

**FT TRRA 3023-J**  
**(Cancels FT TRRA 3023-I)**

# **TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS**



## **FREIGHT TARIFF TRRA 3023-J** **(Cancels Freight Tariff TRRA 3023-I)**

**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: December 29, 2008**

**EFFECTIVE: February 1, 2009**

### **ISSUED BY**

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.)

**FREIGHT TARIFF TRRA 3023-J**

**SECTION 1  
LIST OF SWITCHES, INDUSTRIES AND PUBLIC DELIVERY YARDS**

**LIST OF INDUSTRIES**

NAME	LOCATION	CITY	STATE	ZIP CODE
A&K Railroad	Niedringhaus & Hwy 3	Granite City	IL	62040
ABB Power Transformer Co.	4350 Semple Avenue	St. Louis	MO	63120
ADM Milling Company	5020 Shreve Avenue	St. Louis	MO	63115
Afton Chemical	Monsanto Avenue	Sauget	IL	62201
Afton Trucking	420 Gimblin Street	St. Louis	MO	63147
Alberici Construction Co.	2150 Klenleh Avenue	St. Louis	MO	63121
American Colloid Co.	1601 Walnut	Granite City	IL	62040
<u>Amsted Rail</u>	1700 Walnut	Granite City	IL	62040
Amtrak	550 South 16th St.	St. Louis	MO	63103
B and L Drayage	725 East Carrie Avenue	St. Louis	MO	63147
Becker Iron & Metal	7620 N. Broadway	St. Louis	MO	63147
Beelman River Terminal	Foot of North Market St.	St. Louis	MO	63102
Bentonite Performance Minerals	#1 Bend Road	Brooklyn	IL	62059
Big River Zinc Corp.	Monsanto Avenue	Sauget	IL	62201
Bristol Meyers Squibb	7501 Page Avenue	St. Louis	MO	63133
Bulk Services East	1201 Front Street	East St. Louis	IL	62202
Bulk Service Tyler Street	#1 North Market	St. Louis	MO	63103
Cargill, Inc.	430 South Front St.	East St. Louis	IL	62201
Cash's Scrap Metal & Iron	24 Branch St.	St. Louis	MO	63147
CC Consultants	2001 Brady St.	East St. Louis	IL	62203
Clark Logistic Service	3901 Union Blvd.	St. Louis	MO	63115
Continental Cement Corp.	21 Brooklyn St.	St. Louis	MO	63102
Cor Pak Inc.	7526 North Broadway	St. Louis	MO	63147
Custom Steel Processing	1001 College Street, P.O. Box 39	Madison	IL	62060
Dial Corporation, The	6901 McKissock Avenue	St. Louis	MO	63147
Elementis Pigments, Inc.	2001 Lynch St.	East St. Louis	IL	62201
Environmental Quality Management	205 S. 17th St.	East St. Louis	IL	62207
E St. Louis Terminal Stge.	15th and Lincoln	East St. Louis	IL	62204
Feed Products South	7718 Big Bend Blvd	Brooklyn	IL	63102
Fenster Metals	635 Clarence Avenue	St. Louis	MO	63147
Gateway Sheets	5300 Bircher Blvd.	St. Louis	MO	63120
General Resource Technology	2978 Center Court	Egan	MN	55121
Granite City Engr. Depot	CMPSA Bldg. 203	Granite City	IL	62040
Granite City Pickling	1020 Niedringhaus	Granite City	IL	62040
Grossman Iron and Steel Co.	5 N. Market St.	St. Louis	MO	63102
Gunther Salt Co.	101 Buchanan St.	St. Louis	MO	63147
Hammerts Iron	5200 Shreve Avenue	St. Louis	MO	63115
Harcross Chemicals, Inc.	4330 Geraldine Avenue	St. Louis	MO	63115
Hilex Ploy	1780 Beltway Drive	Overland	MO	63114
Hill Thomas Lime and Cement	2100 St. Louis Avenue	East St. Louis	IL	62205
Hillsdale Bldg Material	2150 Kienlen Avenue	St. Louis	MO	63121
International Food Products	6504 Prescott Ave	St. Louis	MO	63147
Interstate Brands Corp.	6301 N Broadway	St. Louis	MO	63147
Industrial Warehouse Corp.	1100 Niedringhaus	Granite City	IL	62040
IMC Chemicals, Inc.	Car Works #7	Madison	IL	62060
Kiesel Company	19 Branch Street	St. Louis	MO	63147
Kisco Boiler and Engr. Co.	6300 St. Louis Avenue	St. Louis	MO	63121
Kessler Containers Ltd.	8544 Page Avenue	St. Louis	MO	63114
Kemira	100 East Bremon Ave.	St. Louis	MO	63147
Lange-Stegmann	#1 Angelica St.	St. Louis	MO	63147
Lange-Stegmann	#6 Madison St.	St. Louis	MO	63102
Lilley Warehousing, Inc.	1101 16th Street	Granite City	IL	62040
Luria Brothers	2520 East 23rd St.	Granite City	IL	62040
Madison Warehouse Corp, Bldg 17	4300 Planned Industrial Dr.	St. Louis	MO	63120
Madison Warehouse Corp, Bldg 36	4630 Goodfellow Blvd.	St. Louis	MO	63120
Malinckrodt, Inc.	3600 N. Second St.	St. Louis	MO	63147
Mattingly Lumber	410 E. Street	Granite City	IL	62040
Metalico	16th & Cleveland	Granite City	IL	62040
Millwood Supply	1000 Access Blvd	Madison	IL	62060

