car shipment as compared to a 52-car shipment (\$609), *i.e.*, the greater efficiencies assumed for a unit train, above and beyond those for a multiple-car shipment, are of almost the same magnitude as the cost savings reflected under URCS between a single-car and a 48-car shipment. Finally, the difference in the URCS costs per carload for a 52-car shipment and a 110-car shipment (\$169) are much smaller, *less than one-third* of the URCS cost difference between a 48-car shipment and a 52-car shipment. It is important to note that under system-

⁴⁴ Mr. Fauth borrows from an STB quote and refers to these as “270 volume shipment adjustments,” in reference to the ICC decision in Ex Parte No. 270 (Sub-No. 4) that initially set forth the cost reductions. Fauth VS at 20-21. In the next section I explain that in that decision, the ICC contemplated unit-train operations that differ markedly from how the 48/52-car wheat shipments are handled from mid-sized elevators in Montana to the PNW.

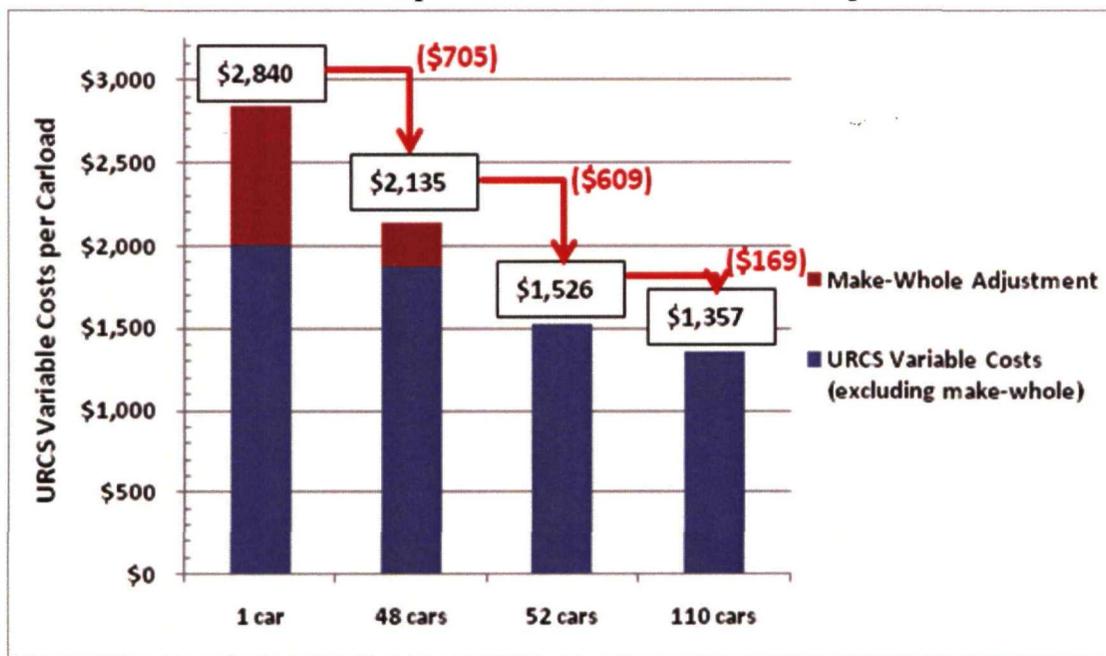
⁴⁵ Fauth VS at 20-21

⁴⁶ These variable costs reflect a BNSF local wheat shipment of { } miles and { } net tons per car in railroad-provided covered hoppers.

average URCS costs, a 52-car shipment will have costs that are *more than three and one-half times closer* to the costs of a 110-car unit train – a train that is more than twice as long – than to the costs of a 48-car shipment – a shipment that has only four fewer cars. The impact of the unit-train costing assumptions should not be overlooked when determining how costs are to be developed for specific movements.

Figure 3

URCS Variable Costs per Carload under Different Shipment Sizes



Source: BNSF WP “URCS VC by Shipment Size.xlsx”

C. Many Activities and Costs Associated with 52-Car Wheat Shipments from Mid-Sized Elevators to the PNW Are Not Reflected in URCS Unit-Train Costs

In the prior section, I presented the results of analyses of the actual operations that BNSF uses to move wheat shipments billed at 48/52-car and at shuttle-train rates from Montana to the PNW for export, and demonstrated how different they were. In the above discussion in this section, I explained the URCS costing approach as it relates to calculating costs for shipments of different sizes, and demonstrated the considerably lower URCS costs assigned to 52-car

shipments that result from using the unit-train assumptions in URCS to develop URCS costs. Next I will identify specific examples of costs that are incurred in handling the 48/52-car wheat shipments from Montana to the PNW which would be significantly understated if not eliminated entirely by using URCS unit-train assumptions to develop the costs. In light of those situations, and the STB's recent prohibition on making adjustments to the system-average URCS costs that are generated for each shipment size, there is little question that the more appropriate URCS costs for reflecting the more involved operations that 48/52-car Montana wheat shipments require are based on URCS multiple-car cost assumptions, not unit-train cost assumptions.

1. Activities and Costs of BNSF Operations for 48/52-Car Montana Wheat Shipments Not Captured by URCS Unit-Train Cost Assumptions

I identify certain elements of the Montana operations and describe how, when URCS costs are determined under the unit-train assumptions, the URCS cost component that corresponds with the activity does not reflect the operations of 48/52-car wheat shipments from Montana to the PNW. The four URCS components are: (1) Way train costs; (2) Switching costs; (3) Locomotive costs; and (4) Freight car costs.

Way Trains: Table 6 above identified that nearly { } of 52-car export wheat shipments in 2008 were operated either by local trains or in merchandise general freight service; Figure 1 indicated that in 2010 the share of 48-car shipments that were handled either by local or merchandise trains was even higher, at { }. In developing the costs of local originations or terminations, URCS system-average costs include the costs of way trains, effectively an adjustment to apply higher costs to portions of the move associated with gathering or delivery operations. When unit train costs are calculated in URCS, however, way train costs are eliminated, an assumption that is consistent with the image of unit trains as dedicated consists travelling intact between origin and destination, without separate gathering or delivery

operations. As 48/52-car Montana wheat shipments are frequently originated by local trains or move in general freight service, the URCS assumption that all shipments of 50 cars or more would have no way train costs is invalid for this traffic.

Switching: URCS allocates a carrier's switching costs among three categories: (1) industry switching at origins and terminations for local shipments; (2) interchange switching at interchanges with other carriers for interline shipments; and (3) inter-train and intra-train ("I&I") switching that occurs en route between origin and destination. Mr. Fauth identified that 48/52-car wheat shipments from Montana to the PNW averaged { } trains per loaded trip; my detailed analyses of BNSF's operations confirmed the many instances where switching is required between trains en route to get the loaded wheat 48/52-car shipments to the PNW destination, and to get the empty cars back to Montana for loading. When unit train costs are calculated in URCS, however, I&I switching costs are eliminated, also an assumption that is consistent with the image of unit trains travelling intact between origin and destination, without switching en route. As 48/52-car Montana wheat shipments are frequently switched between trains – be they grain, local, or merchandise trains – the URCS assumption that all shipments of 50 cars or more would have no I&I switching costs is also invalid for this traffic.

Locomotives: The URCS unit-train assumptions for locomotive costs do not reflect that the units used to power 48/52-car Montana wheat shipments are called from pool service, and are not consists that are dedicated to a unit train, unlike the locos that power shuttle trains. Also, the URCS unit-train assumptions do not account for the local trains that are used and the light-engine miles that are generated in picking-up and setting-out the 48/52-car shipments. Further, the locomotives that power trains carrying 48/52-car wheat shipments are going to incur significantly longer transit times than shuttle trains, as shown in Figure 2. Nevertheless, when

costed as unit trains, 48/52-car shipments will be subject to the same efficiency and speed assumptions as shuttle trains, and as a result, will be assigned the same level of locomotive ownership costs, notwithstanding the fact that the locomotives on shuttle trains spend {

} the time on each loaded trip. Unit-train assumptions envision dedicated locomotives, not the more extensive locomotive operations required to power the multiple trains used to move 48/52-car shipments. The URCS assumption that all shipments of 50 cars or more should be allocated locomotive costs in the same fashion is suspect when the different operations of 48/52-car shipments and shuttle trains are considered.

Freight Cars: Freight cars costs are subject to efficiency adjustments under URCS unit-train assumptions. Like the locomotives discussed above, the freight cars used in 48/52-car shipments incur { } as much time in the loaded direction as the freight cars on shuttle trains. Further, as identified above, the loading times for freight cars in 48/52-car shipments are considerably longer than those on shuttle trains, particularly for the majority of shuttle facilities that have loop tracks. Nevertheless, when calculating freight car costs, URCS incorporates the same efficiency and speed assumptions across all shipments assumed to be unit-train, which would significantly understate the time that cars spend on 52-car shipments vis-à-vis shuttle train shipments in the same Montana-PNW territory.

While on the topic of applying URCS costing assumptions to 52-car Montana wheat shipments, I respond to a criticism that Mr. Fauth levied against the use of multiple-car costs for such shipments. Specifically, Mr. Fauth identified that the average weight of a through train across the BNSF system was 5,677 gross tons in 2009, and compared that to the average weight of the trains used to handle 48/52-car wheat shipments from mid-sized elevators in Montana to

the PNW, which he calculated as generally ranging from { } gross tons.⁴⁷ He has made an “apples-to-oranges” comparison. The system-average through train of 5,677 tons reflects a mix of loaded and empty cars, moving in all directions; the higher weights he calculated for the wheat shipments reflected only the movement in the loaded direction. When URCS costs are calculated – whether for multiple-car or unit-train shipments – the costs (and weights) of the empty movement are included. I determined the weight of empty grain trains from the train event files that BNSF provided to the State in discovery. Specifically, I determined that empty X trains that return empty cars from the PNW to Montana average in the range of { } tons.⁴⁸ Assuming an average empty train movement in the mid-point of that range { }, and combining that figure with Mr. Fauth’s range for loaded shipments { } results in an average train-size for the round-trip movement of { } tons for 48/52 car shipments. While the high-end of this range is higher than the system-average through train size, it is lower than the 9,675-ton system-wide average that Mr. Fauth shows for unit trains (the unit train average includes loaded and empty unit trains).⁴⁹ Correcting Mr. Fauth’s omission of the important empty portion of the move further supports the conclusion that it would be reasonable to calculate URCS costs for 48/52-car Montana wheat shipments under multiple-car, not unit-train, assumptions.

⁴⁷ Appendix GWF-6 to Fauth VS

⁴⁸ See BNSF WP “PNW_MT_X_Trains.xlsx.” The { } X trains from the PNW export destinations to Pasco (Table 7) averaged { } tons; the { } X trains from Pasco to Great Falls (Table 8) averaged { } tons.

⁴⁹ Fauth VS at 21

2. *The ICC's Perception of Unit-Train Operations When it Introduced the Efficiency Adjustments Used in URCS Today was Quite Different from the Operations Used to Handle 48/52-Car Montana Wheat Shipments*

As mentioned above, the ICC adopted first adopted unit-train efficiency adjustments in its 1974 decision in Ex Parte No. 270 (Sub.-No. 4).⁵⁰ While I recognize that decision was issued a long time ago, and much has changed in the railroad industry since, it is relevant to this dispute because (1) the ICC's 1974 discussion of unit train operations is so markedly different from the operations of 48/52-car Montana wheat shipments and (2) the specific unit-train adjustments adopted in that decision, *e.g.*, the 75% reduction to industry switching, are still utilized in current URCS cost calculations.

It may not be surprising that coal train operations in the 1970's differed from the operations used to handle Montana wheat shipments nearly forty years later. What is notable is the ICC's effort to define of a unit train. In seeking that definition, the ICC included quotes from railroads and others, that when read today suggest an image of the Montana shuttle train, and not the 48/52-car Montana wheat shipments for which extensive train handlings, transit times, and other operational aspects are required as presented in the prior section. In the 1974 decision, the ICC indicated that "unit trains involve a shuttle service concept with the train operating on a predetermined schedule and in assigned equipment," and then included the following definition from a Southern Railway representative:

[a train] with a given set of railroad equipment, hopper cars or gondolas, and a given number of motive units, dedicated to one unit from one loading point to one unloading point. The equipment and the motive power are never taken out of this movement.⁵¹

⁵⁰ *Ex Parte No. 270 (Sub.-No. 4), Investigation of Railroad Freight Rate Structure Coal* (decided December 3, 1974)

⁵¹ *Ex Parte No. 270 (Sub.-No. 4)* at 114

In the decision, the ICC also included the following Union Pacific definition: “UNIT TRAIN – a solid train of rail cars operated in shuttle service under load from origin and delivered intact to an industry at destination, returning empty intact for reloading.”⁵² The next passage in the decision further reveals the ICC’s assessment of unit trains, as it characterized the following description from the American Railway Engineering Association as an “excellent definition of unit-trains:”

Ideally, the unit train should be an integral train, that is, one with a fixed, coupled consist, including locomotives spaced throughout, and shuttling back and forth between one origin and one destination. Such a train would not be required to stop if loading and unloading facilities and fueling methods permitted continuous movement. . . . Rapid turnaround cycles must be secured, implying quick loading and unloading. A unit train must be of sufficient size to enable a complete train to be moved intact from point of origin to point of destination without the need of being classified, thus eliminating attendant delays and costs.⁵³

While these definitions were drafted at the time the unit-train service was still being established in many areas, the fact is that these concepts of (or in certain cases at the time, aspirations for) unit trains have been achieved by U.S. railroads for certain movements. The development of the Powder River Basin coal operations, which include dedicated equipment and locomotive consists, loop track loading and unloading at many facilities, and single origin-to-destination movement, presents a good example of operations for which the URCS unit-train assumptions regarding relative efficiencies vis-à-vis multiple-car and single-car shipments are accurate.⁵⁴ And, as discussed in the previous section, elements of the operations of Montana wheat shuttle trains resonate with many of these URCS unit-train assumed efficiencies. But the 48/52-car Montana wheat shipments simply do not reflect unit-train assumptions – they do not

⁵² *Id.*

⁵³ *Id.* at 114-115

⁵⁴ To be clear, I am not offering an opinion on the reasonableness of the specific magnitude of the URCS unit-train efficiency adjustments, *e.g.*, I am not stating that 75% is the correct reduction for industry switching, but rather am observing that there are relative efficiencies of PRB coal unit-trains that can be reflected generally by URCS vis-à-vis multiple-car shipments and single-car shipments.

continuously cycle, they require classification and switching en route, they do not have dedicated consists of locomotives or of cars, they are often handled in local or general merchandise train service, etc.

3. *The STB's Recent Prohibition on Specific Cost Adjustments Makes it Much More Critical to Examine Whether the URCS Cost Allocations Reflect Actual Operations, and to Subject the URCS Assumptions to Greater Scrutiny*

Finally, I offer an observation in light of the STB's 2006 decision in *Ex Parte No. 657 (Sub-No. 1) Major Issues in Rail Rate Cases*.⁵⁵ In that decision, the STB adopted certain procedural and substantive changes regarding the application of the stand-alone cost test in rail rate cases and the calculation of any rail rate relief. Specifically, the STB disallowed the past practice of adjusting URCS to incorporate a variety of operating inputs and costs that were specific to the movement being costed. Under the STB's past practice, determining whether the broad, system-wide URCS allocations applied to the issue movements had not been as vital, as the results of such allocations were often replaced by information or data that was specific to individual movements at issue or how they were operated. Now that the STB has disallowed most movement-specific adjustments to system-average URCS cost,⁵⁶ scrutinizing the allocations – and the manner by which they apply to different shipment sizes – to confirm how well they reflect the particular operations is of considerable importance. Without the opportunity to adjust the system-average cost results, it is critical to verify that URCS cost assumptions used to calculate costs best reflect the actual operations of the movement being costed. As 48/52-car wheat shipments from Montana to the PNW are *not* operated as unit trains, and the activities and

⁵⁵ *Ex Parte No. 657 (Sub-No. 1), Major Issues in Rail Rate Cases* (decided October 30, 2006)

⁵⁶ Mr. Fauth quotes the STB's 2007 *Ex Parte No. 646* decision, which prohibits most movement-specific adjustments but continues to allow limited adjustments, including the *Ex Parte No. 270 (Sub-No. 4)* efficiency adjustments and the make-whole adjustments.

costs associated with their operations are *not* appropriately reflected by unit-train assumptions in URCS, the 48/52-car wheat shipments simply should not be costed as unit trains.

VI. URCS Cost Results: R/VC Ratios for PNW Export Wheat Shipments Billed at 48-Car Rates Were Approximately 180% in Early 2009, Have Decreased Since, and Are Consistent with R/VC's for PNW Export Wheat Shipments Billed at Single-Car, 26-Car, and Shuttle Rates

In the prior two sections, I established that 1) PNW wheat shipments in 48/52-car blocks required extensive operations that differ significantly from unit trains, and 2) URCS unit-train cost assumptions fail to capture many of the costs associated with 52-car shipments from mid-sized elevators. In this section I address the variable cost calculations and R/VC results that Mr. Fauth generated for PNW export wheat shipments in 48-car blocks and 52-car blocks, and I also develop such analyses for shipments billed at single-car, 24/26-car, and shuttle-train rates.

In summary, many of Mr. Fauth's assumptions and inputs were either inconsistent or incorrect, and produced spurious results. When corrected, the R/VC ratios for 48-car shipments have significantly decreased, not increased, since BNSF's rate change in early 2009. Further, when 52-car shipments are costed under URCS – which considers such shipments to be unit trains – the resulting R/VC's are considerably out of line with those for other PNW export wheat shipments at single-car, 26-car, and shuttle rates. Developing costs for 52-car shipments under URCS's multiple-car assumptions is not only more consistent with BNSF's actual operations, it also produces R/VC results that are aligned across shipments of different sizes.

A. Mr. Fauth Significantly Understated the R/VC Ratios for 48-Car and 52-Car Export Wheat Shipments at the Time of BNSF's Rate Change

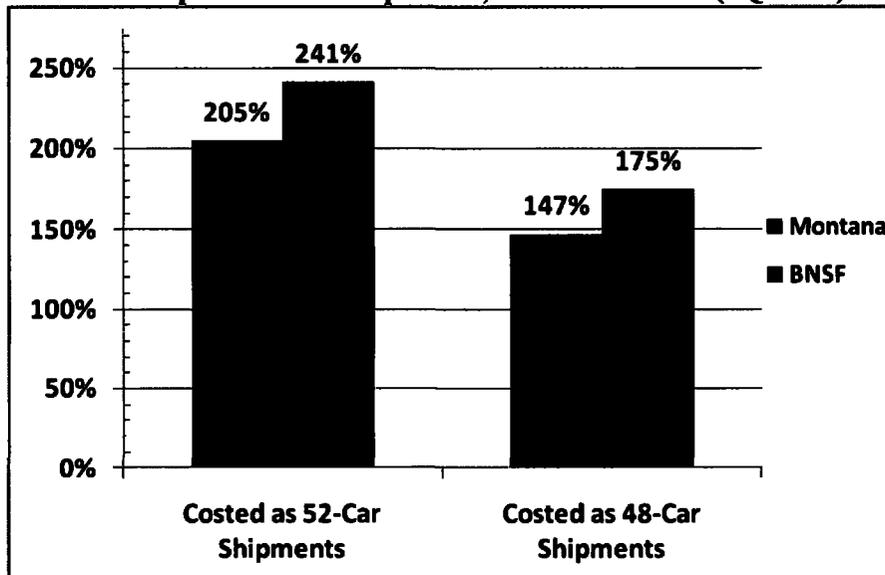
Mr. Fauth developed the URCS variable costs for 48-car and for 52-car PNW export wheat shipments at two different points in time, at the time of BNSF's rate change (first quarter

2009, which I refer to as the “Baseline” results) and for 2011 (specifically second quarter 2011, referred to as the “Current” results). Mr. Fauth calculated variable costs for 52-car shipments, employing the unit-train assumptions in URCS, and for 48-car shipments, which incorporated multiple-car assumptions. There were inconsistencies and errors in the revenues and in the variable costs calculated by Mr. Fauth that rendered his R/VC results invalid. I re-calculated the URCS variable costs, and corrected the errors in Mr. Fauth’s revenues, and have re-stated the results. Figure 4 below shows that for the baseline first quarter 2009 period, the R/VC ratios for 48-car and 52-car PNW export wheat shipments were considerably higher than Mr. Fauth’s results, 241% weighted average when costed as 52-car unit trains under URCS, and 175% when costed as 48-car multiple shipments under URCS. Exhibit BVF-2 presents the baseline results by mid-sized elevator.⁵⁷ Following the figure, I describe four sources of error in Mr. Fauth’s approach: (1) the base rate; (2) the variable cost index; (3) the movement miles; and (4) the lading weight.

⁵⁷ Exhibit BVF-2 presents R/VC ratios for the baseline period only for those mid-sized elevators that originated 52-car PNW export wheat shipments in 2008.

Figure 4

**Weighted Average R/VC Results for 48-Car and 52-Car
PNW Export Wheat Shipments, Baseline Period (1Q 2009)**



Source: BNSF WP "Baseline and Current RVC Calcs Reply.xlsx"

- 1. By Relying upon Rates from the 2007-2008 Period, Mr. Fauth Understated the Baseline Base Rates and R/VC Ratios for 48-Car and 52-Car Export Wheat Shipments, and also Overstated the Overall Rate Increase since BNSF's Rate Change in Early 2009*

Mr. Fauth did not use the rates at the time of BNSF's rate change, but instead relied on rates in effect at least nine months prior to the change, and in certain cases over a year prior to it. Appendix GWF-4 identified as the source of the rates in his analysis BNSF Tariff 4022, Items 43412 and 43413, which were effective in November 2007 and April 2008, respectively.⁵⁸ By calculating his R/VC ratios based on rates as of the 2007-2008 period – which were lower than the rates in effect in early 2009 – Mr. Fauth understated the baseline R/VC ratios. His use of the 2007-2008 rates also contributed to his overstatement of the amount of BNSF's overall rate

⁵⁸ Appendix GWF-4 to Fauth VS at 2, footnote 2. BNSF subsequently issued Items 43414 and 43415 in April 2008 and August 2008, respectively, before the rate change in early 2009.

increases⁵⁹ since the early 2009 rate change, as a portion of the amounts that he captured in his analysis occurred in 2008.

The rates in Mr. Fauth's R/VC analyses include fuel surcharge revenues. However, rather than using the BNSF fuel surcharge as of 2007-2008 consistent with his use of 2007-2008 base rates, Mr. Fauth used the fuel surcharge that BNSF assessed in January 2009.⁶⁰

I correct Mr. Fauth's use of prior base rates, and determine the R/VC ratios using the base rate and BNSF fuel surcharge effective at the time of BNSF's rate change. Specifically, I used the rates as of January 2009, as published in Item 43416 that BNSF issued in December 2008, and the BNSF fuel surcharge that was assessed in January 2009, which Mr. Fauth used.⁶¹

2. *Mr. Fauth Understated the Baseline R/VC Ratios for 48-Car and 52-Car Wheat Shipments by Using Unindexed 2008 URCS Variable Costs*

In calculating the baseline R/VC ratios, Mr. Fauth used the variable costs produced by the 2008 URCS, unindexed. As a result, his variable costs are at 2008 base-year levels, reflecting the average cost experience throughout the year. This is incorrect because it does not reflect the costs at the time of BNSF's rate change, and fails to account for the significant decrease in fuel costs in late 2008 and 2009.⁶² In order to determine the R/VC's at the time of BNSF's rate change, I calculated an index of 0.86 to adjust the BNSF base-year 2008 URCS costs to cost levels as of first quarter 2009,⁶³ following standard procedures for indexing URCS variable costs before the STB.⁶⁴

⁵⁹ See Fauth VS at 15-16

⁶⁰ Appendix GWF-4 to Fauth VS at 2, footnote 2.

⁶¹ BNSF WP "Baseline and Current RVC Calcs Reply.xlsx"

⁶² Use of the 2008 full-year costs is also inconsistent with his use of the BNSF fuel surcharge from January 2009, mentioned above.

⁶³ BNSF WP "BNSF Composite Index 2008 to 1Q09.xlsx" An index of 0.86 equates to a 14% reduction.

⁶⁴ The STB indexing approach that I followed is the same approach used by Mr. Fauth to index costs to 2011 for his analysis of Current R/VC's.

3. *Mr. Fauth Understated the Variable Costs by Not Incorporating the Actual Miles Traversed by 48-Car And 52-Car Export Wheat Shipments from Mid-Sized Elevators to the PNW*

Mr. Fauth developed variable costs for the baseline period based on a set of distances from a BNSF tariff that do not correspond with the actual routes of movement used by 48/52-car export wheat shipments.⁶⁵ It has been my experience that URCS variable costs submitted to the STB should reflect the actual miles traversed by the specific shipments. I determined the average length of haul for PNW export wheat shipments billed to the 52-car rate from 2008, for each mid-sized elevator, based on the actual miles reported for each shipment in the BNSF traffic file that was produced to the State in discovery.⁶⁶ I used those distances to calculate the URCS variable costs at the time of BNSF's rate change in early 2009.

4. *Mr. Fauth Understated the Variable Costs by using an Average Lading Weight for All Wheat Shipments, and not the Lading Weights associated with the Higher Rates that he used to Calculate R/VC Ratios*

Mr. Fauth calculated variable costs using an average lading weight of { } tons, which reflects all PNW wheat shipments from Montana.⁶⁷ For PNW export wheat shipments, however, BNSF typically offers separate rates based on the type of equipment used, including a rate for cars with a gross-weight capacity of 286,000 pounds, and a rate that applies to lighter shipments. Review of the BNSF traffic file indicates that many of the 2008 PNW export wheat shipments billed at the 52-car rate were less than 286,000 pounds GWR (gross weight on rail). As Mr. Fauth's R/VC analyses employ the higher rates for the 286,000-pound GWR cars, the variable costs also should be based on only the heavier weights of shipments that were billed at those

⁶⁵ Appendix GWF-4 to Fauth VS at 2, footnote 1

⁶⁶ BNSF WP "Mid-Sized_Miles_ShipmentCounts.xlsx"

⁶⁷ See Fauth VS at 10 and Appendix GWF-4 at 2, footnote 1.

rates. For my restatement of the URCS variable costs, I used the average lading weight for the heavier shipments, { } tons.

Table 9 summarizes the major differences⁶⁸ between Mr. Fauth's and my calculation of BNSF revenues, URCS variable costs and resulting R/VC ratios at the time of BNSF's rate change in early 2009.

Table 9
Major Differences in Inputs Used for Baseline R/VC Calculations
1Q 2009 (at the time of BNSF's Rate Change)

	Montana	BNSF
Base Rate	Items effective 2007-2008	Item effective January 2009
Cost Index	None	Indexed to 1Q 2009
Movement Miles	Tariff Miles	Actual Miles for 2008 Shipments
Lading Weight	{ } tons	{ } tons

Source: BNSF WP "Baseline and Current RVC Calcs Reply.xlsx"

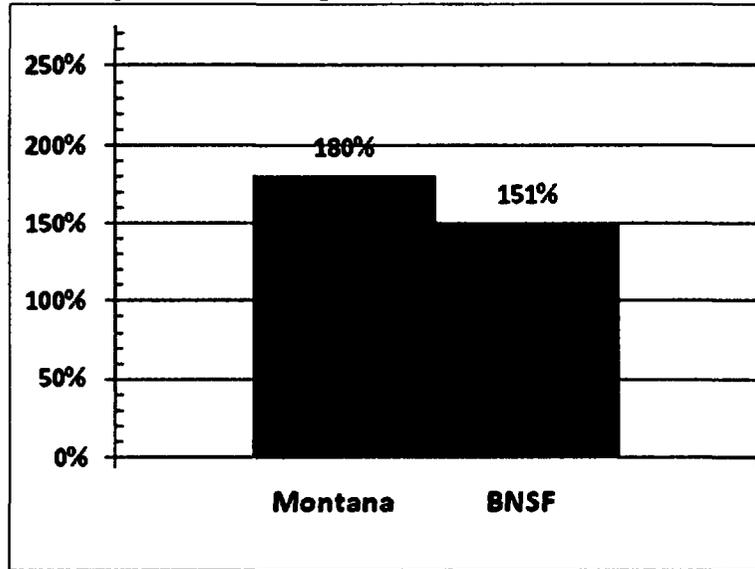
B. Mr. Fauth Significantly Overstated the R/VC Ratios for 48-Car Export Wheat Shipments for the Current Period

Similar to his analysis for the baseline period as of BNSF's rate change, Mr. Fauth's calculations of revenues and variable costs for the current period contained inconsistencies and errors that produced invalid R/VC ratios. I re-calculated the URCS variable costs, and corrected the errors in Mr. Fauth's revenues, and have re-stated the results. Figure 5 below shows that for the current period (as of second quarter 2011), my recalculated R/VC ratios for 48-car PNW export wheat shipments were considerably lower than Mr. Fauth's results, 151% vs. the 180%

⁶⁸ In addition to the four items in Table 9, there is another, lesser difference between the parties' calculations regarding the basis of weighting the results across elevators. Mr. Fauth weighted his baseline results for the first quarter 2009 period based on all PNW wheat carloads from mid-sized elevators in 2010, including shipments billed at single-car, 26-car, domestic, and contract rates. In my restatement, I weight the results based on the 2008 PNW wheat carloads from mid-sized elevators billed at the 52-car export rate, in order to determine an overall average baseline R/VC as of early 2009.

that he determined for 48-car shipments.⁶⁹ Exhibit BVF-2 presents the current results by mid-sized elevator.⁷⁰ Following the figure, I describe four invalid aspects of Mr. Fauth’s approach for calculating the current R/VC’s: (1) the fuel surcharge; (2) the variable cost index; (3) the movement miles; and (4) the lading weight.

Figure 5
Weighted Average R/VC Results for 48-Car
PNW Export Wheat Shipments, Current Period (2Q 2011)



Source: BNSF WP “Baseline and Current RVC Calcs Reply.xlsx”

1. *Mr. Fauth Applied the Wrong Fuel Surcharge to the Current Rates for 48-Car PNW Export Wheat Shipments, Resulting in Overstated R/VC Ratios for the Current Period, and an Overstatement in the Overall Rate Increase since BNSF’s Rate Change in Early 2009*

In calculating the current rate levels for 48-car export wheat shipments to the PNW, Mr.

Fauth added a fuel surcharge (“FSC”) of 65.7 cents per car-mile to base rates that BNSF

⁶⁹ Mr. Fauth calculated Current R/VC ratios separately for 48-car shipments (treated as multiple-car shipments by URCS), and 52-car shipments (treated as unit-train shipments by URCS). As the current rate applies to 48-car shipments, I compare the results for that size. To the extent the STB would like to review R/VC calculations for the current period based on 52-car shipments, I include in my workpapers an analysis that corrects Mr. Fauth’s errors. See BNSF WP “Baseline and Current RVC Calcs Reply.xlsx.”

⁷⁰ Exhibit BVF-2 presents R/VC ratios for the current period only for those mid-sized elevators that originated 48-car PNW export wheat shipments in 2010.

published in Item 43404 in March 2011.⁷¹ That surcharge, however, did not apply to shipments in March 2011; it applied to the 48/52-car wheat shipments billed to export rates in 2010. Effective March 1, 2011, BNSF changed its mileage-based surcharge to use a higher strike price, the fuel cost per gallon above which a surcharge is assessed.⁷² The different fuel surcharge was set forth in the same Item 43404 publication that provided the base rates used by Mr. Fauth.⁷³ By using the incorrect fuel surcharge and, consequently, calculating the amount of fuel surcharge based on a strike price that was too low, Mr. Fauth overstated the amount of the surcharge. As a result, Mr. Fauth overstated the current rates, which produced overstated R/VC ratios and also an overstatement of the amount of the overall rate increase from 2009. In my restatement of the current R/VC ratios, I use the BNSF fuel surcharge that applies to the 48-car export wheat rates.

2. *Mr. Fauth Understated the Index Used to Reflect Current Period Cost Levels, Resulting in Understated Variable Costs and Overstated R/VC Ratios*

To develop R/VC ratios for the current period, Mr. Fauth calculated URCS variable costs using the 2009 BNSF URCS – the most recent URCS that has been published by the STB – and indexed those results to current cost levels by calculating the change in costs from 2009 to second quarter 2011. While he correctly calculated the change in costs for each of fuel, wages, and materials and supplies from the AAR components indices, he did not inflate the remaining group of expenses – a category aptly identified as “Other Indexable Expenses.”⁷⁴ When those expenses are also brought from 2009 to current cost levels, the composite index increases from

⁷¹ See Appendix GWF-4 to Fauth VS at 2, footnote 6

⁷² Specifically, the BNSF mileage-based fuel surcharge that applied previously – Item 3375 – had a \$1.25 per gallon strike price; the new one – Item 3376 – uses \$2.50 per gallon.

⁷³ Item 43404 states: “A mileage based fuel surcharge will be applied to the rates or charges in this price authority for the shipment, as provided for in Item 3376-series, Section B (\$2.50 strike price).” See BNSF WP “4022 M 43404 Midsize Current.pdf.”

⁷⁴ Fauth WP “STBDocketNo42124MontanaExhibit2Table3andAppendixGWF4Workpaper(Confidential).xlsx”

1.16 to 1.20,⁷⁵ which I used in my restatement of variable costs and R/VC's for the current period.

3. *Mr. Fauth Understated the Variable Costs by Not Incorporating the Actual Miles Traversed by 48-Car Export Wheat Shipments from Mid-Sized Elevators to the PNW*

As in his analysis of the baseline R/VC ratios, Mr. Fauth's variable-cost calculations for the current period employ miles that are based on generalized routing assumptions, and not the actual distances traveled by 48-car export wheat shipments. As described above, the STB has adopted URCS variable costs that reflect the actual route of movement for the particular traffic at issue. Using the same approach followed for my restatement of the baseline R/VC's, I determined the average length of haul for PNW export wheat shipments billed to the 48-car rate from 2010, for each mid-sized elevator, based on the actual miles reported for each shipment in the BNSF traffic file that was produced to the State in discovery.⁷⁶

4. *Mr. Fauth Understated the Variable Costs by using an Average Lading Weight for All Wheat Shipments, and not the Lading Weights associated with the Higher Rates that he used to Calculate R/VC Ratios*

Mr. Fauth relied upon the same average lading weight ({ } tons) to calculate variable costs for his current R/VC ratios that he did for the baseline period. As discussed above, this average reflects all PNW wheat shipments from Montana, not just the weights of the heavier shipments (286,000-lb GWR) that correspond to the rates Mr. Fauth used in his analysis.⁷⁷ Consistent with my baseline calculations, for my restatement of the URCS variable costs at current levels, I used the average lading weights associated with the heavier shipments.

⁷⁵ BNSF WP "BNSF Composite Index 2009 to 2Q11 Reply.xlsx"

⁷⁶ BNSF WP "Mid-Sized_Miles_ShipmentCounts.xlsx"

⁷⁷ See Fauth VS at 10 and Appendix GWF-4 at 2, footnote 1.

Table 10 summarizes the major differences⁷⁸ between Mr. Fauth's and my calculation of BNSF revenues, URCS variable costs and resulting R/VC ratios for the current period, *i.e.*, as of second quarter 2011.

Table 10
Major Differences in Inputs Used for Current R/VC Calculations
2Q 2011

	Montana	BNSF
Fuel Surchage	Item 3375 – \$1.25 HDF Strike Price	Item 3376 – \$2.50 HDF Strike Price
Cost Index	1.16	1.20
Movement Miles	Tariff Miles	Actual Miles for 2010 Shipments
Lading Weight	{ } tons	{ } tons

Source: BNSF WP "Baseline and Current RVC Calcs Reply.xlsx"

C. Calculating URCS Costs for the 48/52-Car PNW Export Wheat Shipments as Multiple-Car Shipments Produces R/VC Ratios that are in line with the R/VC's of PNW Export Wheat Shipments of Other Shipment Sizes; Costing the 48/52-Car Wheat Shipments as Unit-Train Shipments Does Not

The baseline R/VC calculations summarized above in Figure 4 indicate that the weighted average R/VC ratios for 48/52-car PNW export wheat shipments are 241% when costed as 52-car shipments under the unit-train assumptions in URCS and are 175% when costed as 48-car shipments under the multiple-car assumptions in URCS. In the prior sections, I explained that the BNSF train operations to handle 48/52-car shipments are vastly different from shuttle train operations. The 48/52-car shipments are not unit-train shipments, and their variable costs would not be appropriately reflected if calculated under the unit-train assumptions in URCS. As further support for the conclusion that 48/52-car Montana wheat shipments to the PNW are more

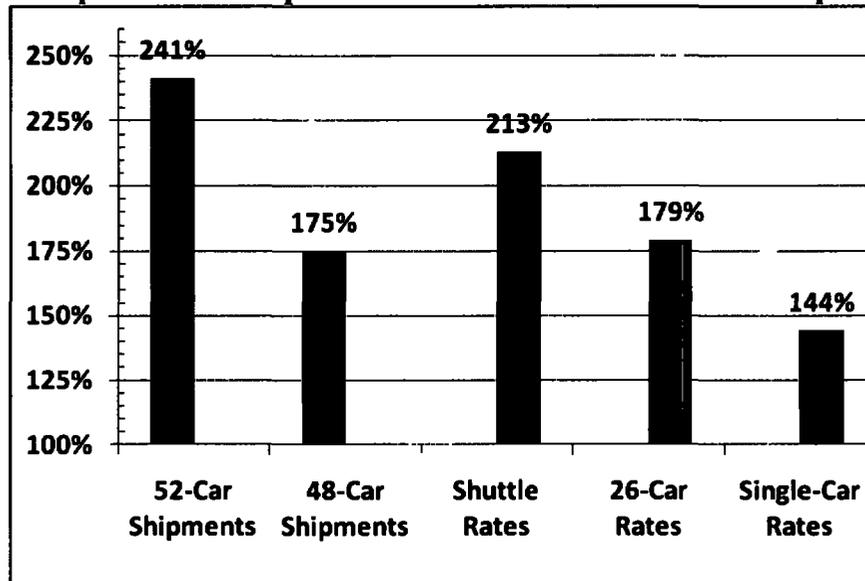
⁷⁸ As described above, Mr. Fauth weighted the results across elevators based on the total number of 2010 carloads, including shipments billed at single-car, 26-car, domestic, and contract rates. In my restatement, I weight the results based on the 2010 carloads billed at the export 48-car rate, in order to determine an overall average Current R/VC as of second quarter 2011.

properly costed under multiple-car assumptions in URCS, I show in Figure 6 the results of R/VC calculations for PNW export shipments billed to single-car, 26-car, and shuttle-train rates. When compared to the R/VC ratios of export rates for other sizes of Montana wheat shipments, it is clear that the R/VC's for 52-car wheat shipments with URCS unit-train assumptions are out of line with the R/VC's of the other rates, and the R/VC's for 48-car shipments with URCS multiple-car assumptions are consistent with the R/VC's of the other rates.

I calculated R/VC ratios for the baseline first quarter 2009 period for shipments at single-car rates from two elevators, at 26-car rates from two elevators, and at shuttle-rates from three elevators, following the same approach that I used to develop the baseline R/VC results for 52-car and for 48-car shipments presented above. Figure 6 below shows a consistent trend in the R/VC ratios by shipment size at the time of BNSF's rate change: the R/VC ratio for the largest-sized shipments (shuttle-train rates) is the highest, the R/VC for 26-car shipments is the next highest, and the R/VC for single-car shipments is the lowest. While the average R/VC ratio for the 52-car wheat shipments (241%) was 28 percentage points higher than that of the shuttles (213%), the R/VC for 48-car shipments was quite close to the R/VC for 26-car shipments,⁷⁹ and is between the R/VC's of shuttle-train and single-car shipments.

⁷⁹ 48/52-car shipments are originated from mid-sized elevators that also originate 26-car shipments and, as explained in Mr. Stoa's Verified Statement, the operations of 48/52-car shipments are more similar to the operations of 26-car shipments than to the operations of shuttle trains.

Figure 6
Baseline (1Q 2009) R/V C Results
for PNW Export Wheat Shipments Billed to Rates for Different Shipment Sizes



Source: BNSF WP "Baseline and Current RVC Calcs Reply.xlsx"

VII. Since BNSF's Early 2009 Rate Change, Increases in the Rates for 48-Car Export Wheat Shipments to the PNW are Similar to Rate Increases for Other Block-Size BNSF Wheat Shipments as well as for Shipments by Other Carriers of Montana Wheat to the PNW

Both Montana Witnesses claim that BNSF's 2009 change allowed the railroad to significantly increase the rates for 48-car shipments from mid-sized elevators without exceeding the Board's jurisdiction.⁸⁰ While rates for 48-car wheat shipments to PNW export have increased over the last two and a half years, they increased at approximately the same percentage as rates on shipments of other block sizes over that period. Table 11 below presents the base rate, fuel surcharge, and total revenue per carload for single-car, 24-car, 48-car, and shuttle-train shipments, for nine Montana elevators in January 2009 and in July 2011.⁸¹ The revenue per

⁸⁰ See Whiteside VS at 9 ("starting in October 2008 followed by continuing increases to present day"), Fauth VS at 9 and 23 (citing that BNSF increased rates significantly, and had done so "repeatedly").

⁸¹ Each of these elevators was among the larger origins for PNW export wheat shipments for their corresponding group (e.g., shuttle rates).

carload for 48-car shipments from the four mid-sized elevators increased by 18-19% between January 2009 and July 2011.⁸² This is virtually the same increase that occurred for single-car rates (18% for the sample elevators), 24-car rates (18-19%), and shuttle rates (13-21%) over the period. BNSF's increases to PNW export rates for 48-car shipments have mirrored those for wheat shipments in other size blocks.

Table 11
2009-2011 Rate Increases for BNSF Export Wheat Shipments
from Montana to the PNW

Origin	Baseline (Jan. 2009)			Current (July 2011)			Total Change
	Base Rate	FSC	Total	Base Rate	FSC	Total	
Single-Car Rates							
Choteau	\$3,522	\$341	\$3,863	\$4,246	\$324	\$4,570	18%
Great Falls	3,522	338	3,860	4,244	322	4,566	18%
Kershaw	3,620	355	3,975	4,355	337	4,692	18%
Tiber	3,607	315	3,922	4,312	300	4,612	18%
Average			\$3,905			\$4,610	18%
24-Car Rates							
Choteau	\$3,467	\$341	\$3,808	\$4,191	\$324	\$4,515	19%
Great Falls	3,467	338	3,805	4,189	322	4,511	19%
Kershaw	3,565	355	3,920	4,300	337	4,637	18%
Tiber	3,552	315	3,867	4,257	300	4,557	18%
Average			\$3,850			\$4,555	18%
48-Car Rates							
Great Falls	\$3,140	\$338	\$3,478	\$3,808	\$322	\$4,130	19%
Kershaw	3,238	355	3,593	3,919	337	4,256	18%
Moccasin	3,238	374	3,612	3,904	356	4,260	18%
Tiber	3,225	315	3,540	3,876	300	4,176	18%
Average			\$3,556			\$4,206	18%
Shuttle Rates							
Collins	\$2,595	\$321	\$2,916	\$3,215	\$306	\$3,521	21%
Grove	2,693	375	3,068	3,336	356	3,692	20%
Macon	3,461	424	3,885	4,004	403	4,407	13%
Rudyard	2,737	326	3,063	3,247	310	3,557	16%
Average			\$3,233			\$3,794	17%

Source: BNSF WP "BNSF Tariff Rates.xlsx"

⁸² The base rates as of January 2009 reflect those that were published in late 2008. They are the same rates in effect as of BNSF's rate change in February 2009, and they match those used in the calculation of the baseline R/VC's in the prior section. See BNSF WP "BNSF Tariff Rates.xlsx."

Since early 2009, BNSF's rates for 48-car export wheat shipments have also increased at rates similar to those of other rail carriers that transport wheat from Montana origins to the PNW. Table 12 presents the change in wheat rates published by Canadian Pacific ("CP") and by Union Pacific ("UP").⁸³ Over the January 2009-July 2011 period, rates to the PNW from Montana origins served by CP increased by 18-19%, and for those served by UP by 21%.

Table 12
2009-2011 Rate Increases for CP and UP Wheat Shipments
from Montana to the PNW

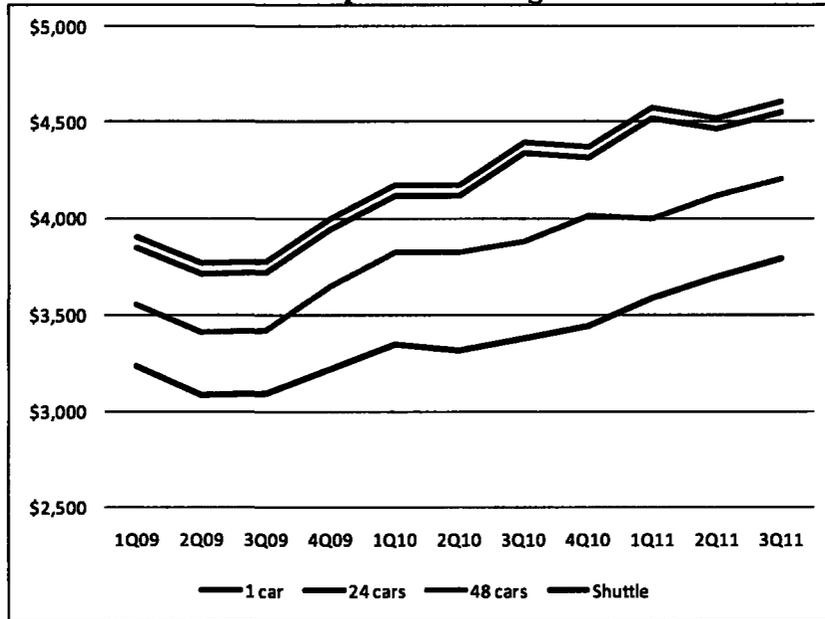
Origin	Baseline (Jan 2009)			Current (July 2011)			Total Change
	Base Rate	FSC	Total	Base Rate	FSC	Total	
<i>CP</i>							
Single-Car Rates	\$4,400	\$117	\$4,517	\$4,770	\$606	\$5,376	19%
25-Car Rates	4,350	117	4,467	4,720	606	5,326	19%
100-Car Rates	3,700	117	3,817	3,910	606	4,516	18%
<i>UP</i>							
All Sizes	\$3,683	\$154	\$3,837	\$4,281	\$376	\$4,657	21%

Source: BNSF WP "CP Tariff Rates.xlsx" and "UP Tariff Rates.xlsx"

Figure 7 shows the total revenues per carload, including fuel surcharge, for single-car, 24-car, 48-car, and shuttle-train rates on BNSF from January 2009 to July 2011. Figure 8 and Figure 9 show rates during the same period on CP and on UP respectively for wheat shipments from Montana to the PNW.

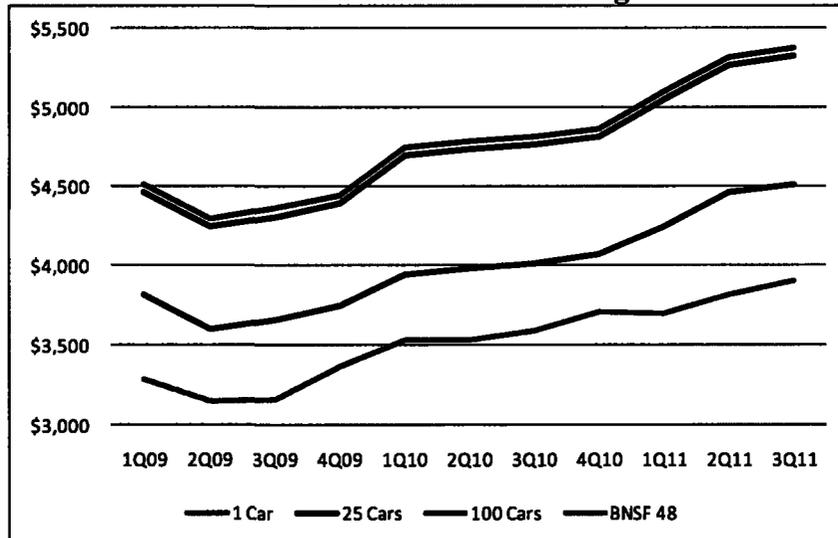
⁸³ The CP and UP rates are published in public tariffs and are included in my workpapers at BNSF WP "CP Public Montana Wheat Rates.pdf" and "UP Public Montana Wheat Rates.pdf." For wheat shipments from Montana to the PNW, neither the CP tariff nor the UP tariff provides an incentive rate for shipment sizes between 25 and 100 carloads. *Id.*

Figure 7
2009-2011 Wheat Rates for Montana-PNW Shipments
Sample BNSF Origins



Source: BNSF WP "BNSF Tariff Rates.xlsx"

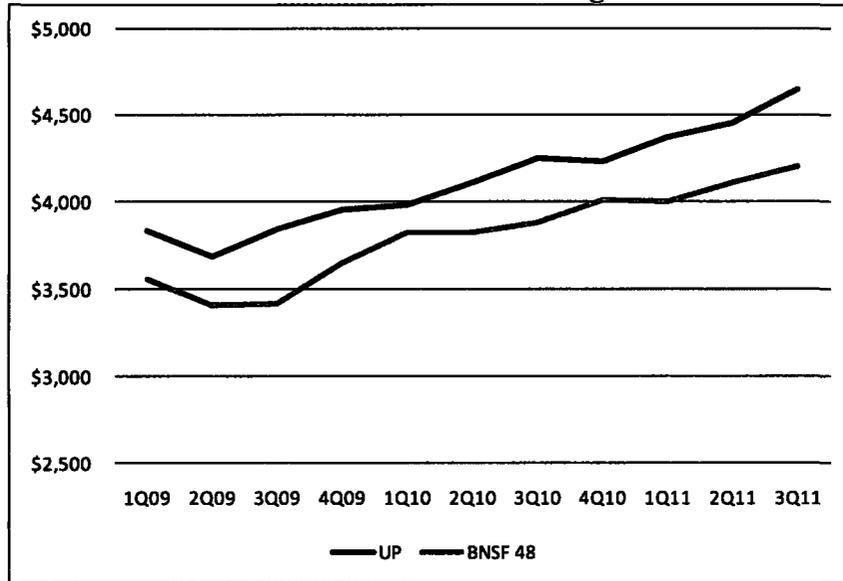
Figure 8
2009-2011 Wheat Rates for Montana-PNW Shipments⁸⁴
Canadian Pacific Montana Origins



Source: BNSF WP "CP Tariff Rates.xlsx"

⁸⁴ All rates in this chart, including BNSF's, represent low capacity (268k) rates since CP stopped publishing a high capacity rate in 2010.

Figure 9
2009-2011 Wheat Rates for Montana-PNW Shipments
Union Pacific Montana Origins

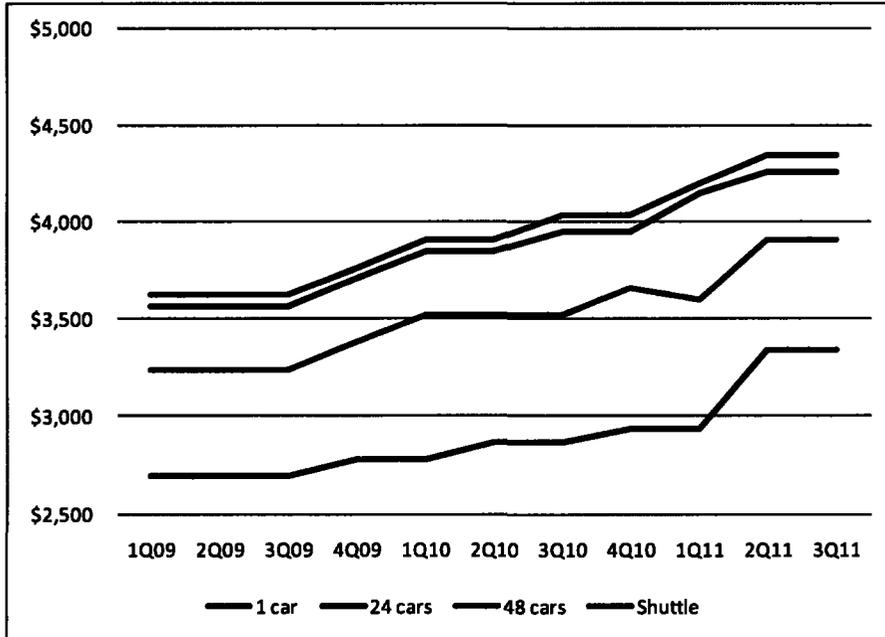


Source: BNSF WP "UP Tariff Rates.xlsx"

There is a spread between BNSF's rates on shipments of different sizes. These spreads – e.g., the difference between the rate for 24-car shipments and 48-car shipments, or between the rates for 48-car shipments and shuttle trains – have remained consistent over time. As an example, I include Figure 10 below, which shows the published BNSF base rates for shipments of various sizes from Grove, Montana, to the PNW for the period from 2009 to 2011. Exhibit BVF-3 presents similar charts for each of 9 Montana elevators, each of which indicates that rates for single-car, 24-car, 48-car, and shuttle-train shipments have changed similarly over the past three years.⁸⁵

⁸⁵ Increases in the BNSF base rates in early 2011 are associated with decreases to the fuel surcharge amounts resulting from the increase to the strike price, as discussed in the prior section.

Figure 10
2009-2011 BNSF Base Rates for Export Wheat Shipments
from Grove, Montana to the PNW



Source: BNSF WP "BNSF Tariff Rates.xlsx"

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

Executed on August 9, 2011

Benton Fisher

Benton Fisher

Benton V. Fisher

Senior Managing Director - Economic Consulting

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Benton V. Fisher is a Senior Managing Director of FTI's Economic Consulting group, located in Washington, D.C. Mr. Fisher has nearly 20 years of experience in providing financial, economic and analytical consulting services to corporate clients dealing with transportation, telecommunications, and postal subjects.

North America's largest railroads have retained FTI both to assist them in making strategic and tactical decisions and to provide expert testimony in litigation. FTI's ability to present a thorough understanding of myriad competitive and regulatory factors has given its clients the necessary tools to implement and advance their business. Mr. Fisher has worked extensively to develop these clients' applications for mergers and acquisitions and expert testimony justifying the reasonableness of their rates before the Surface Transportation Board. In addition to analyzing extensive financial and operating data, Mr. Fisher has worked closely with people within many departments at the railroad as well as outside counsel to ensure that the railroads' presentations are accurate and defensible. Additionally, Mr. Fisher reviews the expert testimony of the railroads' opponents in these proceedings, and advises counsel on the necessary course of action to respond.

AT&T and MCI retained FTI to advance its efforts to implement the Telecommunications Act of 1996 in local exchange markets. Mr. Fisher was primarily responsible for reviewing the incumbent local exchange carriers' (ILEC) cost studies, which significantly impacted the ability of FTI's clients to access local markets. Mr. Fisher analyzed the sensitivity of multiple economic components and incorporated this information into various models being relied upon by the parties and regulators to determine the pricing of services. Mr. Fisher was also responsible for preparing testimony that critiqued alternative presentations.

Mr. Fisher assisted in reviewing the U.S. Postal Service's evidence and preparing expert testimony on behalf of interveners in Postal Rate and Fee Changes cases. He has also been retained by a large international consulting firm to provide statistical and econometric support in their preparation of a long-range implementation plan for improving telecommunications infrastructure in a European country.

Mr. Fisher has sponsored expert testimony in rate reasonableness proceedings before the Surface Transportation Board and in contract disputes in Federal Court and arbitration proceedings.

Mr. Fisher holds a B.S. in Engineering and Management Systems from Princeton University.



TESTIMONY

Surface Transportation Board

- January 15, 1999 Docket No. 42022 FMC Corporation and FMC Wyoming Corporation v. Union Pacific Railroad Company, Opening Verified Statement of Christopher D. Kent and Benton V. Fisher
- March 31, 1999 Docket No. 42022 FMC Corporation and FMC Wyoming Corporation v. Union Pacific Railroad Company, Reply Verified Statement of Christopher D. Kent and Benton V. Fisher
- April 30, 1999 Docket No. 42022 FMC Corporation and FMC Wyoming Corporation v. Union Pacific Railroad Company, Rebuttal Verified Statement of Christopher D. Kent and Benton V. Fisher
- July 15, 1999 Docket No. 42038 Minnesota Power, Inc. v. Duluth, Missabe and Iron Range Railway Company, Opening Verified Statement of Christopher D. Kent and Benton V. Fisher
- August 30, 1999 Docket No. 42038 Minnesota Power, Inc. v. Duluth, Missabe and Iron Range Railway Company, Reply Verified Statement of Christopher D. Kent and Benton V. Fisher
- September 28, 1999 Docket No. 42038 Minnesota Power, Inc. v. Duluth, Missabe and Iron Range Railway Company, Rebuttal Verified Statement of Christopher D. Kent and Benton V. Fisher
- June 15, 2000 Docket No. 42051 Wisconsin Power and Light Company v. Union Pacific Railroad Company, Opening Verified Statement of Christopher D. Kent and Benton V. Fisher
- August 14, 2000 Docket No. 42051 Wisconsin Power and Light Company v. Union Pacific Railroad Company, Reply Verified Statement of Christopher D. Kent and Benton V. Fisher
- September 28, 2000 Docket No. 42051 Wisconsin Power and Light Company v. Union Pacific Railroad Company, Rebuttal Verified Statement of Christopher D. Kent and Benton V. Fisher
- December 14, 2000 Docket No. 42054 PPL Montana, LLC v. The Burlington Northern Santa Fe Railway Company, Opening Verified Statement of Christopher D. Kent and Benton V. Fisher
- March 13, 2001 Docket No. 42054 PPL Montana, LLC v. The Burlington Northern Santa Fe Railway Company, Reply Verified Statement of Christopher D. Kent and Benton V. Fisher
- May 7, 2001 Docket No. 42054 PPL Montana, LLC v. The Burlington Northern Santa Fe Railway Company, Rebuttal Verified Statement of Christopher D. Kent and Benton V. Fisher

October 15, 2001 Docket No. 42056 Texas Municipal Power Agency v. The Burlington Northern Santa Fe Railway Company, Opening Verified Statement of Benton V. Fisher

January 15, 2002 Docket No. 42056 Texas Municipal Power Agency v. The Burlington Northern Santa Fe Railway Company, Reply Verified Statement of Benton V. Fisher

February 25, 2002 Docket No. 42056 Texas Municipal Power Agency v. The Burlington Northern Santa Fe Railway Company, Rebuttal Verified Statement of Benton V. Fisher

May 24, 2002 Docket No. 42069 Duke Energy Corporation v. Norfolk Southern Railway Company, Opening Evidence and Argument of Norfolk Southern Railway Company

June 10, 2002 Docket No. 42072 Carolina Power & Light Company v. Norfolk Southern Railway Company, Opening Evidence and Argument of Norfolk Southern Railway Company

July 19, 2002 Northern States Power Company Minnesota v. Union Pacific Railroad Company, Union Pacific's Opening Evidence

September 30, 2002 Docket No. 42069 Duke Energy Corporation v. Norfolk Southern Railway Company, Reply Evidence and Argument of Norfolk Southern Railway Company

October 4, 2002 Northern States Power Company Minnesota v. Union Pacific Railroad Company, Union Pacific's Reply Evidence

October 11, 2002 Docket No. 42072 Carolina Power & Light Company v. Norfolk Southern Railway Company, Reply Evidence and Argument of Norfolk Southern Railway Company

November 1, 2002 Northern States Power Company Minnesota v. Union Pacific Railroad Company, Union Pacific's Rebuttal Evidence

November 19, 2002 Docket No. 42069 Duke Energy Corporation v. Norfolk Southern Railway Company, Rebuttal Evidence and Argument of Norfolk Southern Railway Company

November 27, 2002 Docket No. 42072 Carolina Power & Light Company v. Norfolk Southern Railway Company, Rebuttal Evidence and Argument of Norfolk Southern Railway Company

January 10, 2003 Docket No. 42057 Public Service Company of Colorado D/B/A Xcel Energy v. The Burlington Northern and Santa Fe Railway Company, Opening Evidence and Argument of The Burlington Northern and Santa Fe Railway Company

February 7, 2003 Docket No. 42058 Arizona Electric Power Cooperative, Inc. v. The Burlington Northern and Santa Fe Railway Company and Union Pacific Railroad, Opening Evidence of The Burlington Northern and Santa Fe Railway Company and Union Pacific Railroad

April 4, 2003 Docket No. 42057 Public Service Company of Colorado D/B/A Xcel Energy v. The Burlington Northern and Santa Fe Railway Company, Reply Evidence and Argument of The Burlington Northern and Santa Fe Railway Company

May 19, 2003 Docket No. 42057 Public Service Company of Colorado D/B/A Xcel Energy v. The Burlington Northern and Santa Fe Railway Company, Rebuttal Evidence and Argument of The Burlington Northern and Santa Fe Railway Company

May 27, 2003 Docket No. 42058 Arizona Electric Power Cooperative, Inc. v. The Burlington Northern and Santa Fe Railway Company and Union Pacific Railroad, Joint Variable Cost Reply Evidence of The Burlington Northern and Santa Fe Railway Company and Union Pacific Railroad

May 27, 2003 Docket No. 42058 Arizona Electric Power Cooperative, Inc. v. The Burlington Northern and Santa Fe Railway Company and Union Pacific Railroad, Reply Evidence of The Burlington Northern and Santa Fe Railway Company

June 13, 2003 Docket No. 42071 Otter Tail Power Company v. The Burlington Northern and Santa Fe Railway Company, Opening Evidence of The Burlington Northern and Santa Fe Railway Company

July 3, 2003 Docket No. 42058 Arizona Electric Power Cooperative, Inc. v. The Burlington Northern and Santa Fe Railway Company and Union Pacific Railroad, Joint Variable Cost Rebuttal Evidence of The Burlington Northern and Santa Fe Railway Company and Union Pacific Railroad

October 8, 2003 Docket No. 42071 Otter Tail Power Company v. The Burlington Northern and Santa Fe Railway Company, Reply Evidence of The Burlington Northern and Santa Fe Railway Company

October 24, 2003 Docket No. 42069 Duke Energy Corporation v. Norfolk Southern Railway Company Supplemental Evidence of Norfolk Southern Railway Company

October 31, 2003 STB Docket No. 42069 Duke Energy Corporation v. Norfolk Southern Railway Company, Reply of Norfolk Southern Railway Company to Duke Energy Company's Supplemental Evidence

November 24, 2003 STB Docket No. 42072 Carolina Power & Light Company v. Norfolk Southern Railway Company, Supplemental Evidence of Norfolk Southern Railway Company

December 2, 2003 STB Docket No. 42072 Carolina Power & Light Company v. Norfolk Southern Railway Company, Reply of Norfolk Southern Railway Company to Carolina Power & Light Company's Supplemental Evidence

January 26, 2004 STB Docket No. 42058 Arizona Electric Power Cooperative, Inc. v. The Burlington Northern and Santa Fe Railway Company and Union Pacific Railroad Company, Joint Supplemental Reply Evidence and Argument of The Burlington Northern and Santa Fe Railway Company and Union Pacific Railroad Company

March 1, 2004 STB Docket No. 41191 (Sub-No. 1) AEP Texas North Company v. The Burlington Northern and Santa Fe Railway Company, Opening Evidence and Argument of The Burlington Northern and Santa Fe Railway Company

March 22, 2004 STB Docket No. 42071 Otter Tail Power Company v. The Burlington Northern and Santa Fe Railway Company, Supplemental Reply Evidence of The Burlington Northern and Santa Fe Railway Company

April 29, 2004 STB Docket No. 42071 Otter Tail Power Company v. The Burlington Northern and Santa Fe Railway Company, Rebuttal Evidence of The Burlington Northern and Santa Fe Railway Company

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March 1, 2005 Docket No. 42071 Otter Tail Power Company v. BNSF Railway Company, Supplemental Evidence of BNSF Railway Company

April 4, 2005 Docket No. 42071 Otter Tail Power Company v BNSF Railway Company, Reply of BNSF Railway Company to Supplemental Evidence

April 19, 2005 Docket No. 42088 Western Fuels Association, Inc. and Basin Electric Power Cooperative, Inc. v. BNSF Railway Company, Opening Evidence of BNSF Railway Company

July 20, 2005 Docket No. 42088 Western Fuels Association, Inc. and Basin Electric Power Cooperative, Inc. v. BNSF Railway Company, Reply Evidence of BNSF Railway Company

July 27, 2004 STB Docket No. 41191 (Sub-No. 1) AEP Texas North Company v. The Burlington Northern and Santa Fe Railway Company, Rebuttal Evidence of The Burlington Northern and Santa Fe Railway Company

September 30, 2005 Docket No. 42088 Western Fuels Association, Inc. and Basin Electric Power Cooperative, Inc. v. BNSF Railway Company, Rebuttal Evidence of BNSF Railway Company

October 20, 2005 Docket No. 42088 Western Fuels Association, Inc. and Basin Electric Power Cooperative, Inc. v. BNSF Railway Company, Surrebuttal Evidence of BNSF Railway Company

June 15, 2006 Docket No. 42088 Western Fuels Association, Inc. and Basin Electric Power Cooperative, Inc. v. BNSF Railway Company, Reply Supplemental Evidence of BNSF Railway Company

June 15, 2006 Docket No. 41191 (Sub-No. 1) AEP Texas North Company v. BNSF Railway Company, Reply Supplemental Evidence of BNSF Railway Company

March 19, 2007 Docket No. 41191 (Sub-No. 1) AEP Texas North Company v. BNSF Railway Company, Reply Third Supplemental Evidence of BNSF Railway Company

Benton V. Fisher

March 26, 2007 Docket No. 42088 Western Fuels Association, Inc. and Basin Electric Power Cooperative, Inc. v. BNSF Railway Company, Reply Second Supplemental Evidence of BNSF Railway Company

July 30, 2007 Docket No. 42095 Kansas City Power & Light v. Union Pacific Railroad Company, Union Pacific's Opening Evidence

August 20, 2007 Docket No. 42095 Kansas City Power & Light v. Union Pacific Railroad Company, Union Pacific's Reply Evidence

February 4, 2008 Docket No. 42099 E.I. DuPont De Nemours and Company v. CSX Transportation, Inc., Opening Evidence of CSXT

February 4, 2008 Docket No. 42100 E.I. DuPont De Nemours and Company v. CSX Transportation, Inc., Opening Evidence of CSXT

February 4, 2008 Docket No. 42101 E.I. DuPont De Nemours and Company v. CSX Transportation, Inc., Opening Evidence of CSXT

March 5, 2008 Docket No. 42099 E.I. DuPont De Nemours and Company v. CSX Transportation, Inc., Reply Evidence of CSXT

March 5, 2008 Docket No. 42100 E.I. DuPont De Nemours and Company v. CSX Transportation, Inc., Reply Evidence of CSXT

March 5, 2008 Docket No. 42101 E.I. DuPont De Nemours and Company v. CSX Transportation, Inc., Reply Evidence of CSXT

April 4, 2008 Docket No. 42099 E.I. DuPont De Nemours and Company v. CSX Transportation, Inc., Rebuttal Evidence of CSXT

April 4, 2008 Docket No. 42100 E.I. DuPont De Nemours and Company v. CSX Transportation, Inc., Rebuttal Evidence of CSXT

April 4, 2008 Docket No. 42101 E.I. DuPont De Nemours and Company v. CSX Transportation, Inc., Rebuttal Evidence of CSXT

July 14, 2008 Docket No. 42088 Western Fuels Association, Inc. and Basin Electric Power Cooperative, Inc. v. BNSF Railway Company, Third Supplemental Reply Evidence of BNSF Railway Company

August 8, 2008 Docket No. 41191 (Sub-No. 1) AEP Texas North Company v. BNSF Railway Company, Fourth Supplemental Evidence of BNSF Railway Company

September 5, 2008 Docket No. 41191 (Sub-No. 1) AEP Texas North Company v. BNSF Railway Company, Fourth Supplemental Reply Evidence of BNSF Railway Company

October 17, 2008 Docket No. 42110 Seminole Electric Cooperative, Inc. v. CSX Transportation, Inc., CSX Transportation, Inc.'s Reply to Petition for Injunctive Relief, Verified Statement of Benton V. Fisher

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- September 22, 2009 Docket No. 42114 US Magnesium, L.L.C. v. Union Pacific Railroad Company, Reply Evidence of Union Pacific Railroad Company
- October 22, 2009 Docket No. 42114 US Magnesium, L.L.C. v. Union Pacific Railroad Company, Rebuttal Evidence of Union Pacific Railroad Company
- January 19, 2010 Docket No. 42110 Seminole Electric Cooperative, Inc. v. CSX Transportation, Inc., Reply Evidence of CSX Transportation, Inc.
- May 7, 2010 Docket No. 42113 Arizona Electric Power Cooperative, Inc. v. BNSF Railway Company and Union Pacific Railroad Company, Joint Reply Evidence of BNSF Railway Company and Union Pacific Railroad Company
- October 1, 2010 Docket No. 42121 Total Petrochemicals USA, Inc. v. CSX Transportation, Inc., Motion for Expedited Determination of Jurisdiction Over Challenged Rates, Verified Statement of Benton V. Fisher
- November 22, 2010 Docket No. 42088 Western Fuels Association, Inc. and Basin Electric Power Cooperative, Inc. v. BNSF Railway Company, Comments of BNSF Railway Company on Remand, Joint Verified Statement of Michael R. Baranowski and Benton V. Fisher
- January 6, 2011 Docket No. 42056 Texas Municipal Power Agency v. BNSF Railway Company, BNSF Reply to TMPA Petition for Enforcement of Decision, Joint Verified Statement of Michael R. Baranowski and Benton V. Fisher
- August 1, 2011 Docket No. 42125 E.I. DuPont De Nemours and Company v. Norfolk Southern Railway Company, Norfolk Southern Railway's Reply to Second Motion to Compel, Joint Verified Statement of Benton V. Fisher and Michael Matells
- August 5, 2011 Docket No. 42121 Total Petrochemicals USA, Inc. v. CSX Transportation, Inc. , Reply Market Dominance Evidence of CSX Transportation, Inc.

U.S. District Court for the Eastern District of North Carolina

- March 17, 2006 Civil Action No. 4:05-CV-55-D, PCS Phosphate Company v. Norfolk Southern Corporation and Norfolk Southern Railway Company, Report by Benton V. Fisher

U.S. District Court for the Eastern District of California

- January 18, 2010 E.D. Cal. Case No. 08-CV-1086-AWI, BNSF Railway Company v. San Joaquin Valley Railroad Co., et al.

Arbitrations and Mediations

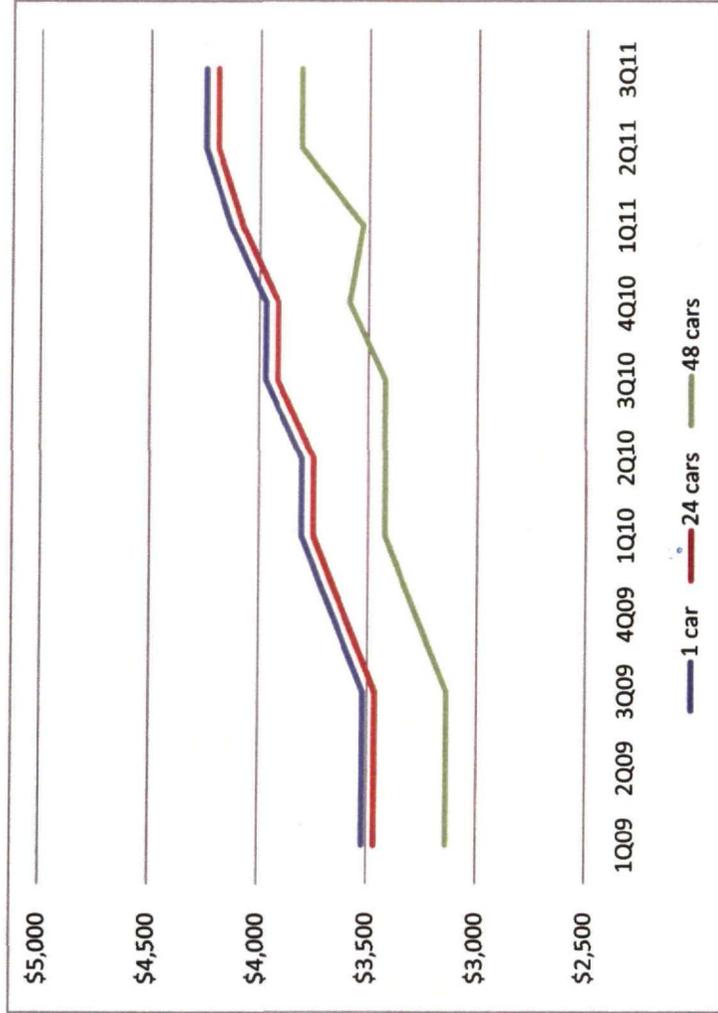
- July 10, 2009 JAMS Ref. # 1220039135; In the Matter of the Arbitration Between Pacer International, Inc., d/b/a/ Pacer Stacktrain (f/k/a/ APL Land Transport Services, Inc.), American President Lines, Ltd. And APL Co. Pte. Ltd. And Union Pacific Railroad Company; Rebuttal Expert Report of Benton V. Fisher

Comparison of Current (2Q 2011) R/VC Analyses

Origin	Revenue per Car, incl. FSC		VC per Car - 48-car		R/VC - 48-car		2010 Export	
	GWF	BNSF Diff.	GWF	BNSF Diff.	GWF	BNSF Diff.	48 Cars	Diff.
Conrad	\$4,288	\$4,052 -6%	\$2,210	\$2,730 24%	194%	148%	141	-46%
Cut Bank	\$4,124	\$3,905 -5%	\$2,070	\$2,173 5%	199%	180%	93	-19%
Glasgow	\$5,004	\$4,700 -6%	\$2,754	\$2,865 4%	182%	164%	328	-18%
Great Falls	\$4,350	\$4,094 -6%	\$2,369	\$2,785 18%	184%	147%	144	-37%
Kershaw	\$4,487	\$4,219 -6%	\$2,468	\$2,912 18%	182%	145%	357	-37%
Ludington	\$5,513	\$5,163 -6%	\$3,117	\$4,085 31%	177%	126%	48	-50%
Merewether	\$4,058	\$3,845 -5%	\$2,021	\$2,108 4%	201%	182%	190	-18%
Miles City	\$5,182	\$4,836 -7%	\$3,090	\$3,281 6%	168%	147%	140	-20%
Moccasin	\$4,504	\$4,221 -6%	\$2,587	\$3,104 20%	174%	136%	432	-38%
Sidney	\$5,491	\$5,138 -6%	\$3,139	\$3,958 26%	175%	130%	124	-45%
Tiber	\$4,381	\$4,143 -5%	\$2,229	\$2,323 4%	197%	178%	96	-18%
Wolf Point	\$5,150	\$4,831 -6%	\$2,873	\$3,052 6%	179%	158%	456	-21%
Wtd Average	\$4,713	\$4,429 -6%	\$2,600	\$2,930 13%	181%	151%	2,549	-30%

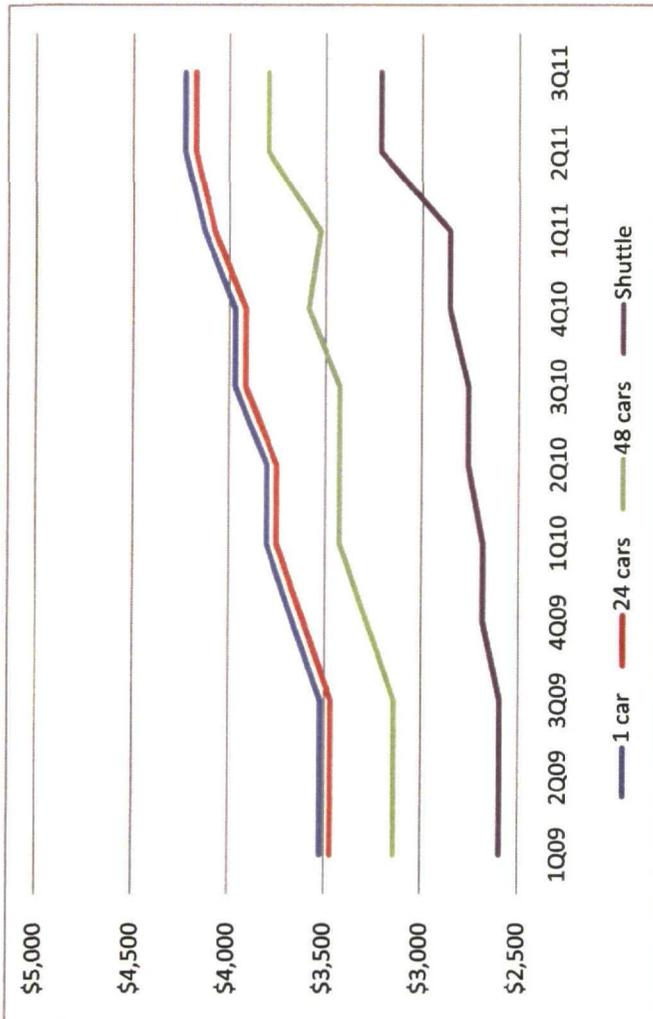
Sources: Fauth Opening WP "STBDocketNo42124MontanaExhibit2Table3andAppendixGWF4Workpaper(Confidential).xlsx"
and BNSF Reply WP "Baseline and Current RVC Calcs Reply.xlsx"

Montana-PNW Export Base Rates – Choteau



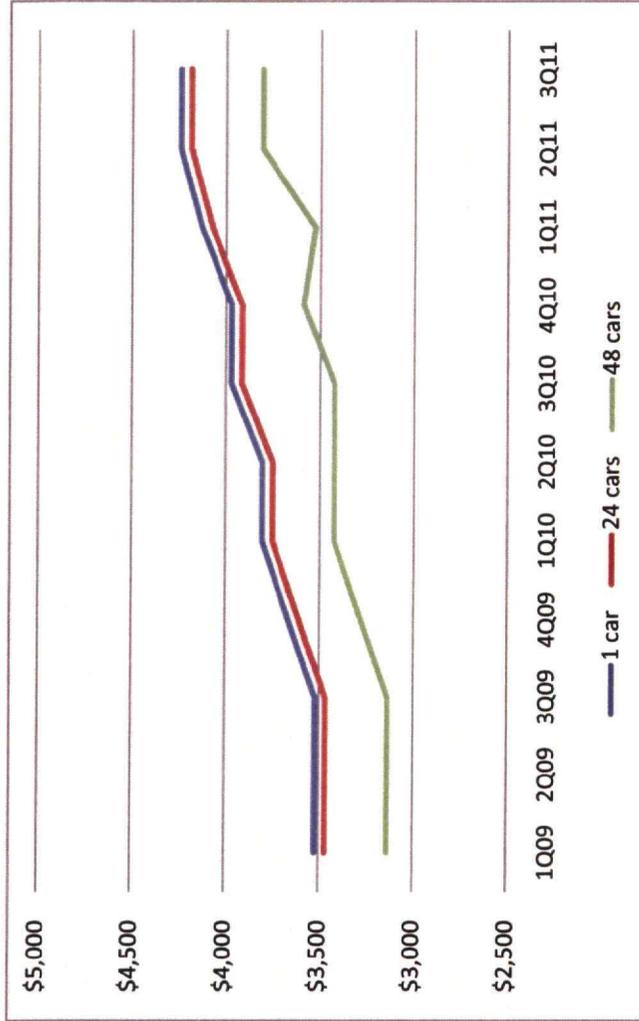
Choteau Base Rates (Excluding Fuel Surcharge)	1 car	24 cars	48 cars
1Q09	\$3,522	\$3,467	\$3,140
2Q09	3,522	3,467	3,140
3Q09	3,522	3,467	3,140
4Q09	3,664	3,609	3,282
1Q10	3,805	3,751	3,424
2Q10	3,805	3,751	3,424
3Q10	3,969	3,914	3,424
4Q10	3,969	3,914	3,587
1Q11	4,132	4,078	3,528
2Q11	4,246	4,191	3,811
3Q11	4,246	4,191	3,811
Total Diff.	\$724	\$724	\$671

Montana-PNW Export Base Rates – Collins



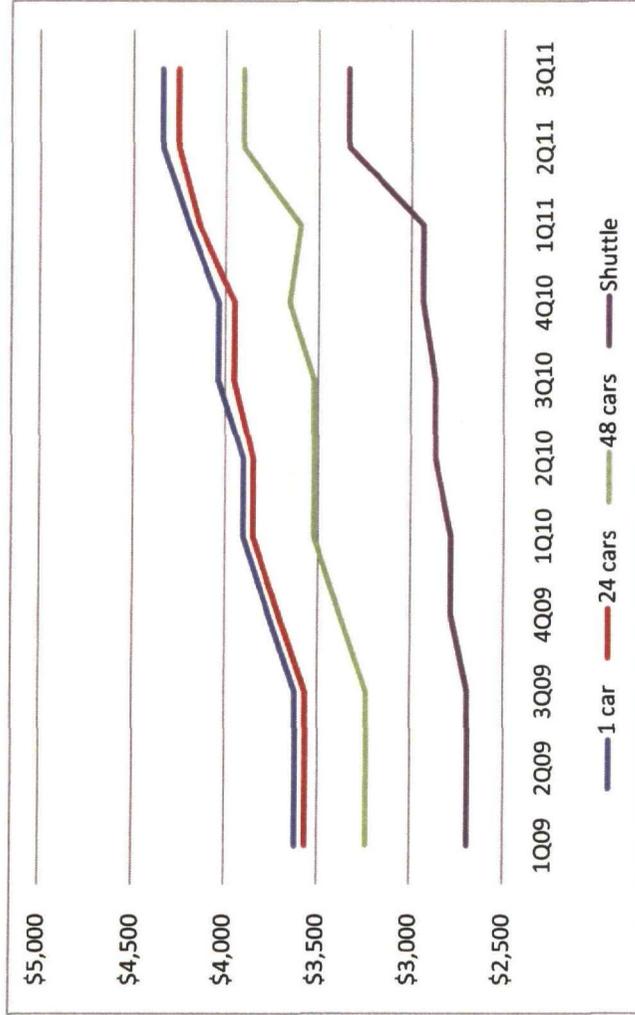
Collins Base Rates (Excluding Fuel Surcharge)	1 car	24 cars	48 cars	Shuttle
1Q09	\$3,522	\$3,467	\$3,140	\$2,595
2Q09	3,522	3,467	3,140	2,595
3Q09	3,522	3,467	3,140	2,595
4Q09	3,664	3,609	3,282	2,682
1Q10	3,805	3,751	3,424	2,682
2Q10	3,805	3,751	3,424	2,758
3Q10	3,969	3,914	3,424	2,758
4Q10	3,969	3,914	3,587	2,856
1Q11	4,132	4,078	3,528	2,856
2Q11	4,231	4,176	3,796	3,215
3Q11	4,231	4,176	3,796	3,215
Total Diff.	\$709	\$709	\$656	\$620

Montana-PNW Export Base Rates – Great Falls



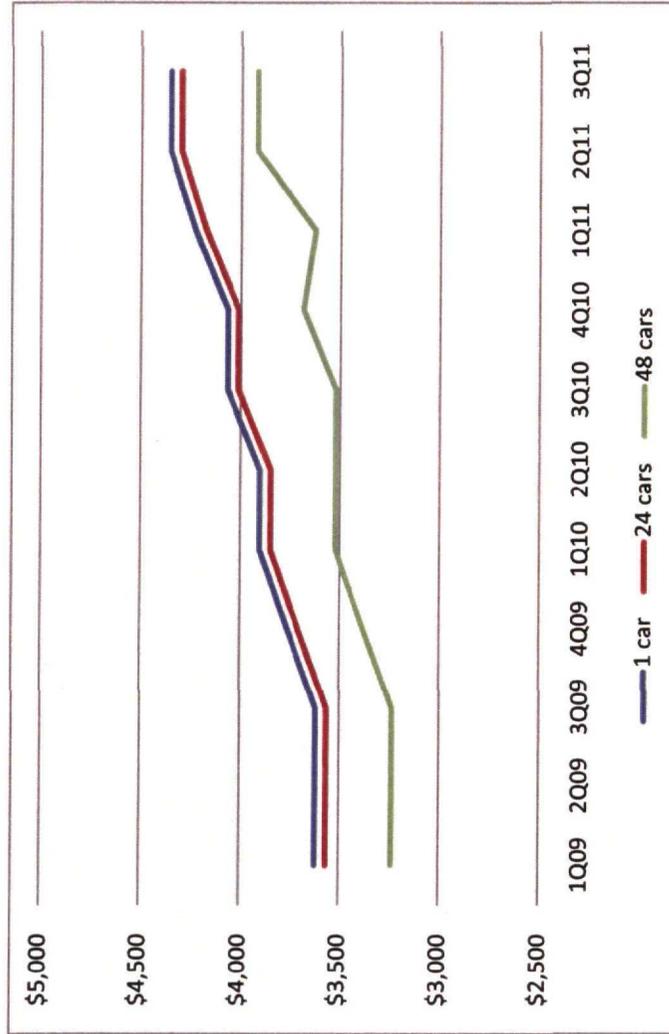
Great Falls Base Rates (Excluding Fuel Surcharge)			
	1 car	24 cars	48 cars
1Q09	\$3,522	\$3,467	\$3,140
2Q09	3,522	3,467	3,140
3Q09	3,522	3,467	3,140
4Q09	3,664	3,609	3,282
1Q10	3,805	3,751	3,424
2Q10	3,805	3,751	3,424
3Q10	3,969	3,914	3,424
4Q10	3,969	3,914	3,587
1Q11	4,132	4,078	3,528
2Q11	4,244	4,189	3,808
3Q11	4,244	4,189	3,808
Total Diff.	\$722	\$722	\$668

Montana-PNW Export Base Rates – Grove



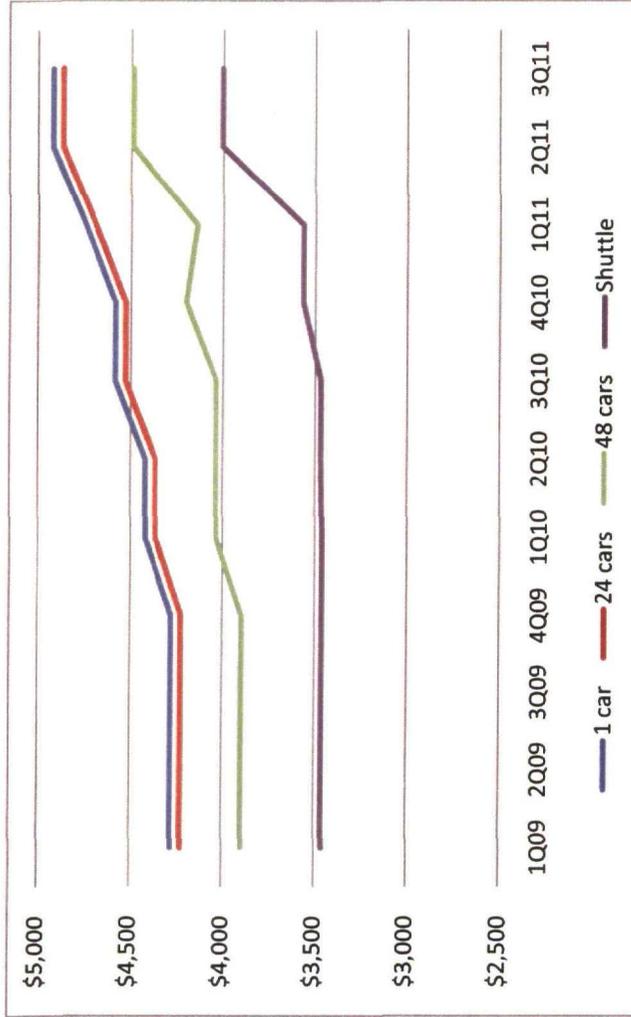
Grove Base Rates (Excluding Fuel Surcharge)	1 car	24 cars	48 cars	Shuttle
1Q09	\$3,620	\$3,565	\$3,238	\$2,693
2Q09	3,620	3,565	3,238	2,693
3Q09	3,620	3,565	3,238	2,693
4Q09	3,762	3,707	3,380	2,780
1Q10	3,903	3,849	3,522	2,781
2Q10	3,903	3,849	3,522	2,868
3Q10	4,037	3,952	3,522	2,868
4Q10	4,037	3,952	3,655	2,936
1Q11	4,198	4,143	3,596	2,936
2Q11	4,340	4,255	3,904	3,336
3Q11	4,340	4,255	3,904	3,336
Total Diff.	\$720	\$690	\$666	\$643

Montana-PNW Export Base Rates – Kershaw



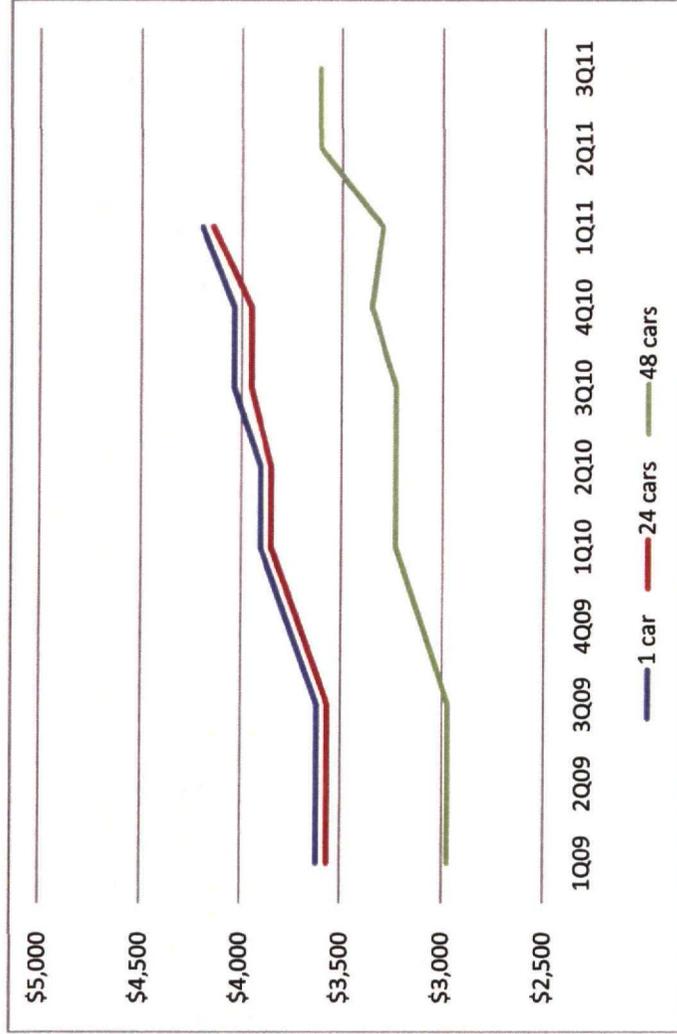
Kershaw Base Rates (Excluding Fuel Surcharge)			
	1 car	24 cars	48 cars
1Q09	\$3,620	\$3,565	\$3,238
2Q09	3,620	3,565	3,238
3Q09	3,620	3,565	3,238
4Q09	3,762	3,707	3,380
1Q10	3,903	3,849	3,522
2Q10	3,903	3,849	3,522
3Q10	4,067	4,012	3,522
4Q10	4,067	4,012	3,685
1Q11	4,230	4,176	3,626
2Q11	4,355	4,300	3,919
3Q11	4,355	4,300	3,919
Total Diff.	\$735	\$735	\$681

Montana-PNW Export Base Rates – Macon



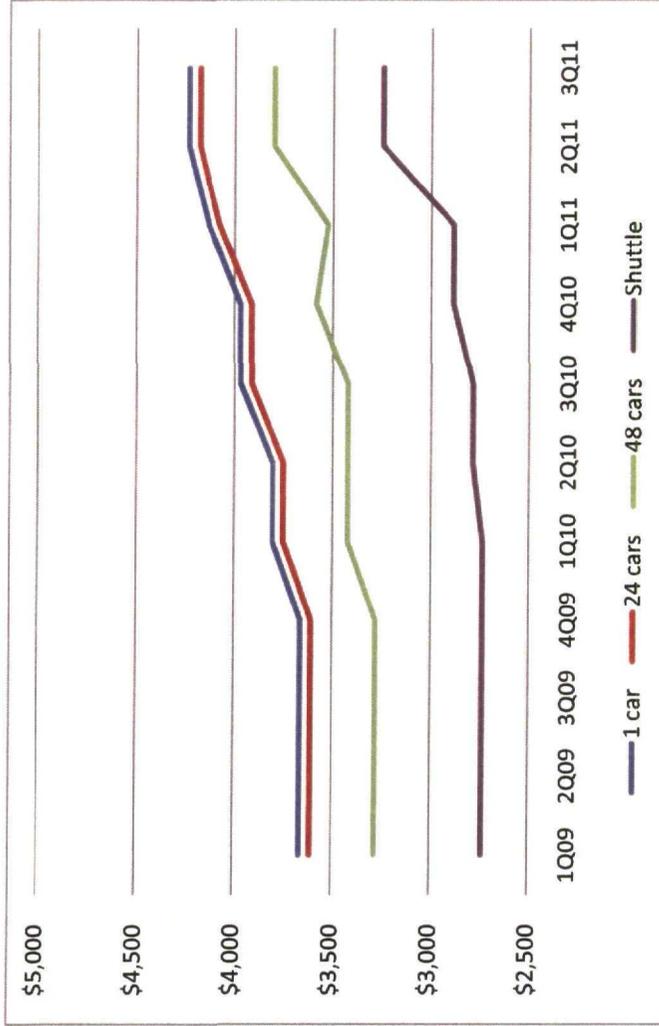
	1 car	24 cars	48 cars	Shuttle
1Q09	\$4,278	\$4,224	\$3,897	\$3,461
2Q09	4,278	4,224	3,897	3,461
3Q09	4,278	4,224	3,897	3,461
4Q09	4,278	4,224	3,897	3,461
1Q10	4,420	4,365	4,038	3,461
2Q10	4,420	4,365	4,038	3,468
3Q10	4,583	4,529	4,038	3,468
4Q10	4,583	4,529	4,202	3,566
1Q11	4,747	4,692	4,143	3,566
2Q11	4,923	4,869	4,489	4,004
3Q11	4,923	4,869	4,489	4,004
Total Diff.	\$645	\$645	\$592	\$543

Montana-PNW Export Base Rates – Moccasin



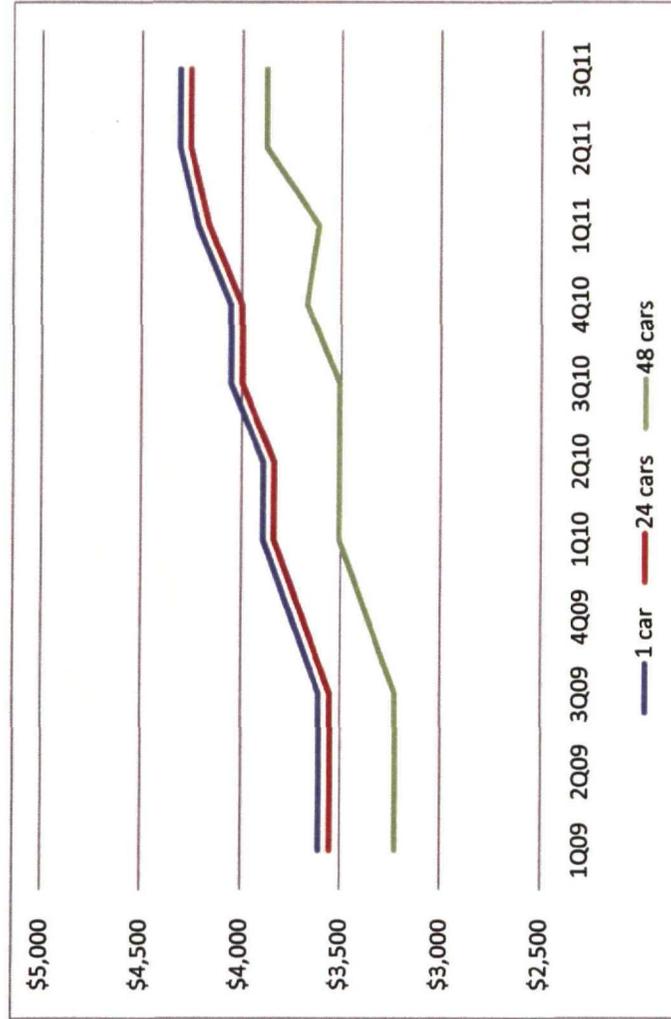
Moccasin Base Rates (Excluding Fuel Surcharge)	1 car	24 cars	48 cars
1Q09	\$3,620	\$3,565	\$2,971
2Q09	3,620	3,565	2,971
3Q09	3,620	3,565	2,971
4Q09	3,762	3,707	3,101
1Q10	3,903	3,849	3,231
2Q10	3,903	3,849	3,231
3Q10	4,037	3,952	3,231
4Q10	4,037	3,952	3,353
1Q11	4,198	4,143	3,299
2Q11			3,607
3Q11			3,607
Total Diff.			\$636

Montana-PNW Export Base Rates – Rudyard



Period	1 car	24 cars	48 cars	Shuttle
1Q09	\$3,663	\$3,609	\$3,282	\$2,737
2Q09	3,663	3,609	3,282	2,737
3Q09	3,663	3,609	3,282	2,737
4Q09	3,663	3,609	3,282	2,737
1Q10	3,805	3,751	3,424	2,737
2Q10	3,805	3,751	3,424	2,787
3Q10	3,969	3,914	3,424	2,787
4Q10	3,969	3,914	3,587	2,885
1Q11	4,132	4,078	3,528	2,885
2Q11	4,234	4,179	3,799	3,247
3Q11	4,234	4,179	3,799	3,247
Total Diff.	\$571	\$570	\$517	\$510

Montana-PNW Export Base Rates – Tiber



Tiber Base Rates (Excluding Fuel Surcharge)			
	1 car	24 cars	48 cars
1Q09	\$3,607	\$3,552	\$3,225
2Q09	3,607	3,552	3,225
3Q09	3,749	3,694	3,367
4Q09	3,890	3,836	3,509
1Q10	3,890	3,836	3,509
2Q10	4,054	3,999	3,509
3Q10	4,054	3,999	3,672
4Q10	4,217	4,163	3,613
1Q11	4,312	4,257	3,876
2Q11	4,312	4,257	3,876
3Q11	4,312	4,257	3,876
Total Diff.	\$705	\$705	\$651

Kaufman

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STATE OF MONTANA)	
)	
)	
Complainant,)	
)	
v.	)	Docket No. 42124
)	
BNSF RAILWAY COMPANY)	
)	
Defendant.)	
)	

VERIFIED STATEMENT OF KEVIN D. KAUFMAN

My name is Kevin D. Kaufman. I am Group Vice President of Agricultural Products in the Marketing Department of BNSF Railway. I have held that position since I joined BNSF in March 2004. Prior to joining BNSF, I was Senior Vice President and North America Region Managing Director of the Louis Dreyfus Corporation. I hold a Bachelor of Arts degree in Economics and International Relations from Brigham Young University.

