

SUPPLEMENT
TO
FT TRRA 3023-H

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS



SUPPLEMENT 2 TO FREIGHT TARIFF TRRA 3023-H

(Supplement 2 cancels Supplement 1)
(Supplement 2 contains all changes)

NAMING RATES BETWEEN
ALL POINTS ON THIS COMPANY'S RAILS IN
ST. LOUIS AND ST. LOUIS COUNTY, MISSOURI

AND

EAST ST. LOUIS, BROOKLYN, GRANITE CITY, MADISON,
NATIONAL CITY, SAUGET AND VENICE, ILLINOIS

INCLUDING

RATES IN MISSOURI AND RATES IN ILLINOIS, RULES, ABSORPTIONS, DIVERSIONS,
AND OTHER TERMINAL CHARGES

APPLICABLE TO LOCAL TRAFFIC; ALSO TO THROUGH TRAFFIC AS SPECIFICALLY PROVIDED HEREIN

LOCAL FREIGHT TARIFF

Governed, except as otherwise provided herein, by Uniform Freight Classification 6000-series.

ISSUED: July 24, 2006

EFFECTIVE: August 15, 2006

ISSUED BY

Bill Broyles, President
Terminal Railroad Association of St. Louis
1000 St. Louis
Union Station
St. Louis, MO 63103

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

SUPPLEMENT 2 TO FREIGHT TARIFF TRRA 3023-H

PUBLIC TEAM TRACKS WITH LOCATION IN ST. LOUIS, MO		SECTION 2	
PUBLIC TEAM TRACKS	LOCATION	RULES AND TERMINAL CHARGES	
St. Louis, MO	Union Avenue (at Geraldine)	ITEM 11-A [NC]	
PUBLIC TEAM TRACKS WITH LOCATION IN MADISON, IL		SWITCHING LIMITS AT EAST ST. LOUIS, IL	
PUBLIC TEAM TRACKS	LOCATION	NAME OF ROAD	LIMITS
Madison, IL	Market Street	Alton & Southern Railway Corp.	Entire Line
SECTION 2		Burlington Northern & Santa Fe Railroad Corp.	Terminal only. No switching facilities.
RULES AND TERMINAL CHARGES		Canadian National/ Illinois Central Railroad	Tolson, IL to Granite City, IL, inclusive; East St. Louis to Sugar Loaf, IL, inclusive; Valley Junction, IL and southeast to Mile Post 6; East St. Louis, IL to Madison, IL, inclusive.
ITEM 9 [NC]	METHOD OF CANCELING ITEMS	CSX Transportation Corp.	Rose Lake Yard, East St. Louis to Washington Park, IL, inclusive.
As this tariff is supplemented, numbered items with lettered suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequences starting with A. Example: Item 60-A cancels Item 60 and Item 80-B cancels Item 80-A in a prior supplement, which in turn cancelled Item 80.		Gateway Eastern Railway Corp.	East St. Louis from Willows to Q Tower, Granite City, IL
ITEM 10 [NC]	METHOD OF DENOTING REISSUED MATTER IN SUPPLEMENTS	Kansas City Southern Railway Company	East St. Louis, Granite City, Madison, Sauget, Cahokia and Venice, IL
Matter brought forward without change from one supplement to another will be noted by reference mark [NC]. To determine the original effective date, consult the supplement in which the reissued matter first became effective.		Norfolk Southern Railway Corp.	Venice, Madison, National City, East St. Louis and Granite City, IL, extending on a point 200 feet north of the A.O. Smith switch on The Alton & Eastern Division, East St. Louis to and including Southern Railway Round House.
		Terminal Railroad Association of St. Louis	Entire Line.
		Union Pacific Railroad Corp.	East St. Louis to Granite City, Madison, IL and National Stock Yards, IL, inclusive. East St. Louis to Mitchell Yard, IL, inclusive. Valley Junction, IL on the north to Bixby, IL, inclusive, on the south, including Sugar Loaf, IL, on the east. Valley Junction, IL, yard limits only. Also Centreville, IL. East St. Louis, Granite City, Madison, Sauget, Cahokia and Venice, IL
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.			

