

MG RAIL, INC.

FREIGHT TARIFF MGRI 4577

(For cancellations, see Item 1, this tariff)

**NAMING
LOCAL SWITCHING
AND
MISCELLANEOUS RULES AND CHARGES,
APPLYING
AT STATIONS ON THE
MG RAIL, INC.**

Governed, except as otherwise provided herein, by Uniform Freight Classification (UFC), as provided in Item 5.

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular rates and provisions contained herein.

ISSUED: JUNE 19, 2017

EFFECTIVE: AUGUST 1, 2017

ISSUED BY

Chuck Long, Manager
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FT MGRI 4577

<p>ITEM 1</p> <p align="center">CANCELLATION NOTICE</p> <p>The provisions contained in FT MGRI 4577 cancel any and all conflicting provisions as may otherwise be published for account of the MGRI, effective with the effective date of this tariff.</p>	TABLE OF CONTENTS (Cont'd)	
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<p align="center">RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</p>
<p>ITEM 5</p> <p align="center">UNIFORM FREIGHT CLASSIFICATION</p> <p>Governed, except as otherwise provided for herein, by Uniform Freight Classification 6000-series, National Railroad Freight Committee, Agent.</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.</p>
<p>ITEM 10</p> <p align="center">STATION LISTS AND CONDITIONS</p> <p>This tariff is governed by the Official Railroad Station List, OPSL 6000-series, to the extent shown below:</p> <p>PREPAY REQUIREMENTS AND STATION CONDITIONS</p> <p>For additions and abandonments of stations, and except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight and changes in station facilities.</p> <p>When a station is abandoned as of a date specified in the above named tariff, the rates from and to such station as published in this tariff are inapplicable on and after that date.</p>	<p>ITEM 50</p> <p align="center">METHOD OF CANCELING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel corresponding numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.</p> <p>Example: Item 445-A cancels Item 445 and Item 365-B cancels Item 365-A in a prior supplement which in turn canceled Item 365.</p>
<p>ITEM 20</p> <p align="center">REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</p> <p>Where reference is made in this tariff 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, rules, etc.</p>	<p>ITEM 55</p> <p align="center">SUPPLEMENTS AND REISSUES</p> <p>When reference is made in this tariff, or supplements, to other publications for rates or other information, it includes "Supplements thereto or successive issues thereof."</p> <p>Where reference is made in this tariff to items, it includes "reissues" of such items.</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 number connected by the word "to" or a hyphen they will be understood to include both of the numbers shown. If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.</p>	<p>ITEM 65</p> <p align="center">CHANGE OF NAME OF INDUSTRIES</p> <p>When an industry at a private siding on the MGRI is mentioned by name, and a change of ownership occurs, the switching provisions herein for the named industry, will also apply to the successor industry at the same private siding.</p> <p>When an industry at a private siding on a connecting carrier is mentioned by name and a change of ownership occurs, the tariff of such connecting carrier will contain the provisions applicable at such private siding.</p>
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<p align="center">RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</p>	<p align="center">SECTION 1 MISCELLANEOUS RULES AND CHARGES</p>
<p>ITEM 70</p> <p align="center">RECEIPT OF ORDER NOTIFY FREIGHT FROM CONNECTING LINES</p> <p>Carload freight from connecting lines, when consigned to order notify, or when consigned to one party, notify, or advise another party, will not be accepted by MGRI until the road-haul carrier has taken up the order notify, bill of lading, written order or any other document required as a precedent to delivery, offering of such car (cars) by line-haul carrier shall be construed by MGRI that car (cars) are free of any encumbrances as noted above.</p>	<p>ITEM 100</p> <p align="center">ORDER NOTIFY SHIPMENTS FROM CONNECTING LINES</p> <p>MGRI will in no instances be responsible for the taking up or securing of order ladings, turn over orders, advising patrons, etc., in connection with shipments received in interchange delivery by connecting road-haul carriers to the interchange with MGRI, will be accepted by MGRI with the understanding that any and all such documents required as a precedent to delivery, are in possession of road-haul carrier.</p>
<p>ITEM 80</p> <p align="center">APPLICATION OF SWITCHING RATES OR CHARGES</p> <p>Excepts as otherwise provided, switching rates or charges will cover the handling of cars loaded one way and empty the other. If cars are loaded in both directions, regular rate or charge will be assessed for each loaded movement.</p>	<p>ITEM 105</p> <p align="center">TURNING OF CARS</p> <p>The MGRI has no facilities (turntables, wye tracks, etc.) to permit turning of cars. When it is determined the lading cannot be removed from car(s) and shipper or consignee requests MGRI to move car(s) to interchange with inbound carrier, MGRI will do so at its applicable switch charge and such charges are in addition to charges assessed by inbound carrier. MGRI charges will apply to and from the interchange and be in addition to the charges applied for the initial placement.</p>