As Group Vice President of Agricultural Products, I lead a marketing team that specializes in meeting the needs of shippers of whole grain, grain products, fertilizer, ethanol and bulk foods. I have responsibility for BNSF's marketing strategy for agriculture products and for setting and implementing pricing policy applicable to BNSF's transportation of agricultural products.

I am submitting this statement as part of BNSF's reply evidence in opposition to the Opening Statement of the State of Montana in this proceeding. Montana is challenging BNSF's decision to change its mid-tier Montana export wheat rates from 52-car rates to 48-car rates in

2009 as an unreasonable practice. I am responsible for that decision. The specific purpose of my statement is to explain the background and context of that decision.

Improved Relations between BNSF and Montana Grain Interests

There is a history going back prior to my arrival at BNSF in 2004 of some contentiousness between BNSF and Montana grain interests centering around rate levels, equipment supply and, in some quarters, the increasing prominence of shuttle facilities. Within a year or two of my arrival at the railroad, BNSF and the Montana grain producers had succeeded in putting our relationship on a more constructive track. Essentially both sides recognized that we could improve our economic positions by working together to get Montana grain to market more efficiently at lower cost. A core principle that we embraced in developing this relationship is open and honest communication between BNSF and Montana grain interests. In an effort to promote an atmosphere of open communication, I have traveled to Montana repeatedly and have personally participated in dozens of meetings with advocates for Montana grain interest groups across the state over the past several years.

Since 2005, BNSF has taken various steps to foster the more constructive relationship we have forged with Montana grain interests. These include:

- The appointment of a BNSF Ombudsman for Montana who is available full time and responsible for responding to questions from Montana grain interests about the railroad's programs and policies.
- The establishment of regular communications and meetings between BNSF and the Montana Rail Coalition, which has included the Montana Grain Growers Association, Women Involved in Farm Economics, the Montana Farm Bureau Federation, and the Montana Wheat and Barley Committee.
- Participation in regularly scheduled town hall meetings across the state of Montana.
- Informal negotiations and mediations of rate and service issues with Montana grain interests.

- The provision of URCS costing tutorials to Montana grain market participants to allow them to develop URCS costs and calculate revenue to variable cost (“R/VC”) ratios associated with particular wheat movements.
- Adoption in 2009 of a grain rate alternative dispute resolution (ADR) agreement between BNSF and the Montana Grain Growers Association and Montana Farm Bureau Federation, the two principal associations representing producers’ interests in Montana, that allows for private resolution of rate disputes between BNSF and certain parties affected by BNSF’s transportation rates.

In this era of open and constructive communication, BNSF and Montana producers, elevators, and grain grass roots organizations have been able to resolve issues relating to Montana’s wheat shipments. For example, shortly after I arrived at BNSF, an issue arose regarding the size of the spread between shuttle rates and 52-car rates. The spread had been increasing as we continued to offer reductions in our shuttle rates, which favored the continuing transition to shuttles by our customers who achieved those discounts and efficiencies; but some grain growers were concerned that the spreads were disadvantaging 52-car elevators, which still played an important niche role in the market during the period of transition to a network dominated by shuttle elevators. We listened to the grower interests and agreed as an accommodation to them to reduce the prevailing rate spreads from 15 cents a bushel to 5 cents a bushel, which we did around 2005.

Similarly, in late 2010, an informal negotiation with the Montana Grain Growers Association and the Montana Farm Bureau Federation resulted in a reduction in the actual per car rates charged to ship 48-car units of wheat from Montana to domestic and export markets, effective in January 2011.

Background of the Switch from 52-car to 48-car Rates

A major commercial development in Montana and other wheat producing states in the Midwest affecting grain transportation during the period that I have been at BNSF has been the

ongoing transition to a network of shuttle elevators able to accommodate the loading of 110-car shuttle trains. The operation of shuttle trains has been a source of enormous efficiency gains on the railroad, allowing us to run grain trains in dedicated units back and forth between producing regions and export elevators in the Pacific Northwest. The lower costs achieved through more efficient operations has allowed BNSF to offer lower rates on a per car basis on shuttle trains than on other grain traffic in smaller blocks of cars. The process is dynamic in that lower rates on shuttle trains encourages the construction of more shuttle elevators, which are accounting for an increasingly large share of Montana and other Midwestern states' export grain originations.

BNSF has encouraged the construction of shuttle elevators in the interest of increasing the efficiency of our grain operations. One way to encourage the construction of additional shuttle elevators is to increase the discount we offer for shuttle train rates compared to the next tier of rates – 48-car or 52-car rates. Soon after I arrived at BNSF, the substantial increase in the number of shuttle elevators in many Midwestern states and the volume of grain shipped from those shuttle elevators to the Pacific Northwest caused BNSF to consider eliminating the 52-car rate tier entirely. BNSF eliminated the 52-car rate tier for PNW bound wheat shipments originating in several states. However, Montana wheat producers requested that BNSF keep a mid-level rate tier since the development of shuttle elevators in Montana was still ongoing and, as a result of the state's geography, shuttle elevators were out of reach in some parts of the state. BNSF accommodated the Montana producers' request and did not eliminate the mid-tier rate for Montana wheat shipments. Instead, as I explain below, BNSF limited the number of cars that may be shipped under this rate tier to 48.

The Switch from 52-Car to 48-Car Rates

When we deal with rate spreads for different levels of rail service, we are talking about actual rates – how much does it cost to ship a bushel or carload of wheat from a Montana grain

elevator to the PNW. But others have focused from time to time on the revenue to variable cost ratios (“R/VCs”) yielded by grain movements. We knew that our 52-car rates were not out of line with the lower rates charged on shuttle train movements or the higher rates charged on movements of 26-car blocks, because of the attention that we paid to the actual level of the rates. However, the 52-car rates appeared to yield disproportionately high R/VC ratios because the URCS cost system used to calculate variable costs treats those 52-car blocks as unit trains – essentially no different from 110-car shuttle trains, which are true unit trains. We knew that 52-car blocks are not handled in the manner of shuttle trains and that 52-car block operations do not have the same efficiencies as unit trains. We also understood that the URCS dividing line for unit trains and multiple car movements is 50 cars, so that URCS would treat a movement of less than 50 cars as exhibiting efficiencies similar to other multiple car movements, like 26-car trains, rather than like shuttle trains. In other words, URCS variable costs on 48-car movements would be higher than on 52-car trains and R/VC ratios on 48-car trains would be lower.

I concluded that the best way for BNSF to address the misperception that our 52-car rates exhibited excessive R/VCs was to change the 52-car rates to 48-car rates. This change would yield R/VC ratios more consistent with the costs and efficiencies of the service we were actually providing. This meant that the mid-sized-car rates would no longer yield the highest R/VCs, as if they were the most efficient grain transportation that we operated. Rather, the new 48-car rates would produce R/VCs that were more in line with those for other multiple car blocks, i.e. 26-car trains (now 24-car trains).

In its Opening Statement, Montana labels our switch from 52-car rates to 48-car rates as “deceptive,” but there was nothing remotely deceptive about this change. BNSF was open about the change and the reasons for it. In fact, I personally attended a meeting with the National

Association of Wheat Growers in February 2009 in which we had occasion to explain to Montana grain interests in attendance the change, and the effect of URCS costing on our variable costs and on R/VC ratios.

It is inconceivable to me that the Board would find that our adoption of 48-car rates was deceptive or that it amounted to an unreasonable practice. Of course BNSF makes decisions with an awareness of the regulatory environment in which it operates, and we knew that switching to 48-car rates would lead to lower R/VC ratios. That is what we told the shippers would happen and no one who is involved in the grain trade has been harmed by it or even complained about it at the time. The lack of complaint is not surprising given that what these shippers care about in the first instance is the level of the rates themselves. On the important issue of actual rate levels, we continue to work cooperatively with the Montana grain grower organizations to offer rates that will facilitate continued movements from 52-car elevators, as the Montana Grain Growers Association recently reported to the Board. As the wheat market evolves, BNSF also will continue to communicate openly and regularly with Montana producers, and work with them to achieve the shared goals of increasing transportation efficiency and capacity.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

A handwritten signature in black ink, appearing to read "K Kaufman", followed by a horizontal line.

Executed on August 10, 2011

Kevin Kaufman

Stoa

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STATE OF MONTANA)	
)	
Complainant,)	
)	
v.	)	Docket No. 42124
)	
BNSF RAILWAY COMPANY)	
)	
Defendant.)	

VERIFIED STATEMENT OF SCOT STOA

My name is Scot Stoa. I have been employed by BNSF Railway Company (BNSF) – or its predecessor, the former Burlington Northern Railroad Company (BN) – since 1981. I have worked in the grain operations group at BNSF since 1995, for over 16 years. Since 2001, I have held the position of Director, Unit Train Operations. I have had responsibilities relating to grain train operations on BNSF’s rail network in the Northern region, including the operation of BNSF trains transporting wheat from Montana to the states of Oregon and Washington in the Pacific Northwest (PNW) since 2001. My responsibilities include the placement and logistics of routing the empty and loaded equipment -- both locomotives and rail cars -- used in grain train operations across the Northern region which includes the states of Montana, Minnesota, Washington, Oregon, Idaho, North Dakota and South Dakota.

The purpose of my verified statement is to describe the operations of BNSF trains that transport wheat from Montana elevators to the PNW for export as well as the movement of locomotives and empty cars to Montana grain elevators for loading. I describe the differences in the operations of the following three shipment sizes: shuttle trains that consist of 110 or more

cars; mid-size shipments in 48 to 52 car blocks (48/52 car blocks), and smaller size shipments in 24 to 26 car blocks (24/26 car blocks). The operations of these three shipment sizes have remained generally the same from 2006 to the present. My statements are based on my personal knowledge and experience as well as information I have reviewed in connection with this proceeding.

Overall, as I describe below, the handling of shipments in 48/52 car blocks are similar to the handling of shipments in 24/26 car blocks. The shuttle train operations are much more efficient than the operations of shipments in either the 48/52 car blocks or 24/26 car blocks. To help illustrate the differences in the operations of the different size wheat shipments, I have attached at Exhibit 1 a printout of records produced in discovery showing sample movements from a Montana elevator origin to a PNW export elevator of each of the three shipment sizes: a 110-car shuttle train, a 52-car block, a 27-car block and a 28-car block. These sample movements are from August 2006, originate at neighboring Montana elevators and travel to similar PNW export destinations. The 52-car block, 27-car block and 28-car block were combined into a single 107-car train in Montana that then moved to the PNW. I chose sample movements from the same general time period and the same general origins/destinations to illustrate movements operating under the same general conditions; *i.e.* with comparable traffic volumes on BNSF's rail lines and under similar weather conditions.

I. Transportation of Loaded Wheat Shipment Blocks From Montana Grain Elevators to PNW

Shuttle Train: A shuttle train is loaded at a shuttle elevator and moves as a single block of cars from the Montana elevator to the PNW export elevator. The shuttle train in the attached Exhibit 1 originated at the Collins, Montana shuttle elevator and terminated in Vancouver, Washington. As indicated by the date on the waybill associated with the movement, the 110-car

shuttle train was loaded at the elevator on { } 2006. See Exhibit 1 at 1. The shuttle train left the elevator on { } 2006 (the date it was loaded), and arrived at the Vancouver, Washington export facility on { } 2006. See Exhibit 1 at 4-5. The time that elapsed between the train leaving the Montana elevator and arriving at the PNW export facility was { } hours.

48/52 Car Block; 24/26 Car Block: A 48/52-car block or 24/26-car block is typically combined with another block or two of cars before being transported to the PNW because it is more efficient for the BNSF rail network to transport a train consisting of substantially more than 50 cars over the mountains to the PNW. A 48/52 car block or 24/26 car block typically will be combined with other wheat block(s) if the blocks (a) are loaded within { } hours of one another, (b) originate at Montana elevators or gathering places that are located relatively close to one another and (c) are destined for PNW export elevators that are in the same general vicinity. If two or more wheat blocks fitting these criteria are not available to be combined, the wheat block is often combined with a merchandise train for travel in general freight service toward the PNW. It is very unusual for a 48/52 car block of wheat or 24/26 car block of wheat to move on its own to the PNW.

As a general matter, a 48/52 car block of Montana wheat is usually combined with another car block of Montana wheat for transportation to the PNW. The wheat blocks may be combined and transported to the PNW in various ways. First, one set of locomotives may pick up the loaded car blocks of wheat at the separate Montana elevators and transport the combined through train to the PNW. Second, a local train with local locomotives (which are often { }) may pick up and bring a loaded wheat block to a gathering point where that wheat block may be combined with other loaded wheat blocks and

another locomotive consist transports the combined through train to the PNW. Local trains are more likely to be used to pick up loaded wheat cars at elevators on BNSF branch lines. Third, one set of locomotives may pick up the various loaded car blocks of wheat at the separate Montana elevators and transport the combined through train to a point enroute to the PNW, such as Pasco, where the wheat blocks are broken apart and placed on separate trains, for example, on two other grain trains, or on a grain train and a merchandise train. This third combination typically occurs when the wheat blocks combined in Montana are destined for different PNW export elevators.

A 24/26 car block of wheat is more likely than a 48/52 car block of wheat to be combined with a merchandise train for travel in general freight service. When a block of wheat cars moves in general freight service, that merchandise train will likely stop several times along the route from the Montana grain elevator to the PNW export facility to set out or pick up cars.

In the attached Exhibit 1, a 28-car block of wheat at { } Montana was combined with a 27-car block of wheat at { } Montana, and the resulting 55-car block was combined with a 52-car block of wheat at { } Montana to create a 107-car wheat train that moved to Rivergate, Oregon. It took { } days after the first block of wheat was loaded for the three blocks to be combined and for the resulting 107-car train to begin moving from Montana to the PNW. Specifically, as indicated by the date on the waybill on page 1 of Exhibit 1, the 27-car block at Great Falls was loaded on { } 2006, the 52-car block at Conrad was loaded on { } 2006 and the 28-car block at Great Falls was loaded on { } 2006. However, as page 2 of Exhibit 1 shows, the three blocks of cars were not combined until { } 2006 – { } days after the 27-car block was loaded with wheat and ready for shipment. Once the combined 107-car train began to move from the Montana

elevators on { } 2006, it took { } more days, or { } hours, to reach the PNW export facility at Rivergate, Oregon. See Exhibit 1 at 1, 2.

II. Car Inspections

Shuttle Trains: As required by FRA regulation, the cars on shuttle trains carrying Montana wheat are inspected every 1,000 miles. It is standard to perform these mechanical inspections at one of the rail yards at Havre, Laurel, or Missoula, Montana. Each car on a shuttle train also is required to be inspected and air tested by the crew at the Montana elevator where the cars are loaded.

48/52 Car Block; 24/26 Car Block: Like the cars on shuttle trains, the cars on 48/52 and 24/26 car blocks carrying Montana wheat are required to be inspected every 1,000 miles at one of the rail yards identified above. Like each car on a shuttle train, each car on a 48/52 and 24/26 car block is required to be inspected and air tested by the crew at the Montana elevator where the cars are loaded. The 48/52 and 24/26 car blocks have additional inspections that shuttle trains are not subject to. Specifically, as required under the regulations, each car on a 48/52 car block or 24/26 car block is inspected and air tested again by the train crew at each and every location where cars are added to the train.

III. Assignment of Locomotives/Distributed Power

Many of the trains carrying Montana wheat to the PNW use distributed power (DP) – some locomotives are placed at the head of the train and one or more locomotives are placed at the rear of the train. Distributed power is sometimes used on these longer trains to improve the efficiency of the trains as they move over the mountains. As I describe below, distributed power can be placed more readily on a shuttle train than on a train consisting of 48/52 car blocks and/or 24/26 car blocks. It is a more time-consuming and labor intensive task to place distributed power on a train consisting of 48/52 car blocks and/or 24/26 car blocks than on a shuttle train.

Shuttle Train: The locomotives used to power shuttle trains transporting Montana wheat to the PNW are in dedicated service. After unloading wheat in the PNW, a three locomotive consist with 110+ empty cars is typically assigned to a Montana shuttle elevator for loading. If the Montana shuttle elevator has a loop track (and most of them do), the locomotives stay with the 110+ block of cars upon arrival at the Montana shuttle elevator and are used to power the empty cars as they are loaded with wheat at the shuttle elevator. The BNSF train crew should arrive at the shuttle elevator to transport the loaded train within { } hours after loading is complete.

If the Montana shuttle elevator does not have a loop track, the three locomotive consist typically will be cut from the 110+ empty cars upon arrival at the Montana shuttle elevator and travel to the locomotive pool at Havre, Montana to await assignment. Once the 110+ shuttle train has been loaded with wheat at a shuttle facility without a loop track, which is expected to be within { } hours, a BNSF train crew will typically bring a locomotive consist to the Montana shuttle elevator to pick up the loaded shuttle train. The BNSF crew will usually arrive at the elevator with the locomotives within { } hours after loading is complete.

The Montana shuttle elevators with a loop track are at Carter, Collins, Glendive, Grove, Kasa Point, Macon, Pompeys Pillar, Shelby. The Montana shuttle elevators without a loop track are at Billings, Harlem, Havre, Moore, and Rudyard.

With respect to distributed power, for a shuttle train loading at a Montana shuttle elevator with a loop track, the three locomotives that bring the empty car set to the elevator could either all be located on the head end of the train, or could be in DP configuration with two locomotives on the head end and one locomotive at the rear. Once the train has been loaded, the outbound crew of a train that had a conventional, or head end locomotive consist, would then place one of

those locomotives to the rear end. The shuttle train is then in DP mode, with two locomotives on the head end of the train, and one locomotive at the rear.

For a shuttle train loading at a Montana shuttle elevator without a loop track, the locomotives are assigned to the shuttle train after it has been loaded. When the three locomotives arrive at the shuttle elevator to pick up the loaded shuttle train, the train can be configured in DP mode -- with two locomotives attached to the head of the train and one locomotive attached to the rear of the train -- before the train leaves the shuttle elevator.

48/52 Car Blocks; 24/26 Car Blocks: The locomotives used to power 48/52 car blocks and 24/26 car blocks transporting Montana wheat to the PNW are not in dedicated service. After unloading 48/52 or 24/26 car blocks of wheat in the PNW, the locomotives typically move to a locomotive pool in Washington state or Oregon. These locomotives typically do not drop off the empty 48/52 or 24/26 car blocks at Pasco, Washington or travel back to a Montana elevator with empty cars.

Locomotives are requested to power a loaded wheat train consisting of 48/52 and/or 24/26 car blocks usually within { } hours after BNSF knows the configuration of the full train that will be transported to the PNW, *i.e.*, knows which 48/52 car blocks and/or 24/26 car blocks of wheat will be combined to make up that train. For example, with reference to the non-shuttle car blocks in Exhibit 1, BNSF assigned locomotives to transport the 52-car block, 27-car block and 28-car block that were combined into a 107-car wheat train only after BNSF decided to combine those car blocks. The locomotives assigned to power a 48/52 or 24/26 car block come from local yards at Glendive, Great Falls, Havre, or Laurel, Montana.

A 24/26 car block or a 48/52 car block is typically loaded within { } hours of its arrival for loading at the Montana grain elevator. After the car block is loaded, a local train or the

locomotive consist for the through train arrives at one of the Montana elevators to pick up the loaded 48/52 or 24/26 car block at that elevator and then travels to a gathering place or the other elevator(s) with loaded car blocks, respectively. The wheat blocks are then combined and transported to the PNW or, in some cases as I describe above, transported to a location, like Pasco, en route to the PNW where the wheat blocks are broken apart and placed on other trains for destination to the PNW.

With respect to distributed power, a train consisting of two or more blocks of 48/52 or 24/26 blocks of wheat is not configured in DP mode until all the blocks of cars that will make up the train have been combined. For example, for a wheat train consisting of two 48-car blocks, a three locomotive consist that picks up the first block of 48 cars will continue to have all three locomotives at the head of the train when it leaves the first elevator. After picking up the second and final block of 48 cars at the second mid-sized elevator, the train may be placed in distributed power mode with one of the three locomotives being cut from the front of the train and moved to the rear of the train.

IV. Assignment of Empty Cars:

BNSF supplies all the cars that are loaded with wheat at shuttle elevators and mid-sized elevators in Montana.

Shuttle Train: A set of 110+ empty cars that has been unloaded at a PNW export facility will be assigned to fill the next Montana shuttle elevator order from that PNW export facility. As I stated above, the 110+ set of empty cars usually moves with a three locomotive consist to the Montana shuttle elevator for loading.

48/52 Car Blocks; 24/26 Car Blocks: After unloading at a PNW export elevator, an empty set of 48/52 cars or 24/26 cars will be taken usually by a merchandise train from the PNW export elevator to Pasco, Washington. At Pasco, empty cars will be combined into blocks of

48/52, 24/26 or singles to fill car orders from Montana's smaller or mid-sized (non-shuttle) elevators. BNSF fills the oldest car order first. BNSF may put separate empty car orders together for delivery to multiple Montana grain elevators if the empty car block(s) can be dropped off at locations along the route that BNSF uses to deliver the empty cars that fill the oldest car order. For example, if BNSF's oldest car order is for 48 cars from the mid-sized elevator at Great Falls, Montana and BNSF also has an order for 48 cars from the mid-sized elevator at Conrad, Montana, BNSF might combine at Pasco the two empty 48 car blocks and drop off the empty 48 car block at Conrad on its way to delivering the other empty 48-car block at Great Falls since the Conrad elevator is along the route BNSF uses to deliver empty cars to Great Falls.

Two locomotives typically bring the empty cars from Pasco to the Montana mid-sized elevators and drop the empty cars off at the Montana elevator. The locomotives do not stay with the empty cars while the cars load at the elevator.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

Executed on August 6, 2011



Scot Stoa

**THIS EXHIBIT IS A HIGHLY
CONFIDENTIAL DOCUMENT**

Summers

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STATE OF MONTANA)	
)	
Complainant,)	
)	
v.	)	Docket No. 42124
)	
BNSF RAILWAY COMPANY)	
)	
Defendant.)	
)	

VERIFIED STATEMENT OF MARK A. SUMMERS

My name is Mark A. Summers. Since July 2007, I have held the title of Director of Wheat Marketing for BNSF Railway Company (BNSF). I have been employed by BNSF – or its predecessor, the former Burlington Northern Railroad Company (BN) – for over 19 years, since February 1992. I joined the company after receiving a Master’s in Business Administration from Texas Christian University in 1991. Before then, I attended and graduated from the University of Texas at Austin in 1989, with a Bachelor of Science in civil engineering.

With the exception of a three-year stint in the Industrial Products Business Unit, I have spent my career at BNSF in the Agricultural Products Business Unit of BNSF’s Marketing Department. Specifically, I held positions in the Agricultural Products Business Unit from 1992 until 2004, first as a Corporate Management Trainee, then as the Marketing Manager for Corn and then as the Marketing Manager for Wheat. I returned to the Agricultural Products Business Unit in 2007 when I assumed my current position as the Director of Wheat Marketing. I have

had responsibilities related to the marketing of BNSF's services for the transportation of wheat grown in Montana, Minnesota, North Dakota, and throughout the entire BNSF system, from 1999 to 2004, and again from 2007 to the present. In my various positions, I also have had responsibilities for the marketing of BNSF's transportation services for other agricultural products, including corn, milo, barley, oats, pulse crops and flour.

In my current position as the Director of Wheat Marketing, my team and I are responsible for facilitating the growth of BNSF's wheat business by designing and implementing transportation products that meet the needs of the market and justify the capital investments required by BNSF to support that growth. We work with customers to understand their business needs. We set prices and product terms that meet those needs. We coordinate within BNSF to secure the authority and resources needed to implement that menu of prices and products. Finally, we help customers take full advantage of our products by sharing the capabilities and limitations of the railroad, explore market opportunities and discuss facility requirements. Our goal is to provide our customers access to the most markets at the lowest possible cost.

The purpose of my verified statement is to describe the market for rail transportation of wheat and other agricultural products from Montana (and to a lesser extent other states) to Oregon and Washington in the Pacific Northwest (PNW), as well as the Montana wheat market and its participants. I also describe BNSF's published rate structure for the transportation of wheat and BNSF's decision to cease publishing rates applicable to the transportation of Montana wheat in 52-car blocks and to begin publishing rates applicable to the transportation of wheat in 48-car blocks. Based on my various Agricultural Products positions, I have become familiar with BNSF's rail transportation of Montana wheat and the Montana elevators from which BNSF transports the wheat and other agricultural commodities. My statements herein are based on my

personal knowledge and experience, my understanding of the market for rail transportation of agricultural products, particularly wheat, as well as information I have reviewed in connection with this proceeding.

I. Montana Grain Elevators

Wheat has long been one of Montana's principal agricultural commodities. For many years, most of Montana's wheat has been transported by rail from grain elevators in Montana to grain elevators in the PNW for export. Specifically, once Montana wheat is harvested, it is transported by truck from farms to Montana grain elevators where it is stored, then transported by rail to PNW export elevators, from which it is loaded onto ocean vessels for transportation to the consuming market. BNSF transports much of the Montana wheat to the PNW for export. Union Pacific Railroad Company (UP) and Canadian Pacific Railway (CP) also transport some Montana wheat, as well as wheat produced in other states, to the PNW for export.

There are approximately 62 grain elevators in operation today in Montana that handle wheat and that also have direct access to the BNSF rail network. Attached as Exhibit 1 are excerpts from BNSF's 2011 Montana grain elevator directory. This directory was populated with data voluntarily supplied by our customers at these facilities. The data has not been directly verified by BNSF in all cases. Attached as Exhibit 2 is a spreadsheet of the data published in the BNSF 2011 grain elevator directory, listing the Montana elevators served by BNSF, the grain categories handled at each facility, as well as the track capacity of those elevators.

Some but not all of Montana elevators that handle wheat have been designed with the intent to handle other agricultural commodities as well, such as barley and pulse crops. The elevators that handle the non-wheat crops are capable of shipping those crops on BNSF's rail network.

The number of rail cars that can be accommodated at each of Montana's grain elevators varies. As shown in Exhibits 1 and 2, the current breakdown of the BNSF-served rail car track capacity at the Montana wheat-handling elevators is as follows:

- There are 15 elevators with a track capacity of 20 cars or less.
- There are 4 elevators with a track capacity between 25 and 48 cars.
- There are 7 elevators with a track capacity of 52-cars.
- There are 23 elevators with track capacity between 53 and 60 cars.
- There are 13 shuttle elevators, each with capacity of at least 110 cars.¹

A. Montana Elevator Ownership

In Montana, the principal elevator owners are highly sophisticated commercial enterprises, such as Columbia Grain, Inc., and CHS, Inc. Another characteristic of Montana elevator ownership is that the same commercial entities that own shuttle elevators also own the 52-60 car elevators, also known as mid-sized elevators, and smaller elevators. For example, Columbia Grain alone owns nearly a third of all elevators in Montana that handle wheat (20 out of 62). Its holdings include one of the very smallest elevators in the state, a 4-car elevator in Three Forks, Montana. Columbia Grain also owns four shuttle elevators, nearly a third of all shuttle elevators in the state. Further, it owns 14 elevators with track capacity between 40 and 54 cars, approximately half of all elevators of that size in the state. Among them, Columbia Grain owns a 40-car elevator in Choteau, and a 48-car elevator in Sweet Grass.

¹ At Havre and Shelby, Montana, the BNSF directory lists two separate shuttle elevators at each site, with two separate elevator numbers. However, the elevators share a line and are on the same site. Therefore, the breakdown above deems Havre and Shelby each to have a single shuttle elevator. See Exhibit 2.

B. Montana 52-60 Car Elevators

Today, there are thirty Montana grain elevators with track capacity of 52-60 cars. I believe that all those grain elevators were built and opened before 1993. *Compare Exhibit 1 with Appendix A to the Verified Statement of Terry Whiteside submitted with Montana's Opening Statement.* No elevator with a track capacity of 52-60 cars is under construction in Montana today. Nor am I aware of any plans to construct new 52-60 car elevators in Montana.

Based on my knowledge of the industry, it is my understanding that elevator construction costs for mid-sized elevators are typically recouped over the course of four to eight years. Certain highly successful elevators can recoup their construction costs in an even shorter time.

Beginning in the late 1990s, the 52-60 car elevators began to close or expand to become shuttle elevators. The Montana shuttle elevators accommodate wheat shipments of 110 or more rail cars, a much more efficient form of rail transportation. With the construction of more efficient shuttle elevators, the 52-60 car elevators – and the transportation of wheat in 52-60 car blocks – are gradually decreasing in significance in the shipment of Montana wheat.

All closures or expansions of 52-60 car elevators occurred before February 2009, and, thus, before BNSF stopped publishing 52-car rates and started publishing rates applicable to 48-cars. For example, the Poplar elevator, one of the elevators referenced by one of Montana's witnesses, closed in 2007. As another example, two 52-car elevators, one in Carter, Montana and one in Moore, Montana, were expanded to become shuttle elevators around 2007-2008. Other examples of expansions from mid-sized elevators to shuttle elevators were seen in Billings, Harlem, Havre, Rudyard, and Shelby, Montana.

Some 52-60 car elevators did not close or expand, but began to ship fewer railcars of wheat to the PNW because they became feeder facilities for new shuttle elevators built close by. These 52-60 car elevators receive wheat from Montana farmers, store the wheat at their facilities,

and then truck the wheat to nearby shuttle elevators where the wheat is loaded onto shuttle trains and transported to the PNW. For example, the 52-60 car facilities at Conrad, Fort Benton, and Great Falls, all owned by Columbia Grain, became feeder facilities for Columbia Grain's new 2008 shuttle facility at Carter, Montana. Similarly, the mid-sized elevator at Moccasin became a feeder facility for the new 2008 shuttle facility at Grove, Montana. Big Sandy became a feeder facility for a new shuttle elevator at Havre, Montana. The Havre shuttle elevator itself was created from two pre-existing 52-car facilities. Dutton became a feeder house for the shuttle elevator at Collins, Montana. The two Wolf Point 52-60 car elevators became feeder facilities for the shuttle elevators at Macon and Kasa Point, Montana. Circle became a feeder facility for the shuttle elevator at Glendive. Gilford and Tiber became feeder houses for the shuttle facility at Rudyard, Montana.

C. Montana Shuttle Elevators

In 2001, Montana's first shuttle elevator opened on the BNSF rail network. Today, there are 13 shuttle elevators in Montana. Three additional shuttle elevators are currently under construction in Montana – two of them at Chester, and one at Kintyre, just west of Glasgow, Montana. It is my understanding that four or five additional shuttle elevators are in various stages of consideration or development in Montana as well. The substantial majority of Montana wheat transported to the PNW for export today is loaded at Montana's shuttle elevators.

II. BNSF Rail Transportation of Montana Wheat to the PNW Export Market

A. BNSF Rail Transportation of Wheat in the 1980s and 1990s – Three Tier Rate Structure

Before 1980, Montana wheat moved as carload traffic subject exclusively to single car rates. It is my general understanding that, in an effort to increase efficiency, BNSF's predecessor created an operational framework and rate structure that encouraged movement of multiple car

blocks from origin to destination. In 1980, BNSF's predecessor established a three tier set of rates for transportation of wheat from Montana to the PNW – (1) rates that applied to single cars, defined as blocks of one to 25 cars, (2) rates that applied to blocks of 26-51 car blocks, and (3) rates that applied to 52 or more car blocks.

B. BNSF Rail Transportation of Wheat Changed in 2001 – Four Tier Rate Structure

The market's desire for and insistence on increased capacity, velocity and efficiency in rail transportation did not subside after wheat began to be transported in 52-car blocks. BNSF continued to listen and respond to the demands in the market. In 1996, the first shuttle elevator was opened on BNSF's rail network, in South Sioux City, Nebraska. Specifically, BNSF was able for the first time to transport an entire trainload of 110 cars or more, together, from origin to destination. The first shuttle elevator opened in Montana in 2001.

Thus, starting in 2001, BNSF offered a fourth rate tier to its Montana wheat customers – it offered rates on shuttle trains of 110 or more cars, published at Tariff No. BNSF 4022 Item 43800s.² The shuttle rates had the lowest rate on a per car basis of all BNSF's wheat transportation rates. Just as the advent of 52-car blocks represented the most efficient form of wheat transportation on BNSF in the 1980s, the development of shuttle trains has represented the most efficient form of wheat transportation on BNSF in the last decade.

² A few years after the introduction of the shuttle rates, BNSF created an additional option for the transportation of wheat from Montana to the PNW, the destination efficiency train (DET). The DET rates are published in the same tariff item as the shuttle rates, Tariff BNSF 4022 Item Nos. 43800s.

Under two limited circumstances, trains of fewer than 110 cars also may move under the same shuttle rates. First, there are instances when a shuttle-qualified shipper will track separately blocks of { } that together total 110 cars or more, all under the same shuttle permit number. Second, there are instances where the shuttle facility loads a train with fewer than 110 cars because of bad-ordered cars or other car supply issues and where BNSF agrees to transport the train with the loaded cars without waiting for new empty cars to be delivered.

car basis, not the R/VC ratio associated with the rate. It is actual rate levels – and not R/VC ratios – that influence how much grain moves to market from any given elevator origin and how much the producer realizes for selling grain to an elevator.

B. BNSF's Published Rate Structure

BNSF publishes tariffs containing its Montana wheat rates as well as the dates that those rates are effective, and often the dates that those rates expire. BNSF publishes rates that apply to the transportation of wheat from Montana origin stations to PNW export and domestic destinations, as well as rates for transportation of other agricultural commodities such as barley, peas, beans, and lentils.

BNSF publishes its four rate tiers for transportation of wheat from Montana origins to PNW export destinations in different tariff items:

- Single car rates and 26-car rates are in Tariff No. BNSF 4022 Item Nos. 43600s
- 52/48-car rates are in Tariff No. BNSF 4022 Item Nos. 43400s.
- 110+ car shuttle train rates (as well as DET car rates) are in Tariff No. BNSF 4022 Item Nos. 43800s.

BNSF frequently revises the tariff items in which the rates are published. A tariff item may be revised for several different reasons, including by way of example, a change in the rates themselves, a change in the time period during which the rates are applicable, a change in the number of cars to which the rates apply, the addition or elimination of origin stations or destinations, a change in the weight capacity of a line, a change in a rate qualifier, or a change in a reference to ancillary charges such as a fuel surcharge. For example, between 2006 and 2010, BNSF revised 20 times the tariff items under which it published its shuttle rates for transporting Montana wheat to the PNW for export.

Before making the 2009 rate change that Montana challenges in this proceeding, BNSF also changed the number of cars to which a particular rate tier applied or eliminated a rate tier entirely, several times. For example, BNSF stopped publishing a separate 52+ car rate tier for transportation of wheat from Nebraska, Colorado, Kansas, Illinois, Missouri and Wyoming. *See* Exhibit 4 (BNSF Tariff No. 4022-K Item No. 43581, revs. 8, 9). As an example in Montana, in 2007, BNSF revised its wheat transportation rates to the PNW so that one set of rates applied to a block of 1-51 cars where previously BNSF had separate rates apply to 1-25 car blocks and 26-51 car blocks. *See* Exhibit 5 (BNSF Tariff No. 4022-L Item Nos. 43606, 43607). In 2008, BNSF changed the single rate tier applicable to 1-51 car blocks into two rate tiers again, with one rate tier applicable to 1-25 cars and the other rate tier applicable to 26-109 cars. *See* Exhibit 6 (BNSF Tariff No. 4022-L Item Nos. 43612, revs. 2, 3).

As another example, in 2008, BNSF revised its rates for transporting barley from Montana origin stations to PNW destinations, reducing the number of rate tiers offered. Before September 2008, BNSF had offered three tiers of rates – rates applicable to 1-25 cars, 26-51 cars, and 52-109 cars. *See* Exhibit 7 (BNSF Tariff No. 4022-L Item No. 22401, rev. 6). As of September 2008, BNSF offered only two tiers of rates for barley – 1-25 cars, and 26-110 cars. *See id.* (BNSF Tariff No. 4022-L Item No. 22401, rev. 7).

IV. BNSF Works Cooperatively With Montana Producers and Elevators

For several years, BNSF has made a practice of reaching out to Montana producers and shippers regularly and trying to maintain open lines of communication. For example, BNSF worked with Montana producer interests to form the Montana Rail Coalition, which has included interests from the Montana Grain Growers Association (MGGA), the Montana Farm Bureau Federation (MFBF), and Women Involved in Farm Economics (WIFE). In addition, BNSF representatives regularly speak with representatives of leading Montana grain associations,

including MGGA and MFBF, about any number of rate or service issues. BNSF also holds regular town hall meetings in Montana.

The open dialogue allowed the parties, including BNSF, MGGA and MFBF, to come together and reach an Alternative Dispute Resolution (ADR) agreement around 2008. Under the ADR program, wheat and barley producers can address their freight rate concerns with MGGA, MFBF, and BNSF. If the industry groups believe a producer's concerns have merit, the parties try to mediate a resolution of the producer's concerns, in 30 days or less. If mediation is unsuccessful, the ADR agreement provides for formal arbitration.

The ADR process already has been used successfully to resolve issues between BNSF and Montana producers. For example, in December 2009, MGGA, MFBF and BNSF mediated successfully a dispute related to the transportation of wheat from Shelby, Montana to export facilities near Portland, Oregon. *See Exhibit 8 (Press Release, "Shelby, Montana Rail Rate Successfully Mediated," Dec. 2, 2009).*

The negotiated ADR agreement also has resulted in benefits going beyond the alternative dispute process mechanism itself. It has further improved the working relationship between the parties. As an example of the constructive communications, BNSF agreed to lower the 48-car rates for 2011 after extensive discussions with Montana producers. *See Exhibit 9 (Press Release, "BNSF Railway Lowers 48-Car Rates," Oct. 15, 2010).*

V. BNSF's Decision to Replace 52-Car Rates With 48-Car Rates

A. In Montana and Other Midwestern States Movements of Wheat in 52-Car Blocks Became Increasingly Less Frequent as Shuttle Trains Became More Common

The Montana trend of declining 48/52 car wheat shipments and increasing shuttle train shipments was also seen in other Midwestern wheat-shipping states. The first shuttle elevator opened in 1996, in Nebraska. Today, there are over 170 facilities qualified as shuttle elevators

under BNSF's shuttle program, including shuttle elevators in North Dakota, South Dakota, Minnesota, Nebraska, and other states. Cf. Exhibit 10 (BNSF Tariff No. 4022-M Item No. 13500, rev. 27).

B. The Change from 52-Car to 48-Car Block Rates.

With the general decline in the 52-car wheat shipments and the rise in the shuttle trains, BNSF considered eliminating entirely the rate tier applicable to 52-car blocks of wheat transported to the PNW. As I explained in a 2010 e-mail produced in discovery,

{

}

Attachment A to Montana Opening Statement, at 1 (BNSF_Montana_0000082).

BNSF engaged wheat producers in Montana in a discussion about the possibility of eliminating the 52-car rate tier entirely. The discussions took place over an extended period of time. The Montana producers asked that a mid-tier rate be maintained, at least in the medium term, because of gaps in the geographic location of shuttle elevators in Montana.

As mentioned above, BNSF had eliminated years earlier the third tier of rates for wheat transported to the PNW from Colorado, Illinois, Kansas, Missouri, Nebraska, and Wyoming. By January 2011, BNSF also eliminated the third tier of rates for wheat transportation to the PNW from Minnesota, South Dakota and all origin stations in North Dakota except one. At the request of the Montana producers – and as an accommodation to them – BNSF has continued to keep a third tier of rates for wheat transported from Montana origin stations to PNW export

destinations. BNSF agreed to the accommodation because it was – and remains – committed to trying to work cooperatively with the Montana producers.

While it agreed to keep the third tier of rates in place in Montana, BNSF decided to apply the rate tier to shipments in 48-car blocks rather than to shipments in 52-109 car blocks. BNSF changed the number of cars to which the rate tier block applied because of a misperception among some shipper interests related to the R/VC ratios associated with the 52-car rates. In BNSF's view, those R/VC ratios were artificially inflated due to anomalies in the URCS costing system used to develop the variable costs.

Although I am not an expert in the URCS costing model, I have a general understanding that URCS is a model used by the Surface Transportation Board to measure variable costs for rail transportation service. I have learned, from BNSF employees responsible for URCS costing at the company, that the URCS costing model assumes that a 50+ car shipment, such as a 52-car train, has the variable costs of a unit train. *See* Exhibit 11 (BNSF_Montana-0001686). The 110+ car wheat shuttle shipment is a unit train. In reality, a 50+ car wheat shipment is not a unit train; it does not achieve the same operational efficiencies as a unit train. By treating a 50+ car block as a unit train, the URCS model artificially reduced the variable costs of that shipment and, correspondingly, artificially inflated the R/VC ratios associated with the shipment.

BNSF concluded that the misperception about the R/VCs associated with the 52-car rates was an unnecessary and counterproductive distraction. BNSF sought to end the misperception that the 52-car rates generated high revenue to URCS variable cost ratios by changing the rate tier from 52-car blocks to 48-car blocks. A 48-car block is not treated like a unit train under URCS. Rather, it is more appropriately treated as a multi-car shipment.

By maintaining a third tier of rates applicable to shipments in 48-car blocks rather than eliminating the rate tier entirely, BNSF provided a benefit to Montana shippers that wanted to ship substantially more than 26 cars but did not have the capacity to ship 110 or more cars of wheat.

C. BNSF Explained its Reasons for Changing from 52-Car Rates to 48-Car Rates.

Consistent with its general approach of openly communicating with the Montana producers, BNSF explained to producers the reasons for its decision to change from a rate tier that applied to 52-109 cars (and for a short time to 48-109 cars) to a rate tier that applied to only 48 cars. In industry meetings, BNSF representatives provided a tutorial to producers and elevators on URCS costing that included explanations regarding: (1) accessing URCS information on the STB website, and (2) understanding how URCS treats 1-5 cars as singles, 6-49 cars as multiple carloads, and 50 or more cars as a unit train. *See, e.g.*, Exhibit 12 (BNSF_Montana_0000998-1007). In February 2009, at the same time that BNSF replaced the 52-car rates with the 48-car rates, BNSF representatives attended a National Association of Wheat Growers meeting, had occasion to meet with Montana producer interests, and explained the reasons for the change. BNSF also explained the reasons for the change at other meetings, and on calls that included Montana grain grower interests.

VI. Looking to the Future in Montana

Looking ahead, I believe the Montana wheat market and the rail services provided by BNSF for that wheat market will continue to change and evolve, to meet the changing needs and demands of its participants. I do not believe that the *status quo* can be maintained indefinitely, nor do I believe a static situation to be in the interests of any of the market participants. Among other things, I expect additional shuttle elevators to be opened in Montana, increasing the

geographic reach of the shuttles within Montana. I also believe that BNSF and Montana producers will continue to strive for greater network capacity and efficiency.

I believe the market will continue to move away from mid-size wheat shipments of either 48 or 52 carloads – for commercial reasons, unrelated to BNSF’s rate change – as it started so doing long before February 2009. However, that transition does not require the market to abandon mid-sized elevators. Instead, I expect continued transitions in the use of mid-sized elevators, such as, for example, even more prevalent use of mid-sized elevators as feeders for the larger shuttle elevators that open in their vicinity.

As the wheat market evolves, BNSF will continue to communicate openly and regularly with Montana producers and elevators, and to work with them to achieve the shared goal of increasing transportation efficiency to facilitate access to the global wheat market. BNSF also remains committed to offering different rate options to Montana wheat shippers, and to adjusting those options over time as the market continues to evolve.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

Executed on August 9, 2011


Mark Summers

BNSF **BNSF Grain Elevator Directory**



Baker Grain, Inc. - Baker , MT

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Bus/Merch. Contact Information

Baker Grain, Inc.

Merch. Mgr.

P. O. Box 693

Baker , MT 59313

Phone (406) 778-2511

FAX NO FAX

e-Mail N/A

Facilities Information

Facil. Mgr. Merin Zink

Capacity 85,000 bu.

Track Capacity 13 Cars

Handling Modes Loader

Scales and Kind None

Railroad Service D / BNSF

Grains Handled WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0501	Baker	MT	Fallon	9320.00	707243

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<http://www.bnsf.com/customers/grain-facilities/elevators/bin1/ele0501.html>

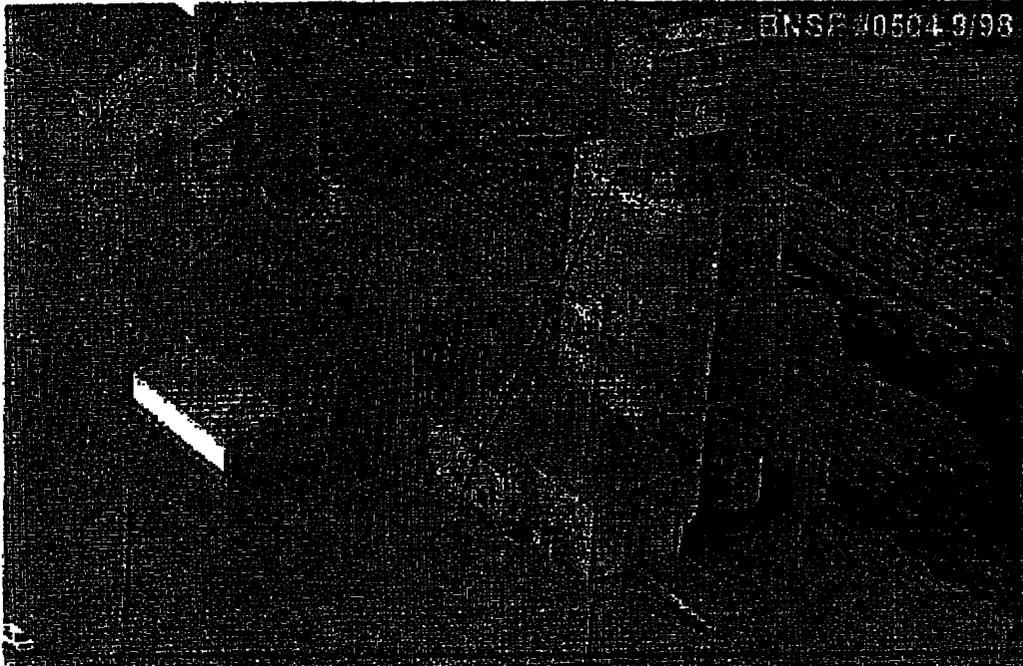
2/28/2011

BNSF Grain Elevator Directory



ADM/CHS LLC. - Big Sandy , MT

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Bus/Merch. Contact Information

ADM/CHS LLC.
Merch. Mgr. Tim Bahnmler
P. O. Box 577
Big Sandy , MT 59520-0577
Phone (406) 378-2121
FAX (406) 378-2126
e-Mail N/A

Facilities Information

Facil. Mgr. Tim Bahnmler
Capacity 290,000 bu.
Track Capacity 54 Cars
Handling Modes Loader
Scales and Kind None
Railroad Service D / BNSF
Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0504	Big Sandy	MT	Chouteau	4310.00	706122

<http://www.bnsf.com/customers/grain-facilities/elevators/bin4/cle0504.html>

2/28/2011

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BNSF Grain Elevator Directory



Peavey Co. - Billings , MT

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Bus/Merch. Contact Information

Peavey Co.
Merch. Mgr.
3815 1st Ave. South
Billings , MT 59101
Phone (406) 245-7575
FAX (406) 256-5846
e-Mail N/A

Facilities Information

Facil. Mgr. Al Stenberg
Capacity 1,700,000 bu.
Track Capacity 110 Cars
Handling Modes Shuttle Loader
Scales and Kind Hopper Cert'd
Railroad Service D / MRL
Grains Handled WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0508	Billings	MT	Yellowstone	4970.00	708550

Other elevators in Billings , MT

1. Cereal Food Processors, Inc. (#0509) (PIX)

Other elevators with the same name

BNSF Elevator Directory Listings - # 508

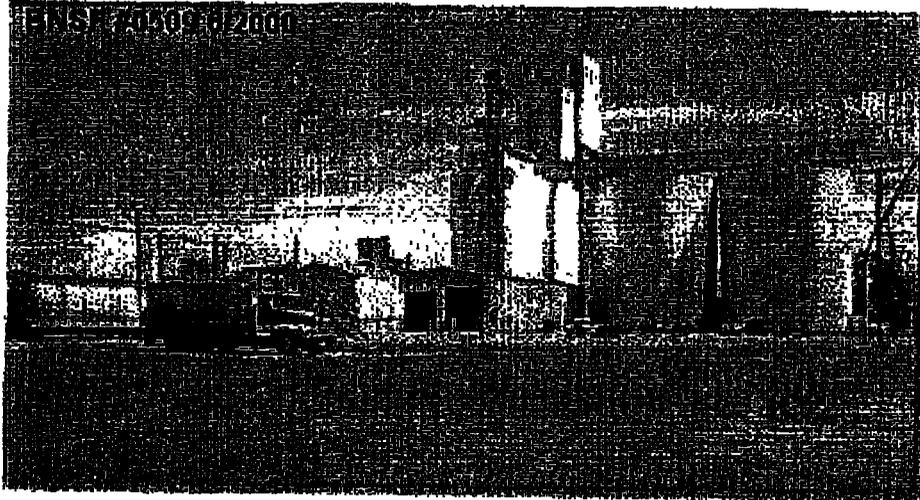
1. Peavey Co. Sauget , IL (#0092)
2. Peavey Co. East St Louis , IL (#0093)
3. Peavey Co. Dubuque , IA (#0151)
4. Peavey Co. St Paul , MN (#0440)
5. Peavey Co. Hardin , MT (#0555)
6. Peavey Co. Ludington , MT (#0580) [PIX]
7. Peavey Co. Miles City , MT (#0586) [PIX]
8. Peavey Co. Moore , MT (#0588) [PIX]
9. Peavey Co. Wolf Point , MT (#0628) [PIX]
10. Peavey Co. Grand Island , NE (#0724) [PIX]
11. Peavey Co. Imperial , NE (#0752) [PIX]
12. Peavey Co. Jeffers , NE (#0758)
13. Peavey Co. Jamestown , ND (#1015)
14. Peavey Co. North Grand Forks , ND (#1078) [PIX]
15. Peavey Co. Tulsa Port Authorit , OK (#1233) [PIX]
16. Peavey Co. Clovis , NM (#2022) [PIX]
17. Peavey Co. Clovis , NM (#2023) [PIX]
18. Peavey Co. Clovis , NM (#2024) [PIX]
19. Peavey Co. Grier , NM (#2026)
20. Peavey Co. Melrose , NM (#2028)
21. Peavey Co. Clovis , NM (#2328) [PIX]

BNSF BNSF Grain Elevator Directory



Cereal Food Processors, Inc. - Billings , MT

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Bus/Merch. Contact Information

Cereal Food Processors, Inc.

Merch. Mgr. Dave Hodges

3601 1st Ave. S

Billings , MT 59101

Phone (406) 245-3131

FAX (406) 245-2542

e-Mail N/A

Facilities Information

Facil. Mgr. Jeff Schanz

Capacity 310,000 bu.

Track Capacity 5 Cars

Handling Modes Load/Unloader

Scales and Kind None

Railroad Service D / MRL

Grains Handled WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0509	Billings	MT	Yellowstone	4970.00	708550

Other elevators in Billings , MT

1. Peavey Co. (#0508) (PIX)

BNSF Grain Elevator Directory



Ag Depot, Inc. - Bozeman , MT

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Sorry.

Bus/Merch. Contact Information

Ag Depot, Inc.

Merch. Mgr. Ross Grubb

P. O. Box 1349

Bozeman , MT 59771-1349

Phone (406) 586-5890

FAX (406) 586-9945

e-Mail agdepot@qwest.net

Facilities Information

Facil. Mgr. Ross Grubb

Capacity 90,000 bu.

Track Capacity 2 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / MRL

Grains Handled BR WH CR

Physical Location Information

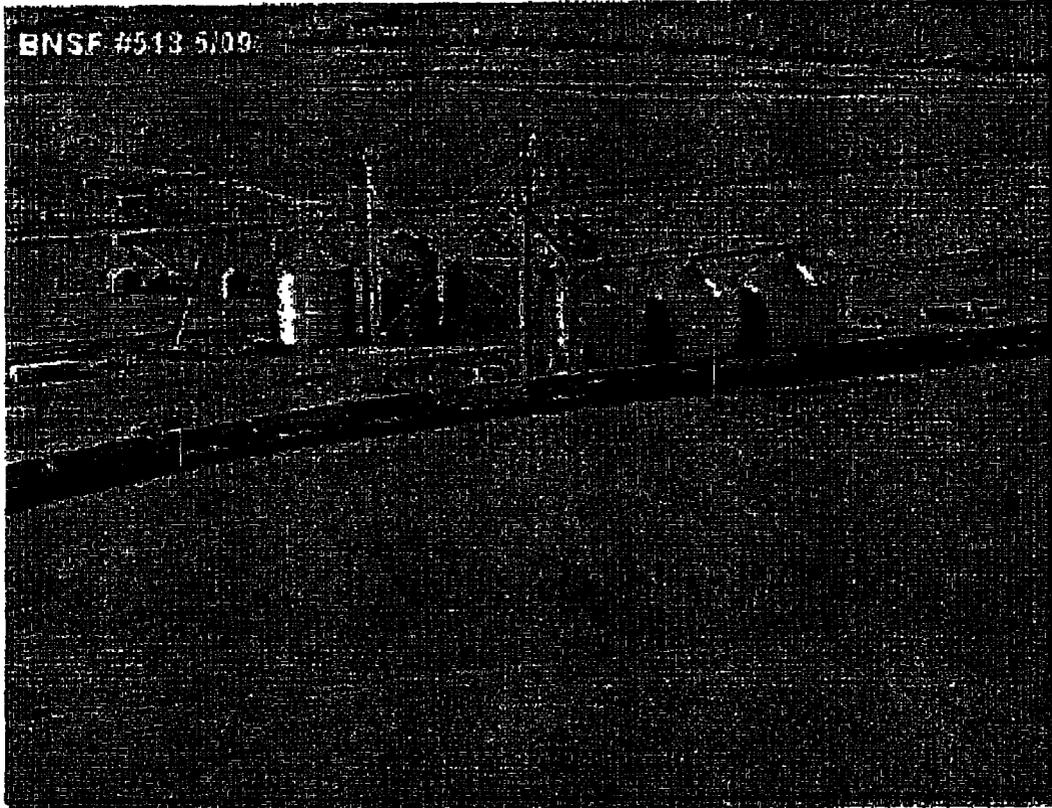
Facility No.	Station	State	County	OPSL No.	SPLC No.
0511	Bozeman	MT	Gallatin	4895.00	718560

BNSF **Grain Elevator Directory**



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Columbia Grain Inc. - Carter , MT



Bus/Merch. Contact Information

Columbia Grain Inc.
Merch. Mgr.
P. O. Box 156
Carter , MT 59420-0156
Phone (406) 734-5336
FAX (406) 734-5305
e-Mail gsmith@columbiagrains.com

Facilities Information

Facil. Mgr. Greg Smith
Capacity 710,000 bu.
Track Capacity 110 Cars
Handling Modes Shuttle Loader
Scales and Kind Hopper Cert'd
Railroad Service D / BNSF
Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
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0518	Carter	MT	Chouteau	5155.00	706153
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Other elevators with the same name

1. Columbia Grain Inc., Lewiston , ID (#0086) [PIX]
2. Columbia Grain Inc., Choteau , MT (#0524) [PIX]
3. Columbia Grain Inc., Conrad , MT (#0527) [PIX]
4. Columbia Grain Inc., Conrad , MT (#0528) [PIX]
5. Columbia Grain Inc., Cut Bank , MT (#0530) [PIX]
6. Columbia Grain Inc., Ft Benton , MT (#0539) [PIX]
7. Columbia Grain Inc., Gildford , MT (#0544) [PIX]
8. Columbia Grain Inc., Great Falls , MT (#0549) [PIX]
9. Columbia Grain Inc., Harlem , MT (#0558) [PIX]
10. Columbia Grain Inc., Havre , MT (#0563) [PIX]
11. Columbia Grain Inc., Meriwether , MT (#0585) [PIX]
12. Columbia Grain Inc., Plentywood , MT (#0593) [PIX]
13. Columbia Grain Inc., Merc , MT (#0594) [PIX]
14. Columbia Grain Inc., Rudyard , MT (#0603) [PIX]
15. Columbia Grain Inc., Rudyard , MT (#0604) [PIX]
16. Columbia Grain Inc., Three Forks , MT (#0619) [PIX]
17. Columbia Grain Inc., Tiber , MT (#0620) [PIX]
18. Columbia Grain Inc., Wolf Point , MT (#0627)
19. Columbia Grain Inc., Arvilla , ND (#0887) [PIX]
20. Columbia Grain Inc., Berea , ND (#0896) [PIX]
21. Columbia Grain Inc., Crystal , ND (#0937) [PIX]
22. Columbia Grain Inc., Larimore , ND (#1032)
23. Columbia Grain Inc., Merrifield , ND (#1059) [PIX]
24. Columbia Grain Inc., River Gate , OR (#1248) [PIX]

BNSF Grain Elevator Directory



Columbia Grain Inc. - Choteau , MT

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Bus/Merch. Contact Information

Columbia Grain Inc.

Merch. Mgr.

P. O. Box 170

Choteau , MT 59422-0170

Phone (406) 466-5371

FAX (406) 466-5372

e-Mail N/A

Facilities Information

Facil. Mgr. Eric Ward

Capacity 460,000 bu.

Track Capacity 40 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR CR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0524	Choteau	MT	Teton	5055.00	703740

Other elevators with the same name

1. Columbia Grain Inc. Lewiston , ID (#0066) [PIX]
2. Columbia Grain Inc. Carter , MT (#0518) [PIX]
3. Columbia Grain Inc. Conrad , MT (#0527) [PIX]
4. Columbia Grain Inc. Conrad , MT (#0528) [PIX]
5. Columbia Grain Inc. Cut Bank , MT (#0530) [PIX]
6. Columbia Grain Inc. Ft Benton , MT (#0539) [PIX]
7. Columbia Grain Inc. Gildford , MT (#0544) [PIX]
8. Columbia Grain Inc. Great Falls , MT (#0549) [PIX]
9. Columbia Grain Inc. Harlem , MT (#0558) [PIX]
10. Columbia Grain Inc. Havre , MT (#0563) [PIX]
11. Columbia Grain Inc. Meriwether , MT (#0585) [PIX]
12. Columbia Grain Inc. Plentywood , MT (#0593) [PIX]
13. Columbia Grain Inc. Merc , MT (#0594) [PIX]
14. Columbia Grain Inc. Rudyard , MT (#0603) [PIX]
15. Columbia Grain Inc. Rudyard , MT (#0604) [PIX]
16. Columbia Grain Inc. Three Forks , MT (#0619) [PIX]
17. Columbia Grain Inc. Tiber , MT (#0620) [PIX]
18. Columbia Grain Inc. Wolf Point , MT (#0627)
19. Columbia Grain Inc. Arvilla , ND (#0887) [PIX]
20. Columbia Grain Inc. Berea , ND (#0896) [PIX]
21. Columbia Grain Inc. Crystal , ND (#0937) [PIX]
22. Columbia Grain Inc. Larimore , ND (#1032)
23. Columbia Grain Inc. Merrifield , ND (#1059) [PIX]
24. Columbia Grain Inc. River Gate , OR (#1248) [PIX]

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Mountain View Coop - Collins , MT

BNSF #2353 7/06

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Bus/Merch. Contact Information

Mountain View Coop

Merch. Mgr. Bill Phennigs

995 24th Rd NE

Dutton , MT 59433

Phone (406) 753-2530

FAX (406) 753-2536

e-Mail

bgrassman@mountainviewcoop.com

Facilities Information

Facil. Mgr. Byron Grassman

Capacity 873,000 bu.

Track Capacity 110 Cars

Handling Modes Shuttle Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
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2353	Collins	MT	Teton	5040	703732
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Other elevators with the same name

1. Mountain View Coop Dutton , MT (#0535) [PIX]

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Central Montana Co-op - Columbus , MT



Sorry.

Bus/Merch. Contact Information

Central Montana Co-op

Merch. Mgr.

P. O. Box 355

Columbus , MT 59019

Phone (406) 322-5713

FAX (406) 322-4566

e-Mail N/A

Facilities Information

Facil. Mgr. Kelly Hitchcock

Capacity 75,000 bu.

Track Capacity 15 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / MRL

Grains Handled WH CR BR OT

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0526	Columbus	MT	Stillwater	4920.00	709460

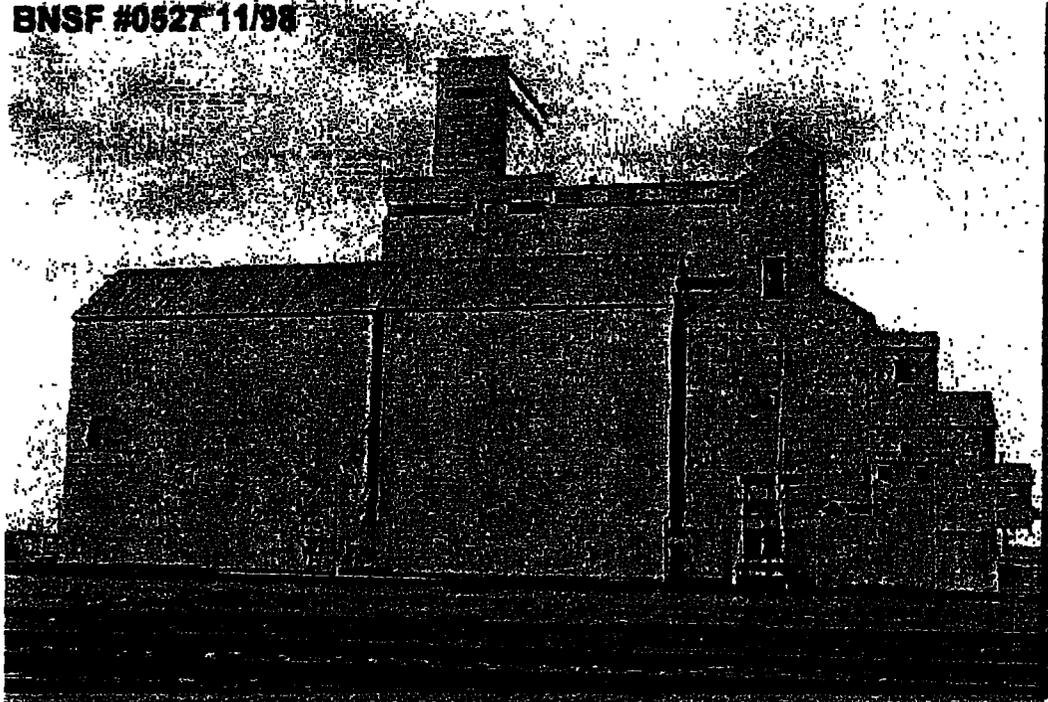
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Columbia Grain Inc. - Conrad , MT

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Bus/Merch. Contact Information

Columbia Grain Inc.

Merch. Mgr. Scott Johnson

P. O. Box 606

Conrad , MT 59425

Phone (406) 278-3256

FAX (406) 278-7718

e-Mail sjohnson@columbiagrains.com

Facilities Information

Facil. Mgr. Scott Johnson

Capacity 604,000 bu.

Track Capacity 54 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0527	Conrad	MT	Pondera	5025.00	703640

Other elevators in Conrad , MT

- 1. Columbia Grain Inc. (#0528) [PIX]
- 2. Busch Agricultural Resources, Inc. (#2445) [PIX]

Other elevators with the same name

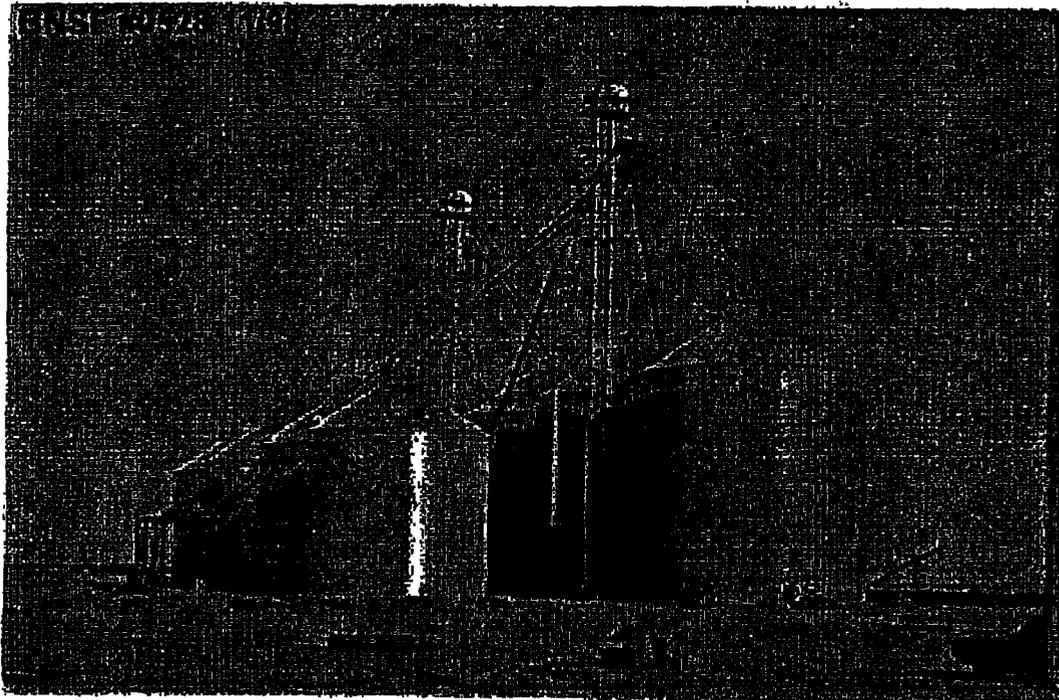
- 1. Columbia Grain Inc. Lewiston , ID (#0088) [PIX]
- 2. Columbia Grain Inc. Carter , MT (#0518) [PIX]
- 3. Columbia Grain Inc. Choteau , MT (#0524) [PIX]
- 4. Columbia Grain Inc. Conrad , MT (#0528) [PIX]
- 5. Columbia Grain Inc. Cut Bank , MT (#0530) [PIX]
- 6. Columbia Grain Inc. Ft Benton , MT (#0539) [PIX]
- 7. Columbia Grain Inc. Gildford , MT (#0544) [PIX]
- 8. Columbia Grain Inc. Great Falls , MT (#0549) [PIX]
- 9. Columbia Grain Inc. Harlem , MT (#0558) [PIX]
- 10. Columbia Grain Inc. Havre , MT (#0583) [PIX]
- 11. Columbia Grain Inc. Meriwether , MT (#0585) [PIX]
- 12. Columbia Grain Inc. Plentywood , MT (#0583) [PIX]
- 13. Columbia Grain Inc. Merc , MT (#0594) [PIX]
- 14. Columbia Grain Inc. Rudyard , MT (#0603) [PIX]
- 15. Columbia Grain Inc. Rudyard , MT (#0604) [PIX]
- 16. Columbia Grain Inc. Three Forks , MT (#0619) [PIX]
- 17. Columbia Grain Inc. Tiber , MT (#0620) [PIX]
- 18. Columbia Grain Inc. Wolf Point , MT (#0627)
- 19. Columbia Grain Inc. Arvilla , ND (#0887) [PIX]
- 20. Columbia Grain Inc. Berea , ND (#0898) [PIX]
- 21. Columbia Grain Inc. Crystal , ND (#0937) [PIX]
- 22. Columbia Grain Inc. Larimore , ND (#1032)
- 23. Columbia Grain Inc. Merrifield , ND (#1059) [PIX]
- 24. Columbia Grain Inc. River Gate , OR (#1248) [PIX]

BNSF Grain Elevator Directory



Columbia Grain Inc. - Conrad , MT

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Bus/Merch. Contact Information

Columbia Grain Inc.

Merch. Mgr. Scott Johnson

P. O. Box 606

Conrad , MT 59425

Phone (406) 278-3256

FAX (406) 278-7718

e-Mail sjohnson@columbiagrains.com

Facilities Information

Facil. Mgr. Scott Johnson

Capacity 500,000 bu.

Track Capacity 56 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLG No.
0528	Conrad	MT	Pondera	5025.00	703640

Other elevators in Conrad , MT

1. Columbia Grain Inc. (#0527) [PIX]
2. Busch Agricultural Resources, Inc. (#2445) [PIX]

Other elevators with the same name

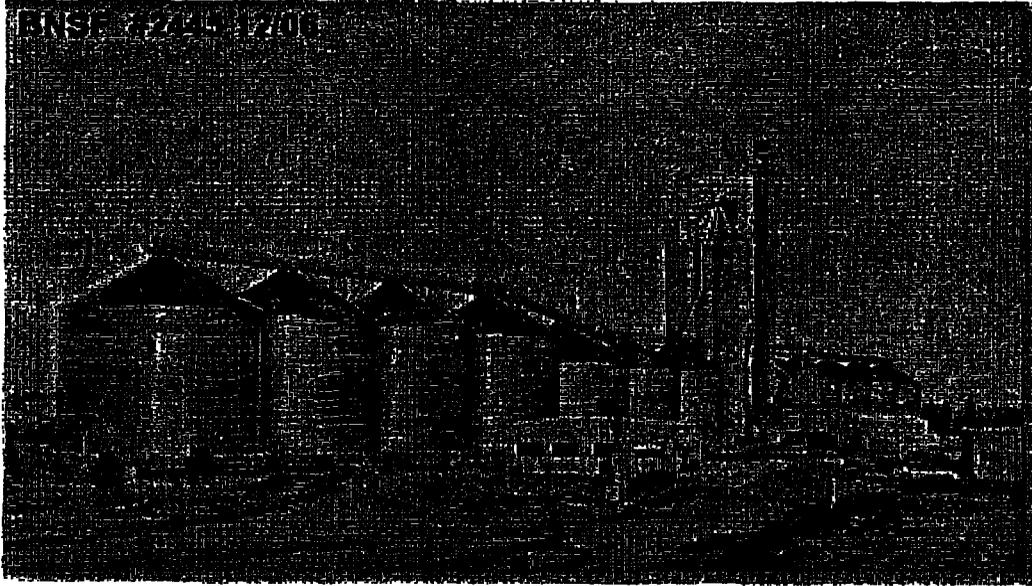
1. Columbia Grain Inc. Lewiston , ID (#0066) [PIX]
2. Columbia Grain Inc. Carter , MT (#0518) [PIX]
3. Columbia Grain Inc. Choteau , MT (#0524) [PIX]
4. Columbia Grain Inc. Conrad , MT (#0527) [PIX]
5. Columbia Grain Inc. Cut Bank , MT (#0530) [PIX]
6. Columbia Grain Inc. Ft Benton , MT (#0539) [PIX]
7. Columbia Grain Inc. Gildford , MT (#0544) [PIX]
8. Columbia Grain Inc. Great Falls , MT (#0549) [PIX]
9. Columbia Grain Inc. Harlem , MT (#0558) [PIX]
10. Columbia Grain Inc. Havre , MT (#0583) [PIX]
11. Columbia Grain Inc. Meriwether , MT (#0585) [PIX]
12. Columbia Grain Inc. Plentywood , MT (#0593) [PIX]
13. Columbia Grain Inc. Merc , MT (#0594) [PIX]
14. Columbia Grain Inc. Rudyard , MT (#0603) [PIX]
15. Columbia Grain Inc. Rudyard , MT (#0604) [PIX]
16. Columbia Grain Inc. Three Forks , MT (#0619) [PIX]
17. Columbia Grain Inc. Tiber , MT (#0620) [PIX]
18. Columbia Grain Inc. Wolf Point , MT (#0627) [PIX]
19. Columbia Grain Inc. Arvilla , ND (#0887) [PIX]
20. Columbia Grain Inc. Berea , ND (#0896) [PIX]
21. Columbia Grain Inc. Crystal , ND (#0937) [PIX]
22. Columbia Grain Inc. Larimore , ND (#1032) [PIX]
23. Columbia Grain Inc. Merrifield , ND (#1059) [PIX]
24. Columbia Grain Inc. River Gate , OR (#1248) [PIX]

BNSF Grain Elevator Directory



Busch Agricultural Resources, Inc. - Conrad , MT

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Bus/Merch. Contact Information

Busch Agricultural Resources, Inc.

Merch. Mgr.

231 Busch Lane

Conrad , MT 59425

Phone (406) 278-7513

FAX (406) 278-7967

e-Mail scot.sessions@anheuser-busch.com

Facilities Information

Facil. Mgr. Scot Sessions

Capacity 2,000,000 bu.

Track Capacity 26 Cars

Handling Modes Loader

Scales and Kind None

Railroad Service D / BNSF

Grains Handled BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
2445	Conrad	MT	Pondera	5025.00	703640

Other elevators in Conrad , MT

1. [Columbia Grain Inc.](#) (#0527) [PIX]
2. [Columbia Grain Inc.](#) (#0528) [PIX]

Other elevators with the same name

1. Busch Agricultural Resources, Inc. Fairfield , MT (#0537) [PIX]
2. Busch Agricultural Resources, Inc. Amenia , ND (#0883) [PIX]
3. Busch Agricultural Resources, Inc. Sutton , ND (#1137)
4. Busch Agricultural Resources, Inc. West Fargo , ND (#1158)
5. Busch Agricultural Resources, Inc. Sidney , MT (#2372) [PIX]

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Salvevoid Grain, Inc. - Culbertson , MT

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Bus/Merch. Contact Information

Salvevoid Grain, Inc.

Merch. Mgr.

P. O. Box 417

Culbertson , MT 59218-0417

Phone (406) 787-5342

FAX (406) 787-5342

e-Mail N/A

Facilities Information

Facil. Mgr. Grant Salvevoid

Capacity 225,000 bu.

Track Capacity 10 Cars

Handling Modes Loader

Scales and Kind None

Railroad Service D / BNSF

Grains Handled WH BR OT

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0529	Culbertson	MT	Roosevelt	5555.00	701556

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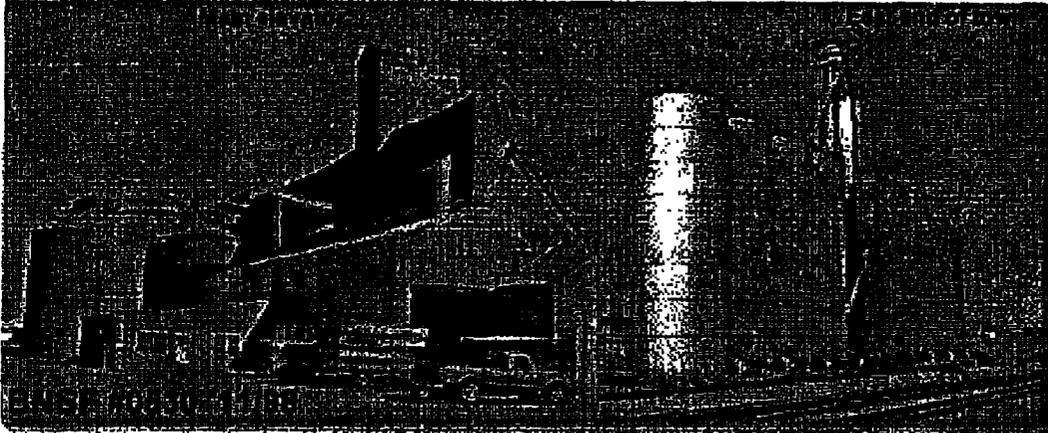
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BNSF Grain Elevator Directory



Columbia Grain Inc. - Cut Bank , MT

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Bus/Merch. Contact Information

Columbia Grain Inc.

Merch. Mgr.

105 East Railroad Street

Cut Bank , MT 59427

Phone (406) 873-5061

FAX (406) 873-2662

e-Mail N/A

Facilities Information

Facil. Mgr. Roger Czech

Capacity 458,000 bu.

Track Capacity 54 Cars

Handling Modes Load/Unloader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR CA

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0530	Cut Bank	MT	Glacier	4170.00	703532

Other elevators in Cut Bank , MT

1. CHS Inc. (#0531)

Other elevators with the same name

1. Columbia Grain Inc. Lewiston , ID (#0088) [PIX]
2. Columbia Grain Inc. Carter , MT (#0518) [PIX]
3. Columbia Grain Inc. Choteau , MT (#0524) [PIX]
4. Columbia Grain Inc. Conrad , MT (#0527) [PIX]
5. Columbia Grain Inc. Conrad , MT (#0528) [PIX]

6. Columbia Grain Inc. Ft Benton , MT (#0539) [PIX]
7. Columbia Grain Inc. Gildford , MT (#0544) [PIX]
8. Columbia Grain Inc. Great Falls , MT (#0549) [PIX]
9. Columbia Grain Inc. Harlem , MT (#0558) [PIX]
10. Columbia Grain Inc. Havre , MT (#0563) [PIX]
11. Columbia Grain Inc. Meriwether , MT (#0585) [PIX]
12. Columbia Grain Inc. Plentywood , MT (#0593) [PIX]
13. Columbia Grain Inc. Merc , MT (#0594) [PIX]
14. Columbia Grain Inc. Rudyard , MT (#0603) [PIX]
15. Columbia Grain Inc. Rudyard , MT (#0604) [PIX]
16. Columbia Grain Inc. Three Forks , MT (#0619) [PIX]
17. Columbia Grain Inc. Tiber , MT (#0620) [PIX]
18. Columbia Grain Inc. Wolf Point , MT (#0627)
19. Columbia Grain Inc. Arvilla , ND (#0887) [PIX]
20. Columbia Grain Inc. Berea , ND (#0896) [PIX]
21. Columbia Grain Inc. Crystal , ND (#0937) [PIX]
22. Columbia Grain Inc. Larimore , ND (#1032)
23. Columbia Grain Inc. Merrifield , ND (#1059) [PIX]
24. Columbia Grain Inc. River Gate , OR (#1248) [PIX]

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CHS Inc. - Cut Bank , MT



Sorry.

Bus/Merch. Contact Information

CHS Inc.

Merch. Mgr.

P. O. Box 1272

Cut Bank , MT 59427

Phone (406) 873-4642

FAX (406) 873-4074

e-Mail ross.thayer@chsinc.com

Facilities Information

Facil. Mgr. Ross Thayer

Capacity 614,000 bu.

Track Capacity 60 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR OT CR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0531	Cut Bank	MT	Glacier	4170.00	703532

Other elevators in Cut Bank , MT

1. Columbia Grain Inc. (#0530) [PIX]

Other elevators with the same name

1. CHS Inc. Akron , CO (#0014) [PIX]
2. CHS Inc. Brush , CO (#0016) [PIX]
3. CHS Inc. Hyde , CO (#0033) [PIX]
4. CHS Inc. Otis , CO (#0037) [PIX]
5. CHS Inc. Wray , CO (#0045) [PIX]
6. CHS Inc. Yuma , CO (#0047) [PIX]
7. CHS Inc. Lewiston , ID (#0065)
8. CHS Inc. Badger , MN (#0284)
9. CHS Inc. Chokio , MN (#0304)
10. CHS Inc. Climax , MN (#0308)
11. CHS Inc. Crookston , MN (#0312) [PIX]
12. CHS Inc. Crookston , MN (#0313) [PIX]
13. CHS Inc. Donnelly , MN (#0321)
14. CHS Inc. Euclid , MN (#0327)
15. CHS Inc. French , MN (#0338) [PIX]
16. CHS Inc. Greenbush , MN (#0344)
17. CHS Inc. Herman , MN (#0354) [PIX]
18. CHS Inc. Jasper , MN (#0362) [PIX]
19. CHS Inc. Kennedy , MN (#0364)
20. CHS Inc. Morris , MN (#0404) [PIX]

21. CHS Inc. Roseau, MN (#0420)
22. CHS Inc. Ruthon, MN (#0424) [PIX]
23. CHS Inc. St Hilaire, MN (#0430) [PIX]
24. CHS Inc. St Paul, MN (#0439)
25. CHS Inc. Stephen, MN (#0442) [PIX]
26. CHS Inc. Warren, MN (#0447)
27. CHS Inc. Glasgow, MT (#0545) [PIX]
28. CHS Inc. Glendive, MT (#0547) [PIX]
29. CHS Inc. Kallspell, MT (#0571)
30. CHS Inc. Kershaw, MT (#0573) [PIX]
31. CHS Inc. Macon, MT (#0581) [PIX]
32. CHS Inc. Shelby, MT (#0608) [PIX]
33. CHS Inc. Shelby, MT (#0609) [PIX]
34. CHS Inc. Valler, MT (#0625) [PIX]
35. CHS Inc. Wolf Point, MT (#0626) [PIX]
36. CHS Inc. Aneta, ND (#0884)
37. CHS Inc. Belfield, ND (#0894) [PIX]
38. CHS Inc. Boyle, ND (#0907) [PIX]
39. CHS Inc. Calvin, ND (#0914)
40. CHS Inc. Devils Lake, ND (#0942) [PIX]
41. CHS Inc. Dickinson, ND (#0946) [PIX]
42. CHS Inc. Dickinson, ND (#0947) [PIX]
43. CHS Inc. Drayton, ND (#0950) [PIX]
44. CHS Inc. Edgeley, ND (#0952)
45. CHS Inc. Galchutt, ND (#0966) [PIX]
46. CHS Inc. Gladstone, ND (#0972) [PIX]
47. CHS Inc. Glasston, ND (#0973)
48. CHS Inc. Grandin, ND (#0982)
49. CHS Inc. Harwood, ND (#0993)
50. CHS Inc. Hensel, ND (#1003)
51. CHS Inc. Horace, ND (#1010) [PIX]
52. CHS Inc. Kindred, ND (#1021) [PIX]
53. CHS Inc. Lakota, ND (#1024) [PIX]
54. CHS Inc. Langdon, ND (#1029) [PIX]
55. CHS Inc. Lignite, ND (#1042)
56. CHS Inc. Marvel, ND (#1050) [PIX]
57. CHS Inc. McVille, ND (#1057) [PIX]
58. CHS Inc. Milton, ND (#1062) [PIX]
59. CHS Inc. Minot, ND (#1064) [PIX]
60. CHS Inc. Minot, ND (#1065) [PIX]
61. CHS Inc. Mohall, ND (#1088)
62. CHS Inc. Mooreton, ND (#1069) [PIX]
63. CHS Inc. Niobe, ND (#1077) [PIX]
64. CHS Inc. Park River, ND (#1088)
65. CHS Inc. Pisek, ND (#1096)
66. CHS Inc. Reeder, ND (#1104) [PIX]
67. CHS Inc. Richardton, ND (#1108) [PIX]
68. CHS Inc. Saries, ND (#1116) [PIX]
69. CHS Inc. West Fargo, ND (#1159)
70. CHS Inc. Madras, OR (#1241)
71. CHS Inc. Alexandria, SD (#1256)
72. CHS Inc. Canton, SD (#1270) [PIX]
73. CHS Inc. Corson, SD (#1276) [PIX]
74. CHS Inc. Corson, SD (#1277) [PIX]
75. CHS Inc. Ethan, SD (#1283)
76. CHS Inc. Garretson, SD (#1284) [PIX]
77. CHS Inc. Lemmon, SD (#1303) [PIX]
78. CHS Inc. Mitchell, SD (#1316) [PIX]
79. CHS Inc. Selby, SD (#1328) [PIX]
80. CHS Inc. Worthing, SD (#1351)
81. CHS Inc. Bruce, WA (#1461) [PIX]
82. CHS Inc. Connell, WA (#1467) [PIX]
83. CHS Inc. Frischnecht, WA (#1478) [PIX]
84. CHS Inc. Glade, WA (#1479)

- 85. CHS Inc. Kennewick , WA (#1493) [PIX]
- 86. CHS Inc. Mesa , WA (#1504) [PIX]
- 87. CHS Inc. Warden , WA (#1541) [PIX]
- 88. CHS Inc. Wheeler , WA (#1545) [PIX]
- 89. CHS Inc. Superior , WI (#1554) [PIX]
- 90. CHS Inc. Friona , TX (#2183) [PIX]
- 91. CHS Inc. Bowbells , ND (#2330) [PIX]
- 92. CHS Inc. Starling , ND (#2334) [PIX]
- 93. CHS Inc. Glendive , MT (#2358) [PIX]
- 94. CHS Inc. Yuma , CO (#2459)

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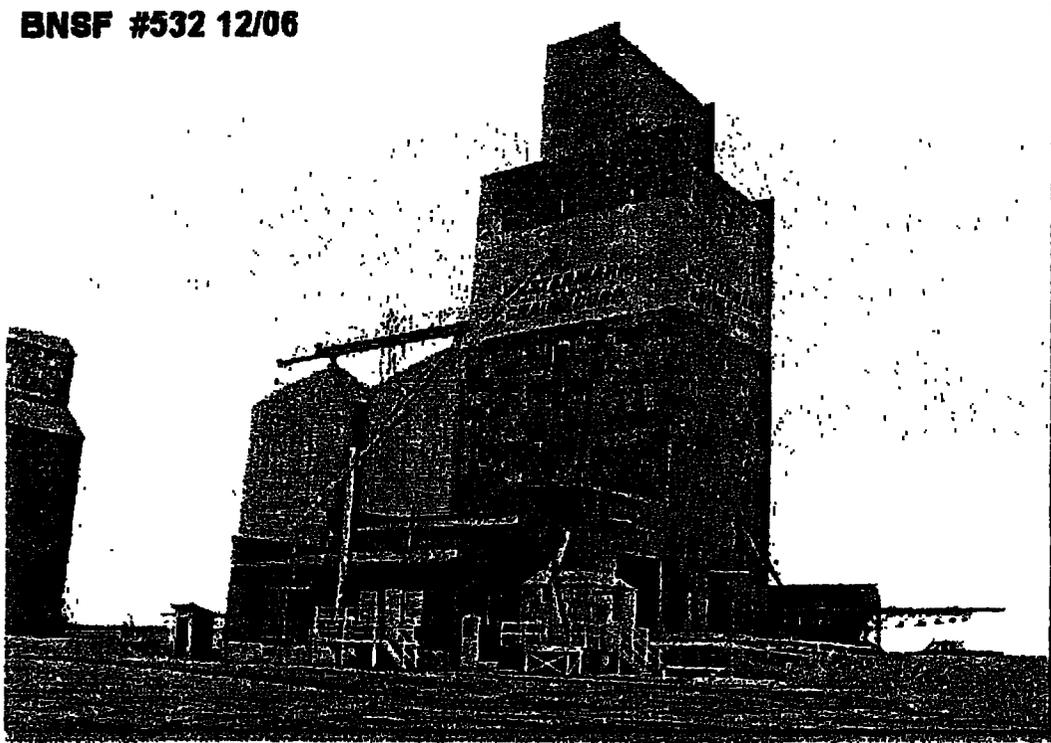
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Schulz Grain - Devon , MT

BNSF #532 12/06



Bus/Merch. Contact Information

Schulz Grain

Merch. Mgr. Dan Schulz

4630 Hi Line Dr.

Shelby , MT 59474

Phone (406) 432-2405

FAX (406) 432-2406

e-Mail awhunnewell@sofast.net

Facilities Information

Facil. Mgr. Aaron Hunnewell

Capacity 286,000 bu.

Track Capacity 5 Cars

Handling Modes Loader

Scales and Kind None

Railroad Service D / BNSF

Grains Handled WH BR CR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0532	Devon	MT	Toole	4240.00	703375

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Mountain View Coop - Dutton , MT



Bus/Merch. Contact Information

Mountain View Coop
Merch. Mgr. Bill Phennigs
110 Main Street West
Dutton , MT 59433
Phone (406) 476-3432
FAX (406) 476-3450
e-Mail
bgrassman@mountainviewcoop.com

Facilities Information

Facil. Mgr. Byron Grassman
Capacity 700,000 bu.
Track Capacity 54 Cars
Handling Modes Loader
Scales and Kind Hopper Cert'd
Railroad Service D / BNSF
Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0535	Dutton	MT	Teton	5045.00	703738

Other elevators with the same name

1. Mountain View Coop Collins , MT (#2353) [PIX]

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BNSF **BNSF Grain Elevator Directory**



Busch Agricultural Resources, Inc. - Fairfield , MT

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Bus/Merch. Contact Information

Busch Agricultural Resources, Inc.

Merch. Mgr.

2440 US Highway 89

Fairfield , MT 59436-9300

Phone (406) 467-2539

FAX (406) 467-3498

e-Mail N/A

Facilities Information

Facil. Mgr. Joshua M. Wulf

Capacity 3,800,000 bu.