SUPPLEMENT 2 TO FREIGHT TARIFF TRRA 3023-H

SECTION 2	SECTION 2
RULES AND TERMINAL CHARGES	RULES AND TERMINAL CHARGES
<p>ITEM 18-A</p> <p align="center">USE OF SPECIAL EQUIPMENT IN CROSS-TOWN SWITCHING MOVEMENTS</p> <p align="center">(Applicable only at points in Illinois)</p> <p>Rates or charges published in this tariff for application on intra-plant, intra-terminal or inter-terminal switching service apply to shipments which are both loaded and unloaded only when loaded in or on ordinary equipment. Ordinary equipment means:</p> <ol style="list-style-type: none"> Box cars not exceeding 52 feet in length, inside measurement, but not including box cars of any length which are cushioned underframe, insulated or equipped with any type of loading devices. Flat cars not exceeding 54 feet 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 type flat cars with mechanical designations "FD," "FG," "FW," and "FM" as listed under the heading of heavy capacity and special type flat cars in the Official Railway Equipment Register, RER 6412-Series or reissues. 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. Open to hopper cars not exceeding 60 feet in length, inside measurement, or having marked capacity not exceeding 180,000 pounds. Cars other than described as ordinary equipment in Paragraphs 1 to 4 above, owned or leased by shipper or consignee. <p>When shipments that are both loaded and unloaded are loaded in cars that are other than ordinary equipment, the rate or charge to apply will be the rate or charge published in this tariff for application to shipments loaded in ordinary equipment as described in Paragraphs 1 to 5 above (See Exceptions) plus [I]\$156.00 per car. The provisions of this paragraph will not apply to shipments of Coal, Coke (the direct product of Coal), or Iron Ore. On joint line movement, the foregoing charge will be assessed only once regardless of the number of carriers used and will be divided. \$75.00 for each carrier when two carriers are involved and \$50.00 per carrier when three carriers perform the switching service.</p> <p>EXCEPTION 1 - The provisions of this paragraph will not apply to a movement of a car from one location to another to complete loading for immediate outbound road-haul movement under a line haul rate or from one location to another to complete unloading of a car that has just terminated an inbound road-haul movement under a line-haul rate, provided billing covering the switching movement contains a notation by the shipper connecting the switch movement with the immediately prior or subsequent line-haul movement.</p> <p>EXCEPTION 2 - The provisions of this paragraph will not apply when ordinary equipment is ordered and other than ordinary equipment is furnished at carrier's convenience.</p>	<p>ITEM 19-B</p> <p>[I]</p> <p align="center">RULES AND CHARGES GOVERNING DIVERSION OF FREIGHT</p> <p align="center">DEFINITION OF THE TERM "DIVERSION"</p> <p>The term "diversion" means any order received by TRRA that requires:</p> <ol style="list-style-type: none"> A change in the billing/shipping document of a shipment, should bear separate notation stating where, when and date diversion was affected, or A change in the party responsible for payment of transportation charges (freight payer) of a shipment, or Stopping a car for the purpose of delivery or reforwarding. <p align="center">CONDITIONS</p> <ol style="list-style-type: none"> These provisions are applicable only to cars that are in TRRA's possession. Orders for diversions will only be accepted from: <ol style="list-style-type: none"> Consignor Consignee Freight Payer Another railroad participating in the line-haul movement Authorized representatives of the Consignor, Consignees or Freight payer, effected under these provisions. After a car has been received by the TRRA, diversion orders must be requested prior to car being: <ol style="list-style-type: none"> Interchanged for delivery to connecting railroad, or to a consignee located on TRRA Actually or Constructively placed by TRRA <p align="center">Actual Placement - Placement of a car in an accessible position for unloading, or at a point designated by the consignee. Constructive Placement - Notice to consignee that a car is available for placement, when a car cannot be actually placed because of any condition attributable to the consignee</p> That shipments have not broken bulk. Orders for diversion will not be accepted under these rules while an embargo is in force. Shipments made under authorized permits are not subject to this condition. On "Straight" consignments the original bill-of-lading should be surrendered or other proof of ownership established. Request for diversion must be made or confirmed in writing as follows: Customer Service Department 1201 McKinley Street Venice, IL 62090 Area Code (618) 451-8438 from 0730 to 1600 hours - Monday thru Friday (618) 451-8447 after 1600 hours Fax No. (618) 451-8439 or 8449 All charges will be billed by this carrier against the person or company who ordered the diversion. Order Notify Shipments: <ol style="list-style-type: none"> Diversion orders will not be accepted on "Order Notify" bill-of-lading consignments. <p align="center">EXCEPTIONS</p> <p>After placement, an order for delivery of the car to other than the billed consignee will be accepted by TRRA as follows:</p> <ol style="list-style-type: none"> If no additional movement of the car is required, subject to the charge for "all other diversions" - \$108.00 per car. If additional movement of the car to a location within the switching limits is required, it will be considered a new movement, subject to switching charges. See Items: 60-62-76-77-96-109. <p align="center">(Concluded on following page)</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SUPPLEMENT 2 TO FREIGHT TARIFF TRRA 3023-H

