

FT MJ 8000-F
(Cancels ICC MJ 8000-E)
(Cancels IL CC 31)

**MANUFACTURERS' JUNCTION RAILWAY
COMPANY**

LOCAL FREIGHT TARIFF MJ 8000-F
(Cancels Local Freight Tariff MJ 8000-E)

CONTAINING RULES AND REGULATIONS

ALSO

SWITCHING RATES

APPLYING FROM, TO

BETWEEN AND AT POINTS ON THE

MANUFACTURERS' JUNCTION RAILWAY COMPANY

LOCAL FREIGHT TARIFF

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

ISSUED: August 21, 2006

EFFECTIVE: September 15, 2006

ISSUED BY

**Karen Corless
AVP Marketing
2728 East 104th Street
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For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.

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SECTION 1 RULES AND REGULATIONS	SECTION 1 RULES AND REGULATIONS
<p>ITEM 5</p> <p align="center">REFERENCE TO TARIFFS, ITEMS, NOTE, RULES, ETC.</p> <p>Where reference is made in this tariff to tariffs, items, note, 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 25</p> <p>[I]</p> <p align="center">CARS ORDERED BUT NOT USED</p> <p>Industries ordering cars for loading and refusing such cars when delivered, or accepting cars and failing to return loaded will be charged \$222.00 for such car refused or not loaded (see Note).</p> <p>Note: The provisions of this item will not apply where refusal of cars or failure to load is caused by cars being unsuitable for loading.</p>
<p>ITEM 10</p> <p align="center">SWITCHING CHARGES MUST BE PREPAID</p> <p>The MJ will not receive carload shipments from connecting lines with charges collect. All charges must be fully prepaid. Freight charges must be fully prepaid on carload shipments originating on the MJ and consigned to points within the Chicago Switching District as described in Chicago Switching Committee Tariff 8020 series.</p>	<p>ITEM 30</p> <p align="center">SHIPMENT BILLED "TO ORDER" OR "NOTIFY"</p> <p>Carload freight will not be accepted under this tariff for delivery on the MJ if billed "To Owner" or "Notify."</p>
<p>ITEM 12</p> <p>[NC]</p> <p align="center">PAYMENT TERMS</p> <p>All charges contained herein will be billed by the Manufacturers' Junction Railway Company and paid by the responsible party in U.S. Funds, in full, within 30 days after receipt of invoice.</p> <p>A finance charge of Two percent (2%) per month will apply on all invoice balances which remain unpaid beyond the payment terms prescribed in this item.</p> <p>Exception: When payment of charges is governed by Railway Accounting Rules.</p>	<p>ITEM 35</p> <p align="center">BILLING INSTRUCTIONS FROM CONNECTIONS</p> <p>All cars received from connecting carriers must be accompanied by specific billing instructions; billing for loaded cars must give original point of shipment and name of consignor.</p>
<p>ITEM 15</p> <p align="center">REVENUE SWITCHING</p> <p>All Switching or other service performed for the public or other railroads must be considered as revenue traffic and charged for accordingly at the rates named herein.</p> <p>Carload switching rates named in this tariff cover the single movement of empty cars and of loaded cars to or from private siding and connecting lines or other points upon the MJ.</p>	<p>ITEM 40</p> <p align="center">DEMURRAGE RULES AND CHARGES</p> <p>Freight transported under this tariff, in addition to the rates named herein, will be subject to all rules and charges provided for the assessment of demurrage and storage charges as are contained in tariff MJ 6004-series.</p>
<p>ITEM 20</p> <p align="center">ADDITION OR CHANGE IN INDUSTRIES</p> <p>The list of industries published on page 6 of this tariff, as amended, is for information only.</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 RULES AND REGULATIONS	SECTION 1 RULES AND REGULATIONS