Track Capacity 54 Cars

Handling Modes Loader

Scales and Kind None

Railroad Service D / BNSF

Grains Handled BR WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0537	Fairfield	MT	Teton	5050.00	703788

Other elevators with the same name

1. Busch Agricultural Resources, Inc. Amenia , ND (#0883) [PIX]
2. Busch Agricultural Resources, Inc. Sutton , ND (#1137)
3. Busch Agricultural Resources, Inc. West Fargo , ND (#1158)
4. Busch Agricultural Resources, Inc. Sidney , MT (#2372) [PIX]
5. Busch Agricultural Resources, Inc. Conrad , MT (#2445) [PIX]

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BNSF BNSF Grain Elevator Directory



Columbia Grain Inc. - Ft Benton , MT (2 Units)

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Bus/Merch. Contact Information

Columbia Grain Inc.

Merch. Mgr.

P. O. Box 776

Ft Benton , MT 59442

Phone (406) 622-5434

FAX (406) 622-3672

e-Mail gsmith@columbiagrains.com

Facilities Information

Facil. Mgr. Greg Smith

Capacity 886,000 bu.

Track Capacity 54 Cars

Handling Modes Load/Unloader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR OT

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0539	Ft Benton	MT	Chouteau	5170.00	706140

Other elevators with the same name

1. Columbia Grain Inc., Lawiston , ID (#0066) [PIX]
2. Columbia Grain Inc., Carter , MT (#0518) [PIX]
3. Columbia Grain Inc., Choteau , MT (#0524) [PIX]
4. Columbia Grain Inc., Conrad , MT (#0527) [PIX]
5. Columbia Grain Inc., Conrad , MT (#0528) [PIX]
6. Columbia Grain Inc., Cut Bank , MT (#0530) [PIX]
7. Columbia Grain Inc., Gildford , MT (#0544) [PIX]
8. Columbia Grain Inc., Great Falls , MT (#0549) [PIX]
9. Columbia Grain Inc., Harlem , MT (#0558) [PIX]
10. Columbia Grain Inc., Havre , MT (#0563) [PIX]
11. Columbia Grain Inc., Meriwether , MT (#0585) [PIX]

12. Columbia Grain Inc. Plentywood , MT (#0593) [PIX]
13. Columbia Grain Inc. Merc , MT (#0594) [PIX]
14. Columbia Grain Inc. Rudyard , MT (#0603) [PIX]
15. Columbia Grain Inc. Rudyard , MT (#0604) [PIX]
16. Columbia Grain Inc. Three Forks , MT (#0619) [PIX]
17. Columbia Grain Inc. Tiber , MT (#0620) [PIX]
18. Columbia Grain Inc. Wolf Point , MT (#0627)
19. Columbia Grain Inc. Arvilla , ND (#0887) [PIX]
20. Columbia Grain Inc. Berea , ND (#0896) [PIX]
21. Columbia Grain Inc. Crystal , ND (#0937) [PIX]
22. Columbia Grain Inc. Larimore , ND (#1032)
23. Columbia Grain Inc. Merrifield , ND (#1059) [PIX]
24. Columbia Grain Inc. River Gate , OR (#1248) [PIX]

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BNSF **BNSF Grain Elevator Directory**



Columbia Grain Inc. - Gildford , MT

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Bus/Merch. Contact Information

Columbia Grain Inc.

Merch. Mgr. Brian Britt

P. O. Box 291

Rudyard , MT 59540

Phone (406) 355-4316

FAX (406) 355-4318

e-Mail kvenby@columbiagrains.com

Facilities Information

Facil. Mgr. Brian Britt

Capacity 360,000 bu.

Track Capacity 54 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0544	Gildford	MT	Hill	4290.00	702858

Other elevators with the same name

1. Columbia Grain Inc. Lewiston , ID (#0066) [PIX]
2. Columbia Grain Inc. Carter , MT (#0518) [PIX]
3. Columbia Grain Inc. Choteau , MT (#0524) [PIX]
4. Columbia Grain Inc. Conrad , MT (#0527) [PIX]
5. Columbia Grain Inc. Conrad , MT (#0528) [PIX]
6. Columbia Grain Inc. Cut Bank , MT (#0530) [PIX]
7. Columbia Grain Inc. Ft Benton , MT (#0539) [PIX]
8. Columbia Grain Inc. Great Falls , MT (#0549) [PIX]
9. Columbia Grain Inc. Harlem , MT (#0558) [PIX]
10. Columbia Grain Inc. Havre , MT (#0563) [PIX]
11. Columbia Grain Inc. Meriwether , MT (#0585) [PIX]
12. Columbia Grain Inc. Plentywood , MT (#0593) [PIX]
13. Columbia Grain Inc. Merc , MT (#0594) [PIX]
14. Columbia Grain Inc. Rudyard , MT (#0603) [PIX]
15. Columbia Grain Inc. Rudyard , MT (#0604) [PIX]
16. Columbia Grain Inc. Three Forks , MT (#0619) [PIX]
17. Columbia Grain Inc. Tiber , MT (#0620) [PIX]
18. Columbia Grain Inc. Wolf Point , MT (#0627)
19. Columbia Grain Inc. Arvilla , ND (#0687) [PIX]
20. Columbia Grain Inc. Berea , ND (#0886) [PIX]
21. Columbia Grain Inc. Crystal , ND (#0937) [PIX]
22. Columbia Grain Inc. Larimore , ND (#1032)
23. Columbia Grain Inc. Merrifield , ND (#1059) [PIX]
24. Columbia Grain Inc. River Gate , OR (#1248) [PIX]

BNSF **BNSF Grain Elevator Directory**



CHS Inc. - Glasgow , MT dba Farmers Elevator

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Bus/Merch. Contact Information

CHS Inc.

Merch. Mgr. Jerry Doornek

P. O. Box 427

Glasgow , MT 59230

Phone (406) 228-4422

FAX (406) 228-8286

e-Mail N/A

Facilities Information

Facil. Mgr. Jerry Doornek

Capacity 370,000 bu.

Track Capacity 60 Cars

Handling Modes Loader

Scales and Kind None

Railroad Service D / BNSF

Grains Handled WH SG FX SG OT

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0545	Glasgow	MT	Valley	4400.00	701782

Other elevators with the same name

1. CHS Inc. Akron , CO (#0014) [PIX]
2. CHS Inc. Brush , CO (#0016) [PIX]

3. CHS Inc. Hyde , CO (#0033) [PIX]
4. CHS Inc. Otis , CO (#0037) [PIX]
5. CHS Inc. Wray , CO (#0045) [PIX]
6. CHS Inc. Yuma , CO (#0047) [PIX]
7. CHS Inc. Lewiston , ID (#0065)
8. CHS Inc. Badger , MN (#0284)
9. CHS Inc. Chokio , MN (#0304)
10. CHS Inc. Climax , MN (#0308)
11. CHS Inc. Crockston , MN (#0312) [PIX]
12. CHS Inc. Crockston , MN (#0313) [PIX]
13. CHS Inc. Donnelly , MN (#0321)
14. CHS Inc. Euclid , MN (#0327)
15. CHS Inc. French , MN (#0338) [PIX]
16. CHS Inc. Greenbush , MN (#0344)
17. CHS Inc. Herman , MN (#0354) [PIX]
18. CHS Inc. Jasper , MN (#0362) [PIX]
19. CHS Inc. Kennedy , MN (#0364)
20. CHS Inc. Morris , MN (#0404) [PIX]
21. CHS Inc. Roseau , MN (#0420)
22. CHS Inc. Ruthton , MN (#0424) [PIX]
23. CHS Inc. St Hilaire , MN (#0430) [PIX]
24. CHS Inc. St Paul , MN (#0439)
25. CHS Inc. Stephen , MN (#0442) [PIX]
26. CHS Inc. Warren , MN (#0447)
27. CHS Inc. Cut Bank , MT (#0531)
28. CHS Inc. Glendive , MT (#0547) [PIX]
29. CHS Inc. Kallispell , MT (#0571)
30. CHS Inc. Kershaw , MT (#0573) [PIX]
31. CHS Inc. Macon , MT (#0581) [PIX]
32. CHS Inc. Shelby , MT (#0608) [PIX]
33. CHS Inc. Shelby , MT (#0609) [PIX]
34. CHS Inc. Valler , MT (#0625) [PIX]
35. CHS Inc. Wolf Point , MT (#0626) [PIX]
36. CHS Inc. Anata , ND (#0684)
37. CHS Inc. Belfield , ND (#0694) [PIX]
38. CHS Inc. Boyle , ND (#0907) [PIX]
39. CHS Inc. Calvin , ND (#0914)
40. CHS Inc. Devils Lake , ND (#0942) [PIX]
41. CHS Inc. Dickinson , ND (#0946) [PIX]
42. CHS Inc. Dickinson , ND (#0947) [PIX]
43. CHS Inc. Drayton , ND (#0950) [PIX]
44. CHS Inc. Edgeley , ND (#0952)
45. CHS Inc. Galchutt , ND (#0966) [PIX]
46. CHS Inc. Gladstone , ND (#0972) [PIX]
47. CHS Inc. Glasston , ND (#0973)
48. CHS Inc. Grandin , ND (#0982)
49. CHS Inc. Harwood , ND (#0993)
50. CHS Inc. Hensel , ND (#1003)
51. CHS Inc. Horace , ND (#1010) [PIX]
52. CHS Inc. Kindred , ND (#1021) [PIX]
53. CHS Inc. Lakota , ND (#1024) [PIX]
54. CHS Inc. Langdon , ND (#1029) [PIX]
55. CHS Inc. Lignite , ND (#1042)
56. CHS Inc. Manvel , ND (#1050) [PIX]
57. CHS Inc. McVillie , ND (#1057) [PIX]
58. CHS Inc. Milton , ND (#1062) [PIX]
59. CHS Inc. Minot , ND (#1064) [PIX]
60. CHS Inc. Minot , ND (#1065) [PIX]
61. CHS Inc. Mohall , ND (#1066)
62. CHS Inc. Mooreton , ND (#1069) [PIX]
63. CHS Inc. Niobe , ND (#1077) [PIX]
64. CHS Inc. Park River , ND (#1088)
65. CHS Inc. Pisek , ND (#1096)
66. CHS Inc. Reeder , ND (#1104) [PIX]

67. CHS Inc. Richardton, ND (#1108) [PIX]
68. CHS Inc. Saries, ND (#1116) [PIX]
69. CHS Inc. West Fargo, ND (#1159)
70. CHS Inc. Madras, OR (#1241)
71. CHS Inc. Alexandria, SD (#1256)
72. CHS Inc. Canton, SD (#1270) [PIX]
73. CHS Inc. Corson, SD (#1276) [PIX]
74. CHS Inc. Corson, SD (#1277) [PIX]
75. CHS Inc. Ethan, SD (#1283)
76. CHS Inc. Garretson, SD (#1284) [PIX]
77. CHS Inc. Lemmon, SD (#1303) [PIX]
78. CHS Inc. Mitchell, SD (#1316) [PIX]
79. CHS Inc. Selby, SD (#1328) [PIX]
80. CHS Inc. Worthing, SD (#1351)
81. CHS Inc. Bruce, WA (#1461) [PIX]
82. CHS Inc. Connell, WA (#1467) [PIX]
83. CHS Inc. Frischnecht, WA (#1478) [PIX]
84. CHS Inc. Glade, WA (#1479)
85. CHS Inc. Kennewick, WA (#1493) [PIX]
86. CHS Inc. Mesa, WA (#1504) [PIX]
87. CHS Inc. Warden, WA (#1541) [PIX]
88. CHS Inc. Wheeler, WA (#1545) [PIX]
89. CHS Inc. Superior, WI (#1554) [PIX]
90. CHS Inc. Friona, TX (#2163) [PIX]
91. CHS Inc. Bowbells, ND (#2330) [PIX]
92. CHS Inc. Sterling, ND (#2334) [PIX]
93. CHS Inc. Glendive, MT (#2358) [PIX]
94. CHS Inc. Yuma, CO (#2459)

BNSF **BNSF Grain Elevator Directory**



CHS Inc. - Glendive , MT dba Farmers Elevator (Old House)

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BNSF #547 06/2001



Bus/Merch. Contact Information

CHS Inc.

Merch. Mgr. Glen Burbidge

#12 Hwy 16, P.O. box 1391

Glendive , MT 59330-1391

Phone (406) 377-8311

FAX (406) 377-9810

e-Mail tim.mattick@chsinc.com

Facilities Information

Facil. Mgr. Tim Mattick

Capacity 305,000 bu.

Track Capacity 52 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH CR SS

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0547	Glendive	MT	Dawson	8580.00	704660

Other elevators in Glendive , MT

1. CHS Inc. (#2358) [PIX]

Other elevators with the same name

1. CHS Inc. Akron , CO (#0014) [PIX]
2. CHS Inc. Brush , CO (#0016) [PIX]
3. CHS Inc. Hyde , CO (#0033) [PIX]
4. CHS Inc. Otis , CO (#0037) [PIX]
5. CHS Inc. Wray , CO (#0045) [PIX]
6. CHS Inc. Yuma , CO (#0047) [PIX]
7. CHS Inc. Lewiston , ID (#0065)
8. CHS Inc. Badger , MN (#0284)
9. CHS Inc. Chokio , MN (#0304)
10. CHS Inc. Climax , MN (#0308)
11. CHS Inc. Crookston , MN (#0312) [PIX]
12. CHS Inc. Crookston , MN (#0313) [PIX]
13. CHS Inc. Donnelly , MN (#0321)
14. CHS Inc. Euclid , MN (#0327)
15. CHS Inc. French , MN (#0338) [PIX]
16. CHS Inc. Greenbush , MN (#0344)
17. CHS Inc. Herman , MN (#0354) [PIX]
18. CHS Inc. Jasper , MN (#0362) [PIX]
19. CHS Inc. Kennedy , MN (#0364)
20. CHS Inc. Morris , MN (#0404) [PIX]
21. CHS Inc. Roseau , MN (#0420)
22. CHS Inc. Ruthon , MN (#0424) [PIX]
23. CHS Inc. St Hilaire , MN (#0430) [PIX]
24. CHS Inc. St Paul , MN (#0439)
25. CHS Inc. Stephen , MN (#0442) [PIX]
26. CHS Inc. Warren , MN (#0447)
27. CHS Inc. Cut Bank , MT (#0531)
28. CHS Inc. Glasgow , MT (#0545) [PIX]
29. CHS Inc. Kalspell , MT (#0571)
30. CHS Inc. Kershaw , MT (#0573) [PIX]
31. CHS Inc. Macon , MT (#0561) [PIX]
32. CHS Inc. Shelby , MT (#0608) [PIX]
33. CHS Inc. Shelby , MT (#0609) [PIX]
34. CHS Inc. Valler , MT (#0625) [PIX]
35. CHS Inc. Wolf Point , MT (#0626) [PIX]
36. CHS Inc. Aneta , ND (#0884)
37. CHS Inc. Belfield , ND (#0894) [PIX]
38. CHS Inc. Boyle , ND (#0907) [PIX]
39. CHS Inc. Calvin , ND (#0914)
40. CHS Inc. Devils Lake , ND (#0942) [PIX]
41. CHS Inc. Dickinson , ND (#0946) [PIX]
42. CHS Inc. Dickinson , ND (#0947) [PIX]
43. CHS Inc. Drayton , ND (#0950) [PIX]
44. CHS Inc. Edgeley , ND (#0952)
45. CHS Inc. Gaichutt , ND (#0966) [PIX]
46. CHS Inc. Gladstone , ND (#0972) [PIX]
47. CHS Inc. Glasston , ND (#0973)
48. CHS Inc. Grandin , ND (#0982)
49. CHS Inc. Harwood , ND (#0993)
50. CHS Inc. Hensel , ND (#1003)
51. CHS Inc. Horace , ND (#1010) [PIX]
52. CHS Inc. Kindred , ND (#1021) [PIX]
53. CHS Inc. Lakota , ND (#1024) [PIX]
54. CHS Inc. Langdon , ND (#1029) [PIX]
55. CHS Inc. Lignite , ND (#1042)
56. CHS Inc. Marvel , ND (#1050) [PIX]
57. CHS Inc. McVillie , ND (#1057) [PIX]
58. CHS Inc. Milton , ND (#1062) [PIX]
59. CHS Inc. Minot , ND (#1064) [PIX]
60. CHS Inc. Minot , ND (#1065) [PIX]
61. CHS Inc. Mohall , ND (#1066)
62. CHS Inc. Mooreton , ND (#1069) [PIX]

63. CHS Inc. Niobe, ND (#1077) [PIX]
64. CHS Inc. Park River, ND (#1088)
65. CHS Inc. Pisek, ND (#1096)
66. CHS Inc. Reeder, ND (#1104) [PIX]
67. CHS Inc. Richardson, ND (#1108) [PIX]
68. CHS Inc. Saries, ND (#1118) [PIX]
69. CHS Inc. West Fargo, ND (#1159)
70. CHS Inc. Madras, OR (#1241)
71. CHS Inc. Alexandria, SD (#1258)
72. CHS Inc. Canton, SD (#1270) [PIX]
73. CHS Inc. Corson, SD (#1278) [PIX]
74. CHS Inc. Corson, SD (#1277) [PIX]
75. CHS Inc. Ethan, SD (#1283)
76. CHS Inc. Garretson, SD (#1284) [PIX]
77. CHS Inc. Lemmon, SD (#1303) [PIX]
78. CHS Inc. Mitchell, SD (#1318) [PIX]
79. CHS Inc. Selby, SD (#1328) [PIX]
80. CHS Inc. Worthing, SD (#1351)
81. CHS Inc. Bruce, WA (#1481) [PIX]
82. CHS Inc. Connell, WA (#1487) [PIX]
83. CHS Inc. Frischnecht, WA (#1478) [PIX]
84. CHS Inc. Glade, WA (#1479)
85. CHS Inc. Kennewick, WA (#1493) [PIX]
86. CHS Inc. Mesa, WA (#1504) [PIX]
87. CHS Inc. Warden, WA (#1541) [PIX]
88. CHS Inc. Wheeler, WA (#1545) [PIX]
89. CHS Inc. Superior, WI (#1554) [PIX]
90. CHS Inc. Friona, TX (#2163) [PIX]
91. CHS Inc. Bowbells, ND (#2330) [PIX]
92. CHS Inc. Sterling, ND (#2334) [PIX]
93. CHS Inc. Glendive, MT (#2358) [PIX]
94. CHS Inc. Yuma, CO (#2459)

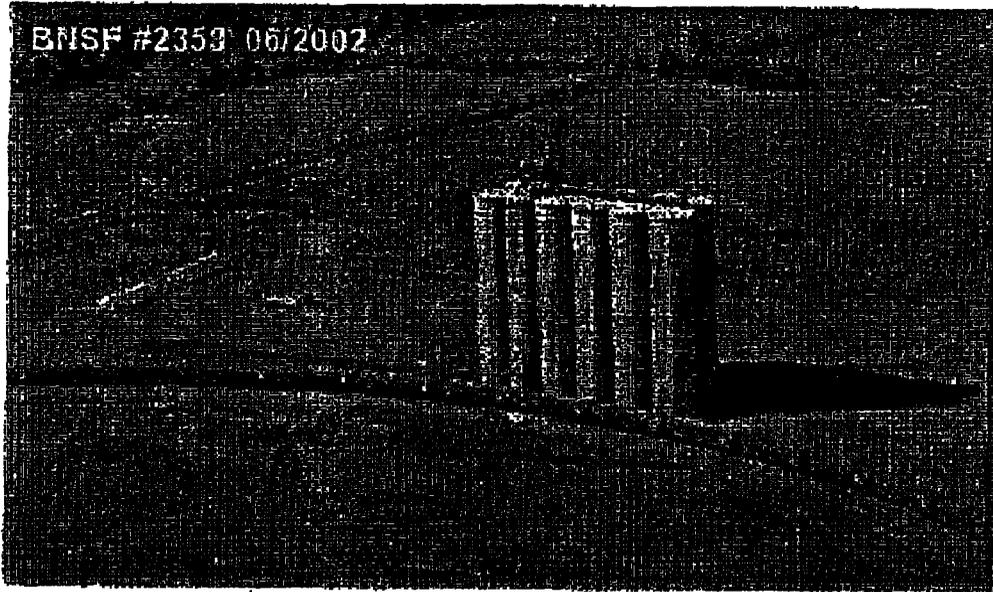


BNSF Grain Elevator Directory



CHS Inc. - Glendive , MT dba Farmers Elevator (Shuttle House)

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Bus/Merch. Contact Information

CHS Inc.

Merch. Mgr. Glen Burbidge

320 Hwy 16, P.O. Box 1391

Glendive , MT 59330

Phone (406) 377-8312

FAX (406) 377-9812

e-Mail tim.mattick@chsinc.com

Facilities Information

Facil. Mgr. Tim Mattick

Capacity 850,000 bu.

Track Capacity 110 Cars

Handling Modes Shuttle Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
2358	Glendive	MT	Dawson	8580.00	704660

Other elevators in Glendive , MT

1. CHS Inc. (#0547) [PIX]

Other elevators with the same name

1. CHS Inc. Akron, CO (#0014) [PIX]
2. CHS Inc. Brush, CO (#0016) [PIX]
3. CHS Inc. Hyde, CO (#0033) [PIX]
4. CHS Inc. Otis, CO (#0037) [PIX]
5. CHS Inc. Wray, CO (#0045) [PIX]
6. CHS Inc. Yuma, CO (#0047) [PIX]
7. CHS Inc. Lewiston, ID (#0065)
8. CHS Inc. Badger, MN (#0284)
9. CHS Inc. Chokio, MN (#0304)
10. CHS Inc. Climax, MN (#0308)
11. CHS Inc. Crookston, MN (#0312) [PIX]
12. CHS Inc. Crookston, MN (#0313) [PIX]
13. CHS Inc. Donnelly, MN (#0321)
14. CHS Inc. Euclid, MN (#0327)
15. CHS Inc. French, MN (#0338) [PIX]
16. CHS Inc. Greenbush, MN (#0344)
17. CHS Inc. Herman, MN (#0354) [PIX]
18. CHS Inc. Jasper, MN (#0362) [PIX]
19. CHS Inc. Kennedy, MN (#0364)
20. CHS Inc. Morris, MN (#0404) [PIX]
21. CHS Inc. Roseau, MN (#0420)
22. CHS Inc. Ruthton, MN (#0424) [PIX]
23. CHS Inc. St Hilaire, MN (#0430) [PIX]
24. CHS Inc. St Paul, MN (#0439)
25. CHS Inc. Stephen, MN (#0442) [PIX]
26. CHS Inc. Warren, MN (#0447)
27. CHS Inc. Cut Bank, MT (#0531)
28. CHS Inc. Glasgow, MT (#0545) [PIX]
29. CHS Inc. Glendive, MT (#0547) [PIX]
30. CHS Inc. Kalspell, MT (#0571)
31. CHS Inc. Kershaw, MT (#0573) [PIX]
32. CHS Inc. Macon, MT (#0581) [PIX]
33. CHS Inc. Shelby, MT (#0608) [PIX]
34. CHS Inc. Shelby, MT (#0609) [PIX]
35. CHS Inc. Valler, MT (#0625) [PIX]
36. CHS Inc. Wolf Point, MT (#0626) [PIX]
37. CHS Inc. Aneta, ND (#0884)
38. CHS Inc. Belfield, ND (#0894) [PIX]
39. CHS Inc. Boyle, ND (#0907) [PIX]
40. CHS Inc. Calvin, ND (#0914)
41. CHS Inc. Devils Lake, ND (#0942) [PIX]
42. CHS Inc. Dickinson, ND (#0948) [PIX]
43. CHS Inc. Dickinson, ND (#0947) [PIX]
44. CHS Inc. Drayton, ND (#0950) [PIX]
45. CHS Inc. Edgeley, ND (#0952)
46. CHS Inc. Galchutt, ND (#0966) [PIX]
47. CHS Inc. Gladstone, ND (#0972) [PIX]
48. CHS Inc. Glasston, ND (#0973)
49. CHS Inc. Grandin, ND (#0982)
50. CHS Inc. Harwood, ND (#0993)
51. CHS Inc. Hensel, ND (#1003)
52. CHS Inc. Horace, ND (#1010) [PIX]
53. CHS Inc. Kindred, ND (#1021) [PIX]
54. CHS Inc. Lakota, ND (#1024) [PIX]
55. CHS Inc. Langdon, ND (#1029) [PIX]
56. CHS Inc. Lignite, ND (#1042)
57. CHS Inc. Marvel, ND (#1050) [PIX]
58. CHS Inc. McVille, ND (#1057) [PIX]
59. CHS Inc. Milton, ND (#1062) [PIX]
60. CHS Inc. Minot, ND (#1064) [PIX]
61. CHS Inc. Minot, ND (#1065) [PIX]
62. CHS Inc. Mohall, ND (#1068)
63. CHS Inc. Mooreton, ND (#1069) [PIX]
64. CHS Inc. Niobe, ND (#1077) [PIX]

65. CHS Inc. Park River, ND (#1088)
66. CHS Inc. Pisek, ND (#1096)
67. CHS Inc. Reeder, ND (#1104) [PIX]
68. CHS Inc. Richardton, ND (#1108) [PIX]
69. CHS Inc. Saries, ND (#1116) [PIX]
70. CHS Inc. West Fargo, ND (#1159)
71. CHS Inc. Madras, OR (#1241)
72. CHS Inc. Alexandria, SD (#1256)
73. CHS Inc. Canton, SD (#1270) [PIX]
74. CHS Inc. Corson, SD (#1276) [PIX]
75. CHS Inc. Corson, SD (#1277) [PIX]
76. CHS Inc. Ethan, SD (#1283)
77. CHS Inc. Garretson, SD (#1284) [PIX]
78. CHS Inc. Lemmon, SD (#1303) [PIX]
79. CHS Inc. Mitchell, SD (#1316) [PIX]
80. CHS Inc. Salby, SD (#1328) [PIX]
81. CHS Inc. Worthing, SD (#1351)
82. CHS Inc. Bruce, WA (#1461) [PIX]
83. CHS Inc. Connell, WA (#1467) [PIX]
84. CHS Inc. Frischnecht, WA (#1476) [PIX]
85. CHS Inc. Glade, WA (#1479)
86. CHS Inc. Kennewick, WA (#1493) [PIX]
87. CHS Inc. Mesa, WA (#1504) [PIX]
88. CHS Inc. Warden, WA (#1541) [PIX]
89. CHS Inc. Wheeler, WA (#1545) [PIX]
90. CHS Inc. Superior, WI (#1554) [PIX]
91. CHS Inc. Friona, TX (#2163) [PIX]
92. CHS Inc. Bowbells, ND (#2330) [PIX]
93. CHS Inc. Sterling, ND (#2334) [PIX]
94. CHS Inc. Yuma, CO (#2459)

BNSF Grain Elevator Directory



Columbia Grain Inc. - Great Falls , MT

BNSF #0549 11/98

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Bus/Merch. Contact Information

Columbia Grain Inc.

Merch. Mgr.

1820 12th Avenue N.

Great Falls , MT 59401

Phone (406) 771-8139

FAX (406) 771-1208

e-Mail jbeardsley@columbiagrains.com

Facilities Information

Facil. Mgr. James A Beardsley

Capacity 420,000 bu.

Track Capacity 54 Cars

Handling Modes Load/Unloader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0549	Great Falls	MT	Cascade	5090.00	706720

Other elevators in Great Falls , MT

1. General Mills, Inc. (#0551) [PIX]
2. United Harvest (#0552) [PIX]
3. Montana Specialty Mills, LLC (#0553) [PIX]

Other elevators with the same name

1. Columbia Grain Inc. Lewiston , ID (#0066) [PIX]
2. Columbia Grain Inc. Carter , MT (#0518) [PIX]
3. Columbia Grain Inc. Choteau , MT (#0524) [PIX]
4. Columbia Grain Inc. Conrad , MT (#0527) [PIX]
5. Columbia Grain Inc. Conrad , MT (#0528) [PIX]
6. Columbia Grain Inc. Cut Bank , MT (#0530) [PIX]
7. Columbia Grain Inc. Ft Benton , MT (#0539) [PIX]
8. Columbia Grain Inc. Gildford , MT (#0544) [PIX]
9. Columbia Grain Inc. Harlem , MT (#0558) [PIX]
10. Columbia Grain Inc. Havre , MT (#0563) [PIX]
11. Columbia Grain Inc. Meriwether , MT (#0585) [PIX]
12. Columbia Grain Inc. Plentywood , MT (#0593) [PIX]
13. Columbia Grain Inc. Merc , MT (#0594) [PIX]
14. Columbia Grain Inc. Rudyard , MT (#0603) [PIX]
15. Columbia Grain Inc. Rudyard , MT (#0604) [PIX]
16. Columbia Grain Inc. Three Forks , MT (#0619) [PIX]
17. Columbia Grain Inc. Tiber , MT (#0620) [PIX]
18. Columbia Grain Inc. Wolf Point , MT (#0627) [PIX]
19. Columbia Grain Inc. Arvilla , ND (#0667) [PIX]
20. Columbia Grain Inc. Berea , ND (#0896) [PIX]
21. Columbia Grain Inc. Crystal , ND (#0937) [PIX]
22. Columbia Grain Inc. Larimore , ND (#1032) [PIX]
23. Columbia Grain Inc. Merrifield , ND (#1059) [PIX]
24. Columbia Grain Inc. River Gate , OR (#1248) [PIX]

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General Mills, Inc. - Great Falls , MT



Bus/Merch. Contact Information

General Mills, Inc.

Merch. Mgr. Marv Blodgett

P. O. Box 5022

Great Falls , MT 59403

Phone (406) 761-6252

FAX (406) 727-8096

e-Mail marv.blodgett@genmills.com

Facilities Information

Facil. Mgr. Jeff Shapiro

Capacity 1,590,000 bu.

Track Capacity 52 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0551	Great Falls	MT	Cascade	5090.00	706720

Other elevators in Great Falls , MT

1. [Columbia Grain Inc.](#) (#0549) [PIX]
2. [United Harvest](#) (#0552) [PIX]
3. [Montana Specialty Mills, LLC](#) (#0553) [PIX]

Other elevators with the same name

1. General Mills, Inc. Duluth , MN (#0324) [PIX]
2. General Mills, Inc. Minneapolis , MN (#0387)
3. General Mills, Inc. Minneapolis , MN (#0388)
4. General Mills, Inc. Superior , WI (#1553) [PIX]
5. General Mills, Inc. Fridley , MN (#1572)
6. General Mills, Inc. Minneapolis , MN (#2317)

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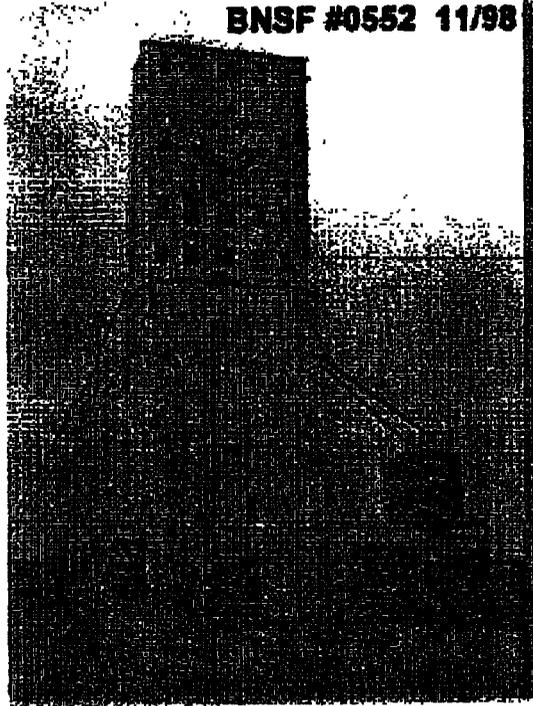
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United Harvest - Great Falls , MT

BNSF #0552 11/98



Bus/Merch. Contact Information

United Harvest

Merch. Mgr. Rick Teeters

700 6th Street S.W.

Great Falls , MT 59403

Phone (406) 453-0384

FAX (406) 761-1923

e-Mail greatfalls@unitedharvest.com

Facilities Information

Facil. Mgr. Josh Pepos

Capacity 584,000 bu.

Track Capacity 52 Cars

Handling Modes Load/Unloader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0552	Great Falls	MT	Cascade	5090.00	706720

Other elevators in Great Falls , MT

1. Columbia Grain Inc. (#0549) [PIX]
2. General Mills, Inc. (#0551) [PIX]
3. Montana Specialty Mills, LLC (#0553) [PIX]

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Montana Specialty Mills, LLC - Great Falls , MT

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Bus/Merch. Contact Information

Montana Specialty Mills, LLC

Merch. Mgr.

525 3rd Street N.W.

Great Falls , MT 59404

Phone (406) 761-2338

FAX (406) 761-7926

e-Mail

gordon.svenby@mtspecialtymills.com

Facilities Information

Facil. Mgr. Gordon Svenby

Capacity 412,000 bu.

Track Capacity 30 Cars

Handling Modes Load/Unloader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled CA FX SS SF WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0553	Great Falls	MT	Cascade	5090.00	706720

Other elevators in Great Falls , MT

1. Columbia Grain Inc. (#0549) [PIX]

2. General Mills, Inc. (#0551) [PIX]
3. United Harvest (#0552) [PIX]

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United Harvest, LLC - Grove , MT

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Bus/Merch. Contact Information

United Harvest, LLC

Merch. Mgr. Bruce Weber

1366 Harvest Road

Moccasin , MT 59462

Phone (406) 423-5810

FAX (406) 423-5628

e-Mail moccasin@unitedharvest.com

Facilities Information

Facil. Mgr. Brian Wxom

Capacity 625,000 bu.

Track Capacity 110 Cars

Handling Modes Shuttle Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
2456	Grove	MT	Judith Basin	05253.00	706462

Other elevators with the same name

1. [United Harvest, LLC Moccasin , MT \(#0587 \) \[PIX\]](#)
2. [United Harvest, LLC Kalama , WA \(#1491 \) \[PIX\]](#)
3. [United Harvest, LLC Vancouver , WA \(#1538 \) \[PIX\]](#)
4. [United Harvest, LLC Pompeys Pillar , MT \(#2364 \)](#)

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Lakeland Feed & Supply - Hamilton , MT

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Bus/Merch. Contact Information

Lakeland Feed & Supply

Merch. Mgr. Mike Pflieger

P. O. Box 298

Hamilton , MT 59840-0288

Phone (406) 363-2334

FAX (406) 363-1156

e-Mail mike@lakelandfeeds.com

Facilities Information

Facil. Mgr. Mike Pflieger

Capacity 49,000 bu.

Track Capacity 2 Cars

Handling Modes Load/Unloader

Scales and Kind None

Railroad Service D / MRL

Grains Handled CR BR OT WH FX

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0554	Hamilton	MT	Ravalli	4780.00	716540

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Peavey Co. - Hardin , MT



Sorry.

Bus/Merch. Contact Information

Peavey Co.
Merch. Mgr.
3815 1st Ave S
Billings , MT 59101-3502
Phone (406) 665-3403
FAX (406) 665-3502
e-Mail N/A

Facilities Information

Facil. Mgr. Al Sternberg
Capacity 429,000 bu.
Track Capacity 52 Cars
Handling Modes Loader
Scales and Kind Track Cert'd
Railroad Service D / BNSF
Grains Handled WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0555	Hardin	MT	Big Horn	16010.00	708720

Other elevators with the same name

1. Peavey Co. Sauget, IL (#0092)
2. Peavey Co. East St Louis, IL (#0093)
3. Peavey Co. Dubuque, IA (#0151)
4. Peavey Co. St Paul, MN (#0440)
5. Peavey Co. Billings, MT (#0508) [PIX]
6. Peavey Co. Ludington, MT (#0560) [PIX]
7. Peavey Co. Miles City, MT (#0586) [PIX]
8. Peavey Co. Moore, MT (#0588) [PIX]
9. Peavey Co. Wolf Point, MT (#0628) [PIX]
10. Peavey Co. Grand Island, NE (#0724) [PIX]
11. Peavey Co. Imperial, NE (#0752) [PIX]
12. Peavey Co. Jeffers, NE (#0756)
13. Peavey Co. Jamestown, ND (#1015)
14. Peavey Co. North Grand Forks, ND (#1078) [PIX]
15. Peavey Co. Tulsa Port Authorit, OK (#1233) [PIX]
16. Peavey Co. Clovis, NM (#2022) [PIX]
17. Peavey Co. Clovis, NM (#2023) [PIX]
18. Peavey Co. Clovis, NM (#2024) [PIX]
19. Peavey Co. Grier, NM (#2026)
20. Peavey Co. Melrose, NM (#2028)
21. Peavey Co. Clovis, NM (#2328) [PIX]

BNSF **BNSF Grain Elevator Directory**



Columbia Grain Inc. - Harlem , MT

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Bus/Merch. Contact Information

Columbia Grain Inc.

Merch. Mgr.

P. O. Box 577

Harlem , MT 59526

Phone (406) 353-2924

FAX (406) 353-4854

e-Mail ksvenby@columbiagrains.com

Facilities Information

Facil. Mgr. Scott D McIntosh

Capacity 620,000 bu.

Track Capacity 115 Cars

Handling Modes Shuttle Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR

Physical Location Information

<http://www.bnsf.com/customers/grain-facilities/elevators/bin8/ele0558.html>

2/28/2011

Facility No.	Station	State	County	OPSL No.	SPLC No.
0558	Harlem	MT	Blaine	4345.00	702435

Other elevators with the same name

1. Columbia Grain Inc. Lewiston , ID (#0086) [PIX]
2. Columbia Grain Inc. Carter , MT (#0518) [PIX]
3. Columbia Grain Inc. Choteau , MT (#0524) [PIX]
4. Columbia Grain Inc. Conrad , MT (#0527) [PIX]
5. Columbia Grain Inc. Conrad , MT (#0528) [PIX]
6. Columbia Grain Inc. Cut Bank , MT (#0530) [PIX]
7. Columbia Grain Inc. Ft Benton , MT (#0539) [PIX]
8. Columbia Grain Inc. Gildford , MT (#0544) [PIX]
9. Columbia Grain Inc. Great Falls , MT (#0549) [PIX]
10. Columbia Grain Inc. Havre , MT (#0583) [PIX]
11. Columbia Grain Inc. Meriwether , MT (#0585) [PIX]
12. Columbia Grain Inc. Plentywood , MT (#0593) [PIX]
13. Columbia Grain Inc. Merc , MT (#0594) [PIX]
14. Columbia Grain Inc. Rudyard , MT (#0603) [PIX]
15. Columbia Grain Inc. Rudyard , MT (#0604) [PIX]
16. Columbia Grain Inc. Three Forks , MT (#0619) [PIX]
17. Columbia Grain Inc. Tiber , MT (#0620) [PIX]
18. Columbia Grain Inc. Wolf Point , MT (#0627)
19. Columbia Grain Inc. Arvilla , ND (#0887) [PIX]
20. Columbia Grain Inc. Beres , ND (#0898) [PIX]
21. Columbia Grain Inc. Crystal , ND (#0937) [PIX]
22. Columbia Grain Inc. Larimore , ND (#1032)
23. Columbia Grain Inc. Merrifield , ND (#1059) [PIX]
24. Columbia Grain Inc. River Gate , OR (#1248) [PIX]



BNSF Grain Elevator Directory



Harrison Elevator Co. - Harrison , MT

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Bus/Merch. Contact Information

Harrison Elevator Co.

Merch. Mgr.

P. O. Box 231

Harrison , MT 59735

Phone (406) 685-3425

FAX (406) 685-3429

e-Mail defrance@3rivers.net

Facilities Information

Facil. Mgr. Gary De France

Capacity 133,000 bu.

Track Capacity 18 Cars

Handling Modes Loader

Scales and Kind None

Railroad Service D / MRL

Grains Handled WH BR CR QT

Physical Location Information

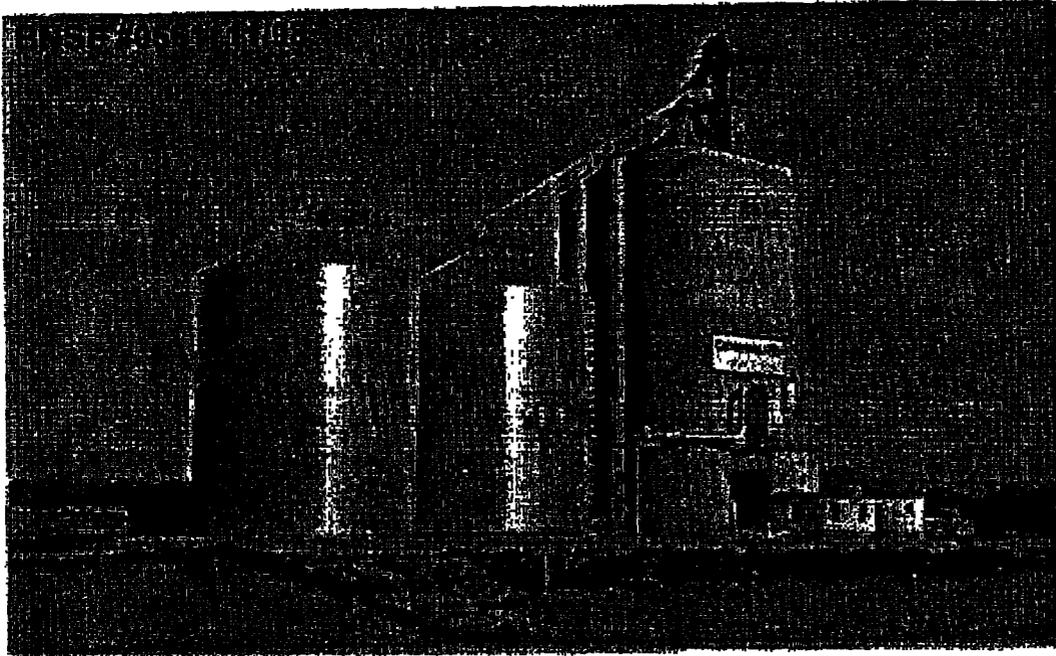
Facility No.	Station	State	County	OPSL No.	SPLC No.
0560	Harrison	MT	Madison	4865.00	719112

BNSF Grain Elevator Directory



ADM/CHS, LLC - Havre , MT (East Terminal)

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Bus/Merch. Contact Information

ADM/CHS, LLC

Merch. Mgr. Lance Johnson

P. O. Box 1427

Havre , MT 59501

Phone (406) 265-2208

FAX (406) 265-2449

e-Mail tpadmchs@onewest.net

Facilities Information

Facil. Mgr. Chris Herring

Capacity 1,700,000 bu.

Track Capacity 110 Cars

Handling Modes Shuttle Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0561	Havre	MT	Hill	4325.00	702843

Other elevators in Havre , MT

1. ADM/CHS, LLC (#0562) [PIX]

2. Columbia Grain Inc. (#0563) [PIX]

Other elevators with the same name

1. ADM/CHS, LLC Havre , MT (#0562) [PIX]

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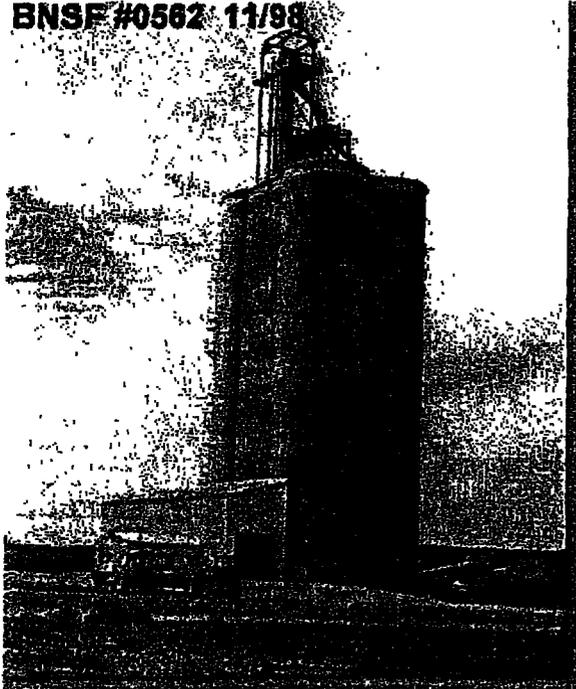
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ADM/CHS, LLC - Havre , MT (East Unit)

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Bus/Merch. Contact Information

ADM/CHS, LLC

Merch. Mgr.

P. O. Box 1427

Havre , MT 59501

Phone (406) 265-2208

FAX

e-Mail terry.parsons@chsinc.com

Facilities Information

Facil. Mgr.

Capacity 240,000 bu.

Track Capacity 110 Cars .

Handling Modes Shuttle Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0562	Havre	MT	Hill	4325.00	702843

Other elevators in Havre , MT

1. ADM/CHS, LLC (#0561) [PIX]
2. Columbia Grain Inc. (#0563) [PIX]

Other elevators with the same name

1. ADM/CHS, LLC Havre, MT (#0561) [PIX]

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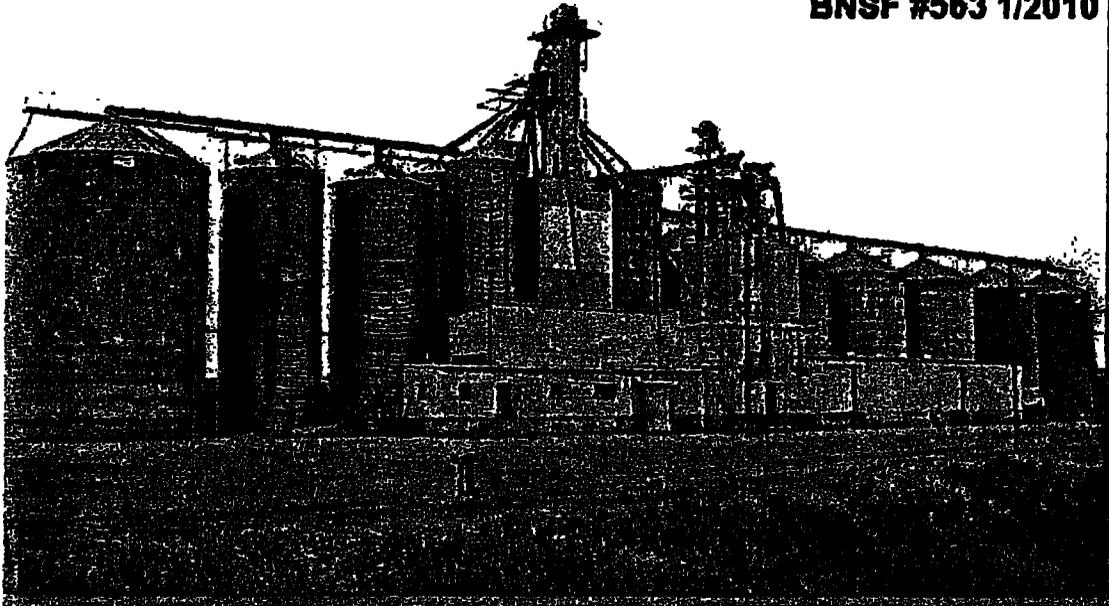
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Columbia Grain Inc. - Havre , MT

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BNSF #563 1/2010



Bus/Merch. Contact Information

Columbia Grain Inc.

Merch. Mgr.

P.O. Box 577

Havre , MT 59626

Phone (406) 265-5451

FAX (406) 265-5452

e-Mail ksvenby@columbiagrains.com

Facilities Information

Facil. Mgr. Scott McIntosh

Capacity 450,000 bu.

Track Capacity 54 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR OT CA

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0563	Havre	MT	Hill	4325.00	702843

Other elevators in Havre , MT

1. [ADM/CHS.LLC](#) (#0561) [PIX]
2. [ADM/CHS.LLC](#) (#0562) [PIX]

Other elevators with the same name

1. Columbia Grain Inc. Lewiston , ID (#0066) [PIX]
2. Columbia Grain Inc. Carter , MT (#0516) [PIX]
3. Columbia Grain Inc. Choteau , MT (#0524) [PIX]
4. Columbia Grain Inc. Conrad , MT (#0527) [PIX]
5. Columbia Grain Inc. Conrad , MT (#0528) [PIX]
6. Columbia Grain Inc. Cut Bank , MT (#0530) [PIX]
7. Columbia Grain Inc. Ft Benton , MT (#0539) [PIX]
8. Columbia Grain Inc. Gildford , MT (#0544) [PIX]
9. Columbia Grain Inc. Great Falls , MT (#0549) [PIX]
10. Columbia Grain Inc. Harlem , MT (#0558) [PIX]
11. Columbia Grain Inc. Meriwether , MT (#0585) [PIX]
12. Columbia Grain Inc. Plentywood , MT (#0593) [PIX]
13. Columbia Grain Inc. Merc , MT (#0594) [PIX]
14. Columbia Grain Inc. Rudyard , MT (#0603) [PIX]
15. Columbia Grain Inc. Rudyard , MT (#0604) [PIX]
16. Columbia Grain Inc. Three Forks , MT (#0619) [PIX]
17. Columbia Grain Inc. Tiber , MT (#0620) [PIX]
18. Columbia Grain Inc. Wolf Point , MT (#0627)
19. Columbia Grain Inc. Arvilla , ND (#0887) [PIX]
20. Columbia Grain Inc. Berea , ND (#0898) [PIX]
21. Columbia Grain Inc. Crystal , ND (#0937) [PIX]
22. Columbia Grain Inc. Larimore , ND (#1032)
23. Columbia Grain Inc. Merrifield , ND (#1059) [PIX]
24. Columbia Grain Inc. River Gate , OR (#1248) [PIX]

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Agri Feeds & Fertilizer, Inc. - Helena , MT

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Bus/Merch. Contact Information

Agri Feeds & Fertilizer, Inc.
Merch. Mgr.
1518 Dodge Avenue
Helena , MT 59601
Phone (406) 442-7606
FAX (406) 442-7608
e-Mail agfeeds@msn.com

Facilities Information

Facil. Mgr. Mike Bingham
Capacity 24,000 bu.
Track Capacity 6 Cars
Handling Modes Loader
Scales and Kind None
Railroad Service D / MRL
Grains Handled BR OT

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0564	Helena	MT	Lewis & Clark	4720.00	713190

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MillerCoors, LLC - Huntley , MT



Sorry.

Bus/Merch. Contact Information

MillerCoors, LLC

Merch. Mgr. Fritz Schneider

P. O. Box 188

Huntley , MT 59037

Phone (406) 348-2252

FAX (406) 348-2386

e-Mail

freddy.schneider@millercoors.com

Facilities Information

Facil. Mgr. Fritz Schneider

Capacity 3,700,000 bu.

Track Capacity 9 Cars

Handling Modes Loader

Scales and Kind Track Cert'd

Railroad Service D / MRL

Grains Handled BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0567	Huntley	MT	Yellowstone	4990.00	708588

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Ismay Grain Co. LLC - Ismay , MT



Sorry.

Bus/Merch. Contact Information

Ismay Grain Co. LLC
Merch. Mgr.
P. O. Box 106
Ismay , MT 59336-0106
Phone (406) 772-5743
FAX (406) 772-5743
e-Mail N/A

Facilities Information

Facil. Mgr. Gene Nemitz
Capacity 350,000 bu.
Track Capacity 13 Cars
Handling Modes Loader
Scales and Kind Hopper Cert'd
Railroad Service D / BNSF
Grains Handled WH BR CR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0569	Ismay	MT	Custer	9310.00	707423

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CHS Inc. - Kalispell , MT



Sorry.

Bus/Merch. Contact Information

CHS Inc.

Merch. Mgr.

P. O. Box 579

Kalispell , MT 59903-0579

Phone (406) 755-7400

FAX (406) 755-7478

e-Mail mlalum@chskalispell.com

Facilities Information

Facil. Mgr. Mark Lalum

Capacity 350,000 bu.

Track Capacity 26 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled BR WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0571	Kalispell	MT	Flathead	4070.00	711160

Other elevators with the same name

1. CHS Inc. Akron , CO (#0014) [PIX]
2. CHS Inc. Brush , CO (#0016) [PIX]
3. CHS Inc. Hyde , CO (#0033) [PIX]
4. CHS Inc. Otis , CO (#0037) [PIX]
5. CHS Inc. Wray , CO (#0045) [PIX]
6. CHS Inc. Yuma , CO (#0047) [PIX]
7. CHS Inc. Lewiston , ID (#0065)
8. CHS Inc. Badger , MN (#0284)
9. CHS Inc. Chokio , MN (#0304)
10. CHS Inc. Climax , MN (#0308)
11. CHS Inc. Crookston , MN (#0312) [PIX]
12. CHS Inc. Crookston , MN (#0313) [PIX]
13. CHS Inc. Donnelly , MN (#0321)
14. CHS Inc. Euclid , MN (#0327)
15. CHS Inc. French , MN (#0338) [PIX]
16. CHS Inc. Greenbush , MN (#0344)
17. CHS Inc. Herman , MN (#0354) [PIX]
18. CHS Inc. Jasper , MN (#0362) [PIX]
19. CHS Inc. Kennedy , MN (#0364)
20. CHS Inc. Morris , MN (#0404) [PIX]
21. CHS Inc. Roseau , MN (#0420)
22. CHS Inc. Ruthon , MN (#0424) [PIX]
23. CHS Inc. St Hilaire , MN (#0430) [PIX]
24. CHS Inc. St Paul , MN (#0439)
25. CHS Inc. Stephen , MN (#0442) [PIX]

26. CHS Inc. Warren , MN (#0447)
27. CHS Inc. Cut Bank , MT (#0531)
28. CHS Inc. Glasgow , MT (#0545) [PIX]
29. CHS Inc. Glendive , MT (#0547) [PIX]
30. CHS Inc. Kershaw , MT (#0573) [PIX]
31. CHS Inc. Macon , MT (#0581) [PIX]
32. CHS Inc. Shelby , MT (#0808) [PIX]
33. CHS Inc. Shelby , MT (#0809) [PIX]
34. CHS Inc. Valier , MT (#0825) [PIX]
35. CHS Inc. Wolf Point , MT (#0828) [PIX]
36. CHS Inc. Aneta , ND (#0884)
37. CHS Inc. Belfield , ND (#0894) [PIX]
38. CHS Inc. Boyle , ND (#0907) [PIX]
39. CHS Inc. Calvin , ND (#0914)
40. CHS Inc. Devils Lake , ND (#0942) [PIX]
41. CHS Inc. Dickinson , ND (#0946) [PIX]
42. CHS Inc. Dickinson , ND (#0947) [PIX]
43. CHS Inc. Drayton , ND (#0950) [PIX]
44. CHS Inc. Edgeley , ND (#0952)
45. CHS Inc. Galchutt , ND (#0986) [PIX]
46. CHS Inc. Gladstone , ND (#0972) [PIX]
47. CHS Inc. Glasston , ND (#0973)
48. CHS Inc. Grandin , ND (#0982)
49. CHS Inc. Harwood , ND (#0993)
50. CHS Inc. Hensel , ND (#1003)
51. CHS Inc. Horace , ND (#1010) [PIX]
52. CHS Inc. Kindred , ND (#1021) [PIX]
53. CHS Inc. Lakota , ND (#1024) [PIX]
54. CHS Inc. Langdon , ND (#1029) [PIX]
55. CHS Inc. Lignite , ND (#1042)
56. CHS Inc. Manvel , ND (#1050) [PIX]
57. CHS Inc. McVille , ND (#1057) [PIX]
58. CHS Inc. Milton , ND (#1062) [PIX]
59. CHS Inc. Minot , ND (#1064) [PIX]
60. CHS Inc. Minot , ND (#1065) [PIX]
61. CHS Inc. Mohall , ND (#1068)
62. CHS Inc. Mooreton , ND (#1069) [PIX]
63. CHS Inc. Niobe , ND (#1077) [PIX]
64. CHS Inc. Park River , ND (#1088)
65. CHS Inc. Pisek , ND (#1096)
66. CHS Inc. Reeder , ND (#1104) [PIX]
67. CHS Inc. Richardton , ND (#1108) [PIX]
68. CHS Inc. Series , ND (#1116) [PIX]
69. CHS Inc. West Fargo , ND (#1159)
70. CHS Inc. Madras , OR (#1241)
71. CHS Inc. Alexandria , SD (#1258)
72. CHS Inc. Canton , SD (#1270) [PIX]
73. CHS Inc. Corson , SD (#1276) [PIX]
74. CHS Inc. Corson , SD (#1277) [PIX]
75. CHS Inc. Ethan , SD (#1283)
76. CHS Inc. Garretson , SD (#1284) [PIX]
77. CHS Inc. Lemmon , SD (#1303) [PIX]
78. CHS Inc. Mitchell , SD (#1316) [PIX]
79. CHS Inc. Selby , SD (#1328) [PIX]
80. CHS Inc. Worthing , SD (#1351)
81. CHS Inc. Bruce , WA (#1461) [PIX]
82. CHS Inc. Connell , WA (#1467) [PIX]
83. CHS Inc. Frischnecht , WA (#1478) [PIX]
84. CHS Inc. Glade , WA (#1479)
85. CHS Inc. Kernewick , WA (#1493) [PIX]
86. CHS Inc. Mesa , WA (#1504) [PIX]
87. CHS Inc. Warden , WA (#1541) [PIX]
88. CHS Inc. Wheeler , WA (#1545) [PIX]
89. CHS Inc. Superior , WI (#1554) [PIX]

90. CHS Inc. Friona , TX (#2163) [PIX]
91. CHS Inc. Bowbells , ND (#2330) [PIX]
92. CHS Inc. Sterling , ND (#2334) [PIX]
93. CHS Inc. Glendive , MT (#2356) [PIX]
94. CHS Inc. Yuma , CO (#2459)

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BNSF **BNSF Grain Elevator Directory**



Columbia Grain - Kasa Point , MT

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Bus/Merch. Contact Information

Columbia Grain

Merch. Mgr. Jeff Vanpevenage- VP MT

6155 County Road 1071

Wolf Point , MT 59201

Phone (406) 653-2810

FAX (406) 453-2875

e-Mail gruffing@columbiagrain.com

Facilities Information

Facil. Mgr. Slade Ruffing

Capacity 800,000 bu.

Track Capacity 110 Cars

Handling Modes Shuttle L/Unloader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR

Physical Location Information

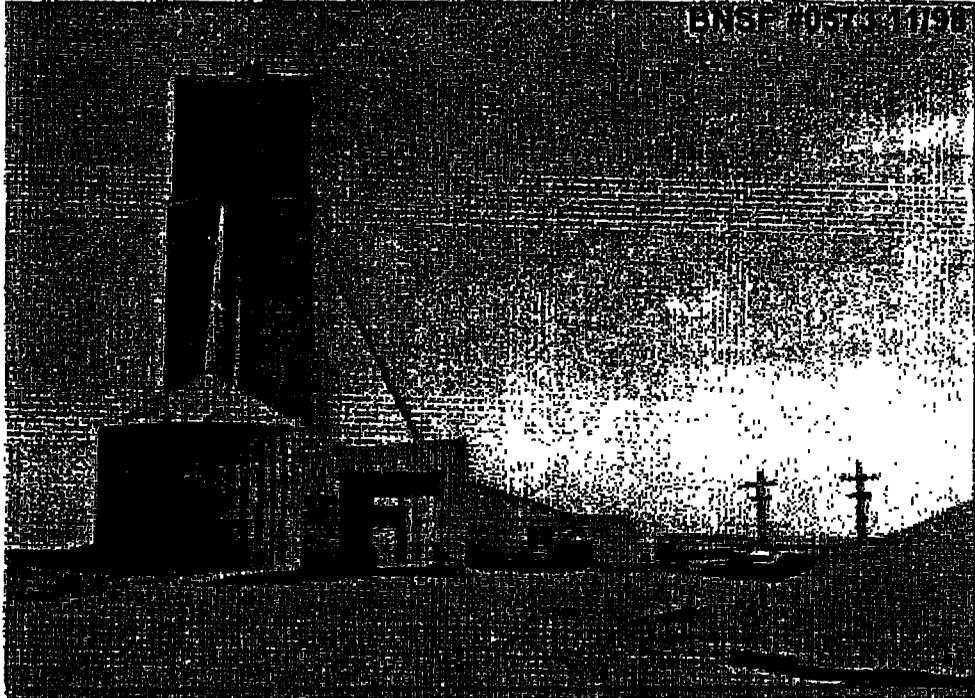
Facility No.	Station	State	County	OPSL No.	SPLC No.
2387	Kasa Point	MT	Roosevelt	05522	701586

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CHS Inc. - Kershaw , MT Leased to United Harvest

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Bus/Merch. Contact Information

CHS Inc.
Merch. Mgr. Kim Singer
P. O. Box 1535
Fort Benton , MT 59442
Phone (406) 622-5966
FAX (406) 622-5969
e-Mail kershaw@unitedharvest.com

Facilities Information

Facil. Mgr. Rick Teeters
Capacity 550,000 bu.
Track Capacity 52 Cars
Handling Modes Loader
Scales and Kind Hopper Cert'd
Railroad Service D / BNSF
Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0573	Kershaw	MT	Chouteau	5165.00	706135

Other elevators with the same name

1. CHS Inc. Akron , CO (#0014) [PIX]
2. CHS Inc. Brush , CO (#0016) [PIX]
3. CHS Inc. Hyda , CO (#0033) [PIX]
4. CHS Inc. Otis , CO (#0037) [PIX]
5. CHS Inc. Wray , CO (#0045) [PIX]
6. CHS Inc. Yuma , CO (#0047) [PIX]
7. CHS Inc. Lewiston , ID (#0065)
8. CHS Inc. Badger , MN (#0284)
9. CHS Inc. Chokio , MN (#0304)
10. CHS Inc. Climax , MN (#0308)
11. CHS Inc. Crookston , MN (#0312) [PIX]
12. CHS Inc. Crookston , MN (#0313) [PIX]
13. CHS Inc. Donnelly , MN (#0321)
14. CHS Inc. Euclid , MN (#0327)
15. CHS Inc. French , MN (#0338) [PIX]
16. CHS Inc. Greenbush , MN (#0344)
17. CHS Inc. Herman , MN (#0354) [PIX]
18. CHS Inc. Jasper , MN (#0362) [PIX]
19. CHS Inc. Kennedy , MN (#0364)
20. CHS Inc. Morris , MN (#0404) [PIX]
21. CHS Inc. Roseau , MN (#0420)
22. CHS Inc. Ruthton , MN (#0424) [PIX]
23. CHS Inc. St Hilaire , MN (#0430) [PIX]
24. CHS Inc. St Paul , MN (#0439)
25. CHS Inc. Stephen , MN (#0442) [PIX]
26. CHS Inc. Warren , MN (#0447)
27. CHS Inc. Cut Bank , MT (#0531)
28. CHS Inc. Glasgow , MT (#0545) [PIX]
29. CHS Inc. Glendive , MT (#0547) [PIX]
30. CHS Inc. Kalispell , MT (#0571)
31. CHS Inc. Macon , MT (#0581) [PIX]
32. CHS Inc. Shelby , MT (#0608) [PIX]
33. CHS Inc. Shelby , MT (#0609) [PIX]
34. CHS Inc. Valier , MT (#0625) [PIX]
35. CHS Inc. Wolf Point , MT (#0626) [PIX]
36. CHS Inc. Aneta , ND (#0884)
37. CHS Inc. Belfield , ND (#0894) [PIX]
38. CHS Inc. Boyle , ND (#0907) [PIX]
39. CHS Inc. Calvin , ND (#0914)
40. CHS Inc. Devils Lake , ND (#0942) [PIX]
41. CHS Inc. Dickinson , ND (#0946) [PIX]
42. CHS Inc. Dickinson , ND (#0947) [PIX]
43. CHS Inc. Drayton , ND (#0950) [PIX]
44. CHS Inc. Edgeley , ND (#0962)
45. CHS Inc. Galchutt , ND (#0966) [PIX]
46. CHS Inc. Gladstone , ND (#0972) [PIX]
47. CHS Inc. Glasston , ND (#0973)
48. CHS Inc. Grandin , ND (#0982)
49. CHS Inc. Harwood , ND (#0993)
50. CHS Inc. Hensel , ND (#1003)
51. CHS Inc. Horace , ND (#1010) [PIX]
52. CHS Inc. Kindred , ND (#1021) [PIX]
53. CHS Inc. Lakota , ND (#1024) [PIX]
54. CHS Inc. Langdon , ND (#1029) [PIX]
55. CHS Inc. Lignite , ND (#1042)
56. CHS Inc. Marvel , ND (#1050) [PIX]
57. CHS Inc. McVille , ND (#1057) [PIX]
58. CHS Inc. Milton , ND (#1062) [PIX]
59. CHS Inc. Minot , ND (#1064) [PIX]
60. CHS Inc. Minot , ND (#1065) [PIX]
61. CHS Inc. Mohall , ND (#1068)
62. CHS Inc. Mooreton , ND (#1069) [PIX]
63. CHS Inc. Niobe , ND (#1077) [PIX]
64. CHS Inc. Park River , ND (#1088)

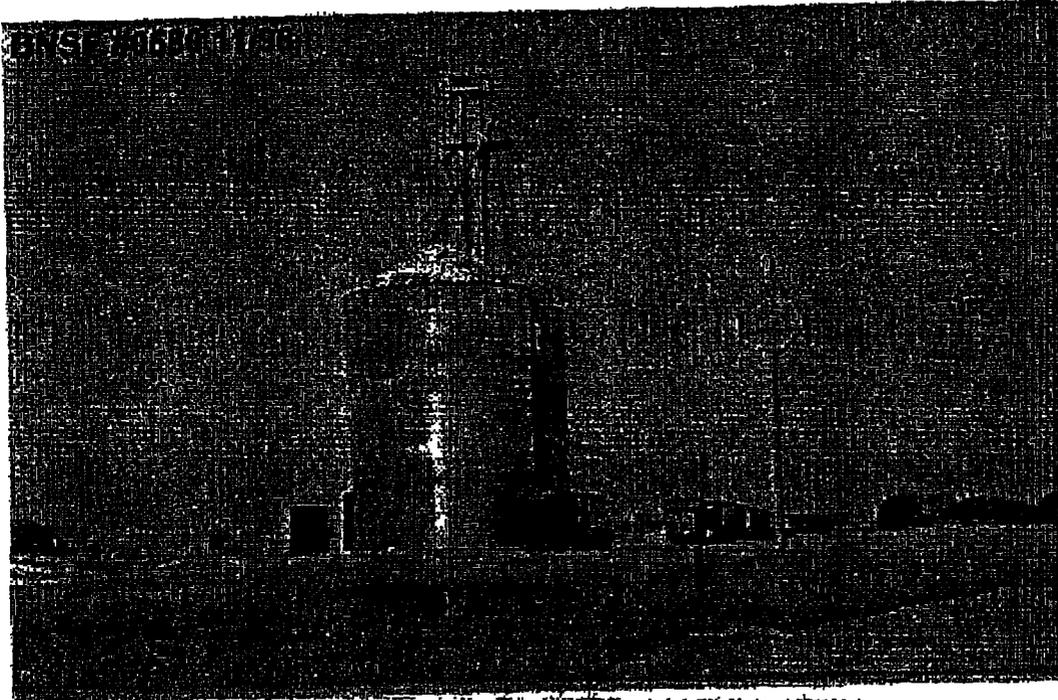
65. CHS Inc. Plsek , ND (#1096)
66. CHS Inc. Reeder , ND (#1104) [PIX]
67. CHS Inc. Richardton , ND (#1108) [PIX]
68. CHS Inc. Saries , ND (#1118) [PIX]
69. CHS Inc. West Fargo , ND (#1159)
70. CHS Inc. Madras , OR (#1241)
71. CHS Inc. Alexandria , SD (#1256)
72. CHS Inc. Canton , SD (#1270) [PIX]
73. CHS Inc. Corson , SD (#1276) [PIX]
74. CHS Inc. Corson , SD (#1277) [PIX]
75. CHS Inc. Ethan , SD (#1283)
76. CHS Inc. Garretson , SD (#1284) [PIX]
77. CHS Inc. Lemmon , SD (#1303) [PIX]
78. CHS Inc. Mitchell , SD (#1316) [PIX]
79. CHS Inc. Selby , SD (#1328) [PIX]
80. CHS Inc. Worthing , SD (#1351)
81. CHS Inc. Bruce , WA (#1461) [PIX]
82. CHS Inc. Connel , WA (#1467) [PIX]
83. CHS Inc. Frischnecht , WA (#1478) [PIX]
84. CHS Inc. Glade , WA (#1479)
85. CHS Inc. Kennewick , WA (#1493) [PIX]
86. CHS Inc. Mesa , WA (#1504) [PIX]
87. CHS Inc. Warden , WA (#1541) [PIX]
88. CHS Inc. Wheeler , WA (#1545) [PIX]
89. CHS Inc. Superior , WI (#1554) [PIX]
90. CHS Inc. Friona , TX (#2163) [PIX]
91. CHS Inc. Bowbells , ND (#2330) [PIX]
92. CHS Inc. Sterling , ND (#2334) [PIX]
93. CHS Inc. Glendive , MT (#2358) [PIX]
94. CHS Inc. Yuma , CO (#2459)

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Peavey Co. - Ludington , MT (Fairview)



Bus/Merch. Contact Information

Peavey Co.

Merch. Mgr.

P. O. Box 363

Fairview , MT 59221

Phone (406) 747-5236

FAX (406) 747-3530

e-Mail N/A

Facilities Information

Facil. Mgr. Les Riveland

Capacity 440,000 bu.

Track Capacity 54 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF/YVRR

Grains Handled WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0580	Ludington	MT	Richland	8610.00	704144

Other elevators with the same name

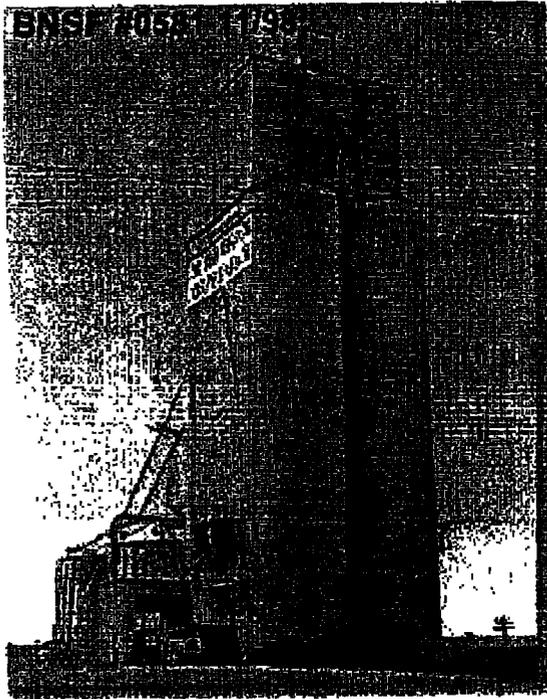
1. Peavey Co. Sauget, IL (#0092)
2. Peavey Co. East St Louis, IL (#0093)
3. Peavey Co. Dubuque, IA (#0151)
4. Peavey Co. St Paul, MN (#0440)
5. Peavey Co. Billings, MT (#0508) [PIX]
6. Peavey Co. Hardin, MT (#0555)
7. Peavey Co. Miles City, MT (#0586) [PIX]
8. Peavey Co. Moore, MT (#0588) [PIX]
9. Peavey Co. Wolf Point, MT (#0628) [PIX]
10. Peavey Co. Grand Island, NE (#0724) [PIX]
11. Peavey Co. Imperial, NE (#0752) [PIX]
12. Peavey Co. Jeffers, NE (#0756)
13. Peavey Co. Jamestown, ND (#1015)
14. Peavey Co. North Grand Forks, ND (#1078) [PIX]
15. Peavey Co. Tulsa Port Authority, OK (#1233) [PIX]
16. Peavey Co. Clovis, NM (#2022) [PIX]
17. Peavey Co. Clovis, NM (#2023) [PIX]
18. Peavey Co. Clovis, NM (#2024) [PIX]
19. Peavey Co. Grier, NM (#2026)
20. Peavey Co. Mairose, NM (#2028)
21. Peavey Co. Clovis, NM (#2326) [PIX]

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CHS Inc. - Macon , MT dba Farmers Elevator



Bus/Merch. Contact Information

CHS Inc.
Merch. Mgr. Chuck Martin
219 E Blaine St.
Wolf Point , MT 59201
Phone (406) 525-3413
FAX (406) 525-3415
e-Mail brandon.babb@chsinc.com

Facilities Information

Facil. Mgr. Brandon Babb
Capacity 970,000 bu.
Track Capacity 110 Cars
Handling Modes Shuttle Loader
Scales and Kind Hopper Cert'd
Railroad Service D / BNSF
Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0581	Macon	MT	Roosevelt	5525.00	701580

Other elevators with the same name

1. CHS Inc. Akron, CO (#0014) [PIX]
2. CHS Inc. Brush, CO (#0016) [PIX]
3. CHS Inc. Hyde, CO (#0033) [PIX]
4. CHS Inc. Otis, CO (#0037) [PIX]
5. CHS Inc. Wray, CO (#0045) [PIX]
6. CHS Inc. Yuma, CO (#0047) [PIX]
7. CHS Inc. Lewiston, ID (#0066)
8. CHS Inc. Badger, MN (#0284)
9. CHS Inc. Chokio, MN (#0304)
10. CHS Inc. Cilmax, MN (#0308)
11. CHS Inc. Crookston, MN (#0312) [PIX]
12. CHS Inc. Crookston, MN (#0313) [PIX]
13. CHS Inc. Donnelly, MN (#0321)
14. CHS Inc. Euclid, MN (#0327)
15. CHS Inc. French, MN (#0338) [PIX]
16. CHS Inc. Greenbush, MN (#0344)
17. CHS Inc. Harman, MN (#0354) [PIX]
18. CHS Inc. Jasper, MN (#0362) [PIX]
19. CHS Inc. Kennedy, MN (#0364)
20. CHS Inc. Morris, MN (#0404) [PIX]
21. CHS Inc. Roseau, MN (#0420)
22. CHS Inc. Ruthton, MN (#0424) [PIX]
23. CHS Inc. St Hilaire, MN (#0430) [PIX]
24. CHS Inc. St Paul, MN (#0439)
25. CHS Inc. Stephen, MN (#0442) [PIX]
26. CHS Inc. Warren, MN (#0447)
27. CHS Inc. Cut Bank, MT (#0531)
28. CHS Inc. Glasgow, MT (#0545) [PIX]
29. CHS Inc. Glendive, MT (#0547) [PIX]
30. CHS Inc. Kallispell, MT (#0571)
31. CHS Inc. Kershaw, MT (#0573) [PIX]
32. CHS Inc. Shelby, MT (#0808) [PIX]
33. CHS Inc. Shelby, MT (#0809) [PIX]
34. CHS Inc. Valler, MT (#0825) [PIX]
35. CHS Inc. Wolf Point, MT (#0826) [PIX]
36. CHS Inc. Aneta, ND (#0884)
37. CHS Inc. Belfield, ND (#0894) [PIX]
38. CHS Inc. Boyls, ND (#0907) [PIX]
39. CHS Inc. Calvin, ND (#0914)
40. CHS Inc. Devils Lake, ND (#0942) [PIX]
41. CHS Inc. Dickinson, ND (#0948) [PIX]
42. CHS Inc. Dickinson, ND (#0947) [PIX]
43. CHS Inc. Drayton, ND (#0950) [PIX]
44. CHS Inc. Edgeley, ND (#0952)
45. CHS Inc. Galchutt, ND (#0966) [PIX]
46. CHS Inc. Gladstone, ND (#0972) [PIX]
47. CHS Inc. Glasston, ND (#0973)
48. CHS Inc. Grandin, ND (#0982)
49. CHS Inc. Harwood, ND (#0993)
50. CHS Inc. Hensel, ND (#1003)
51. CHS Inc. Horace, ND (#1010) [PIX]
52. CHS Inc. Kindred, ND (#1021) [PIX]
53. CHS Inc. Lakota, ND (#1024) [PIX]
54. CHS Inc. Langdon, ND (#1029) [PIX]
55. CHS Inc. Lignite, ND (#1042)
56. CHS Inc. Marvel, ND (#1050) [PIX]
57. CHS Inc. McVillie, ND (#1057) [PIX]
58. CHS Inc. Milton, ND (#1062) [PIX]
59. CHS Inc. Minot, ND (#1064) [PIX]
60. CHS Inc. Minot, ND (#1065) [PIX]
61. CHS Inc. Mohall, ND (#1068)
62. CHS Inc. Mooreton, ND (#1069) [PIX]
63. CHS Inc. Niobe, ND (#1077) [PIX]
64. CHS Inc. Park River, ND (#1088)

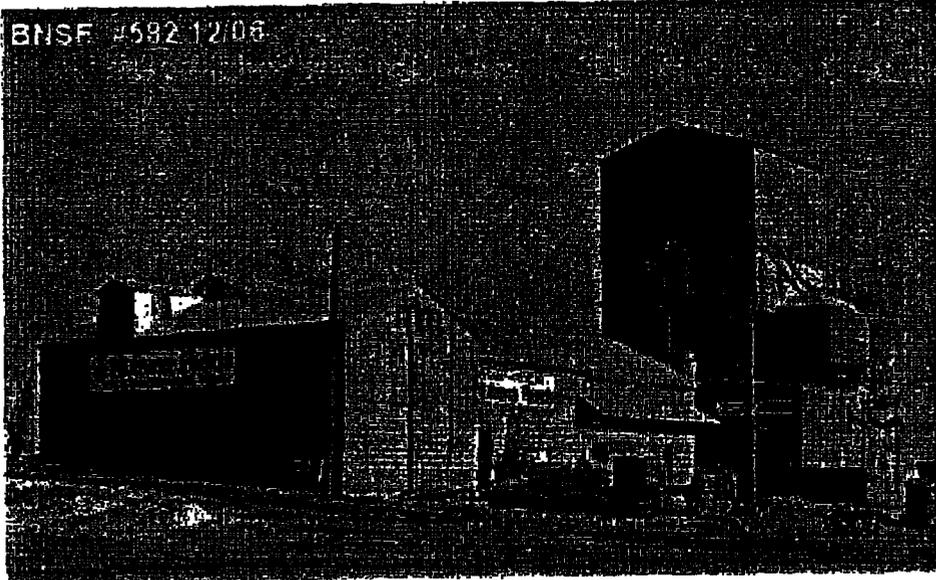
65. CHS Inc. Plsek , ND (#1098)
66. CHS Inc. Reeder , ND (#1104) [PIX]
67. CHS Inc. Richardton , ND (#1108) [PIX]
68. CHS Inc. Saries , ND (#1116) [PIX]
69. CHS Inc. West Fargo , ND (#1159)
70. CHS Inc. Madras , OR (#1241)
71. CHS Inc. Alexandria , SD (#1256)
72. CHS Inc. Canton , SD (#1270) [PIX]
73. CHS Inc. Corson , SD (#1276) [PIX]
74. CHS Inc. Corson , SD (#1277) [PIX]
75. CHS Inc. Ethan , SD (#1283)
76. CHS Inc. Garretson , SD (#1284) [PIX]
77. CHS Inc. Lemmon , SD (#1303) [PIX]
78. CHS Inc. Mitchell , SD (#1316) [PIX]
79. CHS Inc. Selby , SD (#1328) [PIX]
80. CHS Inc. Worthing , SD (#1351)
81. CHS Inc. Bruce , WA (#1461) [PIX]
82. CHS Inc. Connell , WA (#1467) [PIX]
83. CHS Inc. Frischnecht , WA (#1478) [PIX]
84. CHS Inc. Glade , WA (#1479)
85. CHS Inc. Kennewick , WA (#1493) [PIX]
86. CHS Inc. Mesa , WA (#1504) [PIX]
87. CHS Inc. Warden , WA (#1541) [PIX]
88. CHS Inc. Wheeler , WA (#1545) [PIX]
89. CHS Inc. Superior , WI (#1554) [PIX]
90. CHS Inc. Friona , TX (#2163) [PIX]
91. CHS Inc. Bowbells , ND (#2330) [PIX]
92. CHS Inc. Sterling , ND (#2334) [PIX]
93. CHS Inc. Glendive , MT (#2358) [PIX]
94. CHS Inc. Yuma , CO (#2459)

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R & G Quality Feed Inc. - Malta , MT

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Bus/Merch. Contact Information

R & G Quality Feed Inc.

Merch. Mgr. Ric Lamb

P. O. Box 180

Malta , MT 59538-0180

Phone (406) 654-1530

FAX (406) 654-1530

e-Mail N/A

Facilities Information

Facil. Mgr. Ric Lamb

Capacity 200,000 bu.

Track Capacity 10 Cars

Handling Modes Loader

Scales and Kind None

Railroad Service D / BNSF

Grains Handled CR BR

Physical Location Information

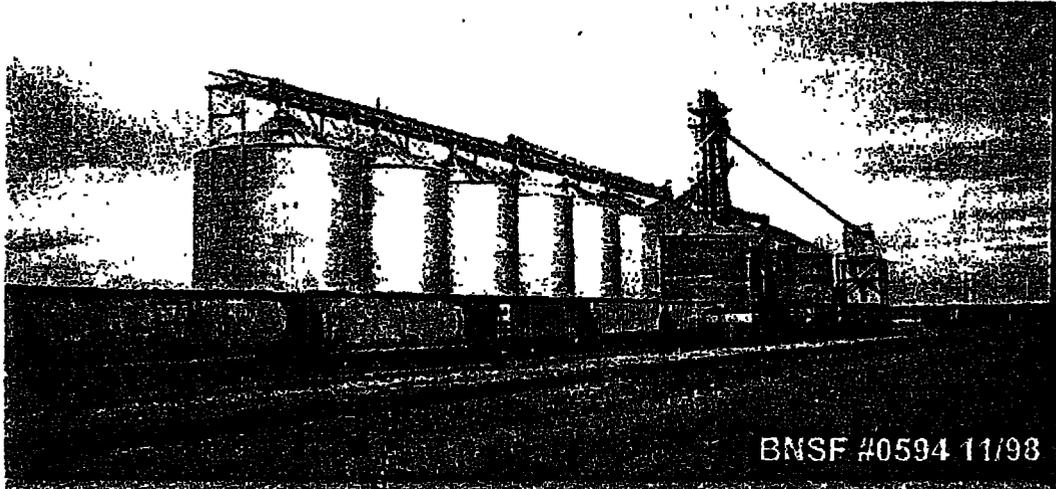
Facility No.	Station	State	County	OPSL No.	SPLC No.
0582	Malta	MT	Phillips	4370.00	702142

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Columbia Grain Inc. - Merc , MT

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BNSF #0594 11/98

Bus/Merch. Contact Information

Columbia Grain Inc.

Merch. Mgr.

P. O. Box 547

Plentywood , MT 59254-2141

Phone (406) 765-2150

FAX (406) 765-2170

e-Mail ksvenby@columbiagrains.com

Facilities Information

Facil. Mgr. Michael Garaas

Capacity 1,110,000 bu.

Track Capacity 54 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / YSVR

Grains Handled WH BR FX CA

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0594	Merc	MT	Sheridan	5605.00	701155

Other elevators with the same name

1. [Columbia Grain Inc. Lewiston , ID \(#0086\) \[PIX\]](#)
2. [Columbia Grain Inc. Carter , MT \(#0518\) \[PIX\]](#)
3. [Columbia Grain Inc. Choteau , MT \(#0524\) \[PIX\]](#)
4. [Columbia Grain Inc. Conrad , MT \(#0527\) \[PIX\]](#)
5. [Columbia Grain Inc. Conrad , MT \(#0528\) \[PIX\]](#)
6. [Columbia Grain Inc. Cut Bank , MT \(#0530\) \[PIX\]](#)
7. [Columbia Grain Inc. Ft Benton , MT \(#0539\) \[PIX\]](#)

8. Columbia Grain Inc. Gildford , MT (#0544) [PIX]
9. Columbia Grain Inc. Great Falls , MT (#0549) [PIX]
10. Columbia Grain Inc. Harlem , MT (#0558) [PIX]
11. Columbia Grain Inc. Havre , MT (#0563) [PIX]
12. Columbia Grain Inc. Meriwether , MT (#0585) [PIX]
13. Columbia Grain Inc. Plentywood , MT (#0593) [PIX]
14. Columbia Grain Inc. Rudyard , MT (#0603) [PIX]
15. Columbia Grain Inc. Rudyard , MT (#0604) [PIX]
16. Columbia Grain Inc. Three Forks , MT (#0619) [PIX]
17. Columbia Grain Inc. Tiber , MT (#0620) [PIX]
18. Columbia Grain Inc. Wolf Point , MT (#0627)
19. Columbia Grain Inc. Arvilla , ND (#0687) [PIX]
20. Columbia Grain Inc. Beres , ND (#0696) [PIX]
21. Columbia Grain Inc. Crystal , ND (#0637) [PIX]
22. Columbia Grain Inc. Laramore , ND (#1032)
23. Columbia Grain Inc. Merrifield , ND (#1059) [PIX]
24. Columbia Grain Inc. River Gate , OR (#1248) [PIX]

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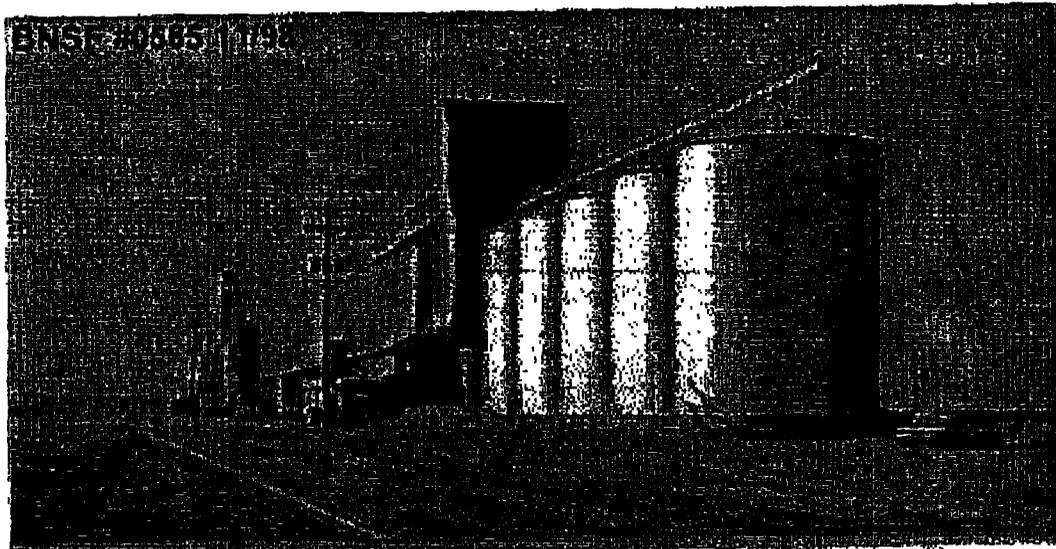


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Columbia Grain Inc. - Meriwether , MT



Bus/Merch. Contact Information

Columbia Grain Inc.

Merch. Mgr. Roger Czech

105 East Railroad

Cut Bank , MT 59427

Phone (406) 338-5307

FAX (406) 338-5327

e-Mail rczech@columbiagrains.com

Facilities Information

Facil. Mgr. Roger Czech

Capacity 550,000 bu.

Track Capacity 54 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0585	Meriwether	MT	Glacier	4155.00	703542

Other elevators with the same name

1. [Columbia Grain Inc. Lewiston , ID \(#0066\) \[PIX\]](#)
2. [Columbia Grain Inc. Carter , MT \(#0518\) \[PIX\]](#)
3. [Columbia Grain Inc. Choteau , MT \(#0524\) \[PIX\]](#)
4. [Columbia Grain Inc. Conrad , MT \(#0527\) \[PIX\]](#)
5. [Columbia Grain Inc. Conrad , MT \(#0528\) \[PIX\]](#)

6. Columbia Grain Inc. Cut Bank , MT (#0530) [PIX]
7. Columbia Grain Inc. Ft Benton , MT (#0539) [PIX]
8. Columbia Grain Inc. Gildford , MT (#0544) [PIX]
9. Columbia Grain Inc. Great Falls , MT (#0549) [PIX]
10. Columbia Grain Inc. Harlem , MT (#0558) [PIX]
11. Columbia Grain Inc. Havre , MT (#0563) [PIX]
12. Columbia Grain Inc. Plentywood , MT (#0593) [PIX]
13. Columbia Grain Inc. Merc , MT (#0594) [PIX]
14. Columbia Grain Inc. Rudyard , MT (#0603) [PIX]
15. Columbia Grain Inc. Rudyard , MT (#0604) [PIX]
16. Columbia Grain Inc. Three Forks , MT (#0619) [PIX]
17. Columbia Grain Inc. Tiber , MT (#0620) [PIX]
18. Columbia Grain Inc. Wolf Point , MT (#0627)
19. Columbia Grain Inc. Arvilla , ND (#0887) [PIX]
20. Columbia Grain Inc. Beres , ND (#0898) [PIX]
21. Columbia Grain Inc. Crystal , ND (#0937) [PIX]
22. Columbia Grain Inc. Larimore , ND (#1032)
23. Columbia Grain Inc. Merrifield , ND (#1059) [PIX]
24. Columbia Grain Inc. River Gate , OR (#1248) [PIX]

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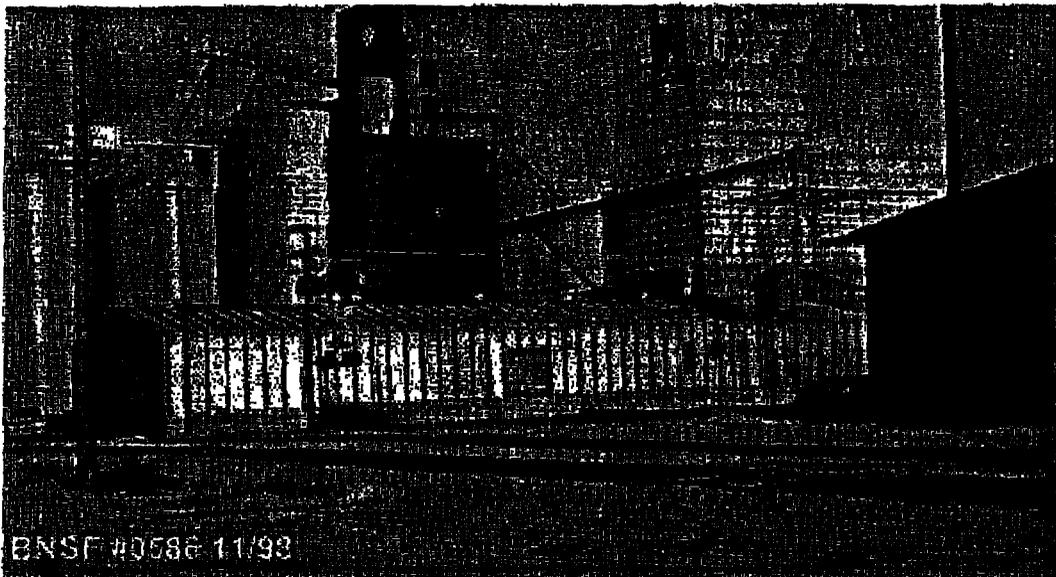
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Peavey Co. - Miles City , MT



BNSF #0586 11/98

Bus/Merch. Contact Information

Peavey Co.

Merch. Mgr. Tami James

714 Phillips

Miles City , MT 59301

Phone (406) 234-6820

FAX (406) 234-6869

e-Mail N/A

Facilities Information

Facil. Mgr. Daniel Troy

Capacity 639,000 bu.

Track Capacity 54 Cars

Handling Modes Loader

Scales and Kind Track Cert'd

Railroad Service D / BNSF

Grains Handled WH BR CR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0586	Miles City	MT	Custer	8525.00	707450

Other elevators with the same name

1. Peavey Co. Saugert , IL (#0092)
2. Peavey Co. East St Louis , IL (#0093)
3. Peavey Co. Dubuque , IA (#0151)

4. Peavey Co. St Paul , MN (#0440)
5. Peavey Co. Billings , MT (#0508) [PIX]
6. Peavey Co. Hardin , MT (#0555)
7. Peavey Co. Ludington , MT (#0580) [PIX]
8. Peavey Co. Moore , MT (#0588) [PIX]
9. Peavey Co. Wolf Point , MT (#0628) [PIX]
10. Peavey Co. Grand Island , NE (#0724) [PIX]
11. Peavey Co. Imperial , NE (#0752) [PIX]
12. Peavey Co. Jeffers , NE (#0756)
13. Peavey Co. Jamestown , ND (#1015)
14. Peavey Co. North Grand Forks , ND (#1078) [PIX]
15. Peavey Co. Tulsa Port Authorit , OK (#1233) [PIX]
16. Peavey Co. Clovis , NM (#2022) [PIX]
17. Peavey Co. Clovis , NM (#2023) [PIX]
18. Peavey Co. Clovis , NM (#2024) [PIX]
19. Peavey Co. Grier , NM (#2026)
20. Peavey Co. Melrose , NM (#2028)
21. Peavey Co. Clovis , NM (#2326) [PIX]

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United Harvest, LLC - Moccasin , MT

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Bus/Merch. Contact Information

United Harvest, LLC

Merch. Mgr. Brian Wixom

1366 Harvest Road

Moccasin , MT 59462

Phone (406) 423-5610

FAX (406) 423-5628

e-Mail moccasin@unitedharvest.com

Facilities Information

Facil. Mgr. Brian Wixom

Capacity 436,000 bu.

Track Capacity 52 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0587	Moccasin	MT	Judith Basin	5255.00	706461

Other elevators with the same name

1. [United Harvest, LLC Kalama , WA \(#1491\)](#) [PIX]
2. [United Harvest, LLC Vancouver , WA \(#1538\)](#) [PIX]
3. [United Harvest, LLC Pompeys Pillar , MT \(#2364\)](#)

4. United Harvest, LLC Grove, MT (#2456)

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Peavey Co. - Moore , MT

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Bus/Merch. Contact Information

Peavey Co.

Merch. Mgr.

P. O. Box 61

Moore , MT 59464

Phone (406) 374-2526

FAX (406) 374-2262

e-Mail terry.bartelt@gavilon.com

Facilities Information

Facil. Mgr. Terry Bartelt

Capacity 2,500,000 bu.