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

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**SECTION 1  
LIST OF SWITCHES, INDUSTRIES AND PUBLIC DELIVERY YARDS**

**LIST OF INDUSTRIES**

NAME	LOCATION	CITY	STATE	ZIP CODE
Morton International, Inc.	Hall & Dock Streets	St. Louis	MO	63147
P & E Inc.	5450 Brown Avenue	St. Louis	MO	63120
Phillip Metals, Inc.	3620 N. Hall Street	St. Louis	MO	63147
P.Q. Corporation	4238 Geraldine Avenue	St. Louis	MO	63115
Phillips Petroleum Co.	3300 Mississippi Avenue	Cahokia	IL	62206
Progress Rail Services	1900 Missouri Avenue	Granite City	IL	62040
Quality Rail Services	P. O. Box 128	Madison	IL	62060
Rail Car Solutions	376 Point of View Drive	Edwardsville	IL	62025
Rebar Specialists	6810 Prescott	St. Louis	MO	63115
Richards Brick Company	3816 Union Blvd.	St. Louis	MO	63115
Rimco	101 Bremen Avenue	St. Louis	MO	63147
Ryerson Steel	#5 Clinton Street	St. Louis	MO	63106
Shapiro Brothers	P. O. Box 759	Fetus	MO	63028
Shapiro Brothers	1801 Benton	Granite City	IL	62040
Siemens/Davis Process	100 State Street	Madison	IL	62060
Solutia, Inc.	500 Monsanto Avenue	Sauget	IL	62206
Slay Industries	25 Victor Street	St. Louis	MO	63104
Smurfit Recycling Co.	5505 Natural Br.	St. Louis	MO	63120
Spectrolite Consortium Inc.	College & Weaver	Madison	IL	62060
Spud Packers	4400 Geraldine Avenue	St. Louis	MO	63115
St. Louis Reload, Inc.	#9 Fox Industrial Park	Madison	IL	62060
State Street Warehouse & Transfer	1459 State Street	Granite City	IL	62040
Steelworks Corporation, The	1020 Niedringhaus	Granite City	IL	62040
Strategic Materials, Inc.	24 Branch Street	St. Louis	MO	63147
Transchemical, Inc.	419 East DeSoto	St. Louis	MO	63147
Trebla Chemical	8417 Chaplin Industrial Dr.	St. Louis	MO	63114
The Kiesel Co.	19 Branch Street	St. Louis	MO	63147
Union Electric Co.	Monsanto Avenue	Sauget	IL	62206
U. S. Steel	20th and State St.	Granite City	IL	62040
U. S. Steel Blast Furnace	20th and State St.	Granite City	IL	62040
U. S. Steel So Plant	1417 State St.	Granite City	IL	62040
Vertellus Specialities	Edwardsville Road	Granite City	IL	62040

