

FT KCTL 8036-A
(Cancels FT KCTL 8036)

KANSAS CITY TRANSPORTATION COMPANY, LLC



LOCAL SWITCHING AND TERMINAL TARIFF KCTL 8036-A (Cancels Tariff KCTL 8036)

**CONTAINS
LOCAL SWITCHING
AND
OTHER TERMINAL CHARGES**

Applying between tracks on Kansas City Transportation Company, LLC (KCTL – 976) also between such tracks and interchange tracks with connecting lines, together with reconsigning, weighing, and miscellaneous charges; rules and regulations, list and track locations of business firms, industries, etc., reached by Kansas City Transportation Company, LLC.

**AT
KANSAS CITY, MO. AND KANSAS CITY, KS.**

LOCAL SWITCHING AND TERMINAL TARIFF

ISSUED: December 21, 2012

EFFECTIVE: January 1, 2013

ISSUED BY
B. E. Peek
General Manager
4501 Kansas Avenue
Kansas City, KS 66106

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For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.

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<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p>
<p>ITEM 5</p> <p align="center">DESCRIPTION AND GOVERNING CLASSIFICATION</p> <p>This tariff is governed by the provisions of Uniform Freight Classification, herein referred to as Tariff UFC 6000-Series.</p>	<p>ITEM 75</p> <p align="center">METHOD OF CANCELING ITEMS</p> <p>As this tariff is supplemented, numbered items with lettered suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequences starting with A. Example: Item 60-A cancels Item 60 and Item 80-B cancels Item 80-A in a prior supplement, which in turn cancelled Item 80.</p>
<p>ITEM 15</p> <p align="center">EXPLOSIVES AND DANGEROUS ARTICLES</p> <p>For rules and regulations governing the transportation of explosives and other dangerous articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Tariff BOE 6000-Series.</p>	
<p>ITEM 20</p> <p align="center">REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</p> <p>Where reference is made herein to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and reissues of such items, notes, etc.</p>	
<p>ITEM 40</p> <p align="center">CONSECUTIVE NUMBERS</p> <p>Where consecutive numbers are represented in this tariff by the first and last numbers connected by the word "to" or a hyphen, they will be understood to include both of the numbers shown.</p>	
<p>ITEM 45</p> <p align="center">CAPACITIES AND DIMENSIONS OF CARS</p> <p>For marked capacities, lengths, dimensions and cubical capacities of cars, see The Official Railway Equipment Register. Cars may not be loaded in excess of the load limit. Bills of lading must be endorsed to show the load limit of the car used.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 1	SECTION 1
SWITCHING AND TERMINAL CHARGES	SWITCHING AND TERMINAL CHARGES
<p>ITEM 145</p> <p align="center">PREPAYMENT</p> <p>ALL charges assessed upon cars loaded on KCTL for points on KCTL or any other line for unloading within the switching limits of Kansas City, must be PREPAID or GUARANTEED before cars are moved. This includes all charges for switching, demurrage, track storage and other lines' switching charges in Kansas City.</p>	<p>ITEM 170</p> <p align="center">EMPTY EQUIPMENT</p> <p>ALL charges named herein, except as otherwise provided in Items 165, 400, and 430 are for hauling cars empty one way and loaded the other. If cars are loaded both ways, they will be charged for twice. See Item 425 for handling empties both ways.</p>
<p>ITEM 150</p> <p align="center">EQUIPMENT, USE OF</p> <p>Cars must not be used for any road to which they do not belong, without permission.</p>	<p>ITEM 175</p> <p align="center">SERVICES</p> <p>ALL charges named in this Tariff cover the handling of cars in the regular order of business. For Special Service, see Item 400 – 450.</p>
<p>ITEM 155</p> <p align="center">EQUIPMENT, CARRIERS' AND PRIVATE DEFINED</p> <p>Carriers' equipment as referred to in this Tariff means cars owned or held under lease by Railroad or Railway Companies. Equipment of private ownership means cars owned or held under lease by an individual or corporation for the transportation of the commodities which they produce, or in which they deal.</p>	<p>ITEM 185</p> <p align="center">SWITCHING LIMITS, DEFINITION</p> <p>Except as otherwise provided herein, the switching limits of the KCTL will be confined to the most distant industry listed at a terminal from the point of interchange with connections shown at that terminal.</p>