Track Capacity 110 Cars

Handling Modes Shuttle Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0588	Moore	MT	Fergus	5285.00	705791

Other elevators with the same name

1. Peavey Co. Sauget , IL (#0092)
2. Peavey Co. East St Louis , IL (#0093)
3. Peavey Co. Dubuque , IA (#0151)
4. Peavey Co. St Paul , MN (#0440)
5. Peavey Co. Billings , MT (#0508) [PIX]

6. Peavey Co. Hardin , MT (#0555)
7. Peavey Co. Ludington , MT (#0580) [PIX]
8. Peavey Co. Miles City , MT (#0586) [PIX]
9. Peavey Co. Wolf Point , MT (#0628) [PIX]
10. Peavey Co. Grand Island , NE (#0724) [PIX]
11. Peavey Co. Imperial , NE (#0752) [PIX]
12. Peavey Co. Jeffers , NE (#0756)
13. Peavey Co. Jamestown , ND (#1015)
14. Peavey Co. North Grand Forks , ND (#1078) [PIX]
15. Peavey Co. Tulsa Port Authorit , OK (#1233) [PIX]
16. Peavey Co. Clovis , NM (#2022) [PIX]
17. Peavey Co. Clovis , NM (#2023) [PIX]
18. Peavey Co. Clovis , NM (#2024) [PIX]
19. Peavey Co. Grier , NM (#2026)
20. Peavey Co. Melrose , NM (#2028)
21. Peavey Co. Clovis , NM (#2328) [PIX]

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Westland Seed Inc. - Pablo , MT



Sorry.

Bus/Merch. Contact Information

Westland Seed Inc.
Merch. Mgr.
36272 Round Butte Road West
Ronan , MT 59864
Phone (406) 676-4100
FAX (406) 676-4101
e-Mail N/A

Facilities Information

Facil. Mgr. David Sagmiller
Capacity 54,000 bu.
Track Capacity 3 Cars
Handling Modes Loader
Scales and Kind None
Railroad Service D / MRL
Grains Handled WH BR OT

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0591	Pablo	MT	Lake	4435.00	712153

Other elevators with the same name

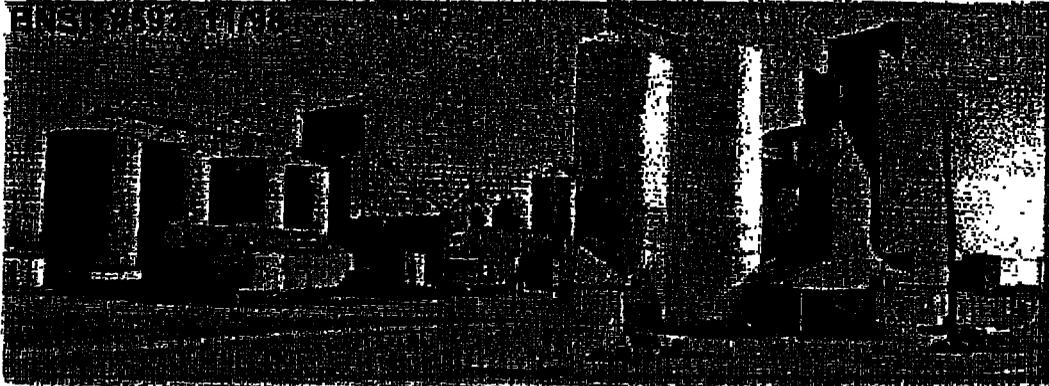
1. Westland Seed Inc. Ronan , MT (#0602)

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Columbia Grain Inc. - Plentywood , MT

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Bus/Merch. Contact Information

Columbia Grain Inc.

Merch. Mgr.

P.O. Box 549

Plentywood , MT 59254

Phone (406) 765-2150

FAX (406) 765-2170

e-Mail mgarass@columbiagrains.com

Facilities Information

Facil. Mgr. Michael Garaas

Capacity 1,100,000 bu.

Track Capacity 52 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / YVRR

Grains Handled WH BR OT

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0593	Plentywood	MT	Sheridan	5600.00	701153

Other elevators with the same name

1. [Columbia Grain Inc. Lewiston , ID \(#0066\) \[PIX\]](#)
2. [Columbia Grain Inc. Carter , MT \(#0518\) \[PIX\]](#)
3. [Columbia Grain Inc. Choteau , MT \(#0524\) \[PIX\]](#)
4. [Columbia Grain Inc. Conrad , MT \(#0527\) \[PIX\]](#)
5. [Columbia Grain Inc. Conrad , MT \(#0528\) \[PIX\]](#)
6. [Columbia Grain Inc. Cut Bank , MT \(#0530\) \[PIX\]](#)
7. [Columbia Grain Inc. Ft Benton , MT \(#0539\) \[PIX\]](#)
8. [Columbia Grain Inc. Gildford , MT \(#0544\) \[PIX\]](#)
9. [Columbia Grain Inc. Great Falls , MT \(#0549\) \[PIX\]](#)
10. [Columbia Grain Inc. Harlem , MT \(#0568\) \[PIX\]](#)
11. [Columbia Grain Inc. Havre , MT \(#0563\) \[PIX\]](#)

12. Columbia Grain Inc. Meriwether, MT (#0585) [PIX]
13. Columbia Grain Inc. Merc, MT (#0594) [PIX]
14. Columbia Grain Inc. Rudyard, MT (#0603) [PIX]
15. Columbia Grain Inc. Rudyard, MT (#0604) [PIX]
16. Columbia Grain Inc. Three Forks, MT (#0619) [PIX]
17. Columbia Grain Inc. Tiber, MT (#0620) [PIX]
18. Columbia Grain Inc. Wolf Point, MT (#0627)
19. Columbia Grain Inc. Arvilla, ND (#0887) [PIX]
20. Columbia Grain Inc. Berea, ND (#0896) [PIX]
21. Columbia Grain Inc. Crystal, ND (#0937) [PIX]
22. Columbia Grain Inc. Larimore, ND (#1032)
23. Columbia Grain Inc. Merrifield, ND (#1059) [PIX]
24. Columbia Grain Inc. River Gate, OR (#1248) [PIX]

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United Harvest, LLC - Pompeys Pillar , MT



Sorry.

Bus/Merch. Contact Information

United Harvest, LLC
Merch. Mgr.
3040 Highway 312
Worden , MT 59088
Phone 406 875-2293
FAX 406 895-2295
e-Mail pompeys@unitedharvest.com

Facilities Information

Facil. Mgr. Ray Dussault
Capacity 700,000 bu.
Track Capacity 112 Cars
Handling Modes Shuttle Loader
Scales and Kind Hopper Cert'd
Railroad Service D / BNSF
Grains Handled WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
2364	Pompeys Pillar	MT	Yellowstone	08410.00	708576

Other elevators with the same name

1. [United Harvest, LLC Moccasin , MT \(#0587\) \[PIX\]](#)
2. [United Harvest, LLC Kalama , WA \(#1481\) \[PIX\]](#)
3. [United Harvest, LLC Vancouver , WA \(#1538\) \[PIX\]](#)
4. [United Harvest, LLC Grove , MT \(#2456\)](#)

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Westland Seed Inc. - Ronan , MT



Sorry.

Bus/Merch. Contact Information

Westland Seed Inc.

Merch. Mgr.

36272 Round Butte Road West

Ronan , MT 59864

Phone (406) 676-4100

FAX (406) 676-4101

e-Mail N/A

Facilities Information

Facil. Mgr. David Sagmiller

Capacity 65,000 bu.

Track Capacity 4 Cars

Handling Modes Loader

Scales and Kind None

Railroad Service D / MRL

Grains Handled BR OT WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0602	Ronan	MT	Lake	4440.00	712157

Other elevators with the same name

1. [Westland Seed Inc. Pablo , MT \(#0591\)](#)

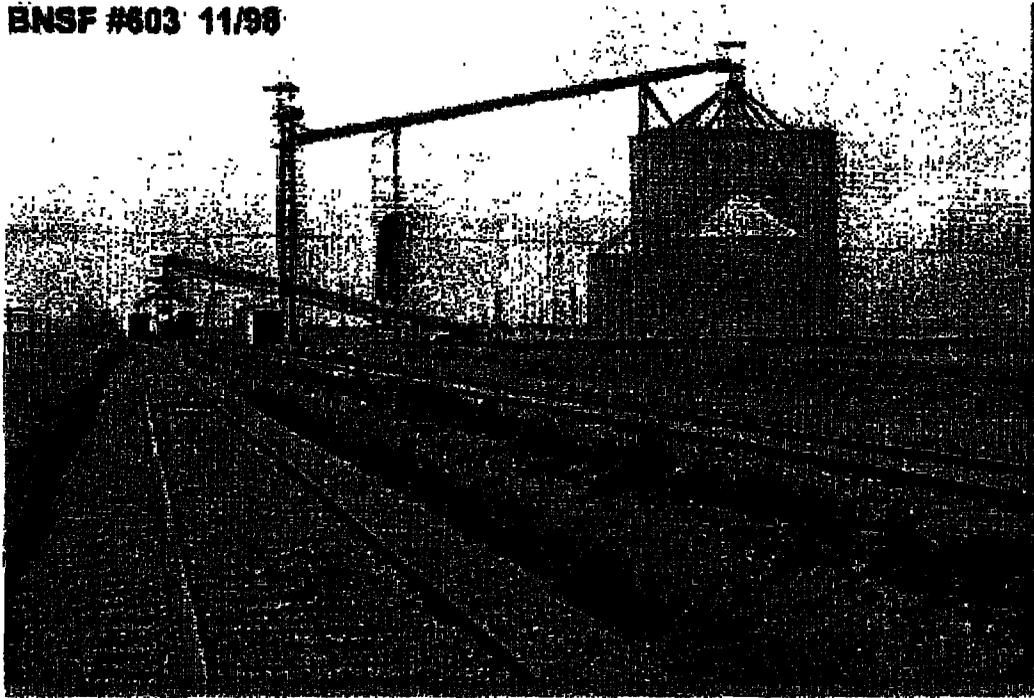
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Columbia Grain Inc. - Rudyard , MT (East)

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BNSF #603 11/98



Bus/Merch. Contact Information

Columbia Grain Inc.

Merch. Mgr. Brian Britt

P. O. Box 291

Rudyard , MT 59540

Phone (406) 355-4316

FAX (406) 355-4318

e-Mail ksvenby@columbiagrains.com

Facilities Information

Facil. Mgr. Brian Britt

Capacity 2,000,000 bu.

Track Capacity 111 Cars

Handling Modes Shuttle Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0603	Rudyard	MT	Hill	4280.00	702865

Other elevators in Rudyard , MT

1. Columbia Grain Inc. (#0604) [PIX]

Other elevators with the same name

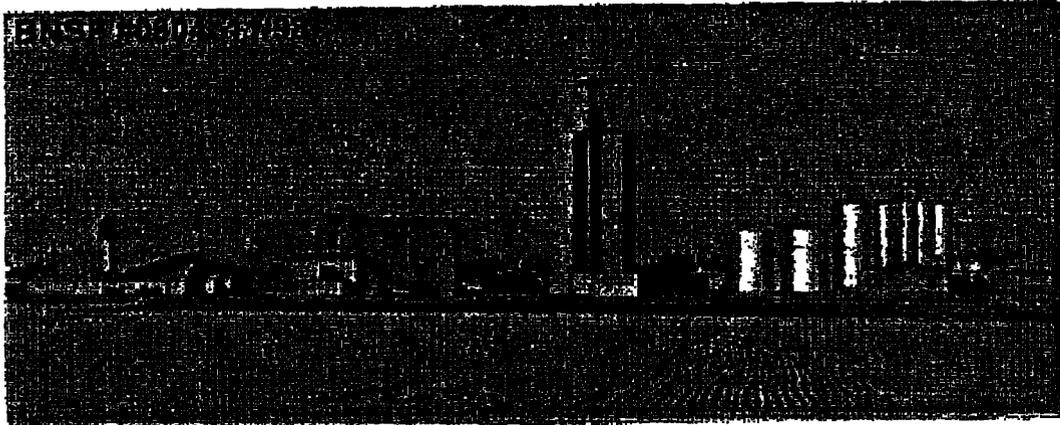
1. Columbia Grain Inc. Lewiston , ID (#0066) [PIX]
2. Columbia Grain Inc. Carter , MT (#0518) [PIX]
3. Columbia Grain Inc. Choteau , MT (#0524) [PIX]
4. Columbia Grain Inc. Conrad , MT (#0527) [PIX]
5. Columbia Grain Inc. Conrad , MT (#0528) [PIX]
6. Columbia Grain Inc. Cut Bank , MT (#0530) [PIX]
7. Columbia Grain Inc. Ft Benton , MT (#0539) [PIX]
8. Columbia Grain Inc. Gildford , MT (#0544) [PIX]
9. Columbia Grain Inc. Great Falls , MT (#0549) [PIX]
10. Columbia Grain Inc. Harlem , MT (#0558) [PIX]
11. Columbia Grain Inc. Havre , MT (#0563) [PIX]
12. Columbia Grain Inc. Meriwether , MT (#0585) [PIX]
13. Columbia Grain Inc. Plentywood , MT (#0593) [PIX]
14. Columbia Grain Inc. Merc , MT (#0594) [PIX]
15. Columbia Grain Inc. Rudyard , MT (#0604) [PIX]
16. Columbia Grain Inc. Three Forks , MT (#0619) [PIX]
17. Columbia Grain Inc. Tiber , MT (#0620) [PIX]
18. Columbia Grain Inc. Wolf Point , MT (#0627) [PIX]
19. Columbia Grain Inc. Arvilla , ND (#0887) [PIX]
20. Columbia Grain Inc. Berea , ND (#0896) [PIX]
21. Columbia Grain Inc. Crystal , ND (#0937) [PIX]
22. Columbia Grain Inc. Larimore , ND (#1032) [PIX]
23. Columbia Grain Inc. Merrifield , ND (#1059) [PIX]
24. Columbia Grain Inc. River Gate , OR (#1248) [PIX]

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Columbia Grain Inc. - Rudyard , MT (West)



Bus/Merch. Contact Information

Columbia Grain Inc.
Merch. Mgr. Brian Britt
P. O. Box 291
Rudyard , MT 59540
Phone (406) 355-4316
FAX (406) 355-4318
e-Mail ksvenby@columbiagrains.com

Facilities Information

Facil. Mgr. Brian Britt
Capacity 380,000 bu.
Track Capacity 54 Cars
Handling Modes Load/Unloader
Scales and Kind Hopper Cert'd
Railroad Service D / BNSF
Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0604	Rudyard	MT	Hill	4280.00	702865

Other elevators in Rudyard , MT

1. Columbia Grain Inc. (#0603) [PIX]

Other elevators with the same name

1. Columbia Grain Inc. Lewiston , ID (#0066) [PIX]
2. Columbia Grain Inc. Carter , MT (#0518) [PIX]
3. Columbia Grain Inc. Choteau , MT (#0524) [PIX]
4. Columbia Grain Inc. Conrad , MT (#0527) [PIX]
5. Columbia Grain Inc. Conrad , MT (#0528) [PIX]

6. Columbia Grain Inc. Cut Bank , MT (#0530) [PIX]
7. Columbia Grain Inc. Ft Benton , MT (#0539) [PIX]
8. Columbia Grain Inc. Gildford , MT (#0544) [PIX]
9. Columbia Grain Inc. Great Falls , MT (#0549) [PIX]
10. Columbia Grain Inc. Harlem , MT (#0558) [PIX]
11. Columbia Grain Inc. Havre , MT (#0563) [PIX]
12. Columbia Grain Inc. Meriwether , MT (#0585) [PIX]
13. Columbia Grain Inc. Plentywood , MT (#0593) [PIX]
14. Columbia Grain Inc. Merc , MT (#0594) [PIX]
15. Columbia Grain Inc. Rudyard , MT (#0603) [PIX]
16. Columbia Grain Inc. Three Forks , MT (#0619) [PIX]
17. Columbia Grain Inc. Tiber , MT (#0620) [PIX]
18. Columbia Grain Inc. Wolf Point , MT (#0627)
19. Columbia Grain Inc. Arville , ND (#0887) [PIX]
20. Columbia Grain Inc. Berea , ND (#0898) [PIX]
21. Columbia Grain Inc. Crystal , ND (#0937) [PIX]
22. Columbia Grain Inc. Larimore , ND (#1032)
23. Columbia Grain Inc. Merrifield , ND (#1059) [PIX]
24. Columbia Grain Inc. River Gate , OR (#1248) [PIX]

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Saco Dehy, Inc. - Saco , MT

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Bus/Merch. Contact Information

Saco Dehy, Inc.
Merch. Mgr. Roberta Christopherson
P. O. Box 268
Saco , MT 59261
Phone (406) 527-3268
FAX (406) 527-3277
e-Mail N/A

Facilities Information

Facil. Mgr. Roberta Christopherson
Capacity 129,000 bu.
Track Capacity 6 Cars
Handling Modes Loader
Scales and Kind None
Railroad Service D / BNSF
Grains Handled WH BR OT CR

Physical Location Information

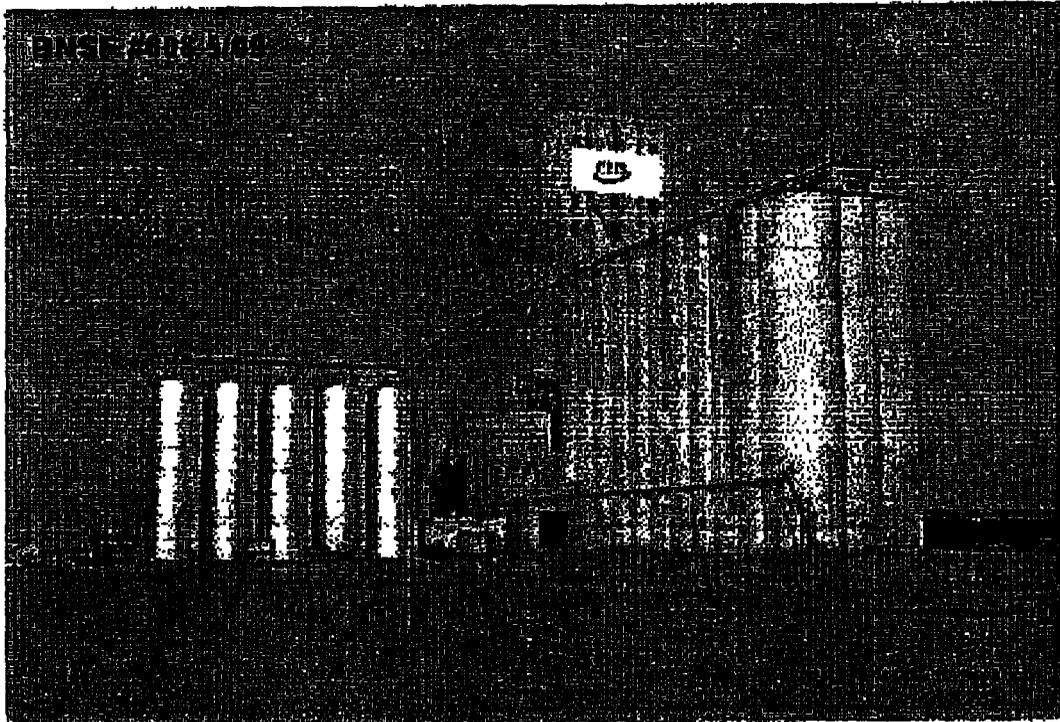
Facility No.	Station	State	County	OPSL No.	SPLC No.
0605	Saco	MT	Phillips	4380.00	702135

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CHS Inc. - Shelby , MT



Bus/Merch. Contact Information

CHS Inc.
Merch. Mgr. Monte Fauque
P. O. Box 849
Shelby , MT 59474
Phone (406) 434-5225
FAX (406) 434-7215
e-Mail N/A

Facilities Information

Facil. Mgr. Monte Fauque
Capacity 3,200,000 bu.
Track Capacity 162 Cars
Handling Modes Shuttle Loader
Scales and Kind Hopper Cert'd
Railroad Service D / BNSF
Grains Handled WH CR BR OT

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0608	Shelby	MT	Toole	4225.00	703383

Other elevators in Shelby , MT

1. CHS Inc. (#0609) [PIX]

Other elevators with the same name

1. CHS Inc. Akron , CO (#0014) [PIX]
2. CHS Inc. Brush , CO (#0016) [PIX]
3. CHS Inc. Hyde , CO (#0033) [PIX]
4. CHS Inc. Otis , CO (#0037) [PIX]
5. CHS Inc. Wray , CO (#0045) [PIX]
6. CHS Inc. Yuma , CO (#0047) [PIX]
7. CHS Inc. Lewiston , ID (#0065)
8. CHS Inc. Badger , MN (#0284)
9. CHS Inc. Chokio , MN (#0304)
10. CHS Inc. Climax , MN (#0308)
11. CHS Inc. Crookston , MN (#0312) [PIX]
12. CHS Inc. Crookston , MN (#0313) [PIX]
13. CHS Inc. Donnelly , MN (#0321)
14. CHS Inc. Euclid , MN (#0327)
15. CHS Inc. French , MN (#0338) [PIX]
16. CHS Inc. Greenbush , MN (#0344)
17. CHS Inc. Herman , MN (#0354) [PIX]
18. CHS Inc. Jasper , MN (#0362) [PIX]
19. CHS Inc. Kennedy , MN (#0364)
20. CHS Inc. Morris , MN (#0404) [PIX]
21. CHS Inc. Roseau , MN (#0420)
22. CHS Inc. Ruittoft , MN (#0424) [PIX]
23. CHS Inc. St Hilaire , MN (#0430) [PIX]
24. CHS Inc. St Paul , MN (#0439)
25. CHS Inc. Stephen , MN (#0442) [PIX]
26. CHS Inc. Warren , MN (#0447)
27. CHS Inc. Cut Bank , MT (#0531)
28. CHS Inc. Glasgow , MT (#0545) [PIX]
29. CHS Inc. Glendive , MT (#0547) [PIX]
30. CHS Inc. Kallispell , MT (#0571)
31. CHS Inc. Kershaw , MT (#0573) [PIX]
32. CHS Inc. Macon , MT (#0581) [PIX]
33. CHS Inc. Shelby , MT (#0609) [PIX]
34. CHS Inc. Valler , MT (#0625) [PIX]
35. CHS Inc. Wolf Point , MT (#0626) [PIX]
36. CHS Inc. Aneta , ND (#0884)
37. CHS Inc. Belfield , ND (#0894) [PIX]
38. CHS Inc. Boyle , ND (#0907) [PIX]
39. CHS Inc. Calvin , ND (#0914)
40. CHS Inc. Devils Lake , ND (#0942) [PIX]
41. CHS Inc. Dickinson , ND (#0946) [PIX]
42. CHS Inc. Dickinson , ND (#0947) [PIX]
43. CHS Inc. Drayton , ND (#0950) [PIX]
44. CHS Inc. Edgeley , ND (#0952)
45. CHS Inc. Galchutt , ND (#0956) [PIX]
46. CHS Inc. Gladstone , ND (#0972) [PIX]
47. CHS Inc. Gleaston , ND (#0973)
48. CHS Inc. Grandin , ND (#0982)
49. CHS Inc. Harwood , ND (#0993)
50. CHS Inc. Hensel , ND (#1003)
51. CHS Inc. Horace , ND (#1010) [PIX]
52. CHS Inc. Kindred , ND (#1021) [PIX]
53. CHS Inc. Lakota , ND (#1024) [PIX]
54. CHS Inc. Langdon , ND (#1029) [PIX]
55. CHS Inc. Lignite , ND (#1042)
56. CHS Inc. Manvel , ND (#1050) [PIX]
57. CHS Inc. McVille , ND (#1057) [PIX]
58. CHS Inc. Milton , ND (#1062) [PIX]

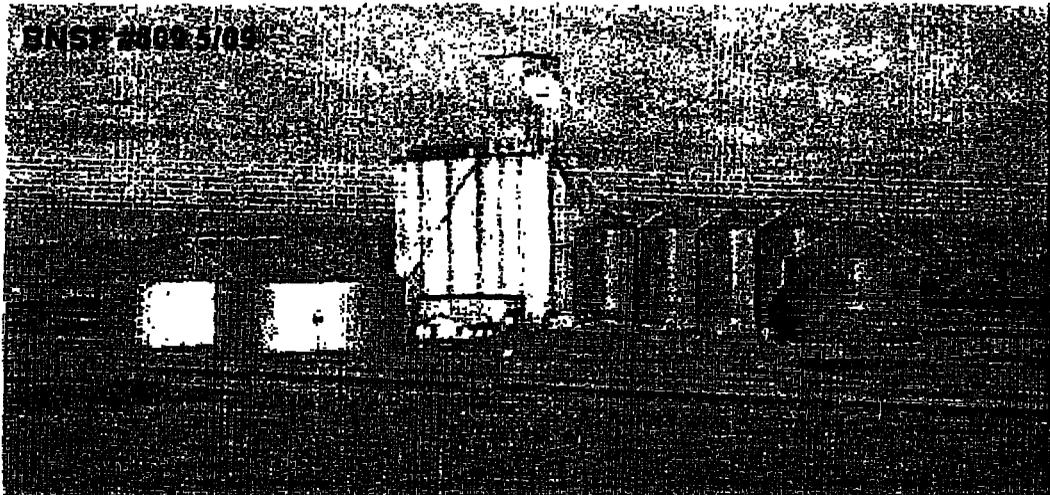
59. CHS Inc. Minot, ND (#1064) [PIX]
60. CHS Inc. Minot, ND (#1065) [PIX]
61. CHS Inc. Mohall, ND (#1068)
62. CHS Inc. Mooreton, ND (#1069) [PIX]
63. CHS Inc. Niobe, ND (#1077) [PIX]
64. CHS Inc. Park River, ND (#1088)
65. CHS Inc. Plsek, ND (#1096)
66. CHS Inc. Reeder, ND (#1104) [PIX]
67. CHS Inc. Richardton, ND (#1108) [PIX]
68. CHS Inc. Sartes, ND (#1116) [PIX]
69. CHS Inc. West Fargo, ND (#1159)
70. CHS Inc. Madras, OR (#1241)
71. CHS Inc. Alexandria, SD (#1256)
72. CHS Inc. Canton, SD (#1270) [PIX]
73. CHS Inc. Corson, SD (#1276) [PIX]
74. CHS Inc. Corson, SD (#1277) [PIX]
75. CHS Inc. Ethan, SD (#1283)
76. CHS Inc. Garretson, SD (#1284) [PIX]
77. CHS Inc. Lemmon, SD (#1303) [PIX]
78. CHS Inc. Mitchell, SD (#1316) [PIX]
79. CHS Inc. Selby, SD (#1328) [PIX]
80. CHS Inc. Worthing, SD (#1351)
81. CHS Inc. Bruce, WA (#1461) [PIX]
82. CHS Inc. Connell, WA (#1467) [PIX]
83. CHS Inc. Frischnecht, WA (#1478) [PIX]
84. CHS Inc. Glade, WA (#1479)
85. CHS Inc. Kennewick, WA (#1493) [PIX]
86. CHS Inc. Mesa, WA (#1504) [PIX]
87. CHS Inc. Warden, WA (#1541) [PIX]
88. CHS Inc. Wheeler, WA (#1545) [PIX]
89. CHS Inc. Superior, WI (#1554) [PIX]
90. CHS Inc. Friona, TX (#2183) [PIX]
91. CHS Inc. Bowbells, ND (#2330) [PIX]
92. CHS Inc. Sterling, ND (#2334) [PIX]
93. CHS Inc. Glendive, MT (#2358) [PIX]
94. CHS Inc. Yuma, CO (#2459)

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CHS Inc. - Shelby , MT

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Bus/Merch. Contact Information

CHS Inc.

Merch. Mgr. Monte Fauque

P. O. Box 849

Shelby , MT 59474

Phone (406) 434-5225

FAX (406) 434-7215

e-Mail N/A

Facilities Information

Facil. Mgr. Monte Fauque

Capacity 2,000,000 bu.

Track Capacity 110 Cars

Handling Modes Load/Unloader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0609	Shelby	MT	Toole	4225.00	703383

Other elevators in Shelby , MT

1. CHS Inc. (#0608) [PIX]

Other elevators with the same name

1. CHS Inc. Akron , CO (#0014) [PIX]
2. CHS Inc. Brush , CO (#0016) [PIX]

3. CHS Inc. Hyde , CO (#0033) [PIX]
4. CHS Inc. Otis , CO (#0037) [PIX]
5. CHS Inc. Wray , CO (#0045) [PIX]
6. CHS Inc. Yuma , CO (#0047) [PIX]
7. CHS Inc. Lewiston , ID (#0065)
8. CHS Inc. Badger , MN (#0284)
9. CHS Inc. Chokio , MN (#0304)
10. CHS Inc. Climax , MN (#0308)
11. CHS Inc. Crookston , MN (#0312) [PIX]
12. CHS Inc. Crookston , MN (#0313) [PIX]
13. CHS Inc. Donnelly , MN (#0321)
14. CHS Inc. Euclid , MN (#0327)
15. CHS Inc. French , MN (#0338) [PIX]
16. CHS Inc. Greenbush , MN (#0344)
17. CHS Inc. Herman , MN (#0354) [PIX]
18. CHS Inc. Jasper , MN (#0362) [PIX]
19. CHS Inc. Kennedy , MN (#0364)
20. CHS Inc. Morris , MN (#0404) [PIX]
21. CHS Inc. Roseau , MN (#0420)
22. CHS Inc. Ruthton , MN (#0424) [PIX]
23. CHS Inc. St Hilaire , MN (#0430) [PIX]
24. CHS Inc. St Paul , MN (#0438)
25. CHS Inc. Stephen , MN (#0442) [PIX]
26. CHS Inc. Warren , MN (#0447)
27. CHS Inc. Cut Bank , MT (#0531)
28. CHS Inc. Glasgow , MT (#0545) [PIX]
29. CHS Inc. Glendive , MT (#0547) [PIX]
30. CHS Inc. Kallispell , MT (#0571)
31. CHS Inc. Kershaw , MT (#0573) [PIX]
32. CHS Inc. Macon , MT (#0581) [PIX]
33. CHS Inc. Shelby , MT (#0608) [PIX]
34. CHS Inc. Valier , MT (#0625) [PIX]
35. CHS Inc. Wolf Point , MT (#0626) [PIX]
36. CHS Inc. Aneta , ND (#0684)
37. CHS Inc. Belfield , ND (#0894) [PIX]
38. CHS Inc. Boyle , ND (#0907) [PIX]
39. CHS Inc. Calvin , ND (#0914)
40. CHS Inc. Devils Lake , ND (#0942) [PIX]
41. CHS Inc. Dickinson , ND (#0946) [PIX]
42. CHS Inc. Dickinson , ND (#0947) [PIX]
43. CHS Inc. Drayton , ND (#0950) [PIX]
44. CHS Inc. Edgeley , ND (#0952)
45. CHS Inc. Galehutt , ND (#0966) [PIX]
46. CHS Inc. Gladstone , ND (#0972) [PIX]
47. CHS Inc. Glasston , ND (#0973)
48. CHS Inc. Grandin , ND (#0982)
49. CHS Inc. Harwood , ND (#0993)
50. CHS Inc. Hensel , ND (#1003)
51. CHS Inc. Horace , ND (#1010) [PIX]
52. CHS Inc. Kindred , ND (#1021) [PIX]
53. CHS Inc. Lakota , ND (#1024) [PIX]
54. CHS Inc. Langdon , ND (#1029) [PIX]
55. CHS Inc. Lignite , ND (#1042)
56. CHS Inc. Marvel , ND (#1050) [PIX]
57. CHS Inc. McVillie , ND (#1057) [PIX]
58. CHS Inc. Milnot , ND (#1062) [PIX]
59. CHS Inc. Minot , ND (#1064) [PIX]
60. CHS Inc. Minot , ND (#1065) [PIX]
61. CHS Inc. Mohall , ND (#1068)
62. CHS Inc. Mooreton , ND (#1069) [PIX]
63. CHS Inc. Niobe , ND (#1077) [PIX]
64. CHS Inc. Park River , ND (#1088)
65. CHS Inc. Plsek , ND (#1096)
66. CHS Inc. Reeder , ND (#1104) [PIX]

67. CHS Inc. Richardton, ND (#1108) [PIX]
68. CHS Inc. Saries, ND (#1116) [PIX]
69. CHS Inc. West Fargo, ND (#1159)
70. CHS Inc. Madras, OR (#1241)
71. CHS Inc. Alexandria, SD (#1256)
72. CHS Inc. Canton, SD (#1270) [PIX]
73. CHS Inc. Corson, SD (#1276) [PIX]
74. CHS Inc. Corson, SD (#1277) [PIX]
75. CHS Inc. Ethan, SD (#1283)
76. CHS Inc. Garretson, SD (#1284) [PIX]
77. CHS Inc. Lemmon, SD (#1303) [PIX]
78. CHS Inc. Mitchell, SD (#1316) [PIX]
79. CHS Inc. Selby, SD (#1328) [PIX]
80. CHS Inc. Worthing, SD (#1351)
81. CHS Inc. Bruce, WA (#1461) [PIX]
82. CHS Inc. Connell, WA (#1467) [PIX]
83. CHS Inc. Frischnecht, WA (#1478) [PIX]
84. CHS Inc. Glade, WA (#1479)
85. CHS Inc. Kennewick, WA (#1493) [PIX]
86. CHS Inc. Mesa, WA (#1504) [PIX]
87. CHS Inc. Warden, WA (#1541) [PIX]
88. CHS Inc. Wheeler, WA (#1545) [PIX]
89. CHS Inc. Superior, WI (#1554) [PIX]
90. CHS Inc. Friona, TX (#2163) [PIX]
91. CHS Inc. Bowbells, ND (#2330) [PIX]
92. CHS Inc. Sterling, ND (#2334) [PIX]
93. CHS Inc. Glendive, MT (#2358) [PIX]
94. CHS Inc. Yuma, CO (#2459)

BNSF Grain Elevator Directory



Nortana Grain Co. - Sidney , MT

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Bus/Merch. Contact Information

Nortana Grain Co.
Merch. Mgr.
415 - 9th Avenue N. E.
Sidney , MT 59270
Phone (406) 433-3014
FAX (406) 433-3018
e-Mail sidneynortana@hotmail.com

Facilities Information

Facil. Mgr. Rondel Beery
Capacity 400,000 bu.
Track Capacity 54 Cars
Handling Modes Loader
Scales and Kind Hopper Cert'd
Railroad Service D / BNSF
Grains Handled WH BR OT CR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0611	Sidney	MT	Richland	8605.00	704150

Other elevators in Sidney , MT

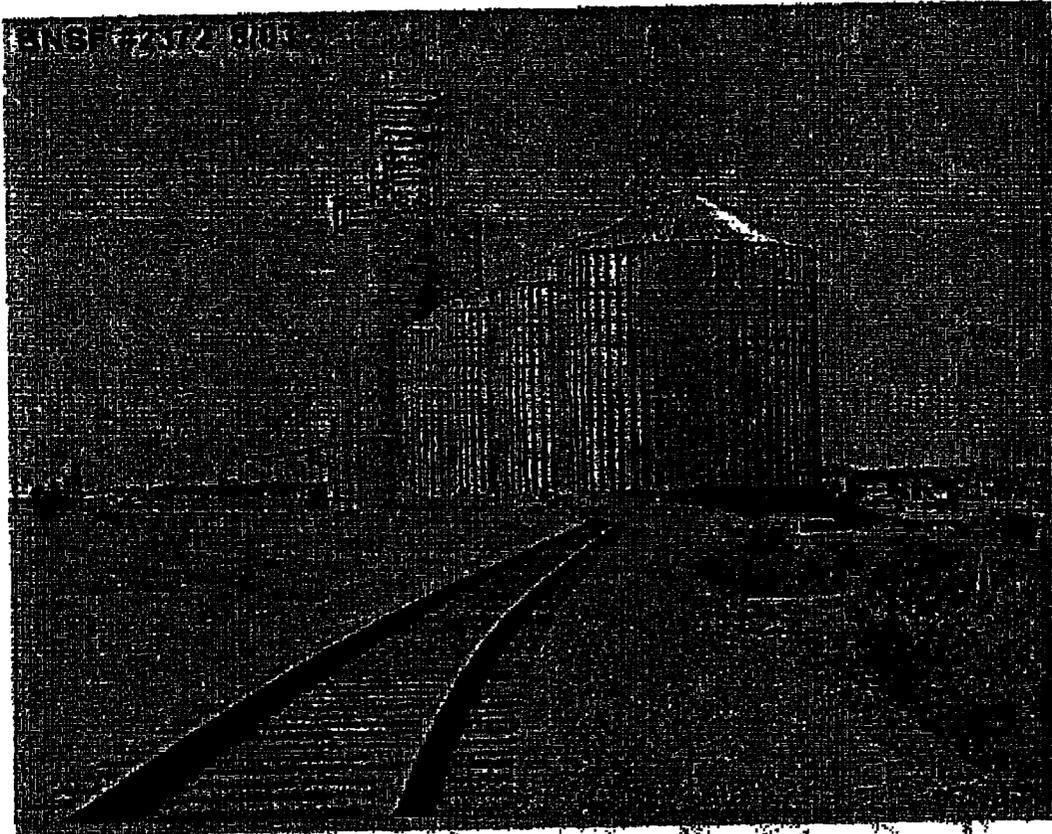
1. Busch Agricultural Resources, Inc. (#2372) [PIX]

BNSF Grain Elevator Directory



Busch Agricultural Resources, Inc. - Sidney , MT

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Bus/Merch. Contact Information

Busch Agricultural Resources, Inc.

Merch. Mgr.

250 Busch Drive

Sidney , MT 59270

Phone (406) 433-3322

FAX (406) 433-3323

e-Mail jeremy.klempel@anheuser-busch.com

Facilities Information

Facil. Mgr. Jeremy Klempel

Capacity 1,500,000 bu.

Track Capacity 44 Cars

Handling Modes Loader

Scales and Kind None

Railroad Service D / BNSF

Grains Handled BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
--------------	---------	-------	--------	----------	----------

2372	Sidney	MT	Richland	8605.00	704150
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Other elevators in Sidney , MT

1. Nortana Grain Co. (#0611) [PIX]

Other elevators with the same name

1. Busch Agricultural Resources, Inc. Fairfield , MT (#0537) [PIX]
2. Busch Agricultural Resources, Inc. Amenia , ND (#0883) [PIX]
3. Busch Agricultural Resources, Inc. Sutton , ND (#1137)
4. Busch Agricultural Resources, Inc. West Fargo , ND (#1158)
5. Busch Agricultural Resources, Inc. Conrad , MT (#2445) [PIX]

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Transload Services - Sunburst , MT



Sorry.

Bus/Merch. Contact Information

Transload Services

Merch. Mgr.

P. O. Box 99

Sunburst , MT 59482

Phone (406) 937-4000

FAX (406) 937-6495

e-Mail gary.iverson@genmills.com

Facilities Information

Facil. Mgr. Gary Iverson

Capacity 280,000 bu.

Track Capacity 27 Cars

Handling Modes Load/Unloader

Scales and Kind None

Railroad Service D / BNSF

Grains Handled CR OT BR CA SB

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0617	Sunburst	MT	Toole	4215.00	703327



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Nagy Elevator - Sweet Grass , MT



Bus/Merch. Contact Information

Nagy Elevator
Merch. Mgr. Don J Nagy
P. O. Box 89
Sweetgrass , MT 59484
Phone (406) 937-2743
FAX (406) 937-2744
e-Mail N/A

Facilities Information

Facil. Mgr. Don J Nagy
Capacity 135,000 bu.
Track Capacity 8 Cars
Handling Modes Loader
Scales and Kind None
Railroad Service D / BNSF
Grains Handled BR CA WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0618	Sweet Grass	MT	Toole	4210.00	703323

Other elevators in Sweet Grass , MT

1. Columbia Grain, Inc. (#2264) [PIX]

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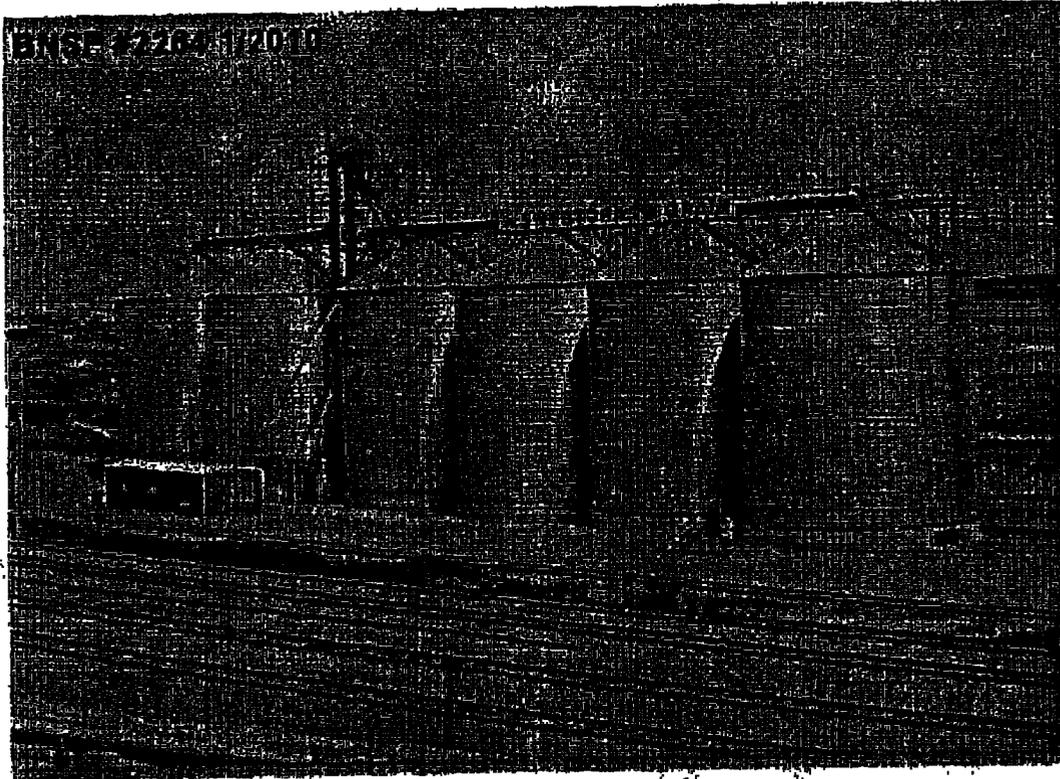
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Columbia Grain, Inc. - Sweet Grass , MT (Sweetgrass Grain)



Bus/Merch. Contact Information

Columbia Grain, Inc.

Merch. Mgr. Monti A. Anderson

P. O. Box 607

Sweet Grass , MT 59484-0607

Phone (406) 335-2530

FAX (406) 335-2532

e-Mail

sweetgrass1@columbiagrains.com

Facilities Information

Facil. Mgr. Monti A. Anderson

Capacity 360,000 bu.

Track Capacity 48 Cars

Handling Modes Load/Unloader

Scales and Kind Track Cert'd

Railroad Service D / BNSF, CPR

Grains Handled WH

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
2264	Sweet	MT	Toole	4210.00	703323

Grass

Other elevators in Sweet Grass , MT

1. Nagy Elevator (#0618) [PIX]

Last Update January 12, 2010
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Columbia Grain Inc. - Three Forks , MT

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Bus/Merch. Contact Information

Columbia Grain Inc.

Merch. Mgr.

P. O. Box 205

Three Forks , MT 59752

Phone (406) 285-3231

FAX (406) 285-3232

e-Mail ksevenby@columbiagrains.com

Facilities Information

Facil. Mgr. Larry S. Krattiger

Capacity 348,000 bu.

Track Capacity 4 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / MRL

Grains Handled WH BR CR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0619	Three Forks	MT	Gallatin	4876.00	718537

Other elevators with the same name

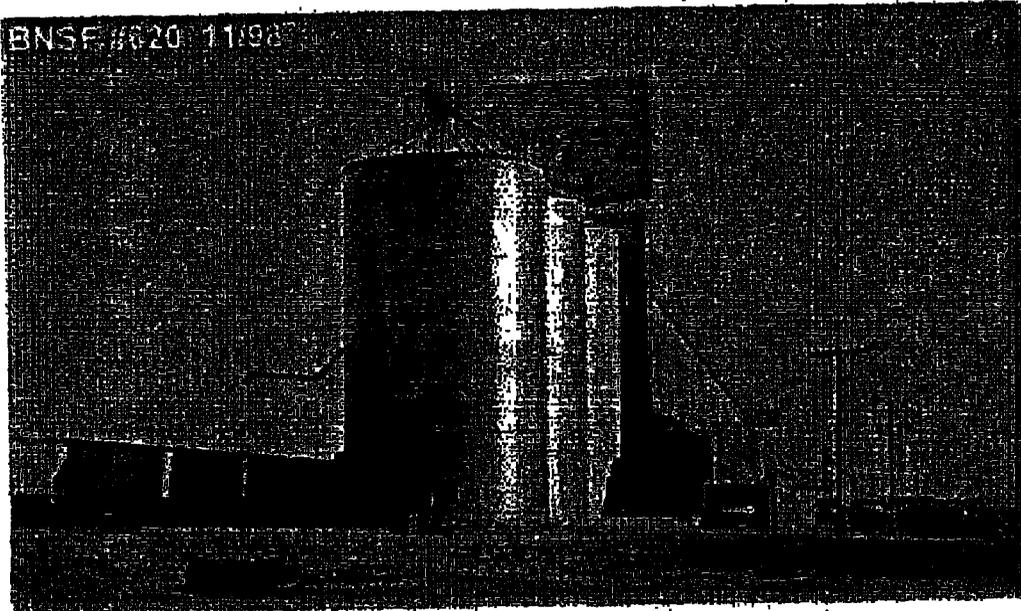
1. Columbia Grain Inc. Lewiston , ID (#0066) [PIX]
2. Columbia Grain Inc. Carter , MT (#0518) [PIX]
3. Columbia Grain Inc. Choteau , MT (#0524) [PIX]
4. Columbia Grain Inc. Conrad , MT (#0527) [PIX]
5. Columbia Grain Inc. Conrad , MT (#0528) [PIX]
6. Columbia Grain Inc. Cut Bank , MT (#0530) [PIX]
7. Columbia Grain Inc. Ft Benton , MT (#0539) [PIX]
8. Columbia Grain Inc. Gildford , MT (#0544) [PIX]
9. Columbia Grain Inc. Great Falls , MT (#0549) [PIX]
10. Columbia Grain Inc. Harlem , MT (#0558) [PIX]
11. Columbia Grain Inc. Havre , MT (#0563) [PIX]
12. Columbia Grain Inc. Meriwether , MT (#0565) [PIX]
13. Columbia Grain Inc. Plentywood , MT (#0593) [PIX]
14. Columbia Grain Inc. Merc , MT (#0594) [PIX]
15. Columbia Grain Inc. Rudyard , MT (#0603) [PIX]
16. Columbia Grain Inc. Rudyard , MT (#0604) [PIX]
17. Columbia Grain Inc. Tiber , MT (#0620) [PIX]
18. Columbia Grain Inc. Wolf Point , MT (#0627)
19. Columbia Grain Inc. Arvilla , ND (#0887) [PIX]
20. Columbia Grain Inc. Berea , ND (#0896) [PIX]
21. Columbia Grain Inc. Crystal , ND (#0937) [PIX]
22. Columbia Grain Inc. Larimore , ND (#1032)
23. Columbia Grain Inc. Merrifield , ND (#1059) [PIX]
24. Columbia Grain Inc. River Gate , OR (#1248) [PIX]

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Columbia Grain Inc. - Tiber , MT



Bus/Merch. Contact Information

Columbia Grain Inc.

Merch. Mgr.

P. O. Box 157

Chester , MT 59522

Phone (406) 759-5146

FAX (406) 759-5438

e-Mail N/A

Facilities Information

Facil. Mgr. Jerry Myers

Capacity 540,000 bu.

Track Capacity 54 Cars

Handling Modes Loader

Scales and Kind Track Cert'd

Railroad Service D / BNSF

Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0620	Tiber	MT	Liberty	4255.00	703173

Other elevators with the same name

1. Columbia Grain Inc. Lewiston , ID (#0066) [PIX]
2. Columbia Grain Inc. Carter , MT (#0618) [PIX]
3. Columbia Grain Inc. Choteau , MT (#0524) [PIX]

4. Columbia Grain Inc. Conrad , MT (#0527) [PIX]
5. Columbia Grain Inc. Conrad , MT (#0528) [PIX]
6. Columbia Grain Inc. Cut Bank , MT (#0530) [PIX]
7. Columbia Grain Inc. Ft Benton , MT (#0539) [PIX]
8. Columbia Grain Inc. Gildford , MT (#0544) [PIX]
9. Columbia Grain Inc. Great Falls , MT (#0549) [PIX]
10. Columbia Grain Inc. Harlem , MT (#0558) [PIX]
11. Columbia Grain Inc. Havre , MT (#0583) [PIX]
12. Columbia Grain Inc. Meriwether , MT (#0585) [PIX]
13. Columbia Grain Inc. Plentywood , MT (#0593) [PIX]
14. Columbia Grain Inc. Merc , MT (#0594) [PIX]
15. Columbia Grain Inc. Rudyard , MT (#0803) [PIX]
16. Columbia Grain Inc. Rudyard , MT (#0804) [PIX]
17. Columbia Grain Inc. Three Forks , MT (#0819) [PIX]
18. Columbia Grain Inc. Wolf Point , MT (#0827)
19. Columbia Grain Inc. Arvilla , ND (#0887) [PIX]
20. Columbia Grain Inc. Berea , ND (#0898) [PIX]
21. Columbia Grain Inc. Crystal , ND (#0937) [PIX]
22. Columbia Grain Inc. Larimore , ND (#1032)
23. Columbia Grain Inc. Merrifield , ND (#1059) [PIX]
24. Columbia Grain Inc. River Gate , OR (#1248) [PIX]

BNSF Grain Elevator Directory



CHS Inc. - Valier , MT

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Bus/Merch. Contact Information

CHS Inc.

Merch. Mgr.

P. O. Box 66

Valier , MT 59486

Phone (406) 279-3615

FAX (406) 279-3757

e-Mail irvin.derks@chsinc.com

Facilities Information

Facil. Mgr. Irvin Derks

Capacity 440,000 bu.

Track Capacity 54 Cars

Handling Modes Loader

Scales and Kind Hopper Cert'd

Railroad Service D / BNSF

Grains Handled BR WH CR OT

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0625	Valier	MT	Pondera	5015.00	703650

Other elevators with the same name

1. CHS Inc. Akron, CO (#0014) [PIX]
2. CHS Inc. Brush, CO (#0016) [PIX]
3. CHS Inc. Hyde, CO (#0033) [PIX]
4. CHS Inc. Otis, CO (#0037) [PIX]
5. CHS Inc. Wray, CO (#0045) [PIX]
6. CHS Inc. Yuma, CO (#0047) [PIX]
7. CHS Inc. Lewiston, ID (#0065)
8. CHS Inc. Badger, MN (#0284)
9. CHS Inc. Chokio, MN (#0304)
10. CHS Inc. Climax, MN (#0308)
11. CHS Inc. Crookston, MN (#0312) [PIX]
12. CHS Inc. Crookston, MN (#0313) [PIX]
13. CHS Inc. Donnelly, MN (#0321)
14. CHS Inc. Euclid, MN (#0327)
15. CHS Inc. French, MN (#0338) [PIX]
16. CHS Inc. Greenbush, MN (#0344)
17. CHS Inc. Herman, MN (#0354) [PIX]
18. CHS Inc. Jasper, MN (#0362) [PIX]
19. CHS Inc. Kennedy, MN (#0364)
20. CHS Inc. Morris, MN (#0404) [PIX]
21. CHS Inc. Roseau, MN (#0420)
22. CHS Inc. Ruthton, MN (#0424) [PIX]
23. CHS Inc. St Hilaire, MN (#0430) [PIX]
24. CHS Inc. St Paul, MN (#0439)
25. CHS Inc. Stephen, MN (#0442) [PIX]
26. CHS Inc. Warren, MN (#0447)
27. CHS Inc. Cut Bank, MT (#0531)
28. CHS Inc. Glasgow, MT (#0545) [PIX]
29. CHS Inc. Glendive, MT (#0547) [PIX]
30. CHS Inc. Katspell, MT (#0571)
31. CHS Inc. Kershaw, MT (#0573) [PIX]
32. CHS Inc. Macon, MT (#0581) [PIX]
33. CHS Inc. Shelby, MT (#0608) [PIX]
34. CHS Inc. Shelby, MT (#0609) [PIX]
35. CHS Inc. Wolf Point, MT (#0626) [PIX]
36. CHS Inc. Aneta, ND (#0884)
37. CHS Inc. Belfield, ND (#0894) [PIX]
38. CHS Inc. Boyle, ND (#0907) [PIX]
39. CHS Inc. Calvin, ND (#0914)
40. CHS Inc. Devils Lake, ND (#0942) [PIX]
41. CHS Inc. Dickinson, ND (#0948) [PIX]
42. CHS Inc. Dickinson, ND (#0947) [PIX]
43. CHS Inc. Drayton, ND (#0950) [PIX]
44. CHS Inc. Edgeley, ND (#0952)
45. CHS Inc. Galchutt, ND (#0966) [PIX]
46. CHS Inc. Gladstone, ND (#0972) [PIX]
47. CHS Inc. Glasston, ND (#0973)
48. CHS Inc. Grandin, ND (#0982)
49. CHS Inc. Harwood, ND (#0993)
50. CHS Inc. Hensel, ND (#1003)
51. CHS Inc. Horace, ND (#1010) [PIX]
52. CHS Inc. Kindred, ND (#1021) [PIX]
53. CHS Inc. Lakota, ND (#1024) [PIX]
54. CHS Inc. Langdon, ND (#1028) [PIX]
55. CHS Inc. Lignite, ND (#1042)
56. CHS Inc. Marvel, ND (#1050) [PIX]
57. CHS Inc. McVille, ND (#1067) [PIX]
58. CHS Inc. Milton, ND (#1062) [PIX]
59. CHS Inc. Minot, ND (#1064) [PIX]
60. CHS Inc. Minot, ND (#1065) [PIX]
61. CHS Inc. Mohall, ND (#1068)
62. CHS Inc. Mooreton, ND (#1069) [PIX]
63. CHS Inc. Niobe, ND (#1077) [PIX]
64. CHS Inc. Park River, ND (#1088)

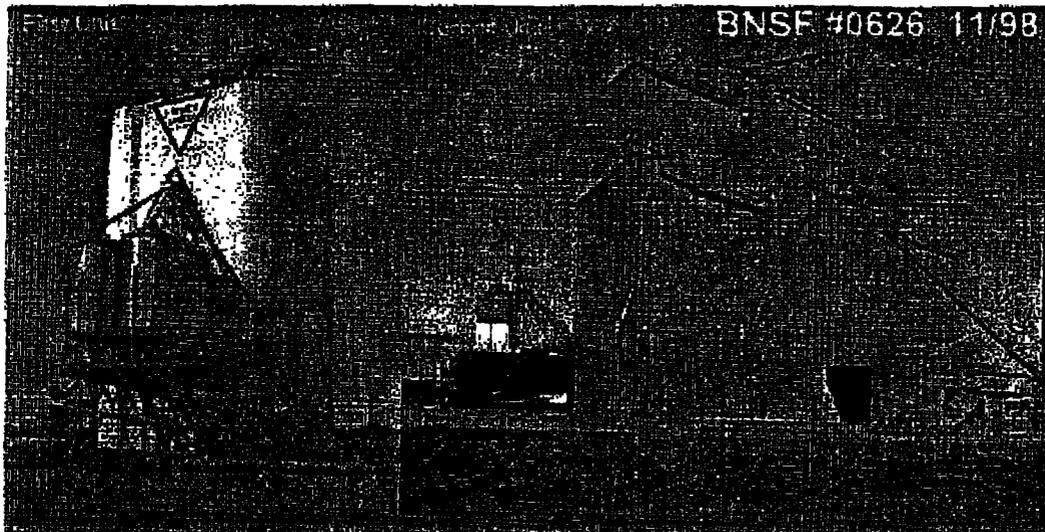
65. CHS Inc. Pisek, ND (#1096)
66. CHS Inc. Reeder, ND (#1104) [PIX]
67. CHS Inc. Richardton, ND (#1108) [PIX]
68. CHS Inc. Sarles, ND (#1116) [PIX]
69. CHS Inc. West Fargo, ND (#1159)
70. CHS Inc. Madras, OR (#1241)
71. CHS Inc. Alexandria, SD (#1256)
72. CHS Inc. Canton, SD (#1270) [PIX]
73. CHS Inc. Corson, SD (#1276) [PIX]
74. CHS Inc. Corson, SD (#1277) [PIX]
75. CHS Inc. Ethan, SD (#1283)
76. CHS Inc. Garretson, SD (#1284) [PIX]
77. CHS Inc. Lemmon, SD (#1303) [PIX]
78. CHS Inc. Mitchell, SD (#1316) [PIX]
79. CHS Inc. Selby, SD (#1328) [PIX]
80. CHS Inc. Worthing, SD (#1351)
81. CHS Inc. Bruce, WA (#1461) [PIX]
82. CHS Inc. Connell, WA (#1467) [PIX]
83. CHS Inc. Frischnecht, WA (#1478) [PIX]
84. CHS Inc. Glade, WA (#1479)
85. CHS Inc. Kennewick, WA (#1493) [PIX]
86. CHS Inc. Mesa, WA (#1504) [PIX]
87. CHS Inc. Warden, WA (#1541) [PIX]
88. CHS Inc. Wheeler, WA (#1545) [PIX]
89. CHS Inc. Superior, WI (#1554) [PIX]
90. CHS Inc. Friona, TX (#2163) [PIX]
91. CHS Inc. Bowbells, ND (#2330) [PIX]
92. CHS Inc. Sterling, ND (#2334) [PIX]
93. CHS Inc. Glendive, MT (#2358) [PIX]
94. CHS Inc. Yuma, CO (#2459)

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CHS Inc. - Wolf Point , MT dba Farmers Elevator

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Bus/Merch. Contact Information

CHS Inc.

Merch. Mgr.

219 E Blaine St.

Wolf Point , MT 59201-1406

Phone (406) 653-2512

FAX (406) 653-2515

e-Mail brandon.babb@chsinc.com

Facilities Information

Facil. Mgr. Brandon Babb

Capacity 470,000 bu.

Track Capacity 54 Cars

Handling Modes Loader

Scales and Kind Track Cert'd

Railroad Service D / BNSF

Grains Handled WH BR OT

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0626	Wolf Point	MT	Roosevelt	5520.00	701590

Other elevators in Wolf Point , MT

1. Columbia Grain Inc. (#0627)
2. Peavey Co. (#0628) [PIX]

Other elevators with the same name

1. CHS Inc. Akron, CO (#0014) [PIX]
2. CHS Inc. Brush, CO (#0016) [PIX]
3. CHS Inc. Hyde, CO (#0033) [PIX]
4. CHS Inc. Otis, CO (#0037) [PIX]
5. CHS Inc. Wray, CO (#0045) [PIX]
6. CHS Inc. Yuma, CO (#0047) [PIX]
7. CHS Inc. Lewiston, ID (#0065)
8. CHS Inc. Badger, MN (#0284)
9. CHS Inc. Chokio, MN (#0304)
10. CHS Inc. Climax, MN (#0308)
11. CHS Inc. Crookston, MN (#0312) [PIX]
12. CHS Inc. Crookston, MN (#0313) [PIX]
13. CHS Inc. Donnelly, MN (#0321)
14. CHS Inc. Euclid, MN (#0327)
15. CHS Inc. French, MN (#0338) [PIX]
16. CHS Inc. Greenbush, MN (#0344)
17. CHS Inc. Herman, MN (#0354) [PIX]
18. CHS Inc. Jasper, MN (#0362) [PIX]
19. CHS Inc. Kennedy, MN (#0364)
20. CHS Inc. Morris, MN (#0404) [PIX]
21. CHS Inc. Roseau, MN (#0420)
22. CHS Inc. Ruthton, MN (#0424) [PIX]
23. CHS Inc. St Hilaire, MN (#0430) [PIX]
24. CHS Inc. St Paul, MN (#0439)
25. CHS Inc. Stephen, MN (#0442) [PIX]
26. CHS Inc. Warren, MN (#0447)
27. CHS Inc. Cut Bank, MT (#0531)
28. CHS Inc. Glasgow, MT (#0545) [PIX]
29. CHS Inc. Glendive, MT (#0547) [PIX]
30. CHS Inc. Kallapell, MT (#0571)
31. CHS Inc. Kershaw, MT (#0573) [PIX]
32. CHS Inc. Macon, MT (#0581) [PIX]
33. CHS Inc. Shelby, MT (#0608) [PIX]
34. CHS Inc. Shelby, MT (#0609) [PIX]
35. CHS Inc. Valler, MT (#0625) [PIX]
36. CHS Inc. Aneta, ND (#0684)
37. CHS Inc. Belfield, ND (#0694) [PIX]
38. CHS Inc. Boyle, ND (#0907) [PIX]
39. CHS Inc. Calvin, ND (#0914)
40. CHS Inc. Devils Lake, ND (#0942) [PIX]
41. CHS Inc. Dickinson, ND (#0946) [PIX]
42. CHS Inc. Dickinson, ND (#0947) [PIX]
43. CHS Inc. Drayton, ND (#0950) [PIX]
44. CHS Inc. Edgeley, ND (#0952)
45. CHS Inc. Galchutt, ND (#0966) [PIX]
46. CHS Inc. Gladstone, ND (#0972) [PIX]
47. CHS Inc. Glasston, ND (#0973)
48. CHS Inc. Grandin, ND (#0982)
49. CHS Inc. Harwood, ND (#0993)
50. CHS Inc. Hensel, ND (#1003)
51. CHS Inc. Horace, ND (#1010) [PIX]
52. CHS Inc. Kindred, ND (#1021) [PIX]
53. CHS Inc. Lakota, ND (#1024) [PIX]
54. CHS Inc. Langdon, ND (#1029) [PIX]
55. CHS Inc. Lignite, ND (#1042)
56. CHS Inc. Marvel, ND (#1050) [PIX]
57. CHS Inc. McVille, ND (#1057) [PIX]
58. CHS Inc. Milton, ND (#1062) [PIX]
59. CHS Inc. Minot, ND (#1064) [PIX]
60. CHS Inc. Minot, ND (#1065) [PIX]
61. CHS Inc. Mohall, ND (#1068)
62. CHS Inc. Mooreton, ND (#1069) [PIX]
63. CHS Inc. Niobe, ND (#1077) [PIX]
64. CHS Inc. Park River, ND (#1088)

65. CHS Inc. Plsek, ND (#1096)
66. CHS Inc. Reader, ND (#1104) [PIX]
67. CHS Inc. Richardton, ND (#1108) [PIX]
68. CHS Inc. Saries, ND (#1116) [PIX]
69. CHS Inc. West Fargo, ND (#1159)
70. CHS Inc. Madras, OR (#1241)
71. CHS Inc. Alexandria, SD (#1256)
72. CHS Inc. Canton, SD (#1270) [PIX]
73. CHS Inc. Corson, SD (#1276) [PIX]
74. CHS Inc. Corson, SD (#1277) [PIX]
75. CHS Inc. Ethan, SD (#1283)
76. CHS Inc. Garretson, SD (#1284) [PIX]
77. CHS Inc. Lemmon, SD (#1303) [PIX]
78. CHS Inc. Mitchell, SD (#1316) [PIX]
79. CHS Inc. Selby, SD (#1328) [PIX]
80. CHS Inc. Worthing, SD (#1351)
81. CHS Inc. Bruce, WA (#1461) [PIX]
82. CHS Inc. Connell, WA (#1467) [PIX]
83. CHS Inc. Frischnecht, WA (#1478) [PIX]
84. CHS Inc. Glade, WA (#1479)
85. CHS Inc. Kennewick, WA (#1493) [PIX]
86. CHS Inc. Mesa, WA (#1504) [PIX]
87. CHS Inc. Warden, WA (#1541) [PIX]
88. CHS Inc. Wheeler, WA (#1545) [PIX]
89. CHS Inc. Superior, WI (#1554) [PIX]
90. CHS Inc. Friona, TX (#2163) [PIX]
91. CHS Inc. Bowbells, ND (#2330) [PIX]
92. CHS Inc. Sterling, ND (#2334) [PIX]
93. CHS Inc. Glendive, MT (#2358) [PIX]
94. CHS Inc. Yuma, CO (#2458)

BNSF Grain Elevator Directory



[Elev Home Page](#)
[Shuttles](#)
[Help](#)

Columbia Grain Inc. - Wolf Point , MT



Sorry.

Bus/Merch. Contact Information

Columbia Grain Inc.

Merch. Mgr.

P.O. BOX 954

Wolf Point , MT 59201

Phone (406) 653-2810

FAX (406) 653-2875

e-Mail sruffing@columbiagrains.com

Facilities Information

Facil. Mgr. Slade Ruffing

Capacity 440,000 bu.

Track Capacity 54 Cars

Handling Modes Loader

Scales and Kind Track Cert'd

Railroad Service D / BNSF

Grains Handled WH BR OT CA FX

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0627	Wolf Point	MT	Roosevelt	5520.00	701590

Other elevators in Wolf Point , MT

1. CHS Inc. (#0626) [PIX]
2. Peavey Co. (#0628) [PIX]

Other elevators with the same name

1. Columbia Grain Inc. Lewiston , ID (#0086) [PIX]
2. Columbia Grain Inc. Carter , MT (#0518) [PIX]
3. Columbia Grain Inc. Choteau , MT (#0524) [PIX]
4. Columbia Grain Inc. Conrad , MT (#0527) [PIX]
5. Columbia Grain Inc. Conrad , MT (#0528) [PIX]
6. Columbia Grain Inc. Cut Bank , MT (#0530) [PIX]
7. Columbia Grain Inc. Ft Benton , MT (#0539) [PIX]
8. Columbia Grain Inc. Gildford , MT (#0644) [PIX]
9. Columbia Grain Inc. Great Falls , MT (#0549) [PIX]
10. Columbia Grain Inc. Harlem , MT (#0558) [PIX]
11. Columbia Grain Inc. Havre , MT (#0563) [PIX]
12. Columbia Grain Inc. Meriwether , MT (#0585) [PIX]
13. Columbia Grain Inc. Plentywood , MT (#0593) [PIX]
14. Columbia Grain Inc. Merc , MT (#0594) [PIX]
15. Columbia Grain Inc. Ruddyard , MT (#0603) [PIX]
16. Columbia Grain Inc. Ruddyard , MT (#0604) [PIX]
17. Columbia Grain Inc. Three Forks , MT (#0619) [PIX]
18. Columbia Grain Inc. Tiber , MT (#0620) [PIX]
19. Columbia Grain Inc. Arvilla , ND (#0887) [PIX]

20. Columbia Grain Inc. Berea , ND (#0896) [PIX]
21. Columbia Grain Inc. Crystal , ND (#0937) [PIX]
22. Columbia Grain Inc. Larimore , ND (#1032)
23. Columbia Grain Inc. Merrifield , ND (#1059) [PIX]
24. Columbia Grain Inc. River Gate , OR (#1248) [PIX]

Last Update November 23, 2009
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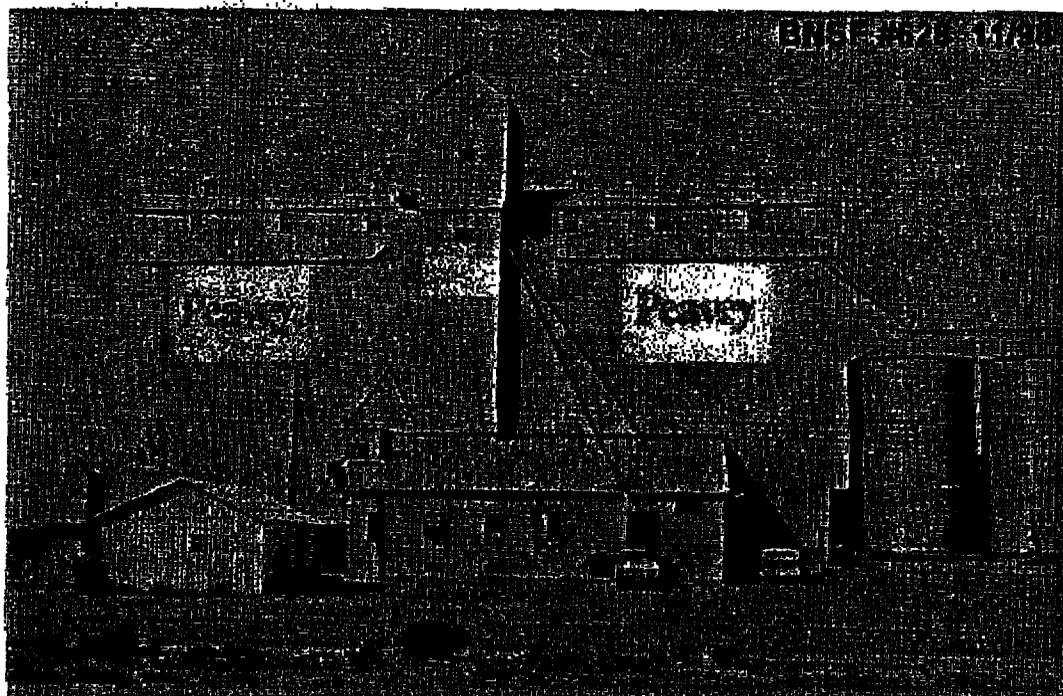
[Corrections or Update this Elevator's Information](#)

BNSF Grain Elevator Directory



Peavey Co. - Wolf Point , MT

[Elev Home Page](#)
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[Help](#)



Bus/Merch. Contact Information

Peavey Co.

Merch. Mgr.

P. O. Box 727

Wolf Point , MT 59201

Phone (406) 653-2710

FAX (406) 653-3464

e-Mail N/A

Facilities Information

Facil. Mgr. Dave Wemmer

Capacity 400,000 bu.

Track Capacity 54 Cars

Handling Modes Loader

Scales and Kind None

Railroad Service D / BNSF

Grains Handled WH BR

Physical Location Information

Facility No.	Station	State	County	OPSL No.	SPLC No.
0628	Wolf Point	MT	Roosevelt	5520.00	701590

Other elevators in Wolf Point , MT

1. CHS Inc. (#0626) [PIX]
2. Columbia Grain Inc. (#0627)

Other elevators with the same name

1. Peavey Co. Sauget, IL (#0092)
2. Peavey Co. East St Louis, IL (#0093)
3. Peavey Co. Dubuque, IA (#0151)
4. Peavey Co. St Paul, MN (#0440)
5. Peavey Co. Billings, MT (#0508) [PIX]
6. Peavey Co. Hardin, MT (#0555)
7. Peavey Co. Ludington, MT (#0580) [PIX]
8. Peavey Co. Miles City, MT (#0586) [PIX]
9. Peavey Co. Moore, MT (#0588) [PIX]
10. Peavey Co. Grand Island, NE (#0724) [PIX]
11. Peavey Co. Imperial, NE (#0752) [PIX]
12. Peavey Co. Jeffers, NE (#0756)
13. Peavey Co. Jamestown, ND (#1015)
14. Peavey Co. North Grand Forks, ND (#1078) [PIX]
15. Peavey Co. Tulsa Port Authorit, OK (#1233) [PIX]
16. Peavey Co. Clovis, NM (#2022) [PIX]
17. Peavey Co. Clovis, NM (#2023) [PIX]
18. Peavey Co. Clovis, NM (#2024) [PIX]
19. Peavey Co. Grier, NM (#2026)
20. Peavey Co. Melrose, NM (#2028)
21. Peavey Co. Clovis, NM (#2326) [PIX]

BNSF Montana Grain Elevators 2011

BNSF #	Owner	Location	Wheat	Other Grains	2011 Tr Capacity	RR Service
511	Ag Depot, Inc.	Bozeman	WH	BR CR	2	MRL
554	Lakeland Feed & Supply (fka Lake Milling, Inc.)	Hamilton	WH	BR CR OT FX	2	MRL
507	K-W Feed & Grain, Inc.	Big Timber	WH	BR CR OT	3	MRL
591	Westland Seed Inc.	Pablo	WH	BR OT	3	MRL
602	Westland Seed Inc.	Ronan	WH	BR OT	4	MRL
619	Columbia Grain Inc. (fka Harvest States Cooperatives)	Three Forks	WH	BR CR	4	MRL
509	Cereal Food Processors, Inc.	Billings	WH		5	MRL
532	Schulz Grain (fka Westmark Grain Corp.)	Devon	WH	BR CR	5	BNSF
605	Saco Dehy, Inc.	Saco	WH	BR CR OT	6	BNSF
618	Nagy Elevator	Sweet Grass	WH	BR CA	8	BNSF
529	Salveold Grain, Inc. (fka Farmers Elevator of Culbertson)	Culbertson	WH	BR OT	10	BNSF
501	Baker Grain, Inc.	Baker	WH		13	BNSF
569	Ismay Grain Co. LLC	Ismay	WH	BR CR	13	BNSF
526	Central Montana Co-op (fka Harvest States Cooperatives)	Columbus	WH	BR CR OT	15	MRL
560	Harrison Elevator Co.	Harrison	WH	BR CR OT	18	MRL
571	CHS Inc. (fka Equity Supply Co.)	Kalispell	WH	BR	26	BNSF
553	Montana Specialty Mills, LLC (fka Koch Agri Services)	Great Falls	WH	CA FX SS SF	30	BNSF
524	Columbia Grain Inc. (fka General Mills, Inc.)	Choteau	WH	BR CR	40	BNSF
2264	Columbia Grain Inc.	Sweet Grass	WH		48	BNSF, CPR
547	CHS Inc. (fka Grain Growers, Inc.)	Glendive	WH	CR SS	52	BNSF
551	General Mills, Inc.	Great Falls	WH	BR	52	BNSF
552	United Harvest, LLC (fka Harvest States Cooperatives)	Great Falls	WH		52	BNSF
555	Peavey Co. (fka Bowman Grain & Seed, Inc.)	Hardin	WH		52	BNSF
573	CHS Inc. (fka United Grain Corp.)	Kershaw	WH	BR	52	BNSF
587	United Harvest, LLC (fka General Mills, Inc.)	Moccasin	WH	BR	52	BNSF
593	Columbia Grain Inc. (fka Ag Grain, Inc.)	Plentywood	WH	BR OT	52	YVRR / BNSF
504	ADM/CHS, LLC (fka Centennial Mills, Inc.)	Big Sandy	WH	BR	54	BNSF
527	Columbia Grain Inc.	Conrad	WH	BR	54	BNSF
530	Columbia Grain Inc. (fka General Mills, Inc.)	Cut Bank	WH	BR CA	54	BNSF
535	Mountain View Coop (fka Triangle Terminal Coop Assn.)	Dutton	WH	BR	54	BNSF
537	Busch Agricultural Resources, Inc.	Fairfield	WH	BR	54	BNSF
539	Columbia Grain Inc. (fka General Mills, Inc.)	Fort Benton	WH	BR OT	54	BNSF
544	Columbia Grain Inc. (fka General Mills, Inc.)	Gilford	WH	BR	54	BNSF
549	Columbia Grain Inc.	Great Falls	WH	BR	54	BNSF
563	Columbia Grain Inc. (fka General Mills, Inc.)	Havre	WH	BR OT CA	54	BNSF
580	Peavey Co. (fka Roughrider Company)	Ludington	WH		54	BNSF / YVRR

BNSF #	Owner	Location	Wheat	Other Grains	2011 Tr Capacity	RR Service
585	Columbia Grain Inc. (fka Montana Wheat Growers, Inc.)	Meriwether	WH		54	BNSF
586	Peavey Co.	Miles City	WH	BR CR	54	BNSF
594	Columbia Grain Inc.	Plentywood / Merc	WH	BR CA FX	54	YSVR / BNSF
604	Columbia Grain Inc. (fka Harvest States Cooperatives)	Rudyard	WH	BR	54	BNSF
611	Nortana Grain Co.	Sidney	WH	BR CR OT	54	BNSF
620	Columbia Grain Inc. (fka General Mills, Inc.)	Tiber	WH	BR	54	BNSF
625	CHS Inc. (fka Harvest States Cooperatives)	Valer	WH	BR CR OT	54	BNSF
626	CHS Inc. (fka Farmers Elevator Co.)	Wolf Point	WH	BR OT	54	BNSF
627	Columbia Grain Inc. (fka General Mills, Inc.)	Wolf Point	WH	BR OT CA FX	54	BNSF
628	Peavey Co.	Wolf Point	WH	BR	54	BNSF
528	Columbia Grain Inc. (fka General Mills, Inc.)	Conrad	WH	BR	56	BNSF
531	CHS Inc. (fka Harvest States Cooperatives)	Cut Bank	WH	BR CR OT	60	BNSF
545	CHS Inc. (fka Harvest States Cooperatives)	Glasgow	WH	SG FX SG OT	60	BNSF
508	Peavey Co. (fka Billings Grain Terminal)	Billings	WH		110	MRL
518	Columbia Grain Inc. (fka General Mills, Inc.)	Carter	WH	BR	110	BNSF
2353	Mountain View Coop	Collins	WH	BR	110	BNSF
2358	CHS Inc.	Glendive	WH		110	BNSF
2456	United Harvest, LLC	Grove	WH		110	BNSF
561	ADM/CHS, LLC (fka Centennial Mills, Inc.)	Havre	WH		110	BNSF
562	ADM/CHS, LLC (fka Farmers Grain Exchange)	Havre	WH		110	BNSF
2387	Columbia Grain Inc.	Kasa Point	WH	BR	110	BNSF
581	CHS Inc. (fka United Grain Corp.)	Macon	WH	BR	110	BNSF
588	Peavey Co.	Moore	WH	BR	110	BNSF
609	CHS Inc. (fka Peavey Co.)	Shelby	WH	BR	110	BNSF
603	Columbia Grain Inc.	Rudyard	WH	BR	111	BNSF
2364	United Harvest, LLC	Pompeys Pillar	WH		112	BNSF
558	Columbia Grain Inc.	Harlem	WH	BR	115	BNSF
608	CHS Inc. (fka Harvest States Cooperatives)	Shelby	WH	BR CR OT	162	BNSF
564	Agri Feeds & Fertilizer, Inc.	Helena		BR OT	6	MRL
567	MillerCoors, LLC (fka Coors Brewing Co.)	Huntley		BR	9	MRL
582	R & G Quality Feed Inc. (fka Equity Coop Assn.)	Malta		BR CR	10	BNSF
2445	Busch Agricultural Resources, Inc.	Conrad		BR	26	BNSF
617	Transload Services (fka Sunburst Seed)	Sunburst		BR CR OT CA SB	27	BNSF
2372	Busch Agricultural Resources, Inc.	Sidney		BR	44	BNSF

**THIS EXHIBIT IS A HIGHLY
CONFIDENTIAL DOCUMENT**

BNSF RAILWAY COMPANY	ISSUED: APR 05, 2005	BOOK: 4
AGRICULTURAL COMMODITIES UNIT	EFFECTIVE: APR 25, 2005	SECTION: C
P. O. BOX 961051		PAGE: 1
FORT WORTH, TX 76161-0051		REVISION: 8
BNSF-4022-K		ITEM: 43581

FROM SELECTED BNSF STATIONS IN:
COLORADO, ILLINOIS, KANSAS, MISSOURI, NEBRASKA, WYOMING

TO BNSF STATIONS:
PORTLAND, OR, KALAMA, LONGVIEW, SEATTLE, TACOMA, VANCOUVER, WA

GENERAL RULES

- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.
- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.

COMMODITY DEFINITIONS

STCC	DESCRIPTION
01137	WHEAT EXC. BUCKWHEAT SEE 01139

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

- COL 1: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS.
- COL 2: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 26 CARS AND MAXIMUM NOT GREATER THAN 51 CARS.
- COL 3: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 52 CARS AND MAXIMUM NOT GREATER THAN 109 CARS.
- COL 4: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 110 CARS AND MAXIMUM NOT GREATER THAN 120 CARS.

ROUTE DEFINITIONS

ROUTE NUMBER	DESCRIPTION
0001:	BNSF DIRECT

OTHER RULES

RATE REFERENCE NOTE: 0491
- RATE INCLUDES MAXIMUM SWITCHING CHARGE OF \$ 75.00 AT ORIGIN.

GROUP DEFINITIONS

DESTINATION GROUPS

GROUP 0050- GROUP 43581-01 CONSISTS OF THE FOLLOWING:

PORTLAND	OR	LONGVIEW	WA	TACOMA	WA
KALAMA	WA	SEATTLE	WA	VANCOUVER	WA

BNSF RAILWAY COMPANY	ISSUED: APR 05, 2005	BOOK: 4
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TO: GROUP 43581-01

FROM	RATES - DOLLARS PER CAR									
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE

FROM	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
		**COLORADO	**							
BNSF	20210.00	AKRON	CO	4175	4140	4125	.	B		0001
BNSF	20030.00	AMHERST	CO	4175	4140	4125	.	B		0001
BNSF	17995.00	BRUSH	CO	4175	4140	4125	.	B		0001
BNSF	17900.00	COMMERCE CITY	CO	4175	4140	4125	.	B		0001
BNSF	17880.00	DENVER	CO	4175	4140	4125	.	B		0001
BNSF	20005.00	FLEMING	CO	4175	4140	4125	.	B		0001
BNSF	17975.00	FT MORGAN	CO	4175	4140	4125	.	B		0001
BNSF	20015.00	HAXTUN	CO	4175	4140	4125	.	B		0001
BNSF	20025.00	HOLYOKE	CO	4175	4140	4125	.	B		0001
BNSF	20225.00	HYDE	CO	4175	4140	4125	.	B		0001
BNSF	20220.00	OTIS	CO	4175	4140	4125	.	B		0001
BNSF	20020.00	PAOLI	CO	4175	4140	4125	.	B		0001
BNSF	17540.00	PEETZ	CO	4175	4140	4125	.	B		0001
BNSF	17940.00	ROGGEN	CO	4175	4140	4125	.	B		0001
BNSF	17570.00	STERLING	CO	4175	4140	4125	.	B		0001
BNSF	17950.00	WIGGINS	CO	4175	4140	4125	.	B		0001
BNSF	20255.00	WRAY	CO	4175	4140	4125	.	B		0001
BNSF	20230.00	YUMA	CO	4175	4140	4125	.	B		0001
		**ILLINOIS	**							
BNSF	12825.00	CHICAGO	IL	4248	4213	4198	3993	B	0491	0001
BNSF	24520.00	WOODLAWN	IL	6709	6674	6659	.	B		0001
		**KANSAS	**							
BNSF	20550.00	ALMENA	KS	4316	4281	4266	.	B		0001
BNSF	21418.00	ATCHISON	KS	4613	4578	4563	.	B		0001
BNSF	20480.00	ATWOOD	KS	4316	4281	4266	.	B		0001
BNSF	20470.00	BEARDSLEY	KS	4316	4281	4266	.	B		0001
BNSF	20460.00	BIRD CITY	KS	4316	4281	4266	.	B		0001
BNSF	20500.00	CEDAR BLUFFS	KS	4316	4281	4266	.	B		0001
BNSF	20490.00	HERNDON	KS	4316	4281	4266	.	B		0001
BNSF	20530.00	KANONA	KS	4316	4281	4266	.	B		0001
BNSF	20555.00	LONG ISLAND	KS	4316	4281	4266	.	B		0001
BNSF	20485.00	LUDELL	KS	4316	4281	4266	.	B		0001
BNSF	20465.00	MCDONALD	KS	4316	4281	4266	.	B		0001
BNSF	20535.00	NORCATUR	KS	4316	4281	4266	.	B		0001
BNSF	20545.00	NORTON	KS	4316	4281	4266	.	B		0001
BNSF	20525.00	OBERLIN	KS	4316	4281	4266	.	B		0001
BNSF	20540.00	REAGER	KS	4316	4281	4266	.	B		0001
BNSF	20450.00	ST FRANCIS	KS	4316	4281	4266	.	B		0001
BNSF	20495.00	TRAEER	KS	4316	4281	4266	.	B		0001
BNSF	20455.00	WHEELER	KS	4316	4281	4266	.	B		0001
		**MISSOURI	**							
BNSF	25670.00	KANSAS CITY	MO	4613	4578	4563	.	B		0001
BNSF	21405.00	ST JOSEPH	MO	4570	4535	4520	.	B		0001

KRVS330-256

MORE =>

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BNSF-4022-K		ITEM: 43581

TO: GROUP 43581-01

FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
		**NEBRASKA	**							
BNSF	16795.00	ALLIANCE	NE	4175	4140	4125	.	B		0001
BNSF	20565.00	ALMA	NE	4335	4300	4285	.	B		0001
BNSF	20340.00	ARAPAHOE	NE	4316	4281	4266	.	B		0001
BNSF	21855.00	ARCHER	NE	4363	4328	4313	.	B		0001
BNSF	20875.00	AURORA	NE	4414	4379	4364	.	B		0001
BNSF	20325.00	BARTLEY	NE	4304	4269	4254	.	B		0001
BNSF	21970.00	BEATRICE	NE	4492	4457	4442	.	B		0001
BNSF	22625.00	BEAVER CITY	NE	4316	4281	4266	.	B		0001
BNSF	20280.00	BENKELMAN	NE	4266	4231	4216	.	B		0001
BNSF	20425.00	BEVERLY	NE	4268	4233	4218	.	B		0001
BNSF	21015.00	BLADEN	NE	4423	4388	4373	.	B		0001
BNSF	20040.00	BRANDON	NE	4175	4140	4125	.	B		0001
BNSF	10615.00	BRUNSWICK	NE	4697	4662	4647	.	B		0001
BNSF	20625.00	BYRON	NE	4476	4441	4426	.	B		0001
BNSF	20330.00	CAMBRIDGE	NE	4308	4273	4258	.	B		0001
BNSF	16460.00	CRAWFORD	NE	4175	4140	4125	.	B		0001
BNSF	20815.00	CRETE	NE	4448	4413	4398	.	B		0001
BNSF	20300.00	CULBERTSON	NE	4288	4253	4238	.	B		0001
BNSF	22605.00	DANBURY	NE	4316	4281	4266	.	B		0001
BNSF	10660.00	DIXON	NE	4642	4607	4592	.	B		0001
BNSF	20805.00	DORCHESTER	NE	4439	4404	4389	.	B		0001
BNSF	20345.00	EDISON	NE	4320	4285	4270	.	B		0001
BNSF	20055.00	ELSIE	NE	4175	4140	4125	.	B		0001
BNSF	20405.00	ENDERS	NE	4268	4233	4218	.	B		0001
BNSF	20795.00	EXETER	NE	4420	4385	4370	.	B		0001
BNSF	20585.00	FRANKLIN	NE	4378	4343	4328	.	B		0001
BNSF	21655.00	FREMONT	NE	4526	4491	4476	.	B		0001
BNSF	20710.00	FUNK	NE	4340	4305	4290	.	B		0001
BNSF	20855.00	GILTNER	NE	4336	4301	4286	.	B		0001
BNSF	20060.00	GRAINTON	NE	4175	4140	4125	.	B		0001
BNSF	20045.00	GRANT	NE	4175	4140	4125	.	B		0001
BNSF	20610.00	GUIDE ROCK	NE	4442	4407	4392	.	B		0001
BNSF	17515.00	GURLEY	NE	4175	4140	4125	.	B		0001
BNSF	20265.00	HAIGLER	NE	4254	4219	4204	.	B		0001
BNSF	20415.00	HAMLET	NE	4268	4233	4218	.	B		0001
BNSF	20620.00	HARDY	NE	4473	4438	4423	.	B		0001
BNSF	20750.00	HASTINGS	NE	4366	4331	4316	.	B		0001
BNSF	20735.00	HEARTWELL	NE	4354	4319	4304	.	B		0001
BNSF	16480.00	HEMINGFORD	NE	4175	4140	4125	.	B		0001
BNSF	22620.00	HENDLEY	NE	4316	4281	4266	.	B		0001
BNSF	20335.00	HOLBROOK	NE	4313	4278	4263	.	B		0001
BNSF	20635.00	HUBBELL	NE	4482	4447	4432	.	B		0001
BNSF	17525.00	HUNTSMAN	NE	4175	4140	4125	.	B		0001
BNSF	20400.00	IMPERIAL	NE	4268	4233	4218	.	B		0001

KRVSN330-257

| MORE => |

BNSF RAILWAY COMPANY	ISSUED: APR 05, 2005	BOOK: 4
AGRICULTURAL COMMODITIES UNIT	EFFECTIVE: APR 25, 2005	SECTION: C
P. O. BOX 961051		PAGE: 4
FORT WORTH, TX 76161-0051	(A) (R)	REVISION: 8
BNSF-4022-K		ITEM: 43581

TO: GROUP 43581-01

FROM			RATES - DOLLARS PER CAR							
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	20320.00	INDIANOLA	NE	4301	4266	4251	.	B		0001
BNSF	22610.00	LEBANON	NE	4316	4281	4266	.	B		0001
BNSF	21700.00	LINCOLN	NE	4470	4435	4420	.	B		0001
BNSF	17535.00	LORENZO	NE	4175	4140	4125	.	B		0001
BNSF	20050.00	MADRID	NE	4175	4140	4125	.	B		0001
BNSF	22600.00	MARION	NE	4316	4281	4266	.	B		0001
BNSF	20285.00	MAX	NE	4271	4236	4221	.	B		0001
BNSF	20080.00	MAYWOOD	NE	4291	4256	4241	.	B		0001
BNSF	20310.00	MCCOOK	NE	4294	4259	4244	.	B		0001
BNSF	16890.00	MERNA	NE	4336	4301	4286	.	B		0001
BNSF	20090.00	MOOREFIELD	NE	4300	4265	4250	.	B		0001
BNSF	20720.00	MOTALA	NE	4346	4311	4296	.	B		0001
BNSF	20575.00	NAPONEE	NE	4359	4324	4309	.	B		0001
BNSF	16475.00	NONPAREIL	NE	4175	4140	4125	.	B		0001
BNSF	10600.00	O NEILL	NE	4736	4701	4686	.	B		0001
BNSF	21780.00	OMAHA	NE	4555	4520	4505	.	B		0001
BNSF	20560.00	ORLEANS	NE	4324	4289	4274	.	B		0001
BNSF	20350.00	OXFORD	NE	4324	4289	4274	.	B		0001
BNSF	20420.00	PALISADE	NE	4268	4233	4218	.	B		0001
BNSF	20270.00	PARKS	NE	4261	4226	4211	.	B		0001
BNSF	20305.00	PERRY	NE	4291	4256	4241	.	B		0001
BNSF	16925.00	RAVENNA	NE	4378	4343	4328	.	B		0001
BNSF	20600.00	RED CLOUD	NE	4423	4388	4373	.	B		0001
BNSF	20315.00	RED WILLOW	NE	4298	4263	4248	.	B		0001
BNSF	20570.00	REPUBLICAN	NE	4350	4315	4300	.	B		0001
BNSF	22675.00	ROSELAND	NE	4377	4342	4327	.	B		0001
BNSF	17530.00	SIDNEY	NE	4175	4140	4125	.	B		0001
BNSF	10680.00	SOUTH SIOUX CITY	NE	4606	4571	4556	.	B	0491	0001
BNSF	22635.00	STAMFORD	NE	4316	4281	4266	.	B		0001
BNSF	20290.00	STRATTON	NE	4276	4241	4226	.	B		0001
BNSF	19740.00	SUPERIOR	NE	4470	4435	4420	.	B		0001
BNSF	20780.00	SUTTON	NE	4396	4361	4346	.	B		0001
BNSF	20295.00	TRENTON	NE	4283	4248	4233	.	B		0001
BNSF	21225.00	ULYSSES	NE	4430	4395	4380	.	B		0001
BNSF	20035.00	VENANGO	NE	4175	4140	4125	.	B		0001
BNSF	20065.00	WALLACE	NE	4175	4140	4125	.	B		0001
BNSF	20410.00	WAUNETA	NE	4268	4233	4218	.	B		0001
BNSF	21955.00	WILBER	NE	4463	4428	4413	.	B		0001
BNSF	22615.00	WILSONVILLE	NE	4316	4281	4266	.	B		0001
		**WYOMING	**							
BNSF	17630.00	CHUGWATER	WY	4175	4140	4125	.	B		0001
BNSF	16230.00	GILLETTE	WY	4175	4140	4125	.	B		0001
BNSF	16720.00	LINGLE	WY	4175	4140	4125	.	B		0001
BNSF	17615.00	WHEATLAND	WY	4175	4140	4125	.	B		0001

BNSF RAILWAY COMPANY	ISSUED: MAY 03, 2005	BOOK: 4
AGRICULTURAL COMMODITIES UNIT	EFFECTIVE: JUN 01, 2005	SECTION: C
P. O. BOX 961051		PAGE: 1
FORT WORTH, TX 76161-0051		REVISION: 9
BNSF-4022-K		ITEM: 43581

FROM SELECTED BNSF STATIONS IN:
COLORADO, ILLINOIS, KANSAS, MISSOURI, NEBRASKA, WYOMING

TO BNSF STATIONS:
PORTLAND, OR, KALAMA, LONGVIEW, SEATTLE, TACOMA, VANCOUVER, WA

GENERAL RULES

- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.
- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.

COMMODITY DEFINITIONS

STCC	DESCRIPTION
01137	WHEAT EXC. BUCKWHEAT SEE 01139

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

- COL 1: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS.
- COL 2: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS EQUAL TO OR GREATER THAN 26 CARS AND EQUAL TO BUT NOT EXCEEDING 109 CARS. PRICE APPLIES ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 268,000 POUNDS. (SEE ITEM 11030 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS).
- COL 3: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 110 CARS AND MAXIMUM NOT GREATER THAN 120 CARS. PRICE APPLIES ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 268,000 POUNDS. (SEE ITEM 11030 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS).

ROUTE DEFINITIONS

ROUTE NUMBER
0001: BNSF DIRECT

OTHER RULES

RATE REFERENCE NOTE: 0491
- RATE INCLUDES MAXIMUM SWITCHING CHARGE OF \$ 75.00 AT ORIGIN.