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<b>PUBLIC TEAM TRACKS WITH LOCATION IN ST. LOUIS, MO</b>		<b>SECTION 2</b>	
<b>PUBLIC TEAM TRACKS</b>	<b>LOCATION</b>	<b>RULES AND TERMINAL CHARGES</b>	
St. Louis, MO	Union Avenue (at Geraldine)	ITEM 11	
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<b>PUBLIC TEAM TRACKS</b>	<b>LOCATION</b>	<b>NAME OF ROAD</b>	<b>LIMITS</b>
Madison, IL	Market Street	Alton & Southern Railway Corp.	Entire Line
<b>SECTION 2</b>		Burlington Northern & Santa Fe Railroad Corp.	Terminal only. No switching facilities.
<b>RULES AND TERMINAL CHARGES</b>		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	<b>METHOD OF CANCELING ITEMS</b>	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	<b>METHOD OF DENOTING REISSUED MATTER IN SUPPLEMENTS</b>	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.			

**FREIGHT TARIFF TRRA 3023-J**

SECTION 2		SECTION 2	
RULES AND TERMINAL CHARGES		RULES AND TERMINAL CHARGES	
ITEM 12		ITEM 17 [I]	
SWITCHING LIMITS AT ST. LOUIS, MO		USE OF SPECIAL EQUIPMENT IN CROSS-TOWN SWITCHING MOVEMENTS	
NAME OF ROAD	LIMITS	(Applicable only at points in Missouri)	
Burlington Northern & Santa Fe Railroad Co.	St. Louis, including line service the St. Louis Water Works, Chain of Rocks Plant, to Larimore, MO, inclusive. St. Louis, MO (Ewing Ave) to Valley Park, MO (Mile Post 18.9) and South on River Division to Lemay, MO (Mile Post 19.8), both inclusive.	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:	
Manufacturer's Railway Corp.	Entire Line.	1. 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.	
Norfolk Southern Railway Corp.	St. Louis through Baden, MO to foot of East approach of Missouri River Bridge (.4 mile west of Mile Post 21), inclusive.	2. 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 6414-Series or reissues.	
Terminal Railroad Association of St. Louis	Entire Line.	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.	
Union Pacific Railroad Corp.	Main Line West from St. Louis to Valley Park, MO.; Lake Line, to but not including, Matco, MO; Main Line South from St. Louis, MO; and including Jefferson Barracks, MO; all points on the Carondelet Line. Rock Island Junction to Vigus, MO, Inclusive except on Coal Rate District 28, Lackland to Olive Street Road.	4. Open to hopper cars not exceeding 60 feet in length, inside measurement, or having marked capacity not exceeding 180,000 pounds.	
		5. Cars other than described as ordinary equipment in Paragraphs 1 to 4 above, owned or leased by shipper or consignee.	
ITEM 13		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 \$164.00 per car. On joint line movement, the foregoing charge will be assessed only once regardless of the number of carriers used and will be divided. \$79.00 for each carrier when two carriers are involved and \$53.00 per carrier when three carriers perform the switching service.	
DEMURRAGE AND STORAGE RULES AND CHARGES		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.	
Freight transported under this tariff, in addition to rates named herein, will be subject to the current rules and charges named in Freight Tariff ASLG 6004-Series, supplements thereto or reissues thereof. (See Exceptions 1 & 2)		EXCEPTION 2 - The provisions of this paragraph will not apply to shipments of Coal, Coke (the direct product of Coal), or Iron Ore, or when special charges are in effect on heavy duty flat cars that bear mechanical designations "FG," "FW," "FM," or "FD."	
EXCEPTION 1 - Where switching service is performed on traffic moving under line-haul rates which are subject to special detention charges and rules, the charges provided in this tariff will be subject to the same detention charges and rules as applicable in connection with the line-haul rates, and provisions of Freight Tariff ASLG 6004-Series, will not apply.		EXCEPTION 3 - The provisions of this paragraph will not apply when ordinary equipment is ordered and other than ordinary equipment is furnished at carrier's convenience.	
EXCEPTION 2 - Loaded or empty private cars held on railroad tracks under constructive placement will be subject to demurrage charges as provided in Section 1 of Freight Tariff ASLG 6004-series after expiration of twenty-four (24) hours free time until such time car(s) is placed on private tracks, or orders are received whereby such car(s) is removed from railroad tracks. (Free time to be computed from the first 7:00 AM after constructive placement. For the purpose of computing free time, Saturday, Sundays and holidays (see Item 525-series, FT ASLG 6004) to be excluded.)			
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.			

