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**KJRY 8000-K**  
(replaces ICC KJRY 8000-J and all supplements  
to KJRY 8000-J in their entirety)

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**FREIGHT TARIFF KJRY 8000-K**

Replaces Freight Tariff KJRY 8000-J (and all supplements) in their entirety

**Containing**  
**SWITCHING**  
**AND**  
**MISCELLANEOUS RULES AND CHARGES**  
**AT**  
**STATIONS ON THE KJRY**  
**IN ILLINOIS AND IOWA**  
**As Named Herein**

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**SWITCHING TARIFF**

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**NOTICE**

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

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Governed, except as otherwise provided herein, by Uniform Freight Classification 6000-Series, supplements thereto or successive issues thereof (See Item 20)

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**ISSUED: November 15, 2018**

**EFFECTIVE: January 1, 2019**

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**ISSUED BY:**

**Dale Montgomery, Vice President of Marketing & Business Development**  
**Keokuk Junction Railway Co.**  
**1318 So. Johanson Road**  
**Peoria, IL 61607**

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**NOTICE**

**Any items or provisions formerly shown in any previous version or supplement of Tariff KJRY-8000 not brought forward are hereby cancelled effective January 1, 2019.**

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**PLAN OF TARIFF**

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**SECTION 1 – General Rules and Regulations**

**SECTION 2 – Switching charges to or from Roquette America, Inc. via BNSF**

**SECTION 3 – Switching charges to or from Roquette America, Inc. via carriers other than BNSF**

**SECTION 4 – Intra-plant, Intra-terminal, Inter-terminal, and Miscellaneous switching charges**

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**SECTION 1**

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**RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS**

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<b>ITEM</b>	<b>APPLICATION</b>
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- 10** This tariff is governed by the Official List of Open and Prepay Station 6000-Series, OPSL 6000-Series, Station List Publishing Company, Agent, to the extent shown below:

Switching charges named herein (unless otherwise specified) will apply for the handling of loaded cars one direction and empty cars in the reverse direction. If cars are moved empty in both directions, then charges for a one-way movement will apply. If cars are moved empty in one direction and are not returned, they will be charged as if they are loaded and switching of other cars loaded will not be considered as offsetting one-way movements of empty cars. If cars are loaded in both directions, the applicable charge will be assessed for each loaded movement.

**DEFINITIONS**

(a) **INTERCHANGE SWITCHING CHARGES** contained herein apply only in connection with a roadhaul movement to or from Roquette America, Inc., an industry physically served solely by the KJRY. Except as otherwise provided, rates shown are for switching service BETWEEN Roquette America, Inc., a KJRY served location, and the BNSF.

(b) **RECIPROCAL SWITCHING CHARGES** contained herein apply only in connection with switching service from a plant or industry located on the KJRY to the point of interchange with connecting carriers or vice versa, on line-haul traffic.

(c) **INTRA-PLANT SWITCHING** - a switching movement of cars from one point to another point within the trackage limits of the same plant or industry, Without leaving the tracks of the same plant or industry.

(d) **INTRA-TERMINAL SWITCHING** - a switching movement (other than intra-plant switching) from one point to another point on the same road within the switching limits of one station or industrial switching district.

(e) **INTER-TERMINAL SWITCHING** - a switching movement of cars from a track of one carrier to a track of another carrier when both tracks and movement are within the switching limits of the same station or industrial switching district.

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**SECTION 1**

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**RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS**

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**130**

**METHOD OF CANCELLING ITEMS**

As this tariff is supplemented, numbered items with lettered suffixes cancel correspondingly numbered items in the original Tariff in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.

Example: Item 440-A cancels Item 440, and Item 350-B cancels Item 350-A in a prior supplement, which in turn cancelled Item 350.

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**135**

**PREPAYMENT OF CHARGES**

Carload freight for delivery to a switching connection at Keokuk, IA whether for public track, team track, private or other siding when such connection performs the switching service only, will not be delivered to such connecting line until all charges assessed in accordance with tariffs, or other instruments are paid. If cars are held for payment of charges pending such delivery, they will be subject to car service and demurrage rules as published in tariffs, or other instruments, while so held.

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**140**

**SWITCHING OF CARS FOR WEIGHING ON KJRY SCALE**

When KJRY is requested to switch either a loaded or empty car to KJRY scale for weighing, switching/weighing charge of \$255.00 (I) will be assessed in each direction. This charge of \$255.00 (I) per car will be in addition to all other applicable charges, including line-haul or reciprocal switching charges, and will be billed to the party requesting the weighing service.