GROUP DEFINITIONS

DESTINATION GROUPS

KRVSN338-031

| MORE =>

BNSF RAILWAY COMPANY	ISSUED: MAY 03, 2005	BOOK: 4
AGRICULTURAL COMMODITIES UNIT	EFFECTIVE: JUN 01, 2005	SECTION: C
P. O. BOX 961051		PAGE: 2
FORT WORTH, TX 76161-0051		REVISION: 9
BNSF-4022-K		ITEM: 43581

GROUP 0050- GROUP 43581-01 CONSISTS OF THE FOLLOWING:

PORTLAND	OR	LONGVIEW	WA	TACOMA	WA
KALAMA	WA	SEATTLE	WA	VANCOUVER	WA

BNSF RAILWAY COMPANY	ISSUED: MAY 03, 2005	BOOK: 4
AGRICULTURAL COMMODITIES UNIT	EFFECTIVE: JUN 01, 2005	SECTION: C
P. O. BOX 961051	(A)	PAGE: 3
FORT WORTH, TX 76161-0051		REVISION: 9
BNSF-4022-K		ITEM: 43581

TO: GROUP 43581-01

FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
		**COLORADO	**							
BNSF	20210.00	AKRON	CO	4275	4240	.	.	A		0001
BNSF	20030.00	AMHERST	CO	4275	4240	.	.	A		0001
BNSF	17995.00	BRUSH	CO	4275	4240	.	.	A		0001
BNSF	17900.00	COMMERCE CITY	CO	4275	4240	.	.	A		0001
BNSF	17880.00	DENVER	CO	4275	4240	.	.	A		0001
BNSF	20005.00	FLEMING	CO	4275	4240	.	.	A		0001
BNSF	17975.00	FT MORGAN	CO	4275	4240	.	.	A		0001
BNSF	20015.00	HAXTUN	CO	4275	4240	.	.	A		0001
BNSF	20025.00	HOLYOKE	CO	4275	4240	.	.	A		0001
BNSF	20225.00	HYDE	CO	4275	4240	.	.	A		0001
BNSF	20220.00	OTIS	CO	4275	4240	.	.	A		0001
BNSF	20020.00	PAOLI	CO	4275	4240	.	.	A		0001
BNSF	17540.00	PEETZ	CO	4275	4240	.	.	A		0001
BNSF	17940.00	ROGGEN	CO	4275	4240	.	.	A		0001
BNSF	17570.00	STERLING	CO	4275	4240	.	.	A		0001
BNSF	17950.00	WIGGINS	CO	4275	4240	.	.	A		0001
BNSF	20255.00	WRAY	CO	4275	4240	.	.	A		0001
BNSF	20230.00	YUMA	CO	4275	4240	.	.	A		0001
		**ILLINOIS	**							
BNSF	12825.00	CHICAGO	IL	4348	4313	3991	.	A	0491	0001
BNSF	24520.00	WOODLAWN	IL	6809	6774	.	.	A		0001
		**KANSAS	**							
BNSF	20550.00	ALMENA	KS	4416	4381	.	.	A		0001
BNSF	21418.00	ATCHISON	KS	4713	4678	.	.	A		0001
BNSF	20480.00	ATWOOD	KS	4416	4381	.	.	A		0001
BNSF	20470.00	BEARDSLEY	KS	4416	4381	.	.	A		0001
BNSF	20460.00	BIRD CITY	KS	4416	4381	.	.	A		0001
BNSF	20500.00	CEDAR BLUFFS	KS	4416	4381	.	.	A		0001
BNSF	20490.00	HERNDON	KS	4416	4381	.	.	A		0001
BNSF	20530.00	KANONA	KS	4416	4381	.	.	A		0001
BNSF	20555.00	LONG ISLAND	KS	4416	4381	.	.	A		0001
BNSF	20485.00	LUDELL	KS	4416	4381	.	.	A		0001
BNSF	20465.00	MCDONALD	KS	4416	4381	.	.	A		0001
BNSF	20535.00	NORCATUR	KS	4416	4381	.	.	A		0001
BNSF	20545.00	NORTON	KS	4416	4381	.	.	A		0001
BNSF	20525.00	OBERLIN	KS	4416	4381	.	.	A		0001
BNSF	20540.00	REAGER	KS	4416	4381	.	.	A		0001
BNSF	20450.00	ST FRANCIS	KS	4416	4381	.	.	A		0001
BNSF	20495.00	TRAEER	KS	4416	4381	.	.	A		0001
BNSF	20455.00	WHEELER	KS	4416	4381	.	.	A		0001
		**MISSOURI	**							
BNSF	25670.00	KANSAS CITY	MO	4713	4678	.	.	A		0001
BNSF	21405.00	ST JOSEPH	MO	4670	4635	.	.	A		0001

KRVSN338-033

MORE =>

| BNSF RAILWAY COMPANY	| ISSUED: MAY 03, 2005	BOOK: 4
| AGRICULTURAL COMMODITIES UNIT	| EFFECTIVE: JUN 01, 2005	SECTION: C
| P. O. BOX 961051	|	PAGE: 4
| FORT WORTH, TX 76161-0051	| (A)	REVISION: 9
| BNSF-4022-K	|	ITEM: 43581

TO: GROUP 43581-01

FROM			RATES - DOLLARS PER CAR							
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
		**NEBRASKA	**							
BNSF	16795.00	ALLIANCE	NE	4275	4240	.	.	A		0001
BNSF	20565.00	ALMA	NE	4435	4400	.	.	A		0001
BNSF	20340.00	ARAPAHOE	NE	4416	4381	.	.	A		0001
BNSF	21855.00	ARCHER	NE	4463	4428	.	.	A		0001
BNSF	20875.00	AURORA	NE	4514	4479	.	.	A		0001
BNSF	20325.00	BARTLEY	NE	4404	4369	.	.	A		0001
BNSF	21970.00	BEATRICE	NE	4592	4557	.	.	A		0001
BNSF	22625.00	BEAVER CITY	NE	4416	4381	.	.	A		0001
BNSF	20280.00	BENKELMAN	NE	4366	4331	.	.	A		0001
BNSF	20425.00	BEVERLY	NE	4368	4333	.	.	A		0001
BNSF	21015.00	BLADEN	NE	4523	4488	.	.	A		0001
BNSF	20040.00	BRANDON	NE	4275	4240	.	.	A		0001
BNSF	10615.00	BRUNSWICK	NE	4797	4762	.	.	A		0001
BNSF	20625.00	BYRON	NE	4576	4541	.	.	A		0001
BNSF	20330.00	CAMBRIDGE	NE	4408	4373	.	.	A		0001
BNSF	16460.00	CRAWFORD	NE	4275	4240	.	.	A		0001
BNSF	20815.00	CRETE	NE	4548	4513	.	.	A		0001
BNSF	20300.00	CULBERTSON	NE	4388	4353	.	.	A		0001
BNSF	22605.00	DANBURY	NE	4416	4381	.	.	A		0001
BNSF	10660.00	DIXON	NE	4742	4707	.	.	A		0001
BNSF	20805.00	DORCHESTER	NE	4539	4504	.	.	A		0001
BNSF	20345.00	EDISON	NE	4420	4385	.	.	A		0001
BNSF	20055.00	ELSIE	NE	4275	4240	.	.	A		0001
BNSF	20405.00	ENDERS	NE	4368	4333	.	.	A		0001
BNSF	20795.00	EXETER	NE	4520	4485	.	.	A		0001
BNSF	20585.00	FRANKLIN	NE	4478	4443	.	.	A		0001
BNSF	21655.00	FREMONT	NE	4626	4591	.	.	A		0001
BNSF	20710.00	FUNK	NE	4440	4405	.	.	A		0001
BNSF	20855.00	GILTNER	NE	4436	4401	.	.	A		0001
BNSF	20060.00	GRAINTON	NE	4275	4240	.	.	A		0001
BNSF	20045.00	GRANT	NE	4275	4240	.	.	A		0001
BNSF	20610.00	GUIDE ROCK	NE	4542	4507	.	.	A		0001
BNSF	17515.00	GURLEY	NE	4275	4240	.	.	A		0001
BNSF	20265.00	HAIGLER	NE	4354	4319	.	.	A		0001
BNSF	20415.00	HAMLET	NE	4368	4333	.	.	A		0001
BNSF	20620.00	HARDY	NE	4573	4538	.	.	A		0001
BNSF	20750.00	HASTINGS	NE	4466	4431	.	.	A		0001
BNSF	20735.00	HEARTWELL	NE	4454	4419	.	.	A		0001
BNSF	16480.00	HEMINGFORD	NE	4275	4240	.	.	A		0001
BNSF	22620.00	HENDLEY	NE	4416	4381	.	.	A		0001
BNSF	20335.00	HOLBROOK	NE	4413	4378	.	.	A		0001
BNSF	20635.00	HUBBELL	NE	4582	4547	.	.	A		0001
BNSF	17525.00	HUNTSMAN	NE	4275	4240	.	.	A		0001
BNSF	20400.00	IMPERIAL	NE	4368	4333	.	.	A		0001

KRVSN338-034

| MORE => |

BNSF RAILWAY COMPANY	ISSUED: MAY 03, 2005	BOOK: 4
AGRICULTURAL COMMODITIES UNIT	EFFECTIVE: JUN 01, 2005	SECTION: C
P. O. BOX 961051	(A)	PAGE: 5
FORT WORTH, TX 76161-0051		REVISION: 9
BNSF-4022-K		ITEM: 43581

TO: GROUP 43581-01

FROM ROAD	OPSL	STATIONS	ST	RATES - DOLLARS PER CAR				C	NOTES	ROUTE
				COL 1	COL 2	COL 3	COL 4			
BNSF	20320.00	INDIANOLA	NE	4401	4366	.	.	A		0001
BNSF	22610.00	LEBANON	NE	4416	4381	.	.	A		0001
BNSF	21700.00	LINCOLN	NE	4570	4535	.	.	A		0001
BNSF	17535.00	LORENZO	NE	4275	4240	.	.	A		0001
BNSF	20050.00	MADRID	NE	4275	4240	.	.	A		0001
BNSF	22600.00	MARION	NE	4416	4381	.	.	A		0001
BNSF	20285.00	MAX	NE	4371	4336	.	.	A		0001
BNSF	20080.00	MAYWOOD	NE	4391	4356	.	.	A		0001
BNSF	20310.00	MCCOOK	NE	4394	4359	.	.	A		0001
BNSF	16890.00	MERNA	NE	4436	4401	.	.	A		0001
BNSF	20090.00	MOOREFIELD	NE	4400	4365	.	.	A		0001
BNSF	20720.00	MOTALA	NE	4446	4411	.	.	A		0001
BNSF	20575.00	NAPONEE	NE	4459	4424	.	.	A		0001
BNSF	16475.00	NONPAREIL	NE	4275	4240	.	.	A		0001
BNSF	10600.00	O NEILL	NE	4836	4801	.	.	A		0001
BNSF	21780.00	OMAHA	NE	4655	4620	.	.	A		0001
BNSF	20560.00	ORLEANS	NE	4424	4389	.	.	A		0001
BNSF	20350.00	OXFORD	NE	4424	4389	.	.	A		0001
BNSF	20420.00	PALISADE	NE	4368	4333	.	.	A		0001
BNSF	20270.00	PARKS	NE	4361	4326	.	.	A		0001
BNSF	20305.00	PERRY	NE	4391	4356	.	.	A		0001
BNSF	16925.00	RAVENNA	NE	4478	4443	.	.	A		0001
BNSF	20600.00	RED CLOUD	NE	4523	4488	.	.	A		0001
BNSF	20315.00	RED WILLOW	NE	4398	4363	.	.	A		0001
BNSF	20570.00	REPUBLICAN	NE	4450	4415	.	.	A		0001
BNSF	22675.00	ROSELAND	NE	4477	4442	.	.	A		0001
BNSF	17530.00	SIDNEY	NE	4275	4240	.	.	A		0001
BNSF	10680.00	SOUTH SIOUX CITY	NE	4706	4671	.	.	A	0491	0001
BNSF	22635.00	STAMFORD	NE	4416	4381	.	.	A		0001
BNSF	20290.00	STRATTON	NE	4376	4341	.	.	A		0001
BNSF	19740.00	SUPERIOR	NE	4570	4535	.	.	A		0001
BNSF	20780.00	SUTTON	NE	4496	4461	.	.	A		0001
BNSF	20295.00	TRENTON	NE	4383	4348	.	.	A		0001
BNSF	21225.00	ULYSSES	NE	4530	4495	.	.	A		0001
BNSF	20035.00	VENANGO	NE	4275	4240	.	.	A		0001
BNSF	20065.00	WALLACE	NE	4275	4240	.	.	A		0001
BNSF	20410.00	WAUNETA	NE	4368	4333	.	.	A		0001
BNSF	21955.00	WILBER	NE	4563	4528	.	.	A		0001
BNSF	22615.00	WILSONVILLE	NE	4416	4381	.	.	A		0001
		**WYOMING	**							
BNSF	17630.00	CHUGWATER	WY	4275	4240	.	.	A		0001
BNSF	16230.00	GILLETTE	WY	4275	4240	.	.	A		0001
BNSF	16720.00	LINGLE	WY	4275	4240	.	.	A		0001
BNSF	17615.00	WHEATLAND	WY	4275	4240	.	.	A		0001

KRVS338-035

END

BNSF RAILWAY COMPANY	ISSUED: NOV 21, 2006	BOOK: 4
AG PRODUCTS UNIT	EFFECTIVE: NOV 23, 2006	SECTION: C
P. O. BOX 961051	EXPIRES: MAR 31, 2007	PAGE: 1
FORT WORTH, TX 76161-0051	(R) (E) (ADDITION)	REVISION: 0
BNSF-4022-L	START: MAR 01, 2007	ITEM: 43606

FROM SELECTED BNSF STATIONS IN:
MINNESOTA, MONTANA, NORTH DAKOTA, SOUTH DAKOTA

TO SELECTED BNSF STATIONS IN:
OREGON, WASHINGTON

GENERAL RULES

- COMBINATION RATE ITEM
- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.
- ADD THE DESTINATION RATES TO THE ORIGIN RATES TO ARRIVE AT THE TOTAL THROUGH RATE.

THESE RATES ARE SUBJECT TO OVERLOAD PROVISIONS AS PUBLISHED IN ITEMS 490 THROUGH 540, TARIFF ICC-BNSF 6100 SERIES.

IF 286,000 LB GROSS WEIGHT ON RAIL EQUIPMENT IS FURNISHED, REFER TO ITEM 12164.

MIXED SHIPMENTS OF COMMODITIES ARE GOVERNED BY ITEM 12310, BNSF TARIFF 4022 - SERIES.

- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.
- PRICE APPLIES ON EXPORT SHIPMENTS. THIS RATE CANNOT BE APPLIED ON SHIPMENTS BEFORE 03-01-2007 (START DATE).

COMMODITY DEFINITIONS

STCC	DESCRIPTION
01137	WHEAT EXC. BUCKWHEAT SEE 01139

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

- COL 1: - PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATIONS CODE LO. PRICE APPLIES ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 268,000 POUNDS. (SEE ITEM 11030 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS).
- COL 2: - PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATIONS CODE LO. PRICE APPLIES ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 286,000 POUNDS (HEAVY AXLE-HA), . (SEE ITEM 11020 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS).
- COL 3: - PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 26 CARS AND MAXIMUM NOT GREATER THAN 51 CARS. PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATIONS CODE LO. PRICE APPLIES

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ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 268,000 POUNDS. (SEE ITEM 11030 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS).

COL 4: - PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 26 CARS AND MAXIMUM NOT GREATER THAN 51 CARS. PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATIONS CODE LO. PRICE APPLIES ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 286,000 POUNDS (HEAVY AXLE-HA) (SEE ITEM 11020 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS).

ROUTE DEFINITIONS

ROUTE
NUMBER
0001: BNSF DIRECT

OTHER RULES

RATE REFERENCE NOTE: 0001

- RATES APPLY FOR EXPORT ONLY AT THE FOLLOWING ELEVATORS: COLUMBIA GRAIN AT RIVER GATE AND CLD PACIFIC GRAIN, IRVING ELEVATOR AND O DOCK. ALL CARS MUST BE UNLOADED AT DESTINATION.

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DESTINATION RATES

DESTINATION STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
**OREGON	*								
PORTLAND	OR	0	0	0	0	.		0001	0001
RIVER GATE	OR	0	0	0	0	.			0001
**WASHINGTON	*								
KALAMA	WA	0	0	0	0	.			0001
SEATTLE	WA	0	0	0	0	.			0001
TACOMA	WA	0	0	0	0	.			0001
VANCOUVER	WA	0	0	0	0	.			0001

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ORIGIN RATES

ORIGIN STATIONS	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
	ST	COL 1	COL 2	COL 3	COL 4			
**MINNESOTA *								
ALBERTA	MN	4190	4567	4190	4567	.		0001
ARGYLE	MN	4190	4567	4190	4567	.		0001
BARNESVILLE	MN	4190	4567	4190	4567	.		0001
BEARDSLEY	MN	4190	.	4190	.	.		0001
BELTRAMI	MN	4190	4567	4190	4567	.		0001
BRECKENRIDGE	MN	4190	4567	4190	4567	.		0001
CLARA CITY	MN	4190	4567	4190	4567	.		0001
CLARKFIELD	MN	4190	4567	4190	4567	.		0001
CROOKSTON	MN	4190	4567	4190	4567	.		0001
DILWORTH	MN	4190	4567	4190	4567	.		0001
DORAN	MN	4190	4567	4190	4567	.		0001
DULUTH	MN	4190	4567	4190	4567	.		0001
EAST GRAND FORKS	MN	4190	4567	4190	4567	.		0001
ELDRED	MN	4190	.	4190	.	.		0001
ERSKINE	MN	4190	4567	4190	4567	.		0001
FERGUS FALLS	MN	4190	.	4190	.	.		0001
FISHER	MN	4190	4567	4190	4567	.		0001
FRENCH	MN	4190	4567	4190	4567	.		0001
GREENBUSH	MN	4190	.	4190	.	.		0001
HALLOCK	MN	4190	4567	4190	4567	.		0001
HANLEY FALLS	MN	4190	4567	4190	4567	.		0001
HAWLEY	MN	4190	4567	4190	4567	.		0001
HERMAN	MN	4190	4567	4190	4567	.		0001
HOLLOWAY	MN	4190	4567	4190	4567	.		0001
HUMBOLDT	MN	4190	4567	4190	4567	.		0001
JASPER	MN	4190	4567	4190	4567	.		0001
KENNEDY	MN	4190	4567	4190	4567	.		0001
LOUISBURG	MN	4190	.	4190	.	.		0001
MINNEAPOLIS	MN	4190	4567	4190	4567	.		0001
MORRIS	MN	4190	4567	4190	4567	.		0001
MURDOCK	MN	4190	4567	4190	4567	.		0001
PERLEY	MN	4190	4567	4190	4567	.		0001
ROSEAU	MN	4190	.	4190	.	.		0001
ROTHSAY	MN	4190	.	4190	.	.		0001
SABIN	MN	4190	.	4190	.	.		0001
SHELLY	MN	4190	.	4190	.	.		0001
ST HILAIRE	MN	4190	.	4190	.	.		0001
STEPHEN	MN	4190	4567	4190	4567	.		0001
THIEF RIVER FALLS	MN	4190	.	4190	.	.		0001
ULEN	MN	4190	4567	4190	4567	.		0001
**MONTANA *								
BAKER	MT	3843	4189	3843	4189	.		0001
BELGRADE	MT	2767	3016	2767	3016	.		0001

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ORIGIN RATES

ORIGIN STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
BIG SANDY	MT	3346	3647	3346	3647	.		0001	
BIG TIMBER	MT	2839	3095	2839	3095	.		0001	
BILLINGS	MT	3178	3464	3178	3464	.		0001	
BOZEMAN	MT	2777	3027	2777	3027	.		0001	
CARTER	MT	3177	3463	3177	3463	.		0001	
CHOTEAU	MT	3131	3413	3131	3413	.		0001	
CLARKSTON	MT	2732	.	2732	.	.		0001	
COLLINS	MT	3131	3413	3131	3413	.		0001	
CONRAD	MT	3131	3413	3131	3413	.		0001	
CUT BANK	MT	3030	3303	3030	3303	.		0001	
DEVON	MT	3169	3454	3169	3454	.		0001	
DUTTON	MT	3131	3413	3131	3413	.		0001	
FT BENTON	MT	3221	3511	3221	3511	.		0001	
GILDFORD	MT	3285	3581	3285	3581	.		0001	
GLASGOW	MT	3722	4057	3722	4057	.		0001	
GLENDIVE	MT	3802	4144	3802	4144	.		0001	
GREAT FALLS	MT	3131	3413	3131	3413	.		0001	
GROVE	MT	3221	3511	3221	3511	.		0001	
HARDIN	MT	3318	3617	3318	3617	.		0001	
HARLEM	MT	3434	3743	3434	3743	.		0001	
HARRISON	MT	2721	.	2721	.	.		0001	
HAVRE	MT	3346	3647	3346	3647	.		0001	
JOPLIN	MT	3240	3532	3240	3532	.		0001	
KALISPELL	MT	2089	.	2089	.	.		0001	
KASA POINT	MT	3814	4157	3814	4157	.		0001	
KERSHAW	MT	3221	3511	3221	3511	.		0001	
LAUREL	MT	3074	3351	3074	3351	.		0001	
LOUISVILLE	MT	2732	2978	2732	2978	.		0001	
LUDINGTON	MT	3930	.	3930	.	.		0001	
MACON	MT	3825	4169	3825	4169	.		0001	
MANHATTAN	MT	2758	3006	2758	3006	.		0001	
MEDICINE LAKE	MT	3941	.	3941	.	.		0001	
MERC	MT	3941	4296	3941	4296	.		0001	
MERIWETHER	MT	2987	3256	2987	3256	.		0001	
MILES CITY	MT	3635	3962	3635	3962	.		0001	
MOCCASIN	MT	3221	3511	3221	3511	.		0001	
MOCCASIN CM	MT	3221	.	3221	.	.		0001	
MOORE	MT	3221	3511	3221	3511	.		0001	
PARADISE	MT	2366	.	2366	.	.		0001	
PLAINS	MT	2366	2579	2366	2579	.		0001	
PLENTYWOOD	MT	3941	4296	3941	4296	.		0001	
POLSON	MT	2366	2579	2366	2579	.		0001	
POMPEYS PILLAR	MT	3203	3491	3203	3491	.		0001	
POPLAR	MT	3853	4200	3853	4200	.		0001	

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ORIGIN RATES

ORIGIN STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
RONAN	MT	2366	2579	2366	2579	.		0001	
RUDYARD	MT	3261	3554	3261	3554	.		0001	
SHELBY	MT	3131	3413	3131	3413	.		0001	
SIDNEY	MT	3901	.	3901	.	.		0001	
STANFORD	MT	3191	3478	3191	3478	.		0001	
STANLEY	MT	2732	.	2732	.	.		0001	
SWEET GRASS	MT	3210	3499	3210	3499	.		0001	
THREE FORKS	MT	2746	2993	2746	2993	.		0001	
TIBER	MT	3209	3498	3209	3498	.		0001	
TOSTON	MT	2721	2966	2721	2966	.		0001	
TOWNSEND	MT	2710	2954	2710	2954	.		0001	
VALIER	MT	3131	3413	3131	3413	.		0001	
WEEKSVILLE	MT	2366	.	2366	.	.		0001	
WOLF POINT	MT	3814	4157	3814	4157	.		0001	
**NORTH DAKOTA *									
ALTON	ND	4190	4567	4190	4567	.		0001	
ANETA	ND	4190	.	4190	.	.		0001	
ARTHUR	ND	4190	.	4190	.	.		0001	
ARVILLA	ND	4190	4567	4190	4567	.		0001	
AYR	ND	4190	4567	4190	4567	.		0001	
BARLOW	ND	4190	.	4190	.	.		0001	
BEACH	ND	3880	4229	3880	4229	.		0001	
BEREA	ND	4190	4567	4190	4567	.		0001	
BERLIN	ND	4190	4567	4190	4567	.		0001	
BERNARD	ND	4190	4567	4190	4567	.		0001	
BERTHOLD	ND	4128	4500	4128	4500	.		0001	
BEULAH	ND	4094	.	4094	.	.		0001	
BISBEE	ND	4190	4567	4190	4567	.		0001	
BISMARCK	ND	4035	4398	4035	4398	.		0001	
BOTTINEAU	ND	4190	4567	4190	4567	.		0001	
BOWBELLS	ND	4038	4401	4038	4401	.		0001	
BOWMAN	ND	3876	4225	3876	4225	.		0001	
BOYLE	ND	3915	4267	3915	4267	.		0001	
BUCHANAN	ND	4190	.	4190	.	.		0001	
BUFFALO	ND	4190	4567	4190	4567	.		0001	
CALVIN	ND	4190	.	4190	.	.		0001	
CANDO	ND	4190	4567	4190	4567	.		0001	
CARRINGTON	ND	4190	.	4190	.	.		0001	
CASSELTON	ND	4190	4567	4190	4567	.		0001	
CAVALIER	ND	4190	.	4190	.	.		0001	
CHURCHS FERRY	ND	4190	4567	4190	4567	.		0001	
CLEVELAND	ND	4190	4567	4190	4567	.		0001	
CLIFFORD	ND	4190	.	4190	.	.		0001	
CLYDE	ND	4190	.	4190	.	.		0001	

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ORIGIN RATES

ORIGIN STATIONS	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
	ST	COL 1	COL 2	COL 3	COL 4			
COLFAX	ND	4190	.	4190	.	.		0001
CRETE	ND	4190	.	4190	.	.		0001
CROSBY	ND	4125	.	4125	.	.		0001
CRYSTAL	ND	4190	.	4190	.	.		0001
DEVILS LAKE	ND	4190	4567	4190	4567	.		0001
DICKINSON	ND	3913	4265	3913	4265	.		0001
DOYON	ND	4190	4567	4190	4567	.		0001
DRAYTON	ND	4190	.	4190	.	.		0001
EDGELEY	ND	4190	4567	4190	4567	.		0001
EDINBURG	ND	4190	.	4190	.	.		0001
EDMORE	ND	4190	.	4190	.	.		0001
ELDRIDGE	ND	4190	4567	4190	4567	.		0001
FAIRMOUNT	ND	4190	.	4190	.	.		0001
FINLEY	ND	4190	4567	4190	4567	.		0001
FOREST RIVER	ND	4190	.	4190	.	.		0001
GALCHUTT	ND	4190	.	4190	.	.		0001
GALESBURG	ND	4190	.	4190	.	.		0001
GARDNER	ND	4190	4567	4190	4567	.		0001
GLASSTON	ND	4190	.	4190	.	.		0001
GLEN ULLIN	ND	4040	4404	4040	4404	.		0001
GRACE CITY	ND	4190	4567	4190	4567	.		0001
GRAFTON	ND	4190	.	4190	.	.		0001
GRAND FORKS	ND	4190	4567	4190	4567	.		0001
GWINNER	ND	4190	4567	4190	4567	.		0001
HAMBERG	ND	4190	4567	4190	4567	.		0001
HAMPDEN	ND	4190	.	4190	.	.		0001
HATTON	ND	4190	.	4190	.	.		0001
HAZEN	ND	4080	4447	4080	4447	.		0001
HEBRON	ND	4002	4362	4002	4362	.		0001
HENSEL	ND	4190	.	4190	.	.		0001
HENSLE	ND	4040	4404	4040	4404	.		0001
HILLSBORO	ND	4190	4567	4190	4567	.		0001
HOOPLE	ND	4190	.	4190	.	.		0001
HOPE	ND	4190	.	4190	.	.		0001
HORACE	ND	4190	.	4190	.	.		0001
HUNTER	ND	4190	.	4190	.	.		0001
JAMESTOWN	ND	4190	4567	4190	4567	.		0001
JOLIETTE	ND	4190	.	4190	.	.		0001
KELSO	ND	4190	4567	4190	4567	.		0001
KINDRED	ND	4190	4567	4190	4567	.		0001
LA MOURE	ND	4190	4567	4190	4567	.		0001
LAKOTA	ND	4190	4567	4190	4567	.		0001
LANGDON	ND	4190	.	4190	.	.		0001
LIDGERWOOD	ND	4190	.	4190	.	.		0001

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ORIGIN RATES

ORIGIN STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
LIGNITE	ND	4154	.	4154	.	.		0001	
LISBON	ND	4190	.	4190	.	.		0001	
LUVERNE	ND	4190	4567	4190	4567	.		0001	
LYNCHBURG	ND	4190	4567	4190	4567	.		0001	
MADDOCK	ND	4190	.	4190	.	.		0001	
MAYVILLE	ND	4190	4567	4190	4567	.		0001	
MCVILLE	ND	4190	.	4190	.	.		0001	
MILNOR	ND	4190	4567	4190	4567	.		0001	
MILTON	ND	4190	4567	4190	4567	.		0001	
MINOT	ND	4190	4567	4190	4567	.		0001	
MINTO	ND	4190	.	4190	.	.		0001	
MOORETON	ND	4190	.	4190	.	.		0001	
MUNICH	ND	4190	.	4190	.	.		0001	
NEW ROCKFORD	ND	4190	.	4190	.	.		0001	
NEW SALEM	ND	4038	4401	4038	4401	.		0001	
NIAGARA	ND	4190	4567	4190	4567	.		0001	
NILES	ND	4190	4567	4190	4567	.		0001	
NIOBE	ND	4171	.	4171	.	.		0001	
NOONAN	ND	4136	.	4136	.	.		0001	
NORTH GRAND FORKS	ND	4190	4567	4190	4567	.		0001	
NORTHGATE	ND	4038	4401	4038	4401	.		0001	
NORTHWOOD	ND	4190	.	4190	.	.		0001	
NORWICH	ND	4190	4567	4190	4567	.		0001	
OAKES	ND	4190	.	4190	.	.		0001	
OBERON	ND	4190	4567	4190	4567	.		0001	
OSNABROCK	ND	4190	.	4190	.	.		0001	
PAGE	ND	4190	.	4190	.	.		0001	
PEAK	ND	4190	4567	4190	4567	.		0001	
PETERSBURG	ND	4190	4567	4190	4567	.		0001	
PINGREE	ND	4190	.	4190	.	.		0001	
PORTLAND	ND	4190	.	4190	.	.		0001	
POWERS LAKE	ND	4101	.	4101	.	.		0001	
PROSPER	ND	4190	.	4190	.	.		0001	
RAY	ND	4028	4391	4028	4391	.		0001	
REEDER	ND	3992	4351	3992	4351	.		0001	
REYNOLDS	ND	4190	4567	4190	4567	.		0001	
ROLLA	ND	4190	.	4190	.	.		0001	
ROSS	ND	4088	4456	4088	4456	.		0001	
RUGBY	ND	4190	4567	4190	4567	.		0001	
SCRANTON	ND	3888	4238	3888	4238	.		0001	
SHELDON	ND	4190	.	4190	.	.		0001	
SHEYENNE	ND	4190	.	4190	.	.		0001	
STANLEY	ND	4101	4470	4101	4470	.		0001	
STERLING	ND	4030	4393	4030	4393	.		0001	

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ORIGIN RATES

ORIGIN STATIONS	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
	ST	COL 1	COL 2	COL 3	COL 4			
THOMPSON	ND	4190	4567	4190	4567	.		0001
TOLNA	ND	4190	.	4190	.	.		0001
VALLEY CITY	ND	4190	4567	4190	4567	.		0001
WALHALLA	ND	4190	.	4190	.	.		0001
WILLISTON	ND	3988	4347	3988	4347	.		0001
WILLOW CITY	ND	4190	4567	4190	4567	.		0001
WINDSOR	ND	4190	4567	4190	4567	.		0001
WOODWORTH	ND	4190	.	4190	.	.		0001
YPSILANTI	ND	4190	.	4190	.	.		0001
**SOUTH DAKOTA *								
ABERDEEN	SD	4190	4567	4190	4567	.		0001
ALPENA	SD	4190	4567	4190	4567	.		0001
BEARDSLEY	SD	4190	4567	4190	4567	.		0001
BOWDLE	SD	4190	4567	4190	4567	.		0001
BRISTOL	SD	4190	4567	4190	4567	.		0001
CRAVEN	SD	4190	4567	4190	4567	.		0001
EMERY	SD	4190	4567	4190	4567	.		0001
GREBNER	SD	4190	4567	4190	4567	.		0001
GROTON	SD	4190	4567	4190	4567	.		0001
HAZEL	SD	4190	.	4190	.	.		0001
HURON	SD	4190	.	4190	.	.		0001
IPSWICH	SD	4190	4567	4190	4567	.		0001
LA BOLT	SD	4190	4567	4190	4567	.		0001
LEMMON	SD	4024	4386	4024	4386	.		0001
MADISON	SD	4011	4372	4011	4372	.		0001
MARION	SD	4190	4567	4190	4567	.		0001
MCLAUGHLIN	SD	4190	4567	4190	4567	.		0001
MELLETTTE	SD	4190	4567	4190	4567	.		0001
MILBANK	SD	4190	4567	4190	4567	.		0001
MITCHELL	SD	4190	4567	4190	4567	.		0001
PARKSTON	SD	4190	4567	4190	4567	.		0001
ROSCOE	SD	4190	4567	4190	4567	.		0001
SELBY	SD	4190	4567	4190	4567	.		0001
SOUTH SHORE	SD	4190	4567	4190	4567	.		0001
SUN PRODUCTS	SD	4190	4567	4190	4567	.		0001
TRIPP	SD	4190	4567	4190	4567	.		0001
TULARE	SD	4190	4567	4190	4567	.		0001
VIENNA	SD	4190	.	4190	.	.		0001
WARNER	SD	4190	4567	4190	4567	.		0001
WATERTOWN	SD	4190	.	4190	.	.		0001
WEST MILBANK	SD	4190	4567	4190	4567	.		0001
WILLOW LAKE	SD	4190	.	4190	.	.		0001
WOLSEY	SD	4190	4567	4190	4567	.		0001
YALE	SD	4190	.	4190	.	.		0001

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END

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GENERAL RULES

- COMBINATION RATE ITEM
- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.
- ADD THE DESTINATION RATES TO THE ORIGIN RATES TO ARRIVE AT THE TOTAL THROUGH RATE.

THESE RATES ARE SUBJECT TO OVERLOAD PROVISIONS AS PUBLISHED IN ITEMS 490 THROUGH 540, TARIFF ICC-BNSF 6100 SERIES.

IF 286,000 LB GROSS WEIGHT ON RAIL EQUIPMENT IS FURNISHED, REFER TO ITEM 12164.

MIXED SHIPMENTS OF COMMODITIES ARE GOVERNED BY ITEM 12310, BNSF TARIFF 4022 - SERIES.

- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.
- PRICE APPLIES ON EXPORT SHIPMENTS. THIS RATE CANNOT BE APPLIED ON SHIPMENTS BEFORE 04-01-2007 (START DATE).

COMMODITY DEFINITIONS

STCC	DESCRIPTION
01137	WHEAT EXC. BUCKWHEAT SEE 01139

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

- COL 1: - PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 1 CAR AND MAXIMUM NOT GREATER THAN 51 CARS. PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATIONS CODE LO. PRICE APPLIES ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 268,000 POUNDS. (SEE ITEM 11030 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS).
- COL 2: - PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 1 CAR AND MAXIMUM NOT GREATER THAN 51 CARS. PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATIONS CODE LO. PRICE APPLIES ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 286,000 POUNDS (HEAVY AXLE-HA), . (SEE ITEM 11020 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS).

ROUTE DEFINITIONS

ROUTE NUMBER	DESCRIPTION
0001	BNSF DIRECT

OTHER RULES

RATE REFERENCE NOTE: 0001
- RATES APPLY FOR EXPORT ONLY AT THE FOLLOWING ELEVATORS: COLUMBIA

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GRAIN AT RIVER GATE AND CLD PACIFIC GRAIN, IRVING ELEVATOR AND O DOCK. ALL CARS MUST BE UNLOADED AT DESTINATION.

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DESTINATION RATES

DESTINATION STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
**OREGON	*								
PORTLAND	OR	0	0	.	.	.		0001	0001
RIVER GATE	OR	0	0	.	.	.			0001
**WASHINGTON	*								
KALAMA	WA	0	0	.	.	.			0001
SEATTLE	WA	0	0	.	.	.			0001
TACOMA	WA	100	109	.	.	.			0001
VANCOUVER	WA	0	0	.	.	.			0001

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ORIGIN RATES

ORIGIN STATIONS	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
	ST	COL 1	COL 2	COL 3	COL 4			
**MINNESOTA *								
ALBERTA	MN	4190	4567	.	.	.		0001
ARGYLE	MN	4190	4567	.	.	.		0001
BARNESVILLE	MN	4190	4567	.	.	.		0001
BEARDSLEY	MN	4190	.	.	.	.		0001
BELTRAMI	MN	4190	4567	.	.	.		0001
BRECKENRIDGE	MN	4190	4567	.	.	.		0001
CLARA CITY	MN	4190	4567	.	.	.		0001
CLARKFIELD	MN	4190	4567	.	.	.		0001
CROOKSTON	MN	4190	4567	.	.	.		0001
DILWORTH	MN	4190	4567	.	.	.		0001
DORAN	MN	4190	4567	.	.	.		0001
DULUTH	MN	4190	4567	.	.	.		0001
EAST GRAND FORKS	MN	4190	4567	.	.	.		0001
ELDRED	MN	4190	.	.	.	.		0001
ERSKINE	MN	4190	4567	.	.	.		0001
FERGUS FALLS	MN	4190	.	.	.	.		0001
FISHER	MN	4190	4567	.	.	.		0001
FRENCH	MN	4190	4567	.	.	.		0001
GREENBUSH	MN	4190	.	.	.	.		0001
HALLOCK	MN	4190	4567	.	.	.		0001
HANLEY FALLS	MN	4190	4567	.	.	.		0001
HAWLEY	MN	4190	4567	.	.	.		0001
HERMAN	MN	4190	4567	.	.	.		0001
HOLLOWAY	MN	4190	4567	.	.	.		0001
HUMBOLDT	MN	4190	4567	.	.	.		0001
JASPER	MN	4190	4567	.	.	.		0001
KENNEDY	MN	4190	4567	.	.	.		0001
LOUISBURG	MN	4190	.	.	.	.		0001
MINNEAPOLIS	MN	4190	4567	.	.	.		0001
MORRIS	MN	4190	4567	.	.	.		0001
MURDOCK	MN	4190	4567	.	.	.		0001
PERLEY	MN	4190	4567	.	.	.		0001
ROSEAU	MN	4190	.	.	.	.		0001
ROTHSAY	MN	4190	.	.	.	.		0001
SABIN	MN	4190	.	.	.	.		0001
SHELLY	MN	4190	.	.	.	.		0001
ST HILAIRE	MN	4190	.	.	.	.		0001
STEPHEN	MN	4190	4567	.	.	.		0001
THIEF RIVER FALLS	MN	4190	.	.	.	.		0001
ULEN	MN	4190	4567	.	.	.		0001
**MONTANA *								
BAKER	MT	3843	4189	.	.	.		0001
BELGRADE	MT	2767	3016	.	.	.		0001

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MORE =>

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ORIGIN RATES

ORIGIN STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
BIG SANDY	MT	3346	3647	.	.	.		0001	
BIG TIMBER	MT	2839	3095	.	.	.		0001	
BILLINGS	MT	3178	3464	.	.	.		0001	
BOZEMAN	MT	2777	3027	.	.	.		0001	
CARTER	MT	3177	3463	.	.	.		0001	
CHOTEAU	MT	3131	3413	.	.	.		0001	
CLARKSTON	MT	2732	.	.	.	.		0001
COLLINS	MT	3131	3413	.	.	.		0001	
CONRAD	MT	3131	3413	.	.	.		0001	
CUT BANK	MT	3030	3303	.	.	.		0001	
DEVON	MT	3169	3454	.	.	.		0001	
DUTTON	MT	3131	3413	.	.	.		0001	
FT BENTON	MT	3221	3511	.	.	.		0001	
GILDFORD	MT	3285	3581	.	.	.		0001	
GLASGOW	MT	3722	4057	.	.	.		0001	
GLENDIVE	MT	3802	4144	.	.	.		0001	
GREAT FALLS	MT	3131	3413	.	.	.		0001	
GROVE	MT	3221	3511	.	.	.		0001	
HARDIN	MT	3318	3617	.	.	.		0001	
HARLEM	MT	3434	3743	.	.	.		0001	
HARRISON	MT	2721	.	.	.	.		0001
HAVRE	MT	3346	3647	.	.	.		0001	
JOPLIN	MT	3240	3532	.	.	.		0001	
KALISPELL	MT	2089	.	.	.	.		0001
KASA POINT	MT	3814	4157	.	.	.		0001	
KERSHAW	MT	3221	3511	.	.	.		0001	
LAUREL	MT	3074	3351	.	.	.		0001	
LOUISVILLE	MT	2732	2978	.	.	.		0001	
LUDINGTON	MT	3930	.	.	.	.		0001
MACON	MT	3825	4169	.	.	.		0001	
MANHATTAN	MT	2758	3006	.	.	.		0001	
MEDICINE LAKE	MT	3941	.	.	.	.		0001
MERC	MT	3941	4296	.	.	.		0001	
MERIWETHER	MT	2987	3256	.	.	.		0001	
MILES CITY	MT	3635	3962	.	.	.		0001	
MOCCASIN	MT	3221	3511	.	.	.		0001	
MOCCASIN CM	MT	3221	.	.	.	.		0001
MOORE	MT	3221	3511	.	.	.		0001	
PARADISE	MT	2366	.	.	.	.		0001
PLAINS	MT	2366	2579	.	.	.		0001	
PLENTYWOOD	MT	3941	4296	.	.	.		0001	
POLSON	MT	2366	2579	.	.	.		0001	
POMPEYS PILLAR	MT	3203	3491	.	.	.		0001	
POPLAR	MT	3853	4200	.	.	.		0001	

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ORIGIN RATES

ORIGIN STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
RONAN	MT	2366	2579	.	.	.		0001	
RUDYARD	MT	3261	3554	.	.	.		0001	
SHELBY	MT	3131	3413	.	.	.		0001	
SIDNEY	MT	3901	.	.	.	.		0001
STANFORD	MT	3191	3478	.	.	.		0001	
STANLEY	MT	2732	.	.	.	.		0001
SWEET GRASS	MT	3210	3499	.	.	.		0001	
THREE FORKS	MT	2746	2993	.	.	.		0001	
TIBER	MT	3209	3498	.	.	.		0001	
TOSTON	MT	2721	2966	.	.	.		0001	
TOWNSEND	MT	2710	2954	.	.	.		0001	
VALIER	MT	3131	3413	.	.	.		0001	
WEEKSVILLE	MT	2366	.	.	.	.		0001
WOLF POINT	MT	3814	4157	.	.	.		0001	
**NORTH DAKOTA	*								
ALTON	ND	4190	4567	.	.	.		0001	
ANETA	ND	4190	.	.	.	.		0001
ARTHUR	ND	4190	.	.	.	.		0001
ARVILLA	ND	4190	4567	.	.	.		0001	
AYR	ND	4190	4567	.	.	.		0001	
BARLOW	ND	4190	.	.	.	.		0001
BEACH	ND	3880	4229	.	.	.		0001	
BEREA	ND	4190	4567	.	.	.		0001	
BERLIN	ND	4190	4567	.	.	.		0001	
BERNARD	ND	4190	4567	.	.	.		0001	
BERTHOLD	ND	4128	4500	.	.	.		0001	
BEULAH	ND	4094	.	.	.	.		0001
BISBEE	ND	4190	4567	.	.	.		0001	
BISMARCK	ND	4035	4398	.	.	.		0001	
BOTTINEAU	ND	4190	4567	.	.	.		0001	
BOWBELLS	ND	4038	4401	.	.	.		0001	
BOWMAN	ND	3876	4225	.	.	.		0001	
BOYLE	ND	3915	4267	.	.	.		0001	
BUCHANAN	ND	4190	.	.	.	.		0001
BUFFALO	ND	4190	4567	.	.	.		0001	
CALVIN	ND	4190	.	.	.	.		0001
CANDO	ND	4190	4567	.	.	.		0001	
CARRINGTON	ND	4190	.	.	.	.		0001
CASSELTON	ND	4190	4567	.	.	.		0001	
CAVALIER	ND	4190	.	.	.	.		0001
CHURCHS FERRY	ND	4190	4567	.	.	.		0001	
CLEVELAND	ND	4190	4567	.	.	.		0001	
CLIFFORD	ND	4190		0001	
CLYDE	ND	4190		0001	

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ORIGIN RATES

ORIGIN STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
COLFAX	ND	4190	.	.	.	.			0001
CRETE	ND	4190	.	.	.	.			0001
CROSBY	ND	4125	.	.	.	.			0001
CRYSTAL	ND	4190	.	.	.	.			0001
DEVILS LAKE	ND	4190	4567	.	.	.			0001
DICKINSON	ND	3913	4265	.	.	.			0001
DOYON	ND	4190	4567	.	.	.			0001
DRAYTON	ND	4190	.	.	.	.			0001
EDGELEY	ND	4190	4567	.	.	.			0001
EDINBURG	ND	4190	.	.	.	.			0001
EDMORE	ND	4190	.	.	.	.			0001
ELDRIDGE	ND	4190	4567	.	.	.			0001
FAIRMOUNT	ND	4190	.	.	.	.			0001
FINLEY	ND	4190	4567	.	.	.			0001
FOREST RIVER	ND	4190	.	.	.	.			0001
GALCHUTT	ND	4190	.	.	.	.			0001
GALESBURG	ND	4190	.	.	.	.			0001
GARDNER	ND	4190	4567	.	.	.			0001
GLASSTON	ND	4190	.	.	.	.			0001
GLEN ULLIN	ND	4040	4404	.	.	.			0001
GRACE CITY	ND	4190	4567	.	.	.			0001
GRAFTON	ND	4190	.	.	.	.			0001
GRAND FORKS	ND	4190	4567	.	.	.			0001
GWINNER	ND	4190	4567	.	.	.			0001
HAMBERG	ND	4190	4567	.	.	.			0001
HAMPDEN	ND	4190	.	.	.	.			0001
HATTON	ND	4190	.	.	.	.			0001
HAZEN	ND	4080	4447	.	.	.			0001
HEBRON	ND	4002	4362	.	.	.			0001
HENSEL	ND	4190	.	.	.	.			0001
HENSLER	ND	4040	4404	.	.	.			0001
HILLSBORO	ND	4190	4567	.	.	.			0001
HOOPLE	ND	4190	.	.	.	.			0001
HOPE	ND	4190	.	.	.	.			0001
HORACE	ND	4190	.	.	.	.			0001
HUNTER	ND	4190	.	.	.	.			0001
JAMESTOWN	ND	4190	4567	.	.	.			0001
JOLIETTE	ND	4190	.	.	.	.			0001
KELSO	ND	4190	4567	.	.	.			0001
KINDRED	ND	4190	4567	.	.	.			0001
LA MOURE	ND	4190	4567	.	.	.			0001
LAKOTA	ND	4190	4567	.	.	.			0001
LANGDON	ND	4190			0001
LIDGERWOOD	ND	4190			0001

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ORIGIN RATES

ORIGIN STATIONS	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
	ST	COL 1	COL 2	COL 3	COL 4			
LIGNITE	ND	4154	.	.	.	.		0001
LISBON	ND	4190	.	.	.	.		0001
LUVERNE	ND	4190	4567	.	.	.		0001
LYNCHBURG	ND	4190	4567	.	.	.		0001
MADDOCK	ND	4190	.	.	.	.		0001
MAYVILLE	ND	4190	4567	.	.	.		0001
MCVILLE	ND	4190	.	.	.	.		0001
MILNOR	ND	4190	4567	.	.	.		0001
MILTON	ND	4190	4567	.	.	.		0001
MINOT	ND	4190	4567	.	.	.		0001
MINTO	ND	4190	.	.	.	.		0001
MOORETON	ND	4190	.	.	.	.		0001
MUNICH	ND	4190	.	.	.	.		0001
NEW ROCKFORD	ND	4190	.	.	.	.		0001
NEW SALEM	ND	4038	4401	.	.	.		0001
NIAGARA	ND	4190	4567	.	.	.		0001
NILES	ND	4190	4567	.	.	.		0001
NIOBE	ND	4171	.	.	.	.		0001
NOONAN	ND	4136	.	.	.	.		0001
NORTH GRAND FORKS	ND	4190	4567	.	.	.		0001
NORTHGATE	ND	4038	4401	.	.	.		0001
NORTHWOOD	ND	4190	.	.	.	.		0001
NORWICH	ND	4190	4567	.	.	.		0001
OAKES	ND	4190	.	.	.	.		0001
OBERON	ND	4190	4567	.	.	.		0001
OSNABROCK	ND	4190	.	.	.	.		0001
PAGE	ND	4190	.	.	.	.		0001
PEAK	ND	4190	4567	.	.	.		0001
PETERSBURG	ND	4190	4567	.	.	.		0001
PINGREE	ND	4190	.	.	.	.		0001
PORTLAND	ND	4190	.	.	.	.		0001
POWERS LAKE	ND	4101	.	.	.	.		0001
PROSPER	ND	4190	.	.	.	.		0001
RAY	ND	4028	4391	.	.	.		0001
REEDER	ND	3992	4351	.	.	.		0001
REYNOLDS	ND	4190	4567	.	.	.		0001
ROLLA	ND	4190	.	.	.	.		0001
ROSS	ND	4088	4456	.	.	.		0001
RUGBY	ND	4190	4567	.	.	.		0001
SCRANTON	ND	3888	4238	.	.	.		0001
SHELDON	ND	4190	.	.	.	.		0001
SHEYENNE	ND	4190		0001
STANLEY	ND	4101	4470	.	.	.		0001
STERLING	ND	4030	4393	.	.	.		0001

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ORIGIN RATES

ORIGIN STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
THOMPSON	ND	4190	4567	.	.	.		0001	
TOLNA	ND	4190	.	.	.	.		0001
VALLEY CITY	ND	4190	4567	.	.	.		0001	
WALHALLA	ND	4190	.	.	.	.		0001
WILLISTON	ND	3988	4347	.	.	.		0001	
WILLOW CITY	ND	4190	4567	.	.	.		0001	
WINDSOR	ND	4190	4567	.	.	.		0001	
WOODWORTH	ND	4190	.	.	.	.		0001
YPSILANTI	ND	4190	.	.	.	.		0001
**SOUTH DAKOTA	*								
ABERDEEN	SD	4190	4567	.	.	.		0001	
ALPENA	SD	4190	4567	.	.	.		0001	
BEARDSLEY	SD	4190	4567	.	.	.		0001	
BOWDLE	SD	4190	4567	.	.	.		0001	
BRISTOL	SD	4190	4567	.	.	.		0001	
CRAVEN	SD	4190	4567	.	.	.		0001	
EMERY	SD	4190	4567	.	.	.		0001	
GREBNER	SD	4190	4567	.	.	.		0001	
GROTON	SD	4190	4567	.	.	.		0001	
HAZEL	SD	4190	.	.	.	.		0001
HURON	SD	4190	.	.	.	.		0001
IPSWICH	SD	4190	4567	.	.	.		0001	
LA BOLT	SD	4190	4567	.	.	.		0001	
LEMMON	SD	4024	4386	.	.	.		0001	
MADISON	SD	4011	4372	.	.	.		0001	
MARION	SD	4190	4567	.	.	.		0001	
MCLAUGHLIN	SD	4190	4567	.	.	.		0001	
MELLETTTE	SD	4190	4567	.	.	.		0001	
MILBANK	SD	4190	4567	.	.	.		0001	
MITCHELL	SD	4190	4567	.	.	.		0001	
PARKSTON	SD	4190	4567	.	.	.		0001	
ROSCOE	SD	4190	4567	.	.	.		0001	
SELBY	SD	4190	4567	.	.	.		0001	
SOUTH SHORE	SD	4190	4567	.	.	.		0001	
SUN PRODUCTS	SD	4190	4567	.	.	.		0001	
TRIPP	SD	4190	4567	.	.	.		0001	
TULARE	SD	4190	4567	.	.	.		0001	
VIENNA	SD	4190	.	.	.	.		0001
WARNER	SD	4190	4567	.	.	.		0001	
WATERTOWN	SD	4190	.	.	.	.		0001
WEST MILBANK	SD	4190	4567	.	.	.		0001	
WILLOW LAKE	SD	4190		0001	
WOLSEY	SD	4190	4567	.	.	.		0001	
YALE	SD	4190		0001	

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END

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FROM SELECTED BNSF STATIONS IN:
MINNESOTA, MONTANA, NORTH DAKOTA, SOUTH DAKOTA

TO SELECTED BNSF STATIONS IN:
OREGON, WASHINGTON

GENERAL RULES

- COMBINATION RATE ITEM
- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.
- ADD THE DESTINATION RATES TO THE ORIGIN RATES TO ARRIVE AT THE TOTAL THROUGH RATE.

THESE RATES ARE SUBJECT TO OVERLOAD PROVISIONS AS PUBLISHED IN ITEMS 490 THROUGH 540, TARIFF ICC-BNSF 6100 SERIES.

IF 286,000 LB GROSS WEIGHT ON RAIL EQUIPMENT IS FURNISHED, REFER TO ITEM 12164.

MIXED SHIPMENTS OF COMMODITIES ARE GOVERNED BY ITEM 12310, BNSF TARIFF 4022 - SERIES.

- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.
- PRICE APPLIES ON EXPORT SHIPMENTS. THIS RATE CANNOT BE APPLIED ON SHIPMENTS BEFORE 03-01-2008 (START DATE).

COMMODITY DEFINITIONS

STCC	DESCRIPTION
01137	WHEAT EXC. BUCKWHEAT SEE 01139

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

COL 1: - PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 1 CAR AND MAXIMUM NOT GREATER THAN 51 CARS. PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATIONS CODE LO. PRICE APPLIES ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 268,000 POUNDS. (SEE ITEM 11030 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS).

COL 2: - PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 1 CAR AND MAXIMUM NOT GREATER THAN 51 CARS. PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATIONS CODE LO. PRICE APPLIES ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 286,000 POUNDS (HEAVY AXLE-HA), . (SEE ITEM 11020 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS).

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ROUTE DEFINITIONS

ROUTE
NUMBER
0001: BNSF DIRECT

OTHER RULES

RATE REFERENCE NOTE: 0001
- RATES APPLY FOR EXPORT ONLY AT THE FOLLOWING ELEVATORS: COLUMBIA
GRAIN AT RIVER GATE AND CLD PACIFIC GRAIN, IRVING ELEVATOR AND O
DOCK. ALL CARS MUST BE UNLOADED AT DESTINATION.

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DESTINATION RATES

DESTINATION STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
**OREGON	*								
PORTLAND	OR	0	0	.	.	.	0001	0001	
RIVER GATE	OR	0	0	.	.	.		0001	
**WASHINGTON	*								
FREDERICKSON	WA	300	327	.	.	.		0001	
KALAMA	WA	0	0	.	.	.		0001	
SEATTLE	WA	300	327	.	.	.		0001	
TACOMA	WA	300	327	.	.	.		0001	
VANCOUVER	WA	0	0	.	.	.		0001	

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ORIGIN RATES

ORIGIN STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
**MINNESOTA	*								
ALBERTA	MN	4190	4567	.	.	.			0001
ARGYLE	MN	4190	4567	.	.	.			0001
BARNESVILLE	MN	4190	4567	.	.	.			0001
BEARDSLEY	MN	4190	.	.	.	.			0001
BELTRAMI	MN	4190	4567	.	.	.			0001
BRECKENRIDGE	MN	4190	4567	.	.	.			0001
CLARA CITY	MN	4190	4567	.	.	.			0001
CLARKFIELD	MN	4190	4567	.	.	.			0001
CROOKSTON	MN	4190	4567	.	.	.			0001
DILWORTH	MN	4190	4567	.	.	.			0001
DORAN	MN	4190	4567	.	.	.			0001
DULUTH	MN	4190	4567	.	.	.			0001
EAST GRAND FORKS	MN	4190	4567	.	.	.			0001
ELDRED	MN	4190	.	.	.	.			0001
ERSKINE	MN	4190	4567	.	.	.			0001
FERGUS FALLS	MN	4190	.	.	.	.			0001
FISHER	MN	4190	4567	.	.	.			0001
FRENCH	MN	4190	4567	.	.	.			0001
GREENBUSH	MN	4190	.	.	.	.			0001
HALLOCK	MN	4190	4567	.	.	.			0001
HANLEY FALLS	MN	4190	4567	.	.	.			0001
HAWLEY	MN	4190	4567	.	.	.			0001
HERMAN	MN	4190	4567	.	.	.			0001
HOLLOWAY	MN	4190	4567	.	.	.			0001
HUMBOLDT	MN	4190	4567	.	.	.			0001
JASPER	MN	4190	4567	.	.	.			0001
KENNEDY	MN	4190	4567	.	.	.			0001
LOUISBURG	MN	4190	.	.	.	.			0001
MINNEAPOLIS	MN	4190	4567	.	.	.			0001
MORRIS	MN	4190	4567	.	.	.			0001
MURDOCK	MN	4190	4567	.	.	.			0001
PERLEY	MN	4190	4567	.	.	.			0001
ROSEAU	MN	4190	.	.	.	.			0001
ROTHSAY	MN	4190	4567	.	.	.			0001
SABIN	MN	4190	.	.	.	.			0001
SHELLY	MN	4190	.	.	.	.			0001
ST HILAIRE	MN	4190	.	.	.	.			0001
STEPHEN	MN	4190	4567	.	.	.			0001
THIEF RIVER FALLS	MN	4190	.	.	.	.			0001
ULEN	MN	4190	4567	.	.	.			0001
**MONTANA	*								
BAKER	MT	3843	4189	.	.	.			0001
BELGRADE	MT	2767	3016	.	.	.			0001

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ORIGIN RATES

ORIGIN STATIONS		RATES - DOLLARS PER CAR					NOTES	ROUTE
	ST	COL 1	COL 2	COL 3	COL 4	COL 5		
BIG SANDY	MT	3346	3647	.	.	.		0001
BIG TIMBER	MT	2839	3095	.	.	.		0001
BILLINGS	MT	3178	3464	.	.	.		0001
BOZEMAN	MT	2777	3027	.	.	.		0001
CARTER	MT	3177	3463	.	.	.		0001
CHOTEAU	MT	3131	3413	.	.	.		0001
CLARKSTON	MT	2732	.	.	.	.		0001
COLLINS	MT	3131	3413	.	.	.		0001
COLUMBUS	MT	2996	.	.	.	.		0001
CONRAD	MT	3131	3413	.	.	.		0001
CUT BANK	MT	3030	3303	.	.	.		0001
DEVON	MT	3169	3454	.	.	.		0001
DUTTON	MT	3131	3413	.	.	.		0001
FT BENTON	MT	3221	3511	.	.	.		0001
GILDFORD	MT	3285	3581	.	.	.		0001
GLASGOW	MT	3722	4057	.	.	.		0001
GLENDIVE	MT	3802	4144	.	.	.		0001
GREAT FALLS	MT	3131	3413	.	.	.		0001
GROVE	MT	3221	3511	.	.	.		0001
HARDIN	MT	3318	3617	.	.	.		0001
HARLEM	MT	3434	3743	.	.	.		0001
HARRISON	MT	2721	.	.	.	.		0001
HAVRE	MT	3346	3647	.	.	.		0001
JOPLIN	MT	3240	3532	.	.	.		0001
KALISPELL	MT	2089	.	.	.	.		0001
KASA POINT	MT	3814	4157	.	.	.		0001
KERSHAW	MT	3221	3511	.	.	.		0001
LAUREL	MT	3074	3351	.	.	.		0001
LOUISVILLE	MT	2732	2978	.	.	.		0001
LUDINGTON	MT	3930	.	.	.	.		0001
MACON	MT	3825	4169	.	.	.		0001
MANHATTAN	MT	2758	3006	.	.	.		0001
MEDICINE LAKE	MT	3941	.	.	.	.		0001
MERC	MT	3941	4296	.	.	.		0001
MERIWETHER	MT	2987	3256	.	.	.		0001
MILES CITY	MT	3635	3962	.	.	.		0001
MOCCASIN	MT	3221	3511	.	.	.		0001
MOCCASIN CM	MT	3221	.	.	.	.		0001
MOORE	MT	3221	3511	.	.	.		0001
PARADISE	MT	2366	.	.	.	.		0001
PLAINS	MT	2366	2579	.	.	.		0001
PLENTYWOOD	MT	3941	4296	.	.	.		0001
POLSON	MT	2366	2579	.	.	.		0001
POMPEYS PILLAR	MT	3203	3491	.	.	.		0001

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ORIGIN RATES

ORIGIN STATIONS	ST	RATES - DOLLARS PER CAR					COL 5	C NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
POPLAR	MT	3853	4200	.	.	.		0001	
RONAN	MT	2366	2579	.	.	.		0001	
RUDYARD	MT	3261	3554	.	.	.		0001	
SHELBY	MT	3131	3413	.	.	.		0001	
SIDNEY	MT	3901	.	.	.	.		0001
STANFORD	MT	3191	3478	.	.	.		0001	
STANLEY	MT	2732	.	.	.	.		0001
SWEET GRASS	MT	3210	3499	.	.	.		0001	
THREE FORKS	MT	2746	2993	.	.	.		0001	
TIBER	MT	3209	3498	.	.	.		0001	
TOSTON	MT	2721	2966	.	.	.		0001	
TOWNSEND	MT	2710	2954	.	.	.		0001	
VALIER	MT	3131	3413	.	.	.		0001	
WEEKSVILLE	MT	2366	.	.	.	.		0001
WOLF POINT	MT	3814	4157	.	.	.		0001	
**NORTH DAKOTA *									
ALTON	ND	4190	4567	.	.	.		0001	
ANETA	ND	4190	.	.	.	.		0001
ARTHUR	ND	4190	.	.	.	.		0001
ARVILLA	ND	4190	4567	.	.	.		0001	
AYR	ND	4190	4567	.	.	.		0001	
BARLOW	ND	4190	.	.	.	.		0001
BEACH	ND	3880	4229	.	.	.		0001	
BEREA	ND	4190	4567	.	.	.		0001	
BERLIN	ND	4190	4567	.	.	.		0001	
BERNARD	ND	4190	4567	.	.	.		0001	
BERTHOLD	ND	4128	4500	.	.	.		0001	
BEULAH	ND	4094	.	.	.	.		0001
BISBEE	ND	4190	4567	.	.	.		0001	
BISMARCK	ND	4035	4398	.	.	.		0001	
BOTTINEAU	ND	4190	4567	.	.	.		0001	
BOWBELLS	ND	4038	4401	.	.	.		0001	
BOWMAN	ND	3876	4225	.	.	.		0001	
BOYLE	ND	3915	4267	.	.	.		0001	
BUCHANAN	ND	4190	.	.	.	.		0001
BUFFALO	ND	4190	4567	.	.	.		0001	
CALVIN	ND	4190	.	.	.	.		0001
CANDO	ND	4190	4567	.	.	.		0001	
CARRINGTON	ND	4190	.	.	.	.		0001
CASSELTON	ND	4190	4567	.	.	.		0001	
CAVALIER	ND	4190	.	.	.	.		0001
CHURCHS FERRY	ND	4190	4567	.	.	.		0001	
CLEVELAND	ND	4190	4567	.	.	.		0001	
CLIFFORD	ND	4190		0001	

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ORIGIN RATES

ORIGIN STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
CLYDE	ND	4190	.	.	.	.		0001
COLFAX	ND	4190	.	.	.	.		0001
CRETE	ND	4190	.	.	.	.		0001
CROSBY	ND	4125	.	.	.	.		0001
CRYSTAL	ND	4190	.	.	.	.		0001
DEVILS LAKE	ND	4190	4567	.	.	.		0001	
DICKINSON	ND	3913	4265	.	.	.		0001	
DOYON	ND	4190	4567	.	.	.		0001	
DRAYTON	ND	4190	.	.	.	.		0001
EDGELEY	ND	4190	4567	.	.	.		0001	
EDINBURG	ND	4190	.	.	.	.		0001
EDMORE	ND	4190	.	.	.	.		0001
ELDRIDGE	ND	4190	4567	.	.	.		0001	
FAIRMOUNT	ND	4190	.	.	.	.		0001
FINLEY	ND	4190	4567	.	.	.		0001	
FOREST RIVER	ND	4190	.	.	.	.		0001
GALCHUTT	ND	4190	.	.	.	.		0001
GALESBURG	ND	4190	.	.	.	.		0001
GARDNER	ND	4190	4567	.	.	.		0001	
GLASSTON	ND	4190	.	.	.	.		0001
GLEN ULLIN	ND	4040	4404	.	.	.		0001	
GRACE CITY	ND	4190	4567	.	.	.		0001	
GRAFTON	ND	4190	.	.	.	.		0001
GRAND FORKS	ND	4190	4567	.	.	.		0001	
GWINNER	ND	4190	4567	.	.	.		0001	
HAMBERG	ND	4190	4567	.	.	.		0001	
HAMPDEN	ND	4190	.	.	.	.		0001
HATTON	ND	4190	.	.	.	.		0001
HAZEN	ND	4080	4447	.	.	.		0001	
HEBRON	ND	4002	4362	.	.	.		0001	
HENSEL	ND	4190	.	.	.	.		0001
HENSLER	ND	4040	4404	.	.	.		0001	
HILLSBORO	ND	4190	4567	.	.	.		0001	
HOOPLE	ND	4190	.	.	.	.		0001
HOPE	ND	4190	.	.	.	.		0001
HORACE	ND	4190	.	.	.	.		0001
HUNTER	ND	4190	.	.	.	.		0001
JAMESTOWN	ND	4190	4567	.	.	.		0001	
JOLIETTE	ND	4190	.	.	.	.		0001
KELSO	ND	4190	4567	.	.	.		0001	
KINDRED	ND	4190	4567	.	.	.		0001	
LA MOURE	ND	4190	4567	.	.	.		0001	
LAKOTA	ND	4190	4567	.	.	.		0001	
LANGDON	ND	4190		0001	

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ORIGIN RATES

ORIGIN STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
LARIMORE	ND	4190	4567	.	.	.		0001	
LIDGERWOOD	ND	4190	.	.	.	.		0001
LIGNITE	ND	4154	.	.	.	.		0001
LISBON	ND	4190	.	.	.	.		0001
LUVERNE	ND	4190	4567	.	.	.		0001	
LYNCHBURG	ND	4190	4567	.	.	.		0001	
MADDOCK	ND	4190	.	.	.	.		0001
MAYVILLE	ND	4190	4567	.	.	.		0001	
MCVILLE	ND	4190	.	.	.	.		0001
MILNOR	ND	4190	4567	.	.	.		0001	
MILTON	ND	4190	4567	.	.	.		0001	
MINOT	ND	4190	4567	.	.	.		0001	
MINTO	ND	4190	.	.	.	.		0001
MOORETON	ND	4190	.	.	.	.		0001
MUNICH	ND	4190	.	.	.	.		0001
NEW ROCKFORD	ND	4190	.	.	.	.		0001
NEW SALEM	ND	4038	4401	.	.	.		0001	
NIAGARA	ND	4190	4567	.	.	.		0001	
NILES	ND	4190	4567	.	.	.		0001	
NIOBE	ND	4171	.	.	.	.		0001
NOONAN	ND	4136	.	.	.	.		0001
NORTH GRAND FORKS	ND	4190	4567	.	.	.		0001	
NORTHGATE	ND	4038	4401	.	.	.		0001	
NORTHWOOD	ND	4190	.	.	.	.		0001
NORWICH	ND	4190	4567	.	.	.		0001	
OAKES	ND	4190	.	.	.	.		0001
OBERON	ND	4190	4567	.	.	.		0001	
OSNABROCK	ND	4190	4567	.	.	.	R	0001	
PAGE	ND	4190	.	.	.	.		0001
PEAK	ND	4190	4567	.	.	.		0001	
PETERSBURG	ND	4190	4567	.	.	.		0001	
PINGREE	ND	4190	.	.	.	.		0001
PORTLAND	ND	4190	.	.	.	.		0001
POWERS LAKE	ND	4101	.	.	.	.		0001
PROSPER	ND	4190	.	.	.	.		0001
RAY	ND	4028	4391	.	.	.		0001	
REEDER	ND	3992	4351	.	.	.		0001	
REYNOLDS	ND	4190	4567	.	.	.		0001	
ROLLA	ND	4190	.	.	.	.		0001
ROSS	ND	4088	4456	.	.	.		0001	
RUGBY	ND	4190	4567	.	.	.		0001	
SCRANTON	ND	3888	4238	.	.	.		0001	
SHELDON	ND	4190		0001	
SHEYENNE	ND	4190		0001	

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ORIGIN RATES

ORIGIN STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
STANLEY	ND	4101	4470	.	.	.		0001	
STERLING	ND	4030	4393	.	.	.		0001	
THOMPSON	ND	4190	4567	.	.	.		0001	
TOLNA	ND	4190	.	.	.	.		0001
VALLEY CITY	ND	4190	4567	.	.	.		0001	
WALHALLA	ND	4190	.	.	.	.		0001
WILLISTON	ND	3988	4347	.	.	.		0001	
WILLOW CITY	ND	4190	4567	.	.	.		0001	
WINDSOR	ND	4190	4567	.	.	.		0001	
WOODWORTH	ND	4190	.	.	.	.		0001
YPSILANTI	ND	4190	.	.	.	.		0001
**SOUTH DAKOTA *									
ABERDEEN	SD	4190	4567	.	.	.		0001	
ALPENA	SD	4190	4567	.	.	.		0001	
BEARDSLEY	SD	4190	4567	.	.	.		0001	
BOWDLE	SD	4190	4567	.	.	.		0001	
BRISTOL	SD	4190	4567	.	.	.		0001	
CRAVEN	SD	4190	4567	.	.	.		0001	
EMERY	SD	4190	4567	.	.	.		0001	
GREBNER	SD	4190	4567	.	.	.		0001	
GROTON	SD	4190	4567	.	.	.		0001	
HAZEL	SD	4190	.	.	.	.		0001
HURON	SD	4190	.	.	.	.		0001
IPSWICH	SD	4190	4567	.	.	.		0001	
LA BOLT	SD	4190	4567	.	.	.		0001	
LEMMON	SD	4024	4386	.	.	.		0001	
MADISON	SD	4011	4372	.	.	.		0001	
MARION	SD	4190	4567	.	.	.		0001	
MCLAUGHLIN	SD	4190	4567	.	.	.		0001	
MELLETTE	SD	4190	4567	.	.	.		0001	
MILBANK	SD	4190	4567	.	.	.		0001	
MITCHELL	SD	4190	4567	.	.	.		0001	
PARKSTON	SD	4190	4567	.	.	.		0001	
ROSCOE	SD	4190	4567	.	.	.		0001	
SELBY	SD	4190	4567	.	.	.		0001	
SOUTH SHORE	SD	4190	4567	.	.	.		0001	
SUN PRODUCTS	SD	4190	4567	.	.	.		0001	
TRIPP	SD	4190	4567	.	.	.		0001	
TULARE	SD	4190	4567	.	.	.		0001	
VIENNA	SD	4190	.	.	.	.		0001
WARNER	SD	4190	4567	.	.	.		0001	
WATERTOWN	SD	4190		0001	
WEST MILBANK	SD	4190	4567	.	.	.		0001	
WILLOW LAKE	SD	4190		0001	

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FROM SELECTED BNSF STATIONS IN:
MINNESOTA, MONTANA, NORTH DAKOTA, SOUTH DAKOTA

TO SELECTED BNSF STATIONS IN:
OREGON, WASHINGTON

GENERAL RULES

- COMBINATION RATE ITEM
- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.
- ADD THE DESTINATION RATES TO THE ORIGIN RATES TO ARRIVE AT THE TOTAL THROUGH RATE.

THESE RATES ARE SUBJECT TO OVERLOAD PROVISIONS AS PUBLISHED IN ITEMS 490 THROUGH 540, TARIFF ICC-BNSF 6100 SERIES.

IF 286,000 LB GROSS WEIGHT ON RAIL EQUIPMENT IS FURNISHED, REFER TO ITEM 12164.

MIXED SHIPMENTS OF COMMODITIES ARE GOVERNED BY ITEM 12310, BNSF TARIFF 4022 - SERIES.

- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.
- PRICE APPLIES ON EXPORT SHIPMENTS. THIS RATE CANNOT BE APPLIED ON SHIPMENTS BEFORE 03-01-2008 (START DATE).

COMMODITY DEFINITIONS

STCC	DESCRIPTION
01137	WHEAT EXC. BUCKWHEAT SEE 01139

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

- COL 1: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 268,000 POUNDS. (SEE ITEM 11030 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS).
- COL 2: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 286,000 POUNDS. (SEE ITEM 11030 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS).
- COL 3: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 26 CARS AND MAXIMUM NOT GREATER THAN 109 CARS. PRICE APPLIES ON

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ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 268,000 POUNDS. (SEE ITEM 11030 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS). RATE APPLIES ONLY IF NOTIFICATION PROVIDED PER ITEM 12161.

COL 4: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 26 CARS AND MAXIMUM NOT GREATER THAN 109 CARS. PRICE APPLIES ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 286,000 POUNDS. (SEE ITEM 11030 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS). RATE APPLIES ONLY IF NOTIFICATION PROVIDED PER ITEM 12161.

ROUTE DEFINITIONS

ROUTE
NUMBER
0001: BNSF DIRECT

OTHER RULES

RATE REFERENCE NOTE: 0001

- RATES APPLY FOR EXPORT ONLY AT THE FOLLOWING ELEVATORS: COLUMBIA GRAIN AT RIVER GATE AND CLD PACIFIC GRAIN, IRVING ELEVATOR AND O DOCK. ALL CARS MUST BE UNLOADED AT DESTINATION.

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DESTINATION RATES

DESTINATION STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
**OREGON	*								
PORTLAND	OR	0	0	0	0	.		0001	0001
RIVER GATE	OR	0	0	0	0	.			0001
**WASHINGTON	*								
FREDERICKSON	WA	300	327	300	327	.			0001
KALAMA	WA	0	0	0	0	.			0001
SEATTLE	WA	300	327	300	327	.			0001
TACOMA	WA	300	327	300	327	.			0001
VANCOUVER	WA	0	0	0	0	.			0001

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ORIGIN RATES

ORIGIN STATIONS		RATES - DOLLARS PER CAR					C	NOTES	ROUTE
	ST	COL 1	COL 2	COL 3	COL 4	COL 5			
**MINNESOTA *									
ALBERTA	MN	4190	4567	4140	4513	.		0001	
ARGYLE	MN	4190	4567	4140	4513	.		0001	
BARNESVILLE	MN	4190	4567	4140	4513	.		0001	
BEARDSLEY	MN	4190	.	4140	.	.		0001	
BELTRAMI	MN	4190	4567	4140	4513	.		0001	
BRECKENRIDGE	MN	4190	4567	4140	4513	.		0001	
CLARA CITY	MN	4190	4567	4140	4513	.		0001	
CLARKFIELD	MN	4190	4567	4140	4513	.		0001	
CROOKSTON	MN	4190	4567	4140	4513	.		0001	
DILWORTH	MN	4190	4567	4140	4513	.		0001	
DORAN	MN	4190	4567	4140	4513	.		0001	
DULUTH	MN	4190	4567	4140	4513	.		0001	
EAST GRAND FORKS	MN	4190	4567	4140	4513	.		0001	
ELDRED	MN	4190	.	4140	.	.		0001	
ERSKINE	MN	4190	4567	4140	4513	.		0001	
FERGUS FALLS	MN	4190	.	4140	.	.		0001	
FISHER	MN	4190	4567	4140	4513	.		0001	
FRENCH	MN	4190	4567	4140	4513	.		0001	
GREENBUSH	MN	4190	.	4140	.	.		0001	
HALLOCK	MN	4190	4567	4140	4513	.		0001	
HANLEY FALLS	MN	4190	4567	4140	4513	.		0001	
HAWLEY	MN	4190	4567	4140	4513	.		0001	
HERMAN	MN	4190	4567	4140	4513	.		0001	
HOLLOWAY	MN	4190	4567	4140	4513	.		0001	
HUMBOLDT	MN	4190	4567	4140	4513	.		0001	
JASPER	MN	4190	4567	4140	4513	.		0001	
KENNEDY	MN	4190	4567	4140	4513	.		0001	
LOUISBURG	MN	4190	.	4140	.	.		0001	
MINNEAPOLIS	MN	4190	4567	4140	4513	.		0001	
MORRIS	MN	4190	4567	4140	4513	.		0001	
MURDOCK	MN	4190	4567	4140	4513	.		0001	
PERLEY	MN	4190	4567	4140	4513	.		0001	
ROSEAU	MN	4190	.	4140	.	.		0001	
ROTHSAY	MN	4190	4567	4140	4513	.		0001	
SABIN	MN	4190	.	4140	.	.		0001	
SHELLY	MN	4190	.	4140	.	.		0001	
ST HILAIRE	MN	4190	.	4140	.	.		0001	
STEPHEN	MN	4190	4567	4140	4513	.		0001	
THIEF RIVER FALLS	MN	4190	.	4140	.	.		0001	
ULEN	MN	4190	4567	4140	4513	.		0001	
**MONTANA *									
BAKER	MT	3843	4189	3793	4134	.		0001	
BELGRADE	MT	2767	3016	2717	2962	.		0001	

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ORIGIN RATES

ORIGIN STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
BIG SANDY	MT	3346	3647	3296	3593	.		0001	
BIG TIMBER	MT	2839	3095	2789	3040	.		0001	
BILLINGS	MT	3178	3464	3128	3410	.		0001	
BOZEMAN	MT	2777	3027	2727	2972	.		0001	
CARTER	MT	3177	3463	3127	3408	.		0001	
CHOTEAU	MT	3131	3413	3081	3358	.		0001	
CLARKSTON	MT	2732	.	2682	.	.		0001	
COLLINS	MT	3131	3413	3081	3358	.		0001	
COLUMBUS	MT	2996	.	2946	.	.		0001	
CONRAD	MT	3131	3413	3081	3358	.		0001	
CUT BANK	MT	3030	3303	2980	3248	.		0001	
DEVON	MT	3169	3454	3119	3400	.		0001	
DUTTON	MT	3131	3413	3081	3358	.		0001	
FT BENTON	MT	3221	3511	3171	3456	.		0001	
GILDFORD	MT	3285	3581	3235	3526	.		0001	
GLASGOW	MT	3722	4057	3672	4002	.		0001	
GLENDIVE	MT	3802	4144	3752	4090	.		0001	
GREAT FALLS	MT	3131	3413	3081	3358	.		0001	
GROVE	MT	3221	3511	3171	3456	.		0001	
HARDIN	MT	3318	3617	3268	3562	.		0001	
HARLEM	MT	3434	3743	3384	3689	.		0001	
HARRISON	MT	2721	.	2671	.	.		0001	
HAVRE	MT	3346	3647	3296	3593	.		0001	
JOPLIN	MT	3240	3532	3190	3477	.		0001	
KALISPELL	MT	2089	.	2039	.	.		0001	
KASA POINT	MT	3814	4157	3764	4103	.		0001	
KERSHAW	MT	3221	3511	3171	3456	.		0001	
LAUREL	MT	3074	3351	3024	3296	.		0001	
LOUISVILLE	MT	2732	2978	2682	2923	.		0001	
LUDINGTON	MT	3930	.	3880	.	.		0001	
MACON	MT	3825	4169	3775	4115	.		0001	
MANHATTAN	MT	2758	3006	2708	2952	.		0001	
MEDICINE LAKE	MT	3941	.	3891	.	.		0001	
MERC	MT	3941	4296	3891	4241	.		0001	
MERIWETHER	MT	2987	3256	2937	3201	.		0001	
MILES CITY	MT	3635	3962	3585	3908	.		0001	
MOCCASIN	MT	3221	3511	3171	3456	.		0001	
MOCCASIN CM	MT	3221	.	3171	.	.		0001	
MOORE	MT	3221	3511	3171	3456	.		0001	
PARADISE	MT	2366	.	2316	.	.		0001	
PLAINS	MT	2366	2579	2316	2524	.		0001	
PLENTYWOOD	MT	3941	4296	3891	4241	.		0001	
POLSON	MT	2366	2579	2316	2524	.		0001	
POMPEYS PILLAR	MT	3203	3491	3153	3437	.		0001	

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ORIGIN RATES

ORIGIN STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
POPLAR	MT	3853	4200	3803	4145	.		0001	
RONAN	MT	2366	2579	2316	2524	.		0001	
RUDYARD	MT	3261	3554	3211	3500	.		0001	
SHELBY	MT	3131	3413	3081	3358	.		0001	
SIDNEY	MT	3901	.	3851	.	.		0001	
STANFORD	MT	3191	3478	3141	3424	.		0001	
STANLEY	MT	2732	.	2682	.	.		0001	
SWEET GRASS	MT	3210	3499	3160	3444	.		0001	
THREE FORKS	MT	2746	2993	2696	2939	.		0001	
TIBER	MT	3209	3498	3159	3443	.		0001	
TOSTON	MT	2721	2966	2671	2911	.		0001	
TOWNSEND	MT	2710	2954	2660	2899	.		0001	
VALIER	MT	3131	3413	3081	3358	.		0001	
WEEKSVILLE	MT	2366	.	2316	.	.		0001	
WOLF POINT	MT	3814	4157	3764	4103	.		0001	
**NORTH DAKOTA	*	.	.	.	.	.
ALTON	ND	4190	4567	4140	4513	.		0001	
ANETA	ND	4190	.	4140	.	.		0001	
ARTHUR	ND	4190	.	4140	.	.		0001	
ARVILLA	ND	4190	4567	4140	4513	.		0001	
AYR	ND	4190	4567	4140	4513	.		0001	
BARLOW	ND	4190	.	4140	.	.		0001	
BEACH	ND	3880	4229	3830	4175	.		0001	
BEREA	ND	4190	4567	4140	4513	.		0001	
BERLIN	ND	4190	4567	4140	4513	.		0001	
BERNARD	ND	4190	4567	4140	4513	.		0001	
BERTHOLD	ND	4128	4500	4078	4445	.		0001	
BEULAH	ND	4094	.	4044	.	.		0001	
BISBEE	ND	4190	4567	4140	4513	.		0001	
BISMARCK	ND	4035	4398	3985	4344	.		0001	
BOTTINEAU	ND	4190	4567	4140	4513	.		0001	
BOWBELLS	ND	4038	4401	3988	4347	.		0001	
BOWMAN	ND	3876	4225	3826	4170	.		0001	
BOYLE	ND	3915	4267	3865	4213	.		0001	
BUCHANAN	ND	4190	.	4140	.	.		0001	
BUFFALO	ND	4190	4567	4140	4513	.		0001	
CALVIN	ND	4190	.	4140	.	.		0001	
CANDO	ND	4190	4567	4140	4513	.		0001	
CARRINGTON	ND	4190	.	4140	.	.		0001	
CASSELTON	ND	4190	4567	4140	4513	.		0001	
CAVALIER	ND	4190	.	4140	.	.		0001	
CHURCHS FERRY	ND	4190	4567	4140	4513	.		0001	
CLEVELAND	ND	4190	4567	4140	4513	.		0001	
CLIFFORD	ND	4190	.	4140	.	.		0001	

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ORIGIN RATES

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		COL 1	COL 2	COL 3	COL 4	COL 5			
CLYDE	ND	4190	.	4140	.	.		0001	
COLFAX	ND	4190	.	4140	.	.		0001	
CRETE	ND	4190	.	4140	.	.		0001	
CROSBY	ND	4125	.	4075	.	.		0001	
CRYSTAL	ND	4190	.	4140	.	.		0001	
DEVILS LAKE	ND	4190	4567	4140	4513	.		0001	
DICKINSON	ND	3913	4265	3863	4211	.		0001	
DOYON	ND	4190	4567	4140	4513	.		0001	
DRAYTON	ND	4190	.	4140	.	.		0001	
EDGELEY	ND	4190	4567	4140	4513	.		0001	
EDINBURG	ND	4190	.	4140	.	.		0001	
EDMORE	ND	4190	.	4140	.	.		0001	
ELDRIDGE	ND	4190	4567	4140	4513	.		0001	
FAIRMOUNT	ND	4190	.	4140	.	.		0001	
FINLEY	ND	4190	4567	4140	4513	.		0001	
FOREST RIVER	ND	4190	.	4140	.	.		0001	
GALCHUTT	ND	4190	.	4140	.	.		0001	
GALESBURG	ND	4190	.	4140	.	.		0001	
GARDNER	ND	4190	4567	4140	4513	.		0001	
GLASSTON	ND	4190	.	4140	.	.		0001	
GLEN ULLIN	ND	4040	4404	3990	4349	.		0001	
GRACE CITY	ND	4190	4567	4140	4513	.		0001	
GRAFTON	ND	4190	.	4140	.	.		0001	
GRAND FORKS	ND	4190	4567	4140	4513	.		0001	
GWINNER	ND	4190	4567	4140	4513	.		0001	
HAMBERG	ND	4190	4567	4140	4513	.		0001	
HAMPDEN	ND	4190	.	4140	.	.		0001	
HATTON	ND	4190	.	4140	.	.		0001	
HAZEN	ND	4080	4447	4030	4393	.		0001	
HEBRON	ND	4002	4362	3952	4308	.		0001	
HENSEL	ND	4190	.	4140	.	.		0001	
HENSLER	ND	4040	4404	3990	4349	.		0001	
HILLSBORO	ND	4190	4567	4140	4513	.		0001	
HOOPLE	ND	4190	.	4140	.	.		0001	
HOPE	ND	4190	.	4140	.	.		0001	
HORACE	ND	4190	.	4140	.	.		0001	
HUNTER	ND	4190	.	4140	.	.		0001	
JAMESTOWN	ND	4190	4567	4140	4513	.		0001	
JOLIETTE	ND	4190	.	4140	.	.		0001	
KELSO	ND	4190	4567	4140	4513	.		0001	
KINDRED	ND	4190	4567	4140	4513	.		0001	
LA MOURE	ND	4190	4567	4140	4513	.		0001	
LAKOTA	ND	4190	4567	4140	4513	.		0001	
LANGDON	ND	4190	.	4140	.	.		0001	

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ORIGIN RATES

ORIGIN STATIONS		RATES - DOLLARS PER CAR					C	NOTES	ROUTE
	ST	COL 1	COL 2	COL 3	COL 4	COL 5			
LARIMORE	ND	4190	4567	4140	4513	.		0001	
LIDGERWOOD	ND	4190	.	4140	.	.		0001	
LIGNITE	ND	4154	.	4104	.	.		0001	
LISBON	ND	4190	.	4140	.	.		0001	
LUVERNE	ND	4190	4567	4140	4513	.		0001	
LYNCHBURG	ND	4190	4567	4140	4513	.		0001	
MADDOCK	ND	4190	.	4140	.	.		0001	
MAYVILLE	ND	4190	4567	4140	4513	.		0001	
MCVILLE	ND	4190	.	4140	.	.		0001	
MILNOR	ND	4190	4567	4140	4513	.		0001	
MILTON	ND	4190	4567	4140	4513	.		0001	
MINOT	ND	4190	4567	4140	4513	.		0001	
MINTO	ND	4190	.	4140	.	.		0001	
MOORETON	ND	4190	.	4140	.	.		0001	
MUNICH	ND	4190	.	4140	.	.		0001	
NEW ROCKFORD	ND	4190	.	4140	.	.		0001	
NEW SALEM	ND	4038	4401	3988	4347	.		0001	
NIAGARA	ND	4190	4567	4140	4513	.		0001	
NILES	ND	4190	4567	4140	4513	.		0001	
NIOBE	ND	4171	.	4121	.	.		0001	
NOONAN	ND	4136	.	4086	.	.		0001	
NORTH GRAND FORKS	ND	4190	4567	4140	4513	.		0001	
NORTHGATE	ND	4038	4401	3988	4347	.		0001	
NORTHWOOD	ND	4190	.	4140	.	.		0001	
NORWICH	ND	4190	4567	4140	4513	.		0001	
OAKES	ND	4190	.	4140	.	.		0001	
OBERON	ND	4190	4567	4140	4513	.		0001	
OSNABROCK	ND	4190	4567	4140	4513	.		0001	
PAGE	ND	4190	.	4140	.	.		0001	
PEAK	ND	4190	4567	4140	4513	.		0001	
PETERSBURG	ND	4190	4567	4140	4513	.		0001	
PINGREE	ND	4190	.	4140	.	.		0001	
PORTLAND	ND	4190	.	4140	.	.		0001	
POWERS LAKE	ND	4101	.	4051	.	.		0001	
PROSPER	ND	4190	.	4140	.	.		0001	
RAY	ND	4028	4391	3978	4336	.		0001	
REEDER	ND	3992	4351	3942	4297	.		0001	
REYNOLDS	ND	4190	4567	4140	4513	.		0001	
ROLLA	ND	4190	.	4140	.	.		0001	
ROSS	ND	4088	4456	4038	4401	.		0001	
RUGBY	ND	4190	4567	4140	4513	.		0001	
SCRANTON	ND	3888	4238	3838	4183	.		0001	
SHELDON	ND	4190	.	4140	.	.		0001	
SHEYENNE	ND	4190	.	4140	.	.		0001	

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BNSF-4022-L	START: MAR 01, 2008	ITEM: 43612

ORIGIN RATES

ORIGIN STATIONS		RATES - DOLLARS PER CAR					C	NOTES	ROUTE
	ST	COL 1	COL 2	COL 3	COL 4	COL 5			
STANLEY	ND	4101	4470	4051	4416	.		0001	
STERLING	ND	4030	4393	3980	4338	.		0001	
THOMPSON	ND	4190	4567	4140	4513	.		0001	
TOLNA	ND	4190	.	4140	.	.		0001	
VALLEY CITY	ND	4190	4567	4140	4513	.		0001	
WALHALLA	ND	4190	.	4140	.	.		0001	
WILLISTON	ND	3988	4347	3938	4292	.		0001	
WILLOW CITY	ND	4190	4567	4140	4513	.		0001	
WINDSOR	ND	4190	4567	4140	4513	.		0001	
WOODWORTH	ND	4190	.	4140	.	.		0001	
YPSILANTI	ND	4190	.	4140	.	.		0001	
**SOUTH DAKOTA *									
ABERDEEN	SD	4190	4567	4140	4513	.		0001	
ALPENA	SD	4190	4567	4140	4513	.		0001	
BEARDSLEY	SD	4190	4567	4140	4513	.		0001	
BOWDLE	SD	4190	4567	4140	4513	.		0001	
BRISTOL	SD	4190	4567	4140	4513	.		0001	
CRAVEN	SD	4190	4567	4140	4513	.		0001	
EMERY	SD	4190	4567	4140	4513	.		0001	
GREBNER	SD	4190	4567	4140	4513	.		0001	
GROTON	SD	4190	4567	4140	4513	.		0001	
HAZEL	SD	4190	.	4140	.	.		0001	
HURON	SD	4190	.	4140	.	.		0001	
IPSWICH	SD	4190	4567	4140	4513	.		0001	
LA BOLT	SD	4190	4567	4140	4513	.		0001	
LEMMON	SD	4024	4386	3974	4332	.		0001	
MADISON	SD	4011	4372	3961	4317	.		0001	
MARION	SD	4190	4567	4140	4513	.		0001	
MCLAUGHLIN	SD	4190	4567	4140	4513	.		0001	
MELLETTE	SD	4190	4567	4140	4513	.		0001	
MILBANK	SD	4190	4567	4140	4513	.		0001	
MITCHELL	SD	4190	4567	4140	4513	.		0001	
PARKSTON	SD	4190	4567	4140	4513	.		0001	
ROSCOE	SD	4190	4567	4140	4513	.		0001	
SELBY	SD	4190	4567	4140	4513	.		0001	
SOUTH SHORE	SD	4190	4567	4140	4513	.		0001	
SUN PRODUCTS	SD	4190	4567	4140	4513	.		0001	
TRIPP	SD	4190	4567	4140	4513	.		0001	
TULARE	SD	4190	4567	4140	4513	.		0001	
VIENNA	SD	4190	.	4140	.	.		0001	
WARNER	SD	4190	4567	4140	4513	.		0001	
WATERTOWN	SD	4190	.	4140	.	.		0001	
WEST MILBANK	SD	4190	4567	4140	4513	.		0001	
WILLOW LAKE	SD	4190	.	4140	.	.		0001	

LRVSN228-207

| MORE =>

BNSF RAILWAY COMPANY	ISSUED: JAN 29, 2008	BOOK: 4
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BNSF-4022-L	START: MAR 01, 2008	ITEM: 43612

ORIGIN RATES

ORIGIN STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			

WOLSEY	SD	4190	4567	4140	4513	.			0001
YALE	SD	4190	.	4140	.	.			0001

BNSF RAILWAY COMPANY	ISSUED: APR 08, 2008	BOOK: 2
AG PRODUCTS UNIT	EFFECTIVE: APR 28, 2008	SECTION: B
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FORT WORTH, TX 76161-0051	(E)	REVISION: 6
BNSF-4022-L		ITEM: 22401
FROM SELECTED BNSF STATIONS IN: COLORADO, MANITOBA, MINNESOTA, MONTANA, NORTH DAKOTA, SOUTH DAKOTA, WISCONSIN		
TO BNSF STATIONS: BRITISH COLUMBIA, OREGON, WASHINGTON (EXCEPT THOSE YAKIMA VALLEY STATIONS NAMED IN ITEM 22421)		
GENERAL RULES		
- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.		
- FOR RATES ON COVERED HOPPER CARS IN EXCESS OF 5000 CUBIC FEET, SEE ITEM 22901.		
- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.		
COMMODITY DEFINITIONS		
STCC	DESCRIPTION	
01131	BARLEY	
EQUIPMENT DEFINITIONS AND SPECIFIC RULES		
COL 1:	- PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.	
COL 2:	- PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 26 CARS AND MAXIMUM NOT GREATER THAN 51 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.	
COL 3:	- PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 52 CARS AND MAXIMUM NOT GREATER THAN 109 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.	
ROUTE DEFINITIONS		
ROUTE NUMBER		
0001:	BNSF DIRECT	
GROUP DEFINITIONS		
ORIGIN GROUPS		
GROUP 0001- 4022 21255 MN ORIGIN GROUP CONSISTS OF THE FOLLOWING: THE STATE OF MN EXCEPT:		
LRVSN248-274	MORE =>	

