



**Last Mountain Railway  
Tariff Schedule**

**Effective: April, 2014**

**Previous Publication: April, 2013**

**Effective: Immediately**

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## **Section 1 – General**

### **Item 100            LMR Invoice Commitment**

Last Mountain Railway (LMR) will invoice for all LMR performed chargeable services under the authority of this tariff, after the services rendered completion date.

The service rendered completion date for most services is the date of the service. For car hire, storage and storage switching, the services rendered completion date is generally the last day of the month.

In the case of a dispute it will be necessary for the Customer to provide LMR, within 15 days of the invoice mailing date, a written declaration detailing the reasons the invoice should not be paid.

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### **Item 105            Scope of Tariff**

This tariff covers rules, rates and charges for Last Mountain Railway All Charges are payable to Last Mountain Railway, Box 3192, Regina, SK, S4P 3G7.

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### **Item 110            Application of Authorized Increases**

Rates and charges under this tariff are published, and are subject to change upon a 30 day written notice of change.

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### **Item 115            Train Run Minimum Car Volume**

Minimum LMR Train run car volume is 30.

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## **Section 2 – Freight Rates**

### **Item 200            Flat Rate Haulage**

- Freight rate base rate is \$710 plus applicable taxes for shipping bulk grain/pulse/oilseed. For all other commodities please call 1 (306) 992 5915 Option 2 or email [logistics@lastmountainrailway.com](mailto:logistics@lastmountainrailway.com) for a quote.
  - Rates are subject to fuel surcharge, please reference current fuel surcharge as listed in **item 210**;
  - Mileage allowance will not be paid on private equipment;
  - Freight rate applies to all commodities; and
  - Shipments containing a 49 series STCC are subject to an additional \$200 per car charge.
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### **Item 205            Special Request Haulage**

Will be addressed on an individual request basis.

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### **Item 210            Fuel Surcharge**

Fuel surcharge will be charged in addition to standard shipping charges, and will be identified upon invoicing. The calculation is based on distance travelled from rail car loading site to delivery at Davidson for interchange to CN at mile post 85.

- Effective April 23, 2014 fuel surcharge = \$.3545
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## **Section 3 – Supplemental Services**

### **Item 300            Haulage of Empty Railcars Not Used**

When empty railcars are placed for loading and are subsequently released empty, the customer will be subject to a charge of \$500 per car.

This tariff does not apply to railway supplied railcars that are unfit for loading.

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### **Item 305            Haulage of Empty Railcars**

This tariff applies to cars placed by another railway that are subsequently released empty to LMR, the customer will be subject to a charge of \$500 per car.

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### **Item 310            Overweight – Railcars**

LMR reserves the right to refuse any overloaded railcar at the point of interchange, or refuse movement of any railcar which exceeds the gross weight on rail as noted below.

For railcars accepted for movement, that are 2,000 lbs or less in excess of the published weight restriction the customer will be subject to a charge of \$500 per car.

Railcars accepted for movement that are over 2,000 lbs in excess of the published weight restriction will be negotiated on a case by case basis.

#### **Weight Restrictions:**

- Craik Subdivision 268,000lbs
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### **Item 315                    LMR Delayed by Customer or Railway**

When a customer or railway, delays LMR at their siding, plant or interchange, the customer or railway will be charged \$350 per hour. Charges will be rounded to the nearest quarter hour.

Charges under this item commence after the terminal/interchange time agreed to between LMR and the customer/railway has elapsed.

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### **Item 320                    Interchange Error Movements**

Cars loaded or empty, received by LMR in error or without forwarding instructions from the delivering railway, will be returned to the delivering railway or forwarded to the proper connecting railway within the same switching district at a charge of \$475 per car. This charge will be assessed against the delivering railway.

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### **Item 325                    Intra-Plant Switching**

After the initial placement of railcar at customers siding, when a railcar is moved at customers request from one track to another or from one spot to another spot on the same track within the customer's facility or industry, a charge of \$125 per car will be assessed to the customer.

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### **Item 330                    Not First Out**

If a customer releases a railcar to be pulled, and pulling of this railcar results in the need to move additional car(s) that have already been placed a charge of \$50 per car moved will be assessed to the customer.

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### **Item 335                    Supplemental Train Run**

When a customer or railway requests LMR to provide any ad hoc or additional train service beyond the scheduled operating plan, or when minimum train volume cannot be met as per Item 115. Charges for this requested service will be **\$122 per mile (minimum 100 miles), in addition to regular flat rate haulage.**

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**Item 340                      Released – Not Available**

Any railcar(s) released by a customer that are not available to pull at the time of Scheduled Service will have the release(s) voided. Car(s) will be re-released at 12:00 noon on the next Scheduled Service date.