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**145**

**PACKAGE AND PACKAGING REQUIREMENTS**

Shipments of commodities for switching movement will not be accepted unless they comply with the package requirements published in the Governing Classification (see Item 20).

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**150**

**SUPPLEMENTS TO AND REISSUES OF TARIFFS**

Whenever reference is made herein to items, rules or any other publication, such reference is continuous and includes supplements to or successive issues of such items, rules and publications.

Wherever reference is made herein to any other publications, it is intended also to include supplements thereto and successive issues thereof.

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**SECTION 1**

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**RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS**

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**157 CHARGES FOR MOVING HEAVY LOADS, DIMENSIONAL/HI-WIDE LOADS, LOADS REQUIRING USE OF SPECIAL TYPE EQUIPMENT OR HEAVY CAPACITY EQUIPMENT, LOCOMOTIVES, PASSENGER CARS, OR CABOOSE CARS**

NO SWITCH RATES OR CHARGES as published anywhere in this tariff WILL APPLY to movements for any dimensional and/or heavy duty loads requiring use of special type equipment or Heavy Capacity Equipment, or to any movements of locomotives, passenger cars, or caboose cars.

Any dimensional shipment; or any shipment whose maximum gross weight on rail is in excess of 263,000#, and/or any shipment when loaded in or on any equipment other than "ordinary" equipment (Item 175) will require contacting the Keokuk Junction Railway Company marketing department for rates and consideration to move same.

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**175 USE OF SPECIAL EQUIPMENT IN CROSSTOWN SWITCHING MOVEMENTS**

Rates or charges published in this tariff, for application of Intra-Plant, Intra-Terminal, or Inter-Terminal switching service, apply to shipments which are both loaded and unloaded within the same switching district only when loaded in or on ordinary equipment. Ordinary equipment means:

(1) Box cars not exceeding 52' in length, inside measurements, but not including "XF" cars or box cars of any length which are cushioned underframe, insulated or equipped with any type of loading devices.

(2) Flat cars not exceeding 54' in length and having marked capacity not greater than 180,000 pounds; but not including flat cars of any length equipped with racks, frames, bulkheads, tie-down devices, hoods or other appurtenances extending above the deck of the car nor on special flat cars with mechanical designation "FD", "FG", "FW", "FM".

(3) Gondola cars having marked capacity not greater than 180,000 pounds, but not including gondola cars of any length equipped with covers, hoods, containers or cradle floors. On moves of ferrous scrap, this provision will not apply when gondola cars having marked capacity greater than 180,000 pounds, or gondola cars of any length equipped with covers, hoods, containers or cradle floors are furnished at carrier's convenience in lieu of ordinary gondola cars ordered by shipper.

(4) Open top hopper cars not exceeding 60' in length, inside measurement, or having marked capacity not exceeding 180,000 pounds, and gross weight on rail not exceeding 263,000 pounds.

(5) Covered hopper cars having marked capacity not exceeding 200,000 pounds, and gross weight on rail not exceeding 263,000#.

(6) Cars, other than described as ordinary equipment in Paragraphs (1) through (5) above, which are owned or leased by shipper or consignee and do not exceed gross weight on rail limit 263,000#.

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**SECTION 1**

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**RULES AND OTHER GOVERNING PROVISIONS  
GENERAL RULES AND REGULATIONS**

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**185**

**CHARGES ON OVERLOADED OR IMPROPERLY LOADED CARS**

When cars are discovered to be overloaded, or improperly loaded on the KJRY thereby necessitating transfer, trimming or reloading in the interest of safe transportation, shipper or owner will be notified and requested to advise disposition. See Paragraphs (1) and (2).

(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 or reloading, and shipper or owner will be required to transfer, trim or reload car to meet loading requirements for safe transportation. A charge of \$510.00(I) 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 or unloading is performed.

An overweight charge of \$510.00(I) per car will be assessed by KJRY should KJRY agree to move an overweight load (exceeds KJRY's 263,000# gross weight on rail), but n/e 270,000# maximum gross weight on rail. Cars overloaded or improperly loaded in excess of 270,000# gwr, will be moved ONLY at carrier's discretion, with charges for moving of the excess weight being determined and payment agreed upon prior to carrier moving at the time carrier agrees to move.

(2) When cars are discovered to be overloaded and/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 also be assessed.

