

COLORADO & WYOMING RAILWAY COMPANY

FREIGHT TARIFF CW 8894-Q
(Cancels Freight Tariff CW 8894-P)

LOCAL SWITCHING

AND

**ROAD HAUL SWITCHING
CHARGES**

AT

MINNEQUA, CO

SWITCHING TARIFF

ISSUED: August 17, 2025

EFFECTIVE: September 1, 2025

ISSUED BY
David Morrow, COO & GM
Colorado & Wyoming Railway Company
2100 South Freeway
Pueblo, CO 81004-3406

TARIFF CW 8894-Q

TABLE OF CONTENTS	
SUBJECT	ITEM
Rules and Other Governing Provisions Rules and Regulation-General	
Supplements and Reissues	5
Method of Canceling Items	10
List of Railroad Connections	15
Section 1 - Switching	
Application	100
Industries.....	110
Unabsorbed Switching Charges.....	120
Absorbed Switching Charges.....	130
Switching Fuel Surcharge	135
Definitions	140
Intra-Plant; Intra-Terminal & Inter-Terminal	150
Road Haul	160
Section 2 – Miscellaneous Rules and Charges	
Extra Crew	200
Extra Locomotive Charge	210
Storage Charge	220
Cars Interchanged in Error	240
Re-Spotting (Set-Back)	250
Transformer Special Train Movement	260
Marshalling Service	270
Cars Ordered but Not Used.....	280
Cars Not Suitable for Loading.....	290
Abbreviations, Explanations.....	9999

TARIFF CW 8894-Q

<p style="text-align: center;">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-GENERAL</p>	<p style="text-align: center;">ITEM 110 LIST OF INDUSTRIES AT MINNEQUA, CO</p>
<p>ITEM 5</p> <p style="text-align: center;">SUPPLEMENTS AND REISSUES</p> <p>When reference is made in this tariff, or supplements, to other publications for rates or other information, it includes "Supplements thereto or successive issues thereof."</p> <p>Where references are made in this tariff to items, it includes "reissues" of such items.</p>	<p>Industries to and from which switching charges are provided herein:</p> <p style="text-align: center;">A&K Railroad Materials BNSF Weld Plant CS Wind Harsco Metals Americas Hickman Holland Weld Company L.B. Foster Company Midwest Steel & Iron Works Co. RCL Service Group Rocky Mountain Steel Mills VAE Nor Trak, LTD Progress Rail Company Progress Rail Company Dismantling Public Service Co. of CO – (dba Xcel Energy)</p>
<p>ITEM 10</p> <p style="text-align: center;">METHOD OF CANCELING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel correspondingly numbered items in the original tariff, or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A. Example: Item 100-A cancels Item 100 and Item 300-B cancels Item 300-A in a prior supplement, which, in turn, cancels Item 300.</p>	<p>ITEM 120</p> <p style="text-align: center;">UNABSORBED SWITCHING CHARGES</p> <p>Under this tariff when portion of the switching charge remains unabsorbed, such unabsorbed portion will be in addition to the line-haul rate and the party responsible for payment of freight charges pursuant to the bill of lading shall be responsible likewise for the unabsorbed portion.</p>
<p>ITEM 15</p> <p style="text-align: center;">LIST OF RAILROAD CONNECTIONS</p> <p>Railroad connections with the Colorado & Wyoming Railway at Minnequa, CO:</p> <p>BNSF – Burlington Northern & Santa Fe Railway UP – Union Pacific Railroad Company</p>	<p style="text-align: center;">TARIFF SECTION SPECIAL EQUIPMENT CHARGES</p>
<p style="text-align: center;">SECTION 1 SWITCHING RULES AND CHARGES</p>	<p>RULE 121</p> <p>[A]</p> <p style="text-align: center;">ARTICULATED AND AUTOMOTIVE RAILCARS</p>
<p>ITEM 100</p> <p style="text-align: center;">APPLICATION</p> <p>Switching charges named herein (unless otherwise specified) will apply for the handling of loaded cars in one direction. If cars are moved empty in both directions, then charges for a one-way movement will apply. If cars are moved empty in one direction and are not returned, they will be charged as if they are loaded and switching of other cars loaded will not be considered as offsetting one way movement of empty cars. If cars are loaded in both directions, the applicable charge will be assessed for each loaded movement.</p>	<p>ITEM 121</p> <p>[A]</p> <p style="text-align: center;">APPLICATION</p> <p>The provisions of this rule apply to all articulated rail cars and automotive flat cars (bi-level, tri-level, and multi-level enclosed racks) handled by the Colorado and Wyoming railway Company, whether received in interchange, delivered for dismantling, or received in error.</p>

TARIFF CW 8894-Q

Item 122

[A]

ARTICULATED RAIL CAR CHARGES

Charges will be assessed for each articulated rail car set as follows:

Two-Platform Articulated Car.....\$445.20 per car
 Three-Platform Articulated Car.....\$667.80 per car
 Five-Platform Articulated Car.....\$1,113.00 per car
 Ten-Platform Articulated Car.....\$2,226.00 per car

Notes and Conditions:

1. Charges apply to each individual articulated set.
2. Fees are applicable whether loaded or empty, unless otherwise specified by contract
3. Misrouted, error-delivered, or dismantling movements are subject to the same charges.