<p>ITEM 85</p> <p align="center">DEMURRAGE</p> <p>Except as otherwise provided, subject to Car Demurrage Rules and Charges contained in FT MGRI 4579.</p> <p>EXCEPTION: When switching service is performed on traffic moving on line-haul rates subject to special detention charges and rules, the traffic switched by this railroad will be subject to the same special detention charges and rules applicable to the line-haul rates.</p>	<p>EXCEPTION: If it is determined that shipping document, bill of lading, or movement waybill specified that car was placarded and placard has disappeared, no charge other than the initial charge will be assessed Shipper or Consignee. The applicable switching charges published herein will be assessed against the railroad that tendered the car(s) for placement.</p>
	<p>ITEM 115</p> <p align="center">REWEIGHING <i>(Discrepancy in Weights)</i></p> <p>If the necessity arises that car (cars) must be reweighed due to discrepancy in prior railroad weights, the MGRI will handle car (cars) over its line to its interchange with line-haul carrier at charges provided in its tariffs.</p> <p>Charges will be assessed against the Industry or the line-haul carrier as the case may be. Tolerance shall be the basis on assessment of such charges (see Item 120).</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 MISCELLANEOUS RULES AND CHARGES	SECTION 1 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 120</p> <p align="center">TOLERANCE</p> <p>The amount of allowable tolerance shall be one percent of the gross weight on loaded cars and 1,000 pounds on empty cars.</p>	<p>ITEM 140</p> <p align="center">IMPROPER CARS FURNISHED FOR LOADING BY CONNECTING LINES</p> <p>When cars ordered by industries for loading are refused on account of not being in proper condition to load, a charge of \$50.00 per car will be assessed against the railroad furnishing the car.</p>
<p>ITEM 125 [!]</p> <p align="center">CHARGES ON OVERLOADED OR IMPROPERLY LOADED CARS</p> <p>When cars are discovered to be overloaded, or improperly loaded on the MGRI thereby necessitating transfer, trimming, adjusting or reloading in the interest of safe transportation, shipper or owner will be notified and requested to advise disposition. See Paragraphs (1) and (2) below.</p> <p>(1) Except as provided in Paragraph (2), cars discovered to be overloaded or improperly loaded, will be placed on carrier's track accessible for transfer, trimming, adjusting or reloading, and shipper or owner will be required to transfer, trim or adjust or reload car to meet loading requirements for safe transportation. A charge of \$125.00 per car will be assessed for the switching of overloaded or improperly loaded cars to and from the carrier's track where the transfer, trimming, adjusting or unloading is performed.</p> <p>(2) When cars are discovered to be overloaded or improperly loaded at point of origin, and cars are ordered returned to the shipper's plant or point of loading, the applicable intra-plant, intra-terminal or inter-terminal switching charges will be assessed.</p>	<p>ITEM 145</p> <p align="center">RELOADING CARS</p> <p>When an empty car is appropriated by shipper, car shall be accepted by shipper's agent as being suitable to receive their product(s).</p> <p>NOTE: Nothing in this Item shall make it permissible to load an appropriated car with a product inferior to the inbound lading to the extent that car would be unsuitable to receive a similar or like class loading as it originally contained.</p>
<p>ITEM 130 [!]</p> <p align="center">EMPTY CARS ORDERED BUT NOT LOADED</p> <p>On empty cars that are ordered for loading and the service of switching or placing has been performed and the car is not loaded but returned to the railroad empty, a switching charge of \$100.00 per car will be assessed for this service and collected from the person, firm or corporation ordering such cars.</p>	<p>ITEM 150</p> <p align="center">HAZARDOUS MATERIALS</p> <p>Cars loaded with explosives, poison, compressed flammable gas or radioactive material, as shown in Tariff BOE 6000-series, will not be accepted for movement. Hazardous materials other than those covered above are subject to movement only by permits issued by the Vice President. Customers anticipating movement of any hazardous materials should contact MGRI for permit authority at least 48 hours prior to shipment. MGRI reserves the right to decline to issue a permit for other hazardous materials in addition to those covered above.</p>
<p>ITEM 135</p> <p align="center">APPLICATION OF CHARGES ON ARTICULATED CARS</p> <p>When shipments are loaded in or on so called articulated cars (two or more car units permanently or temporarily joined together), the charges published in this tariff will apply separately to each unit of the articulated equipment.</p>	<p>ITEM 155</p> <p align="center">REJECTED CARS</p> <p>When loaded cars are placed and subsequently rejected account grade or quality of the loaded product, MGRI will switch car (cars) as directed by owner. Notification of such rejection shall be the responsibility of party rejecting car (cars). Charges for such movement will be the applicable charges as published herein and will apply in both directions of the loaded move.</p> <p>NOTE: Such rejected cars are subject to 24 hours free time in computing demurrage charges, from the first 7:00 A.M. after initial placement.</p>
	<p>ITEM 160 [!]</p> <p align="center">CARS INTERCHANGED IN ERROR</p> <p>A set-back charge of \$200.00 per car will be assessed delivering carrier on all cars interchanged to the MGRI in error.</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 MISCELLANEOUS RULES AND CHARGES	SECTION 2 SWITCHING RULES AND CHARGES