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**190**

**PLACING KJRY OWNED/LEASED EMPTY EQUIPMENT**

KJRY reserves the right to place empty cars of KJRY ownership or lease at loading points on KJRY for outbound movement via connecting road-haul carrier. When request is made to place a car of other than KJRY ownership or lease, and KJRY states or notifies the party that KJRY has cars of similar type and condition in its yard available for loading, a charge of \$255.00 (I) per car will be assessed to move the empty car from connecting carrier to loading point on KJRY. When KJRY owned or leased cars of suitable type and condition are available for loading, acceptance of cars of other than KJRY ownership or lease, will be at the sole discretion and option of KJRY. The charge of \$255.00 (I) per car will be in addition to all other applicable charges, including reciprocal switching charges, published herein and will be billed to the party requesting empty car movement.

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**195**

**EMPTY CARS ORDERED BUT NOT LOADED**

On empty cars that are ordered for loading and the service of transporting from interchange, switching or placing has been performed and the car is not loaded but returned back empty, a switching charge of \$383.00 (I) per car will be assessed for this service and collected from the person, firm or corporation ordering such cars.

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**196**

**IMPROPER CARS FURNISHED FOR LOADING BY CONNECTING LINES**

When cars ordered by industries for loading are refused due to not being in proper condition to load, a charge of \$255.00 (I) per car will be assessed against the railroad furnishing the car.

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**SECTION 4**

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**INTRA-PLANT, INTRA-TERMINAL, INTER-TERMINAL, AND MISCELLANEOUS SWITCHING**

(For application See Item 10)  
(Charges in Dollars Per Car, Except as noted)

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**ITEM**

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**400**

**INTRA-PLANT SWITCHING**

An intra-plant switching charge of \$153.00 (I) per car will be assessed for the movement from one point to another point within the trackage limits of the same plant or industry.

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**410**

**INTRA-TERMINAL SWITCHING**

An intra-terminal switching charge of \$357.00 (I) per car will be assessed for the movement of any car, loaded or empty, between any industry track served or accessed by KJRY and/or any other track served or accessed by the KJRY within the terminal area of any single station. Charge will be assessed against the party requesting the car movement, whether industry or railroad. Does not apply on caboose cars, locomotives, passenger cars, or dimensional/hi-wide/hvy loads equipment.

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**420**

**INTER-TERMINAL SWITCHING**

(Rates are assessed per car)

<u>COMMODITY</u>	<u>APPLICATION</u>	<u>CHARGE</u>
All commodities	Where KJRY performs switching between any two lines at Keokuk, IA (does not apply on hazardous commodities or any dimensional/hi-wide/hvy wt traffic)	\$561.00(I)/car

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**MISCELLANEOUS SWITCHING CHARGES**

**TURNING OF CARS TO PERMIT LOADING OR UNLOADING**

**430**

Car will be placed at industry for loading/unloading the same way as received from the connecting carrier. When placement of a car at industry requires carrier, at request from industry, to turn and return the car to the same track for loading or unloading from opposite side or end of car, the charge of \$357.00 (I) will apply. This charge is in addition to any other applicable switch or line-haul charges and will be assessed to the industry requesting turn of the car, unless otherwise agreed.

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**455**

**SWITCHING OF CARS TO OR FROM REPAIR PLANTS OR TRACKS**

Except as otherwise specifically provided to the contrary, when cars are switched to or from repair plants or tracks account having been damaged in the process of loading or unloading, or for any reason, a charge of \$153.00 (I) per car, per movement will apply, WHEN n/e 5 miles; WHEN >5 Miles, a charge of \$255.00 (I) per car, per movement will apply. This charge is in addition to any other applicable switch or line-haul charges and will be assessed against the responsible party or party requesting such service.

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**NOTE: No charges of any connecting carrier are included in any above noted charges unless So specifically noted.**



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## EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

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ABBREVIATION AND/OR REFERENCE MARK	EXPLANATION
BNSF	Burlington Northern Santa Fe Railway
IA	Iowa
IL	Illinois
KJRY	Keokuk Junction Railway Company
LBS	Pounds
NSO	National Service Order
OPSL	Open & Prepay Station List
RER	Official Railway Equipment Register, The (R.E.R. Publishing Company, Agent)
RPS	Railroad Publication Services
UFC	Uniform Freight Classification (National Railroad Freight Committee, Agent)
WTL	Western Trunk Line
(I)	Increase
(R)	Reduction

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