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**Item 345                      Over Supplied**

Railcar(s) that have to be returned to an interchange point due to over supply caused by a railway over delivering against a customer order will be subject to a charge \$500 per car assessed against the delivering railway.

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**Item 350                      Railway Supplied Rejected Car**

Railcar(s) that are rejected by the customer as being unsuitable for loading will be returned to the delivering railroad. The delivering railroad will inspect the rejected car(s) and charges will be assessed as follows.

**Car Suitable for Loading**

Customer will be assessed a \$710 fee per car.

**Car Unsuitable for Loading**

Delivering railroad will be assessed a charge equal to 50% of the applicable carload rate.

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**Item 355                      Rejected Equipment Procedures**

Any railcar deemed unsuitable for loading must be rejected. This is accomplished by using CN E Business tool “Release Railcars” at [www.cn.ca/login](http://www.cn.ca/login), and customer must also advise the CN ETC by email to [cnskmb@cn.ca](mailto:cnskmb@cn.ca).

LMR must also be advised by email to [logistics@lastmountainrailway.com](mailto:logistics@lastmountainrailway.com) or by Fax 1-877-329-5432.

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**Item 360                      Administration Surcharge**

Tariff charges paid by LMR to other railways as a direct result of Customer errors or omissions in their billing and/or switching instructions, will be payable by Customer, and

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will be subject to a 20% Administration Surcharge.

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## **Section 4 – Car Hire**

### **Item 400            LMR Service Area Cut Offs**

For the purpose of this section, LMR service areas will be defined as follows:

#### **Craik Subdivision:**

- Bethune
- Chamberlain
- Aylesbury

Car release cut-off times for the LMR service areas will be as follows:

- As soon as loading is completed and prior to LMR pickup
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### **Item 405            Car Hire Policy LMR Craik Subdivision**

Car hire is invoiced on a monthly basis. LMR will cover the car hire for the first 48 hours the cars are out of Saskatoon. For each hour over 48 in which cars remain on any portion of LMR, the Customer will be invoiced \$1.25 per hr/per car for the entire train. In the event individual cars are left behind, car hire will be invoiced on individual cars at the same rate of \$1.25 per hr/per car until car is back into Saskatoon Yard.

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### **Item 410            Car Hire Rates**

Car hire charges for all equipment subject to the provisions of this tariff will be \$1.25 per hr/per car.

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### **Item 415            Notification to LMR**

Electronic or mechanical devices are to be used to furnish notification of empty release or other carload disposition information to LMR. The recorded date and time that the instructions are received will govern.

Fax    1-877-329-5432

Email [logistics@lastmountainrailway.com](mailto:logistics@lastmountainrailway.com)

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## **Section 5 - Billing**

### **Item 500 Initial Billing Submission to LMR – Waybill creation**

12 Hours prior to cars arriving at loading site, please present billing using billing template (Appendix A) filled out completely and returned to LMR via fax to 306-992-5915 or email to [logistics@lastmountainrailway.com](mailto:logistics@lastmountainrailway.com). All standard shipping includes free initial billing. Bill of Lading (BOL) will be provided upon release of rail car to LMR.

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### **Item 505 Change of Initial Billing – Subject to Charges**

Should customer provide update to waybill before cars are released from loading for delivery, these changes will be incorporated at no extra charge.

Additional surcharges may apply on the following:

- Rail Cars loaded, released but remain on loading site require new waybill
    - \$140/railcar or \$2400 per train block the lower of two options. A block is defined as railcars in subsequent line order at loading site.
    - Additional switching cost \$489/hour apply if physical re-order of train at loading site is required due to destination change. I.E. Initial West bound South Vancouver rebilled to Prince Rupert, etc) (minimum 1 hour charge)
  - Rail Cars loaded and lifted from loading site in transit to CN delivery require new waybill/destination change
    - \$140/railcar or \$2400 per rail car block the lower of two options. A block is defined as railcars in subsequent line order at loading site.
    - Additional switching cost \$1280/hour apply if physical re-order of train is required due to destination change. I.E. Initial West bound South Vancouver rebilled to Prince Rupert, etc) (Minimum 1 hour charge)
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### **Item 510 Line Orders for Loaded Cars**

When Rail Cars are ready to be released to LMR for pickup please use LMR Release Template (Appendix 2).

