Optional Services Catalog

Customer Switching and Accessorial Services

a Genesee & Wyoming Company

Charge Schedule

Intra-Plant Switch	$225	Item 6000
Intra-Terminal Switch	$225	Item 6010
Inter-Terminal Switch	$425	Item 6020
Diversion/Re-consignment	$350	Item 6210
Error Moves	$445	Item 6040
Car Released Without Bill of Lading	$300	Item 6050
Special Train Charges	Minimum $**3,000**	Item 6070

(Each add'l hour >8 hours = $375 per hour)

Closing Doors	$100	Item 6080
Overload Charges	$1,000	Item 6090

(Maximum Gross Weight on Rail Without Clearance is 268,000 lbs.)

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	$445	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

KYLE 7006-12

(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.

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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 a review, you must submit your claim, in writing, within 30 days of the invoice date to: centralregion_disputes@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. Any claim not filed within thirty (30) days from the invoice date will be declined. All non-disputed charges should be paid within 15 days of the date of the invoice.

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

Ms. Deb Alexander
38 Railroad Avenue
Phillipsburg, KS 67661
(785) 628-7706
deb.alexander@gwrr.com

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

The Central 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 KYLE.

Any charges not covered on this KYLE 7006 are subject to rules and provisions found in the Central Region General Tariff 1000 Series Tariff.

Customer Switching and Accessorial Services

Reciprocal Switching

There will be additional reciprocal switching charges in addition to any other applicable charges for certain traffic movements on the **KYLE** Railroad. The charges are as follows:

AT	FOR	CHARGE	NOTES
Concordia, KS	All Commodities	$250.00 per car	All customers physically served by KYLE
Courtland, KS	All Commodities	$250.00 per car	All customers physically served by KYLE
Norton, KS	All commodities	$250.00 per car	All customers physically served by KYLE
*Note – Arriba, CO is within the switching limits of Limon, CO only on shipments of poles, STCC 24911(x), originating in the states of Oregon or Washington.			

Equipment Mis-Use Charges

If the KYLE sets in to a shipper, for loading, a BNSF controlled or furnished freight car, such loaded car must be routed via a route in which the BNSF participates as a line-haul carrier.

If the KYLE sets in to a shipper, for loading, a UP controlled or furnished freight car, such loaded car must be routed via a route in which the UP participates as a line-haul carrier.

If cars are not routed, per the above, a charge of **$2000** per car will be assessed to the person, firm, or corporation who provided the routing instructions. Such charges will be in addition to any which the BNSF or UP may charge.

Exception: This charge will not be assessed when the person, firm, or corporation which provided the routing instructions has received prior concurrence of the BNSF or UP car management department, respectively, and furnishes same to KYLE, to use such equipment via other than the BNSF or UP, respectively.

If any shipper reloads a KYLE controlled freight car off-line without prior written or verbal consent of KYLE equipment manager (785) 543-6527), a charge of $**2000** per car for each car reloaded off-line without permission will be assessed against that shipper.

Rule 11 Rate
STCC: 20-923-14

ORIGIN	DESTINATION	RATE (in dollars per carload)	ROUTE
Scandia, KS	Courtland, KS	$350	KYLE

•For Covered Hopper Cars supplied by KYLE, a $40.00 Surcharge will apply on shipments moving under the rate herein.
* The Rate applies only from facilities switched direct by the KYLE, and applies only as a proportional rate and only on continuous thru shipments destined beyond Courtland, Kansas and only on traffic interchanged by the KYLE at Courtland, Kansas to the BNSF
* Rate applies only on AAR Accounting Rule 11 Shipments.
* Shipment to be made in KYLE supplied covered hopper cars.
* Rate is subject to KYLE 9002 Fuel Surcharge

Movement of Empty Freight Train Cars

BETWEEN	AND	RATE	ROUTE
ALL KYLE STATIONS	ALL KYLE STATIONS	(A) $2.00 per Rail Mile	KYLE Direct
		(B) $3.25 per Rail Mile	
		(Minimum of $270 per Car)	

(STCC 37-422-xx)
and
Track & Scale Testing Cars, Railway, moved on own wheels
(STCC 37-424-35)

*The distance to be used to calculate the rate will be the miles from Origin to Destination based on PC*Miler Rail from ALK Technologies.
*The Rate applies only for the movement of Empty Freight Train Cars
*The Rate is in addition to any other charges, including switching, which may apply.
*Switching charges of connecting lines will NOT be absorbed.
*Mileage allowances shall NOT be paid
(A) Applies on All Other except Track and Scale Testing Cars
(B) Applies on Track and Scale Testing Cars

Method for Submission of Forwarding Instructions

KYLE 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. KYLE will accept forwarding instructions to its Customer Service Group via fax (1-855-210-2331) or via email (**KYLE-cs@gwrr.com**), subject to a $35.00 charge per faxed or emailed bill of lading. This charge will be assessed to the online Customer of record with the railroad.
The KYLE 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. KYLE will not accept delivery of forwarding instructions by US Mail, express service, personal delivery, or otherwise.

Method to Release Empty Railcars

KYLE will accept empty release information using ShipperConnect™ at no charge. KYLE will accept empty release information to its Customer Service Group via fax (1-855-210-2331) or via email (**KYLE-cs@gwrr.com**) subject to a $35.00 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 KYLE, the recorded date and time at which the instructions are received by KYLE will govern.

Kyle Diversion Charges Parameters

When a customer requests an outbound grain car to be diverted while still within origin yard switching limits, no diversion charges will be assessed. If the car to be diverted has already been pulled from the yard limits a diversion charge may be assessed on a case-by-case basis.