Item 123

[A]

AUTOMOTIVE/ MULTI-LEVEL FLAT CAR CHARGES

Charges will be assessed for each automotive flat car or multi-level rack, as follows:

Bi-Level Auto Pack.....\$445.20 per car
 Tri-Level Auto Pack.....\$445.20 per car
 Multi-Level Enclosed Auto Rack (All Types.....\$445.20 per car

Notes and Conditions:

1. Charges apply per car regardless of commodity, unless otherwise provided.
2. Equipment received in error or designated for dismantling will be subject to the same charge.
3. Special handling requirements (excessive height, restricted routes, or other service exceptions) may be subject to additional charges as published elsewhere in this tariff.

ITEM 130

DATE TO DETERMINE ABSORBED SWITCHING CHARGES

The absorbed switching charge applicable as determined by the Connecting Railroad's tariffs, whether absorbed in whole or in part, will be the charge in effect on the date of the actual physical interchange of the loaded car.

ITEM 135

SWITCHING FUEL SURCHARGE

A 10% fuel-surcharge is to be added to each switching rate quoted within this Tariff.

ITEM 140

DEFINITIONS

INTER-TERMINAL SWITCHING – A switching movement from a track of one carrier to a track of another carrier when both tracks and movement are within the switching limits of one station or industrial switching district.

RECIPROCAL SWITCHING – A switching arrangement between two or more railroads at a terminal or point of interchange whereby they agree to switch cars for each other without making any charge therefore to the shipping public.

SETBACK – A switching movement removing one car from a track in order to access another car on the same track then replacing the first car to the original track. A chargeable setback is when this switching movement is by order or convenience of a customer and not part of the normal line haul.

ROAD HAUL SWITCHING – A switching movement performed at a terminal station by a railroad in connection with a road haul movement, and which is necessary before such road haul shipment can start from the terminal station (origin) or before proper delivery can be made at the terminal station (destination) after the road haul is completed.

ITEM 150

[I]

INTRA-PLANT; INTRA-TERMINAL AND INTER-TERMINAL SWITCHING CHARGES

Intra-Plant Switching \$371.00
 Intra-Terminal Switching \$371.00
 Inter-Terminal Switching \$371.00
 Intra-Plant Switching Rail Train..... \$9,418.00
 Adding Buffer Cars to Rail Train..... \$371.00

ITEM 160

[I]

ROAD HAUL SWITCHING CHARGE (See Note)

The Colorado & Wyoming Railway Company (CW) will perform switching between industries located at Minnequa, CO and connecting carriers at charges provided below:

CONNECTING

TARIFF CW 8894-Q

STATION	INDUSTRY	CARRIER	CHARGE
Minnequa, CO	All (See Item 110)	BNSF.....	\$725.00
		UP.....	\$725.00
<p>Note – Subject to Rule 5 – Switching Car Hire Expense Recovery – Code of Car Hire Rules and Interpretations as published in the Official Railway Equipment Register – Circular OT – 10.</p>			
SECTION 2 MISCELLANEOUS RULES AND CHARGES (Rates in dollars and cents per car, except as noted)			
ITEM 200 [I] USE OF EXTRA ENGINE AND CREW Use of Extra Engine and Crew \$5830.00 Per Shift			
ITEM 210 [I] EXTRA LOCOMOTIVE CHARGE (See Note) Extra Locomotive Charge \$ 1436.00 Per Hour NOTE: In the event engine crew or its relief is required to stay with cars in excess of four (4) hours during regularly assigned duties, charge shall be assessed in addition to the applicable switching rate published herein.			
ITEM 220 [I] STORAGE CHARGE (See Notes 1 and 2) Storage Charge, Rail Car(s) \$7.00 Per Car/ Private-owned or Railroad-owned Per Day NOTE 1 – A one- time charge for movement of car(s) into and out of storage will be \$494 per car, assessed at the time the car is moved into storage. NOTE 2 – Customer shall assume any Per Diem and/or mileage charges accruing on held equipment.			
ITEM 240 [I] CARS INTERCHANGED IN ERROR A charge of \$371 per car will be assessed delivering carrier on all cars interchanged to the CW in error.			

ITEM 250 [I] RE-SPOTTING (SETBACK) CHARGE A charge of \$371 per car will be assessed on cars that have been placed for loading or unloading and subsequently removed and re-spotted (setback) in order to place or move other cars.
ITEM 260 [I] Transformer Special Train Movement A charge of \$4144 will be assessed for a Transformer Car and connected Buffer Cars for movement to or from Public Service Company (Xcel Energy Comanche Power Plant).
ITEM 270 [I] MARSHALLING SERVICE To meet requirement of consignee as to the position of cars prior to placement, the CW will sort and assemble such cars at a charge of \$371 per car.
ITEM 280 [I] CARS ORDERED BUT NOT USED When order for cars for loading is canceled or car is returned empty, a charge of \$371 per car will be assessed against the person, firm or corporation ordering such car (See Note) NOTE – Charge will not apply on cars not being in proper condition to load, see Item 280.
ITEM 290 [I] CARS NOT SUITABLE FOR LOADING When cars ordered for loading are refused or rejected on account of not being in proper condition to load, a charge of \$593 per car will be assessed against the carrier furnishing such car.

TARIFF CW 8894-Q

ITEM 9999		
EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS		
ABBR/ REF MARKS		EXPLANATION
ABBR	-	Abbreviations
BNSF Railway	-	Burlington Northern & Santa Fe
Co	-	Company
CO	-	Corporation
CW	-	Colorado & Wyoming Railway Company
FT	-	Freight Tariff
REF	-	References
RR	-	Railroads
UP	-	Union Pacific Railroad Company
YD	-	Yard
[A]	-	Addition
[I]	-	Increase
[NC]	-	Brought forward without change
[R]	-	Reduction/Decrease