**FREIGHT TARIFF TRRA 3023-J**

SECTION 2	SECTION 2
<b>RULES AND TERMINAL CHARGES</b>	<b>RULES AND TERMINAL CHARGES</b>
<p>ITEM 18 [I]</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"> <li>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.</li> <li>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 6414-Series or reissues.</li> <li>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.</li> <li>Open to hopper cars not exceeding 60 feet in length, inside measurement, or having marked capacity not exceeding 180,000 pounds.</li> <li>Cars other than described as ordinary equipment in Paragraphs 1 to 4 above, owned or leased by shipper or consignee.</li> </ol> <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 \$164.00 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. \$79.00 for each carrier when two carriers are involved and \$53.00 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 [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"> <li>A change in the billing/shipping document of a shipment, should bear separate notation stating where, when and date diversion was affected, or</li> <li>A change in the party responsible for payment of transportation charges (freight payer) of a shipment, or</li> <li>Stopping a car for the purpose of delivery or reforwarding.</li> </ol> <p align="center">CONDITIONS</p> <ol style="list-style-type: none"> <li>These provisions are applicable only to cars that are in TRRA's possession.</li> <li>Orders for diversions will only be accepted from: <ol style="list-style-type: none"> <li>Consignor</li> <li>Consignee</li> <li>Freight Payer</li> <li>Another railroad participating in the line-haul movement</li> <li>Authorized representatives of the Consignor, Consignees or Freight payer, effected under these provisions.</li> </ol> </li> <li>After a car has been received by the TRRA, diversion orders must be requested prior to car being: <ol style="list-style-type: none"> <li>Interchanged for delivery to connecting railroad, or to a consignee located on TRRA</li> <li>Actually or Constructively placed by TRRA</li> </ol> <p>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> </li> <li>That shipments have not broken bulk.</li> <li>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.</li> <li>On "Straight" consignments the original bill-of-lading should be surrendered or other proof of ownership established.</li> <li>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</li> <li>All charges will be billed by this carrier against the person or company who ordered the diversion.</li> <li>Order Notify Shipments: <ol style="list-style-type: none"> <li>Diversion orders will not be accepted on "Order Notify" bill-of-lading consignments.</li> </ol> </li> </ol> <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"> <li>If no additional movement of the car is required, subject to the charge for "all other diversions" - \$146.00 per car.</li> <li>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.</li> </ol> <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>	

