INDIANA SOUTH WESTERN RAILWAY CO.

FREIGHT TARIFF ISW 8999-H

MISCELLANEOUS RULES AND CHARGES APPLYING AT AND BETWEEN STATIONS ON THE INDIANA SOUTH WESTERN RAILWAY CO.

The Indiana South Western Railway Co. (ISW) will handle traffic to and from stations and customers on their line and the connection with the CSX Transportation Company (CSXT) at Evansville, IN; and the Norfolk Southern Railroad Co. (NS) at Evansville, IN (via CSX) at the following charges:

"CHARGES ARE PER CAR unless otherwise noted. Rates do not include absorption of any intermediate switch rates of any connecting carrier. Any such rates so applicable, will be in addition to rates noted ."

Correction of or Change in Bill of Lading Instructions (per car)…… $ 95.00

Car turning at request of customer (where applicable)…… $ 300.00

Cars received in interchange in error…… $ 350.00
(cars received loaded or empty, in error will be returned to the delivering carrier at the charge shown above. Delivering carrier will give written notice to ISW acknowledging "delivered in error" noting car number(s) prior to return of the cars to interchange. This charge will be assessed against the carrier interchanging the car(s) to ISW).

Set back charge …… $ 150.00 each way- (n/e 50miles)
$ 225.00 each way- (> 50 miles)
(Once cars loaded/unloaded at any facility on the ISW are moved there from and are requested to be set-back for any reason for which carrier is not responsible, a charge per car, as noted, will apply in each direction, for such switching service. If car(s) are subject to demurrage rules/charges, original billing/release of rail car(s) will be broken and the demurrage clock will continue from original placement/constructive placement of the car until car is again released/billed and able to move to interchange. Car must still be physically located on the ISW for such charge to apply. This charge is in addition to any/all other applicable charges that may apply.

Cars ordered by customer and not used…….. $ 250.00 (see details)
If car(s) ordered by the industry are refused for any reason other than "improper condition to load", charge will be assessed against the party ordering the equipment. If car is refused by customer account of not being in proper condition to load, this charge will be assessed against the Railroad/party furnishing the car.

Empty Cars received for loading and not billed out loaded within 30 days (bill online customer)…. $ 250.00/car (see explanation)
Note: If car is ultimately moved out empty, this charge will apply in each direction)

##Loaded cars moved with no applicable rate…(does not apply on hi/wide, hvy. wt., or any dimensional traffic)……..… $1,500.00

****Switching of cars to hold and/or storage track(s) –(other than dimensional/hi-wide/hvy wt cars..per car.. $ 150.00**
****Switching of dimensional loads/hi-wide/hvy wt. cars to hold and/or storage tracks – per car…… $ 500.00**
In the absence of specific provisions to the contrary, the following charges apply:
When any car (private/RR) is unable to be spotted at a customer's facility for loading/unloading upon receipt - due to lack of space, customer's request, etc., car(s) will be switched to hold track(s) on the ISW with switch charge of $150.00/ car being assessed for the move. Car(s) first placed on any customer owned track(s) which then requires additional switching by ISW in order to spot the car(s) for loading/unloading will be subject to an intra-plant switch charge at time of movement (see below). These charges are in addition to any other applicable charges (storage, demurrage, line-haul, switching, etc.) that may apply.

While cars are on any hold track (and not being moved) such cars shall be in the possession of the customer, and ISW shall not be liable for any lading damage caused,in whole or in part, by weather , natural disasters of any kind, vandalism, terrorism, criminal or negligent acts of third parties, including, but not limited to, governmental actions of any kind (police, fire department, etc.)

Movement of Overloaded/overweight cars……. $ 500.00
(charge applies when combined lading and tare weight of car is >2,000 in excess of car's gross weight capacity, and gross weight on rail n/e 270,000#. Any/all overloaded/overweight cars will moved at the discretion of ISW)

Error charges for Handling of railcars billed/shipped as empties but are actually under load…… $ 500.00

Cars Held for Instructions……charge is per car……... $ 150.00

(When on shipper's order, loaded cars are switched/removed from Industry or team tracks, and held by Carrier awaiting instructions, the above charge applies. Charge will be assessed against the industry ordering the car out, and will be in addition to all other applicable charges.)
Storage charges will accrue at $10/car/day until such time as proper disposition is received. Rules and provisions of ISW 8998 series storage tariff will apply during such time as car is held awaiting disposition.

Extra/special switching requested in excess of regularly scheduled service using one locomotive … $1,300.00

(Note: Charges "Per Event" with a four (4) hours maximum time on duty. Each hour or portion thereof exceeding four hours will be billed at the rate of $250.00/hr. for each additional hour or portion thereof not to exceed twelve (12) hours.)
Use of each additional required locomotive will be at the rate of $250/hr. or portion thereof with a 4-hour minimum.

Upon request, extra/special switching service outside of regular service/normal business hours will be provided with reasonable advance notice to ISW and only when ISW determines that sufficient locomotives and crews are available to provide such service. A written request must be submitted via Fax or e-mail to ISW for this service. These charges do not include and are in addition to any applicable storage charges, demurrage charges, detention charges, line-haul or other switch charges, etc. that may apply.

The time used for computing "Extra/Special Switching" shall be from the time the crew goes on duty to perform such service until crew goes off duty from performing such service.

