

M G RAIL, INC.

SUPPLEMENT 4
TO
FREIGHT TARIFF MGRI 8000-A
(Supplements 2, 3 and 4 contain all changes)

SWITCHING TARIFF

Applicable AT and BETWEEN Stations On

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

NOTICE

The provisions published herein will, if effective, not result in an effect on the quality of the human environment.

ISSUED: June 8, 2006

EFFECTIVE: July 1, 2006

ISSUED BY:

Carl Skaggs, Manager

M G RAIL, INC.

5130 Port Road

Jeffersonville, IN 47130

SUPPLEMENT 4 TO TARIFF MGRI 8000-A

SECTION 1 - RULES AND OTHER GOVERNING PROVISIONS

GENERAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION
85-A	DEMURRAGE RULES AND CHARGES	<p><u>Freight Tariff MGRI 6004-series</u> will apply on cars handled or switched under this tariff.</p> <p>EXCEPTION: Where switching service is performed on traffic moving on line-haul rates subject to special detention charges and rules, the traffic switched under this tariff will be subject to the same detention and rules applicable to the line-haul rates.</p> <p>(<u>Underscored</u> portion denotes change.)</p>
90	GENERAL APPLICATION	This tariff applies independently except when this tariff is in conflict with the provisions of other applicable tariff, agreement, or contract, as the case may be, the rates, charges, and provisions of the applicable tariff, agreement, or contract will take precedence.
95	INTERMEDIATE APPLICATION	Rates and charges named in this tariff are subject to intermediate application. Where rates are published from one origin to one destination, these rates will apply to such origins and destinations as the case may be, if no specific rates are named to or from such intermediate points.
100	RATES	Rates and charges named in this tariff are in addition to charges absorbed in whole, or in part by other rail carriers.
110	CHARGES	Unless otherwise noted, charges published in this tariff are per carload.
115	RECIPROCAL SWITCHING	A switching movement between private or assigned sidings located on tracks of the MGRI, also team tracks where such switch movements are specifically authorized herein, and interchange with tracks of connecting lines or traffic originating or destined to points beyond the switching limits of the station or industrial switching district.
120	INTRA-PLANT SWITCHING	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.
125	INTRA-TERMINAL SWITCHING	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.
130	INTER-TERMINAL SWITCHING	<p>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.</p> <p>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>
140	TURNING OF CARS	<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>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>
150	REWEIGHING	<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 155).</p>
155	TOLERANCE	The amount of allowable tolerance shall be one percent of the gross weight on loaded cars and 1,000 pounds on empty cars.
160	LOCAL SWITCHING	<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.</p> <p>Under circumstances when such service is performed the charges published herein will be applied.</p>

For explanation of abbreviations and/or reference marks, see last page of tariff.