<p>ITEM 160</p> <p align="center">EQUIPMENT, PASSENGER, DEFINED</p> <p>Passenger equipment as referred to in this Tariff includes coaches, chair cars, sleeping or tourist cars, baggage cars, express cars, mail cars, also private or official cars, circus, carnival, theatrical, exhibition or other cars suitably built for the transportation of persons and to operate in passenger trains.</p>	<p>ITEM 190</p> <p align="center">TWIN OR TRIPLE LOADS</p> <p>On twin or triple loads requiring more than one car, moved under charges shown, the switching charge will be double the single car charge on a twin load, and three times the single car charge on a triple load.</p>
<p>ITEM 165</p> <p align="center">INDUSTRIAL SWITCHING</p> <p>Empty cars of private ownership belonging or leased to industries located on the KCTL will be moved without charge between car owner's or lessee's loading or unloading, storage, shop, inspection, repair or cleaning tracks.</p> <p>For any other switching of either loaded or empty cars within an industrial plant, charges as provided in Item 405 will apply.</p> <p>EXCEPTION 1 - Empty cars specified in this item moving to a point beyond the confines of an industrial plant for the purpose of repairs will be subject to charge provided in Item 400.</p> <p>EXCEPTION 2 – Empty cars specified in this item moving to a point beyond the confines of an industrial plant for the purposes of storage and ordered back to the confines of the industry for the purpose of cleaning and then subsequently released as an empty car will be subject to charges provided in Item 410.</p>	<p>ITEM 195</p> <p align="center">ORDERS FOR EMPTY EQUIPMENT</p> <p>Orders for empty cars to be loaded on KCTL rails should be directed to KCTL Customer Service Center at Mill St. Yard. Such orders may be given by telephone and must be confirmed in writing, via fax or e-mail.</p>
	<p>ITEM 200</p> <p align="center">SHIPPER'S ORDER CARS</p> <p>Shipper's order cars will not be accepted when for movement entirely within the switching limits.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 1	SECTION 1
SWITCHING AND TERMINAL CHARGES	SWITCHING AND TERMINAL CHARGES
<p>ITEM 215</p> <p align="center">OVERLOADED AND IMPROPERLY LOADED CARS</p> <p>When a car originating on this line is overloaded or improperly loaded by the shipper, he will be required, at his expense, to reduce or adjust the lading of the car. When additional switching is necessary, the intra-terminal charge as published in Item 315-Series, will be assessed from the point where the overload condition is discovered back to the industry and reverse.</p>	<p>ITEM 235</p> <p align="center">CREDIT AND SECURITY</p> <p>Credit privileges are extended to patrons who pay their charges within the prescribed free time.</p> <p>Security Deposit may be required for those patrons who have not established credit or who have had their credit privileges revoked.</p>
<p>ITEM 220</p> <p align="center">CLEARANCES</p> <p>All cars must be loaded in compliance with the established clearances published in the Railway Line's Clearances.</p>	<p>ITEM 240</p> <p align="center">CHARGE FOR USE OF SPECIAL TYPE EQUIPMENT WITHIN KANSAS CITY, MO.-KS. SWITCHING DISTRICT</p> <p>The rates or charges provided herein apply to shipments which are both loaded and unloaded within the same switching district only when loaded in or on ordinary equipment viz:</p> <ol style="list-style-type: none"> 1. Flat cars not exceeding 60 feet in length and having marked capacity not greater than 200,000 pounds; except will not apply on flat cars of any length equipped with racks, frames, bulkheads, tie down devices, hoods, or other appurtenances extending above the deck of the car, nor on special type flat cars with mechanical designations "FD", "FG", "FW", "FMS", as listed under heading of Heavy Capacity and Special Type Flat Cars in the Official Railway Equipment Register. 2. Open top hopper cars not exceeding 60 feet in length, inside measurement, or having marked capacity not exceeding 200,000 pounds. 3. Cars of other types or sizes owned or leased by shipper or consignee. <p>When shipments that are both loaded and unloaded within the same switching district are loaded in cars that are other than ordinary equipment, the rate or charge to apply will be the rate or charge published in this tariff or application to shipments loaded in ordinary equipment as described in Paragraphs 1 to 3 above plus a charge of \$190.00 per car.</p> <p>EXCEPTION: These provisions will not apply to a movement of a car from one location to another to complete loading for immediate outbound road-haul movement under a line-haul rate or from one location to another to complete unloading of a car that has just terminated an inbound road-haul movement under a line-haul rate, provided billing covering the switch movement contains a notation by the shipper connecting the switch movement with the immediately prior or subsequent line -haul movement.</p>
