

FREIGHT TARIFF WTS 9012 SUMMARY OF CHARGES

Item	Description	Charges(s)	Item	Description	Charges(s)
80	False Invoice Claims	\$50/car	350	Service Outside Normal Operating or Service Hours	\$400/hour \$3200 min/request
120	Demurrage Days for Loading or Unloading All Equipment Other Than Exceptions Loading – 1 Credit Unloading – 2 Credits	\$100/day	355	Special Train Service	\$125/mile \$4750 min
120	Demurrage Days for Loading or Unloading TTX National Pool Boxcars Loading – 1 Credit Unloading – 2 Credits	\$150/day	360	Turning Cars	\$575/car
120	Demurrage Days for Loading or Unloading Equipment used for moves requiring formal clearance Loading – 1 Credit Unloading – 2 Credits	\$200/day	365	Empty Car Switching	\$325/car
130	Demurrage Days for Anything Other Than Loading or Unloading 1 Credit Upon Disposition	\$100/day	375	Diversion	\$350/car
160	Charges for TIH/PIH Held by Railroad	\$2500/day	390	Embargo/OPSL Note Interchanged in Error	\$1700/car
200	Out of Storage Switch	\$200/car	395	Cars Switched Out of Constructive Placement	\$150/car
210	Storage of Private Cars on Railroad Tracks	\$100/day	400	Weighing – En Route	\$150/car
220	Storage of Explosives or Hazardous (Non TIH/PIH)	\$200/day	400	Weighing – Out of Route	\$400/car
300	Intra-Plant Switching (Non-Haz)	\$180/car	405	Oversized Load Surcharge: Does not Include Freight Charges	\$750/car
300	Intra-Plant Switching (Haz)	\$230/car	410	Closing Doors Penalty Time	\$210 per door
305	Intra-Terminal Switching (Non-Haz)	\$400/car	415	More Than 5 Days Awaiting Disposition	\$50/day
305	Intra-Terminal Switching (Haz)	\$500/car	420	Locomotive, Dead, On Own Wheels	\$800.00/loco
310	Inter-Terminal Switching (Non-Haz)	\$400/car	425	Heavy Duty Flat Cars Mechanical Designation – FG or FW	\$650/car
310	Inter-Terminal Switching (Haz)	\$500/car	425	Heavy Duty Flat Cars Mechanical Designation – FD	\$2000.00/car
315	Improper Release of Railcars	\$400/car \$1200 max	435	Ordering Empty Cars in for Placement by Specific Car Number	\$200/car
320	Release Without Forwarding Instructions	\$400/car \$1200 max	500	Changes & Corrections Unit Train Billing – Prior to Movement	\$500/train
325	Empty Cars Returned Unused	\$450/car	500	Changes & Corrections Unit Train Billing –After Movement	\$3600/train
330	Equipment for Specific Destinations or Junctions	\$500/car	510	Additional Cut Charges	\$8500/cut
335	Cars Interchanged in Error	\$450/car	520	Asset Use for Loading and Unloading	\$250/hr
340	Industry Setback (In Terminal)	\$350/car	530	Deadhead Deliveries and Pickups	\$2800/occurrence
340	Industry Setback (Out of Terminal)	\$575/car	540	Additional Train Crews	\$2500/crew
340	Industry Setback (Out of Terminal) Greater than 75 miles	\$575/car plus \$3.00/mile	550	Holding Unit Train En-Route:	\$600/hr
345	Stop in Transit	\$400/car	550	Holding Unit Train En-Route:	\$5500/occurrence
			560	Supply Buffer Cars	\$550/car
			570	Movement of Buffer Cars	\$300/car



FREIGHT TARIFF WTS 9012 EXCEPTIONS BY RAILROAD

ALABAMA SOUTHERN RAILROAD – ABS ARKANSAS SOUTHERN RAILROAD – ARS LOUISIANA SOUTHERN RAILROAD – LAS MISSISSIPPI SOUTHERN RAILROAD – MSR VICKSBURG SOUTHERN RAILROAD - VSOR		
Item	Description	Charges(s)
120	Demurrage – Railroad Owned	\$90 per day
120	Demurrage – Empty Private on RR Tracks	\$50 per day
120	Demurrage – Start Time	7:01 AM
150	Holidays	Thanksgiving, Christmas, New Year's Day
210	Storage – Loaded Private	\$90 per day 1 Credit
210	Storage – Empty Private	\$50 per day 1 Credit
210	Storage – Hazmat (Non TIH/PIH)	\$150 per day
210	Storage – All Other	\$90 per day
300	Intra Plant Switch	\$160 Non Haz \$200 Haz
305	Intra Terminal Switch	\$395 Non Haz \$450 Haz
315	Improper Release	\$200 per car
325	Empty Car Returned Unused	\$395 per car
335	Railroad Setback	\$241 per car
340	Industry Setback – Within Terminal	\$350 per car
340	Industry Setback – Another Carrier Needed	Additional \$350
340	Industry Setback – Less than 100 miles	\$575 per car
350	Service Outside Normal Hours	\$315 per hour \$2520 min
355	Special Freight Train Service	\$95 per mile \$3800 min
360	Turning Cars	\$750 per car
375	Diversion – Prior to Arrival	\$225 per car
375	Diversion – After Arrival	\$300 per car
405	Oversized Load	\$800 per car
420	Loco Dead on Own Wheels	\$790 per loco

