Optional Services Catalog

Customer Switching and Accessorial Services

a Genesee & Wyoming Company

Charge Schedule:

Intra-Plant Switch	$250	Item 6000
Intra-Terminal Switch	$500	Item 6010
Inter-Terminal Switch	$500	Item 6020
Diversion/Re-consignment	$350	Item 6210
Error Moves	$500	Item 6040
Car Released Without Bill of Lading	$400	Item 6050
Special Train Charges	Minimum $4,500	Item 6070

- (Each add'l hour >8 hours = $100 per hour)
- (Excludes TIH/PIH commodities)

Closing Doors	$300	Item 6080
Overload Charges	$500	Item 6090
Empty Cars Ordered but Not Loaded	$500	Item 6140
Cars Ordered and Cancelled While En route	$150	Item 6150
Cars Received and Refused Due to Improper Condition	$500	Item 6160
Empty/Loaded Cars Released but Not Available to Pull	$500	Item 6170
Empty/Loaded Cars Ordered In But Unable to Place	$500	Item 6180
Weighing	$300	

HESR 7006-26

(Cancels All Prior Versions)

- **Customer Switching**
- **Billing Guarantee**
- **Timely Invoicing**

Our top priority is to provide safe, reliable transportation for our customers. Part of that commitment is to maintain a fluid and adequate supply of rail cars and to ensure that all railcar assets, both railroad and privately-owned, are utilized as optimally as possible.

www.gwrr.com

a Genesee & Wyoming Company

Billing Guarantees

As part of our efforts to streamline the billing process, we are committing to an expedited and simple billing process:

Billing – On-Time

We commit to bill you on time
We will issue Customer Switching and Accessorial Services invoices monthly.

Billing Disputes

We commit to addressing disputed bills quickly
If you believe that there has been a billing error, we want to make it right as quickly as possible. To be eligible for this guarantee, you must submit your claim, in writing, within 30 days of the invoice date to: HESR-Billing@gwrr.com or **Revenue Billing, 13901 Sutton Park Drive South, Ste 185, Jacksonville, FL 32224**. Along with a brief description, your claim must include the car initial and number and the related invoice number.

Please contact your local marketing representative if you have any questions concerning your business on the HESR:

Mr. Rob Bingham
Manager, Marketing & Sales
(989) 797-5132
robert.bingham@gwrr.com

This document is subject to the terms, conditions and guidelines provided in the Mid-West Region General Tariff 1000.

The Mid-West Region General Tariff 1000 Section VI provides guidelines and provisions for switching and other accessorial charges. Please review these provisions as it applies to your business on the HESR.

Any charges not covered on this HESR 7006 are subject to rules and provisions found in the Mid-West Region General Tariff 1000 Series Tariff.

Definition of Switching Terms

Terminal Switching- A move between industrial tracks and a point of interchange with a connecting carrier, either direct or through an intermediate carrier, when such connecting carrier has had or will have a road haul movement on that shipment.

- **Single Car Rate - All commodities, except grain (STCC: 01-1)** $330.00 per car
- **Single Car Grain Rates (STCC: 01-1)** $290.00 per car
- **80 C/L Minimum Unit Train Rate** $215.00 per car

Unit train must consist of a minimum of 80 cars moved at one time, on one bill of lading.

Application of Switching Charges

Except as otherwise noted:

(A) Switching charges named herein will cover the handling of cars loaded one way and empty the other, between the points provided for. If car is loaded in both directions, regular charge will be made for each loaded movement.

(B) Empty cars handled in one direction and not in connection with a loaded movement, or empty car(s) placed or constructively placed per shipper's request but not used, will be assessed the intra-terminal switching rate unless cars are defective or unfit for loading.

(C) Each movement of an empty or loaded car switched within the confines of the same plant or industry will be considered a new move.

Absorption of Connecting Lines Switching Charges

On all carloads which originate or terminate on lines other than HESR, a maximum of $330.00 per car will be absorbed by the HESR. Any charges exceeding that amount will be in addition to the line haul charges and will be assessed against the party paying the line-haul transportation charges, unless arrangements are made to the contrary. Absorption provisions published in other tariff take precedence over those provided for in this section.