SECTION 2				SECTION 3	
RULES AND TERMINAL CHARGES				LOCAL LINE-HAUL RATES, TRANS-MISSISSIPPI RIVER	
<p>ITEM 57-A [I]</p> <p align="center">WEIGHING CHARGES</p> <p align="center">INDUSTRIAL WEIGHING</p> <p>Cars weighed in transit over consignee's or consignor's own private scales located within the plant or adjacent thereto on lead to plant - \$108.00 per car - per weighing. Terminal Railroad Association of St. Louis does not have a track scale and no longer holds itself out to perform weighing except as shown above.</p>				<p>ITEM 59-A [NC]</p> <p align="center">LOCAL LINE-HAUL TRANS-MISSISSIPPI RIVER RATE APPLICATION</p> <p>Unless otherwise noted in individual items, the rates quoted in this section will apply:</p> <ol style="list-style-type: none"> a) On traffic originated locally within the East St. Louis Switching District (see Item No. 11) and terminated locally within the St. Louis Switching District (see Item No. 12) or on traffic originated locally within St. Louis Switching District (Item No. 12) and terminated locally within the East St. Louis Switching District (see Item No. 11). b) On traffic from or to points beyond the East St. Louis and St. Louis Switching Districts when no through rail rates are in effect. c) Traffic billed locally to East St. Louis by connecting carriers east of the Mississippi River or billed locally to St. Louis by connecting carriers west of the Mississippi River and diverted to points within the switching limits of St. Louis or East St. Louis, as the case may be, connecting carrier not absorbing this railroad's charges, will be considered as local traffic and rates shown in this Section will apply. d) Rates in this Section will apply on traffic designated in paragraphs (a), (b) and (c) of this item between points and connections as shown below: 	
<p>ITEM 58-A [I]</p> <p align="center">TURNING CARS</p> <p>When cars not properly placarded as to which side or end is to be used for loading or unloading are tendered to the Terminal Railroad Association of St. Louis with subsequent request for turning of the car prior to placement, a charge of \$108.00 per car will be assessed for the service of turning.</p> <p>Cars not properly placarded as to which side or end is to be used for loading or unloading which are ordered turned after placement will be assessed the following charges:</p>					
CHARGE PER CAR (See Note)					
FROM	TO	If turning of the car requires handling of the car beyond the confines of the industry at which initially placed	If turning of the car does not require handling of the car beyond the confines of the industry at which initially placed	BETWEEN	AND
Industry, Team, Warehouse, Wharf or other track	Tracks within the same switching limits and return to same tracks	Intra-terminal switching charge	Intra-plant switching charge	St. Louis, St. Louis County, MO, as follows: Industries located on tracks of Terminal RR Association of St. Louis (For list of Industries, see Section No. 1 of Tariff)	East St. Louis, Brooklyn, Dupo, Granite City, Madison, National City, Sauget and Venice, IL, as follows: Yards and industries located on track of Terminal RR Association of St. Louis (For list of Industries, see Section No. 1 of Tariff)
				Also track connections with: Burlington Northern and Santa Fe Ry Co (West) Manufacturers' Ry Union Pacific RR (12th and 23rd Sts) Union Pacific RR (Chouteau Ave. Lesperance St.) Union Pacific RR(Lackland, MO) Norfolk Southern RR Co (North St. Louis)	Also track connections with: Alton & Southern Ry Co. Burlington Northern and Santa Fe Ry. Co. (East) CSX Transportation System Gateway Eastern Ry Co. Kansas City Southern Railway Company Canadian National / Illinois Central RR Union Pacific RR Norfolk Southern RR Co
<p>NOTE: If bill of lading carries notation that car has been placarded and placard has disappeared before placement, the charge named herein will not apply.</p>					
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.					

