Optional Services Catalog

Customer Switching and Accessorial Services

a Genesee & Wyoming Company

MNA 7006-42

(Cancels All Prior Versions)

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

Charge Schedule

Item 6000	Intra-Plant Switch	$250
Item 6010	Intra-Terminal Switch	$500
Item 6020	Inter-Terminal Switch	$500
Item 6210	Diversion/Re-consignment	$350
Item 6040	Error Moves	$500
Item 6050	Car Released without Bill of Lading	$400
Item 6070	Special Train Charges	$3,000 Minimum
Item 6080	Closing Doors	$300
Item 6090	Overload Charges	$500
Item 6130	Turning of Car	$450
Item 6140	Empty Cars Ordered But Not Loaded	$500
Item 6150	Cars Ordered and Cancelled while En Route	$150
Item 6160	Cars Received and Refused due to Improper Condition	$500
Item 6170	Empty/Loaded Cars Released but Not Available to Pull	$500
Item 6180	Empty/Loaded Cars Ordered In But Unable to Place	$500

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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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 a review, you must submit your claim, in writing, within 30 days from 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 MNA:

Ms. Anita Horton
Manager, Sales & Marketing
514 N Orner
Carthage, MO 64836
(417) 313-3030
anita.horton@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 MNA.

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

ITEM 1200 RECIPROCAL SWITCHING

DISTRICT - SPRINGFIELD, MO

SHIPMENTS TO/FROM:

CUSTOMERS:
TIMKEN
DYKE LUMBER
MEEKS LUMBER
SHAPIRO SALES
WESTROCK
WHOLESALE LUMBER
WILDCAT MATERIALS

CONNECTING CARRIER: BNSF

JUNCTION:	RATES:	NOTES:
SPRINGFIELD, MO	$300	
	$133	APPLIES ON GRAIN SHIPMENTS ONLY

DISTRICT - CARTHAGE, MO

SHIPMENTS TO/FROM:

CUSTOMERS:
AAG
ADM

CONNECTING CARRIER: BNSF

JUNCTIONS:	RATE	NOTES:
AURORA, MO	SEE NOTE BELOW	1
JOPLIN, MO		

SHIPMENTS TO/FROM:

CUSTOMERS:
AMERICOLD LOGISTICS & THEIR TENANTS
CARTHAGE CRUSHED LIMESTONE
LEGGETT & PLATT, INC

CONNECTING CARRIER: BNSF

JUNCTIONS:	RATE	NOTES
AURORA, MO	$300	6
JOPLIN, MO	$300	

ITEM 1200 (continued) RECIPROCAL SWITCHING

DISTRICT: JOPLIN, MO

SHIPMENTS TO/FROM:

CUSTOMERS:
ACJ INTERNATIONAL
COMMERCIAL METALS
GILTON RESOURCE RECOVERY
HERRMAN LUMBER
JOPLIN BUILDING MATERIAL
MEEKS LUMBER COMPANY
RIDOUT LUMBER
TAMKO ROOFING PRODUCTS (HIGH STREET PLANT)
TAMKO ROOFING PRODUCTS (RANGELINE ROAD PLANT)
THERMAL ENGINEERING INTERNATIONAL
USA METAL RECYCLING

CONNECTING CARRIER : KCS

JUNCTION	RATE	NOTES:
JOPLIN, MO	$300	2
	$475	3

SHIPMENTS TO/FROM:

CUSTOMERS:
ACJ INTERNATIONAL
COMMERCIAL METALS
JOPLIN BUILDING MATERIAL
RIDOUT LUMBER
TAMKO ROOFING PRODUCTS (HIGH STREET PLANT)
THERMAL ENGINEERING INTERNATIONAL
USA METAL RECYCLING

CONNECTING CARRIER : BNSF

JUNCTION	RATE	NOTES:
JOPLIN, MO	SEE NOTE BELOW	1
AURORA, MO		

SHIPMENTS TO/FROM:

CUSTOMERS:
HERRMAN LUMBER
MEEKS LUMBER COMPANY
TAMKO ROOFING PRODUCTS (RANGELINE ROAD PLANT)