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APPLETON	MN	GRANITE FALLS	MN	OLIVIA	MN
BIRD ISLAND	MN	HECTOR	MN	PLATO	MN
BONGARDS	MN	HOPKINS	MN	PORT CARGILL SAVAGE	MN
BROWNTON	MN	JONATHAN	MN	RENVILLE	MN
BUFFALO LAKE	MN	MILAN	MN	RUEBEL	MN
CAMDEN PLACE	MN	MINNESOTA FALLS	MN	SACRED HEART	MN
CHANHASSEN	MN	MONTEVIDEO	MN	SAVAGE	MN
CHS SAVAGE	MN	NEW BRIGHTON	MN	STEWART	MN
COLOGNE	MN	NORTH WATSON	MN	UNION YARD	MN
CORRELL	MN	NORWOOD	MN	WEGDAHL	MN
DANUBE	MN	ODESSA	MN		

DESTINATION GROUPS

GROUP 0050- 22401 PNW EXCEPT YAKIMA VALLEY CONSISTS OF THE FOLLOWING:

ARDLEY	BC	ARLINGTON	WA	MCMILLIN	WA
BURNABY	BC	AUBURN	WA	MERRITT	WA
COLEBROOK	BC	BALLARD	WA	METRECO	WA
NEW WESTMINSTER	BC	BANGOR	WA	MOBASE	WA
ROBERTS BANK	BC	BARING	WA	MONROE	WA
TOWNSEND	BC	BAY SHORE	WA	MONTESANO	WA
VANCOUVER	BC	BELFAIR	WA	MT VERNON	WA
WHITE ROCK	BC	BELLEVUE	WA	MUKILTEO	WA
ALBANY	OR	BELLINGHAM	WA	NAPAVINE	WA
ALBERTSON	OR	BELMONT	WA	NISQUALLY	WA
AMERICAN	OR	BERNE	WA	NOOKSACK	WA
AWBREY	OR	BINGEN	WA	NORANDA	WA
BANKS	OR	BLACK RIVER	WA	NORTH BONNEVILLE	WA
BEAVERTON	OR	BLAINE	WA	OAKVILLE	WA
BENDEMEER	OR	BOW	WA	OLEQUA	WA
BOWERS JCT	OR	BREMERTON	WA	OLYMPIA	WA
CARTNEY	OR	BRIARWOOD	WA	ORILLIA	WA
CHRISTIE	OR	BROMART	WA	OSTRANDER	WA
CLATSKANIE	OR	BUCODA	WA	PALMER JCT	WA
CLIFTON	OR	BURLINGTON	WA	PIONEER	WA
CORNELIUS	OR	CAMAS	WA	PORTCO	WA
DONALD	OR	CAMP MURRAY	WA	PRINDLE	WA
DURHAM	OR	CASTLE ROCK	WA	PUYALLUP	WA
EAST ST JOHNS	OR	CENPARK	WA	QUADLOK	WA
EHLEN	OR	CENTRALIA	WA	QUENDALL	WA
ENID	OR	CHEHALIS	WA	RAVENSDALE	WA
EUGENE	OR	CHERRY POINT	WA	REDMOND	WA
FAYETTEVILLE	OR	COOKS	WA	RENTON	WA
FOREST GROVE	OR	COVINGTON	WA	RESERVATION	WA
FROMAN	OR	CUSTER	WA	RHODES	WA
FRY	OR	DEMING	WA	RICHMOND BEACH	WA
GASCO	OR	DUPONT	WA	RIDGEFIELD	WA
GOBLE	OR	EAGLE GORGE	WA	ROCHESTER	WA
GOLTRA	OR	EARLMOUNT	WA	ROCKY POINT	WA
GRETON	OR	EAST OLYMPIA	WA	ROY	WA

LRVSN248-275

| MORE =>

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HARBOR TRACK	OR	EAVAN	WA	RYE	WA
HARRISBURG	OR	EDGEComb	WA	SAMISH	WA
HILLSBORO	OR	EDMONDS	WA	SEATTLE	WA
HOLBROOK	OR	ELMA	WA	SEDRO WOOLLEY	WA
HOPMERE	OR	ENGLISH	WA	SHELTON	WA
KNAPPA	OR	EVERETT	WA	SILVANA	WA
LAKE YARD	OR	FERNDALE	WA	SILVERDALE	WA
LINNTON	OR	FIDALGO	WA	SKAMANIA	WA
LOGANVILLE	OR	FIR	WA	SKYKOMISH	WA
MAYGER	OR	FISHER	WA	SNOHOMISH	WA
MEADOW VIEW	OR	FRYELANDS	WA	SOUTH BELFAIR	WA
MERLE	OR	FT LEWIS	WA	SOUTH TACOMA	WA
NORTH PLAINS	OR	GATE	WA	SPANAWAY	WA
NORTH PORTLAND	OR	GOLD BAR	WA	ST CLAIR	WA
ORVILLE	OR	GORST	WA	STANWOOD	WA
PORT WESTWARD	OR	GRAND MOUND	WA	STEILACOOM	WA
PORTLAND	OR	GROTTO	WA	STEVENSON	WA
POTTER	OR	HAMPTON	WA	STIMSON	WA
QUINABY	OR	HENRYS	WA	SULTAN	WA
QUINCY	OR	HILLHURST	WA	SUMAS	WA
RAINIER	OR	HOME VALLEY	WA	SUMNER	WA
RIVER GATE	OR	HOOD	WA	TACOMA	WA
SALEM	OR	HOQUIAM	WA	TENINO	WA
SCAPPOOSE	OR	INTALCO	WA	THOMAS	WA
SIDNEY	OR	INTERBAY	WA	THORNWOOD	WA
ST HELENS	OR	KALAMA	WA	TILLICUM	WA
ST LOUIS	OR	KANASKAT	WA	TITLOW	WA
STORWEST	OR	KELSO	WA	VADER	WA
TIGARD	OR	KENT	WA	VANCOUVER	WA
TIMCO	OR	KETRON	WA	WABASH	WA
TONGUE POINT	OR	KIRKLAND	WA	WASHOUGAL	WA
TROJAN	OR	KRUSE JCT	WA	WEGOE	WA
TUALATIN	OR	KYRO	WA	WESCO	WA
TULSA	OR	LACEY	WA	WEST TACOMA	WA
UNITED JCT	OR	LAKEVIEW	WA	WESTON	WA
VERDURE	OR	LAWRENCE	WA	WHITES	WA
WAUNA	OR	LESTER	WA	WHITMARSH	WA
WEST WOODBURN	OR	LONGVIEW	WA	WHITNEY	WA
WESTPORT	OR	LOWELL	WA	WICKERSHAM	WA
WILLBRIDGE	OR	LYNDEN	WA	WIESER	WA
WILSONVILLE	OR	MALTBY	WA	WINLOCK	WA
ABERDEEN	WA	MARMAC	WA	WINTON	WA
ABERDEEN JCT	WA	MARYSVILLE	WA	WOODINVILLE	WA
ACME	WA	MAYWOOD	WA	WOODLAND	WA
AMPERE	WA	MCCLEARY	WA	YELM	WA
ARCO	WA	MCKENNON SPUR	WA		

LRVSN248-276	MORE =>
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BNSF-4022-L				ITEM:	22401				
BARLEY				STCC:	01-131-XX				
TO: 22401 PNW EXCEPT YAKIMA VALLEY									
FROM RATES - DOLLARS PER CAR									
STATIONS	ST	COL 1	COL 2	COL 3	COL 4	COL 5	C	NOTES	ROUTE
GROUP 0001		3186	3136	3036	.	.			0001
**COLORADO	**								
THE STATE OF	CO	3186	3136	3036	.	.			0001
**MANITOBA	**								
WINNIPEG	MB	3392	3342	3242	.	.			0001
**MONTANA	**								
BAINVILLE	MT	3040	2990	2890	.	.			0001
BAKER	MT	3204	3154	3054	.	.			0001
BELGRADE	MT	2028	.	.	.	.			0001
BIG SANDY	MT	2720	2670	2570	.	.			0001
BIG TIMBER	MT	2101	.	.	.	.			0001
BILLINGS	MT	2146	.	.	.	.			0001
BOX ELDER	MT	2720	2670	2570	.	.			0001
BOZEMAN	MT	2038	.	.	.	.			0001
BRADY	MT	2511	2461	2361	.	.			0001
BROADVIEW	MT	2558	2508	2408	.	.			0001
BROCKTON	MT	3040	2990	2890	.	.			0001
CARTER	MT	2565	2515	2415	.	.			0001
CHESTER	MT	2607	2557	2457	.	.			0001
CHINOOK	MT	2762	2712	2612	.	.			0001
CHOTEAU	MT	2511	2461	2361	.	.			0001
CIRCLE	MT	3139	3089	2989	.	.			0001
COLUMBUS	MT	2144	.	.	.	.			0001
CONRAD	MT	2511	2461	2361	.	.			0001
CULBERTSON	MT	3040	2990	2890	.	.			0001
CUT BANK	MT	2457	2407	2307	.	.			0001
DEVON	MT	2551	2501	2401	.	.			0001
DUTTON	MT	2511	2461	2361	.	.			0001
EAST BRIDGER	MT	2599	2549	2449	.	.			0001
FAIRFIELD	MT	2511	2461	2361	.	.			0001
FALLON	MT	2947	2897	2797	.	.			0001
FROID	MT	3040	2990	2890	.	.			0001
FROMBERG	MT	2599	2549	2449	.	.			0001
FT BENTON	MT	2607	2557	2457	.	.			0001
GEYSER	MT	2535	2485	2385	.	.			0001
GILDFORD	MT	2677	2627	2527	.	.			0001
GLASGOW	MT	2964	2914	2814	.	.			0001
GLENDIVE	MT	3005	2955	2855	.	.			0001
GREAT FALLS	MT	2511	2461	2361	.	.			0001
HAMILTON	MT	1859	.	.	.	.			0001
HARDIN	MT	2612	2562	2462	.	.			0001
HARLEM	MT	2795	2745	2645	.	.			0001
LRVSN248-277						MORE =>			

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BNSF-4022-L				ITEM: 22401					
BARLEY			STCC: 01-131-XX						
TO: 22401 PNW EXCEPT YAKIMA VALLEY									
FROM									
RATES - DOLLARS PER CAR									
STATIONS	ST	COL 1	COL 2	COL 3	COL 4	COL 5	C	NOTES	ROUTE
HARRISON	MT	2001	.	.	.	.	.	.	0001
HAVRE	MT	2742	2692	2592	.	.	.	.	0001
HELENA	MT	1934	.	.	.	.	.	.	0001
HINGHAM	MT	2664	2614	2514	.	.	.	.	0001
HINSDALE	MT	2924	2874	2774	.	.	.	.	0001
HUNTLEY	MT	2172	.	.	.	.	.	.	0001
ISMAY	MT	3063	3013	2913	.	.	.	.	0001
JOPLIN	MT	2628	2578	2478	.	.	.	.	0001
KALISPELL	MT	2075	2025	1925	.	.	.	.	0001
KERSHAW	MT	2607	2557	2457	.	.	.	.	0001
KREMLIN	MT	2699	2649	2549	.	.	.	.	0001
LAUREL	MT	2146	.	.	.	.	.	.	0001
LEDGER	MT	2511	2461	2361	.	.	.	.	0001
LEWISTOWN	MT	2550	2500	2400	.	.	.	.	0001
LINDSAY	MT	3078	3028	2928	.	.	.	.	0001
LIVINGSTON	MT	2064	.	.	.	.	.	.	0001
LUDINGTON	MT	3114	3064	2964	.	.	.	.	0001
MACON	MT	3040	2990	2890	.	.	.	.	0001
MALTA	MT	2863	2813	2713	.	.	.	.	0001
MANHATTAN	MT	2017	.	.	.	.	.	.	0001
MEDICINE LAKE	MT	3040	2990	2890	.	.	.	.	0001
MERC	MT	3040	2990	2890	.	.	.	.	0001
MERIWETHER	MT	2411	2361	2261	.	.	.	.	0001
MILES CITY	MT	2850	2800	2700	.	.	.	.	0001
MISSOULA	MT	1807	.	.	.	.	.	.	0001
MOCCASIN	MT	2535	2485	2385	.	.	.	.	0001
MOORE	MT	2535	2485	2385	.	.	.	.	0001
PLENTYWOOD	MT	3040	2990	2890	.	.	.	.	0001
POPLAR	MT	3040	2990	2890	.	.	.	.	0001
POWER	MT	2511	2461	2361	.	.	.	.	0001
RESERVE	MT	3040	2990	2890	.	.	.	.	0001
RONAN	MT	1792	.	.	.	.	.	.	0001
RUDYARD	MT	2651	2601	2501	.	.	.	.	0001
SHELBY	MT	2511	2461	2361	.	.	.	.	0001
SIDNEY	MT	3074	3024	2924	.	.	.	.	0001
STANFORD	MT	2535	2485	2385	.	.	.	.	0001
SUNBURST	MT	2511	2461	2361	.	.	.	.	0001
SWEET GRASS	MT	2511	2461	2361	.	.	.	.	0001
THREE FORKS	MT	2010	.	.	.	.	.	.	0001
TIBER	MT	2594	2544	2444	.	.	.	.	0001
TOSTON	MT	1981	.	.	.	.	.	.	0001
TOWNSEND	MT	1969	.	.	.	.	.	.	0001
VALIER	MT	2511	2461	2361	0001
LRVSN248-278								MORE =>	

BNSF RAILWAY COMPANY	ISSUED: APR 08, 2008	BOOK: 2
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BNSF-4022-L		ITEM: 22401

BARLEY | STCC: 01-131-XX

TO: 22401 PNW EXCEPT YAKIMA VALLEY

FROM STATIONS	ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
		COL 1	COL 2	COL 3	COL 4	COL 5			
WOLF POINT	MT	3040	2990	2890	.	.			0001
**NORTH DAKOTA	**								
THE STATE OF	ND	3186	3136	3036	.	.			0001
**SOUTH DAKOTA	**								
THE STATE OF	SD	3186	3136	3036	.	.			0001
**WISCONSIN	**								
THE STATE OF	WI	3186	3136	3036	.	.			0001
**WYOMING	**								
LINGLE	WY	3600	.	.	.	.			0001
RALSTON	WY	2900			0001

LRVSN248-279 | END

BNSF RAILWAY COMPANY	ISSUED: AUG 14, 2008	BOOK: 2
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FORT WORTH, TX 76161-0051	(E)	REVISION: 7
BNSF-4022-L		ITEM: 22401
FROM SELECTED BNSF STATIONS IN: COLORADO, MANITOBA, MINNESOTA, MONTANA, NORTH DAKOTA, SOUTH DAKOTA, WISCONSIN		
TO BNSF STATIONS: BRITISH COLUMBIA, OREGON, WASHINGTON, CALIFORNIA		
GENERAL RULES		
- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.		
- FOR RATES ON COVERED HOPPER CARS IN EXCESS OF 5000 CUBIC FEET, SEE ITEM 22901.		
- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.		
COMMODITY DEFINITIONS		
STCC	DESCRIPTION	
01131	BARLEY	
EQUIPMENT DEFINITIONS AND SPECIFIC RULES		
COL 1:	- PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.	
COL 2:	- PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.	
COL 3:	- PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 26 CARS AND MAXIMUM NOT GREATER THAN 110 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.	
COL 4:	- PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 26 CARS AND MAXIMUM NOT GREATER THAN 110 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.	
ROUTE DEFINITIONS		
ROUTE NUMBER		
0001:	BNSF DIRECT	
GROUP DEFINITIONS		
ORIGIN GROUPS		
GROUP 0001- 22401 ORIG GRP 01 CONSISTS OF THE FOLLOWING:		
LRVSN288-016		| MORE =>

BNSF RAILWAY COMPANY		ISSUED:	AUG 14, 2008	BOOK:	2
AG PRODUCTS UNIT		EFFECTIVE:	SEP 01, 2008	SECTION:	B
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BADGER	MN	FOSSTON	MN	ROSEAU	MN
CAMPBELL	MN	HALLOCK	MN	ST VINCENT	MN
DULUTH	MN	MINNEAPOLIS	MN	THIEF RIVER FALLS	MN
EAST MOORHEAD	MN	MOORHEAD	MN	WINONA	MN
ERSKINE	MN	NOYES	MN		

GROUP 0002- 22401 ORIG GRP 02 CONSISTS OF THE FOLLOWING:

BERTHOLD	ND	HANNAFORD	ND	RAY	ND
BOTTINEAU	ND	LIGNITE	ND	ROSS	ND
BOWMAN	ND	MINOT	ND	RUGBY	ND
BOYLE	ND	NIOBE	ND	SCRANTON	ND
CROSBY	ND	NORTHGATE	ND	STANLEY	ND
GLADSTONE	ND	POWERS LAKE	ND	WILLISTON	ND

GROUP 0003- 22401 ORIG GRP 03 CONSISTS OF THE FOLLOWING:

ANETA	ND	FARGO	ND	NORTHWOOD	ND
BARLOW	ND	FINLEY	ND	OBERON	ND
BEACH	ND	GRACE CITY	ND	PEKIN	ND
BISBEE	ND	GRAFTON	ND	PETERSBURG	ND
BREMEN	ND	HATTON	ND	REYNOLDS	ND
CALVIN	ND	HAZEN	ND	ROLLA	ND
CANDO	ND	JAMESTOWN	ND	SHELDON	ND
CARRINGTON	ND	LAKOTA	ND	SHEYENNE	ND
CAVALIER	ND	LANGDON	ND	SPIRITWOOD	ND
CLEVELAND	ND	LEEDS	ND	SUTTON	ND
CLYDE	ND	LUVERNE	ND	TAFT	ND
COLFAX	ND	MADDOCK	ND	TOLNA	ND
DEVILS LAKE	ND	MAYVILLE	ND	WALHALLA	ND
DOYON	ND	MCVILLE	ND	WEST FARGO	ND
DRAYTON	ND	MILTON	ND	WILLOW CITY	ND
EDGELEY	ND	MUNICH	ND	WINDSOR	ND
EDINBURG	ND	NEW SALEM	ND	YORK	ND
ELDRIDGE	ND	NILES	ND	YPSILANTI	ND

GROUP 0004- 22401 ORIG GRP 04 CONSISTS OF THE FOLLOWING:

BEACH	ND	BISMARCK	ND	RHAME	ND
BEULAH	ND	CANDO	ND		

GROUP 0005- 22401 ORIG GRP 05 CONSISTS OF THE FOLLOWING:

LEMMON	SD	MILBANK	SD	SELBY	SD
--------	----	---------	----	-------	----

GROUP 0006- 22401 ORIG GRP 06 CONSISTS OF THE FOLLOWING:

BRADY	MT	FAIRFIELD	MT	MOORE	MT
CARTER	MT	GREAT FALLS	MT	RUDYARD	MT
CHOTEAU	MT	KALISPELL	MT	SHELBY	MT
CONRAD	MT	MERIWETHER	MT	SWEET GRASS	MT
CUT BANK	MT	MOCCASIN	MT	VALIER	MT
DUTTON	MT				

GROUP 0007- 22401 ORIG GRP 07 CONSISTS OF THE FOLLOWING:

|LRVSN288-017 | MORE =>

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BNSF-4022-L				ITEM:	22401
GLASGOW	MT	MERC	MT	STANFORD	MT
GLENDIVE	MT	SIDNEY	MT	WOLF POINT	MT
MACON	MT				
GROUP 0008- 22401 ORIG GRP 08 CONSISTS OF THE FOLLOWING:					
BELGRADE	MT	HARRISON	MT	TOSTON	MT
BOZEMAN	MT	HUNTLEY	MT	TOWNSEND	MT
CLARKSTON	MT	THREE FORKS	MT		
GROUP 0009- 22401 ORIG GRP 09 CONSISTS OF THE FOLLOWING:					
RALSTON	WY	WORLAND	WY		
GROUP 0010- 22401 ORIG GRP 10 CONSISTS OF THE FOLLOWING:					
SUPERIOR	WI				
GROUP 0011- 22401 ORIG GRP 11 CONSISTS OF THE FOLLOWING:					
WINNIPEG	MB				
DESTINATION GROUPS					
GROUP 0051- 22401 DEST GRP 51 CONSISTS OF THE FOLLOWING:					
PORTLAND	OR	KALAMA	WA	VANCOUVER	WA
RIVER GATE	OR				
GROUP 0052- 22401 DEST GRP 52 CONSISTS OF THE FOLLOWING:					
FREDERICKSON	WA	SEATTLE	WA	TACOMA	WA
GROUP 0053- 22401 DEST GRP 53 CONSISTS OF THE FOLLOWING:					
CHENEY	WA	OTHELLO	WA	SUNNYSIDE	WA
GRANGER	WA	PLYMOUTH	WA	WHEELER	WA
MABTON	WA				
GROUP 0054- 22401 DEST GRP 54 CONSISTS OF THE FOLLOWING:					
BURLINGTON	WA	FIR	WA	SUMAS	WA
FERNDAL	WA	LAWRENCE	WA		
GROUP 0055- 22401 DEST GRP 55 CONSISTS OF THE FOLLOWING:					
HARRISBURG	OR	IRVINVILLE	OR	ST LOUIS	OR
HOPMERE	OR	NORTH PLAINS	OR		
GROUP 0056- 22401 DEST GRP 56 CONSISTS OF THE FOLLOWING:					
CONEJO	CA	KINGS PARK	CA	STOCKTON	CA
FRESNO	CA	PLANADA	CA	SWANSON	CA
HUGHSON	CA	RICHMOND	CA	TURLOCK	CA
GROUP 0057- 22401 DEST GRP 57 CONSISTS OF THE FOLLOWING:					
CONNER	CA	PERRIS	CA	PRIMA VISTA	CA
MODESTO	CA				
GROUP 0058- 22401 DEST GRP 58 CONSISTS OF THE FOLLOWING:					
LRVSN288-018					MORE =>

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BNSF-4022-L		ITEM: 22401
VANCOUVER BC		
LRVSN288-019		
MORE =>		

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AG PRODUCTS UNIT		EFFECTIVE: SEP 01, 2008	SECTION: B			
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FORT WORTH, TX 76161-0051		(R) (E)	REVISION: 7			
BNSF-4022-L			ITEM: 22401			
BARLEY		STCC: 01-131-XX				
		RATES - DOLLARS PER CAR				
FROM STATIONS	TO STATIONS	COL 1	COL 2	COL 3	COL 4	NOTES
GROUP 0001	GROUP 0051	3700	4070	3650	4020	
GROUP 0001	GROUP 0052	3800	4180	3750	4130	
GROUP 0001	GROUP 0053	3600	3960	3550	3910	
GROUP 0001	GROUP 0054	4000	4400	3950	4350	
GROUP 0001	GROUP 0055	4100	4510	4050	4460	
GROUP 0001	GROUP 0056	4400	4840	4350	4790	
GROUP 0001	GROUP 0057	4600	5060	4550	5010	
GROUP 0001	GROUP 0058	4300	4730	4250	4680	
GROUP 0002	GROUP 0051	3400	3740	3350	3690	
GROUP 0002	GROUP 0052	3500	3850	3450	3800	
GROUP 0002	GROUP 0053	3300	3630	3250	3580	
GROUP 0002	GROUP 0054	3700	4070	3650	4020	
GROUP 0002	GROUP 0055	3800	4180	3750	4130	
GROUP 0002	GROUP 0056	4100	4510	4050	4460	
GROUP 0002	GROUP 0057	4300	4730	4250	4680	
GROUP 0002	GROUP 0058	4000	4400	3950	4350	
GROUP 0003	GROUP 0051	3600	3960	3550	3910	
GROUP 0003	GROUP 0052	3700	4070	3650	4020	
GROUP 0003	GROUP 0053	3500	3850	3450	3800	
GROUP 0003	GROUP 0054	3900	4290	3850	4240	
GROUP 0003	GROUP 0055	4000	4400	3950	4350	
GROUP 0003	GROUP 0056	4300	4730	4250	4680	
GROUP 0003	GROUP 0057	4500	4950	4450	4900	
GROUP 0003	GROUP 0058	4200	4620	4150	4570	
GROUP 0004	GROUP 0051	3400	3740	3350	3790	
GROUP 0004	GROUP 0052	3500	3850	3450	3900	
GROUP 0004	GROUP 0053	3300	3630	3250	3680	
GROUP 0004	GROUP 0054	3700	4070	3650	4120	
GROUP 0004	GROUP 0055	3800	4180	3750	4230	
GROUP 0004	GROUP 0056	4100	4510	4050	4560	
GROUP 0004	GROUP 0057	4300	4730	4250	4780	
GROUP 0004	GROUP 0058	4000	4400	3950	4450	
GROUP 0005	GROUP 0051	3500	3850	3450	3800	
GROUP 0005	GROUP 0052	3600	3960	3550	3910	
GROUP 0005	GROUP 0053	3400	3740	3350	3690	
GROUP 0005	GROUP 0054	3800	4180	3750	4130	
GROUP 0005	GROUP 0055	3900	4290	3850	4240	
GROUP 0005	GROUP 0056	4200	4620	4150	4570	
GROUP 0005	GROUP 0057	4400	4840	4350	4790	
GROUP 0005	GROUP 0058	4100	4510	4050	4460	
GROUP 0006	GROUP 0051	2900	3190	2850	3140	
GROUP 0006	GROUP 0052	3000	3300	2950	3250	
GROUP 0006	GROUP 0053	2800	3080	2750	3030	
GROUP 0006	GROUP 0054	3200	3520	3150	3470	
LRVSN288-020						MORE =>

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BNSF-4022-L		ITEM:	22401			
BARLEY		STCC: 01-131-XX				
		RATES - DOLLARS PER CAR				
FROM STATIONS	TO STATIONS	COL 1	COL 2	COL 3	COL 4	NOTES
GROUP 0006	GROUP 0055	3300	3630	3250	3580	
GROUP 0006	GROUP 0056	3600	3960	3550	3910	
GROUP 0006	GROUP 0057	3800	4180	3750	4130	
GROUP 0006	GROUP 0058	3500	3850	3450	3800	
GROUP 0007	GROUP 0051	3200	3520	3150	3470	
GROUP 0007	GROUP 0052	3300	3630	3250	3580	
GROUP 0007	GROUP 0053	3100	3410	3050	3360	
GROUP 0007	GROUP 0054	3500	3850	3450	3800	
GROUP 0007	GROUP 0055	3600	3960	3550	3910	
GROUP 0007	GROUP 0056	3900	4290	3850	4240	
GROUP 0007	GROUP 0057	4100	4510	4050	4460	
GROUP 0007	GROUP 0058	3800	4180	3750	4130	
GROUP 0008	GROUP 0051	2500	2750	2450	2700	
GROUP 0008	GROUP 0052	2600	2860	2550	2810	
GROUP 0008	GROUP 0053	2400	2640	2350	2590	
GROUP 0008	GROUP 0054	2800	3080	2750	3030	
GROUP 0008	GROUP 0055	2900	3190	2850	3140	
GROUP 0008	GROUP 0056	3200	3520	3150	3470	
GROUP 0008	GROUP 0057	3400	3740	3350	3690	
GROUP 0008	GROUP 0058	3100	3410	3050	3360	
GROUP 0009	GROUP 0051	3300	3630	3250	3580	
GROUP 0009	GROUP 0052	3400	3740	3350	3690	
GROUP 0009	GROUP 0053	3200	3520	3150	3470	
GROUP 0009	GROUP 0054	3600	3960	3550	3910	
GROUP 0009	GROUP 0055	3700	4070	3650	4020	
GROUP 0009	GROUP 0056	4000	4400	3950	4350	
GROUP 0009	GROUP 0057	4200	4620	4150	4570	
GROUP 0009	GROUP 0058	3900	4290	3850	4240	
GROUP 0010	GROUP 0051	3700	4070	3650	4020	
GROUP 0010	GROUP 0052	3800	4180	3750	4130	
GROUP 0010	GROUP 0053	3600	3960	3550	3910	
GROUP 0010	GROUP 0054	4000	4400	3950	4350	
GROUP 0010	GROUP 0055	4100	4510	4050	4460	
GROUP 0010	GROUP 0056	4400	4840	4350	4790	
GROUP 0010	GROUP 0057	4600	5060	4550	5010	
GROUP 0010	GROUP 0058	4300	4730	4250	4680	
GROUP 0011	GROUP 0051	3900	4290	3850	4240	
GROUP 0011	GROUP 0052	4000	4400	3950	4350	
GROUP 0011	GROUP 0053	3800	4180	3750	4130	
GROUP 0011	GROUP 0054	4200	4620	4150	4570	
GROUP 0011	GROUP 0055	4300	4730	4250	4680	
GROUP 0011	GROUP 0056	4600	5060	4550	5010	
GROUP 0011	GROUP 0057	4800	5280	4750	5230	
GROUP 0011	GROUP 0058	4500	4950	4450	4900	
LRVSN288-021						END

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FROM SELECTED BNSF STATIONS IN:
MINNESOTA, MONTANA, NORTH DAKOTA, SOUTH DAKOTA, WISCONSIN, WYOMING

TO UP STATIONS:
CLARKSON, COLLINS, POCATELLO, ID

GENERAL RULES

- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.
- WHEN SHIPPER OWNED OR LEASED EQUIPMENT IS USED, A MILEAGE ALLOWANCE OF NOT MORE THAN 24 CENTS PER LOADED MILE WILL BE MADE WHILE ON THE LINES OF THE UP.

ON ANY SHIPMENTS WHICH ORIGINATE AT STATIONS ON THE MRL, BILLING INSTRUCTIONS MUST BE FURNISHED TO THE MRL. THESE SHIPMENTS WILL NOT QUALIFY FOR VARIOUS INCENTIVE PROGRAMS OFFERED, SUCH AS EDE, OEP, ODE, ETC.

- FOR RATES ON COVERED HOPPER CARS IN EXCESS OF 5000 CUBIC FEET, SEE ITEM 22912.
- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.

COMMODITY DEFINITIONS

STCC	DESCRIPTION
01131	BARLEY

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

- COL 1: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.
- COL 2: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 26 CARS AND MAXIMUM NOT GREATER THAN 51 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.
- COL 3: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 52 CARS AND MAXIMUM NOT GREATER THAN 110 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.

ROUTE DEFINITIONS

ROUTE NUMBER	DESCRIPTION
0011:	BNSF-SILVER BOW, MT (SVRBO) -UP

LRVSN219-002

| MORE =>

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GROUP DEFINITIONS

ORIGIN GROUPS

GROUP 0001- 4022 21255 MN ORIGIN GROUP CONSISTS OF THE FOLLOWING:

THE STATE OF MN

EXCEPT:

APPLETON	MN	GRANITE FALLS	MN	OLIVIA	MN
BIRD ISLAND	MN	HECTOR	MN	PLATO	MN
BONGARDS	MN	HOPKINS	MN	PORT CARGILL SAVAGE	MN
BROWNTON	MN	JONATHAN	MN	RENVILLE	MN
BUFFALO LAKE	MN	MILAN	MN	RUEBEL	MN
CAMDEN PLACE	MN	MINNESOTA FALLS	MN	SACRED HEART	MN
CHANHASSEN	MN	MONTEVIDEO	MN	SAVAGE	MN
CHS SAVAGE	MN	NEW BRIGHTON	MN	STEWART	MN
COLOGNE	MN	NORTH WATSON	MN	UNION YARD	MN
CORRELL	MN	NORWOOD	MN	WEGDAHL	MN
DANUBE	MN	ODESSA	MN		

DESTINATION GROUPS

GROUP 0050- 4022 22412 IDAHO DESTINATIONS CONSISTS OF THE FOLLOWING:

CLARKSON ID COLLINS ID POCATELLO ID

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BARLEY		STCC: 01-131-XX	
TO: 4022 22412 IDAHO DESTINATIONS			
FROM		RATES - DOLLARS PER CAR	
ROAD	OPSL	STATIONS	ST COL 1 COL 2 COL 3 COL 4 C NOTES ROUTE
BNSF		GROUP 0001	3343 3293 3218 . . . 0011
		**MONTANA	**
BNSF	05325.00	ACTON	MT 2567 2517 2442 . . . 0011
BNSF	05610.00	ANTELOPE	MT 3158 3108 3033 . . . 0011
BNSF	05640.00	BAINVILLE	MT 3156 3106 3031 . . . 0011
BNSF	09320.00	BAKER	MT 3056 3006 2931 . . . 0011
BNSF	04890.00	BELGRADE	MT 2148 0011
BNSF	05220.00	BELT	MT 2663 2613 2538 . . . 0011
BNSF	05250.00	BENCHLAND	MT 2701 2651 2576 . . . 0011
BNSF	04310.00	BIG SANDY	MT 2815 2765 2690 . . . 0011
BNSF	04910.00	BIG TIMBER	MT 2148 0011
BNSF	04970.00	BILLINGS	MT 2166 0011
BNSF	09300.00	BLUFFPORT	MT 2979 2939 2864 . . . 0011
BNSF	04375.00	BOWDOIN	MT 2961 2911 2836 . . . 0011
BNSF	04315.00	BOX ELDER	MT 2815 2765 2690 . . . 0011
BNSF	04895.00	BOZEMAN	MT 2148 0011
BNSF	05030.00	BRADY	MT 2643 2603 2528 . . . 0011
BNSF	05315.00	BROADVIEW	MT 2567 2517 2442 . . . 0011
BNSF	05545.00	BROCKTON	MT 3118 3068 2993 . . . 0011
BNSF	05290.00	BUFFALO	MT 2701 2651 2576 . . . 0011
BNSF	05155.00	CARTER	MT 2643 2603 2528 . . . 0011
BNSF	05130.00	CASCADE	MT 2701 2651 2576 . . . 0011
BNSF	04445.00	CHARLO	MT 1880 0011
BNSF	04260.00	CHESTER	MT 2758 2708 2633 . . . 0011
BNSF	04335.00	CHINOOK	MT 2872 2772 2622 . . . 0011
BNSF	05055.00	CHOTEAU	MT 2643 2593 2518 . . . 0011
BNSF	08700.00	CIRCLE	MT 3094 3044 2969 . . . 0011
BNSF	04770.00	CLARKSTON	MT 2148 0011
BNSF	05070.00	CLEIV	MT 2643 2593 2518 . . . 0011
BNSF	05040.00	COLLINS	MT 2643 2593 2518 . . . 0011
BNSF	08475.00	COLSTRIP	MT 2875 2825 2750 . . . 0011
BNSF	04920.00	COLUMBUS	MT 2148 0011
BNSF	05320.00	COMANCHE	MT 2567 2517 2442 . . . 0011
BNSF	05025.00	CONRAD	MT 2701 2651 2576 . . . 0011
BNSF	05075.00	CORDOVA	MT 2643 2593 2518 . . . 0011
BNSF	05555.00	CULBERTSON	MT 3140 3090 3015 . . . 0011
BNSF	04170.00	CUT BANK	MT 2701 2651 2576 . . . 0011
BNSF	04240.00	DEVON	MT 2701 2651 2576 . . . 0011
BNSF	04360.00	DODSON	MT 2926 2876 2801 . . . 0011
BNSF	04235.00	DUNKIRK	MT 2701 2651 2576 . . . 0011
BNSF	05045.00	DUTTON	MT 2643 2593 2518 . . . 0011
BNSF	17020.00	EAST BRIDGER	MT 2929 2879 2804 . . . 0011
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BNSF-4022-L				ITEM: 22412
BARLEY				STCC: 01-131-XX
TO: 4022 22412 IDAHO DESTINATIONS				
FROM	RATES - DOLLARS PER CAR			
ROAD	OPSL	STATIONS	ST	COL 1 | COL 2 | COL 3 | COL 4 | C | NOTES | ROUTE
BNSF	04730.00	EAST HELENA	MT	2070 | . | . | . | . | . | 0011
BNSF	17010.00	EDGAR	MT	2929 | 2879 | 2804 | . | . | . | 0011
BNSF	05050.00	FAIRFIELD	MT	2643 | 2593 | 2518 | . | . | . | 0011
BNSF	08615.00	FAIRVIEW	MT	3094 | 3044 | 2969 | . | . | . | 0011
BNSF	08560.00	FALLON	MT	3193 | 3143 | 3068 | . | . | . | 0011
BNSF	05210.00	FIFE	MT	2625 | 2575 | 2500 | . | . | . | 0011
BNSF	05150.00	FLOWEREE	MT	2643 | 2593 | 2518 | . | . | . | 0011
BNSF	08485.00	FORSYTH	MT	3012 | 2962 | 2887 | . | . | . | 0011
BNSF	05510.00	FRAZER	MT	3056 | 3006 | 2931 | . | . | . | 0011
BNSF	04300.00	FRESNO	MT	2815 | 2765 | 2690 | . | . | . | 0011
BNSF	05630.00	FROID	MT	3158 | 3108 | 3033 | . | . | . | 0011
BNSF	17015.00	FROMBERG	MT	2929 | 2879 | 2804 | . | . | . | 0011
BNSF	05170.00	FT BENTON	MT	2643 | 2593 | 2518 | . | . | . | 0011
BNSF	04245.00	GALATA	MT	2739 | 2689 | 2614 | . | . | . | 0011
BNSF	05235.00	GEYSER	MT	2701 | 2651 | 2576 | . | . | . | 0011
BNSF	04290.00	GILDFORD	MT	2797 | 2747 | 2672 | . | . | . | 0011
BNSF	04400.00	GLASGOW	MT	3021 | 2971 | 2896 | . | . | . | 0011
BNSF	08580.00	GLENDIVE	MT	3031 | 2981 | 2906 | . | . | . | 0011
BNSF	05090.00	GREAT FALLS	MT	2605 | 2555 | 2480 | . | . | . | 0011
BNSF	04780.00	HAMILTON	MT	1880 | . | . | . | . | . | 0011
BNSF	16010.00	HARDIN	MT	2769 | 2719 | 2644 | . | . | . | 0011
BNSF	04345.00	HARLEM	MT	2895 | 2845 | 2770 | . | . | . | 0011
BNSF	04865.00	HARRISON	MT	2148 | . | . | . | . | . | 0011
BNSF	04325.00	HAVRE	MT	2815 | 2765 | 2690 | . | . | . | 0011
BNSF	04720.00	HELENA	MT	2070 | . | . | . | . | . | 0011
BNSF	04285.00	HINGHAM	MT	2777 | 2727 | 2652 | . | . | . | 0011
BNSF	04385.00	HINSDALE	MT	2991 | 2941 | 2866 | . | . | . | 0011
BNSF	05260.00	HOBSON	MT	2915 | 2865 | 2790 | . | . | . | 0011
BNSF	05060.00	HOBSON ELEVATOR SPUR	MT	2643 | 2593 | 2518 | . | . | . | 0011
BNSF	05625.00	HOMESTEAD	MT	3158 | 3108 | 3033 | . | . | . | 0011
BNSF	04990.00	HUNTLEY	MT	2166 | . | . | . | . | . | 0011
BNSF	08435.00	HYSHAM	MT	2793 | 2743 | 2668 | . | . | . | 0011
BNSF	08585.00	INTAKE	MT	3345 | 3295 | 3220 | . | . | . | 0011
BNSF	04275.00	INVERNESS	MT	2777 | 2727 | 2652 | . | . | . | 0011
BNSF	09310.00	ISMAY	MT	3018 | 2968 | 2893 | . | . | . | 0011
BNSF	04270.00	JOPLIN	MT	2758 | 2708 | 2633 | . | . | . | 0011
BNSF	04070.00	KALISPELL	MT	2701 | 2651 | 2576 | . | . | . | 0011
BNSF	05165.00	KERSHAW	MT	2643 | 2593 | 2518 | . | . | . | 0011
BNSF	04220.00	KEVIN	MT	2739 | 2689 | 2614 | . | . | . | 0011
BNSF	04295.00	KREMLIN	MT	2797 | 2747 | 2672 | . | . | . | 0011
BNSF	04320.00	LAREDO	MT	2815 | 2765 | 2690 | . | . | . | 0011
BNSF	04940.00	LAUREL	MT	2148 0011
BNSF	05010.00	LEDGER	MT	2701 2651 2576 . . . 0011
LRVSN219-005				MORE =>

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BNSF-4022-L				ITEM: 22412						
BARLEY			STCC: 01-131-XX							
TO: 4022 22412 IDAHO DESTINATIONS										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	05275.00	LEWISTOWN	MT	2720	2620	2470	.			0011
BNSF	08705.00	LINDSAY	MT	3063	3013	2938	.			0011
BNSF	04900.00	LIVINGSTON	MT	2148	.	.	.			0011
BNSF	16025.00	LODGEGRASS	MT	2835	2785	2710	.			0011
BNSF	04250.00	LOTHAIR	MT	2739	2689	2614	.			0011
BNSF	08610.00	LUDINGTON	MT	3094	3044	2969	.			0011
BNSF	05525.00	MACON	MT	3084	3034	2959	.			0011
BNSF	04370.00	MALTA	MT	2947	2897	2822	.			0011
BNSF	04885.00	MANHATTAN	MT	2070	.	.	.			0011
BNSF	05635.00	MCCABE	MT	3158	3108	3033	.			0011
BNSF	05620.00	MEDICINE LAKE	MT	3158	3108	3033	.			0011
BNSF	04155.00	MERIWETHER	MT	2701	2651	2576	.			0011
BNSF	08525.00	MILES CITY	MT	2908	2858	2783	.			0011
BNSF	04650.00	MISSOULA	MT	1784	.	.	.			0011
BNSF	05255.00	MOCCASIN	MT	2701	2651	2576	.			0011
BNSF	05285.00	MOORE	MT	2701	2651	2576	.			0011
BNSF	05500.00	NASHUA	MT	3038	2988	2913	.			0011
BNSF	05515.00	OSWEGO	MT	3065	3006	2931	.			0011
BNSF	04435.00	PABLO	MT	1880	.	.	.			0011
BNSF	04415.00	PERMA	MT	1880	.	.	.			0011
BNSF	04565.00	PLAINS	MT	1784	.	.	.			0011
BNSF	05600.00	PLENTYWOOD	MT	3158	3108	3033	.			0011
BNSF	09315.00	PLEVNA	MT	3040	2990	2915	.			0011
BNSF	08410.00	POMPEYS PILLAR	MT	2758	2708	2633	.			0011
BNSF	05535.00	POPLAR	MT	3101	3051	2976	.			0011
BNSF	05145.00	PORTAGE	MT	2643	2593	2518	.			0011
BNSF	05080.00	POWER	MT	2643	2593	2518	.			0011
BNSF	05230.00	RAYNESFORD	MT	2701	2651	2576	.			0011
BNSF	05615.00	RESERVE	MT	3158	3108	3033	.			0011
BNSF	04440.00	RONAN	MT	1880	.	.	.			0011
BNSF	04280.00	RUDYARD	MT	2777	2727	2652	.			0011
BNSF	04380.00	SACO	MT	2978	2928	2853	.			0011
BNSF	08590.00	SAVAGE	MT	3393	3343	3268	.			0011
BNSF	05140.00	SHEFFELS	MT	2643	2593	2518	.			0011
BNSF	04225.00	SHELBY	MT	2701	2651	2576	.			0011
BNSF	08605.00	SIDNEY	MT	3094	3044	2969	.			0011
BNSF	05540.00	SPROLE	MT	3110	3060	2985	.			0011
BNSF	05240.00	STANFORD	MT	2643	2593	2518	.			0011
BNSF	04765.00	STANLEY	MT	2148	.	.	.			0011
BNSF	04790.00	STEVENSVILLE	MT	1880	.	.	.			0011
BNSF	04215.00	SUNBURST	MT	2758	2708	2633	.			0011
BNSF	04210.00	SWEET GRASS	MT	2777	2727	2652	.			0011
BNSF	08555.00	TERRY	MT	2968	2918	2843	.			0011
LRVSN219-006									MORE =>	

BNSF RAILWAY COMPANY		ISSUED: DEC 20, 2007		BOOK:	2				
AG PRODUCTS UNIT		EFFECTIVE: JAN 15, 2008		SECTION:	B				
P. O. BOX 961051		EXPIRES: JAN 15, 2008		PAGE:	6				
FORT WORTH, TX 76161-0051		(E)		REVISION:	6				
BNSF-4022-L				ITEM:	22412				
BARLEY				STCC: 01-131-XX					
TO: 4022 22412 IDAHO DESTINATIONS									
FROM		RATES - DOLLARS PER CAR							
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	NOTES	ROUTE
BNSF	04876.00	THREE FORKS	MT	2148	.	.	.		0011
BNSF	04255.00	TIBER	MT	2739	2689	2614	.		0011
BNSF	04760.00	TOSTON	MT	2070	.	.	.		0011
BNSF	04755.00	TOWNSEND	MT	2070	.	.	.		0011
BNSF	05160.00	TUNIS	MT	2643	2593	2518	.		0011
BNSF	04845.00	TWIN BRIDGES	MT	2148	.	.	.		0011
BNSF	05135.00	ULM	MT	2701	2651	2576	.		0011
BNSF	05015.00	VALIER	MT	2758	2708	2633	.		0011
BNSF	04390.00	VANDALIA	MT	3002	2952	2877	.		0011
BNSF	05085.00	VAUGHN	MT	2643	2593	2518	.		0011
BNSF	05215.00	WAYNE	MT	2663	2613	2538	.		0011
BNSF	04855.00	WHITEHALL	MT	2148	.	.	.		0011
BNSF	08745.00	WIBAUX	MT	3079	3029	2954	.		0011
BNSF	04870.00	WILLOW CREEK	MT	2148	.	.	.		0011
BNSF	05245.00	WINDHAM	MT	2895	2845	2770	.		0011
BNSF	05520.00	WOLF POINT	MT	3078	3028	2953	.		0011
BNSF	04340.00	ZURICH	MT	2882	2832	2757	.		0011
		**NORTH DAKOTA	**						
BNSF	07775.00	ABSARAKA	ND	3343	3293	3218	.		0011
BNSF	09210.00	ADRIAN	ND	3343	3293	3218	.		0011
BNSF	07780.00	AMENIA	ND	3343	3293	.	.		0011
BNSF	07730.00	ANETA	ND	3343	3293	3218	.		0011
BNSF	08835.00	ANTELOPE	ND	3200	3150	3075	.		0011
BNSF	06655.00	ARDOCH	ND	3343	3293	3218	.		0011
BNSF	08030.00	ARTHUR	ND	3343	3293	3218	.		0011
BNSF	06475.00	ARVILLA	ND	3343	3293	3218	.		0011
BNSF	06635.00	AUBURN	ND	3343	3293	3218	.		0011
BNSF	07420.00	AYLMER	ND	3303	3253	3178	.		0011
BNSF	07770.00	AYR	ND	3343	3293	3218	.		0011
BNSF	07505.00	BARLOW	ND	3343	3293	3218	.		0011
BNSF	08290.00	BARNEY	ND	3343	.	3218	.		0011
BNSF	06100.00	BARTON	ND	3304	.	3179	.		0011
BNSF	08755.00	BEACH	ND	.	3043	2968	.		0011
BNSF	08790.00	BELFIELD	ND	3145	3095	3020	.		0011
BNSF	06255.00	BEREA	ND	3343	3293	3218	.		0011
BNSF	09230.00	BERLIN	ND	3343	3293	3218	.		0011
BNSF	05940.00	BERTHOLD	ND	3256	3206	3131	.		0011
BNSF	08920.00	BEULAH	ND	3381	3331	.	.		0011
BNSF	06160.00	BISBEE	ND	3326	3276	3201	.		0011
BNSF	09005.00	BISMARCK	ND	3284	3234	3159	.		0011
BNSF	05835.00	BLAISDELL	ND	3247	3197	3122	.		0011
BNSF	06090.00	BOTTINEAU	ND	3304	3254	3179	.		0011
BNSF	05915.00	BOWBELLS	ND	3228	3178	3103	.		0011
LRVSN219-007						MORE =>			

BNSF RAILWAY COMPANY		ISSUED:	DEC 20, 2007	BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE:	JAN 15, 2008	SECTION:	B					
P. O. BOX 961051		EXPIRES:	JAN 15, 2008	PAGE:	7					
FORT WORTH, TX 76161-0051		(E)		REVISION:	6					
BNSF-4022-L				ITEM:	22412					
BARLEY				STCC:	01-131-XX					
TO: 4022 22412 IDAHO DESTINATIONS										
FROM	RATES - DOLLARS PER CAR									
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	07520.00	BOWDON	ND	3329	.	3204	.			0011
BNSF	06730.00	BOWESMONT	ND	3343	3293	3218	.			0011
BNSF	09335.00	BOWMAN	ND	3116	3066	2991	.			0011
BNSF	07450.00	BREMEN	ND	3326	3276	3201	.			0011
BNSF	06385.00	BROCKET	ND	3343	3293	3218	.			0011
BNSF	09190.00	BUCHANAN	ND	3343	3293	3218	.			0011
BNSF	09360.00	BUCYRUS	ND	3143	3093	3018	.			0011
BNSF	06280.00	BUFFALO	ND	3343	3293	3218	.			0011
BNSF	08180.00	BUTTZVILLE	ND	3343	3293	3218	.			0011
BNSF	06800.00	BUXTON	ND	3343	3293	3218	.			0011
BNSF	06355.00	CALVIN	ND	3343	3293	3218	.			0011
BNSF	06165.00	CANDO	ND	3326	3276	3201	.			0011
BNSF	07510.00	CARRINGTON	ND	3343	3293	3218	.			0011
BNSF	06745.00	CASHEL	ND	3343	3293	3218	.			0011
BNSF	07785.00	CASSELTON	ND	3343	3293	3218	.			0011
BNSF	06590.00	CAVALIER	ND	.	3293	.	.			0011
BNSF	08100.00	CHAFFEE	ND	3343	3293	3218	.			0011
BNSF	06175.00	CHURCHS FERRY	ND	3326	3276	3201	.			0011
BNSF	09100.00	CLEVELAND	ND	.	3304	3229	.			0011
BNSF	08000.00	CLIFFORD	ND	3343	3293	3218	.			0011
BNSF	06360.00	CLYDE	ND	3343	3293	.	.			0011
BNSF	08135.00	COLFAX	ND	3343	3293	3218	.			0011
BNSF	07755.00	COLGATE	ND	3343	3293	3218	.			0011
BNSF	05895.00	COTEAU	ND	3230	3180	3105	.			0011
BNSF	05930.00	COULEE	ND	3245	3195	3120	.			0011
BNSF	08255.00	CRETE	ND	3343	3293	3218	.			0011
BNSF	05870.00	CROSBY	ND	3195	3145	3070	.			0011
BNSF	06600.00	CRYSTAL	ND	3343	3293	.	.			0011
BNSF	06805.00	CUMMINGS	ND	3343	3293	3218	.			0011
BNSF	07790.00	DALRYMPLE SPUR	ND	3343	3293	3218	.			0011
BNSF	08205.00	DAVENPORT	ND	3343	3293	3218	.			0011
BNSF	09080.00	DAWSON	ND	3340	3290	3215	.			0011
BNSF	07640.00	DAZEY	ND	3343	3293	3218	.			0011
BNSF	08280.00	DE LAMERE	ND	3343	3293	3218	.			0011
BNSF	05950.00	DES LACS	ND	3261	3211	3136	.			0011
BNSF	06300.00	DEVILS LAKE	ND	3337	3287	3212	.			0011
BNSF	09215.00	DICKEY	ND	3343	3293	3218	.			0011
BNSF	08805.00	DICKINSON	ND	3167	3117	3042	.			0011
BNSF	06740.00	DRAYTON	ND	3343	3293	3218	.			0011
BNSF	09070.00	DRISCOLL	ND	3319	3269	3194	.			0011
BNSF	08110.00	DURBIN	ND	3343	3293	3218	.			0011
BNSF	08145.00	DWIGHT	ND	3343	3293	3218	.			0011
BNSF	08845.00	EAGLE NEST	ND	3218	3168	3093	.			0011
LRVSN219-008						MORE =>				

BNSF RAILWAY COMPANY		ISSUED:	DEC 20, 2007	BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE:	JAN 15, 2008	SECTION:	B					
P. O. BOX 961051		EXPIRES:	JAN 15, 2008	PAGE:	8					
FORT WORTH, TX 76161-0051		(E)		REVISION:	6					
BNSF-4022-L				ITEM:	22412					
BARLEY				STCC:	01-131-XX					
TO: 4022 22412 IDAHO DESTINATIONS										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	06520.00	EASBY	ND	3343	3293	3218	.			0011
BNSF	08620.00	EAST FAIRVIEW	ND	3094	3044	2969	.			0011
BNSF	06220.00	ECKELSON	ND	3343	3293	3218	.			0011
BNSF	09225.00	EDGELEY	ND	3343	3293	.	.			0011
BNSF	06540.00	EDINBURG	ND	3343	3293	3218	.			0011
BNSF	06375.00	EDMORE	ND	3343	3293	3218	.			0011
BNSF	09110.00	ELDRIDGE	ND	3343	3293	3218	.			0011
BNSF	08170.00	ELLIOTT	ND	3343	3293	3218	.			0011
BNSF	06485.00	EMERADO	ND	3343	3293	3218	.			0011
BNSF	08165.00	ENGLEVALE	ND	3343	3293	3218	.			0011
BNSF	05685.00	EPPING	ND	3210	3160	3085	.			0011
BNSF	08010.00	ERIE	ND	3343	3293	3218	.			0011
BNSF	09670.00	FAIRMOUNT	ND	3343	3293	3218	.			0011
BNSF	11050.00	FARGO	ND	3343	3293	3218	.			0011
BNSF	07740.00	FINLEY	ND	3343	3293	3218	.			0011
BNSF	06690.00	FOREST RIVER	ND	3343	3293	3218	.			0011
BNSF	08140.00	GALCHUTT	ND	3343	3293	.	.			0011
BNSF	08005.00	GALESBURG	ND	3343	.	3218	.			0011
BNSF	06840.00	GARDNER	ND	3343	3293	3218	.			0011
BNSF	09345.00	GASCOYNE	ND	3130	3080	3005	.			0011
BNSF	09655.00	GENESE0	ND	3343	3293	3218	.			0011
BNSF	07400.00	GENOA	ND	3281	3231	3156	.			0011
BNSF	06700.00	GILBY	ND	3343	3293	3218	.			0011
BNSF	08815.00	GLADSTONE	ND	3179	3129	3054	.			0011
BNSF	06625.00	GLASSTON	ND	.	3293	3218	.			0011
BNSF	08850.00	GLEN ULLIN	ND	3224	3174	3099	.			0011
BNSF	07620.00	GLENFIELD	ND	3343	3293	3218	.			0011
BNSF	07610.00	GRACE CITY	ND	3343	3293	3218	.			0011
BNSF	06640.00	GRAFTON	ND	3343	.	3218	.			0011
BNSF	06900.00	GRAND FORKS	ND	3343	3293	3218	.			0011
BNSF	06185.00	GRAND HARBOR	ND	3333	3283	3208	.			0011
BNSF	09220.00	GRAND RAPIDS	ND	3343	3293	3218	.			0011
BNSF	06835.00	GRANDIN	ND	3343	3293	3218	.			0011
BNSF	06025.00	GRANVILLE	ND	3281	3231	3156	.			0011
BNSF	07415.00	GUTHRIE	ND	3298	3248	3173	.			0011
BNSF	08265.00	GWINNER	ND	3343	3293	3218	.			0011
BNSF	07445.00	HAMBERG	ND	3323	3273	3198	.			0011
BNSF	06370.00	HAMPDEN	ND	.	3293	3218	.			0011
BNSF	09665.00	HANKINSON	ND	3343	3293	3218	.			0011
BNSF	07630.00	HANNAFORD	ND	.	3293	3218	.			0011
BNSF	05935.00	HARTLAND	ND	3254	3204	3129	.			0011
BNSF	06850.00	HARWOOD	ND	3343	3293	3218	.			0011
BNSF	06440.00	HATTON	ND	3343	.	.	.			0011
LRVSN219-009									MORE =>	

BNSF RAILWAY COMPANY		ISSUED: DEC 20, 2007		BOOK: 2						
AG PRODUCTS UNIT		EFFECTIVE: JAN 15, 2008		SECTION: B						
P. O. BOX 961051		EXPIRES: JAN 15, 2008		PAGE: 9						
FORT WORTH, TX 76161-0051		(E)		REVISION: 6						
BNSF-4022-L				ITEM: 22412						
BARLEY			STCC: 01-131-XX							
TO: 4022 22412 IDAHO DESTINATIONS										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	08925.00	HAZEN	ND	3158	3108	3033	.	.	.	0011
BNSF	08840.00	HEBRON	ND	3210	.	3085	.	.	.	0011
BNSF	07440.00	HEIMDAL	ND	3320	3270	3195	.	.	.	0011
BNSF	06595.00	HENSEL	ND	3343	3293	3218	.	.	.	0011
BNSF	08940.00	HENSLER	ND	.	3318	3243	.	.	.	0011
BNSF	06645.00	HERRIOT	ND	3343	3293	3218	.	.	.	0011
BNSF	09365.00	HETTINGER	ND	3150	3100	3025	.	.	.	0011
BNSF	06820.00	HILLSBORO	ND	3343	3293	3218	.	.	.	0011
BNSF	06705.00	HONEYFORD	ND	3343	3293	3218	.	.	.	0011
BNSF	06605.00	HOOPLE	ND	3343	3293	3218	.	.	.	0011
BNSF	07750.00	HOPE	ND	3343	3293	3218	.	.	.	0011
BNSF	08210.00	HORACE	ND	3343	3293	3218	.	.	.	0011
BNSF	08270.00	HOVING	ND	3343	3293	3218	.	.	.	0011
BNSF	08025.00	HUNTER	ND	3343	3293	.	.	.	.	0011
BNSF	06200.00	JAMESTOWN	ND	3343	3293	3218	.	.	.	0011
BNSF	06695.00	JOHNSTOWN	ND	3343	3293	3218	.	.	.	0011
BNSF	06725.00	JOLIETTE	ND	3343	3293	3218	.	.	.	0011
BNSF	08865.00	JUDSON	ND	3254	3204	3129	.	.	.	0011
BNSF	07410.00	KARLSRUHE	ND	3291	3241	3166	.	.	.	0011
BNSF	07650.00	KARNAK	ND	3343	3293	3218	.	.	.	0011
BNSF	06830.00	KELSO	ND	3343	3293	3218	.	.	.	0011
BNSF	06430.00	KEMPTON	ND	3343	.	3218	.	.	.	0011
BNSF	05925.00	KENASTON	ND	3239	3189	3114	.	.	.	0011
BNSF	08125.00	KINDRED	ND	3343	3293	3218	.	.	.	0011
BNSF	07725.00	KLOTEN	ND	3343	3293	3218	.	.	.	0011
BNSF	06115.00	KNOX	ND	3313	3263	3188	.	.	.	0011
BNSF	09235.00	LA MOURE	ND	3343	3293	3218	.	.	.	0011
BNSF	06390.00	LAKOTA	ND	3343	3293	3218	.	.	.	0011
BNSF	06515.00	LANGDON	ND	3343	3293	3218	.	.	.	0011
BNSF	06425.00	LARIMORE	ND	3343	3293	3218	.	.	.	0011
BNSF	06380.00	LAWTON	ND	3343	3293	3218	.	.	.	0011
BNSF	06130.00	LEEDS	ND	.	.	3187	.	.	.	0011
BNSF	09660.00	LIDGERWOOD	ND	3343	3293	3218	.	.	.	0011
BNSF	05890.00	LIGNITE	ND	3220	3170	3095	.	.	.	0011
BNSF	08175.00	LISBON	ND	3343	3293	3218	.	.	.	0011
BNSF	05945.00	LONE TREE	ND	3258	3208	3133	.	.	.	0011
BNSF	05795.00	LUNDS VALLEY	ND	3230	3180	3105	.	.	.	0011
BNSF	07655.00	LUVERNE	ND	3343	3293	3218	.	.	.	0011
BNSF	08105.00	LYNCHBURG	ND	3343	3293	3218	.	.	.	0011
BNSF	07485.00	MADDOCK	ND	3343	3293	3218	.	.	.	0011
BNSF	09000.00	MANDAN	ND	3278	3228	3153	.	.	.	0011
BNSF	06660.00	MANVEL	ND	3343	3293	3218	.	.	.	0011
BNSF	06395.00	MAPES	ND	3343	.	3218	.	.	.	0011
LRVSN219-010									MORE =>	

BNSF RAILWAY COMPANY		ISSUED:	DEC 20, 2007	BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE:	JAN 15, 2008	SECTION:	B					
P. O. BOX 961051		EXPIRES:	JAN 15, 2008	PAGE:	10					
FORT WORTH, TX 76161-0051		(E)		REVISION:	6					
BNSF-4022-L				ITEM:	22412					

BARLEY				STCC: 01-131-XX						

TO: 4022 22412 IDAHO DESTINATIONS										

FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE

BNSF	07800.00	MAPLETON	ND	3343	3293	3218	.	.	.	0011
BNSF	06455.00	MAYVILLE	ND	3343	3293	3218	.	.	.	0011
BNSF	09060.00	MCKENZIE	ND	3303	3253	3178	.	.	.	0011
BNSF	07720.00	MCVILLE	ND	3343	.	3218	.	.	.	0011
BNSF	09095.00	MEDINA	ND	3343	3293	3218	.	.	.	0011
BNSF	06785.00	MERRIFIELD	ND	3343	3293	3218	.	.	.	0011
BNSF	06400.00	MICHIGAN	ND	3343	3293	3218	.	.	.	0011
BNSF	08275.00	MILNOR	ND	3343	3293	.	.	.	.	0011
BNSF	06530.00	MILTON	ND	3343	3293	.	.	.	.	0011
BNSF	05960.00	MINOT	ND	3269	3219	3144	.	.	.	0011
BNSF	06650.00	MINTO	ND	3343	3293	3218	.	.	.	0011
BNSF	09205.00	MONTPELIER	ND	3343	3293	3218	.	.	.	0011
BNSF	08295.00	MOORETON	ND	3343	3293	3218	.	.	.	0011
BNSF	06365.00	MUNICH	ND	3343	3293	3218	.	.	.	0011
BNSF	07455.00	MUNSTER	ND	3278	3228	3153	.	.	.	0011
BNSF	06610.00	NASH	ND	3343	.	3218	.	.	.	0011
BNSF	07600.00	NEW ROCKFORD	ND	3333	3283	3208	.	.	.	0011
BNSF	08860.00	NEW SALEM	ND	3247	3197	3122	.	.	.	0011
BNSF	06410.00	NIAGARA	ND	3343	3293	3218	.	.	.	0011
BNSF	06132.00	NILES	ND	3326	3276	3201	.	.	.	0011
BNSF	05920.00	NIOBE	ND	3234	3184	.	.	.	.	0011
BNSF	07765.00	NOLAN	ND	3343	3293	.	.	.	.	0011
BNSF	05875.00	NOONAN	ND	.	3151	3076	.	.	.	0011
BNSF	07795.00	NORPAK SPUR	ND	3343	3293	3218	.	.	.	0011
BNSF	06675.00	NORTH GRAND FORKS	ND	3343	3293	3218	.	.	.	0011
BNSF	05910.00	NORTHGATE	ND	3219	3169	3094	.	.	.	0011
BNSF	06435.00	NORTHWOOD	ND	3343	3293	3218	.	.	.	0011
BNSF	05975.00	NORWICH	ND	3277	3227	3152	.	.	.	0011
BNSF	08250.00	OAKES	ND	3343	3293	3218	.	.	.	0011
BNSF	07490.00	OBERON	ND	3343	3293	3218	.	.	.	0011
BNSF	06270.00	ORISKA	ND	3343	3293	3218	.	.	.	0011
BNSF	06525.00	OSNABROCK	ND	3343	3293	3218	.	.	.	0011
BNSF	07760.00	PAGE	ND	3343	3293	3218	.	.	.	0011
BNSF	05830.00	PALERMO	ND	3243	3193	3118	.	.	.	0011
BNSF	06550.00	PARK RIVER	ND	3343	3293	3218	.	.	.	0011
BNSF	06265.00	PEAK	ND	3343	3293	.	.	.	.	0011
BNSF	07715.00	PEKIN	ND	3343	.	3218	.	.	.	0011
BNSF	06180.00	PENN	ND	3330	.	3205	.	.	.	0011
BNSF	06155.00	PERTH	ND	3326	.	3201	.	.	.	0011
BNSF	06405.00	PETERSBURG	ND	3343	3293	3218	.	.	.	0011
BNSF	07745.00	PICKERT	ND	3343	3293	3218	.	.	.	0011
BNSF	07660.00	PILLSBURY	ND	3343	3293	3218	.	.	.	0011
BNSF	09185.00	PINGREE	ND	3343	3293	3218	.	.	.	0011

LRVSN219-011									| MORE =>	

FROM		RATES - DOLLARS PER CAR					NOTES	ROUTE	
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	ROUTE
BNSF	06555.00	PISEK	ND	3343	.	3218	.		0011
BNSF	06735.00	PITTSBURG	ND	3343	3293	3218	.		0011
BNSF	06110.00	PLEASANT LAKE	ND	3309	3259	3184	.		0011
BNSF	06450.00	PORTLAND	ND	3343	.	3218	.		0011
BNSF	06445.00	PORTLAND JCT	ND	3343	3293	3218	.		0011
BNSF	05790.00	POWERS LAKE	ND	3227	3177	3102	.		0011
BNSF	08040.00	PROSPER	ND	3343	3293	3218	.		0011
BNSF	05695.00	RAY	ND	3215	.	3090	.		0011
BNSF	09355.00	REEDER	ND	3135	3085	3010	.		0011
BNSF	06795.00	REYNOLDS	ND	3343	3293	3218	.		0011
BNSF	09330.00	RHAME	ND	3103	3053	2978	.		0011
BNSF	08830.00	RICHARDTON	ND	3193	3143	3068	.		0011
BNSF	06150.00	ROLLA	ND	3326	3276	3201	.		0011
BNSF	05715.00	ROSS	ND	3233	3183	3108	.		0011
BNSF	06105.00	RUGBY	ND	3304	3254	3179	.		0011
BNSF	06250.00	SANBORN	ND	3343	3293	3218	.		0011
BNSF	06350.00	SARLES	ND	3343	3293	3218	.		0011
BNSF	09340.00	SCRANTON	ND	3120	3070	2995	.		0011
BNSF	07430.00	SELZ	ND	3313	3263	3188	.		0011
BNSF	08760.00	SENTINEL BUTTE	ND	3106	3056	2981	.		0011
BNSF	07735.00	SHARON	ND	3343	.	3218	.		0011
BNSF	08190.00	SHELDON	ND	3343	3293	3218	.		0011
BNSF	07495.00	SHEYENNE	ND	.	3293	3218	.		0011
BNSF	07405.00	SIMCOE	ND	3284	3234	3159	.		0011
BNSF	06085.00	SOURIS	ND	3304	3254	3179	.		0011
BNSF	08795.00	SOUTH HEART	ND	3156	3106	3031	.		0011
BNSF	06210.00	SPIRITWOOD	ND	3343	3293	3218	.		0011
BNSF	06630.00	ST THOMAS	ND	.	.	3218	.		0011
BNSF	05885.00	STAMPEDE	ND	3214	3164	3089	.		0011
BNSF	05825.00	STANLEY	ND	3237	3187	3112	.		0011
BNSF	09075.00	STEELE	ND	3331	3281	3206	.		0011
BNSF	09065.00	STERLING	ND	3312	3262	3187	.		0011
BNSF	08260.00	STIRUM	ND	3343	3293	3218	.		0011
BNSF	05970.00	SURREY	ND	3273	3223	3248	.		0011
BNSF	07625.00	SUTTON	ND	3343	3293	3218	.		0011
BNSF	07515.00	SYKESTON	ND	3362	3312	3237	.		0011
BNSF	06810.00	TAFT	ND	3343	3293	3218	.		0011
BNSF	09085.00	TAPPEN	ND	3343	3293	3218	.		0011
BNSF	08825.00	TAYLOR	ND	3188	3138	3063	.		0011
BNSF	06790.00	THOMPSON	ND	3343	.	3218	.		0011
BNSF	05705.00	TIOGA	ND	3222	3172	3097	.		0011
BNSF	07710.00	TOLNA	ND	3343	3293	3218	.		0011
BNSF	06275.00	TOWER CITY	ND	3343	3293	3218	.		0011
LRVSN219-012								| MORE =>	

BNSF RAILWAY COMPANY		ISSUED: DEC 20, 2007		BOOK: 2						
AG PRODUCTS UNIT		EFFECTIVE: JAN 15, 2008		SECTION: B						
P. O. BOX 961051		EXPIRES: JAN 15, 2008		PAGE: 12						
FORT WORTH, TX 76161-0051		(E)		REVISION: 6						
BNSF-4022-L				ITEM: 22412						
BARLEY			STCC: 01-131-XX							
TO: 4022 22412 IDAHO DESTINATIONS										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	06035.00	TOWNER	ND	3293	3243	3168	.	|	|	0011
BNSF	05665.00	TRENTON	ND	3186	3136	3061	.	|	|	0011
BNSF	06040.00	TUNBRIDGE	ND	3301	3251	3176	.	|	|	0011
BNSF	06535.00	UNION	ND	3343	3293	3218	.	|	|	0011
BNSF	06215.00	URBANA	ND	3343	3293	3218	.	|	|	0011
BNSF	06260.00	VALLEY CITY	ND	3343	3293	.	|	|	|	0011
BNSF	08035.00	VANCE	ND	3343	3293	3218	.	|	|	0011
BNSF	08160.00	VERONA	ND	3343	3293	3218	.	|	|	0011
BNSF	08300.00	WAHPETON	ND	3343	3293	3218	.	|	|	0011
BNSF	08130.00	WALCOTT	ND	3343	3293	3218	.	|	|	0011
BNSF	06575.00	WALHALLA	ND	3343	3293	3218	.	|	|	0011
BNSF	07635.00	WALUM	ND	3343	3293	3218	.	|	|	0011
BNSF	07435.00	WELLSBURG	ND	3316	3266	3191	.	|	|	0011
BNSF	07810.00	WEST FARGO	ND	3343	3293	3218	.	|	|	0011
BNSF	06290.00	WHEATLAND	ND	3343	3293	3218	.	|	|	0011
BNSF	05690.00	WHEELLOCK	ND	3212	3162	3087	.	|	|	0011
BNSF	05710.00	WHITE EARTH	ND	3226	3176	3101	.	|	|	0011
BNSF	05680.00	WILLISTON	ND	3199	3149	3074	.	|	|	0011
BNSF	06095.00	WILLOW CITY	ND	3304	.	3179	.	|	|	0011
BNSF	09105.00	WINDSOR	ND	3343	3293	3218	.	|	|	0011
BNSF	06120.00	WOLFORD	ND	3376	3326	3251	.	|	|	0011
BNSF	08200.00	WOODS	ND	3343	.	3218	.	|	|	0011
BNSF	09180.00	WOODWORTH	ND	3342	3292	3217	.	|	|	0011
BNSF	08285.00	WYNDMERE	ND	3343	3293	3218	.	|	|	0011
BNSF	06125.00	YORK	ND	3316	3266	3191	.	|	|	0011
BNSF	09200.00	YPSILANTI	ND	3343	3293	3218	.	|	|	0011
		**SOUTH DAKOTA	**							
BNSF	09600.00	ABERDEEN	SD	3343	3293	3218	.	|	|	0011
BNSF	10165.00	ALBEE	SD	3343	3293	3218	.	|	|	0011
BNSF	10355.00	ALEXANDRIA	SD	3343	3293	3218	.	|	|	0011
BNSF	10210.00	ALPENA	SD	3343	3293	3218	.	|	|	0011
BNSF	09500.00	ANDOVER	SD	3343	3293	3218	.	|	|	0011
BNSF	10015.00	ASHTON	SD	3343	3293	3218	.	|	|	0011
BNSF	10115.00	BANCROFT	SD	3343	3293	3218	.	|	|	0011
BNSF	09490.00	BATH	SD	3343	3293	3218	.	|	|	0011
BNSF	10510.00	BERESFORD	SD	3343	3293	3218	.	|	|	0011
BNSF	09545.00	BIG STONE CITY	SD	3343	3293	3218	.	|	|	0011
BNSF	09450.00	BOWDLE	SD	3343	3293	3218	.	|	|	0011
BNSF	10365.00	BRIDGEWATER	SD	3343	3293	3218	.	|	|	0011
BNSF	09505.00	BRISTOL	SD	3343	3293	3218	.	|	|	0011
BNSF	10305.00	BURBANK	SD	3343	3293	3218	.	|	|	0011
BNSF	10400.00	CANTON	SD	3343	3293	3218	.	|	|	0011
BNSF	10385.00	CHANCELLOR	SD	3343	3293	3218	.	|	|	0011
LRVSN219-013									MORE =>	

BNSF RAILWAY COMPANY		ISSUED: DEC 20, 2007		BOOK: 2						
AG PRODUCTS UNIT		EFFECTIVE: JAN 15, 2008		SECTION: B						
P. O. BOX 961051		EXPIRES: JAN 15, 2008		PAGE: 13						
FORT WORTH, TX 76161-0051		(E)		REVISION: 6						
BNSF-4022-L				ITEM: 22412						
BARLEY			STCC: 01-131-XX							
TO: 4022 22412 IDAHO DESTINATIONS										
FROM | RATES - DOLLARS PER CAR										
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	10430.00	CHESTER	SD	3343	3293	3218	.	|	|	0011
BNSF	10425.00	COLTON	SD	3343	3293	3218	.	|	|	0011
BNSF	10815.00	CORSON	SD	3343	3293	3218	.	|	|	0011
BNSF	09475.00	CRAVEN	SD	3325	3275	3200	.	|	|	0011
BNSF	10415.00	CROOKS	SD	3343	3293	3218	.	|	|	0011
BNSF	10240.00	DIMOCK	SD	3343	3293	3218	.	|	|	0011
BNSF	10370.00	DOLTON	SD	3343	3293	3218	.	|	|	0011
BNSF	10310.00	ELK POINT	SD	3343	3293	3218	.	|	|	0011
BNSF	10360.00	EMERY	SD	3343	3293	3218	.	|	|	0011
BNSF	10235.00	ETHAN	SD	3343	3293	3218	.	|	|	0011
BNSF	10500.00	FAIRVIEW	SD	3343	3293	3218	.	|	|	0011
BNSF	10740.00	GARRETSON	SD	3343	3293	3218	.	|	|	0011
BNSF	10290.00	GAYVILLE	SD	3343	3293	3218	.	|	|	0011
BNSF	09430.00	GLENHAM	SD	3265	3215	3140	.	|	|	0011
BNSF	09485.00	GREBNER	SD	3343	3293	3218	.	|	|	0011
BNSF	09455.00	GRETNA	SD	3343	3293	3218	.	|	|	0011
BNSF	09495.00	GROTON	SD	3343	3293	3218	.	|	|	0011
BNSF	10135.00	GROVER	SD	3343	3293	3218	.	|	|	0011
BNSF	10405.00	HARRISBURG	SD	3343	3293	3218	.	|	|	0011
BNSF	10130.00	HAZEL	SD	3343	3293	3218	.	|	|	0011
BNSF	09510.00	HOLMQUIST	SD	3343	3293	3218	.	|	|	0011
BNSF	10505.00	HUDSON	SD	3343	3293	3218	.	|	|	0011
BNSF	10100.00	HURON	SD	3343	3293	3218	.	|	|	0011
BNSF	09465.00	IPSWICH	SD	3315	3265	3190	.	|	|	0011
BNSF	09445.00	JAVA	SD	3282	3232	3157	.	|	|	0011
BNSF	10315.00	JEFFERSON	SD	3343	3293	3218	.	|	|	0011
BNSF	10260.00	KAYLOR	SD	3343	3293	3218	.	|	|	0011
BNSF	10160.00	LA BOLT	SD	3343	3293	3218	.	|	|	0011
BNSF	09380.00	LEMMON	SD	3170	3120	3045	.	|	|	0011
BNSF	10390.00	LENNOX	SD	3343	3293	3218	.	|	|	0011
BNSF	10270.00	LESTERVILLE	SD	3343	3293	3218	.	|	|	0011
BNSF	10220.00	LETCHER	SD	3343	3293	3218	.	|	|	0011
BNSF	10420.00	LYONS	SD	3343	3293	3218	.	|	|	0011
BNSF	10440.00	MADISON	SD	3343	3293	3218	.	|	|	0011
BNSF	10375.00	MARION	SD	3343	3293	3218	.	|	|	0011
BNSF	09400.00	MCINTOSH	SD	3205	3155	3080	.	|	|	0011
BNSF	09410.00	MCLAUGHLIN	SD	3231	3181	3106	.	|	|	0011
BNSF	10295.00	MECKLING	SD	3343	3293	3218	.	|	|	0011
BNSF	10010.00	MELLETTTE	SD	3343	3293	3218	.	|	|	0011
BNSF	09540.00	MILBANK	SD	3343	3293	3218	.	|	|	0011
BNSF	09480.00	MINA	SD	3343	3293	3218	.	|	|	0011
BNSF	10350.00	MITCHELL	SD	3343	3293	3218	.	|	|	0011
BNSF	09425.00	MOBRIDGE	SD	3258	3208	3133	.	|	|	0011
LRVSN219-014									| MORE => |	

BNSF RAILWAY COMPANY		ISSUED: DEC 20, 2007		BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE: JAN 15, 2008		SECTION:	B					
P. O. BOX 961051		EXPIRES: JAN 15, 2008		PAGE:	14					
FORT WORTH, TX 76161-0051		(E)		REVISION:	6					
BNSF-4022-L				ITEM:	22412					
BARLEY				STCC: 01-131-XX						
TO: 4022 22412 IDAHO DESTINATIONS										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	09390.00	MORRISTOWN	SD	3190	3140	3065	.	.	.	0011
BNSF	09525.00	ORTLEY	SD	3343	3293	3218	.	.	.	0011
BNSF	10110.00	OSCEOLA	SD	3343	3293	3218	.	.	.	0011
BNSF	10380.00	PARKER	SD	3343	3293	3218	.	.	.	0011
BNSF	10245.00	PARKSTON	SD	3343	3293	3218	.	.	.	0011
BNSF	10145.00	RAUVILLE	SD	3343	3293	3218	.	.	.	0011
BNSF	09460.00	ROSCOE	SD	3306	3256	3181	.	.	.	0011
BNSF	10265.00	SCOTLAND	SD	3343	3293	3218	.	.	.	0011
BNSF	09440.00	SELBY	SD	3277	3227	3152	.	.	.	0011
BNSF	10830.00	SHERMAN	SD	3343	3293	3218	.	.	.	0011
BNSF	10410.00	SIOUX FALLS	SD	3343	3293	3218	.	.	.	0011
BNSF	09435.00	SITKA	SD	3343	3293	3218	.	.	.	0011
BNSF	10150.00	SOUTH SHORE	SD	3343	3293	3218	.	.	.	0011
BNSF	10155.00	STOCKHOLM	SD	3343	3293	3218	.	.	.	0011
BNSF	09530.00	SUMMIT	SD	3343	3293	3218	.	.	.	0011
BNSF	10255.00	TRIPP	SD	3343	3293	3218	.	.	.	0011
BNSF	10025.00	TULARE	SD	3343	3293	3218	.	.	.	0011
BNSF	09535.00	TWIN BROOKS	SD	3343	3293	3218	.	.	.	0011
BNSF	10275.00	UTICA	SD	3343	3293	3218	.	.	.	0011
BNSF	10300.00	VERMILLION	SD	3343	3293	3218	.	.	.	0011
BNSF	10125.00	VIENNA	SD	3343	3293	3218	.	.	.	0011
BNSF	09405.00	WALKER	SD	3218	3168	3093	.	.	.	0011
BNSF	10000.00	WARNER	SD	3343	3293	3218	.	.	.	0011
BNSF	09395.00	WATAUGA	SD	3198	3148	3073	.	.	.	0011
BNSF	10140.00	WATERTOWN	SD	3343	3293	3218	.	.	.	0011
BNSF	09520.00	WAUBAY	SD	3343	3293	3218	.	.	.	0011
BNSF	09515.00	WEBSTER	SD	3343	3293	3218	.	.	.	0011
BNSF	10435.00	WENTWORTH	SD	3343	3293	3218	.	.	.	0011
BNSF	10120.00	WILLOW LAKE	SD	3343	3293	3218	.	.	.	0011
BNSF	10200.00	WOLSEY	SD	3343	3293	3218	.	.	.	0011
BNSF	10215.00	WOONSOCKET	SD	3343	3293	3218	.	.	.	0011
BNSF	10395.00	WORTHING	SD	3343	3293	3218	.	.	.	0011
BNSF	10105.00	YALE	SD	3343	3293	3218	.	.	.	0011
BNSF	10285.00	YANKTON	SD	3343	3293	3218	.	.	.	0011
		**WISCONSIN	**							
BNSF	11835.00	SUPERIOR	WI	3343	3293	3218	.	.	.	0011
		**WYOMING	**							
BNSF	17160.00	BASIN	WY	2969	2919	2844	.	.	.	0011
BNSF	17230.00	BONNEVILLE	WY	3197	3147	3072	.	.	.	0011
BNSF	17040.00	CODY	WY	3197	3147	3072	.	.	.	0011
BNSF	17155.00	GREYBULL	WY	2969	2919	2844	.	.	.	0011
BNSF	17115.00	LOVELL	WY	2969	2919	2844	.	.	.	0011
BNSF	17060.00	POWELL	WY	3197	3147	3072	.	.	.	0011
LRVSN219-015									MORE =>	

BNSF RAILWAY COMPANY	ISSUED: JAN 29, 2008	BOOK: 2
AG PRODUCTS UNIT	EFFECTIVE: JAN 29, 2008	SECTION: B
P. O. BOX 961051	EXPIRES: MAY 31, 2008	PAGE: 1
FORT WORTH, TX 76161-0051	(E)	REVISION: 7
BNSF-4022-L		ITEM: 22412

FROM SELECTED BNSF STATIONS IN:
MINNESOTA, MONTANA, NORTH DAKOTA, SOUTH DAKOTA, WISCONSIN, WYOMING

TO UP STATIONS:
CLARKSON, COLLINS, POCA TELLO, ID

GENERAL RULES

- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.
- WHEN SHIPPER OWNED OR LEASED EQUIPMENT IS USED, A MILEAGE ALLOWANCE OF NOT MORE THAN 24 CENTS PER LOADED MILE WILL BE MADE WHILE ON THE LINES OF THE UP.

ON ANY SHIPMENTS WHICH ORIGINATE AT STATIONS ON THE MRL, BILLING INSTRUCTIONS MUST BE FURNISHED TO THE MRL. THESE SHIPMENTS WILL NOT QUALIFY FOR VARIOUS INCENTIVE PROGRAMS OFFERED, SUCH AS EDE, OEP, ODE, ETC.

- FOR RATES ON COVERED HOPPER CARS IN EXCESS OF 5000 CUBIC FEET, SEE ITEM 22912.
- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.

COMMODITY DEFINITIONS

STCC	DESCRIPTION
01131	BARLEY

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

- COL 1: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.
- COL 2: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 26 CARS AND MAXIMUM NOT GREATER THAN 110 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.

