

COLORADO & WYOMING RAILWAY COMPANY

FREIGHT TARIFF CW 8894-R

(Cancels Freight Tariff CW 8894-Q)

LOCAL SWITCHING

AND

**ROAD HAUL SWITCHING
CHARGES**

AT

MINNEQUA, CO

SWITCHING TARIFF

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EFFECTIVE: September 1, 2026

ISSUED BY
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RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-GENERAL	ITEM 110 LIST OF INDUSTRIES AT MINNEQUA, CO
ITEM 5 SUPPLEMENTS AND REISSUES 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." Where references are made in this tariff to items, it includes "reissues" of such items.	Industries to and from which switching charges are provided herein: 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)
ITEM 10 METHOD OF CANCELING ITEMS 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.	ITEM 111 – CONTINUOUS WELDED RAIL (CWR) TRAIN SAFETY INSPECTION AND CERTIFICATION CHARGE Application: This charge applies to all trains, railcars, or railcar sets equipped with specialized Continuous Welded Rail (CWR) transportation systems, including but not limited to: • Rail racks • Roller assemblies • Rail guides • Sliding mechanisms • Hold-down devices • Tie-down systems • Rail restraint devices • Associated loading and unloading equipment Purpose: The inspection is performed to verify the condition and operation of specialized equipment utilized in the transportation of Continuous Welded Rail and to ensure the safe movement of equipment over C&W Railway property. Charge: • \$500.00 per train inspection event. Additional Inspections: Additional inspections required due to repairs, adjustments, defects, customer requests, reloading, unloading interruptions, or securement concerns shall be assessed at the same rate.
ITEM 15 LIST OF RAILROAD CONNECTIONS Railroad connections with the Colorado & Wyoming Railway at Minnequa, CO: BNSF – Burlington Northern & Santa Fe Railway UP – Union Pacific Railroad Company	
SECTION 1 SWITCHING RULES AND CHARGES	
ITEM 100 APPLICATION 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.	

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Extraordinary Services: Engineering evaluations, mechanical inspections, or other services beyond the scope of a standard inspection may be billed at \$175.00 per hour, with a four-hour minimum.	- Charges apply to each individual articulated set. - Fees are applicable whether loaded or empty, unless otherwise specified by contract - Misrouted, error-delivered, or dismantling movements are subject to the same charges.								
ITEM 120 UNABSORBED SWITCHING CHARGES 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.	Item 123 [A] AUTOMOTIVE/ MULTI-LEVEL FLAT CAR CHARGES Charges will be assessed for each automotive flat car or multi-level rack, as follows: <table> <tr> <td>Bi-Level Auto Pack.....</td><td>\$485.00 per car</td></tr> <tr> <td>Tri-Level Auto Pack.....</td><td>\$485.00 per car</td></tr> <tr> <td>Multi-Level Enclosed Auto Rack (All Types.....)</td><td>\$485.00 per car</td></tr> </table> Notes and Conditions: - Charges apply per car regardless of commodity, unless otherwise provided. - Equipment received in error or designated for dismantling will be subject to the same charge. - Special handling requirements (excessive height, restricted routes, or other service exceptions) may be subject to additional charges as published elsewhere in this tariff.	Bi-Level Auto Pack.....	\$485.00 per car	Tri-Level Auto Pack.....	\$485.00 per car	Multi-Level Enclosed Auto Rack (All Types.....)	\$485.00 per car		
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Tri-Level Auto Pack.....	\$485.00 per car								
Multi-Level Enclosed Auto Rack (All Types.....)	\$485.00 per car								
TARIFF SECTION SPECIAL EQUIPMENT CHARGES	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.								
RULE 121 [A] ARTICULATED AND AUTOMOTIVE RAILCARS	ITEM 135 SWITCHING FUEL SURCHARGE A 10% fuel-surcharge is to be added to each switching rate quoted within this Tariff.								
ITEM 121 [A] APPLICATION 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.	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								
Item 122 [A] ARTICULATED RAIL CAR CHARGES Charges will be assessed for each articulated rail car set as follows: <table> <tr> <td>Two-Platform Articulated Car.....</td><td>\$480.00 per car</td></tr> <tr> <td>Three-Platform Articulated Car.....</td><td>\$725.00 per car</td></tr> <tr> <td>Five-Platform Articulated Car.....</td><td>\$1,205.00 per car</td></tr> <tr> <td>Ten-Platform Articulated Car.....</td><td>\$2,405.00 per car</td></tr> </table> Notes and Conditions:	Two-Platform Articulated Car.....	\$480.00 per car	Three-Platform Articulated Car.....	\$725.00 per car	Five-Platform Articulated Car.....	\$1,205.00 per car	Ten-Platform Articulated Car.....	\$2,405.00 per car	
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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	\$400.00
Intra-Terminal Switching	\$400.00
Inter-Terminal Switching	\$400.00
Intra-Plant Switching Rail Train.....	\$10,175.00
Adding Buffer Cars to Rail Train.....	\$400.00

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

STATION	INDUSTRY	CARRIER	CHARGE
Minnequa, CO	All (See Item 110)	BNSF.....	\$783.00
		UP.....	\$783.00

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.

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 \$6,300.00 Per Shift

ITEM 210

[I]

EXTRA LOCOMOTIVE CHARGE

(See Note)

Extra Locomotive Charge \$ 1,550.00 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) \$9.00 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 \$535 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 \$400 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 \$400 per car will be assessed on cars that have been placed for loading or unloading and

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subsequently removed and re-spotted (setback) in order to place or move other cars.		
ITEM 260 [I] Transformer Special Train Movement A charge of \$4,475 will be accessed 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 \$400 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 \$400 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 \$640 per car will be assessed against the carrier furnishing such car.		
ITEM 9999 EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS		
ABBR/		
REF MARKS		EXPLANATION
ABBR	-	Abbreviations
BNSF	-	Burlington Northern & Santa Fe
Railway		
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