Special Train Service /Charges in the Handling of Cars…using one locomotive……. $3,750.00 (first 4 hours)

Special train charges are assessed for one or more of the following reasons, but are not Limited to the following:

a) **Cars with extreme width of load (over 13'2")**
b) **Cars with extreme length of load (over 135 ft. 00")**
c) **Loads which cannot be handled in conjunction with other cars (safety factors, etc.)**
d) **Cars of excessive weight and/or any cars requiring special movement procedures to ensure safe Handling – at the discretion of ISW**
e) **Speed restricted cars**
f) **Cars requiring multiple speed or stop & walk restrictions.**
g) **Any cars with restrictions placed on shipments limiting movement in the Course of regular operations**
h) **Any car(s)/movement(s) which carrier deems special train service is required for safety purposes**

<u>Note: This $3,750.00 charge applies on movements requiring no more than four hours' time, with time computed from on-duty or start to off-duty or finish. Each additional hour, or portion thereof, in excess of four hours, will be at the rate of $850.00 per hour.</u>
Any additional locomotives required in the service will be at the rate of $250/hr. – 4 hr. minimum

Upon request, special train service will be provided with reasonable advance notice to ISW and only when ISW determines that sufficient locomotives and crews are available to provide such service. A written request must be submitted via fax or E-mail to ISW for this service. These charges do not include and are in addition to any applicable storage charges, demurrage charges, detention charges, line-haul or other switch charges, etc. that may apply. The time used for computing "Special Train Service" shall be from the time the crew goes on duty to perform such service until crew goes off duty from performing such service.

Intra-plant switching ……... $ 150.00
(applies when cars, once spotted on customer's track, are switched therefrom to any different track spot at same facility)

Intra-terminal switching ……. $ 300.00
(switching between customers or tracks within the same station on ISW-Does not apply on caboose cars, locomotives, or passenger cars, dimensional loads – See charges below. Rate is per car)

Inter-terminal switching……n/e 100 miles..... $ 350.00
(applies when between customers/tracks on same rail line/branch but at different stations) ……. > 100 miles…… $ 450.00

Movement of Caboose Cars……(includes inbound and outbound move—per car)…….……. $2,500.00

Movement of Locomotives…(per locomotive)..……. $2,500.00

Movement of Passenger Cars… (per car)……..... $2,500.00

Movement of Scale Test Cars (includes inbound and outbound move)…….. $ 750.00

****Movement of Idler/Buffer Cars.……(when empty)……per car…….. $ 500.00**
****Movement of Idler/Buffer Cars…….(when loaded)……per car……. $1,000.00**

Weighing of cars, where applicable, per car…….. $ 250.00

****Change in Ownership of Cars while on the ISW……charges are per car…….. $ 300.00**
(When cars change ownership while on the ISW, an administrative per car charge will apply and will be Billed to the new car owner at the time ISW is so notified of the change. This charge is separate and in Addition to all other applicable fees and charges.)

Switching of cars to repair track……. 5 miles or less……..…… $ 150.00
" " " " " "…….if more than 5 miles……... $ 250.00

Standby Services during Transloading Operations
Charges are applicable when transloading operations are being performed on ISW property, therein requiring ISW personnel To be present during such time. Charges are per person per hour, or portion thereof, and do not apply when actual Switching Is required/performed – See Extra/Special Switching for these charges.
When during normal working days/hours…charges are per person – 4 hour minimum…… $100.00/hr.
Outside of normal working days/hours…charges are per person - 4 hour minimum…… $200.00/hr.

Switching/holding of bad ordered cars awaiting disposition……rate is per car…….. $ 150.00
(Car owner will be allowed four (4) hours free time once notified by ISW that car is bad ordered and disposition is required. Thereafter, a charge of $10.00 per car per 24-hour period or portion thereof will be charged to car owner. Charges will stop upon receipt by ISW of written disposition order(s). All monies are due and payable to ISW prior to the cars moving off line.) (see add'l holding charges as outlined)

Switching/holding of bad ordered rail cars w/FRA/AAR defects……..(Rate is per car)…… $ 150.00
(When cars are unable to move offline account of FRA/AAR defects and car owner refuses to pay ISW to make these repairs, cars will be switched to a hold track awaiting repairs by car owner or his designated contractor. An additional holding charge of $10.00 per car per 24-hr. period will be billed the car owner from time car is switched to hold track until repairs have been completed and car(s) are able to move in interchange service AND ISW has received written notification of same. All monies are due and payable to ISW prior to cars moving off line.) (see add'l holding charges as outlined)

NOTE: This tariff does not give the car owner/designated contractor the right of entry. Right of entry must be applied for and obtained in writing PRIOR to entry on ISW property. Car owner/contractor will additionally provide insurance coverage per ISW specifications.

For right of entry and ISW insurance requirements, please contact: Indiana Southwestern Railway Co., 1318 So. Johanson Rd., Peoria, IL 61607, Ph: (309) 697-1400.

Above rates/charges do not include any charges of any connecting carrier unless specifically noted. These charges (when/if applicable) are in addition to above and will be responsibility of shipper.

Above charges do not apply on any cars/shipments which are hi/wide/hvy. wt./dimensional, unless specifically so noted.

Special charges published in this tariff will be in addition to line haul transportation charges or charges on

Regulated traffic published in tariffs or other instruments whatsoever, as well as deregulated traffic, having application from or to stations on the ISW as shown in the paragraph above.

The special payments shown above are payable by the rail user (i.e. shipper or consignor on outbound shipments and the receiver or consignee on inbound shipments) on shipments originating or termination at ISW stations. These special payments are to be collected by and accrue solely to the ISW.

Tariff Applies on Intrastate and Interstate Traffic
Tariff issued under authority of 49 U.S.C. Section 10702

ISSUED: April 10, 2015 EFFECTIVE: May 1, 2015

Denotes increase in rate
**** Denotes New item or Change in Item wording**

ISSUED BY:

CATHERINE BUSCH, VICE PRESIDENT OF MARKETING
AprilINDIANA SOUTHWESTERN RAILWAY CO.
1318 SOUTH JOHANSON ROAD
PEORIA, ILLINOIS 61607

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