**FREIGHT TARIFF TRRA 3023-J**

SECTION 2	SECTION 2
RULES AND TERMINAL CHARGES	RULES AND TERMINAL CHARGES
<p>ITEM 19 (Continued) [I]</p> <p align="center"><b>RULES AND CHARGES GOVERNING DIVERSION OF FREIGHT</b></p> <p align="center"><u>EXCEPTIONS-Continued</u></p> <p>3. If additional movement of the car to a location outside the switching limits is required, it will be considered a new movement subject to the line haul charges from the diversion location.</p> <p align="center"><u>BACK HAUL CHARGES</u></p> <p>A. <u>BEFORE PLACEMENT</u>: If a car is diverted on order placed with Customer Service Department before placement for unloading, the published local rates to cover this back-haul service in each direction, plus diversion charge of \$146.00 per car will be assessed.</p> <p>B. <u>AFTER PLACEMENT</u>: If a car has been placed for unloading at original billed destination and reforwarded without being unloaded, published local rates to and from point of diversion plus diversion charge of \$146.00 per car will be assessed. See NOTE 1. Where all charges have been paid to or at original destination, and delivery accepted and a new bill of lading (not and Exchange Bill of Lading) issued to a new destination on basis of local (not proportional, reshipping, or trans-shipping) rate from the forwarding point and without any carrier or agent of the carrier acting for the shipper, the transaction will not be considered as a diversion and no diversion charge will be assessed.</p> <p>(This note will not apply, viz.)            (1). Where less than the full combination of local rates upon the original destination is applied.            (2). Where all or any portion of the charges to the original destinations are collected at final destination.</p> <p>This must be construed as authorizing the application of intrastate rates (i.e.) rates applicable only on intrastate traffic) on any portion of an interstate movement.</p> <p align="center"><u>HOLDING IN TRANSIT CHARGES</u></p> <p>A. Prior to arrival of the car on TRRA:            1. Notice of arrival will be given to the party on whose order car is held.            2. The car will be held at a location on TRRA's tracks and will be subject to the diversion charge for "holding" for the holding privilege- \$117.00 per car.  <u>NOTE</u> - Above subject to applicable tariff charges.</p> <p>B. After arrival of the car on TRRA:            1. Notice of arrival will be given to the party on whose order the car is held.            2. The car will be held at a location on TRRA's tracks and will be subject to the diversion charge for "holding" for the holding privilege- \$117.00 per car            3. Following the initial holding of the car, it will then be subject to the diversion charge for "change in destination," if the car is ordered to the original billed destination or diverted to another destination- \$146.00 per car.            4. Additional movement of the car at the yard where car is held:            a. If any car is ordered to be moved to another location on the TRRA, it will be subject to the local switching charges. See Items 60-62-76-77-96-109            5. Cars to be completely unloaded at the billed destination on TRRA:            a. If the car is ordered to the original billed consignee for complete unloading, it will be subject to the diversion charge for "all other diversions"- \$146.00 per car            b. If the car is ordered for complete unloading at other than the billed consignee, it will be subject to the diversion charge for "change in consignee after arrival of car at destination"- \$146.00 per car.</p>	<p>ITEM 19 (Continued) [I]</p> <p align="center"><b>RULES AND CHARGES GOVERNING DIVERSION OF FREIGHT</b></p> <p align="center"><u>HOLDING IN TRANSIT CHARGES- Continued</u></p> <p>c. Any additional orders for movement of the car prior to an order for complete unloading will be subject to the local switching charges. See Items: 60-62-76-77-96-109.</p> <p>6. Cars diverted beyond TRRA:            a. If the car is diverted beyond the TRRA, it will be subject to the charge for "change in destination"- \$146.00 per car.  <u>NOTE</u>- Plus applicable tariff charges.</p> <p align="center"><u>CHANGING A DIVERSION ORDER</u></p> <p>A. Only one change in "destination" or "route" will be permitted by TRRA.            B. Requests to cancel a previous order to "change destination or route" will be subject to the diversion charge of \$146.00 per car.            C. Requests for changes (including cancellation) of a previous order, other than a change in "destination" or "route", will be subject to the diversion charge for "all other diversions"- \$146.00 per car.            D. If a car that is billed for "stopping-in-transit," is completely unloaded at the stop-off station, an industrial switch charge will be assessed.</p> <p align="center"><u>TRRA'S RESPONSIBILITY TO EFFECT DIVERSIONS</u></p> <p>A. TRRA will not assume any responsibility for effecting a diversion when a car has been classified into a train for its connecting carrier.            B. TRRA will not be responsible for executing a diversion order on a specified day or time of day.            C. TRRA will not be responsible for increased charges when the diversion cannot be accomplished at the desired location.</p> <p align="center"><u>DIVERSION CHARGES</u></p> <p>A. When the applicable diversion provisions have been met, the following diversion charges will apply:            1. On changes in the following:            Consignee after arrival of car at destination- \$146.00 per car            Destination- \$146.00 per car            Route- \$146.00 per car            2. Holding- \$117.00 per car            3. All other diversions- \$146.00 per car</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	



