Optional Services Catalog

Customer Switching and Accessorial Services

a Genesee & Wyoming Company

CFE 7006-32

(Cancels All Prior Versions)

- **Customer Switching**
- **Billing Guarantee**
- **Timely Invoicing**

Our top priority is to provide safe, reliable transportation for our customers. Part of that commitment is to maintain a fluid and adequate supply of rail cars and to ensure that all railcar assets, both railroad and privately-owned, are utilized as optimally as possible.

www.gwrr.com

Charge Schedule

Item 6000	Intra-Plant Switch	^$275
Item 6010	Intra-Terminal Switch	^$525
Item 6020	Inter-Terminal Switch	^$525
Item 6210	Diversion/Re-consignment	$500 $2000 w/15 Car Minimum
Item 6040	Error Moves	$550
Item 6050	Car Released without Bill of Lading	$400
Item 6070	Special Train Charges	$11,550 ($110 per mile, 105 mile minimum)
Item 6080	Closing Doors	$300
Item 6090	Overload Charges	$500
Item 6140	Empty Cars Ordered But Not Loaded	$500
Item 6150	Cars Ordered and Cancelled while En Route	$150
Item 6160	Cars Received and Refused due to Improper Condition	$565
Item 6170	Empty/Loaded Cars Released but Not Available to Pull	$550
Item 6180	Empty/Loaded Cars Ordered In But Unable to Place	$500
Item 6100	Dunnage (IORY-CFE) (Rule 11), Subject to FSC Tariff 92000 or FSC Tariff 92001)	$250
	Weighing	$300
	Special Switching Services	$2,800 (>8 hours =$550 per hour)

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Billing Guarantees

As part of our efforts to streamline the billing process, we are committing to an expedited and simple billing process.

Billing – On-Time

We commit to bill you on time
We will issue Customer Switching and Accessorial Services invoices monthly.

Billing Disputes

We commit to addressing disputed bills quickly

If you believe that there has been a billing error, we want to make it right as quickly as possible.

To be eligible for a review, a claim must be submitted, in writing, within 30 days of the invoice date to: MidwestDisputes@gwrr.com

Along with a brief description, your claim must include the car initial and number and the related invoice number.

Any claim not filed within thirty (30) days from the date of the invoice will be declined.

Any non-disputed charges should be paid by the due date listed on the respective invoice.

Please contact your local marketing representative if you have any questions concerning your business on the CFE:

Mr. Mark Darrow
Manager, Sales & Marketing
2715 Wayne Trace
Ft. Wayne, IN 46803
mark.darrow@gwrr.com
(260) 267-9346

This document is subject to the terms, conditions and guidelines provided in The Midwest Region General Tariff 1000.

The Midwest Region General Tariff 1000, Section VI provides guidelines and provisions for switching and other accessorial charges. Please review these provisions as it applies to your business on the CFE.

Any charges not covered on this CFE 7006 are subject to rules and provisions found in The Midwest Region General Tariff 1000.

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	$500 per carload	Applies on all commodities
IORY	Lima, OH	$250 per carload	Applies on all commodities except Proctor & Gamble
		$368 per carload	Proctor & Gamble Only
NS	Lima, OH	$500 per carload	Applies on all commodities, does not apply to unit trains

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 $50 per car will be applied to those cars which did not arrive for loading as part of the unit train consist.

Cars Not Properly Placarded

There is a charge of $400 to turn a car not properly placarded.

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 $5000 for the first locomotive and $4000 for each additional locomotive will be assessed to the customer requesting the movement.

Foreign Line Locomotive Usage

When a delay in excess of 24 hours occurs while customer is loading grain unit trains, when having to use foreign line locomotives; a charge of $150 per hour or portion thereof will be assessed. Time to be computed for the time of placement to time of release of the last loaded car.

Mechanical Assistance Fee

There will be a $250 mechanical assistance fee for assistance related to hatches, gates and other car equipment utilized by customers.

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.

The charge to assemble a unit train is **$2500 per train.**

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 **$650** per car and CSXT Chicago is **$1000** per car. When between all other connections on CFE the charge is **$1500** 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, special train charges in the charge schedule of page 2 of this catalog will apply.

CFE's maximum liability for loss and damage is **$100.00 per railcar**.

Method for Submission of Forwarding Instructions

CFE will accept forwarding instructions through one of three methods at no charge; ShipperConnect (e-BOL), a Class I web site, or by making arrangements directly with third party logistics services providers to submit forwarding instructions on their behalf via a Class I web site or via EDI. CFE will accept forwarding instructions to its Customer Service Center via fax (1-904-394-1709) or via email (**CFE-cs@gwrr.com**), subject **to a $75.00** charge per faxed or emailed bill of lading. This charge will be assessed to the online Customer of record with the railroad.

The CFE reserves the right to reject as an unreasonable request for service, any "fax" or "email" forwarding instructions that are illegible, whether due to poor transmission quality, poor or illegible handwriting, or otherwise. CFE will not accept delivery of forwarding instructions by US Mail, express service, personal delivery, or otherwise.

Method to Release Empty Railcars

CFE will accept empty release information using ShipperConnect™ at no charge. CFE will accept empty release information to its Customer Service Center via fax (1-904-394-1709) or via email **(CFE-cs@gwrr.com)** subject **to a $75.00** charge per faxed or emailed release. This charge will be assessed to the online Customer of record with the railroad.

Date and Time Record of Notification

When electronic or mechanical devices are used to furnish forwarding instructions and/or empty release information to CFE, the recorded date and time at which the instructions are received by CFE will govern.