

**FT LSI 8002-G
(Cancels FT LSI 8002-F)**

LAKE SUPERIOR & ISHPEMING RAILROAD COMPANY

FREIGHT TARIFF LSI 8002-G (Cancels Freight Tariff LSI 8002-F)

**RULES AND CHARGES
GOVERNING
SWITCHING
ALSO
MISCELLANEOUS
RULES AND CHARGES
APPLYING
AT AND BETWEEN
STATIONS ON THE
LAKE SUPERIOR & ISHPEMING RAILROAD COMPANY**

LOCAL FREIGHT TARIFF

ISSUED: November 12, 2007

EFFECTIVE: December 2, 2007

ISSUED BY:

Stephen R. Beranek
Manager of Operations
Lake Superior & Ishpeming Railroad Company
P O Box 2000
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(The provisions published herein, if effective, will not result in an effect on the quality of the human environment.)

FREIGHT TARIFF LSI 8002-G

<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 5</p> <p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p> <p>For explanation of abbreviations and reference marks not explained in individual items of this tariff, as amended, see last page of this tariff.</p>	<p>ITEM 120 [A]</p> <p align="center">CARS INTERCHANGED IN ERROR</p> <p>Cars, loaded or empty, interchanged to this railroad in error or without forwarding instructions from the delivering carrier, will be returned to the delivering carrier, subject to a charge of \$435.00 per car to be assessed delivering carrier.</p>
<p>ITEM 10</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 supplements. Letter suffixes will be used in alphabetical sequence starting with A. Example: Item 300-B cancels Item 300-A in a prior supplement which, in turn, cancelled Item 300.</p>	<p>ITEM 130 [A]</p> <p align="center">CARS HELD AWAITING DISPOSITION INSTRUCTIONS</p> <p>Charge below will be assessed delivering carrier on all cars held awaiting disposition instructions. Charge will be assessed for each car held, beginning two hours following notification that cars are being held:</p> <p>\$25.00 per car for each 24-hour period or fraction thereof</p> <p>NOTE: This does not apply when instructions are to be furnished by the shipper or consignee and the cars are subject to asset use fees.</p>
<p>ITEM 30</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 140 [A]</p> <p align="center">CARS DELIVERED WITHOUT SHIPPER INFORMATION</p> <p>Charge below will be assessed delivering carrier on all cars delivered in interchange without being accompanied by supporting shipper information. Charge will be assessed for each car, beginning two hours following the request for documentation to the delivering carrier, and continue until the documentation is received.</p> <p>\$100.00 per car, plus \$20.00 for each 24-hour period or fraction thereof.</p>
<p align="center">SECTION 1</p>	
<p align="center">MISCELLANEOUS RULES AND CHARGES</p>	
<p>ITEM 100</p> <p align="center">WEIGHING</p> <p>When a car is weighed or reweighed either empty or loaded at the request of either consignor or consignee; or, to ascertain weight after adjustment has been made to eliminate overload condition, a charge of \$200.00 per car will be made each time the car is weighed.</p>	
<p>ITEM 110</p> <p align="center">OVERLOADED CARS</p> <p>Car(s) found to be overloaded will be placed at or near location where overload was discovered and consignor requested to arrange for disposition; or, at carriers option, car(s) will be returned to customer for adjustment of lading to eliminate the overload condition, subject to a charge of \$500.00 per car which will be in addition to all other applicable charges.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<p align="center">SECTION 2 SWITCHING RULES AND CHARGES</p>	<p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p>
<p>ITEM 200</p> <p align="center">DEFINITION OF INTRA-PLANT SWITCHING</p> <p>A switching movement from one track to another within the same plant or industry, or from one location to another location on the same track within the same plant or industry.</p>	<p>FT - Freight Tariff LSI - Lake Superior & Ishpeming Railroad Company MI - Michigan PC - Per Car</p> <p>[A] - Denotes Addition [NC] - Denotes change resulting in neither increase nor decrease [I] - Denotes Increase [R] - Denotes Decrease/ Reduction</p> <p align="center">(Underscored portion denotes change.)</p>
<p>ITEM 210</p> <p align="center">DEFINITION OF INTRA-TERMINAL SWITCHING</p> <p>A switching movement (other than intra-plant switching) from one track to another track of the same railroad, or between the track(s) of an industry and the track of the railroad or between the tracks of two separate industries served by the same railroad.</p>	
<p>ITEM 220</p> <p align="center">INTRA-PLANT SWITCHING CHARGE</p> <p>The LSI will perform intra-plant switching at a charge of \$500.00 per car.</p>	
<p>ITEM 230</p> <p align="center">INTRA-TERMINAL SWITCHING CHARGE</p> <p>The LSI will perform intra-terminal switching at a charge of \$500.00 per car.</p>	