

# Customer Switching and Accessorial Services

## Charge Schedule

Intra-Plant Switch	\$200	Item 6000
Intra-Terminal Switch	\$200	lease track to customer track
Intra-Terminal Switch	<b>\$375</b>	<b>Item 6010</b>
Inter-Terminal Switch	<b>\$375</b>	<b>Item 6020</b>
Diversion/Re-consignment	\$350	Item 6210
Cars Received in Error by Carrier	\$475	Item 6040
Car Released Without Bill of Lading	\$200	Item 6050
Special Train Charges	\$2,600 Minimum \$300/hr>10hr	Item 6070
<b>Special Switching</b>	<b>\$1500</b>	
Closing Doors	\$175	Item 6080
Overload Charges	\$800	Item 6090
Turning of Cars	\$300	Item 6130
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	\$475	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	\$350	
	<b>Doesn't Include Switching</b> (Industry Scales)	
<b>Cherry Pick</b>	<b>\$75</b>	



a Genesee & Wyoming Company

## PNWR 7006-3

(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](http://www.gwrr.com)**

Optional Services Catalog

## **Customer Switching and Accessorial Services**



**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:

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### **Billing – On-Time**

#### **We commit to bill you on time**

We will issue Customer Switching and Accessorial Services invoices monthly.

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### **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: [PNWR-Billing@gwrr.com](mailto:PNWR-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 PNWR:

Phil Potter  
Director Marketing and Sales  
(503) 930-5829  
[Philip.potter@gwrr.com](mailto:Philip.potter@gwrr.com)

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

The Pacific 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 PNWR.

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

## **Customer Switching and Accessorial Services**

### **Handling of Empty Freight Cars**

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

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 \$5.00 per mile, subject to a minimum of 150 miles. PNWR will not be responsible for the payment of any per diem or mileage charges, nor will PNWR 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.

Charges are subject to PNWR 9502 Fuel Surcharge Tariff.

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

### **Re-Railing Railcars and Railcars Damaged by Customers**

Railcars should not be moved by customers after placed by PNWR. At times, it is necessary for customers to move railcars and all precautions should be taken to avoid incident and derailling railcars. If a railcar becomes derailed, customer must notify PNWR immediately. If PNWR is used to assist in the re-railing of the cars or if PNWR finds a railcar damaged in a derailment and not reported a minimum charge of \$2,500 will be assessed plus all other charges for costs that may apply to re-rail and repair railcars and track.

### **Transload/Team Track Utilization**

Please contact PNWR Marketing & Sales representative for inquiries regarding use of railroad owned transload track/team track for private or railroad cars

## **Customer Switching and Accessorial Services**

### **Over-Dimensional and/or Heavy Loads**

Rates for any one or more of the following conditions must be on an individual shipment basis arranged with the PNWR prior to shipment from or arrival to the PNWR.

- Car having capacity exceeding 220,000 lbs weight
- Clearance/Dimensional shipments with heights exceeding 15' 10", width exceeding 10' 8", or weight restrictions.
- All cars of AAR Car Types FA,FC,FCA,FD,FMS,FW,LF,LG and LS.

See Section VII of the Pacific Region General Tariff 1000 for information for moving high/wide or heavy shipments on the PNWR. All Clearance Requirements must be met before shipment arrives on the PNWR. Contact: [pnwr-cs@gwrr.com](mailto:pnwr-cs@gwrr.com) for more information.

The cost of processing this request for clearance is \$250 when the movement originates on the PNWR.

Heavy duty flat cars of mechanical designation "FD", "FM" or "FW" with capacity in excess of 130 tons, will be subject to an additional charge of \$2,500 per car when car is moved within or between any stations on the PNWR.

### **Special Train Service**

In addition to Special Train Service Charges as found in Item 6070, if an additional locomotive is necessary a charge of \$550 per locomotive plus fuel as provided in PNWR 9502 Fuel Cost Recovery Surcharge Tariff would apply.

If Special Train Service is requested for other than freight service, the Marketing and Sales Department must be contacted for rate information and will be quoted on a case by case basis.

### **Empty Cars Furnished by Connecting Lines but Not Ordered**

On empty cars that are furnished for loading but not ordered by PNWR or its customers and the car has been placed to industry or railroad track other than interchange, then a charge of \$150 per car will be assessed against the railroad furnishing the car.

## **Customer Switching and Accessorial Services**

### **Method to Release Empty Railcars**

PNWR will accept empty release information using ShipperConnect™ at no charge. PNWR will accept empty release information to its Customer Service Group via fax (1-904-999-5328) or via email ([PNWR-cs@gwrr.com](mailto:PNWR-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.

### **Method for Submission of Forwarding Instructions**

PNWR 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. PNWR will accept forwarding instructions to its Customer Service Group via fax (1-904-999-5328) or via email ([PNWR-cs@gwrr.com](mailto:PNWR-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 PNWR 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. PNWR will not accept delivery of forwarding instructions by US Mail, express service, personal delivery, or otherwise.

### **Date and Time Record on Notification**

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

## **Customer Switching and Accessorial Services**

### **Use of Idler Car**

When articles on account of length, require more than one car, each additional car (commonly known as an idler) shall be charged at \$50 per idler unless otherwise specified in pricing document.

### **Switch Maintenance Fee**

Charges for Switch Maintenance will be assessed to the industry on the following basis. chargeable period will be January 1 through December 31. Any maintenance fee will be based on actual cars handled over the switch for the chargeable period. Charges apply to each railroad owned and maintained switch servicing customers that are located on mainline tracks, siding tracks or industrial lead tracks. Minimum number of cars is 75 with no charge. Less than 75 cars per year will be subject to a \$7500 assessment per chargeable period.

### **Private Passenger Cars Moving on Own Wheels in Regular Freight Service Unoccupied (STCC 37 421 90)**

Minimum charges for private passenger cars moving is \$700 per car (includes first 100 miles) and \$3.00 per mile after first 100 miles when moved between any station on the WPRR or PNWR to any other station on the WPRR or PNWR or from any station on the WPRR or PNWR or interchange with any other Carrier to any station on the WPRR or PNWR or interchange with any other Carrier.

PNWR accepts no liability for damage to rolling stock.

All cars require mechanical inspection before accepting for movement.

Rate is applicable on any movement, including interline movements with one or more Carriers.