CONNECTING CARRIER : BNSF

JUNCTION	RATE	NOTES:
JOPLIN, MO	$300	2
	$475	3
AURORA, MO	$400	2
	$525	3

ITEM 1200 (continued) RECIPROCAL SWITCHING

DISTRICT: AURORA, MO

SHIPMENTS TO/FROM:

CUSTOMERS: MFA
TYSON FOODS

CONNECTING CARRIER : BNSF

JUNCTION	RATE	NOTES:
AURORA, MO	$300	

DISTRICT: LAMAR, MO

SHIPMENTS TO/FROM:

CUSTOMERS: EL DORADO CHEMICAL
MFA
TAMKO BUILDING MATERIALS

CONNECTING CARRIER : BNSF

JUNCTION	RATE	NOTES:
AURORA, MO	$500	
	$1,000	5

NOTES

NOTE 1 Switching charges will be absorbed in full by BNSF pursuant to Sale Agreement between MNA & BNSF

NOTE 2 Rate applicable on all products except Hazardous Materials

NOTE 3 Rate applicable on Hazardous Materials

NOTE 4 Reciprocal switching rate applies of Tamko Building Materials traffic going to or coming from industries that are located on the BNSF and closed to Reciprocal switching or that are local BNSF stations. BNSF must supply the shipper and origin or consignee and destination to receive benefit of this charge. Failure to supply this information will invoke the rate subject to Note 5.

NOTE 5 Reciprocal switching rate applies to Tamko Building Materials traffic going to or coming from industries on the BNSF that are closed to reciprocal switching . On movements to or from an industry that is not closed on the BNSF, the reciprocal switch charge is $1500 per car.

NOTE 6 Rate applicable on if gross weight capacity is in excess of 263, 000 pounds.

ITEM 1205 INTERMEDIATE SWITCHING

BETWEEN	RATE
BNSF & KCS	$300

LOCAL GRAIN RATES

STCC	COMMODITY DESCRIPTION
01-131	Barley
01-132	Corn
01-133	Oats
01-135	Rye
01-136	Sorghum
01-137	Wheat
01-139	Grain, (screenings)
01-142	Flaxseed
01-144	Soybeans
01-149	Oil Seeds
20-419	Corn

ROUTE: MNA DIRECT
APPLICABLE BETWEEN STATIONS ON MNA

DESTINATIONS:	ORIGIN GROUP		
	GROUP A	GROUP B	GROUP C
AURORA, MO	$570	$760	$785
MAGNESS, AR	$1,180	$1,260	$1,360
NEWARK, AR	$1,180	$1,260	$1,360
BERGMAN, AR	$930	$1,020	$1,080
CARTHAGE, MO	$360	$437	$505
COTTER, AR	$984	$1,080	$1,150
NEVADA, MO	$360	$360	$360
EVE / DEERFIELD, MO	$360	$360	$360
**ALL RATES SUBJECT TO NOTES 1, 2, & 3			

GROUP A	GROUP B	GROUP C
CARTHAGE, MO	ADRAIN, MO	APPLETON CITY, MO
JASPER, MO	BUTLER, MO	MONTROSE, MO
LAMAR, MO	HARRISONVILLE, MO	ROCKVILLE, MO
NEVADA, MO		WALKER, MO
SHELDON, MO		CLINTON, MO

NOTE 1 Shipment must be made in equipment with AAR Car Type C (Covered Hopper Cars)

NOTE 2 Rates subject to the Fuel Surcharge Tariff 92000

NOTE 3 Rates applicable only on shipments that do not exceed gross weight capacity of 263,000 lbs.