**FREIGHT TARIFF TRRA 3023-J**

SECTION 2	SECTION 2
<b>RULES AND TERMINAL CHARGES</b>	<b>RULES AND TERMINAL CHARGES</b>
<p>ITEM 20</p> <p align="center"><b>COLLECTION OF CHARGES AND ACCOMPLISHING SURRENDER OF BILL OF LADING</b></p> <p>RULE 1 – As connecting lines will not protect freight or other charges on cars billed for delivery from their tracks within the switching limits of East St. Louis (Items No. 11 and 12), this carrier reserves the right to hold such cars at any point on its rails subject to Demurrage and Storage Rules and Charges named in Freight Tariff ASLG 6004-series, supplements thereto and reissues thereof, until all charges, including Demurrage and Storage Charges, which may have accrued while cars were so held are paid.</p> <p>When cars are held under this rule, notice that cars so held, will be sent to the consignee.</p> <p>RULE 2 - In Trans-Mississippi River traffic, "Shipper's Order" cars will not be accepted from any connecting lines when for delivery on the tracks of connecting lines within the switching limits of East St. Louis or St. Louis (Items No. 11 and 12), unless prior arrangement has been made for the acceptance of car and protection of Bill of Lading by the line on whose rails car is to be delivered, except that shipments billed "in bond" will be accepted regardless of destination.</p> <p>RULE 3 - Traffic having both origin and destination within the switching limits of East St. Louis or St. Louis (Items No. 11 and 12) will not be accepted billed to "Shipper's Order."</p> <p>RULE 4 - On Switching Traffic loaded on or reconsigned from points on the rails of this carrier to point on connecting lines within the switching limits of East St. Louis or St. Louis (Items No. 11 and 12), all charges, including delivering lines switching and intermediate switching, if any, must be prepaid or authorized in full.</p> <p>RULE 5 - On Trans-Mississippi River traffic from connecting lines destined to points on connecting lines within the switching limits of East St. Louis or St. Louis (Items No. 11 and 12), the switching charges of delivering line and intermediate line, if any, must be authorized on the billing.</p> <p>RULE 6 - When for delivery on the rails of this Carrier:</p> <ol style="list-style-type: none"> <li>This carrier will not accept cars carrying freight or other charges or billed "Shipper's Order" when handled in switching service, i.e., when not handled across the Mississippi River by this carrier, except that cars billed "Shipper's Order" when "in bond" will be accepted.</li> <li>This carrier's switching charges must be prepaid in full on all "Switch Traffic" from connecting lines.</li> </ol>	<p>ITEM 27</p> <p align="center"><b>REGULATIONS GOVERNING EXPLOSIVES</b></p> <p>The transportation of explosives will be subject to regulations for the transportation of explosives published in Bureau of Explosives Tariff BOE 6000-series, and reissues.</p>
	<p>ITEM 34</p> <p align="center"><b>SHIPMENTS FOR EMBARGOED POINTS</b></p> <p>Billing or orders for the movement of shipments to embargoed points will not be accepted unless duly authorized permits have been secured by the shipper or the inbound carrier.</p>
	<p>ITEM 35</p> <p align="center"><b>BILLING</b></p> <ol style="list-style-type: none"> <li>All loaded cars must be accompanied by regular waybill showing consignor, point of origin, contents, weight, consignee and final destination.</li> <li>Empty cars must be accompanied by billing showing consignee, destination and order number unless enroute home under car service rules.</li> <li>Refrigerator or ventilated cars containing stoves, lining, racks and dunnage, returned to owner, must be regularly billed (See Item No. 54)</li> <li>Cars billed to one consignee in care of another party's switch will not be accepted by this carrier unless the owner or owners of the switch shall have advised us that permission to use the switch has been granted to consignee.</li> <li>Cars intended for stop-over on the rails of this carrier must be billed direct to the specific stop-over point; the route beyond this company's rails and the ultimate destination must be shown in bodies of waybills covering shipments of this nature.</li> <li>A car containing two or more less than carload consignments billed from or to an industry on this carrier's rails, must be billed by shippers directly to the agent of the road over which shipments are to be forwarded as "Merchandise," or specific commodity "For Distribution," or from the road direct to consignees, such as billing to show the total weight of all consignments in cars.</li> </ol>
	<p>ITEM 37</p> <p align="center"><b>DOUBLE LOADS</b></p> <p>Articles which require two or more cars for their transportation shall be charged at actual tariff rates per car. No charge for idlers supplied by railroads for their own protection because of shifted loads.</p>
<p>ITEM 23</p> <p align="center"><b>MARKED CAPACITIES, LENGTHS, DIMENSIONS AND CUBICAL CAPACITIES OF CARS</b></p> <p>Governed by the Official Railway Equipment Register RER 6414-Series, or reissues, for marked capacities, lengths, dimensions and cubical capacities of cars. Cars may not be loaded in excess of load limit. Bills of lading must be endorsed to show the load limit of the car used.</p>	<p>ITEM 39</p> <p align="center"><b>EMPTY CARS FOR LOADING</b></p> <p>All orders for empty cars required for loading must be placed with the Car Distribution Department, Venice, IL.</p>
<p>ITEM 25</p> <p align="center"><b>REGULATIONS GOVERNING DANGEROUS ARTICLES OTHER THAN EXPLOSIVES</b></p> <p>The transportation of dangerous articles, other than explosives, will be subject to Bureau of Explosives Tariff BOE 6000-Series, and reissues.</p>	<p>ITEM 40</p> <p align="center">[I]</p> <p align="center"><b>EMPTY CARS ORDERED FOR LOADING AND NOT USED</b></p> <p>When an empty car is ordered for loading and the service of switching or placing it has been performed and the car is not loaded, the charge of \$191.00 per car in addition to car demurrage will be collected from the person, firm or corporation ordering such car.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF TRRA 3023-J**