AUSTIN WESTERN RAILROAD - AWRR		
Item	Description	Charges(s)
120	Demurrage	See Pages 3-5 below

EASTERN IDAHO RAILROAD – EIRR		
Item	Description	Charges(s)
120	Demurrage	See Pages 3-5 below

GREAT NORTHWEST RAILROAD - GRNW		
Item	Description	Charges(s)
120	Demurrage	See Pages 3-5 below

JACKSONVILLE PORT TERMINAL RAILROAD - JXPT		
Item	Description	Charges(s)
305.a	Intra-Terminal Switching Empty Equipment for Maintenance/Cleaning	\$125/car

KAW RIVER RAILROAD - KAW		
Item	Description	Charges(s)
120	Demurrage	See Pages 3-5 below

KANSAS & OKLAHOMA RAILROAD - KO		
Item	Description	Charges(s)
120	Demurrage	See Pages 3-5 below

LUBBOCK AND WESTERN RAILWAY - LBWR		
Item	Description	Charges(s)
120	Demurrage	See Pages 3-5 below

PECOS VALLEY SOUTHERN RAILWAY - PVS		
Item	Description	Charges(s)
120	Demurrage	See Pages 3-5 below



FREIGHT TARIFF WTS 9012 EXCEPTIONS BY RAILROAD

PALOUSE RIVER & COULEE CITY RAILROAD - PCC

Item	Description	Charges(s)
120	Demurrage	See Pages 3-5 below

SOUTH KANSAS AND OKLAHOMA RAILROAD - SKOL

120	Demurrage	See Pages 3-5 below
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STILLWATER CENTRAL RAILROAD - SLWC

120	Demurrage	See Pages 3-5 below
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SWAN RANCH RAILROAD - SRRR

120	Demurrage	See Pages 3-5 below
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TEXAS AND NEW MEXICO RAILWAY - TXN

120	Demurrage	See Pages 3-5 below
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WISCONSIN & SOUTHERN RAILROAD - WSOR

325	Empty Cars Returned Unused When over Chicago Interchange	\$525/car
330	Equipment for Specific Destinations WSOR marked covered hoppers, supplied for online move, loaded and billed to travel offline	\$1000 per car
335	Interchange/Delivery Error When over Chicago Interchange	\$4.50 per mile



FREIGHT TARIFF WTS 9012 EXCEPTIONS BY RAILROAD

RULES FOR STRAIGHT TIME DEMURRAGE PLAN

CARS HELD FOR COMPLETE OR PARTIAL LOADING

LOADING: As defined in Item 50 of this Tariff.

- A. Private car(s) that are consigned or ordered for delivery to private tracks, which first must be held on railroad tracks under constructive placement, are subject to demurrage/storage provisions and charges as applicable in this Tariff.
- B. Railroad owned and controlled car(s) that are consigned or ordered for delivery to private tracks are subject to demurrage/storage provisions and charges as applicable in this Tariff while on railroad tracks under constructive placement and while on private tracks.
- C. If Item 160 is applicable, this Item will not apply.

COMPUTATION:

- A. Demurrage computation:
 1. Constructive Placement Time will apply from first 12:01 AM after constructive placement until actual placement
 2. Industry Time will apply from first 12:01 AM after actual placement until release.
 3. Demurrage will apply on railroad owned and controlled car(s) from first 12:01 AM after constructive placement until release from actual placement (Constructive Placement Time and Industry Time combined and continuous).
 4. Demurrage will apply on private car(s) from first 12:01 AM after constructive placement while on railroad tracks until actual placement on private track.
 5. Demurrage will apply on all car(s) from first 12:01 AM after release and removal of loaded cars from private track until forwarding instructions are received.
- B. If an empty car is placed prior to date for which it was ordered, demurrage will apply from the first 12:01 AM of the date for which it was ordered. Demurrage days will then accrue until the car is released.
- C. On reloaded cars, demurrage will apply from the first 12:01 AM after advice is received that the car is empty until car is released as a load; provided if advice that the car is empty is not furnished, demurrage will continue until forwarding instructions are received.

CARS HELD FOR COMPLETE OR PARTIAL UNLOADING

UNLOADING: As defined in Item 50 of this Tariff.

- A. Loaded Private cars held on private tracks at destination will be subject to this Item only when the car is a railroad-controlled car.
- B. Private car(s) that are consigned or ordered for delivery to private tracks, which first must be held on railroad tracks under constructive placement, are subject to demurrage/storage provisions and charges as applicable in this Tariff.
- C. Railroad owned and controlled car(s) that are consigned or ordered for delivery to private tracks are subject to demurrage/storage provisions and charges as applicable in this Tariff while on railroad tracks under constructive placement and while on private tracks.
- D. If Item 160 is applicable, this Item will not apply.