***Contact Manager, Sales & Marketing for rate in excess of 263,000 pounds.**

PUBLIC SAND RATES:

STCC:	BETWEEN STATIONS:	RATE:
14-413-xx	GUION, AR & JOPLIN,MO	$1,173

- Rates in this section apply on cars moving between districts on the MNA.
- These rates cannot be used in combination with any other rates.
- Rates subject to the Fuel Surcharge Tariff 92000

Railcar Repair/Re-Railing Charges

The car repair charges on the **MNA** are as follows:

Truck	$1.50 per mile per vehicle (both ways)
Labor	$70 per hour per employee, plus expenses
	$101.75 per hour per employee, plus overtime
Re-railing Frogs	$100 minimum

MNA will charge the following to re-rail any car derailed due to negligence of the industry:

Re-railing Service: **MNA** will charge $200.00 per man hour (minimum of 2 hours per man) plus the cost of any material used.
Locomotive Use: In addition to Re-railing Service charges specified in the above provision, a charge of $200.00 per locomotive hour will apply to use the **MNA** locomotives to re-rail a rail car. If locomotives must be dispatched to the derailment site, time will be computed from the time the crew is dispatched to the site, until return to their normal duty station.

These charges will be assessed to the customer when the repair or derailment has been determined to be the absolute fault of the industry. Charges for repairs to track, ties, and derails will be assessed as necessary. **MNA**'s shop personnel will repair damage done to cars and/or locomotives and charge it to the customer. **MNA** will make every attempt to keep these costs to a minimum.

PUBLIC CORN RATES

EFFECTIVE: January 1, 2016
ORIGIN: Adrian, MO / Harrisonville, MO / Lamar, MO
DESTINATIONS: Purdy, MO / Cassville, MO / Butterfield, MO
EQUIPMENT: Railroad or Private Supplied Covered Hoppers
STCC: 01-132-15
COMMODITY: Corn
ROUTE: MNA – Aura – BNSF – Monem – AM
RATE: $1638 per car
NOTES: Must move Freight Collect

EFFECTIVE: January 1, 2016
ORIGIN: Adrian, MO / Harrisonville, MO / Lamar, MO
DESTINATIONS: Springdale, AR
EQUIPMENT: Railroad or Private Supplied Covered Hoppers
STCC: 01-132-15
COMMODITY: Corn
ROUTE: MNA – Aura – BNSF – Monem – AM
RATE: $1683 per car
NOTES: Must move Freight Collect

EFFECTIVE: January 1, 2016
ORIGIN: Adrian, MO / Harrisonville, MO / Lamar, MO
DESTINATIONS: Fort Smith, AR
EQUIPMENT: Railroad or Private Supplied Covered Hoppers
STCC: 01-132-15
COMMODITY: Corn
ROUTE: MNA – Aura – BNSF – Monem – AM
RATE: $1858 per car
NOTES: Must move Freight Collect

Capacities and Dimensions of Cars

The maximum gross weight on rail on the **MNA** without special clearance is 286,000 lbs.

Handling of Empty Freight Cars

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

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, subject to a minimum of 150 miles. **MNA** will not be responsible for the payment of any per diem or mileage charges, nor will **MNA** 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 2 of this Catalog will apply.

MNA accepts no liability for loss and damage of these empty railcars.

Method for Submission of Forwarding Instructions

MNA 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. MNA will accept forwarding instructions to its Customer Support Group via fax (1-855-346-7974) or via email (**MNA-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 MNA 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. MNA will not accept delivery of forwarding instructions by US Mail, express service, personal delivery, or otherwise.

Method to Release Empty Railcars

MNA will accept empty release information using ShipperConnect™ at no charge. MNA will accept empty release information to its Customer Support Group via fax (1-855-346-7974) or via email (**MNA-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 MNA, the recorded date and time at which the instructions are received by MNA will govern.

Equipment Mis-Use Charges

If the MNA 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 MNA 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 the MNA sets in to a shipper, for loading, a KCS controlled or furnished freight car, such loaded car must be routed via a route in which the KCS 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, KCS 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, KCS or UP car management department, respectively, and furnishes same to MNA, to use such equipment via other than the BNSF, KCS or UP, respectively.

If any shipper reloads a MNA controlled freight car without prior written or verbal consent of MNA Customer Service (800) 757-7387, EXT 662, a charge of $**2000** per car for each car reloaded without permission will be assessed against that shipper.