List contains information relating to line order of train. Please ensure all information is entered into form. Please ensure completed list is:

- Faxed to 306-992-5915
  - Emailed to [logistics@lastmountainrailway.com](mailto:logistics@lastmountainrailway.com)
  - Leave a copy at Lead car for conductor pickup in weatherproof envelope/pail.
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## **Item 515            Freight Invoices**

Freight invoices will be issued the first business day after Interchange with CN. Interest applies to all overdue amounts. This will be added to the invoice amounts. All invoices are due and payable net 15 days date of invoice. Interest in the amount of 1% per month will be charged on overdue accounts. Payment remittance information is displayed on all freight and sales invoices. For supplemental billing / invoice inquiries please submit email to [accounting@lastmountainrailway.com](mailto:accounting@lastmountainrailway.com)

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## **Item 520            Rail Car Storage Invoices**

Storage invoices will be issued the first business day after month end date. Interest applies to all overdue amounts. This will be added to the invoice amounts. All invoices are due and payable net 15 days date of invoice. Interest in the amount of 1% per month will be charged on overdue accounts. Payment remittance information is displayed on all freight and sales invoices. For supplemental billing / invoice inquiries please submit email to [accounting@lastmountainrailway.com](mailto:accounting@lastmountainrailway.com)

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## **Section 6 - Miscellaneous**

### **Item 600            Staging of Railcars**

A charge of \$50 per day/per car to be computed from the actual time car(s) placed or constructively placed on LMR tracks. Rate charged is for the staging of loaded railcars and for the unplanned storage of empty railcars on LMR property as a result of, but not limited to:

- lack of room at customer's siding;
- held to complete a shipment; and
- held for any other unplanned purpose.

Staging charges commence on all days including Saturdays, Sundays and Holidays. These are chargeable days with charges continuing until actual placement on orders of, or disposition of cars.

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### **Item 605            Dangerous Commodity Railcar Inspection**

Dangerous Commodities Staged en route must be inspected after five days and then every 48 hours following. Customer will be assessed a \$40 per car per inspection in addition to applicable staging charges.

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### **Item 610            Holidays**

Whenever reference is made to "holidays" it shall mean the following days:

- New Year's Day
- Louis Riel Day
- Good Friday
- Victoria Day
- Canada Day
- August Civic Holiday
- Labor Day
- Thanksgiving Day
- Christmas Day
- Boxing Day

LMR does not operate on Holidays. When a regular Scheduled Service Day falls on a Holiday, the day following the Holiday will be the Scheduled Service date as defined by these tariffs.

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## Item 615            Glossary of Terms

### **Actual Placement**

When a car is placed in an accessible position for loading or unloading, or at a point designated by the consignor or consignee.

### **Consignee**

The party to whom a shipment is consigned or the customer entitles to receive the shipment.

### **Consignor**

The party in whose name cars are ordered or the party who furnished forwarding.

### **Constructive Placement**

When a railcar cannot be an Actual Placement due to a condition attributable to the consignee, such railcar will be held at a LMR holding area. A notice shall be sent or given to the consignee that the railcar is being held until consignee is able to order and receive the railcar. The railcar would then become an Actual Placement once placement is done.

### **Empty Release Information**

Advice by consignee given to authorized personnel of LMR, that car is unloaded and available to LMR. Information given must include car initial and number, identity of consignee, and identity of party furnishing information.

### **Leased Track**

Any trackage assigned to a user through written Agreement. Leased Tracks will be treated the same as Private Tracks.

### **Loaded Release**

The complete, or partial loading of a car in conformity with Railway Loading, Clearance Rules, and furnishing of Forwarding Instructions including STCC Standard Transportation Commodity Code.

### **Loaded Car**

A railcar this is completely or partially loaded.

### **Private Car**

A car bearing other than railroad reporting marks and which is not a railroad controlled car.

### **Public Delivery Track**

Any track open to the general public for loading and unloading.

## **Supplemental Train Run**

Additional train runs required beyond the scheduled operating plan, or Car minimums not met (Item 115).

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## **Item 620                    Appendix A – Shipping Instruction Template**



LMR Shipping  
Instructions - Template Apr 23 2014.docx

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## **Item 625                    Appendix B – LMR Rail Car Release Template**



LMR-release-form-tem-  
plate.xlsx

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## **Item 630                    Payment of Terms**

Interest applies to all overdue amounts. This will be added to the invoice amounts. All invoices are due and payable net 15 days from invoice date. Interest in the amount of 1% per month is applicable on all overdue accounts. Payment remittance information is displayed on all freight and sales invoices. For supplemental billing / invoice inquiries please submit email to [accounting@lastmountainrailway.com](mailto:accounting@lastmountainrailway.com)

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