



a Genesee & Wyoming Company

CHICAGO, FT. WAYNE & EASTERN RAILROAD
PUBLIC SWITCHING TARIFF CFE TS 127006-3

ISSUED: April 11, 2023

EFFECTIVE: May 1, 2023

List of Industries Open to Reciprocal Switching

Station	Industries	Address
Lima, OH	Cargill, Inc.	1545 N. Cable Rd.
	Land O' Lakes Co.	1111 N. Cole St.
	Proctor & Gamble	Reservoir & Mumaugh
	Nelson Packaging Company, Inc.** (Only from IORY)	1801 Reservoir Road

Reciprocal Switching Charges:

Origin Road	At	Charge	Notes
NS	Ft. Wayne, IN	\$570 per carload	Applies on all commodities
IORY	Lima, OH	\$285 per carload	Applies on all commodities except Proctor & Gamble
		\$390 per carload	Proctor & Gamble Only
NS	Lima, OH	\$570 per carload	Applies on all commodities, does not apply to unit trains

Pulling Grain Unit Train Without Class 1 Power

When the CFER is requested to pull a unit grain train without Class 1 power, a charge of \$5,150 for the first locomotive and \$4,120 for each additional locomotive will be assessed to the customer requesting the movement.

Mechanical Assistance Fee

There will be a \$260 mechanical assistance fee for assistance related to hatches, gates and other car equipment utilized by customers.

Commercial Support Department (on behalf of CFE)
 13901 Sutton Park Drive South, Suite 270
 Jacksonville, FL 32224
Commercial.support@gwrr.com



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Assembling Unit Grain Trains

CFE may assemble unit trains for online customers. The following conditions must be met PRIOR to movement of empty equipment to CFE:

- A written request must be submitted to the railroad including the following information:
 - Number of cars to assemble as a unit,
 - Interchange location(s) for empty equipment,
 - Interchange location(s) for outbound loaded unit train,
 - Date first cars are expected to arrive at CFE,
 - Date which unit train will be loaded,
 - Location of loading,
 - Ownership of equipment – private or railroad owned or leased.
- Party requesting assembly of a grain unit train must obtain written authorization from the General Manager.
- Railroad marked or controlled equipment will not be considered under this item until written car hire relief has been obtained from the controlling railroad.

Handling of Empty Freight Cars:

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

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 between CFE local points and also for connections to or from:

- CSXT Lima is **\$725** per car
- CSXT Chicago is **\$1,135** per car.
- When between all other connections on CFE the charge is **\$1,700** per car.

Empty cars must be moving on it's own wheels. CFE will not be responsible for the payment of any per diem or mileage charges, nor will CFE absorb any switch charges. Any switch or intermediate switches are in addition to the charges. This rate will only apply to movement of cars in regularly scheduled train service.

If special train service is required for movements other than those listed above, refer to Special Service Item 6070 in the General Tariff 70067.

Single Empty Cars for Loading – Combined into Unit Train Service

When a customer requests single empty car(s) not moving in unit train service be spotted to an elevator and is subsequently loaded and shipped out as part of a unit train, a surcharge of \$55 per car will be applied to those cars which did not arrive for loading as part of the unit train consist.

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GENERAL RULES

Any services not covered by the charges in this document are subject to the rules and provisions of the General Tariff 70067-series, as such tariffs may be amended, supplemented, modified or superseded from time to time.

Except when in conflict with the other provision of this Quotation, shipments of Commodity(ies) tendered for transportation hereunder shall be governed by tariffs, exempt circulars, rules, regulations, and classifications, as each may be amended, supplemented, modified or superseded from time to time, that would govern the rights and obligations of the parties if this Quotation did not exist, except that no diversion, reconsignment or transit privileges will be permitted. Each shipment hereunder shall be tendered to Carriers on a Uniform Straight Bill of Lading.

This Rate Authority can be cancelled upon 20 days' notice and tariff terms and rates shall apply to all traffic received by Railroad thereafter, as such tariffs may be amended, superseded from time to time. Reverse application applies only on rejected shipments returning to point of origin via reverse route. Except when specifically provided herein, rates do not include switching charges at origin or destination.

LOSS OR DAMAGE

In addition to all limitations provided for in the General Tariff 70067-series, no claim for physical loss or damage to any one shipment transported hereunder shall be made or filed by Customer for amounts of \$250.00 or less. Any claims should be filed with the destination Carrier.

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