SUPPLEMENT 2 TO FREIGHT TARIFF TRRA 3023-H

SECTION 3	SECTION 3
LOCAL LINE-HAUL RATES, TRANS-MISSISSIPPI RIVER	LOCAL LINE-HAUL RATES, TRANS-MISSISSIPPI RIVER
<p>ITEM 60-B</p> <p align="center">LOCAL LINE-HAUL TRANS-MISSISSIPPI RIVER RATES</p> <p align="center">ALL FREIGHT</p> <p>Intermediate service, i.e., freight cars loaded or empty handled between connecting lines on opposite sides of the Mississippi River.....\$91.00 per car</p> <p>Freight handled between connecting lines on one side of the Mississippi River and Industries served by Terminal Railroad on the opposite side of the Mississippi River.....[I]\$343.00 per car</p> <p>Between industries served by Terminal Railroad on one side of the Mississippi River and industries served by Terminal Railroad on the opposite side of the Mississippi River.....[I]\$414.00 per car</p>	<p>ITEM 63-B</p> <p>[I]</p> <p align="center">ARTICULATED AND MULTIPLE UNIT TOFC, COFC, STACK PACKS, CONTAINER, HOPPER AND COVERED HOPPER CARS</p> <p>Articulated and Other Multiple Unit TOFC/COFC, Container, Stack Pack, Hopper, and Covered Hopper Cars, Loaded or Empty, Between Connecting Lines.....\$67.00 per unit for each unit of the Articulated or Multiple Unit Car</p> <p>When originating at or destined to an Industry served by the Terminal, add to the foregoing, an additional charge of \$95.00 per unit for each unit of the Articulated or Multiple Unit Car.</p>
<p>ITEM 61-A</p> <p>[I]</p> <p align="center">INSTRUMENTATION TEST CAR</p> <p>Self contained engineering research car equipped with devices capable of the measurement which is in transit in normal freight train service, of vibration, shock and other forces acting upon and affecting other cars in the train equipped to handle permanent performance data for the benefit of the operator and carrier will be handled by Terminal Railroad Association of St. Louis for the following charge:</p> <p>Between connecting lines - \$156.00 per car per move</p> <p>NOTE: These rates do not include the cost of running repairs nor any services such as storage, electricity, or water.</p>	<p>ITEM 64-A</p> <p>[I]</p> <p align="center">LOADING CHARGE FOR SPECIAL TYPE OF HEAVY CAPACITY FLAT CARS</p> <p>A charge of \$108.00 per shipment, in addition to the regular trans-river rates named herein will be made for each shipment both originating and terminating within the St. Louis - East St. Louis Switching Districts as named in this Tariff, for the movement of which this carrier is required to furnish flat cars bearing Mechanical Designation "FW" or "FWS" of any capacity and cars of Designation "FM" of 200,000 pounds and over nominal capacity; and a charge of \$401.00 per shipment on flat cars bearing Mechanical Designation "FD" or "FDS" as named in Rule 21 of the Official Railway Equipment Register, RER 6412-series and reissues thereof.</p>
<p>ITEM 62-B</p> <p align="center">EQUIPMENT FREIGHT AND PASSENGER</p> <p>Equipment, Passenger, Standard Gauge on Own Wheels, Viz: Caboose, Coaches, Sleepers, Diners, Baggage, Mail or Express Cars (See Note 1 of this Item).....[I]\$135.00 each</p> <p>Freight Cars, new repaired or other than new or repaired when not entitled to free movement and Idler Cars.....\$91.00 each (See Note 2 of this Item)</p> <p>Empty trailers-containers on flat cars/ unit, handled between connecting lines.....