<p>ITEM 225</p> <p align="center">RECONSIGNMENT</p> <p>CONDITIONS: The Kansas City Transportation Company, LLC is a switching carrier only and does not issue or negotiate the surrender of bills of lading.</p> <p>All diversion or reconsigning orders must be placed or given to the interested connecting carrier handling the shipment except such orders will be accepted by this Company's Manager of Operations, or his designated representative, if the shipment to be reconsigned originates on this line and is destined to a point within the Kansas City, MO-KS switching district; provided that if the shipment to be reconsigned is destined to a point on a connecting line the reconsigning or diversion order will not be accepted unless the shipment is still in possession of this company.</p> <p>DEFINITION: The term "diversion" or "reconsignment" means:</p> <p style="padding-left: 40px;">A change in the name of consignee. A change in route at request of shipper. A change in destination.</p>	
<p>ITEM 230</p> <p align="center">MILEAGE ALLOWANCE</p> <p>No mileage will be allowed on equipment or private ownership switched over KCTL as all KCTL tracks are within Kansas City, MO.-KS. switching limits.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 1	SECTION 2
SWITCHING AND TERMINAL CHARGES	MISCELLANEOUS RULES AND CHARGES
<p>ITEM 305</p> <p align="center">RECIPROCAL SWITCHING</p> <p>A charge of \$402.00 per car will be assessed and is applicable in connection with loaded cars when received from or delivered to connecting railways.</p>	<p>(The charges named in this section apply only under conditions specified in individual items without regard to origin, destination, class or commodity.)</p>
<p>ITEM 315</p> <p align="center">INTRA-TERMINAL SWITCHING</p> <p>A charge of \$491.00 per loaded car will apply in connection with shipments having origin and destination within Kansas City, MO-KS switching district, as provided in Item NO. 125 herein, except as provided for in Miscellaneous Charges Items 400 to 450, inclusive.</p>	<p>ITEM 400</p> <p align="center">EMPTY CARS FOR REPAIRS</p> <p>A charge of \$175.00 will be assessed for movement of empty freight cars on their own wheels for repairs between any KCTL track or any track connection with connecting roads and any KCTL track.</p>
<p>ITEM 325</p> <p align="center">INTER-TERMINAL SWITCHING</p> <p>A charge of \$305.00 per loaded car will apply in connection with shipments moving from a track of one carrier to a track of another carrier when both tracks and movements are within the switching limits of the same station or industrial switching district.</p>	<p>ITEM 405</p> <p align="center">YARD MOVES</p> <p>A charge of \$105.00 will be assessed for movement of any and all cars (except as provided for in Item 165) between one location in a private yard and another location in same yard, which includes movement between two points on the same track</p>
	<p>ITEM 410</p> <p align="center">RECONSIGNMENT AND/OR RESWITCHING</p> <p>A. A charge of \$155.00 will be assessed if a car is reconsigned on orders received by this company's Freight Department after any part of the switching service, under original instructions, has been performed either in a classification yard or elsewhere on this line. This charge is in addition to charges listed in Items 305 or 315.</p> <p>B. A charge of \$155.00 will be assessed on cars loaded or partially loaded, and switched between Procter & Gamble plant and KCTL Mill Street Yard to hold for disposition.</p> <p>C. A charge of \$300.00 will be assessed if a car has been moved to the track or to a private yard to which ordered, and is reconsigned to a point on a connecting railroad for its movement to such track or yard in addition to the applicable charges shown in Item 305.</p> <p>D. A charge of \$80.00 will be assessed on loaded cars received for Procter & Gamble which are placed on Procter & Gamble's leased track and taken out of "continuous movement" of traffic by not being ordered into Procter & Gamble's plant within 48 hours of constructive placement notice.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 2	SECTION 2