<p>ITEM 45 [I]</p> <p align="center">CHARGES FOR USE OF SPECIAL TYPE GONDOLA OR FLAT CARS</p> <p>Charges for use of special type gondola or flat cars equipped with protective covers and also equipped with runners, skids or cradles, either stationary or floating moved under load between station in the Chicago Switching District as described in Tariff 8020 series.</p> <p>(a) Rates named in this tariff do not include the furnishing or special type gondolas or flat cars equipped with protective covers and also equipped with protective covers and also equipped with runners, skids, or cradles, either stationary or floating, such as are used for movement of iron and steel articles.</p> <p>(b) Where special type gondola or flat cars, equipped with protective covers and also equipped with runners, skids, cradles, either stationary or floating, are furnished by carrier, a charge of \$212.00 per car per trip will be assessed, such charge to be paid by consignor, and will be in additional to all other transportation charges.</p>	<p>ITEM 55 [NC]</p> <p align="center">SECURITY DEPOSITS FOR PAYMENT OF DEMURRAGE AND OTHER ACCESSORIAL CHARGES</p> <p>A security deposit to insure payment of any demurrage, detention, storage or other accessorial charges that may accrue will be required from any consignor, consignee, beneficial owner, or other responsible parties, hereafter referred to as customer who falls to pay demurrage, detention, storage or other accessorial charges after specific written demand referring to this tariff provision. This railroad will give the customer 10 days' written notice before the provisions of this item are invoked.</p> <p>The deposit must be paid in cash, certified check, cashier's check or money order before any freight car is delivered to such customer for loading or unloading.</p> <p>The minimum deposit for each freight car will be the average amount of demurrage, detention, storage or other accessorial charges outstanding at the time this tariff provision is invoked against the customer. The maximum amount of deposit will be determined by this railroad's credit office through other alternative forms of security. The credit office may waive the minimum deposit per car by accepting a revolving deposit of \$1,000 to \$10,000 based on traffic volume. The deposit will be held in a non-interest bearing escrow account to guarantee payment of and to be applied against any demurrage, detention, storage or other accessorial charges which may accrue since the implementation of the security deposit arrangement.</p> <p>This railroad will refund the deposit or balance of the deposit within 30 days after notification by its agents that the equipment has been released to this railroad. Any demurrage, detention, storage or other accessorial charges will be deducted from the deposit before any refunds are made. The deposit or balance of the deposit may be transferable to another freight car to cover charges incurred since the implementation of the security deposit arrangement.</p> <p>Security deposits will no longer be required after the customer has paid all outstanding demurrage, detention, storage and other accessorial charges and has given assurance in writing to the satisfaction of this railroad's credit office that future demurrage, detention, storage and other accessorial charges will be paid within the credit period.</p>
<p>ITEM 50 [I]</p> <p align="center">SPECIAL SWITCHING SERVICE</p> <p>When engine and crew is available and upon specific orders by the shipper or consignee carloads may be handled in special (not regular) switch service (See NOTE 1). The charge for this special switch service will be \$265.00 per hour, or fraction thereof, for intra-plant, intra-terminal or inter-terminal switch movement. The special switching service charge shown herein will be in addition to any applicable switching charges.</p> <p>NOTE 1: Special (not regular) switch service is defined as service accorded shipments which cannot be handled in regular train operations and ordered by specific instructions of consignor or consignee.</p>	
<p>ITEM 51 [I]</p> <p align="center">SPECIAL TRAIN SERVICE</p> <p>When no engine or crew is available and engine and crew is specifically requested by the shipper or consignee, carloads may be handled in special (not regular) service (See NOTE 1). The charge for this special service will be \$370.00 per hours, subject to a minimum of four (4) hours for intra-terminal, inter-terminal or intermediate switch movement. The special service charge shown herein will be in addition to any applicable switching charges.</p> <p>NOTE 1: Special (not regular) services is defined as service accorded shipments which cannot be handled in regular train operations because of excess weight, height, width or length and which necessitates handling in a special train, OR by special instructions by consignor or consignee.</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
RULES AND REGULATIONS**