[I]\$57.00 per unit containing empty trailer containers</p> <p>Locomotives, with or without tender, Diesel Locomotives, Motor Cars, Subway Cars, per unit, not under own power.....[I]\$401.00 each</p> <p>Locomotives and Motor Cars, per unit, under own power.....[I]\$135.00 each (Plus Pilot Charge where applicable)</p> <p>Snow Plows, Steam Shovels, Derricks, Boom Cars and Cranes, [16] Scale Testing Cars and Sprayer Cars..... [I]\$401.00 each</p> <p>Equipment Cars, accompanying above or moving alone and Spreader Cars.....[I]\$95.00 each</p> <p>NOTE 1: When handled between lines, charges will be assessed against the delivering road in all cases.</p> <p>NOTE 2: Above rates will be assessed for each movement, except that no charge will be made for the return home of any empty freight car which has been handled in the opposite direction loaded, nor from the handling of an empty freight car for return loading, when handled between industries served by Terminal Railroad or when handled between industries served by Terminal Railroad and connecting lines. Regular Tariff rates apply to all other movements.</p> <p>NOTE 3: Charge will be assessed against the carrier delivering the flat car containing empty trailers-containers to TRRA.</p>	<p>ITEM 70-A</p> <p>[I]</p> <p align="center">SPECIAL TRAIN SERVICE</p> <p>Upon specific request of shipper, consignee or owner or when in the judgment of this carrier (see Note 1) special (not regular) train service is required for a particular movement, this carrier will provide such special (not regular) train service at a charge of \$1,924.00 for each special (not regular) train movement. (See Note 3)</p> <p>This Special Train Service charge will apply for each intra-terminal, inter-terminal or intermediate switch movement and will be in addition to all other tariff charges applicable to each car in the special train consist. (See Note 2).</p> <p>NOTE 1: Special (not regular) train service is defined as service accorded shipments which cannot be handled in regular train operations because of excess weight, height, width, length, or other transportation characteristics which in this carrier's judgment necessitates handling in a special train. Carriers will notify shipper, consignee, owner or railroad when special train service is required.</p> <p>NOTE 2: Not applicable on perishable freight as defined in National Perishable Freight Committee Perishable Protective Tariff PPT 619-series.</p> <p>NOTE 3: Applicable only to traffic originating on the rails of this carrier. When only dimensions of the lading is involved, such as width of 11'4" or wider, which requires that the car or cars be handled with adjacent tracks clear, shipper or consignees may elect to have the shipment incorporated with other such excess dimension cars, subject to delay. In such cases, the carrier will hold the car or cars at convenient location and incorporate such car or cars with other excessive dimension shipments and handle in a special "high and wide" train at carrier's convenience. A charge of \$333.00 per car, in addition to the regularly applicable tariff charge, in lieu of the Special Train Service Charge, will be assessed each such are in the "high and wide" train and in each case the shipper or consignee will be offered this optional service when special train service is required.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SUPPLEMENT 2 TO FREIGHT TARIFF TRRA 3023-H