Station	Description of Switching Limits
Auburn, MI	Included in the Saginaw switching district on outbound shipments of grain and grain products. All other traffic is subject to line-haul rates.
Bay City, MI	Included in the Saginaw switching district on outbound shipments. All other traffic is subject to line-haul rates.
Carrollton, MI	Included in the Saginaw switching district.
Monitor, MI	Included in the Saginaw switching district on outbound shipments of grain products, sugar, beet pulp and molasses. All other traffic is subject to line-haul rates.
Saginaw, MI	The switching limits of this station includes tracks located within the corporate limits of Saginaw, Carrollton, Michigan.

List of Industries Open to Terminal Switching on the HESR

Station	Industries
Auburn, MI	ADM, Ittner Bean & Grain, The Andersons
Bay City, MI	Michigan Sugar
Carrollton, MI	Gavilon Grain, Michigan Sugar
Monitor, MI	Michigan Sugar
Saginaw, MI	Central Warehouse, Tri-State Forest Products, Self-Serve Lumber

Switching – Turning of Cars to Permit Unloading

1) In instances where it is desired that freight in carloads be placed on delivery tracks for loading at stop-off points or unloading at stop-off points or destinations from one particular side or end of car, cars must be properly placarded on both sides and notation made on Bill of Lading and waybill substantially as follows:

NOTICE TO CARRIER

Deliver car for loading or unloading from the door or end specified by placard.

2) When freight in carloads is not properly placarded on both sides of car to load or unload from one particular side or end of car, shipper or consignee directs carrier to turn and return to their track for loading or unloading, the following charge shall apply:

Charges (See Note A)

If a car is turned at a "Y"	Charge Per Car
A. Within the corporate limits of the station at which "Y" is located	$110.00
B. Outside the corporate limits of such station	$260.00

Note A – If Bill of Lading carries notation that car has been placarded, and placard has disappeared before placement, the charge named herein will not apply.

Method for Submission of Forwarding Instructions

HESR will accept forwarding instructions through one of three methods at no charge; ShipperConnect (e-BOL), a Class I web site, or by making arrangements directly with third party logistics services providers to submit forwarding instructions on their behalf via a Class I web site or via EDI. HESR will accept forwarding instructions to its Customer Service Group via fax (1-855-634-5101) or via email (**HESR-cs@gwrr.com**), subject to a $75.00 charge per faxed or emailed bill of lading. This charge will be assessed to the online Customer of record with the railroad.

The HESR reserves the right to reject as an unreasonable request for service, any "fax" or "email" forwarding instructions that are illegible, whether due to poor transmission quality, poor or illegible handwriting, or otherwise. HESR will not accept delivery of forwarding instructions by US Mail, express service, personal delivery, or otherwise.

Method to Release Empty Railcars

HESR will accept empty release information using ShipperConnect™ at no charge. HESR will accept empty release information to its Customer Service Group via fax (1-855-634-5101) or via email (**HESR-cs@gwrr.com**) subject to a $75.00 charge per faxed or emailed release. This charge will be assessed to the online Customer of record with the railroad.

Date and Time Record on Notification

When electronic or mechanical devices are used to furnish forwarding instructions and/or empty release information to HESR, the recorded date and time at which the instructions are received by HESR will govern.

Handling of Empty Freight Cars

This provision will not apply when the empty movement is immediately preceded by a loaded revenue movement on HESR and empty is returned to original interchange or if the empty movement is immediately followed by a loaded revenue movement on HESR.

This provision applies on all types of rail cars, including, but not limited to, cars provided by railroads, leased cars and cars bearing other than railroad reporting marks, but not including passenger train cars.

The charge for movement of empty cars is $2.00 per mile with a minimum of 150 miles. HESR will not be responsible for the payment of any per diem or mileage charges, nor will HESR absorb any switch charges. This rate will apply only to movement of cars in regularly scheduled train service.

If special train service is required for movements other than those listed above, charges contained in the Charge Schedule on page 1 of this Catalog will apply.

HESR's maximum liability for loss and damage is $100.00 per railcar.