<p style="text-align: center;">SECTION 1 RULES AND REGULATIONS</p>	<p>ITEM 80 [I]</p>
<p>ITEM 60 [NC]</p> <p style="text-align: center;">LOCOMOTIVES, LOCOMOTIVE CRANES ON OWN WHEELS</p> <p>Locomotives or Locomotive Cranes on own wheels, dead or under power, will be moved between points on the MJ at a charge of \$494.00 each. Idler or trailer cars will also be charged for at this rate per car.</p>	<p>SETBACK CHARGES FOR CARS RECEIVED IN ERROR, OR EMPTY OR LOADED CARS RECEIVED WITH IMPROPER BILLING OR WITHOUT BILLING</p> <p>When empty or loaded cars are received from connecting carriers in error, or with improper billing or without billing, (see note) such cars will, upon request of the delivering carrier be returned and the Manufacturer's Junction Railway Company will assess the charges provided in Item 90 of this tariff for returning the car to the connecting carrier.</p>
<p>ITEM 65 [I]</p> <p style="text-align: center;">EMPTY FREIGHT EQUIPMENT – ALL CLASSES</p> <p>Empty freight equipment between connecting lines and points on MJ, when handled on revenue billing will be switched at a charge of \$170.00 for each car.</p>	<p>Note: When instructions are not received within twenty-four (24) hours from the time of receipt of car from connections and delivering carrier does not require return of car, a hold charge of \$170.00 per car will be assessed the delivering carrier thereafter for each twenty-four hours or fraction thereof, until instructions for billing are received.</p>
<p>ITEM 70 [I]</p> <p style="text-align: center;">INTERIOR YARD SWITCHING AND RE-SPOTING</p> <p>Interior yard or intra-plant switching will be performed on request of industry at the following charges:</p> <p>(a) The single movement of cars, loaded and unloaded within the industry - \$150.00 per car. (b) And additional charge of \$150.00 per car will be made for re-spotting all loaded, partially loaded, or empty cars on the same, or other tracks, of the same industry to complete loading or unloading.</p>	<p>ITEM 85 [I]</p> <p style="text-align: center;">SWITCHING SERVICE FOR TURNING CARS TO PERMIT UNLOADING FROM A PARTICULAR SIDE OR END OF CAR AFTER INITIAL PLACEMENT</p> <p>When confirmed orders are received from consignee to turn cars around that have not been placarded to indicate from which side the cars must be unloaded, and as a result are improperly set for unloading and require additional service to turn cars around, such service will be performed by Manufacturer's Junction Railway where facilities are available, within the switching district of the involved section. A carload rate of \$212.00 will be charge for the additional service (subject to Note).</p>
<p>ITEM 75</p> <p style="text-align: center;">FREIGHT IN BOND</p> <p>Car containing freight in bond will not be accepted from connecting lines until a permit to receive goods has been issued to consignee by United States Collector of Customs.</p>	<p>Note: If bill of lading and waybill provided notation that car has been properly placarded and such has been mutilated, destroyed or lost, no charge will be assessed.</p>
<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 RATE	ABBREVIATIONS AND REFERENCE MARKS																
<p>ITEM 90 [I]</p> <p align="center">SWITCHING RATES</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:25%;">COMMODITY</th> <th style="width:25%;">BETWEEN</th> <th style="width:25%;">AND</th> <th style="width:25%;">RATE PER CAR (Except as noted)</th> </tr> </thead> <tbody> <tr> <td>All Freight, in carloads</td> <td>Industries</td> <td>Connecting lines (Note 1)</td> <td>\$528.00 (Note 2) \$575.00 (Note 3)</td> </tr> <tr> <td>Loaded cars</td> <td>Connecting lines (Note 1)</td> <td>Connecting lines (Note 1)</td> <td>\$140.00</td> </tr> <tr> <td>Empty cars</td> <td>Connecting lines (Note 1)</td> <td>Connecting lines (Note 1)</td> <td>\$140.00</td> </tr> </tbody> </table> <p>Note 1-Connecting lines with which MJ has direct connections: BRC, CN, and the following carriers via BRC: BNSF, SCIH, CSS, CSXT, EJE, IAIA, IHB, UP AND WICT.</p> <p>Note 2-Applicable in cars loaded up to 263,000 GVWR.</p> <p>Note 3-Applicable in cars loaded in excess of 263,000 GVWR.</p>	COMMODITY	BETWEEN	AND	RATE PER CAR (Except as noted)	All Freight, in carloads	Industries	Connecting lines (Note 1)	\$528.00 (Note 2) \$575.00 (Note 3)	Loaded cars	Connecting lines (Note 1)	Connecting lines (Note 1)	\$140.00	Empty cars	Connecting lines (Note 1)	Connecting lines (Note 1)	\$140.00	<p>ICC.....Interstate Commerce Commission</p> <p>ILL CC.....Illinois Commerce Commission</p> <p>Inc.....Incorporated</p> <p>Lbs.....Pounds</p> <p>MJ.....Manufacturers; Junction Railway Company</p> <p>[A].....Addition/New</p> <p>[R].....Reduction</p> <p>[I].....Increase</p> <p>[NC].....No Change</p> <p>[C].....Change in wording which results in neither an increase nor reduction in rate</p>
COMMODITY	BETWEEN	AND	RATE PER CAR (Except as noted)														
All Freight, in carloads	Industries	Connecting lines (Note 1)	\$528.00 (Note 2) \$575.00 (Note 3)														
Loaded cars	Connecting lines (Note 1)	Connecting lines (Note 1)	\$140.00														
Empty cars	Connecting lines (Note 1)	Connecting lines (Note 1)	\$140.00														
	<p>LIST OF INDUSTRIES</p> <p>Cyprus Rod & Metal, Ogden and Kilbourne Ave. Phelps Dodge, Inc. , Hill and Griffith Company</p>																
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>																	