<p>ITEM 165</p> <p align="center">CARS HELD FOR BILLING, FORWARDING INSTRUCTIONS, ETC.</p> <p>Cars, loaded or empty, held by this railroad for billing, forwarding instructions or other disposition, will be subject to a hold charge of \$50.00 per car per day or fraction thereof, to be computed time car is interchanged or released to this railroad until receipt of such billing, forwarding instructions or other disposition.</p> <p>Charge to be assessed party furnishing such billing, forwarding instructions or other disposition, and will be in addition to all other applicable charges.</p>	<p>ITEM 200</p> <p align="center">LOCAL SWITCH</p> <p>A local transportation or switch movement which begins and ends within the yard or switching limits which is not incident to the forwarding or delivery of a shipment to or from a point without said limits, and will be treated as such on the MGRI.</p> <p>The MGRI is not obligated or required to furnish equipment for handling of traffic in local switch movements. Under circumstances when such service is performed the charges published herein will be applied.</p>
<p>ITEM 170</p> <p align="center">REBILLED CARS</p> <p>Any car of which rebilling is requested will be subject to a charge of \$50.00 per car assessed against requesting party.</p>	<p>ITEM 210</p> <p align="center">TEAM TRACK</p> <p>Service: For industries not having private or assigned sidings, MGRI will perform switching service to and from its team track(s) at the applicable switch rate published herein.</p> <p>Location: MGRI team tracks(s) is located at Clarke Maritime Center.</p>
<p>ITEM 175 [!]</p> <p align="center">DIVERSION OR RECONSIGNMENT</p> <p>The term "diversion" or "reconsignment" are synonymous and the use of either shall mean an order received by this railroad which requires any of the following:</p> <ul style="list-style-type: none"> A. A change in the name of the consignee. B. A change in the name of the consignor. C. A change in the destination. D. A change in the route at the request of the consignor, consignee, or owner. E. Any other instructions given by consignor, consignee, or owner necessary to effect delivery which requires a change in the billing or an additional movement of the car, or both. F. A change in the payment conditions. <p align="center">APPLICATION</p> <ul style="list-style-type: none"> A. Orders for diversions or reconsignment will be accepted from only: <ul style="list-style-type: none"> 1. Parties listed on bill of lading. 2. Any rail carrier participating in line-haul movement. B. Charges for diversions or reconsignment shall be paid by the authorized party requesting the change. C. After a car has been actually placed, any changes which affect the movement of the car will constitute a new movement and are subject to applicable switching and/or line-haul charges. D. Only one change in destination will be authorized under these provisions. Requests for additional changes will be executed as a shipment terminating and originating at the diversion station. E. The diversion or reconsignment charge applies in addition to all other applicable charges. <p align="center">DIVERSION / RECONSIGNMENT CHARGE</p> <p align="center">\$100.00 per car</p>	<p>ITEM 220</p> <p align="center">INTRA-PLANT SWITCHING, DEFINED</p> <p>A switching movement from one track to another, or from one location to another on the same track, within the same plant or industry located on the MGRI.</p>
	<p>ITEM 230</p> <p align="center">INTRA-TERMINAL SWITCHING, DEFINED</p> <p>A switching movement (other than intra-plant) between private or assigned sidings located on tracks of the MGRI within the switching limits of one station or industrial switching district.</p>
	<p>ITEM 240</p> <p align="center">INTER-TERMINAL SWITCHING, DEFINED</p> <ul style="list-style-type: none"> (a) A switching movement from private or assigned siding located on tracks of MGRI, to interchange tracks of connecting lines on traffic destined to private or assigned sidings located on connecting lines, when both tracks are within the switching limits of one station or industrial switching district. (b) A switching movement from interchange tracks of connecting lines to private or assigned sidings located on MGRI on traffic originating at private or assigned sidings located on such connecting lines, when both tracks are within the switching limits of one station or industrial switching district.
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 2 SWITCHING RULES AND CHARGES			EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS
ITEM 250 [I] INTRA-PLANT, INTRA-TERMINAL AND INTER-TERMINAL SWITCHING			BOE - Bureau of Explosives Tariff 6000-series FT - Freight Tariff MGRI - MG Rail, Inc. OPSL - Official Railroad Station List 6000-series [A] - Addition [I] - Increase [NC] - Brought forward without change [R] - Reduction
COMMODITY	SWITCHING	CHARGE (PER CAR)	(Underscored portion denotes Addition/Change.)
Freight, all kinds (STCC 46 111 10)	INTRA-PLANT	\$150.00	
	INTRA-TERMINAL	\$150.00	
	INTER-TERMINAL	\$150.00	
EXCEPTION: When switching service cannot be performed in normal service by the regular train crew, on its regular scheduled switch, and a special or additional switch is requested, the MGRI will, at its option, provide such special or additional service subject to the following: (1) Subject to availability of crew and locomotive. (2) Subject to a charge of \$150.00 per hour, minimum 4 hours. Time computed shall include servicing locomotive and travel time from and to terminal. (3) Subject to a charge of \$300.00 per hour, minimum 4 hours for "Holiday" switching. (Normal service, Monday thru Friday, 8:00 am to 5:00 pm, except holidays (See Item 110 of FT MGRI 4579)).			

END