

Optional Services Catalog

--Customer Switching and Accessorial Services



CFE is a RailAmerica company

www.railamerica.com

Please contact your local marketing representative if you have any questions concerning this service.

Mr. Sam Terral

3010 E Pontiac Street

Ft. Wayne, IN 46803

Phone: (513) 317-2474

sam.terral@railamerica.com

This document is subject to the terms, conditions and guidelines provided in RailAmerica General Tariff RA-1000.

The RA 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 RA 1000 Series Tariff.

CFE 7006-14

(Cancels All Previous Issues)

Chicago Ft. Wayne & Eastern
Railroad

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.



CHARGE SCHEDULE

Intra-Plant Switch	\$250	Item 1000
Intra-Terminal Switch	\$500	Item 1010
Inter-Terminal Switch	\$400	Item 1020
Car Switched from Constructive Placement Status	\$250	
Error Moves	\$550	Item 1040
Car Released Without Bill of Lading	\$200	Item 1050
Dunnage (IORY-CFE)	\$250 (Rule 11, Subject to IORY /CFE Fuel Surcharge)	Item 1060
Special Train Charges	\$100/mile, 100 mile minimum	Item 1070
Special Switching Services	\$2800	Item 1075
Closing Doors	>8 hrs \$550/hr \$225	Item 1080
Overload Charges	\$500	Item 1090
Empty Cars Ordered but Not Loaded	\$500	Item 1500
Cars Ordered and Cancelled While Enroute	\$150	Item 1510
Cars Received and Refused Due to Improper Condition	\$500	Item 1520
Empty/Loaded Cars Released but Not Available to Pull	\$550	Item 1530
Empty/Loaded Cars Ordered In But Unable to Place	\$500	Item 1540
Diversion/Reconsignment	\$500	Item 1650
Weighing	\$300	

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

ITEM 1100

We commit to bill you on time

We will issue Customer Switching and Accessorial Services invoices monthly.

BILLING DISPUTES

ITEM 1110

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 this guarantee, you must submit your claim, in writing, within 30 days of the invoice date to **Revenue Billing, 7411 Fullerton St. Ste 300, Jacksonville, FL 32256**. Along with a brief description, your claim must include the car initial and number and the related invoice number.

CFE-Billing@railamerica.com

GUARANTEED ON-TIME RESPONSE ITEM 1120

If we don't respond within 30 days, your dispute will be accepted "as is."

We are committed to responding to your claim in a timely manner. If we do not respond to your dispute, in writing, within 30 days your dispute will be accepted as is.



Optional Services Catalog

ADDENDUM 1

--Customer Switching and Accessorial Services

CFE

List Of Industries Open To Reciprocal Switching		
STATION	INDUSTRIES	ADDRESS
Ft. Wayne, IN	Broadview Lumber	2236 Waynetrace
Lima, OH	Cargill, Inc. Continental Can Co. Land O' Lakes Co. Proctor & Gamble	1545 N. Cable Rd. 435 Roush 1111 N. Cole St. Reservoir & Mumaugh

Reciprocal Switching Charges			
AT	FOR	CHARGE	NOTES
Ft. Wayne, IN	NS	\$500 per carload	Applies on all commodities
Lima, OH	IORY & NS	\$250 per carload	Applies on all commodities except Proctor & Gamble
		\$350 per carload	Proctor & Gamble Only

Intermediate Switching Charges			
AT	FOR	CHARGE	NOTES
Lima, OH	IORY & CSXT	\$150 per car	Applies on all commodities

Note – Switching charges billed to the rail carrier ordering the shipment to interchange.

Failure to Deliver a Load to CFE

When CFE handles empty cars to or from CFE stations without a corresponding load, or when CFE handles empty cars in “back to back” empty shipments, a charge of **\$250 per car** will be applied to the party requesting the movement. This charge shall not apply to cars ordered and not used.

Empty Cars Ordered and Not Used

If CFE receives an order for empty cars, and such order is canceled by the ordering party after such empty car is dispatched in an CFE train to a shipper, a charge of **\$350 per car** will be assessed.

--Customer Switching and Accessorial Services

CFE – Cont.

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.

Charges are subject to CFE 9002-B Fuel Surcharge Tariff.

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

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

Optional Services Catalog

--Customer Switching and Accessorial Services

ADDENDUM 1 CFE – Cont.

Cars Not Properly Placarded – Item 1350

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.