MISCELLANEOUS RULES AND CHARGES	MISCELLANEOUS RULES AND CHARGES
<p>ITEM 415</p> <p align="center">WEIGHING</p> <p>A. A charge of \$85.00 per car will be assessed for cars weighed on scales of private ownership, the switching incident to such weighing being entirely separate and distinct from a previous or subsequent switch movement and within the same private yard.</p> <p>B. A charge of \$45.00 per car will be assessed for cars weighed in transit over consignor's or consignee's private scales within the plant or adjacent thereto on lead to plant.</p> <p>C. A charge of \$155.00 per car will be assessed for cars weighed on specific orders received after car has left classification yard. This charge includes handling of car to and from scale track but does not include a scaling charge made by the owner of a private scale.</p>	<p>ITEM 435</p> <p align="center">SPECIAL SWITCH</p> <p>A. A charge of \$285.00 will be assessed for special movement of car or cars, when sufficient power or support facilities are available. This charge is in addition to all other published switching charges.</p> <p>B. A charge of \$935.00 will be assessed for special movement of car or cars, when no power or support facilities are available. This charge is in addition to all other published switching charges.</p>
<p>ITEM 420</p> <p align="center">TURNING CARS</p> <p>A charge of \$205.00 will be assessed for all freight cars, loaded or empty, which are turned on a wye track at consignee's request when car is not placarded.</p>	<p>ITEM 445</p> <p align="center">INTERMEDIATES</p> <p>A charge of \$213.00 per car will be assessed to the delivering carrier for cars handled as intermediates which are received from one connecting railroad and delivered to another connecting railroad</p>
<p>ITEM 425</p> <p align="center">EMPTY ORDERS NOT USED</p> <p>A charge of \$245.00 will be assessed for switching empty cars on which no revenue is received covering a loaded movement as contemplated in Item 305, and such empty car ordered is not used after any portion of the switching service has been performed. This charge will cover the movement of empty car both ways where that service is necessary.</p>	<p>ITEM 450</p> <p align="center">ERROR MOVEMENTS</p> <p>A charge of \$200.00 per car will be assessed for cars received in interchange by KCTL in error from a connecting railroad and car is subsequently returned to the delivering carrier. However, if car is forwarded to connecting railroad for whom car was intended, a charge of \$213.00 per car will be assessed the delivering carrier as provided for in Item 445.</p>
<p>ITEM 430</p> <p align="center">PASSENGER EQUIPMENT</p> <p>A. A charge of \$470.00 will be assessed for handling passenger equipment from a track connection with any connecting road and any suitable track available including service for outbound movement to connecting road.</p> <p>B. A charge of \$205.00 will be assessed for switching passenger equipment to and from KCTL tracks for water, supplies, repairs, etc.</p> <p>C. A charge of \$250.00 will be assessed for switching passenger equipment between Union Station tracks 27 or 28 and Amtrak tracks 29 or 30. If switching involves multiple cars with more than 5 (five) total moves during 1 (one) event, a charge of \$300.00 will be assessed.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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EXPLANATION OF ABBREVIATIONS USED IN THIS TARIFF		EXPLANATION OF REFERENCE MARKS USED IN THIS TARIFF	
ABBREVIATIONS	EXPLANATION	REFERENCE MARKS	EXPLANATIONS
BNSF CPRS KCS KCTL NS UP Ave. BOE Corp. i.e. Inc. KS MO St. UFC Viz.	BNSF Railway Company Canadian Pacific Railway Kansas City Southern Railway Company Kansas City Transportation Company, LLC Norfolk Southern Railway Company Union Pacific Railroad Avenue Bureau of Explosives Corporation That is Incorporated Kansas Missouri Street Uniform Freight Classification Namely	[R] [I] [NC] [C]	Denotes Reduction/Decrease Denotes Increase No change Change in wording resulting in neither an increase or decrease in changes