COMPUTATION:

- A. Demurrage computation:
 1. Constructive Placement Time will apply from first 12:01 AM after constructive placement until actual placement.
 2. Industry Time will apply from first 12:01 AM after actual placement until released.
 3. Demurrage will apply on railroad owned and controlled car(s) from first 12:01 AM after constructive placement until release from actual placement (Constructive Placement Time and Industry Time combined and continuous).



FREIGHT TARIFF WTS 9012 EXCEPTIONS BY RAILROAD

4. Demurrage will apply on private car(s) from first 12:01 AM after constructive placement while held on railroad tracks until actual placement on private track.
5. Demurrage will apply from first 12:01 AM after release and removal of empty cars from private tracks until forwarding instructions are received.

CARS HELD FOR PURPOSES OTHER THAN LOADING OR UNLOADING

APPLICABLE TO CARS HELD:

- A. While awaiting proper disposition from the shipper, loader, consignee, or unloader.
- B. In connection with diversion request
- C. For any other purpose not attributable to the WTS Railroad.
- D. If Item 160 is applicable, this Item will not apply.

COMPUTATION:

- A. Demurrage computation:
 1. Constructive Placement Time will apply from the first 12:01 AM after constructive placement until actual placement or disposition advice for re-route to off-line point is received on:
 - a. Cars diverted, reconsigned, refused, reshipped or stopped in transit.
 - b. Empty cars ordered, constructively placed for loading, and not used in transportation service (other than a rejected car as referred to in Item 90).
 - c. Cars waiting for payment of accrued charges.
 - d. Cars held for other purpose, except as covered by Item 120, which is not attributable to the WTS Railroad.
 - e. Cars with excessive lading held for reduction as described in WTS 9011-Series, supplements thereto and successive issues thereto, whichever is applicable.
- B. Industry Time will apply from first 12:01 AM after received by the WTS Railroad until date and time of disposition on:
 1. Cars received from connecting carriers.
 2. Private cars returned to railroad tracks.
- C. Industry Time will apply from first 12:01 AM after actual placement until disposition advice is received on:
 1. Cars reshipped
 2. Empty cars actually placed for loading, and not used in transportation service.
 3. Cars held for any other purpose, except as covered in Item 120, which is not attributable to the WTS Railroad.
- D. Demurrage will apply on the following from first 12:01 AM:
 1. Demurrage will apply on railroad owned and controlled car(s) from first 12:01 AM after constructive placement until disposition of refused car(s) (Constructive Placement Time and Industry Time combined and continuous).
 2. Demurrage will apply on private car(s) from first 12:01 AM after constructive placement while on railroad tracks until actual placement on private track or disposition of refused car(s).

DEMURRAGE CALCULATION EXAMPLE

A railcar that is constructively placed at 6:00 AM. The demurrage clock will start at 12:01 AM the next day after the railcar was constructively placed, at this time the first free day will be used. On the day after that at 12:01 AM, the second free day will be used. On next day after that at 12:01 AM, the daily demurrage charge will be assessed and continue to be assessed each day at 12:01AM thereafter until event occurs that stops demurrage.

FREE TIME

Cars for loading or unloading will be allowed forty-eight (48) hours free time. Free time begins at the first 12:01 AM after the car is constructively or actually placed (See Item 50), and notification is given (See Item 100).



FREIGHT TARIFF WTS 9012 EXCEPTIONS BY RAILROAD

DEMURRAGE PLAN AND PRICES

- A. Settlement of charges will be made on a calendar month basis on all cars released during the calendar month.
 - 1. Cars held for complete loading (see Item 120).
 - 2. Cars held for complete or partial unloading (see Item 120).
 - 3. Cars held for purposes other than loading and unloading (see Item 130).
 - 4. Loaded and empty private cars held on railroad tracks (see Items 120 and 130).
 - 5. Refused loaded cars (see Item 130).
- B. Demurrage charges will be assessed against the facility served by the WTS Railroad (shipper, loader, consignee, or unloader) and they will be responsible for payment of such charges.
- C. **Calculation of charges:** The tariff or special agreement applied will be that in effect when the car is released.
 - 1. On cars subject to demurrage charges after expiration of free time allowed, each chargeable day will be assessed **\$70.00** per Demurrage day, except Empty Private Cars held on railroad tracks will be assessed **\$50.00** per Demurrage day.
 - 2. Railcars for dimensional shipments will be assessed **\$200.00** per Demurrage day.
- D. Adjustments must be handled through the railroad error claim provisions set forth in Item 60.
- E. The WTS Railroad will not allow relief on demurrage days for a car that has been constructively placed from the order-in date until the car is actually placed.
- F. The applicable charge will accrue on all days, except holidays (see Item 150) that fall as the first chargeable day.