ROUTE DEFINITIONS

ROUTE NUMBER	ROUTE DEFINITION
0011:	BNSF-SILVER BOW, MT (SVRBO) -UP

GROUP DEFINITIONS

ORIGIN GROUPS

GROUP 0001- 4022 21255 MN ORIGIN GROUP CONSISTS OF THE FOLLOWING:
THE STATE OF MN

LRVSN228-002

| MORE =>

BNSF RAILWAY COMPANY	ISSUED: JAN 29, 2008	BOOK: 2
AG PRODUCTS UNIT	EFFECTIVE: JAN 29, 2008	SECTION: B
P. O. BOX 961051	EXPIRES: MAY 31, 2008	PAGE: 2
FORT WORTH, TX 76161-0051	(E)	REVISION: 7
BNSF-4022-L		ITEM: 22412
EXCEPT:		
APPLETON	MN GRANITE FALLS	MN OLIVIA MN
BIRD ISLAND	MN HECTOR	MN PLATO MN
BONGARDS	MN HOPKINS	MN PORT CARGILL SAVAGE MN
BROWNTON	MN JONATHAN	MN RENVILLE MN
BUFFALO LAKE	MN MILAN	MN RUEBEL MN
CAMDEN PLACE	MN MINNESOTA FALLS	MN SACRED HEART MN
CHANHASSEN	MN MONTEVIDEO	MN SAVAGE MN
CHS SAVAGE	MN NEW BRIGHTON	MN STEWART MN
COLOGNE	MN NORTH WATSON	MN UNION YARD MN
CORRELL	MN NORWOOD	MN WEGDAHL MN
DANUBE	MN ODESSA	MN
DESTINATION GROUPS		
GROUP 0050- 4022 22412 IDAHO DESTINATIONS CONSISTS OF THE FOLLOWING:		
CLARKSON	ID COLLINS	ID POCA TELLO ID
LRVSN228-003		MORE =>

BNSF RAILWAY COMPANY		ISSUED: JAN 29, 2008	BOOK: 2
AG PRODUCTS UNIT		EFFECTIVE: JAN 29, 2008	SECTION: B
P. O. BOX 961051		EXPIRES: MAY 31, 2008	PAGE: 3
FORT WORTH, TX 76161-0051		(R) (E)	REVISION: 7
BNSF-4022-L			ITEM: 22412
BARLEY		STCC: 01-131-XX	
TO: 4022 22412 IDAHO DESTINATIONS			
FROM		RATES - DOLLARS PER CAR	
ROAD	OPSL	STATIONS	ST COL 1 COL 2 COL 3 COL 4 C NOTES ROUTE
BNSF		GROUP 0001	4093 3993 0011
		**MONTANA	**
BNSF	05325.00	ACTON	MT 3267 3217 0011
BNSF	05610.00	ANTELOPE	MT 3858 3808 0011
BNSF	05640.00	BAINVILLE	MT 3856 3806 0011
BNSF	09320.00	BAKER	MT 3756 3706 0011
BNSF	04890.00	BELGRADE	MT 2848 0011
BNSF	05220.00	BELT	MT 3363 3313 0011
BNSF	05250.00	BENCHLAND	MT 3401 3351 0011
BNSF	04310.00	BIG SANDY	MT 3515 3465 0011
BNSF	04910.00	BIG TIMBER	MT 2848 0011
BNSF	04970.00	BILLINGS	MT 2866 0011
BNSF	09300.00	BLUFFPORT	MT 3679 3639 0011
BNSF	04375.00	BOWDOIN	MT 3661 3611 0011
BNSF	04315.00	BOX ELDER	MT 3515 3465 0011
BNSF	04895.00	BOZEMAN	MT 2848 0011
BNSF	05030.00	BRADY	MT 3343 3303 0011
BNSF	05315.00	BROADVIEW	MT 3267 3217 0011
BNSF	05545.00	BROCKTON	MT 3818 3768 0011
BNSF	05290.00	BUFFALO	MT 3401 3351 0011
BNSF	05155.00	CARTER	MT 3343 3303 0011
BNSF	05130.00	CASCADE	MT 3401 3351 0011
BNSF	04445.00	CHARLO	MT 2580 0011
BNSF	04260.00	CHESTER	MT 3458 3408 0011
BNSF	04335.00	CHINOOK	MT 3572 3472 0011
BNSF	05055.00	CHOTEAU	MT 3343 3293 0011
BNSF	08700.00	CIRCLE	MT 3794 3744 0011
BNSF	04770.00	CLARKSTON	MT 2848 0011
BNSF	05070.00	CLEIV	MT 3343 3293 0011
BNSF	05040.00	COLLINS	MT 3343 3293 0011
BNSF	08475.00	COLSTRIP	MT 3575 3525 0011
BNSF	04920.00	COLUMBUS	MT 2848 0011
BNSF	05320.00	COMANCHE	MT 3267 3217 0011
BNSF	05025.00	CONRAD	MT 3401 3351 0011
BNSF	05075.00	CORDOVA	MT 3343 3293 0011
BNSF	05555.00	CULBERTSON	MT 3840 3790 0011
BNSF	04170.00	CUT BANK	MT 3401 3351 0011
BNSF	04240.00	DEVON	MT 3401 3351 0011
BNSF	04360.00	DODSON	MT 3626 3576 0011
BNSF	04235.00	DUNKIRK	MT 3401 3351 0011
BNSF	05045.00	DUTTON	MT 3343 3293 0011
BNSF	17020.00	EAST BRIDGER	MT 3629 3579 0011
LRVSN228-004		MORE =>	

BNSF RAILWAY COMPANY		ISSUED: JAN 29, 2008		BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE: JAN 29, 2008		SECTION:	B					
P. O. BOX 961051		EXPIRES: MAY 31, 2008		PAGE:	4					
FORT WORTH, TX 76161-0051		(R) (E)		REVISION:	7					
BNSF-4022-L				ITEM:	22412					
BARLEY				STCC: 01-131-XX						
TO: 4022 22412 IDAHO DESTINATIONS										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	04730.00	EAST HELENA	MT	2770	.	.	.	.		0011
BNSF	17010.00	EDGAR	MT	3629	3579	.	.	.		0011
BNSF	05050.00	FAIRFIELD	MT	3343	3293	.	.	.		0011
BNSF	08615.00	FAIRVIEW	MT	3794	3744	.	.	.		0011
BNSF	08560.00	FALLON	MT	3893	3843	.	.	.		0011
BNSF	05210.00	FIFE	MT	3325	3275	.	.	.		0011
BNSF	05150.00	FLOWEREE	MT	3343	3293	.	.	.		0011
BNSF	08485.00	FORSYTH	MT	3712	3662	.	.	.		0011
BNSF	05510.00	FRAZER	MT	3756	3706	.	.	.		0011
BNSF	04300.00	FRESNO	MT	3515	3465	.	.	.		0011
BNSF	05630.00	FROID	MT	3858	3808	.	.	.		0011
BNSF	17015.00	FROMBERG	MT	3629	3579	.	.	.		0011
BNSF	05170.00	FT BENTON	MT	3343	3293	.	.	.		0011
BNSF	04245.00	GALATA	MT	3439	3389	.	.	.		0011
BNSF	05235.00	GEYSER	MT	3401	3351	.	.	.		0011
BNSF	04290.00	GILDFORD	MT	3497	3447	.	.	.		0011
BNSF	04400.00	GLASGOW	MT	3721	3671	.	.	.		0011
BNSF	08580.00	GLENDIVE	MT	3731	3681	.	.	.		0011
BNSF	05090.00	GREAT FALLS	MT	3305	3255	.	.	.		0011
BNSF	04780.00	HAMILTON	MT	2580	.	.	.	.		0011
BNSF	16010.00	HARDIN	MT	3469	3419	.	.	.		0011
BNSF	04345.00	HARLEM	MT	3595	3545	.	.	.		0011
BNSF	04865.00	HARRISON	MT	2848	.	.	.	.		0011
BNSF	04325.00	HAVRE	MT	3515	3465	.	.	.		0011
BNSF	04720.00	HELENA	MT	2770	.	.	.	.		0011
BNSF	04285.00	HINGHAM	MT	3477	3427	.	.	.		0011
BNSF	04385.00	HINSDALE	MT	3691	3641	.	.	.		0011
BNSF	05260.00	HOBSON	MT	3615	3565	.	.	.		0011
BNSF	05060.00	HOBSON ELEVATOR SPUR	MT	3343	3293	.	.	.		0011
BNSF	05625.00	HOMESTEAD	MT	3858	3808	.	.	.		0011
BNSF	04990.00	HUNTLEY	MT	2866	.	.	.	.		0011
BNSF	08435.00	HYSHAM	MT	3493	3443	.	.	.		0011
BNSF	08585.00	INTAKE	MT	4045	3995	.	.	.		0011
BNSF	04275.00	INVERNESS	MT	3477	3427	.	.	.		0011
BNSF	09310.00	ISMAY	MT	3718	3668	.	.	.		0011
BNSF	04270.00	JOPLIN	MT	3458	3408	.	.	.		0011
BNSF	04070.00	KALISPELL	MT	3401	3351	.	.	.		0011
BNSF	05165.00	KERSHAW	MT	3343	3293	.	.	.		0011
BNSF	04220.00	KEVIN	MT	3439	3389	.	.	.		0011
BNSF	04295.00	KREMLIN	MT	3497	3447	.	.	.		0011
BNSF	04320.00	LAREDO	MT	3515	3465	.	.	.		0011
BNSF	04940.00	LAUREL	MT	2848	.	.	.	.		0011
BNSF	05010.00	LEDGER	MT	3401	3351	.	.	.		0011
LRVSN228-005									| MORE =>	

| BNSF RAILWAY COMPANY			| ISSUED: JAN 29, 2008		| BOOK: 2	
| AG PRODUCTS UNIT			| EFFECTIVE: JAN 29, 2008		| SECTION: B	
| P. O. BOX 961051			| EXPIRES: MAY 31, 2008		| PAGE: 5	
| FORT WORTH, TX 76161-0051			| (R) (E)		| REVISION: 7	
| BNSF-4022-L					| ITEM: 22412	
| BARLEY					| STCC: 01-131-XX	
| TO: 4022 22412 IDAHO DESTINATIONS						
| FROM			| RATES - DOLLARS PER CAR			
| ROAD	| OPSL	| STATIONS	| ST	| COL 1	| COL 2	| COL 3
| BNSF	| 05275.00	| LEWISTOWN	| MT	| 3420	| 3320	| .
| BNSF	| 08705.00	| LINDSAY	| MT	| 3763	| 3713	| .
| BNSF	| 04900.00	| LIVINGSTON	| MT	| 2848	| .	| .
| BNSF	| 16025.00	| LODGEGRASS	| MT	| 3535	| 3485	| .
| BNSF	| 04250.00	| LOTHAIR	| MT	| 3439	| 3389	| .
| BNSF	| 08610.00	| LUDINGTON	| MT	| 3794	| 3744	| .
| BNSF	| 05525.00	| MACON	| MT	| 3784	| 3734	| .
| BNSF	| 04370.00	| MALTA	| MT	| 3647	| 3597	| .
| BNSF	| 04885.00	| MANHATTAN	| MT	| 2770	| .	| .
| BNSF	| 05635.00	| MCCABE	| MT	| 3858	| 3808	| .
| BNSF	| 05620.00	| MEDICINE LAKE	| MT	| 3858	| 3808	| .
| BNSF	| 04155.00	| MERIWETHER	| MT	| 3401	| 3351	| .
| BNSF	| 08525.00	| MILES CITY	| MT	| 3608	| 3558	| .
| BNSF	| 04650.00	| MISSOULA	| MT	| 2484	| .	| .
| BNSF	| 05255.00	| MOCCASIN	| MT	| 3401	| 3351	| .
| BNSF	| 05285.00	| MOORE	| MT	| 3401	| 3351	| .
| BNSF	| 05500.00	| NASHUA	| MT	| 3738	| 3688	| .
| BNSF	| 05515.00	| OSWEGO	| MT	| 3765	| 3706	| .
| BNSF	| 04435.00	| PABLO	| MT	| 2580	| .	| .
| BNSF	| 04415.00	| PERMA	| MT	| 2580	| .	| .
| BNSF	| 04565.00	| PLAINS	| MT	| 2484	| .	| .
| BNSF	| 05600.00	| PLENTYWOOD	| MT	| 3858	| 3808	| .
| BNSF	| 09315.00	| PLEVNA	| MT	| 3740	| 3690	| .
| BNSF	| 08410.00	| POMPEYS PILLAR	| MT	| 3458	| 3408	| .
| BNSF	| 05535.00	| POPLAR	| MT	| 3801	| 3751	| .
| BNSF	| 05145.00	| PORTAGE	| MT	| 3343	| 3293	| .
| BNSF	| 05080.00	| POWER	| MT	| 3343	| 3293	| .
| BNSF	| 05230.00	| RAYNESFORD	| MT	| 3401	| 3351	| .
| BNSF	| 05615.00	| RESERVE	| MT	| 3858	| 3808	| .
| BNSF	| 04440.00	| RONAN	| MT	| 2580	| .	| .
| BNSF	| 04280.00	| RUDYARD	| MT	| 3477	| 3427	| .
| BNSF	| 04380.00	| SACO	| MT	| 3678	| 3628	| .
| BNSF	| 08590.00	| SAVAGE	| MT	| 4093	| 4043	| .
| BNSF	| 05140.00	| SHEFFELS	| MT	| 3343	| 3293	| .
| BNSF	| 04225.00	| SHELBY	| MT	| 3401	| 3351	| .
| BNSF	| 08605.00	| SIDNEY	| MT	| 3794	| 3744	| .
| BNSF	| 05540.00	| SPROLE	| MT	| 3810	| 3760	| .
| BNSF	| 05240.00	| STANFORD	| MT	| 3343	| 3293	| .
| BNSF	| 04765.00	| STANLEY	| MT	| 2848	| .	| .
| BNSF	| 04790.00	| STEVENSVILLE	| MT	| 2580	| .	| .
| BNSF	| 04215.00	| SUNBURST	| MT	| 3458	| 3408	| .
| BNSF	| 04210.00	| SWEET GRASS	| MT	| 3477	| 3427	| .
| BNSF	| 08555.00	| TERRY	| MT	| 3668	| 3618	| .
| LRVS228-006						| MORE =>

BNSF RAILWAY COMPANY		ISSUED: JAN 29, 2008	BOOK: 2
AG PRODUCTS UNIT		EFFECTIVE: JAN 29, 2008	SECTION: B
P. O. BOX 961051		EXPIRES: MAY 31, 2008	PAGE: 6
FORT WORTH, TX 76161-0051		(R) (E)	REVISION: 7
BNSF-4022-L			ITEM: 22412
BARLEY		STCC: 01-131-XX	
TO: 4022 22412 IDAHO DESTINATIONS			
FROM	RATES - DOLLARS PER CAR		
ROAD	OPSL	STATIONS	ST | COL 1 | COL 2 | COL 3 | COL 4 | C | NOTES | ROUTE
BNSF	04876.00	THREE FORKS	MT | 2848 | . | . | . | . | . | . | 0011
BNSF	04255.00	TIBER	MT | 3439 | 3389 | . | . | . | . | . | 0011
BNSF	04760.00	TOSTON	MT | 2770 | . | . | . | . | . | . | 0011
BNSF	04755.00	TOWNSEND	MT | 2770 | . | . | . | . | . | . | 0011
BNSF	05160.00	TUNIS	MT | 3343 | 3293 | . | . | . | . | . | 0011
BNSF	04845.00	TWIN BRIDGES	MT | 2848 | . | . | . | . | . | . | 0011
BNSF	05135.00	ULM	MT | 3401 | 3351 | . | . | . | . | . | 0011
BNSF	05015.00	VALIER	MT | 3458 | 3408 | . | . | . | . | . | 0011
BNSF	04390.00	VANDALIA	MT | 3702 | 3652 | . | . | . | . | . | 0011
BNSF	05085.00	VAUGHN	MT | 3343 | 3293 | . | . | . | . | . | 0011
BNSF	05215.00	WAYNE	MT | 3363 | 3313 | . | . | . | . | . | 0011
BNSF	04855.00	WHITEHALL	MT | 2848 | . | . | . | . | . | . | 0011
BNSF	08745.00	WIBAUX	MT | 3779 | 3729 | . | . | . | . | . | 0011
BNSF	04870.00	WILLOW CREEK	MT | 2848 | . | . | . | . | . | . | 0011
BNSF	05245.00	WINDHAM	MT | 3595 | 3545 | . | . | . | . | . | 0011
BNSF	05520.00	WOLF POINT	MT | 3778 | 3728 | . | . | . | . | . | 0011
BNSF	04340.00	ZURICH	MT | 3582 | 3532 | . | . | . | . | . | 0011
		**NORTH DAKOTA **	
BNSF	07775.00	ABSARAKA	ND | 4043 | 3993 | . | . | . | . | . | 0011
BNSF	09210.00	ADRIAN	ND | 4043 | 3993 | . | . | . | . | . | 0011
BNSF	07780.00	AMENIA	ND | 4043 | 3993 | . | . | . | . | . | 0011
BNSF	07730.00	ANETA	ND | 4043 | 3993 | . | . | . | . | . | 0011
BNSF	08835.00	ANTELOPE	ND | 3900 | 3850 | . | . | . | . | . | 0011
BNSF	06655.00	ARDOCH	ND | 4043 | 3993 | . | . | . | . | . | 0011
BNSF	08030.00	ARTHUR	ND | 4043 | 3993 | . | . | . | . | . | 0011
BNSF	06475.00	ARVILLA	ND | 4043 | 3993 | . | . | . | . | . | 0011
BNSF	06635.00	AUBURN	ND | 4043 | 3993 | . | . | . | . | . | 0011
BNSF	07420.00	AYLMER	ND | 4003 | 3953 | . | . | . | . | . | 0011
BNSF	07770.00	AYR	ND | 4043 | 3993 | . | . | . | . | . | 0011
BNSF	07505.00	BARLOW	ND | 4043 | 3993 | . | . | . | . | . | 0011
BNSF	08290.00	BARNEY	ND | 4043 | . | . | . | . | . | . | 0011
BNSF	06100.00	BARTON	ND | 4004 | . | . | . | . | . | . | 0011
BNSF	08755.00	BEACH	ND | . | 3743 | . | . | . | . | . | 0011
BNSF	08790.00	BELFIELD	ND | 3845 | 3795 | . | . | . | . | . | 0011
BNSF	06255.00	BEREA	ND | 4043 | 3993 | . | . | . | . | . | 0011
BNSF	09230.00	BERLIN	ND | 4043 | 3993 | . | . | . | . | . | 0011
BNSF	05940.00	BERTHOLD	ND | 3956 | 3906 | . | . | . | . | . | 0011
BNSF	08920.00	BEULAH	ND | 4081 | 4031 | . | . | . | . | . | 0011
BNSF	06160.00	BISBEE	ND | 4026 | 3976 | . | . | . | . | . | 0011
BNSF	09005.00	BISMARCK	ND | 3984 | 3934 | . | . | . | . | . | 0011
BNSF	05835.00	BLAISDELL	ND | 3947 | 3897 | . | . | . | . | . | 0011
BNSF	06090.00	BOTTINEAU	ND | 4004 | 3954 | . | . | . | . | . | 0011
BNSF	05915.00	BOWBELLS	ND | 3928 | 3878 | . | . | . | . | . | 0011
LRVSN228-007			MORE =>

BNSF RAILWAY COMPANY		ISSUED: JAN 29, 2008		BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE: JAN 29, 2008		SECTION:	B					
P. O. BOX 961051		EXPIRES: MAY 31, 2008		PAGE:	7					
FORT WORTH, TX 76161-0051		(R) (E)		REVISION:	7					
BNSF-4022-L				ITEM:	22412					
BARLEY		STCC: 01-131-XX								
TO: 4022 22412 IDAHO DESTINATIONS										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	07520.00	BOWDON	ND	4029	.	.	.	.		0011
BNSF	06730.00	BOWESMONT	ND	4043	3993	.	.	.		0011
BNSF	09335.00	BOWMAN	ND	3816	3766	.	.	.		0011
BNSF	07450.00	BREMEN	ND	4026	3976	.	.	.		0011
BNSF	06385.00	BROCKET	ND	4043	3993	.	.	.		0011
BNSF	09190.00	BUCHANAN	ND	4043	3993	.	.	.		0011
BNSF	09360.00	BUCYRUS	ND	3843	3793	.	.	.		0011
BNSF	06280.00	BUFFALO	ND	4043	3993	.	.	.		0011
BNSF	08180.00	BUTTZVILLE	ND	4043	3993	.	.	.		0011
BNSF	06800.00	BUXTON	ND	4043	3993	.	.	.		0011
BNSF	06355.00	CALVIN	ND	4043	3993	.	.	.		0011
BNSF	06165.00	CANDO	ND	4026	3976	.	.	.		0011
BNSF	07510.00	CARRINGTON	ND	4043	3993	.	.	.		0011
BNSF	06745.00	CASHEL	ND	4043	3993	.	.	.		0011
BNSF	07785.00	CASSELTON	ND	4043	3993	.	.	.		0011
BNSF	06590.00	CAVALIER	ND	.	3993	.	.	.		0011
BNSF	08100.00	CHAFFEE	ND	4043	3993	.	.	.		0011
BNSF	06175.00	CHURCHS FERRY	ND	4026	3976	.	.	.		0011
BNSF	09100.00	CLEVELAND	ND	.	4004	.	.	.		0011
BNSF	08000.00	CLIFFORD	ND	4043	3993	.	.	.		0011
BNSF	06360.00	CLYDE	ND	4043	3993	.	.	.		0011
BNSF	08135.00	COLFAX	ND	4043	3993	.	.	.		0011
BNSF	07755.00	COLGATE	ND	4043	3993	.	.	.		0011
BNSF	05895.00	COTEAU	ND	3930	3880	.	.	.		0011
BNSF	05930.00	COULEE	ND	3945	3895	.	.	.		0011
BNSF	08255.00	CRETE	ND	4043	3993	.	.	.		0011
BNSF	05870.00	CROSBY	ND	3895	3845	.	.	.		0011
BNSF	06600.00	CRYSTAL	ND	4043	3993	.	.	.		0011
BNSF	06805.00	CUMMINGS	ND	4043	3993	.	.	.		0011
BNSF	07790.00	DALRYMPLE SPUR	ND	4043	3993	.	.	.		0011
BNSF	08205.00	DAVENPORT	ND	4043	3993	.	.	.		0011
BNSF	09080.00	DAWSON	ND	4040	3990	.	.	.		0011
BNSF	07640.00	DAZEY	ND	4043	3993	.	.	.		0011
BNSF	08280.00	DE LAMERE	ND	4043	3993	.	.	.		0011
BNSF	05950.00	DES LACS	ND	3961	3911	.	.	.		0011
BNSF	06300.00	DEVILS LAKE	ND	4037	3987	.	.	.		0011
BNSF	09215.00	DICKEY	ND	4043	3993	.	.	.		0011
BNSF	08805.00	DICKINSON	ND	3867	3817	.	.	.		0011
BNSF	06740.00	DRAYTON	ND	4043	3993	.	.	.		0011
BNSF	09070.00	DRISCOLL	ND	4019	3969	.	.	.		0011
BNSF	08110.00	DURBIN	ND	4043	3993	.	.	.		0011
BNSF	08145.00	DWIGHT	ND	4043	3993	.	.	.		0011
BNSF	08845.00	EAGLE NEST	ND	3918	3868	.	.	.		0011
LRVSN228-008						MORE =>				

BNSF RAILWAY COMPANY		ISSUED: JAN 29, 2008		BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE: JAN 29, 2008		SECTION:	B					
P. O. BOX 961051		EXPIRES: MAY 31, 2008		PAGE:	8					
FORT WORTH, TX 76161-0051		(R) (E)		REVISION:	7					
BNSF-4022-L				ITEM:	22412					
BARLEY				STCC: 01-131-XX						
TO: 4022 22412 IDAHO DESTINATIONS										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	06520.00	EASBY	ND	4043	3993	.	.	.		0011
BNSF	08620.00	EAST FAIRVIEW	ND	3794	3744	.	.	.		0011
BNSF	06220.00	ECKELSON	ND	4043	3993	.	.	.		0011
BNSF	09225.00	EDGELEY	ND	4043	3993	.	.	.		0011
BNSF	06540.00	EDINBURG	ND	4043	3993	.	.	.		0011
BNSF	06375.00	EDMORE	ND	4043	3993	.	.	.		0011
BNSF	09110.00	ELDRIDGE	ND	4043	3993	.	.	.		0011
BNSF	08170.00	ELLIOTT	ND	4043	3993	.	.	.		0011
BNSF	06485.00	EMERADO	ND	4043	3993	.	.	.		0011
BNSF	08165.00	ENGLEVALE	ND	4043	3993	.	.	.		0011
BNSF	05685.00	EPPING	ND	3910	3860	.	.	.		0011
BNSF	08010.00	ERIE	ND	4043	3993	.	.	.		0011
BNSF	09670.00	FAIRMOUNT	ND	4043	3993	.	.	.		0011
BNSF	11050.00	FARGO	ND	4043	3993	.	.	.		0011
BNSF	07740.00	FINLEY	ND	4043	3993	.	.	.		0011
BNSF	06690.00	FOREST RIVER	ND	4043	3993	.	.	.		0011
BNSF	08140.00	FALCHUTT	ND	4043	3993	.	.	.		0011
BNSF	08005.00	GALESBURG	ND	4043	.	.	.	.		0011
BNSF	06840.00	GARDNER	ND	4043	3993	.	.	.		0011
BNSF	09345.00	GASCOYNE	ND	3830	3780	.	.	.		0011
BNSF	09655.00	GENESEO	ND	4043	3993	.	.	.		0011
BNSF	07400.00	GENOA	ND	3981	3931	.	.	.		0011
BNSF	06700.00	GILBY	ND	4043	3993	.	.	.		0011
BNSF	08815.00	GLADSTONE	ND	3879	3829	.	.	.		0011
BNSF	06625.00	GLASSTON	ND	.	3993	.	.	.		0011
BNSF	08850.00	GLEN ULLIN	ND	3924	3874	.	.	.		0011
BNSF	07620.00	GLENFIELD	ND	4043	3993	.	.	.		0011
BNSF	07610.00	GRACE CITY	ND	4043	3993	.	.	.		0011
BNSF	06640.00	GRAFTON	ND	4043	.	.	.	.		0011
BNSF	06900.00	GRAND FORKS	ND	4043	3993	.	.	.		0011
BNSF	06185.00	GRAND HARBOR	ND	4033	3983	.	.	.		0011
BNSF	09220.00	GRAND RAPIDS	ND	4043	3993	.	.	.		0011
BNSF	06835.00	GRANDIN	ND	4043	3993	.	.	.		0011
BNSF	06025.00	GRANVILLE	ND	3981	3931	.	.	.		0011
BNSF	07415.00	GUTHRIE	ND	3998	3948	.	.	.		0011
BNSF	08265.00	GWINNER	ND	4043	3993	.	.	.		0011
BNSF	07445.00	HAMBERG	ND	4023	3973	.	.	.		0011
BNSF	06370.00	HAMPDEN	ND	.	3993	.	.	.		0011
BNSF	09665.00	HANKINSON	ND	4043	3993	.	.	.		0011
BNSF	07630.00	HANNAFORD	ND	.	3993	.	.	.		0011
BNSF	05935.00	HARTLAND	ND	3954	3904	.	.	.		0011
BNSF	06850.00	HARWOOD	ND	4043	3993	.	.	.		0011
BNSF	06440.00	HATTON	ND	4043	.	.	.	.		0011
LRVSN228-009									| MORE => |	

BNSF RAILWAY COMPANY		ISSUED: JAN 29, 2008		BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE: JAN 29, 2008		SECTION:	B					
P. O. BOX 961051		EXPIRES: MAY 31, 2008		PAGE:	9					
FORT WORTH, TX 76161-0051		(R) (E)		REVISION:	7					
BNSF-4022-L				ITEM:	22412					
BARLEY				STCC: 01-131-XX						
TO: 4022 22412 IDAHO DESTINATIONS										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	08925.00	HAZEN	ND	3858	3808	.	.	.		0011
BNSF	08840.00	HEBRON	ND	3910	.	.	.	.		0011
BNSF	07440.00	HEIMDAL	ND	4020	3970	.	.	.		0011
BNSF	06595.00	HENSEL	ND	4043	3993	.	.	.		0011
BNSF	08940.00	HENSLER	ND	.	4018	.	.	.		0011
BNSF	06645.00	HERRIOT	ND	4043	3993	.	.	.		0011
BNSF	09365.00	HETTINGER	ND	3850	3800	.	.	.		0011
BNSF	06820.00	HILLSBORO	ND	4043	3993	.	.	.		0011
BNSF	06705.00	HONEYFORD	ND	4043	3993	.	.	.		0011
BNSF	06605.00	HOOPLE	ND	4043	3993	.	.	.		0011
BNSF	07750.00	HOPE	ND	4043	3993	.	.	.		0011
BNSF	08210.00	HORACE	ND	4043	3993	.	.	.		0011
BNSF	08270.00	HOVING	ND	4043	3993	.	.	.		0011
BNSF	08025.00	HUNTER	ND	4043	3993	.	.	.		0011
BNSF	06200.00	JAMESTOWN	ND	4043	3993	.	.	.		0011
BNSF	06695.00	JOHNSTOWN	ND	4043	3993	.	.	.		0011
BNSF	06725.00	JOLIETTE	ND	4043	3993	.	.	.		0011
BNSF	08865.00	JUDSON	ND	3954	3904	.	.	.		0011
BNSF	07410.00	KARLSRUHE	ND	3991	3941	.	.	.		0011
BNSF	07650.00	KARNAK	ND	4043	3993	.	.	.		0011
BNSF	06830.00	KELSO	ND	4043	3993	.	.	.		0011
BNSF	06430.00	KEMPTON	ND	4043	.	.	.	.		0011
BNSF	05925.00	KENASTON	ND	3939	3889	.	.	.		0011
BNSF	08125.00	KINDRED	ND	4043	3993	.	.	.		0011
BNSF	07725.00	KLOTEN	ND	4043	3993	.	.	.		0011
BNSF	06115.00	KNOX	ND	4013	3963	.	.	.		0011
BNSF	09235.00	LA MOURE	ND	4043	3993	.	.	.		0011
BNSF	06390.00	LAKOTA	ND	4043	3993	.	.	.		0011
BNSF	06515.00	LANGDON	ND	4043	3993	.	.	.		0011
BNSF	06425.00	LARIMORE	ND	4043	3993	.	.	.		0011
BNSF	06380.00	LAWTON	ND	4043	3993	.	.	.		0011
BNSF	09660.00	LIDGERWOOD	ND	4043	3993	.	.	.		0011
BNSF	05890.00	LIGNITE	ND	3920	3870	.	.	.		0011
BNSF	08175.00	LISBON	ND	4043	3993	.	.	.		0011
BNSF	05945.00	LONE TREE	ND	3958	3908	.	.	.		0011
BNSF	05795.00	LUNDS VALLEY	ND	3930	3880	.	.	.		0011
BNSF	07655.00	LUVERNE	ND	4043	3993	.	.	.		0011
BNSF	08105.00	LYNCHBURG	ND	4043	3993	.	.	.		0011
BNSF	07485.00	MADDOCK	ND	4043	3993	.	.	.		0011
BNSF	09000.00	MANDAN	ND	3978	3928	.	.	.		0011
BNSF	06660.00	MANVEL	ND	4043	3993	.	.	.		0011
BNSF	06395.00	MAPES	ND	4043	.	.	.	.		0011
BNSF	07800.00	MAPLETON	ND	4043	3993	.	.	.		0011
LRVSN228-010									MORE =>	

BNSF RAILWAY COMPANY		ISSUED: JAN 29, 2008		BOOK: 2						
AG PRODUCTS UNIT		EFFECTIVE: JAN 29, 2008		SECTION: B						
P. O. BOX 961051		EXPIRES: MAY 31, 2008		PAGE: 11						
FORT WORTH, TX 76161-0051		(R) (E)		REVISION: 7						
BNSF-4022-L				ITEM: 22412						
BARLEY			STCC: 01-131-XX							
TO: 4022 22412 IDAHO DESTINATIONS										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	06735.00	PITTSBURG	ND	4043	3993	.	.	.	.	0011
BNSF	06110.00	PLEASANT LAKE	ND	4009	3959	.	.	.	.	0011
BNSF	06450.00	PORTLAND	ND	4043	.	.	.	.	.	0011
BNSF	06445.00	PORTLAND JCT	ND	4043	3993	.	.	.	.	0011
BNSF	05790.00	POWERS LAKE	ND	3927	3877	.	.	.	.	0011
BNSF	08040.00	PROSPER	ND	4043	3993	.	.	.	.	0011
BNSF	05695.00	RAY	ND	3915	.	.	.	.	.	0011
BNSF	09355.00	REEDER	ND	3835	3785	.	.	.	.	0011
BNSF	06795.00	REYNOLDS	ND	4043	3993	.	.	.	.	0011
BNSF	09330.00	RHAME	ND	3803	3753	.	.	.	.	0011
BNSF	08830.00	RICHARDTON	ND	3893	3843	.	.	.	.	0011
BNSF	06150.00	ROLLA	ND	4026	3976	.	.	.	.	0011
BNSF	05715.00	ROSS	ND	3933	3883	.	.	.	.	0011
BNSF	06105.00	RUGBY	ND	4004	3954	.	.	.	.	0011
BNSF	06250.00	SANBORN	ND	4043	3993	.	.	.	.	0011
BNSF	06350.00	SARLES	ND	4043	3993	.	.	.	.	0011
BNSF	09340.00	SCRANTON	ND	3820	3770	.	.	.	.	0011
BNSF	07430.00	SELZ	ND	4013	3963	.	.	.	.	0011
BNSF	08760.00	SENTINEL BUTTE	ND	3806	3756	.	.	.	.	0011
BNSF	07735.00	SHARON	ND	4043	.	.	.	.	.	0011
BNSF	08190.00	SHELDON	ND	4043	3993	.	.	.	.	0011
BNSF	07495.00	SHEYENNE	ND	.	3993	.	.	.	.	0011
BNSF	07405.00	SIMCOE	ND	3984	3934	.	.	.	.	0011
BNSF	06085.00	SOURIS	ND	4004	3954	.	.	.	.	0011
BNSF	08795.00	SOUTH HEART	ND	3856	3806	.	.	.	.	0011
BNSF	06210.00	SPIRITWOOD	ND	4043	3993	.	.	.	.	0011
BNSF	05885.00	STAMPEDE	ND	3914	3864	.	.	.	.	0011
BNSF	05825.00	STANLEY	ND	3937	3887	.	.	.	.	0011
BNSF	09075.00	STEELE	ND	4031	3981	.	.	.	.	0011
BNSF	09065.00	STERLING	ND	4012	3962	.	.	.	.	0011
BNSF	08260.00	STIRUM	ND	4043	3993	.	.	.	.	0011
BNSF	05970.00	SURREY	ND	3973	3923	.	.	.	.	0011
BNSF	07625.00	SUTTON	ND	4043	3993	.	.	.	.	0011
BNSF	07515.00	SYKESTON	ND	4062	4012	.	.	.	.	0011
BNSF	06810.00	TAFT	ND	4043	3993	.	.	.	.	0011
BNSF	09085.00	TAPPEN	ND	4043	3993	.	.	.	.	0011
BNSF	08825.00	TAYLOR	ND	3888	3838	.	.	.	.	0011
BNSF	06790.00	THOMPSON	ND	4043	.	.	.	.	.	0011
BNSF	05705.00	TIOGA	ND	3922	3872	.	.	.	.	0011
BNSF	07710.00	TOLNA	ND	4043	3993	.	.	.	.	0011
BNSF	06275.00	TOWER CITY	ND	4043	3993	.	.	.	.	0011
BNSF	06035.00	TOWNER	ND	3993	3943	.	.	.	.	0011
BNSF	05665.00	TRENTON	ND	3886	3836	.	.	.	.	0011
LRVSN228-012									MORE =>	

BNSF RAILWAY COMPANY		ISSUED: JAN 29, 2008		BOOK:	2				
AG PRODUCTS UNIT		EFFECTIVE: JAN 29, 2008		SECTION:	B				
P. O. BOX 961051		EXPIRES: MAY 31, 2008		PAGE:	12				
FORT WORTH, TX 76161-0051		(R) (E)		REVISION:	7				
BNSF-4022-L				ITEM:	22412				
BARLEY		STCC: 01-131-XX							
TO: 4022 22412 IDAHO DESTINATIONS									
FROM		RATES - DOLLARS PER CAR							
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	NOTES	ROUTE
BNSF	06040.00	TUNBRIDGE	ND	4001	3951	.	.		0011
BNSF	06535.00	UNION	ND	4043	3993	.	.		0011
BNSF	06215.00	URBANA	ND	4043	3993	.	.		0011
BNSF	06260.00	VALLEY CITY	ND	4043	3993	.	.		0011
BNSF	08035.00	VANCE	ND	4043	3993	.	.		0011
BNSF	08160.00	VERONA	ND	4043	3993	.	.		0011
BNSF	08300.00	WAHPETON	ND	4043	3993	.	.		0011
BNSF	08130.00	WALCOTT	ND	4043	3993	.	.		0011
BNSF	06575.00	WALHALLA	ND	4043	3993	.	.		0011
BNSF	07635.00	WALUM	ND	4043	3993	.	.		0011
BNSF	07435.00	WELLSBURG	ND	4016	3966	.	.		0011
BNSF	07810.00	WEST FARGO	ND	4043	3993	.	.		0011
BNSF	06290.00	WHEATLAND	ND	4043	3993	.	.		0011
BNSF	05690.00	WHEELLOCK	ND	3912	3862	.	.		0011
BNSF	05710.00	WHITE EARTH	ND	3926	3876	.	.		0011
BNSF	05680.00	WILLISTON	ND	3899	3849	.	.		0011
BNSF	06095.00	WILLOW CITY	ND	4004	.	.	.		0011
BNSF	09105.00	WINDSOR	ND	4043	3993	.	.		0011
BNSF	06120.00	WOLFORD	ND	4076	4026	.	.		0011
BNSF	08200.00	WOODS	ND	4043	.	.	.		0011
BNSF	09180.00	WOODWORTH	ND	4042	3992	.	.		0011
BNSF	08285.00	WYNDMERE	ND	4043	3993	.	.		0011
BNSF	06125.00	YORK	ND	4016	3966	.	.		0011
BNSF	09200.00	YPSILANTI	ND	4043	3993	.	.		0011
		**SOUTH DAKOTA	**						
BNSF	09600.00	ABERDEEN	SD	4043	3993	.	.		0011
BNSF	10165.00	ALBEE	SD	4043	3993	.	.		0011
BNSF	10355.00	ALEXANDRIA	SD	4043	3993	.	.		0011
BNSF	10210.00	ALPENA	SD	4043	3993	.	.		0011
BNSF	09500.00	ANDOVER	SD	4043	3993	.	.		0011
BNSF	10015.00	ASHTON	SD	4043	3993	.	.		0011
BNSF	10115.00	BANCROFT	SD	4043	3993	.	.		0011
BNSF	09490.00	BATH	SD	4043	3993	.	.		0011
BNSF	10510.00	BERESFORD	SD	4043	3993	.	.		0011
BNSF	09545.00	BIG STONE CITY	SD	4043	3993	.	.		0011
BNSF	09450.00	BOWDLE	SD	4043	3993	.	.		0011
BNSF	10365.00	BRIDGEWATER	SD	4043	3993	.	.		0011
BNSF	09505.00	BRISTOL	SD	4043	3993	.	.		0011
BNSF	10305.00	BURBANK	SD	4043	3993	.	.		0011
BNSF	10400.00	CANTON	SD	4043	3993	.	.		0011
BNSF	10385.00	CHANCELLOR	SD	4043	3993	.	.		0011
BNSF	10430.00	CHESTER	SD	4043	3993	.	.		0011
BNSF	10425.00	COLTON	SD	4043	3993	.	.		0011
LRVSN228-013						MORE =>			

BNSF RAILWAY COMPANY		ISSUED: JAN 29, 2008	BOOK: 2
AG PRODUCTS UNIT		EFFECTIVE: JAN 29, 2008	SECTION: B
P. O. BOX 961051		EXPIRES: MAY 31, 2008	PAGE: 13
FORT WORTH, TX 76161-0051		(R) (E)	REVISION: 7
BNSF-4022-L			ITEM: 22412
BARLEY		STCC: 01-131-XX	
TO: 4022 22412 IDAHO DESTINATIONS			
FROM		RATES - DOLLARS PER CAR	
ROAD	OPSL	STATIONS	ST COL 1 COL 2 COL 3 COL 4 C NOTES ROUTE
BNSF	10815.00	CORSON	SD 4043 3993 . . . 0011
BNSF	09475.00	CRAVEN	SD 4025 3975 . . . 0011
BNSF	10415.00	CROOKS	SD 4043 3993 . . . 0011
BNSF	10240.00	DIMOCK	SD 4043 3993 . . . 0011
BNSF	10370.00	DOLTON	SD 4043 3993 . . . 0011
BNSF	10310.00	ELK POINT	SD 4043 3993 . . . 0011
BNSF	10360.00	EMERY	SD 4043 3993 . . . 0011
BNSF	10235.00	ETHAN	SD 4043 3993 . . . 0011
BNSF	10500.00	FAIRVIEW	SD 4043 3993 . . . 0011
BNSF	10740.00	GARRETSON	SD 4043 3993 . . . 0011
BNSF	10290.00	GAYVILLE	SD 4043 3993 . . . 0011
BNSF	09430.00	GLENHAM	SD 3965 3915 . . . 0011
BNSF	09485.00	GREBNER	SD 4043 3993 . . . 0011
BNSF	09455.00	GRETNA	SD 4043 3993 . . . 0011
BNSF	09495.00	GROTON	SD 4043 3993 . . . 0011
BNSF	10135.00	GROVER	SD 4043 3993 . . . 0011
BNSF	10405.00	HARRISBURG	SD 4043 3993 . . . 0011
BNSF	10130.00	HAZEL	SD 4043 3993 . . . 0011
BNSF	09510.00	HOLMQUIST	SD 4043 3993 . . . 0011
BNSF	10505.00	HUDSON	SD 4043 3993 . . . 0011
BNSF	10100.00	HURON	SD 4043 3993 . . . 0011
BNSF	09465.00	IPSWICH	SD 4015 3965 . . . 0011
BNSF	09445.00	JAVA	SD 3982 3932 . . . 0011
BNSF	10315.00	JEFFERSON	SD 4043 3993 . . . 0011
BNSF	10260.00	KAYLOR	SD 4043 3993 . . . 0011
BNSF	10160.00	LA BOLT	SD 4043 3993 . . . 0011
BNSF	09380.00	LEMMON	SD 3870 3820 . . . 0011
BNSF	10390.00	LENNOX	SD 4043 3993 . . . 0011
BNSF	10270.00	LESTERVILLE	SD 4043 3993 . . . 0011
BNSF	10220.00	LETCHER	SD 4043 3993 . . . 0011
BNSF	10420.00	LYONS	SD 4043 3993 . . . 0011
BNSF	10440.00	MADISON	SD 4043 3993 . . . 0011
BNSF	10375.00	MARION	SD 4043 3993 . . . 0011
BNSF	09400.00	MCINTOSH	SD 3905 3855 . . . 0011
BNSF	09410.00	MCLAUGHLIN	SD 3931 3881 . . . 0011
BNSF	10295.00	MECKLING	SD 4043 3993 . . . 0011
BNSF	10010.00	MELLETTTE	SD 4043 3993 . . . 0011
BNSF	09540.00	MILBANK	SD 4043 3993 . . . 0011
BNSF	09480.00	MINA	SD 4043 3993 . . . 0011
BNSF	10350.00	MITCHELL	SD 4043 3993 . . . 0011
BNSF	09425.00	MOBRIDGE	SD 3958 3908 . . . 0011
BNSF	09390.00	MORRISTOWN	SD 3890 3840 . . . 0011
BNSF	09525.00	ORTLEY	SD 4043 3993 . . . 0011
LRVSN228-014		MORE =>	

BNSF RAILWAY COMPANY				ISSUED:	JAN 29, 2008	BOOK:	2		
AG PRODUCTS UNIT				EFFECTIVE:	JAN 29, 2008	SECTION:	B		
P. O. BOX 961051				EXPIRES:	MAY 31, 2008	PAGE:	14		
FORT WORTH, TX 76161-0051				(R) (E)		REVISION:	7		
BNSF-4022-L						ITEM:	22412		
BARLEY						STCC:	01-131-XX		
TO: 4022 22412 IDAHO DESTINATIONS									
				RATES - DOLLARS PER CAR					
FROM				ST	COL 1	COL 2	COL 3	COL 4	C|NOTES|ROUTE
ROAD	OPSL	STATIONS							
BNSF	10110.00	OSCEOLA		SD	4043	3993	.	.	0011
BNSF	10380.00	PARKER		SD	4043	3993	.	.	0011
BNSF	10245.00	PARKSTON		SD	4043	3993	.	.	0011
BNSF	10145.00	RAUVILLE		SD	4043	3993	.	.	0011
BNSF	09460.00	ROSCOE		SD	4006	3956	.	.	0011
BNSF	10265.00	SCOTLAND		SD	4043	3993	.	.	0011
BNSF	09440.00	SELBY		SD	3977	3927	.	.	0011
BNSF	10830.00	SHERMAN		SD	4043	3993	.	.	0011
BNSF	10410.00	SIOUX FALLS		SD	4043	3993	.	.	0011
BNSF	09435.00	SITKA		SD	4043	3993	.	.	0011
BNSF	10150.00	SOUTH SHORE		SD	4043	3993	.	.	0011
BNSF	10155.00	STOCKHOLM		SD	4043	3993	.	.	0011
BNSF	09530.00	SUMMIT		SD	4043	3993	.	.	0011
BNSF	10255.00	TRIPP		SD	4043	3993	.	.	0011
BNSF	10025.00	TULARE		SD	4043	3993	.	.	0011
BNSF	09535.00	TWIN BROOKS		SD	4043	3993	.	.	0011
BNSF	10275.00	UTICA		SD	4043	3993	.	.	0011
BNSF	10300.00	VERMILLION		SD	4043	3993	.	.	0011
BNSF	10125.00	VIENNA		SD	4043	3993	.	.	0011
BNSF	09405.00	WALKER		SD	3918	3868	.	.	0011
BNSF	10000.00	WARNER		SD	4043	3993	.	.	0011
BNSF	09395.00	WATAUGA		SD	3898	3848	.	.	0011
BNSF	10140.00	WATERTOWN		SD	4043	3993	.	.	0011
BNSF	09520.00	WAUBAY		SD	4043	3993	.	.	0011
BNSF	09515.00	WEBSTER		SD	4043	3993	.	.	0011
BNSF	10435.00	WENTWORTH		SD	4043	3993	.	.	0011
BNSF	10120.00	WILLOW LAKE		SD	4043	3993	.	.	0011
BNSF	10200.00	WOLSEY		SD	4043	3993	.	.	0011
BNSF	10215.00	WOONSOCKET		SD	4043	3993	.	.	0011
BNSF	10395.00	WORTHING		SD	4043	3993	.	.	0011
BNSF	10105.00	YALE		SD	4043	3993	.	.	0011
BNSF	10285.00	YANKTON		SD	4043	3993	.	.	0011
		**WISCONSIN		**					
BNSF	11835.00	SUPERIOR		WI	4043	3993	.	.	0011
		**WYOMING		**					
BNSF	17160.00	BASIN		WY	3669	3619	.	.	0011
BNSF	17230.00	BONNEVILLE		WY	3897	3847	.	.	0011
BNSF	17040.00	CODY		WY	3897	3847	.	.	0011
BNSF	17155.00	GREYBULL		WY	3669	3619	.	.	0011
BNSF	17115.00	LOVELL		WY	3669	3619	.	.	0011
BNSF	17060.00	POWELL		WY	3897	3847	.	.	0011
BNSF	17050.00	RALSTON		WY	3897	3847	.	.	0011
BNSF	17185.00	WORLAND		WY	3897	3847	.	.	0011
LRVSN228-015									END

BNSF RAILWAY COMPANY AG PRODUCTS UNIT P. O. BOX 961051 FORT WORTH, TX 76161-0051 BNSF-4022-L	ISSUED: AUG 08, 2008 BOOK: 2 EFFECTIVE: AUG 31, 2008 SECTION: B EXPIRES: AUG 31, 2008 PAGE: 1 (E) REVISION: 3 ITEM: 22416
FROM SELECTED BNSF STATIONS IN: COLORADO, MANITOBA, MINNESOTA, MONTANA, NORTH DAKOTA, SOUTH DAKOTA, WISCONSIN	
TO BNSF STATIONS: BRITISH COLUMBIA, OREGON, WASHINGTON (EXCEPT THOSE YAKIMA VALLEY STATIONS NAMED IN ITEM 22421) FROM VARIOUS BNSF STATIONS	
TO VARIOUS BNSF STATIONS	
GENERAL RULES	
- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS. - FOR RATES ON COVERED HOPPER CARS IN EXCESS OF 5000 CUBIC FEET, SEE ITEM 22901. - PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.	
COMMODITY DEFINITIONS	
STCC	DESCRIPTION
01131	BARLEY
EQUIPMENT DEFINITIONS AND SPECIFIC RULES	
COL 1: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.	
COL 2: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 26 CARS AND MAXIMUM NOT GREATER THAN 51 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.	
COL 3: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 52 CARS AND MAXIMUM NOT GREATER THAN 109 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.	
ROUTE DEFINITIONS	
ROUTE NUMBER	
0001:	BNSF DIRECT
LRVSN286-226	| MORE =>

BNSF RAILWAY COMPANY		ISSUED: AUG 08, 2008		BOOK:	2			
AG PRODUCTS UNIT		EFFECTIVE: AUG 31, 2008		SECTION:	B			
P. O. BOX 961051		EXPIRES: AUG 31, 2008		PAGE:	2			
FORT WORTH, TX 76161-0051		(E)		REVISION:	3			
BNSF-4022-L				ITEM:	22416			
BARLEY				STCC: 01-131-XX				
TO: FREDERICKSON		WA						
FROM STATIONS		RATES - DOLLARS PER CAR					NOTES	ROUTE
	ST	COL 1	COL 2	COL 3	COL 4	COL 5		
**MONTANA	**							
CUT BANK	MT	2672	2572	2472	.	.	0001	
LRVSN286-227		END						

BNSF RAILWAY COMPANY	ISSUED: AUG 08, 2008	BOOK: 2
AG PRODUCTS UNIT	EFFECTIVE: AUG 31, 2008	SECTION: B
P. O. BOX 961051	EXPIRES: AUG 31, 2008	PAGE: 1
FORT WORTH, TX 76161-0051	(E)	REVISION: 6
BNSF-4022-L		ITEM: 22421

FROM SELECTED BNSF STATIONS IN:
 MANITOBA, MINNESOTA, MONTANA, NORTH DAKOTA, SOUTH DAKOTA, WISCONSIN, WYOMING

TO SELECTED BNSF STATIONS IN:
 YAKIMA VALLEY, WASHINGTON

GENERAL RULES

- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.
- FOR RATES ON COVERED HOPPER CARS IN EXCESS OF 5000 CUBIC FEET, SEE ITEM 22921.
- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.

COMMODITY DEFINITIONS

STCC	DESCRIPTION
01131	BARLEY

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

- COL 1: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.
- COL 2: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 26 CARS AND MAXIMUM NOT GREATER THAN 51 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.
- COL 3: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 52 CARS AND MAXIMUM NOT GREATER THAN 110 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.

ROUTE DEFINITIONS

ROUTE NUMBER	DESCRIPTION
0001:	BNSF DIRECT

GROUP DEFINITIONS

ORIGIN GROUPS

GROUP 0001- 4022 21255 MN ORIGIN GROUP CONSISTS OF THE FOLLOWING:

THE STATE OF MN
 EXCEPT:
 APPLETON MN GRANITE FALLS MN OLIVIA MN

LRVSN286-228

| MORE => |

BNSF RAILWAY COMPANY		ISSUED:	AUG 08, 2008	BOOK:	2
AG PRODUCTS UNIT		EFFECTIVE:	AUG 31, 2008	SECTION:	B
P. O. BOX 961051		EXPIRES:	AUG 31, 2008	PAGE:	2
FORT WORTH, TX 76161-0051		(E)		REVISION:	6
BNSF-4022-L				ITEM:	22421

BIRD ISLAND	MN	HECTOR	MN	PLATO	MN
BONGARDS	MN	HOPKINS	MN	PORT CARGILL SAVAGE	MN
BROWNTON	MN	JONATHAN	MN	RENVILLE	MN
BUFFALO LAKE	MN	MILAN	MN	RUEBEL	MN
CAMDEN PLACE	MN	MINNESOTA FALLS	MN	SACRED HEART	MN
CHANHASSEN	MN	MONTEVIDEO	MN	SAVAGE	MN
CHS SAVAGE	MN	NEW BRIGHTON	MN	STEWART	MN
COLOGNE	MN	NORTH WATSON	MN	UNION YARD	MN
CORRELL	MN	NORWOOD	MN	WEGDAHL	MN
DANUBE	MN	ODESSA	MN		

DESTINATION GROUPS

GROUP 0050- 4022 22421 YAKIMA VALLEY DEST CONSISTS OF THE FOLLOWING:

BRUCE	WA	OTHELLO	WA	SUGAR SPUR	WA
CONNELL	WA	PALOUSE	WA	SUNNYSIDE	WA
ELLENSBURG	WA	PLYMOUTH	WA	TOPPENISH	WA
EPHRATA	WA	PROSSER	WA	VISTA	WA
GRANDVIEW	WA	QUINCY	WA	WALLULA	WA
GRANGER	WA	REARDAN	WA	WAPATO	WA
MABTON	WA	RITZVILLE	WA	WARDEN	WA
MEAD	WA	SPOKANE	WA	YAKIMA	WA
MOSES LAKE	WA				

LRVSN286-229 | MORE =>

BNSF RAILWAY COMPANY		ISSUED: AUG 08, 2008		BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE: AUG 31, 2008		SECTION:	B					
P. O. BOX 961051		EXPIRES: AUG 31, 2008		PAGE:	3					
FORT WORTH, TX 76161-0051		(E)		REVISION:	6					
BNSF-4022-L				ITEM:	22421					
BARLEY				STCC: 01-131-XX						
TO: 4022 22421 YAKIMA VALLEY DEST										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF		GROUP 0001		2568	2518	2443	.			0001
		**MANITOBA	**							
BNSF	06950.00	WINNIPEG	MB	2774	2724	2649	.			0001
		**MONTANA	**							
BNSF	05640.00	BAINVILLE	MT	2422	2372	2297	.			0001
BNSF	09320.00	BAKER	MT	2586	2536	2461	.			0001
BNSF	04890.00	BELGRADE	MT	1410	.	.	.			0001
BNSF	04310.00	BIG SANDY	MT	2102	2052	1977	.			0001
BNSF	04910.00	BIG TIMBER	MT	1483	.	.	.			0001
BNSF	04970.00	BILLINGS	MT	1940	1890	1815	.			0001
BNSF	04315.00	BOX ELDER	MT	2102	2052	1977	.			0001
BNSF	04895.00	BOZEMAN	MT	1420	.	.	.			0001
BNSF	05030.00	BRADY	MT	1893	1843	1768	.			0001
BNSF	05315.00	BROADVIEW	MT	1940	1890	1815	.			0001
BNSF	05545.00	BROCKTON	MT	2422	2372	2297	.			0001
BNSF	05155.00	CARTER	MT	1947	1897	1822	.			0001
BNSF	04260.00	CHESTER	MT	1989	1939	1864	.			0001
BNSF	04335.00	CHINOOK	MT	2144	2094	2019	.			0001
BNSF	05055.00	CHOTEAU	MT	1893	1843	1768	.			0001
BNSF	08700.00	CIRCLE	MT	2521	2471	2396	.			0001
BNSF	04920.00	COLUMBUS	MT	1526	.	.	.			0001
BNSF	05025.00	CONRAD	MT	1893	1843	1768	.			0001
BNSF	05555.00	CULBERTSON	MT	2422	2372	2297	.			0001
BNSF	04170.00	CUT BANK	MT	1839	1789	1714	.			0001
BNSF	04240.00	DEVON	MT	1933	1883	1808	.			0001
BNSF	05045.00	DUTTON	MT	1893	1843	1768	.			0001
BNSF	17020.00	EAST BRIDGER	MT	1981	1931	1856	.			0001
BNSF	05050.00	FAIRFIELD	MT	1893	1843	1768	.			0001
BNSF	08560.00	FALLON	MT	2329	2279	2204	.			0001
BNSF	05630.00	FROID	MT	2422	2372	2297	.			0001
BNSF	17015.00	FROMBERG	MT	1981	1931	1856	.			0001
BNSF	05170.00	FT BENTON	MT	1989	1939	1864	.			0001
BNSF	05235.00	GEYSER	MT	1917	1867	1792	.			0001
BNSF	04290.00	GILDFORD	MT	2059	2009	1934	.			0001
BNSF	04400.00	GLASGOW	MT	2346	2296	2221	.			0001
BNSF	08580.00	GLENDIVE	MT	2387	2337	2262	.			0001
BNSF	05090.00	GREAT FALLS	MT	1893	1843	1768	.			0001
BNSF	04780.00	HAMILTON	MT	1241	.	.	.			0001
BNSF	16010.00	HARDIN	MT	1994	1944	1869	.			0001
BNSF	04345.00	HARLEM	MT	2177	2127	2052	.			0001
BNSF	04865.00	HARRISON	MT	1383	.	.	.			0001
BNSF	04325.00	HAVRE	MT	2124	2074	1999	.			0001
LRVSN286-230									MORE =>	

BNSF RAILWAY COMPANY		ISSUED: AUG 08, 2008		BOOK:	2
AG PRODUCTS UNIT		EFFECTIVE: AUG 31, 2008		SECTION:	B
P. O. BOX 961051		EXPIRES: AUG 31, 2008		PAGE:	4
FORT WORTH, TX 76161-0051		(E)		REVISION:	6
BNSF-4022-L				ITEM:	22421
BARLEY				STCC: 01-131-XX	
TO: 4022 22421 YAKIMA VALLEY DEST					
FROM					
ROAD	OPSL	STATIONS	ST	RATES - DOLLARS PER CAR	
			COL 1	COL 2	COL 3
			COL 4	C	NOTES
					ROUTE
BNSF	04720.00	HELENA	MT	1316	.
BNSF	04285.00	HINGHAM	MT	2046	1996
BNSF	04385.00	HINSDALE	MT	2306	2256
BNSF	04990.00	HUNTLEY	MT	1966	1916
BNSF	09310.00	ISMAY	MT	2445	2395
BNSF	04270.00	JOPLIN	MT	2010	1960
BNSF	04070.00	KALISPELL	MT	1457	1407
BNSF	05165.00	KERSHAW	MT	1989	1939
BNSF	04295.00	KREMLIN	MT	2081	2031
BNSF	04940.00	LAUREL	MT	1553	.
BNSF	05010.00	LEDGER	MT	1893	1843
BNSF	05275.00	LEWISTOWN	MT	1932	1882
BNSF	08705.00	LINDSAY	MT	2460	2410
BNSF	04900.00	LIVINGSTON	MT	1446	.
BNSF	08610.00	LUDINGTON	MT	2496	2446
BNSF	05525.00	MACON	MT	2422	2372
BNSF	04370.00	MALTA	MT	2245	2195
BNSF	04885.00	MANHATTAN	MT	1399	.
BNSF	05620.00	MEDICINE LAKE	MT	2422	2372
BNSF	05605.00	MERC	MT	2422	2372
BNSF	04155.00	MERIWETHER	MT	1731	1681
BNSF	08525.00	MILES CITY	MT	2232	2182
BNSF	04650.00	MISSOULA	MT	1189	.
BNSF	05255.00	MOCASIN	MT	1917	1867
BNSF	05285.00	MOORE	MT	1917	1867
BNSF	05500.00	NASHUA	MT	2369	2319
BNSF	05600.00	PLENTYWOOD	MT	2422	2372
BNSF	05535.00	POPLAR	MT	2422	2372
BNSF	05080.00	POWER	MT	1893	1843
BNSF	05615.00	RESERVE	MT	2422	2372
BNSF	04440.00	RONAN	MT	1174	.
BNSF	04280.00	RUDYARD	MT	2033	1983
BNSF	04225.00	SHELBY	MT	1893	1843
BNSF	08605.00	SIDNEY	MT	2456	2406
BNSF	05240.00	STANFORD	MT	1917	1867
BNSF	04215.00	SUNBURST	MT	1893	1843
BNSF	04210.00	SWEET GRASS	MT	1893	1843
BNSF	04876.00	THREE FORKS	MT	1392	.
BNSF	04255.00	TIBER	MT	1976	1926
BNSF	04760.00	TOSTON	MT	1363	.
BNSF	04755.00	TOWNSEND	MT	1351	.
BNSF	05015.00	VALIER	MT	1893	1843
BNSF	05520.00	WOLF POINT	MT	2422	2372
LRVSN286-231					
					MORE =>

BNSF RAILWAY COMPANY		ISSUED: AUG 08, 2008		BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE: AUG 31, 2008		SECTION:	B					
P. O. BOX 961051		EXPIRES: AUG 31, 2008		PAGE:	5					
FORT WORTH, TX 76161-0051		(E)		REVISION:	6					
BNSF-4022-L				ITEM:	22421					
BARLEY				STCC: 01-131-XX						
TO: 4022 22421 YAKIMA VALLEY DEST										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF		**NORTH DAKOTA	**							
		THE STATE OF	ND	2568	2518	2443	.			0001
BNSF		**SOUTH DAKOTA	**							
		THE STATE OF	SD	2568	2518	2443	.			0001
BNSF		**WISCONSIN	**							
		THE STATE OF	WI	2568	2518	2443	.			0001
LRVSN286-232										END

BNSF RAILWAY COMPANY	ISSUED: AUG 08, 2008	BOOK: 2
AG PRODUCTS UNIT	EFFECTIVE: AUG 31, 2008	SECTION: B
P. O. BOX 961051	EXPIRES: AUG 31, 2008	PAGE: 1
FORT WORTH, TX 76161-0051	(E)	REVISION: 5
BNSF-4022-L		ITEM: 22423

FROM SELECTED BNSF STATIONS IN:
MANITOBA, MINNESOTA, MONTANA, NORTH DAKOTA, SOUTH DAKOTA, WISCONSIN

TO UP STATION:
WALLULA HEIGHTS, WASHINGTON

GENERAL RULES

- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.
- WHEN SHIPPER OWNED OR LEASED EQUIPMENT IS USED, A MILEAGE ALLOWANCE OF NOT MORE THAN 24 CENTS PER LOADED MILE WILL BE MADE WHILE ON THE LINES OF THE UP.
- FOR RATES ON COVERED HOPPER CARS IN EXCESS OF 5000 CUBIC FEET, SEE ITEM 22923.
- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.

COMMODITY DEFINITIONS

STCC	DESCRIPTION
01131	BARLEY

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

COL 1: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.

COL 2: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 26 CARS AND MAXIMUM NOT GREATER THAN 51 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.

COL 3: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 52 CARS AND MAXIMUM NOT GREATER THAN 110 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 1 CUBIC FOOT AND EQUAL TO OR LESS THAN 5000 CUBIC FEET.

ROUTE DEFINITIONS

ROUTE NUMBER	ROUTE DEFINITION
0041	BNSF-VILLARD JCT, WA (VILRD) -UP

GROUP DEFINITIONS

ORIGIN GROUPS

GROUP 0001- 4022 21255 MN ORIGIN GROUP CONSISTS OF THE FOLLOWING:

LRVSN286-233 | MORE =>

FROM		RATES - DOLLARS PER CAR						NOTES	ROUTE
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	ROUTE
BNSF		GROUP 0001		2604	2554	2479	.		0041
		**MANITOBA	**						
BNSF	06950.00	WINNIPEG	MB	2810	2760	2685	.		0041
		**MONTANA	**						
BNSF	05640.00	BAINVILLE	MT	2458	2408	2333	.		0041
BNSF	09320.00	BAKER	MT	2622	2572	2497	.		0041
BNSF	04890.00	BELGRADE	MT	1446	.	.	.		0041
BNSF	04310.00	BIG SANDY	MT	2138	2088	2013	.		0041
BNSF	04910.00	BIG TIMBER	MT	1519	.	.	.		0041
BNSF	04970.00	BILLINGS	MT	1976	1926	1851	.		0041
BNSF	04315.00	BOX ELDER	MT	2138	2088	2013	.		0041
BNSF	04895.00	BOZEMAN	MT	1456	.	.	.		0041
BNSF	05030.00	BRADY	MT	1929	1879	1804	.		0041
BNSF	05315.00	BROADVIEW	MT	1976	1926	1851	.		0041
BNSF	05545.00	BROCKTON	MT	2458	2408	2333	.		0041
BNSF	05155.00	CARTER	MT	1983	1933	1858	.		0041
BNSF	04260.00	CHESTER	MT	2025	1975	1900	.		0041
BNSF	04335.00	CHINOOK	MT	2180	2130	2055	.		0041
BNSF	05055.00	CHOTEAU	MT	1929	1879	1804	.		0041
BNSF	08700.00	CIRCLE	MT	2557	2507	2432	.		0041
BNSF	04920.00	COLUMBUS	MT	1562	.	.	.		0041
BNSF	05025.00	CONRAD	MT	1929	1879	1804	.		0041
BNSF	05555.00	CULBERTSON	MT	2458	2408	2333	.		0041
BNSF	04170.00	CUT BANK	MT	1875	1825	1750	.		0041
BNSF	04240.00	DEVON	MT	1969	1919	1844	.		0041
BNSF	05045.00	DUTTON	MT	1929	1879	1804	.		0041
BNSF	17020.00	EAST BRIDGER	MT	2017	1967	1892	.		0041
BNSF	05050.00	FAIRFIELD	MT	1929	1879	1804	.		0041
BNSF	08560.00	FALLON	MT	2365	2315	2240	.		0041
BNSF	05630.00	FROID	MT	2458	2408	2333	.		0041
BNSF	17015.00	FROMBERG	MT	2017	1967	1892	.		0041
BNSF	05170.00	FT BENTON	MT	2025	1975	1900	.		0041
BNSF	05235.00	GEYSER	MT	1953	1903	1828	.		0041
BNSF	04290.00	GILDFORD	MT	2095	2045	1970	.		0041
BNSF	04400.00	GLASGOW	MT	2382	2332	2257	.		0041
BNSF	08580.00	GLENDIVE	MT	2423	2373	2298	.		0041
BNSF	05090.00	GREAT FALLS	MT	1929	1879	1804	.		0041
BNSF	04780.00	HAMILTON	MT	1277	.	.	.		0041
BNSF	16010.00	HARDIN	MT	2030	1980	1905	.		0041
BNSF	04345.00	HARLEM	MT	2213	2163	2088	.		0041
BNSF	04865.00	HARRISON	MT	1419	.	.	.		0041
BNSF	04325.00	HAVRE	MT	2160	2110	2035	.		0041
| LRVSN286-235									| MORE => |

BNSF RAILWAY COMPANY		ISSUED: AUG 08, 2008		BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE: AUG 31, 2008		SECTION:	B					
P. O. BOX 961051		EXPIRES: AUG 31, 2008		PAGE:	4					
FORT WORTH, TX 76161-0051		(E)		REVISION:	5					
BNSF-4022-L				ITEM:	22423					
BARLEY				STCC: 01-131-XX						
TO: WALLULA HEIGHTS		WA								
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	04720.00	HELENA	MT	1352	.	.	.			0041
BNSF	04285.00	HINGHAM	MT	2082	2032	1957	.			0041
BNSF	04385.00	HINSDALE	MT	2342	2292	2217	.			0041
BNSF	04990.00	HUNTLEY	MT	2002	1952	1877	.			0041
BNSF	09310.00	ISMAY	MT	2481	2431	2356	.			0041
BNSF	04270.00	JOPLIN	MT	2046	1996	1921	.			0041
BNSF	04070.00	KALISPELL	MT	1493	1443	1368	.			0041
BNSF	05165.00	KERSHAW	MT	2025	1975	1900	.			0041
BNSF	04295.00	KREMLIN	MT	2117	2067	1992	.			0041
BNSF	04940.00	LAUREL	MT	1589	.	.	.			0041
BNSF	05010.00	LEDGER	MT	1929	1879	1804	.			0041
BNSF	05275.00	LEWISTOWN	MT	1968	1918	1843	.			0041
BNSF	08705.00	LINDSAY	MT	2496	2446	2371	.			0041
BNSF	04900.00	LIVINGSTON	MT	1482	.	.	.			0041
BNSF	08610.00	LUDINGTON	MT	2532	2482	2407	.			0041
BNSF	05525.00	MACON	MT	2458	2408	2333	.			0041
BNSF	04370.00	MALTA	MT	2281	2231	2156	.			0041
BNSF	04885.00	MANHATTAN	MT	1435	.	.	.			0041
BNSF	05620.00	MEDICINE LAKE	MT	2458	2408	2333	.			0041
BNSF	05605.00	MERC	MT	2458	2408	2333	.			0041
BNSF	04155.00	MERIWETHER	MT	1767	1717	1642	.			0041
BNSF	08525.00	MILES CITY	MT	2268	2218	2143	.			0041
BNSF	04650.00	MISSOULA	MT	1225	.	.	.			0041
BNSF	05255.00	MOCCASIN	MT	1953	1903	1828	.			0041
BNSF	05285.00	MOORE	MT	1953	1903	1828	.			0041
BNSF	05500.00	NASHUA	MT	2405	2355	2280	.			0041
BNSF	05600.00	PLENTYWOOD	MT	2458	2408	2333	.			0041
BNSF	05535.00	POPLAR	MT	2458	2408	2333	.			0041
BNSF	05080.00	POWER	MT	1929	1879	1804	.			0041
BNSF	05615.00	RESERVE	MT	2458	2408	2333	.			0041
BNSF	04440.00	RONAN	MT	1210	.	.	.			0041
BNSF	04280.00	RUDYARD	MT	2069	2019	1944	.			0041
BNSF	04225.00	SHELBY	MT	1929	1879	1804	.			0041
BNSF	08605.00	SIDNEY	MT	2492	2442	2367	.			0041
BNSF	05240.00	STANFORD	MT	1953	1903	1828	.			0041
BNSF	04215.00	SUNBURST	MT	1929	1879	1804	.			0041
BNSF	04210.00	SWEET GRASS	MT	1929	1879	1804	.			0041
BNSF	04876.00	THREE FORKS	MT	1428	.	.	.			0041
BNSF	04255.00	TIBER	MT	2012	1962	1887	.			0041
BNSF	04760.00	TOSTON	MT	1399	.	.	.			0041
BNSF	04755.00	TOWNSEND	MT	1387	.	.	.			0041
BNSF	05015.00	VALIER	MT	1929	1879	1804	.			0041
BNSF	05520.00	WOLF POINT	MT	2458	2408	2333	.			0041
LRVSN286-236									| MORE => |	

BNSF RAILWAY COMPANY		ISSUED: AUG 08, 2008		BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE: AUG 31, 2008		SECTION:	B					
P. O. BOX 961051		EXPIRES: AUG 31, 2008		PAGE:	5					
FORT WORTH, TX 76161-0051		(E)		REVISION:	5					
BNSF-4022-L				ITEM:	22423					
BARLEY				STCC: 01-131-XX						
TO: WALLULA HEIGHTS		WA								
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF		**NORTH DAKOTA	**							
		THE STATE OF	ND	2604	2554	2479	.			0041
BNSF		**SOUTH DAKOTA	**							
		THE STATE OF	SD	2604	2554	2479	.			0041
BNSF		**WISCONSIN	**							
		THE STATE OF	WI	2604	2554	2479	.			0041
LRVSN286-237										END

BNSF RAILWAY COMPANY	ISSUED: AUG 08, 2008	BOOK: 2
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FROM SELECTED BNSF STATIONS IN:
 MANITOBA, MINNESOTA, MONTANA, NORTH DAKOTA, SOUTH DAKOTA, WISCONSIN
 COLORADO

TO BNSF STATIONS:
 BRITISH COLUMBIA, OREGON, WASHINGTON (EXCEPT THOSE YAKIMA VALLEY STATIONS
 NAMED IN ITEM 22921

GENERAL RULES

- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.
- FOR RATES ON COVERED HOPPER CARS LESS THAN OR EQUAL TO 5000 CUBIC FEET, SEE ITEM 22401.
- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.

COMMODITY DEFINITIONS

STCC	DESCRIPTION
01131	BARLEY

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

- COL 1: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.
- COL 2: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 26 CARS AND MAXIMUM NOT GREATER THAN 51 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.
- COL 3: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 52 CARS AND MAXIMUM NOT GREATER THAN 109 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.

ROUTE DEFINITIONS

ROUTE NUMBER	DESCRIPTION
0001:	BNSF DIRECT

GROUP DEFINITIONS

ORIGIN GROUPS

GROUP 0001- 4022 21255 MN ORIGIN GROUP CONSISTS OF THE FOLLOWING:
 THE STATE OF MN
 EXCEPT:

APPLETON	MN	GRANITE FALLS	MN	OLIVIA	MN
BIRD ISLAND	MN	HECTOR	MN	PLATO	MN

|LRVSN286-269 | MORE => |

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BONGARDS	MN	HOPKINS	MN	PORT CARGILL SAVAGE	MN
BROWNTON	MN	JONATHAN	MN	RENVILLE	MN
BUFFALO LAKE	MN	MILAN	MN	RUEBEL	MN
CAMDEN PLACE	MN	MINNESOTA FALLS	MN	SACRED HEART	MN
CHANHASSEN	MN	MONTEVIDEO	MN	SAVAGE	MN
CHS SAVAGE	MN	NEW BRIGHTON	MN	STEWART	MN
COLOGNE	MN	NORTH WATSON	MN	UNION YARD	MN
CORRELL	MN	NORWOOD	MN	WEGDAHL	MN
DANUBE	MN	ODESSA	MN		

DESTINATION GROUPS

GROUP 0050- 22901 PNW EXCEPT YAKIMA VALLEY CONSISTS OF THE FOLLOWING:

ARDLEY	BC	ARCO	WA	MCKENNON SPUR	WA
BURNABY	BC	ARLINGTON	WA	MCMILLIN	WA
COLEBROOK	BC	AUBURN	WA	MERRITT	WA
NEW WESTMINSTER	BC	BALLARD	WA	METRECO	WA
ROBERTS BANK	BC	BANGOR	WA	MOBASE	WA
TOWNSEND	BC	BARING	WA	MONROE	WA
VANCOUVER	BC	BAY SHORE	WA	MONTESANO	WA
WHITE ROCK	BC	BELFAIR	WA	MT VERNON	WA
ALBANY	OR	BELLEVUE	WA	MUKILTEO	WA
ALBERTSON	OR	BELLINGHAM	WA	NAPAVINE	WA
AMERICAN	OR	BELMONT	WA	NISQUALLY	WA
AWBREY	OR	BERNE	WA	NOOKSACK	WA
BANKS	OR	BINGEN	WA	NORANDA	WA
BEAVERTON	OR	BLACK RIVER	WA	NORTH BONNEVILLE	WA
BENDEMEER	OR	BLAINE	WA	OAKVILLE	WA
BOWERS JCT	OR	BOW	WA	OLEQUA	WA
CARTNEY	OR	BREMERTON	WA	OLYMPIA	WA
CHRISTIE	OR	BRIARWOOD	WA	ORILLIA	WA
CLATSKANIE	OR	BROMART	WA	OSTRANDER	WA
CLIFTON	OR	BUCODA	WA	PALMER JCT	WA
CORNELIUS	OR	BURLINGTON	WA	PIONEER	WA
DONALD	OR	CAMAS	WA	PORTCO	WA
DURHAM	OR	CAMP MURRAY	WA	PRINDLE	WA
EAST ST JOHNS	OR	CASTLE ROCK	WA	PUYALLUP	WA
EHLEN	OR	CENPARK	WA	QUADLOK	WA
ENID	OR	CENTRALIA	WA	QUENDALL	WA
EUGENE	OR	CHEHALIS	WA	RAVENSDALE	WA
FAYETTEVILLE	OR	CHERRY POINT	WA	REDMOND	WA
FOREST GROVE	OR	COOKS	WA	RENTON	WA
FROMAN	OR	COVINGTON	WA	RESERVATION	WA
FRY	OR	CUSTER	WA	RHODES	WA
GASCO	OR	DEMING	WA	RICHMOND BEACH	WA
GOBLE	OR	DUPONT	WA	RIDGEFIELD	WA
GOLTRA	OR	EAGLE GORGE	WA	ROCHESTER	WA
GRETON	OR	EARLMOUNT	WA	ROCKY POINT	WA
HARBOR TRACK	OR	EAST OLYMPIA	WA	ROY	WA
HARRISBURG	OR	EAVAN	WA	RYE	WA

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| MORE =>

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HILLSBORO	OR	EDGEComb	WA	SAMISH	WA
HOLBROOK	OR	EDMONDS	WA	SEATTLE	WA
HOPMERE	OR	ELMA	WA	SEDRO WOOLLEY	WA
KNAPPA	OR	ENGLISH	WA	SHELTON	WA
LAKE YARD	OR	EVERETT	WA	SILVANA	WA
LINNTON	OR	FERNDALE	WA	SILVERDALE	WA
LOGANVILLE	OR	FIDALGO	WA	SKAMANIA	WA
MAYGER	OR	FIR	WA	SKYKOMISH	WA
MEADOW VIEW	OR	FISHER	WA	SNOHOMISH	WA
MERLE	OR	FRYELANDS	WA	SOUTH BELFAIR	WA
NORTH PLAINS	OR	FT LEWIS	WA	SOUTH TACOMA	WA
NORTH PORTLAND	OR	GATE	WA	SPANAWAY	WA
ORVILLE	OR	GOLD BAR	WA	ST CLAIR	WA
PORT WESTWARD	OR	GORST	WA	STANWOOD	WA
PORTLAND	OR	GRAND MOUND	WA	STELLACOOM	WA
POTTER	OR	GROTTO	WA	STEVENSON	WA
QUINABY	OR	HAMPTON	WA	STIMSON	WA
QUINCY	OR	HENRYS	WA	SULTAN	WA
RAINIER	OR	HILLHURST	WA	SUMNER	WA
RIVER GATE	OR	HOME VALLEY	WA	TACOMA	WA
SALEM	OR	HOOD	WA	TENINO	WA
SCAPPOOSE	OR	HOQUIAM	WA	THOMAS	WA
SIDNEY	OR	INTALCO	WA	THORNWOOD	WA
ST HELENS	OR	INTERBAY	WA	TILLICUM	WA
ST LOUIS	OR	KALAMA	WA	TITLOW	WA
STORWEST	OR	KANASKAT	WA	VADER	WA
TIGARD	OR	KELSO	WA	VANCOUVER	WA
TIMCO	OR	KENT	WA	WABASH	WA
TONGUE POINT	OR	KETRON	WA	WASHOUGAL	WA
TROJAN	OR	KIRKLAND	WA	WEGOE	WA
TUALATIN	OR	KRUSE JCT	WA	WESCO	WA
TULSA	OR	KYRO	WA	WEST TACOMA	WA
UNITED JCT	OR	LACEY	WA	WESTON	WA
VERDURE	OR	LAKEVIEW	WA	WHITES	WA
WAUNA	OR	LESTER	WA	WHITMARSH	WA
WEST WOODBURN	OR	LONGVIEW	WA	WHITNEY	WA
WESTPORT	OR	LOWELL	WA	WICKERSHAM	WA
WILLBRIDGE	OR	LYNDEN	WA	WIESER	WA
WILSONVILLE	OR	MALTBY	WA	WINLOCK	WA
ABERDEEN	WA	MARMAC	WA	WINTON	WA
ABERDEEN JCT	WA	MARYSVILLE	WA	WOODINVILLE	WA
ACME	WA	MAYWOOD	WA	WOODLAND	WA
AMPERE	WA	MCCLEARY	WA	YELM	WA

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BNSF-4022-L				ITEM:	22901				

BARLEY				STCC: 01-131-XX					

TO: 22901 PNW EXCEPT YAKIMA VALLEY									

FROM	RATES - DOLLARS PER CAR								
STATIONS	ST	COL 1	COL 2	COL 3	COL 4	COL 5	C	NOTES	ROUTE

GROUP 0001		3504	3448	3335	.	.			0001
**COLORADO	**								
THE STATE OF	CO	3504	3448	3335	.	.			0001
**MANITOBA	**								
WINNIPEG	MB	3731	3674	3561	.	.			0001
**MONTANA	**								
BAINVILLE	MT	3344	3288	3175	.	.			0001
BAKER	MT	3525	3468	3355	.	.			0001
BELGRADE	MT	2231	.	.	.	.			0001
BIG SANDY	MT	2992	2936	2823	.	.			0001
BIG TIMBER	MT	2311	.	.	.	.			0001
BILLINGS	MT	2361	.	.	.	.			0001
BOX ELDER	MT	2992	2936	2823	.	.			0001
BOZEMAN	MT	2242	.	.	.	.			0001
BRADY	MT	2762	2706	2593	.	.			0001
BROADVIEW	MT	2814	2758	2645	.	.			0001
BROCKTON	MT	3344	3288	3175	.	.			0001
CARTER	MT	2822	2766	2653	.	.			0001
CHESTER	MT	2868	2811	2698	.	.			0001
CHINOOK	MT	3038	2982	2869	.	.			0001
CHOTEAU	MT	2762	2706	2593	.	.			0001
CIRCLE	MT	3454	3397	3284	.	.			0001
COLUMBUS	MT	2359	.	.	.	.			0001
CONRAD	MT	2762	2706	2593	.	.			0001
CULBERTSON	MT	3344	3288	3175	.	.			0001
CUT BANK	MT	2703	2646	2533	.	.			0001
DEVON	MT	2806	2749	2636	.	.			0001
DUTTON	MT	2762	2706	2593	.	.			0001
EAST BRIDGER	MT	2859	2803	2690	.	.			0001
FAIRFIELD	MT	2762	2706	2593	.	.			0001
FALLON	MT	3241	3185	3072	.	.			0001
FROID	MT	3344	3288	3175	.	.			0001
FROMBERG	MT	2859	2803	2690	.	.			0001
FT BENTON	MT	2868	2811	2698	.	.			0001
GEYSER	MT	2788	2732	2619	.	.			0001
GILDFORD	MT	2945	2888	2776	.	.			0001
GLASGOW	MT	3261	3205	3092	.	.			0001
GLENDIVE	MT	3306	3250	3137	.	.			0001
GREAT FALLS	MT	2762	2706	2593	.	.			0001
HAMILTON	MT	2045			0001
HARDIN	MT	2873	2816	2703	.	.			0001
HARLEM	MT	3075	3018	2905	.	.			0001

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BNSF-4022-L				ITEM: 22901				
BARLEY				STCC: 01-131-XX				
TO: 22901 PNW EXCEPT YAKIMA VALLEY								
FROM								
STATIONS								
RATES - DOLLARS PER CAR								
ST	COL 1	COL 2	COL 3	COL 4	COL 5	C	NOTES	ROUTE
HARRISON	MT	2201	.	.	.	.		0001
HAVRE	MT	3016	2960	2847	.	.		0001
HELENA	MT	2128	.	.	.	.		0001
HINGHAM	MT	2930	2874	2761	.	.		0001
HINSDALE	MT	3217	3160	3047	.	.		0001
HUNTLEY	MT	2390	.	.	.	.		0001
ISMAY	MT	3369	3313	3200	.	.		0001
JOPLIN	MT	2891	2835	2722	.	.		0001
KALISPELL	MT	2282	2226	2113	.	.		0001
KERSHAW	MT	2868	2811	2698	.	.		0001
KREMLIN	MT	2969	2913	2800	.	.		0001
LAUREL	MT	2361	.	.	.	.		0001
LEDGER	MT	2762	2706	2593	.	.		0001
LEWISTOWN	MT	2805	2748	2635	.	.		0001
LINDSAY	MT	3387	3330	3217	.	.		0001
LIVINGSTON	MT	2270	.	.	.	.		0001
LUDINGTON	MT	3426	3369	3257	.	.		0001
MACON	MT	3344	3288	3175	.	.		0001
MALTA	MT	3150	3093	2980	.	.		0001
MANHATTAN	MT	2220	.	.	.	.		0001
MEDICINE LAKE	MT	3344	3288	3175	.	.		0001
MERC	MT	3344	3288	3175	.	.		0001
MERIWETHER	MT	2652	2596	2483	.	.		0001
MILES CITY	MT	3134	3078	2965	.	.		0001
MISSOULA	MT	1988	.	.	.	.		0001
MOCCASIN	MT	2788	2732	2619	.	.		0001
MOORE	MT	2788	2732	2619	.	.		0001
PLENTYWOOD	MT	3344	3288	3175	.	.		0001
POPLAR	MT	3344	3288	3175	.	.		0001
POWER	MT	2762	2706	2593	.	.		0001
RESERVE	MT	3344	3288	3175	.	.		0001
ROMAN	MT	1971	.	.	.	.		0001
RUDYARD	MT	2916	2860	2747	.	.		0001
SHELBY	MT	2762	2706	2593	.	.		0001
SIDNEY	MT	3381	3325	3212	.	.		0001
STANFORD	MT	2788	2732	2619	.	.		0001
SUNBURST	MT	2762	2706	2593	.	.		0001
SWEET GRASS	MT	2762	2706	2593	.	.		0001
THREE FORKS	MT	2211	.	.	.	.		0001
TIBER	MT	2854	2798	2685	.	.		0001
TOSTON	MT	2179		0001
TOWNSEND	MT	2166		0001
VALIER	MT	2762	2706	2593	.	.		0001
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BNSF-4022-L				ITEM:	22901				
BARLEY				STCC: 01-131-XX					
TO: 22901 PNW EXCEPT YAKIMA VALLEY									
FROM									
RATES - DOLLARS PER CAR									
STATIONS	ST	COL 1	COL 2	COL 3	COL 4	COL 5	C	NOTES	ROUTE
WOLF POINT	MT	3344	3288	3175	.	.			0001
**NORTH DAKOTA	**								
THE STATE OF	ND	3504	3448	3335	.	.			0001
**SOUTH DAKOTA	**								
THE STATE OF	SD	3504	3448	3335	.	.			0001
**WISCONSIN	**								
THE STATE OF	WI	3504	3448	3335	.	.			0001
**WYOMING	**								
LINGLE	WY	3960			0001
RALSTON	WY	3190			0001
LRVSN286-274						END			

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FROM SELECTED BNSF STATIONS IN:
MINNESOTA, MONTANA, NORTH DAKOTA, SOUTH DAKOTA, WISCONSIN, WYOMING

TO UP STATIONS:
CLARKSON, COLLINS, POCATELLO, ID

GENERAL RULES

- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.
- FOR RATES ON COVERED HOPPER CARS LESS THAN OR EQUAL TO 5000 CUBIC FEET, SEE ITEM 22412.
- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.
- WHEN SHIPPER OWNED OR LEASED EQUIPMENT IS USED, A MILEAGE ALLOWANCE OF NOT MORE THAN 24 CENTS PER LOADED MILE WILL BE MADE WHILE ON THE LINES OF THE UP.

ON ANY SHIPMENTS WHICH ORIGINATE AT STATIONS ON THE MRL, BILLING INSTRUCTIONS MUST BE FURNISHED TO THE MRL. THESE SHIPMENTS WILL NOT QUALIFY FOR VARIOUS INCENTIVE PROGRAMS OFFERED, SUCH AS EDE, OEP, ODE, ETC.

COMMODITY DEFINITIONS

STCC	DESCRIPTION
01131	BARLEY

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

COL 1: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.

COL 2: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 26 CARS AND MAXIMUM NOT GREATER THAN 51 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.

COL 3: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 52 CARS AND MAXIMUM NOT GREATER THAN 110 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.

ROUTE DEFINITIONS

ROUTE NUMBER	ROUTE DEFINITIONS
0011:	BNSF-SILVER BOW, MT (SVRBO) -UP

GROUP DEFINITIONS

ORIGIN GROUPS

LRVSN219-017 | MORE =>

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GROUP 0001- 4022 21255 MN ORIGIN GROUP CONSISTS OF THE FOLLOWING:
 THE STATE OF MN
 EXCEPT:

APPLETON	MN	GRANITE FALLS	MN	OLIVIA	MN
BIRD ISLAND	MN	HECTOR	MN	PLATO	MN
BONGARDS	MN	HOPKINS	MN	PORT CARGILL SAVAGE	MN
BROWNTON	MN	JONATHAN	MN	RENVILLE	MN
BUFFALO LAKE	MN	MILAN	MN	RUEBEL	MN
CAMDEN PLACE	MN	MINNESOTA FALLS	MN	SACRED HEART	MN
CHANHASSEN	MN	MONTEVIDEO	MN	SAVAGE	MN
CHS SAVAGE	MN	NEW BRIGHTON	MN	STEWART	MN
COLOGNE	MN	NORTH WATSON	MN	UNION YARD	MN
CORRELL	MN	NORWOOD	MN	WEGDAHL	MN
DANUBE	MN	ODESSA	MN		

DESTINATION GROUPS

GROUP 0050- 4022 22412 IDAHO DESTINATIONS CONSISTS OF THE FOLLOWING:
 CLARKSON ID COLLINS ID POCATELLO ID

LRVSN219-018 | MORE =>

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BNSF-4022-L			ITEM: 22912
BARLEY		STCC: 01-131-XX	
TO: 4022 22412 IDAHO DESTINATIONS			
FROM	RATES - DOLLARS PER CAR		
ROAD	OPSL	STATIONS	ST COL 1 COL 2 COL 3 COL 4 C NOTES ROUTE
BNSF		GROUP 0001	3678 3622 3537 . . . 0011
		**MONTANA	**
BNSF	05325.00	ACTON	MT 2824 2768 2683 . . . 0011
BNSF	05610.00	ANTELOPE	MT 3474 3418 3333 . . . 0011
BNSF	05640.00	BAINVILLE	MT 3472 3416 3331 . . . 0011
BNSF	09320.00	BAKER	MT 3362 3305 3220 . . . 0011
BNSF	04890.00	BELGRADE	MT 2363 . . . 0011
BNSF	05220.00	BELT	MT 2929 2873 2788 . . . 0011
BNSF	05250.00	BENCHLAND	MT 2971 2915 2830 . . . 0011
BNSF	04310.00	BIG SANDY	MT 3097 3041 . . . 0011
BNSF	04910.00	BIG TIMBER	MT 2363 . . . 0011
BNSF	04970.00	BILLINGS	MT 2383 . . . 0011
BNSF	09300.00	BLUFFPORT	MT 3277 3221 3136 . . . 0011
BNSF	04375.00	BOWDOIN	MT 3258 3201 3116 . . . 0011
BNSF	04315.00	BOX ELDER	MT 3097 3041 2956 . . . 0011
BNSF	04895.00	BOZEMAN	MT 2363 . . . 0011
BNSF	05030.00	BRADY	MT 2907 2851 2766 . . . 0011
BNSF	05315.00	BROADVIEW	MT 2824 2768 2683 . . . 0011
BNSF	05545.00	BROCKTON	MT 3430 3373 3288 . . . 0011
BNSF	05290.00	BUFFALO	MT 2971 2915 2830 . . . 0011
BNSF	05155.00	CARTER	MT 2907 2851 2766 . . . 0011
BNSF	05130.00	CASCADE	MT 2971 2915 2830 . . . 0011
BNSF	04445.00	CHARLO	MT 2068 . . . 0011
BNSF	04260.00	CHESTER	MT 3034 2978 2893 . . . 0011
BNSF	04335.00	CHINOOK	MT 3159 3103 3018 . . . 0011
BNSF	05055.00	CHOTEAU	MT 2907 2851 2766 . . . 0011
BNSF	08700.00	CIRCLE	MT 3404 3348 3263 . . . 0011
BNSF	04770.00	CLARKSTON	MT 2363 . . . 0011
BNSF	05070.00	CLEIV	MT 2907 2851 2766 . . . 0011
BNSF	05040.00	COLLINS	MT 2907 2851 2766 . . . 0011
BNSF	08475.00	COLSTRIP	MT 3162 . . . 0011
BNSF	04920.00	COLUMBUS	MT 2363 . . . 0011
BNSF	05320.00	COMANCHE	MT 2824 2768 2683 . . . 0011
BNSF	05025.00	CONRAD	MT 2971 2915 2830 . . . 0011
BNSF	05075.00	CORDOVA	MT 2907 . . . 0011
BNSF	05555.00	CULBERTSON	MT 3453 3397 3312 . . . 0011
BNSF	04170.00	CUT BANK	MT 2971 2915 2830 . . . 0011
BNSF	04240.00	DEVON	MT 2971 2915 2830 . . . 0011
BNSF	04360.00	DODSON	MT 3219 3162 3077 . . . 0011
BNSF	04235.00	DUNKIRK	MT 2971 2915 2830 . . . 0011
BNSF	05045.00	DUTTON	MT 2907 2851 2766 . . . 0011
BNSF	17020.00	EAST BRIDGER	MT 3223 3166 3081 . . . 0011
LRVSN219-019			MORE =>

BNSF RAILWAY COMPANY		ISSUED:	DEC 20, 2007	BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE:	JAN 15, 2008	SECTION:	B					
P. O. BOX 961051		EXPIRES:	JAN 15, 2008	PAGE:	4					
FORT WORTH, TX 76161-0051		(E)		REVISION:	6					
BNSF-4022-L				ITEM:	22912					
BARLEY				STCC:	01-131-XX					
TO: 4022 22412 IDAHO DESTINATIONS										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	04730.00	EAST HELENA	MT	2277	.	.	.			0011
BNSF	17010.00	EDGAR	MT	3223	3166	3081	.			0011
BNSF	05050.00	FAIRFIELD	MT	2907	2851	2766	.			0011
BNSF	08615.00	FAIRVIEW	MT	3404	3348	3263	.			0011
BNSF	08560.00	FALLON	MT	3512	3456	3371	.			0011
BNSF	05210.00	FIFE	MT	2887	2831	2746	.			0011
BNSF	05150.00	FLOWEREE	MT	2907	2851	2766	.			0011
BNSF	08485.00	FORSYTH	MT	3313	3257	3172	.			0011
BNSF	05510.00	FRAZER	MT	3362	3305	3220	.			0011
BNSF	04300.00	FRESNO	MT	3097	.	2956	.			0011
BNSF	05630.00	FROID	MT	3474	3418	3333	.			0011
BNSF	17015.00	FROMBERG	MT	3223	3166	3081	.			0011
BNSF	05170.00	FT BENTON	MT	2907	2851	2766	.			0011
BNSF	04245.00	GALATA	MT	3013	2956	2871	.			0011
BNSF	05235.00	GEYSER	MT	2971	.	2830	.			0011
BNSF	04290.00	GILDFORD	MT	3076	3020	2935	.			0011
BNSF	04400.00	GLASGOW	MT	3324	3267	3182	.			0011
BNSF	08580.00	GLENDIVE	MT	3335	3279	3194	.			0011
BNSF	05090.00	GREAT FALLS	MT	2865	2809	2724	.			0011
BNSF	04780.00	HAMILTON	MT	2068	.	.	.			0011
BNSF	16010.00	HARDIN	MT	3046	2989	2904	.			0011
BNSF	04345.00	HARLEM	MT	3185	.	3043	.			0011
BNSF	04865.00	HARRISON	MT	2363	.	.	.			0011
BNSF	04325.00	HAVRE	MT	3097	3041	2956	.			0011
BNSF	04720.00	HELENA	MT	2277	.	.	.			0011
BNSF	04285.00	HINGHAM	MT	3055	2998	2914	.			0011
BNSF	04385.00	HINSDALE	MT	3291	3234	3149	.			0011
BNSF	05260.00	HOBSON	MT	3206	3150	3065	.			0011
BNSF	05060.00	HOBSON ELEVATOR SPUR	MT	2907	2851	2766	.			0011
BNSF	05625.00	HOMESTEAD	MT	3474	3418	3333	.			0011
BNSF	04990.00	HUNTLEY	MT	2383	.	.	.			0011
BNSF	08435.00	HYSHAM	MT	3073	3017	2932	.			0011
BNSF	08585.00	INTAKE	MT	3679	3623	3538	.			0011
BNSF	04275.00	INVERNESS	MT	3055	2998	2914	.			0011
BNSF	09310.00	ISMAY	MT	3319	3263	3178	.			0011
BNSF	04270.00	JOPLIN	MT	3034	2978	2893	.			0011
BNSF	04070.00	KALISPELL	MT	2971	2915	2830	.			0011
BNSF	05165.00	KERSHAW	MT	2907	2851	2766	.			0011
BNSF	04220.00	KEVIN	MT	3013	2956	2871	.			0011
BNSF	04295.00	KREMLIN	MT	3076	3020	2935	.			0011
BNSF	04320.00	LAREDO	MT	3097	3041	2956	.			0011
BNSF	04940.00	LAUREL	MT	2363	.	.	.			0011
BNSF	05010.00	LEDGER	MT	2971	2915	2830	.			0011
LRVSN219-020									| MORE =>	

BNSF RAILWAY COMPANY		ISSUED: DEC 20, 2007		BOOK: 2						
AG PRODUCTS UNIT		EFFECTIVE: JAN 15, 2008		SECTION: B						
P. O. BOX 961051		EXPIRES: JAN 15, 2008		PAGE: 5						
FORT WORTH, TX 76161-0051		(E)		REVISION: 6						
BNSF-4022-L				ITEM: 22912						
BARLEY			STCC: 01-131-XX							
TO: 4022 22412 IDAHO DESTINATIONS										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	05275.00	LEWISTOWN	MT	2992	2936	2851	.	.	.	0011
BNSF	08705.00	LINDSAY	MT	3370	3314	3229	.	.	.	0011
BNSF	04900.00	LIVINGSTON	MT	2363	.	.	.	.	.	0011
BNSF	16025.00	LODGEGRASS	MT	3119	3062	2977	.	.	.	0011
BNSF	04250.00	LOTHAIR	MT	3013	2956	2871	.	.	.	0011
BNSF	08610.00	LUDINGTON	MT	3404	3348	3263	.	.	.	0011
BNSF	05525.00	MACON	MT	3393	3336	3251	.	.	.	0011
BNSF	04370.00	MALTA	MT	3241	3185	3100	.	.	.	0011
BNSF	04885.00	MANHATTAN	MT	2277	.	.	.	.	.	0011
BNSF	05635.00	MCCABE	MT	3474	3418	3333	.	.	.	0011
BNSF	05620.00	MEDICINE LAKE	MT	3474	3418	3333	.	.	.	0011
BNSF	04155.00	MERIWETHER	MT	2971	2915	2830	.	.	.	0011
BNSF	08525.00	MILES CITY	MT	3199	3143	3058	.	.	.	0011
BNSF	04650.00	MISSOULA	MT	1963	.	.	.	.	.	0011
BNSF	05255.00	MOCCASIN	MT	2971	2915	2830	.	.	.	0011
BNSF	05285.00	MOORE	MT	2971	2915	2830	.	.	.	0011
BNSF	05500.00	NASHUA	MT	3341	3285	3200	.	.	.	0011
BNSF	05515.00	OSWEGO	MT	3372	3316	3231	.	.	.	0011
BNSF	04435.00	PABLO	MT	2068	.	.	.	.	.	0011
BNSF	04415.00	PERMA	MT	2068	.	.	.	.	.	0011
BNSF	04565.00	PLAINS	MT	1963	.	.	.	.	.	0011
BNSF	05600.00	PLENTYWOOD	MT	3474	3418	3333	.	.	.	0011
BNSF	09315.00	PLEVNA	MT	3343	3287	3202	.	.	.	0011
BNSF	08410.00	POMPEYS PILLAR	MT	3034	2978	2893	.	.	.	0011
BNSF	05535.00	POPLAR	MT	3411	3355	3270	.	.	.	0011
BNSF	05145.00	PORTAGE	MT	2907	2851	2766	.	.	.	0011
BNSF	05080.00	POWER	MT	2907	2851	2766	.	.	.	0011
BNSF	05230.00	RAYNESFORD	MT	2971	2915	2830	.	.	.	0011
BNSF	05615.00	RESERVE	MT	3474	3418	3333	.	.	.	0011
BNSF	04440.00	RONAN	MT	2068	.	.	.	.	.	0011
BNSF	04280.00	RUDYARD	MT	3055	2998	2914	.	.	.	0011
BNSF	04380.00	SACO	MT	3275	3219	3134	.	.	.	0011
BNSF	08590.00	SAVAGE	MT	3733	3676	3591	.	.	.	0011
BNSF	05140.00	SHEFFELS	MT	2907	2851	2766	.	.	.	0011
BNSF	04225.00	SHELBY	MT	2971	2915	2830	.	.	.	0011
BNSF	08605.00	SIDNEY	MT	3404	3348	3263	.	.	.	0011
BNSF	05540.00	SPROLE	MT	3420	3364	3279	.	.	.	0011
BNSF	05240.00	STANFORD	MT	2907	2851	2766	.	.	.	0011
BNSF	04765.00	STANLEY	MT	2363	.	.	.	.	.	0011
BNSF	04790.00	STEVENSVILLE	MT	2068	.	.	.	.	.	0011
BNSF	04215.00	SUNBURST	MT	3034	2978	2893	.	.	.	0011
BNSF	04210.00	SWEET GRASS	MT	3055	2998	2914	.	.	.	0011
BNSF	08555.00	TERRY	MT	3264	3208	3123	.	.	.	0011
LRVSN219-021									| MORE =>	

BNSF RAILWAY COMPANY		ISSUED: DEC 20, 2007		BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE: JAN 15, 2008		SECTION:	B					
P. O. BOX 961051		EXPIRES: JAN 15, 2008		PAGE:	6					
FORT WORTH, TX 76161-0051		(E)		REVISION:	6					
BNSF-4022-L				ITEM:	22912					
BARLEY					STCC: 01-131-XX					
TO: 4022 22412 IDAHO DESTINATIONS										
FROM | RATES - DOLLARS PER CAR										
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	04876.00	THREE FORKS	MT	2363	.	.	.			0011
BNSF	04255.00	TIBER	MT	3013	2956	2871	.			0011
BNSF	04760.00	TOSTON	MT	2277	.	.	.			0011
BNSF	04755.00	TOWNSEND	MT	2277	.	.	.			0011
BNSF	05160.00	TUNIS	MT	2907	2851	2766	.			0011
BNSF	04845.00	TWIN BRIDGES	MT	2363	.	.	.			0011
BNSF	05135.00	ULM	MT	2971	2915	2830	.			0011
BNSF	05015.00	VALIER	MT	3034	2978	2893	.			0011
BNSF	04390.00	VANDALIA	MT	3302	3246	3161	.			0011
BNSF	05085.00	VAUGHN	MT	2907	2851	2766	.			0011
BNSF	05215.00	WAYNE	MT	2929	2873	2788	.			0011
BNSF	04855.00	WHITEHALL	MT	2363	.	.	.			0011
BNSF	08745.00	WIBAUX	MT	3386	3330	3245	.			0011
BNSF	04870.00	WILLOW CREEK	MT	2363	.	.	.			0011
BNSF	05245.00	WINDHAM	MT	3185	3128	3043	.			0011
BNSF	05520.00	WOLF POINT	MT	3385	3329	3244	.			0011
BNSF	04340.00	ZURICH	MT	3170	3114	3029	.			0011
		**NORTH DAKOTA	**							
BNSF	07775.00	ABSARAKA	ND	3678	3622	3537	.			0011
BNSF	09210.00	ADRIAN	ND	3678	3622	3537	.			0011
BNSF	07780.00	AMENIA	ND	3678	3622	3537	.			0011
BNSF	07730.00	ANETA	ND	3678	3622	3537	.			0011
BNSF	08835.00	ANTELOPE	ND	3520	3464	3379	.			0011
BNSF	06655.00	ARDOCH	ND	3678	3622	3537	.			0011
BNSF	08030.00	ARTHUR	ND	3678	3622	3537	.			0011
BNSF	06475.00	ARVILLA	ND	3678	3622	3537	.			0011
BNSF	06635.00	AUBURN	ND	3678	3622	3537	.			0011
BNSF	07420.00	AYLMER	ND	3634	3577	3492	.			0011
BNSF	07770.00	AYR	ND	3678	3622	3537	.			0011
BNSF	07505.00	BARLOW	ND	3678	3622	3537	.			0011
BNSF	08290.00	BARNEY	ND	3678	3622	3537	.			0011
BNSF	06100.00	BARTON	ND	3635	3578	3493	.			0011
BNSF	08755.00	BEACH	ND	3406	3350	3265	.			0011
BNSF	08790.00	BELFIELD	ND	3460	3403	3318	.			0011
BNSF	06255.00	BEREA	ND	3678	3622	3537	.			0011
BNSF	09230.00	BERLIN	ND	3678	3622	3537	.			0011
BNSF	05940.00	BERTHOLD	ND	3581	3525	3440	.			0011
BNSF	08920.00	BEULAH	ND	3719	3663	3578	.			0011
BNSF	06160.00	BISBEE	ND	3658	3602	3517	.			0011
BNSF	09005.00	BISMARCK	ND	3612	3556	3471	.			0011
BNSF	05835.00	BLAISDELL	ND	3572	3516	3431	.			0011
BNSF	06090.00	BOTTINEAU	ND	3635	3578	3493	.			0011
BNSF	05915.00	BOWBELLS	ND	3551	3495	3410	.			0011
LRVSN219-022									MORE =>	