SECTION 3	SECTION 4
LOCAL LINE-HAUL RATES, TRANS-MISSISSIPPI RIVER	LOCAL SWITCHING RATES IN MISSOURI
<p>ITEM 73-A [NC]</p> <p align="center">CROSSING CHARGES VIA MACARTHUR BRIDGE ADD TO ITEMS 60 THRU 72</p> <p>Loaded or empty freight car, per platform in articulated unit, load or empty between:</p> <p>North Approach and 12th St.....\$3.39 North Approach and Lesperance St.....\$3.51 Valley Jct and 12th St.....\$4.34 Valley Jct. and Lesperance St.....\$4.46 Alton Southern Yard and 12th St.....\$4.99 Alton Southern Yard and Lesperance St.....\$5.11</p>	<p>ITEM 77-B [I]</p> <p align="center">EQUIPMENT, FREIGHT AND PASSENGER</p> <p>Equipment, Passenger, Standard Gauge on Own Wheels, Viz: Caboose, Coaches, Sleepers, Diners, Baggage, Mail or Express Cars (See Note 1 of this Item).....\$135.00 each Freight Cars, new repaired or other than new or repaired when not entitled to free movement and Idler Cars.....\$95.00 each (See Note 2 of this Item) Empty trailers-containers on flat cars/ unit, handled between connecting lines.....\$57.00 per unit containing empty trailer containers Locomotives, with or without tender, Diesel Locomotives, Motor Cars, Subway Cars, per unit, not under own power.....\$333.00 each Locomotives and Motor Cars, per unit, under own power.....\$135.00 each (Plus Pilot Charge where applicable) Snow Plows, Steam Shovels, Derricks, Boom Cars and Cranes, [16] Scale Testing Cars and Sprayer Cars.....\$401.00 each Equipment Cars, accompanying above or moving alone and Spreader Cars.....\$95.00 each</p> <p>NOTE 1: When handled between lines, charges will be assessed against the delivering road in all cases. NOTE 2: Above rates will be assessed for each movement, except that no charge will be made for the return home of any empty freight car which has been handled in the opposite direction loaded, nor from the handling of an empty freight car for return loading, when handled between industries served by Terminal Railroad or when handled between industries served by Terminal Railroad and connecting lines. Regular Tariff rates apply to all other movements. NOTE 3: Charge will be assessed against the carrier delivering the flat car containing empty trailers-containers to TRRA</p>
SECTION 4	
LOCAL SWITCHING RATES IN MISSOURI	
<p>ITEM 75 [NC]</p> <p align="center">APPLICATION</p> <p>Rates in Section 4 apply to traffic having both origin and destination within the St. Louis Switching District, as herein defined by Item 12.</p>	
<p>ITEM 76-B</p> <p align="center">RATES BETWEEN POINTS IN ST. LOUIS AND ST. LOUIS COUNTY, MO</p> <p align="center">ALL FREIGHT</p> <p>Intermediate service, i.e., freight cars loaded or empty handled between connecting line railroads in St. Louis and St. Louis County, MO.....\$91.00 per car Freight handled between industries served by Terminal Railroad in St. Louis and St. Louis County, MO on the one hand and connecting line railroads in St. Louis and St. Louis County, MO on the other hand..... [I]\$414.00 per car Freight handled between industries served by Terminal Railroad in St. Louis and St. Louis County, MO..... [I]\$414.00 per car</p>	<p>ITEM 78-B [I]</p> <p align="center">ARTICULATED AND MULTIPLE UNIT TOFC, COFC, STACK PACKS, CONTAINER, HOPPER AND COVERED HOPPER CARS</p> <p>Articulated and Other Multiple Unit TOFC/COFC, Container, Stack Pack, Hopper, and Covered Hopper Cars, Loaded or Empty, Between Connecting Lines.....\$67.00 per unit for each unit of the Articulated or Multiple Unit Car When originating at or destined to an Industry served by the Terminal, add to the foregoing, and additional charge of \$95.00 Per Unit for each unit of the Articulated or Multiple Unit Car.</p>
	<p>ITEM 80 [I]</p> <p align="center">INSTRUMENTATION TEST CAR</p> <p>Self contained engineering research car equipped with devices capable of the measurement while car is in transit in normal freight train service, of vibration, shock and other forces acting upon and affecting other cars in the train and equipped to handle permanent performance data for the benefit of the operator and carrier will be handled by Terminal Railroad Association of St. Louis for the following charge:</p> <p>Between any connecting lines in St. Louis - \$156.00 per car per move</p> <p>NOTE: These rates do not include the cost of running repairs nor any services such as storage, electricity, or water.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