BNSF RAILWAY COMPANY		ISSUED: DEC 20, 2007	BOOK: 2
AG PRODUCTS UNIT		EFFECTIVE: JAN 15, 2008	SECTION: B
P. O. BOX 961051		EXPIRES: JAN 15, 2008	PAGE: 7
FORT WORTH, TX 76161-0051		(E)	REVISION: 6
BNSF-4022-L			ITEM: 22912
BARLEY		STCC: 01-131-XX	
TO: 4022 22412 IDAHO DESTINATIONS			
FROM		RATES - DOLLARS PER CAR	
ROAD	OPSL	STATIONS	ST COL 1 COL 2 COL 3 COL 4 C NOTES ROUTE
BNSF	07520.00	BOWDON	ND 3662 3606 3521 . . . 0011
BNSF	06730.00	BOWESMONT	ND 3678 3622 . . . 0011
BNSF	09335.00	BOWMAN	ND 3428 3371 3286 . . . 0011
BNSF	07450.00	BREMEN	ND 3658 3602 3517 . . . 0011
BNSF	06385.00	BROCKET	ND 3678 3622 3537 . . . 0011
BNSF	09190.00	BUCHANAN	ND 3678 3622 3537 . . . 0011
BNSF	09360.00	BUCYRUS	ND 3456 3400 3315 . . . 0011
BNSF	06280.00	BUFFALO	ND 3678 3622 3537 . . . 0011
BNSF	08180.00	BUTTZVILLE	ND 3678 3622 3537 . . . 0011
BNSF	06800.00	BUXTON	ND 3678 3622 3537 . . . 0011
BNSF	06355.00	CALVIN	ND 3678 3622 3537 . . . 0011
BNSF	06165.00	CANDO	ND 3658 3602 3517 . . . 0011
BNSF	07510.00	CARRINGTON	ND 3678 3622 3537 . . . 0011
BNSF	06745.00	CASHEL	ND 3678 3622 3537 . . . 0011
BNSF	07785.00	CASSELTON	ND 3678 3622 3537 . . . 0011
BNSF	06590.00	CAVALIER	ND 3678 3622 3537 . . . 0011
BNSF	08100.00	CHAFFEE	ND 3678 3622 3537 . . . 0011
BNSF	06175.00	CHURCHS FERRY	ND 3658 3602 3517 . . . 0011
BNSF	09100.00	CLEVELAND	ND 3690 3634 3549 . . . 0011
BNSF	08000.00	CLIFFORD	ND 3678 3622 3537 . . . 0011
BNSF	06360.00	CLYDE	ND 3678 3622 3537 . . . 0011
BNSF	08135.00	COLFAX	ND 3678 3622 3537 . . . 0011
BNSF	07755.00	COLGATE	ND 3678 3622 3537 . . . 0011
BNSF	05895.00	COTEAU	ND 3553 3497 3412 . . . 0011
BNSF	05930.00	COULEE	ND 3569 3512 3427 . . . 0011
BNSF	08255.00	CRETE	ND 3678 3622 3537 . . . 0011
BNSF	05870.00	CROSBY	ND 3515 3459 3374 . . . 0011
BNSF	06600.00	CRYSTAL	ND 3678 3622 3537 . . . 0011
BNSF	06805.00	CUMMINGS	ND 3678 3622 3537 . . . 0011
BNSF	07790.00	DALRYMPLE SPUR	ND 3678 3622 3537 . . . 0011
BNSF	08205.00	DAVENPORT	ND 3678 3622 3537 . . . 0011
BNSF	09080.00	DAWSON	ND 3675 3619 3534 . . . 0011
BNSF	07640.00	DAZEY	ND 3678 3622 3537 . . . 0011
BNSF	08280.00	DE LAMERE	ND 3678 3622 3537 . . . 0011
BNSF	05950.00	DES LACS	ND 3587 3531 3446 . . . 0011
BNSF	06300.00	DEVILS LAKE	ND 3671 3614 3529 . . . 0011
BNSF	09215.00	DICKEY	ND 3678 3622 3537 . . . 0011
BNSF	08805.00	DICKINSON	ND 3484 3428 3343 . . . 0011
BNSF	06740.00	DRAYTON	ND 3678 3622 3537 . . . 0011
BNSF	09070.00	DRISCOLL	ND 3651 3595 3510 . . . 0011
BNSF	08110.00	DURBIN	ND 3678 3622 3537 . . . 0011
BNSF	08145.00	DWIGHT	ND 3678 3622 3537 . . . 0011
BNSF	08845.00	EAGLE NEST	ND 3540 3484 3399 . . . 0011
LRVSN219-023			MORE =>

BNSF RAILWAY COMPANY		ISSUED: DEC 20, 2007		BOOK: 2						
AG PRODUCTS UNIT		EFFECTIVE: JAN 15, 2008		SECTION: B						
P. O. BOX 961051		EXPIRES: JAN 15, 2008		PAGE: 8						
FORT WORTH, TX 76161-0051		(E)		REVISION: 6						
BNSF-4022-L				ITEM: 22912						
BARLEY			STCC: 01-131-XX							
TO: 4022 22412 IDAHO DESTINATIONS										
FROM | RATES - DOLLARS PER CAR										
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	06520.00	EASBY	ND	3678	3622	3537	.	|	|	0011
BNSF	08620.00	EAST FAIRVIEW	ND	3404	3348	3263	.	|	|	0011
BNSF	06220.00	ECKELSON	ND	3678	3622	3537	.	|	|	0011
BNSF	09225.00	EDGELEY	ND	3678	3622	3537	.	|	|	0011
BNSF	06540.00	EDINBURG	ND	3678	3622	3537	.	|	|	0011
BNSF	06375.00	EDMORE	ND	3678	3622	3537	.	|	|	0011
BNSF	09110.00	ELDRIDGE	ND	3678	3622	3537	.	|	|	0011
BNSF	08170.00	ELLIOTT	ND	3678	3622	3537	.	|	|	0011
BNSF	06485.00	EMERADO	ND	3678	3622	3537	.	|	|	0011
BNSF	08165.00	ENGLEVALE	ND	3678	3622	3537	.	|	|	0011
BNSF	05685.00	EPPING	ND	3531	3474	3389	.	|	|	0011
BNSF	08010.00	ERIE	ND	3678	3622	3537	.	|	|	0011
BNSF	09670.00	FAIRMOUNT	ND	3678	3622	3537	.	|	|	0011
BNSF	11050.00	FARGO	ND	3678	3622	3537	.	|	|	0011
BNSF	07740.00	FINLEY	ND	3678	3622	3537	.	|	|	0011
BNSF	06690.00	FOREST RIVER	ND	3678	3622	3537	.	|	|	0011
BNSF	08140.00	GALCHUTT	ND	3678	3622	3537	.	|	|	0011
BNSF	08005.00	GALESBURG	ND	3678	3622	3537	.	|	|	0011
BNSF	06840.00	GARDNER	ND	3678	3622	3537	.	|	|	0011
BNSF	09345.00	GASCOYNE	ND	3443	3387	3302	.	|	|	0011
BNSF	09655.00	GENESE0	ND	3678	3622	3537	.	|	|	0011
BNSF	07400.00	GENOA	ND	3609	3553	3468	.	|	|	0011
BNSF	06700.00	GILBY	ND	3678	3622	3537	.	|	|	0011
BNSF	08815.00	GLADSTONE	ND	3497	3440	3355	.	|	|	0011
BNSF	06625.00	GLASSTON	ND	3678	3622	3537	.	|	|	0011
BNSF	08850.00	GLEN ULLIN	ND	3546	3490	3405	.	|	|	0011
BNSF	07620.00	GLENFIELD	ND	3678	3622	3537	.	|	|	0011
BNSF	07610.00	GRACE CITY	ND	3678	3622	3537	.	|	|	0011
BNSF	06640.00	GRAFTON	ND	3678	3622	3537	.	|	|	0011
BNSF	06900.00	GRAND FORKS	ND	3678	3622	3537	.	|	|	0011
BNSF	06185.00	GRAND HARBOR	ND	3667	3610	3525	.	|	|	0011
BNSF	09220.00	GRAND RAPIDS	ND	3678	3622	3537	.	|	|	0011
BNSF	06835.00	GRANDIN	ND	3678	3622	3537	.	|	|	0011
BNSF	06025.00	GRANVILLE	ND	3609	3553	3468	.	|	|	0011
BNSF	07415.00	GUTHRIE	ND	3628	3572	3487	.	|	|	0011
BNSF	08265.00	GWINNER	ND	3678	3622	3537	.	|	|	0011
BNSF	07445.00	HAMBERG	ND	3655	3599	3514	.	|	|	0011
BNSF	06370.00	HAMPDEN	ND	3678	3622	3537	.	|	|	0011
BNSF	09665.00	HANKINSON	ND	3678	3622	3537	.	|	|	0011
BNSF	07630.00	HANNAFORD	ND	3678	3622	3537	.	|	|	0011
BNSF	05935.00	HARTLAND	ND	3579	3523	3438	.	|	|	0011
BNSF	06850.00	HARWOOD	ND	3678	3622	3537	.	|	|	0011
BNSF	06440.00	HATTON	ND	3678	3622	3537	.	|	|	0011
LRVSN219-024									MORE =>	

BNSF RAILWAY COMPANY			ISSUED:	DEC 20, 2007	BOOK:	2		
AG PRODUCTS UNIT			EFFECTIVE:	JAN 15, 2008	SECTION:	B		
P. O. BOX 961051			EXPIRES:	JAN 15, 2008	PAGE:	9		
FORT WORTH, TX 76161-0051			(E)		REVISION:	6		
BNSF-4022-L					ITEM:	22912		
BARLEY					STCC:	01-131-XX		
TO: 4022 22412 IDAHO DESTINATIONS								
FROM			RATES - DOLLARS PER CAR					
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C|NOTES|ROUTE
BNSF	09370.00	HAYNES	ND	3474	3418	3333	.	| | 0011
BNSF	08925.00	HAZEN	ND	3716	3660	3575	.	| | 0011
BNSF	08840.00	HEBRON	ND	3531	3474	3389	.	| | 0011
BNSF	07440.00	HEIMDAL	ND	3652	3596	3511	.	| | 0011
BNSF	06595.00	HENSEL	ND	3678	3622	3537	.	| | 0011
BNSF	08940.00	HENSLER	ND	3709	3653	3568	.	| | 0011
BNSF	06645.00	HERRIOT	ND	3678	3622	3537	.	| | 0011
BNSF	09365.00	HETTINGER	ND	3465	3408	3323	.	| | 0011
BNSF	06820.00	HILLSBORO	ND	3678	3622	3537	.	| | 0011
BNSF	06705.00	HONEYFORD	ND	3678	3622	3537	.	| | 0011
BNSF	06605.00	HOOPLE	ND	3678	3622	3537	.	| | 0011
BNSF	07750.00	HOPE	ND	3678	3622	3537	.	| | 0011
BNSF	08210.00	HORACE	ND	3678	3622	3537	.	| | 0011
BNSF	08270.00	HOVING	ND	3678	3622	3537	.	| | 0011
BNSF	08025.00	HUNTER	ND	3678	3622	3537	.	| | 0011
BNSF	06200.00	JAMESTOWN	ND	3678	3622	3537	.	| | 0011
BNSF	06695.00	JOHNSTOWN	ND	3678	3622	3537	.	| | 0011
BNSF	06725.00	JOLIETTE	ND	3678	3622	3537	.	| | 0011
BNSF	08865.00	JUDSON	ND	3579	3523	3438	.	| | 0011
BNSF	07410.00	KARLSRUHE	ND	3620	3564	3479	.	| | 0011
BNSF	07650.00	KARNAK	ND	3678	3622	3537	.	| | 0011
BNSF	06830.00	KELSO	ND	3678	3622	3537	.	| | 0011
BNSF	06430.00	KEMPTON	ND	3678	3622	3537	.	| | 0011
BNSF	05925.00	KENASTON	ND	3564	3507	3422	.	| | 0011
BNSF	08125.00	KINDRED	ND	3678	3622	3537	.	| | 0011
BNSF	07725.00	KLOTEN	ND	3678	3622	3537	.	| | 0011
BNSF	06115.00	KNOX	ND	3644	3588	3503	.	| | 0011
BNSF	09235.00	LA MOURE	ND	3678	3622	3537	.	| | 0011
BNSF	06390.00	LAKOTA	ND	3678	3622	3537	.	| | 0011
BNSF	06515.00	LANGDON	ND	3678	3622	3537	.	| | 0011
BNSF	06425.00	LARIMORE	ND	3678	3622	3537	.	| | 0011
BNSF	06380.00	LAWTON	ND	3678	3622	3537	.	| | 0011
BNSF	06130.00	LEEDS	ND	3652	3596	3511	.	| | 0011
BNSF	09660.00	LIDGERWOOD	ND	3678	3622	3537	.	| | 0011
BNSF	05890.00	LIGNITE	ND	3542	3486	3401	.	| | 0011
BNSF	08175.00	LISBON	ND	3678	3622	3537	.	| | 0011
BNSF	05945.00	LONE TREE	ND	3584	3528	3443	.	| | 0011
BNSF	05795.00	LUNDS VALLEY	ND	3553	3497	3412	.	| | 0011
BNSF	07655.00	LUVERNE	ND	3678	3622	3537	.	| | 0011
BNSF	08105.00	LYNCHBURG	ND	3678	3622	3537	.	| | 0011
BNSF	07485.00	MADDOCK	ND	3678	3622	3537	.	| | 0011
BNSF	09000.00	MANDAN	ND	3606	3550	3465	.	| | 0011
BNSF	06660.00	MANVEL	ND	3678	3622	3537	.	| | 0011
LRVSN219-025						| MORE =>		

BNSF RAILWAY COMPANY		ISSUED:	DEC 20, 2007	BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE:	JAN 15, 2008	SECTION:	B					
P. O. BOX 961051		EXPIRES:	JAN 15, 2008	PAGE:	10					
FORT WORTH, TX 76161-0051		(E)		REVISION:	6					
BNSF-4022-L				ITEM:	22912					
BARLEY				STCC:	01-131-XX					
TO: 4022 22412 IDAHO DESTINATIONS										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	06395.00	MAPES	ND	3678	3622	3537	.			0011
BNSF	07800.00	MAPLETON	ND	3678	3622	3537	.			0011
BNSF	06455.00	MAYVILLE	ND	3678	3622	3537	.			0011
BNSF	09060.00	MCKENZIE	ND	3634	3577	3492	.			0011
BNSF	07720.00	MCVILLE	ND	3678	3622	3537	.			0011
BNSF	09095.00	MEDINA	ND	3678	3622	3537	.			0011
BNSF	06785.00	MERRIFIELD	ND	3678	3622	3537	.			0011
BNSF	06400.00	MICHIGAN	ND	3678	3622	3537	.			0011
BNSF	08275.00	MILNOR	ND	3678	3622	3537	.			0011
BNSF	06530.00	MILTON	ND	3678	3622	3537	.			0011
BNSF	05960.00	MINOT	ND	3597	3540	3455	.			0011
BNSF	06650.00	MINTO	ND	3678	3622	3537	.			0011
BNSF	09205.00	MONTPELIER	ND	3678	3622	3537	.			0011
BNSF	08295.00	MOORETON	ND	3678	3622	3537	.			0011
BNSF	06365.00	MUNICH	ND	3678	3622	3537	.			0011
BNSF	07455.00	MUNSTER	ND	3606	3550	3465	.			0011
BNSF	06610.00	NASH	ND	3678	3622	3537	.			0011
BNSF	07600.00	NEW ROCKFORD	ND	3667	3610	3525	.			0011
BNSF	08860.00	NEW SALEM	ND	3572	3516	3431	.			0011
BNSF	06410.00	NIAGARA	ND	3678	3622	3537	.			0011
BNSF	06132.00	NILES	ND	3658	3602	3517	.			0011
BNSF	05920.00	NIOBE	ND	3557	3501	3416	.			0011
BNSF	07765.00	NOLAN	ND	3678	3622	3537	.			0011
BNSF	05875.00	NOONAN	ND	3524	3468	3383	.			0011
BNSF	07795.00	NORPAK SPUR	ND	3678	3622	3537	.			0011
BNSF	06675.00	NORTH GRAND FORKS	ND	3678	3622	3537	.			0011
BNSF	05910.00	NORTHGATE	ND	3541	3485	3400	.			0011
BNSF	06435.00	NORTHWOOD	ND	.	3622	3537	.			0011
BNSF	05975.00	NORWICH	ND	3604	3547	3463	.			0011
BNSF	08250.00	OAKES	ND	3678	3622	3537	.			0011
BNSF	07490.00	OBERON	ND	3678	3622	3537	.			0011
BNSF	06270.00	ORISKA	ND	3678	3622	3537	.			0011
BNSF	06525.00	OSNABROCK	ND	3678	3622	3537	.			0011
BNSF	07760.00	PAGE	ND	3678	3622	3537	.			0011
BNSF	05830.00	PALERMO	ND	3567	3510	3425	.			0011
BNSF	06550.00	PARK RIVER	ND	3678	3622	3537	.			0011
BNSF	06265.00	PEAK	ND	3678	3622	3537	.			0011
BNSF	07715.00	PEKIN	ND	3678	3622	3537	.			0011
BNSF	06180.00	PENN	ND	3664	3607	3522	.			0011
BNSF	06155.00	PERTH	ND	3658	3602	3517	.			0011
BNSF	06405.00	PETERSBURG	ND	3678	3622	3537	.			0011
BNSF	07745.00	PICKERT	ND	3678	3622	3537	.			0011
BNSF	07660.00	PILLSBURY	ND	3678	3622	3537	.			0011
LRVSN219-026						MORE =>				

BNSF RAILWAY COMPANY		ISSUED: DEC 20, 2007		BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE: JAN 15, 2008		SECTION:	B					
P. O. BOX 961051		EXPIRES: JAN 15, 2008		PAGE:	11					
FORT WORTH, TX 76161-0051				REVISION:	6					
BNSF-4022-L		(E)		ITEM:	22912					
BARLEY				STCC: 01-131-XX						
TO: 4022 22412 IDAHO DESTINATIONS										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	09185.00	PINGREE	ND	3678	3622	3537	.	|	|	0011
BNSF	06555.00	PISEK	ND	3678	3622	3537	.	|	|	0011
BNSF	06735.00	PITTSBURG	ND	3678	3622	3537	.	|	|	0011
BNSF	06110.00	PLEASANT LAKE	ND	3641	3585	3500	.	|	|	0011
BNSF	06450.00	PORTLAND	ND	3678	3622	3537	.	|	|	0011
BNSF	06445.00	PORTLAND JCT	ND	3678	3622	3537	.	|	|	0011
BNSF	05790.00	POWERS LAKE	ND	3550	3494	3409	.	|	|	0011
BNSF	08040.00	PROSPER	ND	3678	3622	3537	.	|	|	0011
BNSF	05695.00	RAY	ND	3536	3479	3395	.	|	|	0011
BNSF	09355.00	REEDER	ND	3449	3393	3308	.	|	|	0011
BNSF	06795.00	REYNOLDS	ND	3678	3622	3537	.	|	|	0011
BNSF	09330.00	RHAME	ND	3414	3358	3273	.	|	|	0011
BNSF	08830.00	RICHARDTON	ND	3512	3456	3371	.	|	|	0011
BNSF	06150.00	ROLLA	ND	3658	3602	3517	.	|	|	0011
BNSF	05715.00	ROSS	ND	.	3500	3415	.	|	|	0011
BNSF	06105.00	RUGBY	ND	3635	3578	3493	.	|	|	0011
BNSF	06250.00	SANBORN	ND	3678	3622	3537	.	|	|	0011
BNSF	06350.00	SARLES	ND	3678	3622	3537	.	|	|	0011
BNSF	09340.00	SCRANTON	ND	3432	3375	3291	.	|	|	0011
BNSF	07430.00	SELZ	ND	3644	3588	3503	.	|	|	0011
BNSF	08760.00	SENTINEL BUTTE	ND	3416	3360	3275	.	|	|	0011
BNSF	07735.00	SHARON	ND	3678	3622	3537	.	|	|	0011
BNSF	08190.00	SHELDON	ND	3678	3622	3537	.	|	|	0011
BNSF	07495.00	SHEYENNE	ND	3678	3622	3537	.	|	|	0011
BNSF	07405.00	SIMCOE	ND	3612	3556	3471	.	|	|	0011
BNSF	06085.00	SOURIS	ND	3635	3578	3493	.	|	|	0011
BNSF	08795.00	SOUTH HEART	ND	3472	3416	3331	.	|	|	0011
BNSF	06210.00	SPIRITWOOD	ND	3678	3622	3537	.	|	|	0011
BNSF	06630.00	ST THOMAS	ND	3678	3622	3537	.	|	|	0011
BNSF	05885.00	STAMPEDE	ND	3535	3478	3394	.	|	|	0011
BNSF	05825.00	STANLEY	ND	3562	3505	3420	.	|	|	0011
BNSF	09075.00	STEELE	ND	3665	3608	3523	.	|	|	0011
BNSF	09065.00	STERLING	ND	3643	3587	3502	.	|	|	0011
BNSF	08260.00	STIRUM	ND	3678	3622	3537	.	|	|	0011
BNSF	05970.00	SURREY	ND	3601	3544	3459	.	|	|	0011
BNSF	07625.00	SUTTON	ND	3678	3622	3537	.	|	|	0011
BNSF	06810.00	TAFT	ND	3678	3622	3537	.	|	|	0011
BNSF	09085.00	TAPPEN	ND	3678	3622	3537	.	|	|	0011
BNSF	08825.00	TAYLOR	ND	3507	3451	3366	.	|	|	0011
BNSF	06790.00	THOMPSON	ND	3678	3622	3537	.	|	|	0011
BNSF	05705.00	TIOGA	ND	3544	3488	3403	.	|	|	0011
BNSF	07710.00	TOLNA	ND	3678	3622	3537	.	|	|	0011
BNSF	06275.00	TOWER CITY	ND	3678	3622	3537	.	|	|	0011
LRVSN219-027									MORE =>	

BNSF RAILWAY COMPANY		ISSUED:	DEC 20, 2007	BOOK:	2					
AG PRODUCTS UNIT		EFFECTIVE:	JAN 15, 2008	SECTION:	B					
P. O. BOX 961051		EXPIRES:	JAN 15, 2008	PAGE:	12					
FORT WORTH, TX 76161-0051		(E)		REVISION:	6					
BNSF-4022-L				ITEM:	22912					
BARLEY				STCC:	01-131-XX					
TO: 4022 22412 IDAHO DESTINATIONS										
FROM	RATES - DOLLARS PER CAR									
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	06035.00	TOWNER	ND	3622	3566	3481	.	|	|	0011
BNSF	05665.00	TRENTON	ND	3505	3449	3364	.	|	|	0011
BNSF	06040.00	TUNBRIDGE	ND	3632	3575	3490	.	|	|	0011
BNSF	06535.00	UNION	ND	3678	3622	3537	.	|	|	0011
BNSF	06215.00	URBANA	ND	3678	3622	3537	.	|	|	0011
BNSF	06260.00	VALLEY CITY	ND	3678	3622	3537	.	|	|	0011
BNSF	08035.00	VANCE	ND	3678	3622	3537	.	|	|	0011
BNSF	08160.00	VERONA	ND	3678	3622	3537	.	|	|	0011
BNSF	08300.00	WAHPETON	ND	3678	3622	3537	.	|	|	0011
BNSF	08130.00	WALCOTT	ND	3678	3622	3537	.	|	|	0011
BNSF	06575.00	WALHALLA	ND	3678	3622	3537	.	|	|	0011
BNSF	07635.00	WALUM	ND	3678	3622	3537	.	|	|	0011
BNSF	07435.00	WELLSBURG	ND	3647	3591	3506	.	|	|	0011
BNSF	07810.00	WEST FARGO	ND	3678	3622	3537	.	|	|	0011
BNSF	06290.00	WHEATLAND	ND	3678	3622	3537	.	|	|	0011
BNSF	05690.00	WHEELOCK	ND	3533	3476	3391	.	|	|	0011
BNSF	05710.00	WHITE EARTH	ND	3549	3493	3408	.	|	|	0011
BNSF	05680.00	WILLISTON	ND	3519	3463	3378	.	|	|	0011
BNSF	06095.00	WILLOW CITY	ND	3635	3578	3493	.	|	|	0011
BNSF	09105.00	WINDSOR	ND	3678	3622	3537	.	|	|	0011
BNSF	06120.00	WOLFORD	ND	3714	3658	3573	.	|	|	0011
BNSF	08200.00	WOODS	ND	3678	3622	3537	.	|	|	0011
BNSF	09180.00	WOODWORTH	ND	3677	3621	3536	.	|	|	0011
BNSF	08285.00	WYNDMERE	ND	3678	3622	3537	.	|	|	0011
BNSF	06125.00	YORK	ND	3647	3591	3506	.	|	|	0011
BNSF	09200.00	YPSILANTI	ND	3678	3622	3537	.	|	|	0011
		**SOUTH DAKOTA	**							
BNSF	09600.00	ABERDEEN	SD	3678	3622	3537	.	|	|	0011
BNSF	10165.00	ALBEE	SD	3678	3622	3537	.	|	|	0011
BNSF	10355.00	ALEXANDRIA	SD	3678	3622	3537	.	|	|	0011
BNSF	10210.00	ALPENA	SD	3678	3622	3537	.	|	|	0011
BNSF	09500.00	ANDOVER	SD	3678	3622	3537	.	|	|	0011
BNSF	10015.00	ASHTON	SD	3678	3622	3537	.	|	|	0011
BNSF	10115.00	BANCROFT	SD	3678	3622	3537	.	|	|	0011
BNSF	09490.00	BATH	SD	3678	3622	3537	.	|	|	0011
BNSF	10510.00	BERESFORD	SD	3678	3622	3537	.	|	|	0011
BNSF	09545.00	BIG STONE CITY	SD	3678	3622	3537	.	|	|	0011
BNSF	09450.00	BOWDLE	SD	3678	3622	3537	.	|	|	0011
BNSF	10365.00	BRIDGEWATER	SD	3678	3622	3537	.	|	|	0011
BNSF	09505.00	BRISTOL	SD	3678	3622	3537	.	|	|	0011
BNSF	10305.00	BURBANK	SD	3678	3622	3537	.	|	|	0011
BNSF	10400.00	CANTON	SD	3678	3622	3537	.	|	|	0011
BNSF	10385.00	CHANCELLOR	SD	3678	3622	3537	.	|	|	0011
LRVSN219-028						| MORE => |				

BNSF RAILWAY COMPANY		ISSUED: DEC 20, 2007		BOOK: 2					
AG PRODUCTS UNIT		EFFECTIVE: JAN 15, 2008		SECTION: B					
P. O. BOX 961051		EXPIRES: JAN 15, 2008		PAGE: 13					
FORT WORTH, TX 76161-0051		(E)		REVISION: 6					
BNSF-4022-L				ITEM: 22912					
BARLEY				STCC: 01-131-XX					
TO: 4022 22412 IDAHO DESTINATIONS									
FROM		RATES - DOLLARS PER CAR							
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	NOTES	ROUTE
BNSF	10430.00	CHESTER	SD	3678	3622	3537	.		0011
BNSF	10425.00	COLTON	SD	3678	3622	3537	.		0011
BNSF	10815.00	CORSON	SD	3678	3622	3537	.		0011
BNSF	09475.00	CRAVEN	SD	3657	3601	3516	.		0011
BNSF	10415.00	CROOKS	SD	3678	3622	3537	.		0011
BNSF	10240.00	DIMOCK	SD	3678	3622	3537	.		0011
BNSF	10370.00	DOLTON	SD	3678	3622	3537	.		0011
BNSF	10310.00	ELK POINT	SD	3678	3622	3537	.		0011
BNSF	10360.00	EMERY	SD	3678	3622	3537	.		0011
BNSF	10235.00	ETHAN	SD	3678	3622	3537	.		0011
BNSF	10500.00	FAIRVIEW	SD	3678	3622	3537	.		0011
BNSF	10740.00	GARRETSON	SD	3678	3622	3537	.		0011
BNSF	10290.00	GAYVILLE	SD	3678	3622	3537	.		0011
BNSF	09430.00	GLENHAM	SD	3591	3535	3450	.		0011
BNSF	09485.00	GREBNER	SD	3678	3622	3537	.		0011
BNSF	09455.00	GRETNA	SD	3678	3622	3537	.		0011
BNSF	09495.00	GROTON	SD	3678	3622	3537	.		0011
BNSF	10135.00	GROVER	SD	3678	3622	3537	.		0011
BNSF	10405.00	HARRISBURG	SD	3678	3622	3537	.		0011
BNSF	10130.00	HAZEL	SD	3678	3622	3537	.		0011
BNSF	09510.00	HOLMQUIST	SD	3678	3622	3537	.		0011
BNSF	10505.00	HUDSON	SD	3678	3622	3537	.		0011
BNSF	10100.00	HURON	SD	3678	3622	3537	.		0011
BNSF	09465.00	IPSWICH	SD	3646	3590	3505	.		0011
BNSF	09445.00	JAVA	SD	3610	3554	3469	.		0011
BNSF	10315.00	JEFFERSON	SD	3678	3622	3537	.		0011
BNSF	10260.00	KAYLOR	SD	3678	3622	3537	.		0011
BNSF	10160.00	LA BOLT	SD	3678	3622	3537	.		0011
BNSF	09380.00	LEMMON	SD	3487	3431	3346	.		0011
BNSF	10390.00	LENNOX	SD	3678	3622	3537	.		0011
BNSF	10270.00	LESTERVILLE	SD	3678	3622	3537	.		0011
BNSF	10220.00	LETCHER	SD	3678	3622	3537	.		0011
BNSF	10420.00	LYONS	SD	3678	3622	3537	.		0011
BNSF	10440.00	MADISON	SD	3678	3622	3537	.		0011
BNSF	10375.00	MARION	SD	3678	3622	3537	.		0011
BNSF	09400.00	MCINTOSH	SD	3527	3470	3385	.		0011
BNSF	09410.00	MCLAUGHLIN	SD	3554	3498	3413	.		0011
BNSF	10295.00	MECKLING	SD	3678	3622	3537	.		0011
BNSF	10010.00	MELLETTTE	SD	3678	3622	3537	.		0011
BNSF	09540.00	MILBANK	SD	3678	3622	3537	.		0011
BNSF	09480.00	MINA	SD	3678	3622	3537	.		0011
BNSF	10350.00	MITCHELL	SD	3678	3622	3537	.		0011
BNSF	09425.00	MOBRIDGE	SD	3584	3528	3443	.		0011
LRVSN219-029				MORE =>					

FROM		RATES - DOLLARS PER CAR				C	NOTES	ROUTE
ROAD	OPSL	STATIONS	ST	COL 1	COL 2				COL 3	COL 4
BNSF	09390.00	MORRISTOWN	SD	3509	3453	3368	.	0011
BNSF	09525.00	ORTLEY	SD	3678	3622	3537	.	0011
BNSF	10110.00	OSCEOLA	SD	3678	3622	3537	.	0011
BNSF	10380.00	PARKER	SD	3678	3622	3537	.	0011
BNSF	10245.00	PARKSTON	SD	3678	3622	3537	.	0011
BNSF	10145.00	RAUVILLE	SD	3678	3622	3537	.	0011
BNSF	09460.00	ROSCOE	SD	3637	3580	3495	.	0011
BNSF	10265.00	SCOTLAND	SD	3678	3622	3537	.	0011
BNSF	09440.00	SELBY	SD	3604	3547	3463	.	0011
BNSF	10830.00	SHERMAN	SD	3678	3622	3537	.	0011
BNSF	10410.00	SIOUX FALLS	SD	3678	3622	3537	.	0011
BNSF	09435.00	SITKA	SD	3678	3622	3537	.	0011
BNSF	10150.00	SOUTH SHORE	SD	3678	3622	3537	.	0011
BNSF	10155.00	STOCKHOLM	SD	3678	3622	3537	.	0011
BNSF	09530.00	SUMMIT	SD	3678	3622	3537	.	0011
BNSF	10255.00	TRIPP	SD	3678	3622	3537	.	0011
BNSF	10025.00	TULARE	SD	3678	3622	3537	.	0011
BNSF	09535.00	TWIN BROOKS	SD	3678	3622	3537	.	0011
BNSF	10275.00	UTICA	SD	3678	3622	3537	.	0011
BNSF	10300.00	VERMILLION	SD	3678	3622	3537	.	0011
BNSF	10125.00	VIENNA	SD	3678	3622	3537	.	0011
BNSF	09405.00	WALKER	SD	3540	3484	3399	.	0011
BNSF	10000.00	WARNER	SD	3678	3622	3537	.	0011
BNSF	09395.00	WATAUGA	SD	3518	3462	3377	.	0011
BNSF	10140.00	WATERTOWN	SD	3678	3622	3537	.	0011
BNSF	09520.00	WAUBAY	SD	3678	3622	3537	.	0011
BNSF	09515.00	WEBSTER	SD	3678	3622	3537	.	0011
BNSF	10435.00	WENTWORTH	SD	3678	3622	3537	.	0011
BNSF	10120.00	WILLOW LAKE	SD	3678	3622	3537	.	0011
BNSF	10200.00	WOLSEY	SD	3678	3622	3537	.	0011
BNSF	10215.00	WOONSOCKET	SD	3678	3622	3537	.	0011
BNSF	10395.00	WORTHING	SD	3678	3622	3537	.	0011
BNSF	10105.00	YALE	SD	3678	3622	3537	.	0011
BNSF	10285.00	YANKTON	SD	3678	3622	3537	.	0011
		**WISCONSIN	**					
BNSF	11835.00	SUPERIOR	WI	3678	3622	3537	.	0011
		**WYOMING	**					
BNSF	17160.00	BASIN	WY	3266	3210	3125	.	0011
BNSF	17230.00	BONNEVILLE	WY	3517	3461	3376	.	0011
BNSF	17040.00	CODY	WY	3517	3461	3376	.	0011
BNSF	17155.00	GREYBULL	WY	3266	3210	3125	.	0011
BNSF	17115.00	LOVELL	WY	3266	3210	3125	.	0011
BNSF	17060.00	POWELL	WY	3517	3461	3376	.	0011
LRVSN219-030								MORE =>

BNSF RAILWAY COMPANY	ISSUED: AUG 08, 2008	BOOK: 2
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BNSF-4022-L		ITEM: 22916

FROM VARIOUS BNSF STATIONS
TO VARIOUS BNSF STATIONS

GENERAL RULES

- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.
- FOR RATES ON COVERED HOPPER CARS LESS THAN OR EQUAL TO 5000 CUBIC FEET, SEE ITEM 22401.
- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.

COMMODITY DEFINITIONS

STCC	DESCRIPTION
01131	BARLEY

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

COL 1: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.

COL 2: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 26 CARS AND MAXIMUM NOT GREATER THAN 51 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.

COL 3: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 52 CARS AND MAXIMUM NOT GREATER THAN 109 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.

ROUTE DEFINITIONS

ROUTE NUMBER	DESCRIPTION
0001	BNSF DIRECT

LRVSN286-275 | MORE =>

BNSF RAILWAY COMPANY		ISSUED: AUG 08, 2008					BOOK:	2
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FORT WORTH, TX 76161-0051		(E)					REVISION:	3
BNSF-4022-L							ITEM:	22916
BARLEY							STCC:	01-131-XX
TO: FREDERICKSON		WA						
FROM STATIONS		RATES - DOLLARS PER CAR						
	ST	COL 1	COL 2	COL 3	COL 4	COL 5	C|NOTES|ROUTE	
**MONTANA	**							
CUT BANK	MT	2939	2883	2770	.	.	0001	
LRVSN286-276							END	

BNSF RAILWAY COMPANY	ISSUED: AUG 08, 2008	BOOK: 2
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FORT WORTH, TX 76161-0051	(E)	REVISION: 6
BNSF-4022-L		ITEM: 22921
FROM SELECTED BNSF STATIONS IN: MANITOBA, MINNESOTA, MONTANA, NORTH DAKOTA, SOUTH DAKOTA, WISCONSIN, WYOMING		
TO SELECTED BNSF STATIONS IN: YAKIMA VALLEY, WASHINGTON		
GENERAL RULES		
- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.		
- FOR RATES ON COVERED HOPPER CARS LESS THAN OR EQUAL TO 5000 CUBIC FEET, SEE ITEM 22421.		
- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.		
COMMODITY DEFINITIONS		
STCC	DESCRIPTION	
01131	BARLEY	
EQUIPMENT DEFINITIONS AND SPECIFIC RULES		
COL 1:	- PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.	
COL 2:	- PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 26 CARS AND MAXIMUM NOT GREATER THAN 51 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.	
COL 3:	- PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 52 CARS AND MAXIMUM NOT GREATER THAN 110 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.	
ROUTE DEFINITIONS		
ROUTE NUMBER		
0001:	BNSF DIRECT	
GROUP DEFINITIONS		
ORIGIN GROUPS		
GROUP 0001- 4022 21255 MN ORIGIN GROUP CONSISTS OF THE FOLLOWING:		
THE STATE OF MN		
EXCEPT:		
APPLETON	MN GRANITE FALLS	MN OLIVIA MN
BIRD ISLAND	MN HECTOR	MN PLATO MN
BONGARDS	MN HOPKINS	MN PORT CARGILL SAVAGE MN
BROWNTON	MN JONATHAN	MN RENVILLE MN
LRVSN286-277	MORE =>	

BNSF RAILWAY COMPANY		ISSUED:	AUG 08, 2008	BOOK:	2
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BUFFALO LAKE	MN	MILAN	MN	RUEBEL	MN
CAMDEN PLACE	MN	MINNESOTA FALLS	MN	SACRED HEART	MN
CHANHASSEN	MN	MONTEVIDEO	MN	SAVAGE	MN
CHS SAVAGE	MN	NEW BRIGHTON	MN	STEWART	MN
COLOGNE	MN	NORTH WATSON	MN	UNION YARD	MN
CORRELL	MN	NORWOOD	MN	WEGDAHL	MN
DANUBE	MN	ODESSA	MN		

DESTINATION GROUPS

GROUP 0050- 4022 22421 YAKIMA VALLEY DEST CONSISTS OF THE FOLLOWING:

BRUCE	WA	OTHELLO	WA	SUGAR SPUR	WA
CONNELL	WA	PALOUSE	WA	SUNNYSIDE	WA
ELLENSBURG	WA	PLYMOUTH	WA	TOPPENISH	WA
EPHRATA	WA	PROSSER	WA	VISTA	WA
GRANDVIEW	WA	QUINCY	WA	WALLULA	WA
GRANGER	WA	REARDAN	WA	WAPATO	WA
MABTON	WA	RITZVILLE	WA	WARDEN	WA
MEAD	WA	SPOKANE	WA	YAKIMA	WA
MOSES LAKE	WA				

LRVSN286-278	MORE =>
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BNSF RAILWAY COMPANY		ISSUED:	AUG 08, 2008	BOOK:	2					
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BNSF-4022-L				ITEM:	22921					
BARLEY				STCC:	01-131-XX					
TO: 4022 22421 YAKIMA VALLEY DEST										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF		GROUP 0001		2824	2768	2683	.			0001
		**MANITOBA	**							
BNSF	06950.00	WINNIPEG	MB	3051	2995	2910	.			0001
		**MONTANA	**							
BNSF	05640.00	BAINVILLE	MT	2665	2608	2523	.			0001
BNSF	09320.00	BAKER	MT	2845	2789	2704	.			0001
BNSF	04890.00	BELGRADE	MT	1551	.	.	.			0001
BNSF	04310.00	BIG SANDY	MT	2312	2256	2171	.			0001
BNSF	04910.00	BIG TIMBER	MT	1632	.	.	.			0001
BNSF	04970.00	BILLINGS	MT	2134	2078	1993	.			0001
BNSF	04315.00	BOX ELDER	MT	2312	2256	2171	.			0001
BNSF	04895.00	BOZEMAN	MT	1563	.	.	.			0001
BNSF	05030.00	BRADY	MT	2083	2026	1941	.			0001
BNSF	05315.00	BROADVIEW	MT	2134	2078	1993	.			0001
BNSF	05545.00	BROCKTON	MT	2665	2608	2523	.			0001
BNSF	05155.00	CARTER	MT	2142	2086	2001	.			0001
BNSF	04260.00	CHESTER	MT	2188	2131	2046	.			0001
BNSF	04335.00	CHINOOK	MT	2359	2302	2217	.			0001
BNSF	05055.00	CHOTEAU	MT	2083	2026	1941	.			0001
BNSF	08700.00	CIRCLE	MT	2774	2717	2633	.			0001
BNSF	04920.00	COLUMBUS	MT	1679	.	.	.			0001
BNSF	05025.00	CONRAD	MT	2083	2026	1941	.			0001
BNSF	05555.00	CULBERTSON	MT	2665	2608	2523	.			0001
BNSF	04170.00	CUT BANK	MT	2023	1967	1882	.			0001
BNSF	04240.00	DEVON	MT	2126	2070	1985	.			0001
BNSF	05045.00	DUTTON	MT	2083	2026	1941	.			0001
BNSF	17020.00	EAST BRIDGER	MT	2179	2123	2038	.			0001
BNSF	05050.00	FAIRFIELD	MT	2083	2026	1941	.			0001
BNSF	08560.00	FALLON	MT	2562	2505	2420	.			0001
BNSF	05630.00	FROID	MT	2665	2608	2523	.			0001
BNSF	17015.00	FROMBERG	MT	2179	2123	2038	.			0001
BNSF	05170.00	FT BENTON	MT	2188	2131	2046	.			0001
BNSF	05235.00	GEYSER	MT	2108	2052	1967	.			0001
BNSF	04290.00	GILDFORD	MT	2265	2209	2124	.			0001
BNSF	04400.00	GLASGOW	MT	2581	2525	2440	.			0001
BNSF	08580.00	GLENDIVE	MT	2626	2570	2485	.			0001
BNSF	05090.00	GREAT FALLS	MT	2083	2026	1941	.			0001
BNSF	04780.00	HAMILTON	MT	1365	.	.	.			0001
BNSF	16010.00	HARDIN	MT	2193	2137	2052	.			0001
BNSF	04345.00	HARLEM	MT	2395	2338	2253	.			0001
BNSF	04865.00	HARRISON	MT	1521	.	.	.			0001
BNSF	04325.00	HAVRE	MT	2336	2280	2195	.			0001
LRVSN286-279										MORE =>

BNSF RAILWAY COMPANY		ISSUED: AUG 08, 2008		BOOK:	2					
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FORT WORTH, TX 76161-0051		(E)		REVISION:	6					
BNSF-4022-L				ITEM:	22921					
BARLEY			STCC: 01-131-XX							
TO: 4022 22421 YAKIMA VALLEY DEST										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	04720.00	HELENA	MT	1448	.	.	.			0001
BNSF	04285.00	HINGHAM	MT	2251	2194	2109	.			0001
BNSF	04385.00	HINSDALE	MT	2537	2481	2396	.			0001
BNSF	04990.00	HUNTLEY	MT	2163	2107	2022	.			0001
BNSF	09310.00	ISMAY	MT	2689	2633	2548	.			0001
BNSF	04270.00	JOPLIN	MT	2211	2155	2070	.			0001
BNSF	04070.00	KALISPELL	MT	1603	1546	1461	.			0001
BNSF	05165.00	KERSHAW	MT	2188	2131	2046	.			0001
BNSF	04295.00	KREMLIN	MT	2290	2233	2148	.			0001
BNSF	04940.00	LAUREL	MT	1709	.	.	.			0001
BNSF	05010.00	LEDGER	MT	2083	2026	1941	.			0001
BNSF	05275.00	LEWISTOWN	MT	2125	2069	1984	.			0001
BNSF	08705.00	LINDSAY	MT	2707	2651	2566	.			0001
BNSF	04900.00	LIVINGSTON	MT	1590	.	.	.			0001
BNSF	08610.00	LUDINGTON	MT	2746	2690	2605	.			0001
BNSF	05525.00	MACON	MT	2665	2608	2523	.			0001
BNSF	04370.00	MALTA	MT	2470	2414	2329	.			0001
BNSF	04885.00	MANHATTAN	MT	1540	.	.	.			0001
BNSF	05620.00	MEDICINE LAKE	MT	2665	2608	2523	.			0001
BNSF	05605.00	MERC	MT	2665	2608	2523	.			0001
BNSF	04155.00	MERIWETHER	MT	1904	1848	1763	.			0001
BNSF	08525.00	MILES CITY	MT	2454	2398	2313	.			0001
BNSF	04650.00	MISSOULA	MT	1308	.	.	.			0001
BNSF	05255.00	MOCASIN	MT	2108	2052	1967	.			0001
BNSF	05285.00	MOORE	MT	2108	2052	1967	.			0001
BNSF	05500.00	NASHUA	MT	2606	2550	2465	.			0001
BNSF	05600.00	PLENTYWOOD	MT	2665	2608	2523	.			0001
BNSF	05535.00	POPLAR	MT	2665	2608	2523	.			0001
BNSF	05080.00	POWER	MT	2083	2026	1941	.			0001
BNSF	05615.00	RESERVE	MT	2665	2608	2523	.			0001
BNSF	04440.00	RONAN	MT	1292	.	.	.			0001
BNSF	04280.00	RUDYARD	MT	2236	2180	2095	.			0001
BNSF	04225.00	SHELBY	MT	2083	2026	1941	.			0001
BNSF	08605.00	SIDNEY	MT	2702	2645	2560	.			0001
BNSF	05240.00	STANFORD	MT	2108	2052	1967	.			0001
BNSF	04215.00	SUNBURST	MT	2083	2026	1941	.			0001
BNSF	04210.00	SWEET GRASS	MT	2083	2026	1941	.			0001
BNSF	04876.00	THREE FORKS	MT	1532	.	.	.			0001
BNSF	04255.00	TIBER	MT	2174	2118	2033	.			0001
BNSF	04760.00	TOSTON	MT	1500	.	.	.			0001
BNSF	04755.00	TOWNSEND	MT	1486	.	.	.			0001
BNSF	05015.00	VALIER	MT	2083	2026	1941	.			0001
BNSF	05520.00	WOLF POINT	MT	2665	2608	2523	.			0001
LRVSN286-280									MORE =>	

BNSF RAILWAY COMPANY		ISSUED: AUG 08, 2008		BOOK:	2					
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FORT WORTH, TX 76161-0051		(E)		REVISION:	6					
BNSF-4022-L				ITEM:	22921					
BARLEY			STCC: 01-131-XX							
TO: 4022 22421 YAKIMA VALLEY DEST										
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF		**NORTH DAKOTA	**							
		THE STATE OF	ND	2824	2768	2683	.			0001
BNSF		**SOUTH DAKOTA	**							
		THE STATE OF	SD	2824	2768	2683	.			0001
BNSF		**WISCONSIN	**							
		THE STATE OF	WI	2824	2768	2683	.			0001
LRVSN286-281						END				

BNSF RAILWAY COMPANY	ISSUED: AUG 08, 2008	BOOK: 2
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BNSF-4022-L		ITEM: 22923

FROM SELECTED BNSF STATIONS IN:
 MANITOBA, MINNESOTA, MONTANA, NORTH DAKOTA, SOUTH DAKOTA, WISCONSIN

TO UP STATION:
 WALLULA HEIGHTS, WASHINGTON

GENERAL RULES

- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.
- WHEN SHIPPER OWNED OR LEASED EQUIPMENT IS USED, A MILEAGE ALLOWANCE OF NOT MORE THAN 24 CENTS PER LOADED MILE WILL BE MADE WHILE ON THE LINES OF THE UP.
- FOR RATES ON COVERED HOPPER CARS LESS THAN OR EQUAL TO 5000 CUBIC FEET, SEE ITEM 22423.
- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.

COMMODITY DEFINITIONS

STCC	DESCRIPTION
01131	BARLEY

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

- COL 1: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 1 CAR AND MAXIMUM NOT GREATER THAN 25 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.
- COL 2: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 26 CARS AND MAXIMUM NOT GREATER THAN 51 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.
- COL 3: - PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATION CODE LO. PRICE APPLIES IF MINIMUM TENDER IS 52 CARS AND MAXIMUM NOT GREATER THAN 110 CARS. PRICE APPLIES IF CUBIC CAPACITY IS EQUAL TO OR GREATER THAN 5001 CUBIC FEET.

ROUTE DEFINITIONS

ROUTE NUMBER	DESCRIPTION
0041:	BNSF-VILLARD JCT, WA (VILRD) -UP

GROUP DEFINITIONS

ORIGIN GROUPS

GROUP 0001- 4022 21255 MN ORIGIN GROUP CONSISTS OF THE FOLLOWING:

THE STATE OF MN

EXCEPT:

APPLETON MN GRANITE FALLS MN OLIVIA MN

LRVSN286-282

| MORE =>

BNSF RAILWAY COMPANY		ISSUED:	AUG 08, 2008	BOOK:	2
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BIRD ISLAND	MN	HECTOR	MN	PLATO	MN
BONGARDS	MN	HOPKINS	MN	PORT CARGILL SAVAGE	MN
BROWNTON	MN	JONATHAN	MN	RENVILLE	MN
BUFFALO LAKE	MN	MILAN	MN	RUEBEL	MN
CAMDEN PLACE	MN	MINNESOTA FALLS	MN	SACRED HEART	MN
CHANHASSEN	MN	MONTEVIDEO	MN	SAVAGE	MN
CHS SAVAGE	MN	NEW BRIGHTON	MN	STEWART	MN
COLOGNE	MN	NORTH WATSON	MN	UNION YARD	MN
CORRELL	MN	NORWOOD	MN	WEGDAHL	MN
DANUBE	MN	ODESSA	MN		
LRVSN286-283		MORE =>			

BNSF RAILWAY COMPANY			ISSUED:	AUG 08, 2008	BOOK:	2				
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BNSF-4022-L					ITEM:	22923				
BARLEY					STCC:	01-131-XX				
TO: WALLULA HEIGHTS			WA							
FROM			RATES - DOLLARS PER CAR							
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF		GROUP 0001		2864	2808	2723	.			0041
		**MANITOBA	**							
BNSF	06950.00	WINNIPEG	MB	3090	3034	2949	.			0041
		**MONTANA	**							
BNSF	05640.00	BAINVILLE	MT	2704	2648	2563	.			0041
BNSF	09320.00	BAKER	MT	2884	2828	2743	.			0041
BNSF	04890.00	BELGRADE	MT	1591	.	.	.			0041
BNSF	04310.00	BIG SANDY	MT	2352	2296	2211	.			0041
BNSF	04910.00	BIG TIMBER	MT	1671	.	.	.			0041
BNSF	04970.00	BILLINGS	MT	2174	2117	2033	.			0041
BNSF	04315.00	BOX ELDER	MT	2352	2296	2211	.			0041
BNSF	04895.00	BOZEMAN	MT	1602	.	.	.			0041
BNSF	05030.00	BRADY	MT	2122	2066	1981	.			0041
BNSF	05315.00	BROADVIEW	MT	2174	2117	2033	.			0041
BNSF	05545.00	BROCKTON	MT	2704	2648	2563	.			0041
BNSF	05155.00	CARTER	MT	2182	2126	2041	.			0041
BNSF	04260.00	CHESTER	MT	2227	2171	2086	.			0041
BNSF	04335.00	CHINOOK	MT	2398	2342	2257	.			0041
BNSF	05055.00	CHOTEAU	MT	2122	2066	1981	.			0041
BNSF	08700.00	CIRCLE	MT	2813	2757	2672	.			0041
BNSF	04920.00	COLUMBUS	MT	1718	.	.	.			0041
BNSF	05025.00	CONRAD	MT	2122	2066	1981	.			0041
BNSF	05555.00	CULBERTSON	MT	2704	2648	2563	.			0041
BNSF	04170.00	CUT BANK	MT	2063	2006	1921	.			0041
BNSF	04240.00	DEVON	MT	2166	2109	2024	.			0041
BNSF	05045.00	DUTTON	MT	2122	2066	1981	.			0041
BNSF	17020.00	EAST BRIDGER	MT	2219	2163	2078	.			0041
BNSF	05050.00	FAIRFIELD	MT	2122	2066	1981	.			0041
BNSF	08560.00	FALLON	MT	2601	2545	2460	.			0041
BNSF	05630.00	FROID	MT	2704	2648	2563	.			0041
BNSF	17015.00	FROMBERG	MT	2219	2163	2078	.			0041
BNSF	05170.00	FT BENTON	MT	2227	2171	2086	.			0041
BNSF	05235.00	GEYSER	MT	2148	2092	2007	.			0041
BNSF	04290.00	GILDFORD	MT	2305	2248	2163	.			0041
BNSF	04400.00	GLASGOW	MT	2621	2564	2480	.			0041
BNSF	08580.00	GLENDIVE	MT	2666	2610	2525	.			0041
BNSF	05090.00	GREAT FALLS	MT	2122	2066	1981	.			0041
BNSF	04780.00	HAMILTON	MT	1404	.	.	.			0041
BNSF	16010.00	HARDIN	MT	2232	2176	2091	.			0041
BNSF	04345.00	HARLEM	MT	2434	2378	2293	.			0041
BNSF	04865.00	HARRISON	MT	1561	.	.	.			0041
BNSF	04325.00	HAVRE	MT	2376	2319	2234	.			0041
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BARLEY			STCC: 01-131-XX							
TO: WALLULA HEIGHTS		WA								
FROM		RATES - DOLLARS PER CAR								
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C	NOTES	ROUTE
BNSF	04720.00	HELENA	MT	1488	.	.	.	.		0041
BNSF	04285.00	HINGHAM	MT	2290	2234	2149	.	.		0041
BNSF	04385.00	HINSDALE	MT	2576	2520	2435	.	.		0041
BNSF	04990.00	HUNTLEY	MT	2203	2146	2061	.	.		0041
BNSF	09310.00	ISMAY	MT	2729	2673	2588	.	.		0041
BNSF	04270.00	JOPLIN	MT	2251	2195	2110	.	.		0041
BNSF	04070.00	KALISPELL	MT	1642	1586	1501	.	.		0041
BNSF	05165.00	KERSHAW	MT	2227	2171	2086	.	.		0041
BNSF	04295.00	KREMLIN	MT	2329	2273	2188	.	.		0041
BNSF	04940.00	LAUREL	MT	1748	.	.	.	.		0041
BNSF	05010.00	LEDGER	MT	2122	2066	1981	.	.		0041
BNSF	05275.00	LEWISTOWN	MT	2164	2108	2023	.	.		0041
BNSF	08705.00	LINDSAY	MT	2746	2690	2605	.	.		0041
BNSF	04900.00	LIVINGSTON	MT	1630	.	.	.	.		0041
BNSF	08610.00	LUDINGTON	MT	2786	2729	2644	.	.		0041
BNSF	05525.00	MACON	MT	2704	2648	2563	.	.		0041
BNSF	04370.00	MALTA	MT	2510	2453	2368	.	.		0041
BNSF	04885.00	MANHATTAN	MT	1579	.	.	.	.		0041
BNSF	05620.00	MEDICINE LAKE	MT	2704	2648	2563	.	.		0041
BNSF	05605.00	MERC	MT	2704	2648	2563	.	.		0041
BNSF	04155.00	MERIWETHER	MT	1944	1888	1803	.	.		0041
BNSF	08525.00	MILES CITY	MT	2494	2438	2353	.	.		0041
BNSF	04650.00	MISSOULA	MT	1348	.	.	.	.		0041
BNSF	05255.00	MOCCASIN	MT	2148	2092	2007	.	.		0041
BNSF	05285.00	MOORE	MT	2148	2092	2007	.	.		0041
BNSF	05500.00	NASHUA	MT	2645	2589	2504	.	.		0041
BNSF	05600.00	PLENTYWOOD	MT	2704	2648	2563	.	.		0041
BNSF	05535.00	POPLAR	MT	2704	2648	2563	.	.		0041
BNSF	05080.00	POWER	MT	2122	2066	1981	.	.		0041
BNSF	05615.00	RESERVE	MT	2704	2648	2563	.	.		0041
BNSF	04440.00	RONAN	MT	1331	.	.	.	.		0041
BNSF	04280.00	RUDYARD	MT	2276	2219	2134	.	.		0041
BNSF	04225.00	SHELBY	MT	2122	2066	1981	.	.		0041
BNSF	08605.00	SIDNEY	MT	2741	2685	2600	.	.		0041
BNSF	05240.00	STANFORD	MT	2148	2092	2007	.	.		0041
BNSF	04215.00	SUNBURST	MT	2122	2066	1981	.	.		0041
BNSF	04210.00	SWEET GRASS	MT	2122	2066	1981	.	.		0041
BNSF	04876.00	THREE FORKS	MT	1571	.	.	.	.		0041
BNSF	04255.00	TIBER	MT	2214	2158	2073	.	.		0041
BNSF	04760.00	TOSTON	MT	1539	.	.	.	.		0041
BNSF	04755.00	TOWNSEND	MT	1526	.	.	.	.		0041
BNSF	05015.00	VALIER	MT	2122	2066	1981	.	.		0041
BNSF	05520.00	WOLF POINT	MT	2704	2648	2563	.	.		0041
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FROM		RATES - DOLLARS PER CAR						
ROAD	OPSL	STATIONS	ST	COL 1	COL 2	COL 3	COL 4	C NOTES ROUTE
BNSF		**NORTH DAKOTA	**					
		THE STATE OF	ND	2864	2808	2723	.	0041
BNSF		**SOUTH DAKOTA	**					
		THE STATE OF	SD	2864	2808	2723	.	0041
BNSF		**WISCONSIN	**					
		THE STATE OF	WI	2864	2808	2723	.	0041
LRVSN286-286		END						



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For immediate release
December 2, 2009

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Shelby, Montana Rail Rate Successfully Mediated

Great Falls, MT - Montana Farm Bureau Federation (MFBF), Montana Grain Growers Association (MGGA) and BNSF Railway Company (BNSF) today announced that they have successfully mediated a rate dispute under the Agreement to Administer Alternative Dispute Resolution dated Jan. 30, 2009. The three parties met Tuesday to mediate a dispute filed by a Shelby, Mont. area producer.

Bruce Wright, MFBF vice-president, announced, "BNSF agreed that the Shelby, Montana rate was greater than was justified by current market conditions. Therefore, BNSF agreed to lower the scheduled Jan. 1, 2010, shuttle rate by \$165 per car. This rate change will also require the adjustment of rates for shuttle loaders east along the Hi-Line to North Dakota in order to preserve current market relationships."

The rate at issue was for wheat shipments from Shelby, Mont. to export facilities near Portland, Ore. Tuesday's mediation by the groups expanded to include rates at additional grain elevator locations to maintain market economics. A majority of Montana's wheat crop each year is loaded on ships at the mouth of the Columbia River, and nearly all is transported from origin to destination by BNSF.

Representing the railroad in the mediation process was Kevin Kaufman, BNSF group vice president, Agricultural Products. "MGGA and MFBF brought some good points forward regarding grain movement and current market economics," Kaufman said. "We believe that this adjustment to rates will benefit both the producers and our railway. I am pleased with the results. And I am pleased that we were able to prove the value of the Agreement that we worked so hard to develop over the past three years with Montana grain producers. This collaborative effort has allowed us to find a solution that benefits all of our interests"

Gordon Stoner, MGGA elected secretary, characterized the mediation session as "a candid discussion of grain volume, railroad revenue, and marketing opportunities for all parties." Stoner said, "We took a good look at the Shelby rates, and then extended that conversation to address the relationship between all the Hi-Line shuttle stations."

Bruce Wright praised the rapid resolution of the issue. "This case was filed, prepared, and resolved within two weeks," he said. "The result is good for Montana agriculture."

BNSF, Farm Bureau, and the Grain Growers have been informally mediating grain farmers' rail issues for the past five years, but agreed last January to establish a more formal process.

Bing Von Bergen, MGGA president, praised the mediation team and the direction taken by the two farm groups and by BNSF management. Von Bergen said, "This is the way business should be done, with mutual decisions and mutual goals."

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GROWERS
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*For immediate release
October 15, 2010*

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BNSF Railway Lowers 48-car Rates

Montana Grain Growers Association (MGGA) and Montana Farm Bureau Federation (MFBF) leaders announced today a reduction in the freight rates charged to ship 48-car units of wheat from Montana to domestic and export markets. The two farm organizations met with BNSF Railway officials recently to discuss the importance of Montana's smaller elevators in the current marketplace.

"Our membership is very supportive of the 110-car shuttle transportation efficiencies," commented Gordon Stoner, MGGA vice-president, "but the smaller 48-car elevators are critical to many of our farmers and customers." Stoner went on to say, "Our markets are continually evolving, and the smaller elevators will serve a key role in transitions to new crops and new markets."

Bruce Wright, vice-president of MFBF, outlined the rate structure. "January 2011 freight rates for 48-car shipments will be lowered 6 cents per bushel, narrowing the rate spread between 110-car shuttles and the 48-car shipments," said Wright. "We feel the difference is still enough to incent further shuttle development, while maintaining our 48-car loaders' ability to compete," he added.

Executive Vice President for MGGA, Lola Raska, credited the ongoing mediation between BNSF Railway, MGGA, and MFBF for the rate adjustment. The three groups are all part of a formal Alternative Dispute Resolution (ADR) agreement which creates a forum for rail policies. Raska noted, "Although this issue did not specifically fit our ADR process, we were able to informally resolve this because of our working relationship with BNSF."

Gordon Stoner, who also chairs the MFBF/MGGA steering committee for the ADR process, explained some of the changes developing in Montana's grain transportation and in the crops grown by the state's farmers. "Destination Efficiency Trains (DET's) are one of the positive developments coming from constructive dialogue with BNSF," said Stoner, "and these have the flexibility to deliver smaller trains to smaller customers while gaining the efficiencies of 110-car

loading.” “In the meantime,” he added, “I believe we will see greater utilization of our smaller elevators by the growing production of pulse crops and other specialty grains.”

Montana’s crops and market destinations are being radically affected by Russian drought and increased appetite for peas and lentils in India, as well as large demand for soybeans in China. These factors, coupled with a reduced BNSF freight rate for Montana wheat shuttles to the Texas Gulf, are responsible for Montana’s hard red winter wheat now being shipped south to the Gulf. Millions of bushels may go to that market this winter, as a direct result of collaboration between BNSF Railway, MGGA, and MFBF.

Bruce Wright summed up the ongoing effort. “It is our purpose to make sure our grain producers benefit from the ever-increasing efficiency of BNSF’s operations,” explained Wright, “and to smooth the way with rate adjustments such as this when they make sense for our marketplace.”

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CUSTOMERS QUALIFIED TO RECEIVE ORIGIN EFFICIENCY PAYMENTS (OEP)

I. GENERAL DESCRIPTION OF ORIGIN EFFICIENCY PAYMENT (OEP)

1. OEP IS AN INCENTIVE PROGRAM INTENDED TO PROMOTE EFFICIENT ORIGIN-STATION OPERATIONS, LEADING TO IMPROVED SHUTTLE TRAIN UTILIZATION, AND QUALITY CAR ACCOUNTING PROCESSES.

2. SHIPMENTS ORIGINATING AT BNSF STATIONS IDENTIFIED AS "TYPE A" IN SECTION II.1. BELOW AND MEETING ALL OF THE PROVISIONS CONTAINED IN SECTION II HEREIN WILL BE PAID A PER CAR OEP INCENTIVE ALLOWANCE ACCORDING TO THE FOLLOWING SCHEDULE:

* FOR RELEASE OF A SHUTTLE WITHIN 15 HOURS OF ACTUAL PLACEMENT, OEP PAYMENT WILL BE \$100 PER CAR.

* FOR RELEASE OF A SHUTTLE WITHIN 10 HOURS OF ACTUAL PLACEMENT, OEP PAYMENT WILL BE \$150 PER CAR.

OEP FOR SHIPMENTS ORIGINATING ON BNSF IS FURTHER DEFINED BY SHIPPER ADVANCE RELEASE NOTIFICATION. IF A SHIPPER FAILS TO RELEASE THE TRAIN AS NOTIFIED IN THE ADVANCE RELEASE NOTIFICATION, OEP WILL BE REDUCED AS FOLLOWS:

* FOR A 15 HOUR RELEASE: IF A 4-HOUR ADVANCE RELEASE IS DECLARED BUT NOT MET, OEP WILL NOT BE PAID.

* FOR A 10 HOUR RELEASE: IF A 4-HOUR ADVANCE RELEASE IS DECLARED BUT NOT MET AND RELEASE TAKES PLACE WITHIN 15 HOURS OF ACTUAL PLACEMENT, OEP WILL BE \$50 PER CAR. IF A 4-HOUR ADVANCE RELEASE IS DECLARED BUT NOT MET AND RELEASE DOES NOT TAKE PLACE WITHIN 15 HOURS OF ACTUAL PLACEMENT, NO OEP WILL BE PAID.

3. SHIPMENTS ORIGINATING AT BNSF STATIONS IDENTIFIED AS "TYPE B" IN SECTION II.1. BELOW AND MEETING ALL OF THE PROVISIONS CONTAINED IN SECTION II HEREIN WILL BE PAID A PER CAR OEP INCENTIVE ALLOWANCE ACCORDING TO THE FOLLOWING SCHEDULE:

* FOR BNSF-TO-RAILROAD INTERCHANGE DELIVERED TO INTERCHANGE RECEIVED CYCLE OF A SHUTTLE WITHIN THAT RAILROAD'S CONTRACTUAL CYCLE TIME, OEP PAYMENT WILL BE \$100 PER CAR.

* IF NO CONTRACTUAL CYCLE TIME HAS BEEN ESTABLISHED FOR BNSF-TO-RAILROAD INTERCHANGE DELIVERED TO INTERCHANGE RECEIVED

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CYCLE OF A SHUTTLE, OEP PAYMENT WILL BE \$100 PER CAR WHEN BNSF-TO-RAILROAD INTERCHANGE DELIVERED TO INTERCHANGE RECEIVED CYCLE OF A SHUTTLE IS 18 HOURS OR LESS.

4. SHIPMENTS ORIGINATING AT BNSF STATIONS IDENTIFIED AS "TYPE C" IN SECTION II.1. BELOW AND MEETING ALL OF THE PROVISIONS CONTAINED IN SECTION II HEREIN WILL BE PAID A \$100 PER CAR OEP INCENTIVE ALLOWANCE.

II. OEP ELIGIBILITY CONDITIONS/PROVISIONS

THE FOLLOWING CONDITIONS APPLY TO ALL SHIPMENTS FOR WHICH OEP MIGHT BE REQUESTED. FAILURE TO MEET ANY ONE PROVISION WILL DISQUALIFY THE SHIPMENT FROM THE OEP ALLOWANCE.

1. INCENTIVE APPLIES ONLY TO SHIPMENTS ORIGINATING AT THE FOLLOWING LOCATIONS (CUSTOMER MUST BE LISTED AS SHIPPER ON THE WAYBILL FOR CITIES WITH MORE THAN ONE CUSTOMER):

ST CITY	CUSTOMER ENTITLED TO RECEIVE OEP INCENTIVE
CO COMMERCE CITY	COMMERCE CITY GRAIN (TYPE A)
CO YUMA	CHS INC (TYPE A)
IA ALDEN	PRAIRIE LAND COOP (TYPE C)
IA ALTA	AG PARTNERS LLC (TYPE C)
IA BAYARD	FARMERS COOP ASSOCIATION (TYPE A)
IA CRESTON	DEBRUCE GRAIN INC (TYPE A)
IA HAMBURG	BARTLETT & CO (TYPE A)
IA HINTON	FLOYD VALLEY GRAIN DIV OF AGP GRAIN COOP (TYPE A)
IA IDA GROVE	FARMERS COOP ASSOCIATION (TYPE C)
IA KNIERIM	NEW COOPERATIVE INC (TYPE C)
IA ODEBOLT	FARMERS COOP ASSOCIATION (TYPE C)
IA PLEASANT HILL	COUNTRY WIDE GRAIN TERM DIV OF AGP GRAIN COOP (TYPE A)
IA RED OAK	UNITED FARMERS MERCANTILE COOP (TYPE A)
IA TEMPLETON	WEST CENTRAL COOPERATIVE (TYPE A)
IA YETTER	FARMERS COOP ASSOCIATION (TYPE C)
IL ADAIR	WESTERN GRAIN MARKETING (TYPE A)
IL GALVA	BIG RIVER RESOURCES- GALVA LLC (TYPE A)
IL GREENWOOD	NORTHERN CROSSING LLC (TYPE A)
IL LOWDER	CHS, INC (TYPE A)
IL POLO	RUFF BROTHERS GRAIN (TYPE A)
IL RANSOM	FARMERS ELEVATOR COMPANY (TYPE A)

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1. INCENTIVE APPLIES ONLY TO SHIPMENTS ORIGINATING AT THE FOLLOWING LOCATIONS (CONTINUED):

ST CITY	CUSTOMER ENTITLED TO RECEIVE OEP INCENTIVE
IL RUFF	RUFF BROTHERS GRAIN (TYPE A)
IL WAVERLY	JOHNSON GRAIN LLC (TYPE A)
KS ABILENE	DEBRUCE GRAIN INC (TYPE A)
KS CONCORDIA	AGMARK LLC (TYPE A)
KS COOLIDGE	THE SCOLAR COMPANY (TYPE A)
KS DODGE CITY	RIGHT COOP ASSOCIATION (TYPE A)
KS ENSIGN	DODGE CITY COOP EXCHANGE (TYPE B)
KS GARDEN CITY	WINDRIVER GRAIN LLC (TYPE A)
KS HUGOTON	SANTA FE GRAIN TERMINAL, LLC (TYPE B)
KS HUTCHINSON	ADM ELEV I (TYPE A)
KS HUTCHINSON	ADM ELEV J (TYPE A)
KS SALINA	CARGILL INC (TYPE B)
KS SALINA	THE SCOLAR COMPANY (TYPE C)
KS WELLINGTON	THE SCOLAR COMPANY (TYPE A)
KS WICHITA	BARTLETT & CO (TYPE B)
KS WICHITA	DEBRUCE GRAIN INC (TYPE B)
KS WRIGHT	RIGHT COOP ASSOCIATION (TYPE A)
MN ALBERTA	CARGILL INC (TYPE A)
MN ARGYLE	MARKIT COUNTY GRAIN LLC (TYPE A)
MN BARNESVILLE	AGASSIZ VALLEY GRAIN LLC (TYPE B)
MN BRECKENRIDGE	MINN-KOTA AG PRODUCTS INC (TYPE B)
MN BRECKENRIDGE	RED RIVER GRAIN (TYPE B)
MN CLARA CITY	CLARA CITY FARMERS ELEVATOR (TYPE A)
MN CLARKFIELD	PRAIRIE GRAIN PARTNERS LLC DIV OF BENSON QUINN (TYPE A)
MN CROOKSTON	CHS INC (TYPE B)
MN ERSKINE	CHS SERVICE CENTER (C)
MN FRENCH	CHS INC (TYPE B)
MN HANLEY FALLS	FARMERS COOPERATIVE ELEVATOR CO (TYPE A)
MN HERMAN	NEW HORIZONS AG SERVICES INC DIV OF CHS INC (TYPE A)
MN HILLS	NEW VISION COOP (TYPE A)
MN HOLLOWAY	WESTERN CONSOLIDATED COOPERATIVE (TYPE A)
MN JASPER	EASTERN FARMERS COOP DIV OF CHS INC (TYPE A)
MN LAMBERTON	MEADOWLAND FARMERS COOP (TYPE C)

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1. INCENTIVE APPLIES ONLY TO SHIPMENTS ORIGINATING AT THE FOLLOWING LOCATIONS (CONTINUED):

ST CITY	CUSTOMER ENTITLED TO RECEIVE OEP INCENTIVE
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MN MADISON	CARGILL INC (TYPE A)
MN MAYNARD	CARGILL INC (TYPE A)
MN NEW ULM	FARMERS COOPERATIVE OF HANSKA (TYPE C)
MN MURDOCK	GLACIAL PLAINS LLC (TYPE A)
MN RUTHTON	CHS INC (TYPE A)
MN SPLIT ROCK	CARGILL INC (TYPE A)
MN SPRINGFIELD	HARVEST LAND COOPERATIVE (TYPE C)
MN ULEN	WEST CENTRAL AG SERVICES (TYPE A)
MN WALNUT GROVE	MEADOWLAND ELEVATOR (TYPE C)
MN WARREN	NORTHWEST GRAIN (TYPE A)

MO BRUNSWICK	RAY CARROLL COUNTY GRAIN GROWERS (TYPE B)
MO HARDIN	RAY CARROLL COUNTY GRAIN GROWERS (TYPE A)
MO PHELPS	DEBRUCE GRAIN, INC (TYPE A)
MO ST JOSEPH	BARTLETT & CO (TYPE C)

MT BILLINGS	CONAGRA GRAIN CO (TYPE B)
MT CARTER	COLUMBIA GRAIN INC (TYPE A)
MT COLLINS	MOUNTAIN VIEW COOPERATIVE (TYPE A)
MT GLENDIVE	FARMERS ELEVATOR DIV OF CHS INC (TYPE A)
MT GROVE	UNITED GRAIN (TYPE A)
MT HARLEM	COLUMBIA GRAIN INC (TYPE A)
MT HAVRE	ADM/CHS LLC DIV OF BENSON QUINN (TYPE A)
MT KASA POINT	COLUMBIA GRAIN INC (TYPE A)
MT MACON	CHS INC (TYPE A)
MT MOORE	GAVILON LLC (TYPE A)
MT POMPEYS PILLAR	UNITED GRAIN (TYPE A)
MT RUDYARD	COLUMBIA GRAIN INC (TYPE A)
MT SHELBY	CHS INC (TYPE A)

ND ALTON	ALTON GRAIN TERMINAL LLC (TYPE A)
ND ARVILLA	COLUMBIA GRAIN INC (TYPE A)
ND AYR	ARTHUR COMPANIES INC (TYPE A)
ND BERE A	COLUMBIA GRAIN INC (TYPE A)
ND BERE A	CONAGRA GRAIN CO DBA PEA VEY CO (TYPE A)
ND BERNARD	COLUMBIA GRAIN INC (TYPE B)
ND BERTHOLD	BERTHOLD FARMERS ELEVATOR CO (TYPE A)

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1. INCENTIVE APPLIES ONLY TO SHIPMENTS ORIGINATING AT THE FOLLOWING LOCATIONS (CONTINUED):

ST CITY	CUSTOMER ENTITLED TO RECEIVE OEP INCENTIVE
---------	--

ND BISBEE	NORTH CENTRAL GRAIN COOP (TYPE A)
ND BOTTINEAU	BOTTINEAU FARMERS ELEVATOR CO (TYPE A)
ND BOYLE	SOUTHWEST GRAIN DIV OF CHS INC (TYPE A)
ND CASSELTON	MAPLE RIVER GRAIN & AGRONOMY LLC (TYPE B)
ND CRYSTAL	COLUMBIA GRAIN, INC (TYPE B)
ND DRAYTON	CHS INC (TYPE A)
ND EDGELEY	CHS INC (TYPE B)
ND ELDRIDGE	COUNTY GRAIN COOPERATIVE, INC (TYPE A)
ND FINLEY	FINLEY FARMERS GRAIN & ELEVATOR CO (TYPE A)
ND HENSLER	ADM - BENSON QUINN (TYPE A)
ND JAMESTOWN	CONAGRA GRAIN CO DBA PEAVEY CO (TYPE A)
ND KINDRED	CHS INC (TYPE B)
ND MAYVILLE	MAYPORT FARMERS COOP (TYPE A)
ND MILTON	CHS INC (TYPE A)
ND NEW ROCKFORD	GAVILON GRAIN, LLC (TYPE A)
ND NILES	BTR FARMERS COOP (TYPE A)
ND N GRAND FORKS	CONAGRA GRAIN CO (TYPE A)
ND ROSS	DAKOTA QUALITY CRAIN (TYPE A)
ND RUGBY	RUGBY FARMERS UNION ELEVATOR (TYPE A)
ND SCRANTON	SCRANTON EQUITY EXCHANGE COOP (TYPE A)
ND STERLING	SOUTH CENTRAL GRAIN DIV OF CHS INC (TYPE A)
ND SURREY	DAKOTA MIDLAND GRAIN, LLC (TYPE A)
ND THOMPSON	THOMPSON FARMERS COOP ELEVATOR (TYPE A)
ND WILLISTON	HORIZON RESOURCES (TYPE A)

NE AURORA	AURORA COOPERATIVE ELEVATOR CO (TYPE A)
NE BEATRICE	SOUTHEAST NEBRASKA COOP CO (TYPE A)
NE BRADSHAW	PROGRESSIVE AG PARTNERS LLC (TYPE A)
NE BRUNSWICK	J E MEURET GRAIN CO INC (TYPE B)
NE DORCHESTER	FARMERS COOPERATIVE CO INC (TYPE A)
NE EDISON	AG VALLEY COOP (TYPE A)
NE FREMONT	DEBRUCE GRAIN INC (TYPE C)
NE FREMONT	FRONTIER COOP CO (TYPE A)
NE FUNK	MIDLAND COOP (TYPE A)
NE GURLEY	CROSSROADS COOPERATIVE ASSOCIATION (TYPE A)
NE HASTINGS	COOPERATIVE PRODUCERS INC (TYPE A)
NE HEMINGFORD	FARMERS COOP ELEVATOR CO (TYPE A)
NE HUNTSMAN	THE SCOLAR COMPANY (TYPE B)

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1. INCENTIVE APPLIES ONLY TO SHIPMENTS ORIGINATING AT THE FOLLOWING LOCATIONS (CONTINUED):

ST CITY	CUSTOMER ENTITLED TO RECEIVE OEP INCENTIVE
NE LINCOLN	AGP GRAIN COOP, SOUTH HOUSE (TYPE A)
NE LINCOLN	EASTERN NEBRASKA GRAIN LLC (TYPE B)
NE LOOMIS	AGRI COOP (TYPE B)
NE MOTALA	CARGILL INC (TYPE A)
NE OAKLAND	CENTRAL VALLEY AG (TYPE A)
NE O NEILL	CARGILL INC (TYPE B)
NE RED CLOUD	RED CLOUD GRAIN LLC (TYPE A)
NE ROSELAND	AGRI COOP (TYPE A)
NE SOUTH SIOUX CITY	CARGILL INC (TYPE A)
NE SUPERIOR	AGREX (TYPE A)
NE TAMORA	UNITED FARMERS COOPERATIVE (TYPE A)
NE VENANGO	THE SCOULAR COMPANY (TYPE B)
OK ELDORADO	FARMERS COOP (TYPE A)
OK ENIS	ADM ELEY Y & Z (TYPE A)
OK ENID	W B JOHNSTON GRAIN CO (TYPE A)
OK HEADRICK	GAVILON GRAIN LLC (TYPE A)
OK SHATTUCK	W B JOHNSTON GRAIN CO (TYPE A)
SD ALPENA	SOUTH DAKOTA WHEAT GROWERS INC (TYPE A)
SD BEARDSLEY	DAKOTA PLAINS AG CENTER LLC (TYPE A)
SD BOWDLE	NORTH CENTRAL FARMERS ELEVATOR (TYPE A)
SD CANTON	EASTERN FARMERS COOP DIV OF CHS INC (TYPE A)
SD CRAVEN	NORTH CENTRAL FARMERS ELEVATOR (TYPE A)
SD EMERY	CARGILL INC (TYPE A)
SD GREBNER	SOUTH DAKOTA WHEAT GROWERS INC (TYPE A)
SD HARROLD	HARROLD GRAIN COMPANY, LLC (TYPE C)
SD HIGHMORE	SOUTH DAKOTA WHEAT GROWERS INC (TYPE C)
SD JEFFERSON	SOUTHEAST FARMERS ELEVATOR COOP (TYPE A)
SD LEMMON	SOUTHWEST GRAIN DIV OF CHS INC (TYPE A)
SD MADISON	MADISON FARMERS ELEVATOR CO (TYPE A)
SD MARION	FREMAR LLC DIV OF BENSON QUINN (TYPE A)
SD MELLETTE	SOUTH DAKOTA WHEAT GROWERS INC (TYPE A)
SD MITCHELL	FARMERS COOP ELEVATOR DIV OF CHS INC (TYPE A)
SD PARKER	CARGILL INC (TYPE A)
SD SELBY	CHS INC (TYPE A)
SD MARION	CENTRAL FARMERS COOPERATIVE (TYPE A)
SD WEST MILBANK	WESTERN CONSOLIDATED COOPERATIVE (TYPE A)

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SPECIAL RULES - LIMITED TO REFERENCES MADE ELSEWHERE IN TARIFF

1. INCENTIVE APPLIES ONLY TO SHIPMENTS ORIGINATING AT THE FOLLOWING LOCATIONS (CONTINUED):

ST CITY	CUSTOMER ENTITLED TO RECEIVE OEP INCENTIVE
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SD WOLSEY	SOUTH DAKOTA WHEAT GROWERS (TYPE A)
SD MCLAUGHLIN	SOUTH DAKOTA WHEAT CROWERS (TYPE A)

TX AMARILLO	DEBRUCE GRAIN INC (TYPE A)
TX CHILLICOTHE	HARDEMAN GRAIN AND SEED (TYPE A)
TX ETTER	DEBRUCE GRAIN INC (TYPE B)
TX FT WORTH	CONAGRA GRAIN CO (TYPE A)
TX FT WORTH	ATTEBURY GRAIN INC (TYPE A)
TX LARIAT	AGP GRAIN COOP (TYPE A)
TX PLAINVIEW	DEBRUCE GRAIN INC (TYPE A)
TX SUNRAY	SUNRAY COOP (TYPE B)

WA PLYMOUTH	AGRI NORTHWEST (TYPE A)
WA TEMPLIN	TEMPLIN TERMINAL LLC (TYPE A)

2. APPLIES ONLY TO SHIPMENTS MOVING UNDER THE PROVISIONS OF BNSF SHUTTLE COTS AS DEFINED IN BNSF 4022 AND BNSF 4091 SERIES.

3. APPLIES ONLY TO SHIPMENTS OF THE FOLLOWING COMMODITIES MOVING UNDER RATES PUBLISHED IN BNSF 4022-SERIES AND BNSF 4023-SERIES RATE ITEMS OR BNSF TARIFFS IN EFFECT AT THE TIME OF SHIPMENT:

COMMODITY	STCC	COMMODITY	STCC
CORN	01-132	MILO	01-136
WHEAT	01-137	SOYBEANS	01-144
CRACKED CORN	20-419-79	BARLEY	01-131
OTHER OILSEEDS	01-149	FLAXSEED	01-142
PEAS	01-342	LENTILS	01-343-10

4. CARS SHIPPED UNDER THE OEP PROGRAM WILL BE SUBJECT TO ROUTINE WEIGHING. BNSF WILL RESERVE THE RIGHT TO SPOT CHECK CAR WEIGHTS. OVERLOADING WILL RESULT IN THE ENTIRE UNIT SHIPMENT BEING DISQUALIFIED FROM THE INCENTIVE ALLOWANCE PAYMENT.

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5. IF CARS ARE CONSTRUCTIVELY PLACED SHORT OF LOADING FACILITY, UNIT WILL NOT QUALIFY FOR INCENTIVE ALLOWANCE PAYMENT.

6. THIS PARAGRAPH DEFINES THE COMMUNICATION REQUIREMENTS FOR RELEASING A SHUTTLE COT ("SHUTTLE").

- SHUTTLE EMPTIES SHALL BE ACCEPTED IMMEDIATELY FOR ACTUAL PLACEMENT BY THE LOADING FACILITY UPON ARRIVAL.
- CUSTOMER WILL NOTIFY THE BNSF GRAIN DESK PRIOR TO RELEASE AT ORIGIN OF ANY BAD ORDER OR EMPTY EQUIPMENT.
IN ADDITION TO NOTIFYING THE GRAIN DESK, CUSTOMER WILL ALSO BAD ORDER EQUIPMENT VIA EDI OR SWITCH AND RELEASE. FAILURE TO DO SO WILL RESULT IN LOSS OF OEP FOR THE ENTIRE TRAIN.
- CARS PRESENTED AS A BLOCK MUST BE RETURNED AS A BLOCK.
- ALL AIR HOSES MUST BE COUPLED AND ANGLE COCKS LEFT OPEN.
- NO RELIEF FOR SATURDAYS, SUNDAYS, OR HOLIDAYS (EXCEPT NEW YEARS DAY, THANKSGIVING DAY AND CHRISTMAS DAY). IF CUSTOMER HAS MULTIPLE SHIPMENTS (SHUTTLES) REQUESTED AT THE ORIGIN BEFORE THE FIRST SET OF EQUIPMENT IS RELEASED, IT WILL BE THE RAILROADS OPTION TO CONSTRUCTIVELY PLACE THE SECOND SET OF EQUIPMENT.

A. BNSF-DIRECT SERVED CUSTOMERS (TYPE A).

CUSTOMER SHALL GIVE BNSF NOTICE A MINIMUM OF 4 HOURS PRIOR TO ACTUAL RELEASE ("ADVANCE RELEASE"). ADVANCE RELEASE WILL INFORM BNSF OF THE TIME THE LOADED SHUTTLE WILL BE AVAILABLE TO BE PULLED FROM THE ORIGIN ELEVATOR. ADVANCE RELEASE MUST BE TRANSMITTED VIA BNSF'S ONLINE "SWITCH AND RELEASE" TOOL.

- OEP CLAIMS WILL BE PAID ONLY TO THE CUSTOMER LISTED AT THAT LOCATION IN THE TABLE IN PARAGRAPH (1).

B. FOR ELEVATORS SERVED BY BNSF AFFILIATED SHORTLINES (TYPE B).

SHUTTLE SHALL BE RETURNED LOADED IN INTERCHANGE TO BNSF AS A UNIT WITHIN THE TERMS OF THE SERVING RAILROAD'S AGREEMENT OR AGREEMENTS WITH BNSF.

OEP CLAIMS WILL BE FILED BY AND PAID TO THE SERVING RAILROAD, EXCEPT WHERE THIS WOULD CONFLICT WITH A BNSF-RAILROAD AGREEMENT THAT IS CURRENTLY IN EFFECT.

CUSTOMER WILL ADVISE SERVING RAILROAD AND BNSF, AT 1-800-234-9396, OPTION 4, OF TIME OF RELEASE AT ORIGIN.

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DISPUTED TIMES WILL BE ADJUSTED IF PROPERLY DOCUMENTED DURING THE THE FOLLOWING BUSINESS DAY OF SUCH OCCURRENCE. CUSTOMER WILL IMMEDIATELY ADVISE BNSF IF SHIPMENT WILL NOT BE RELEASED TO WITHIN THE DESIGNATED LOADING PERIOD.

C. FOR ELEVATORS NOT SERVED BY BNSF OR BNSF-AFFILIATED SHORTLINES (TYPE "C").

SHUTTLE SHALL BE RETURNED LOADED IN INTERCHANGE TO BNSF AS A UNIT WITHIN TERMS OF THE SERVING RAILROAD'S EXISTING INTERCHANGE AGREEMENT.

OEP CLAIMS WILL BE PAID ONLY TO THE CUSTOMER LISTED AT THAT LOCATION IN TABLE IN PARAGRAPH (1).

CUSTOMER WILL ADVISE BNSF, AT 1-800-234-9396 OPTION 4, OF TIME OF RELEASE AT ORIGIN.

DISPUTED TIMES WILL BE ADJUSTED IF PROPERLY DOCUMENTED DURING THE FOLLOWING BUSINESS DAY OF SUCH OCCURENCE. CUSTOMER WILL IMMEDIATELY ADVISE BNSF IF SHIPMENT WILL NOT BE RELEASED WITHIN THE DESIGNATED LOADING PERIOD.

7. FOLLOW UP CARS FOR REJECTED OR BAD ORDER EQUIPMENT OR FOR CARS FURNISHED SHORT OF A FULL COMPLEMENT WILL NOT BE ALLOWED. IN THIS CASE SHIPMENT SHOULD BE BILLED SHORT OF 110 CARS (EXCEPTION TO ITEM 12215 OF BNSF 4022).

8. IN THE EVENT A CUSTOMER IS SERVED DIRECTLY BY BNSF, AT THE DISCRETION OF BNSF, EITHER THE CUSTOMER WILL BE CHARGED \$1000 PER HOUR FOR ALL SHIPMENTS THAT ARE NOT BILLED AND RELEASED TO BNSF AT ORIGIN WITHIN 15 HOURS OF ACTUAL PLACEMENT OR CUSTOMER WILL FORFEIT THE OEP PAYMENT.

IN THE EVENT THE CUSTOMER IS SERVED BY A RAILROAD OTHER THAN BNSF, ALL SHIPMENTS THAT ARE NOT BILLED AND RELEASED TO BNSF WITHIN THE TIME LIMITS ESTABLISHED IN THE SERVING-RAILROAD'S INTERCHANGE AGREEMENT WITH BNSF WILL FORFEIT THE OEP PAYMENT.

9. ONLY SHIPMENTS BILLED VIA ELECTRONIC DATA EXCHANGE ("EDE") TARIFF WILL QUALIFY FOR INCENTIVE ALLOWANCE. FREIGHT PAYER MUST PROVIDE COMPLETE AND CORRECT EDE BILL OF LADING NOT LATER THAN TIME OF LOADED RELEASE. EXCEPTION: EDE BILLING ON MIXED COMMODITY SHIPMENTS; TO QUALIFY FOR MULTI-CAR RATES WHEN MORE THAN ONE COMMODITY IS USED IN THE SHIPMENT, EDE CUSTOMERS MAY PREPARE EACH COMMODITY ON A SEPARATE BILL OF LADING. HOWEVER, THE BILLS OF LADING MUST BE CROSS-REFERENCED AND SUBMITTED AT THE SAME TIME. EACH EDE BILL OF LADING MUST CONTAIN UNIQUE EDE RAILROAD PATRON CODE ASSIGNED WHEN BNSF ACKNOWLEDGED INITIAL EDE

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APPLICATION. EDE BILL OF LADING MUST ALSO CONTAIN REFERENCE TO THIS TARIFF NUMBER IN THE TARIFF FIELD.

10. IN ORDER TO PROPERLY LOAD CAR(S) THE LOADING FACILITY MUST USE A CERTIFIED TRACK OR HOPPER SCALE OR A BULK LOAD OUT SYSTEM TESTED BY THE APPROPRIATE STATE WEIGHTS AND MEASURES AUTHORITY OR A LICENSED SCALE COMPANY USING A MINIMUM OF 80,000 POUND CERTIFIED WEIGHT ACCORDING TO AAR SCALE HANDBOOK 34. UPON REQUEST FROM BNSF, THE LOADING FACILITY WILL SUPPLY A COPY OF THE SCALE TEST REPORT. ACTUAL SHIPMENT WEIGHTS (NET LADING WEIGHT) FOR EACH CAR MUST BE PROVIDED ON THE EDE BILL OF LADING. ANY SHIPMENT CONTAINING AN OVERLOADED CAR(S) PER BNSF TARIFF WILL NOT QUALIFY FOR OEP INCENTIVE PAYMENT.

11. OEP TRAINS WILL BE GOVERNED UNDER BNSF TARIFF 6004 FOR DEMURRAGE AT ORIGIN.

12. THE PROVISIONS OF THIS TARIFF IN EFFECT ON THE DATE OF SHIPMENT WILL GOVERN.

13. CLAIMS FOR INCENTIVE ALLOWANCE MUST BE SUBMITTED NO LATER THAN FIVE (5) BUSINESS DAYS AFTER THE WAYBILL DATE. CLAIMS MUST BE COMPLETED ONLINE AT THE BNSF.COM SITE PROVIDED.

PER CAR INCENTIVE ALLOWANCE WILL BE PAID ONCE, AND ONLY ONCE THE TERMS OF THIS TARIFF HAVE BEEN MET.

BNSF SHALL MAKE EVERY EFFORT TO PAY CLAIM WITHIN THIRTY (30) DAYS AFTER RECEIPT, PROVIDED ALL FREIGHT CHARGES DUE BNSF FOR SAID SHIPMENTS HAVE BEEN PAID.

14. THE CUSTOMER ENTITLED TO RECEIVE OEP ALLOWANCE MUST BE SET UP TO RECEIVE OEP ALLOWANCE VIA EFT (ELECTRONIC FUNDS TRANSFER) PAYMENT. ALL OEP ALLOWANCES WILL BE PAID VIA EFT DIRECTLY TO CUSTOMERS ACCOUNT.

15. CUSTOMERS MAY ACCESS THEIR ETA USING BNSF ON-LINE TOOLS.

ALL OTHER REQUIREMENTS OF THIS TARIFF ITEM WILL APPLY.

**THIS EXHIBIT IS A HIGHLY
CONFIDENTIAL DOCUMENT**

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