SUPPLEMENT 2 TO FREIGHT TARIFF TRRA 3023-H

SECTION 5	SECTION 5
LOCAL SWITCHING RATES IN ILLINOIS	LOCAL SWITCHING RATES IN ILLINOIS
<p>ITEM 96-B [I]</p> <p align="center">ALL FREIGHT</p> <p>Intermediate service, i.e., freight cars loaded or empty handled between connecting line railroads in IL.....\$95.00 per car Freight handled between industries served by Terminal Railroad in Illinois on the one hand and connecting line railroads in Illinois on the other.....\$343.00 per car Freight handled between industries served by Terminal Railroad in Illinois.....\$414.00 per car</p>	<p>ITEM 108-A [I]</p> <p align="center">SPECIAL TRAIN SERVICE</p> <p>Upon specific request of shipper, consignee or owner or when in the judgment of this carrier (see Note 1) special (not regular) train service is required for a particular movement, this carrier will provide such special (not regular) train service at a charge of \$1,924.00 for each special (not regular) train movement. (See Note 3)</p> <p>This Special Train Service charge will apply for each intra-terminal, inter-terminal or intermediate switch movement and will be in addition to all other tariff charges applicable to each car in the special train consist. (See Note 2).</p> <p>NOTE 1: Special (not regular) train service is defined as service accorded shipments which cannot be handled in regular train operations because of excess weight, height, width, length, or other transportation characteristics which in this carrier's judgment necessitates handling in a special train. Carrier will notify shipper, consignee, owner or railroad when special train service is required.</p> <p>NOTE 2: Not applicable on perishable freight as defined in National Perishable Freight Committee Perishable Protective Tariff PPT 691-series.</p> <p>NOTE 3: Applicable only to traffic originating on the rails of this carrier. When only dimensions of the lading is involved, such as width of 11'4" or wider, which requires that the car or cars be handled with adjacent tracks clear, shipper or consignee may elect to have the shipment incorporated with other such excess dimension cars, subject to delay. In such cases, the carrier will hold the car or cars at convenient location and incorporate such car or cars with other excessive dimension shipments and handle in a special "high and wide" train at carrier's convenience. A charge of \$333.00 per car, in addition to the regularly applicable tariff charge, in lieu of the Special Train Service Charge, will be assessed each such are in the "high and wide" train and in each case the shipper or consignee will be offered this optional service when special train service is required.</p>
<p>ITEM 97-B [I]</p> <p align="center">ARTICULATED AND MULTIPLE UNIT TOFC, COFC, STACK PACKS, CONTAINER, HOPPER AND COVERED HOPPER CARS</p> <p>Articulated and Other Multiple Unit TOFC/COFC, Container, Stack Pack, Hopper, and Covered Hopper Cars. Loaded or Empty, Between Connecting Lines.....\$67.00 per unit for each unit of the Articulated or Multiple Unit Car When originating at or destined to an Industry served by the Terminal, add to the foregoing, an additional charge of \$95.00 per unit for each unit of the Articulated or Multiple Unit Car.</p>	
<p>ITEM 100-A [I]</p> <p align="center">INSTRUMENTATION TEST CAR</p> <p>Self contained engineering research car equipped with devices capable of the measurement while car is in transit in normal freight train service, of vibration, shock and other forces acting upon and affecting other cars in the train and equipped to handle permanent performance data for the benefit of the operator and carrier will be handled by Terminal Railroad Association of St. Louis for the following charge:</p> <p>Between any connecting lines in St. Louis - \$156.00 per car per move</p> <p>NOTE: These rates do not include the cost of running repairs nor any services such as storage, electricity, or water.</p>	
<p>ITEM 102-A [I]</p> <p align="center">FREIGHT ALL KINDS, CARLOAD, AND EMPTY CARS</p> <p>Cars switched onto Industry Leased tracks on the Terminal Railroad Association and then ordered into the Industries Plant.....\$108.00</p>	
<p>ITEM 103-A [I]</p> <p align="center">INTRA-PLANT SWITCHING</p> <p>a) Loaded and empty freight cars switched from one point to another point in the same plant or industry \$108.00 per car. (When loaded cars originated or terminated by this carrier in the same plant or industry are routed via another terminal switching line to or from a point beyond the boundary of such plant or industry, the rates named in Item No. 96 will apply).</p> <p>b) No charge will be made on cars initially placed on plant lead or hold track, which are ordered placed for loading or unloading within 48 hours, exclusive of Saturdays, Sundays and holidays, or which are ordered placed on the next switch after initial placement on plant lead or hold tracks.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	