SECTION 2	SECTION 2
<b>RULES AND TERMINAL CHARGES</b>	<b>RULES AND TERMINAL CHARGES</b>
<p>ITEM 41</p> <p align="center"><b>EMPTY FREIGHT CARS</b></p> <p>No charge will be made for the return home of an empty freight car which has been handled in the opposite direction loaded, nor for the handling of an empty car for return loading, when handled to or from industries or public team tracks served by this railroad.</p> <p>If cars are handled empty in both directions, they will be charged at regular tariff rates as provided in Items 62, 77 and 109 or reissues thereof.</p> <ol style="list-style-type: none"> <li>New cars or newly acquired cars moved empty to home or loading point by the order of the owner must be billed at regular tariff rates.</li> <li>Private line cars moving to shops for repairs, or from such shops after having been repaired, will be charged for at tariff rates at the time movement is made.</li> </ol>	<p>ITEM 51</p> <p align="center"><b>LOADING AND UNLOADING FREIGHT</b></p> <p>All freight must be loaded by shipper and unloaded by consignee, and such as may require it, must be safely blocked or braced by shipper at their expense.</p>
<p>ITEM 42</p> <p align="center"><b>EMPTY CARS REJECTED BY AN INDUSTRY ACCOUNT UNFIT OR UNSUITABLE FOR LOADING</b></p> <p>Empty cars furnished to industries served by this carrier, on bona fide car orders, which are rejected by the industry account unfit or unsuitable for loading, will be returned to the line furnishing such car or cars and the applicable tariff charges named in Items 62, 77, and 109 for handling the empty car to the industry siding and from the industry siding to the furnishing carrier will be assessed against the line furnishing such unfit or unsuitable car or cars.</p>	<p>ITEM 52</p> <p align="center"><b>RATES TO OR FROM SWITCHES, INDUSTRIES AND DELIVERY POINTS NOT SPECIFIED</b></p> <p>Rates to or from industries, switches and delivery points not specified in the list of industries shown herein, but which are located within the switching limits of the Terminal Railroad Association of St. Louis as shown in Items 11 and 12 will be the same as those applying to or from the nearest point on the TRRA which is specified.</p>
<p>ITEM 44</p> <p align="center"><b>TANK CAR FREIGHT</b></p> <ol style="list-style-type: none"> <li>Rates or ratings provided for freight in tank cars do not obligate this carrier to clean or repair tank cars, all cleaning and repairs if necessary must be performed by and at the expense of shipper, lessee or owner.</li> <li>Before tank cars are loaded the shipper must examine the tanks and appurtenances to see that the outlet valves are in proper condition, outlet valves must be closed. Tanks with bottom discharge outlets must have outlet caps off during the entire time tanks are being loaded. When loading has been completed all closures of openings in tank cars and their protective housing must be properly secured in place by use of a bar, wrench or other suitable tool.</li> </ol>	<p>ITEM 53</p> <p align="center"><b>NON-LIABILITY FOR NATURAL SHRINKAGE AND DISCREPANCIES IN WEIGHTS ON GRAIN AND GRAIN PRODUCTS</b></p> <p>When carriers' liability for loss is established, there shall be deducted from the loss in weight on all grain, flaxseed, soybeans and screenings from grains, unground, one-eighth of one percent of the total weight of the contents of the car.</p>
<p>ITEM 50</p> <p>[I]</p> <p align="center"><b>INTERCHANGE ERROR MOVEMENTS</b></p> <p>Cars received by TRRA in error or without forwarding instructions from the delivering carrier will be handled in accordance with AAR Car Service Rule 7, subject to a switching charge of \$117.00 per car for returning car to delivering carrier or forwarding car to proper carrier within the same switching district. Charge for this service will be assessed against the delivering carrier.</p> <p>If cars are held by TRRA awaiting disposition or necessary data from delivering carrier, an additional charge of \$50.00 per car will be assessed against the delivering carrier for each day, or fraction thereof, car is held from the first 12:01 A.M. following notification that car is being held for disposition until disposition is furnished. This provision will not apply when forwarding instructions are awaited from shipper and car would be subject to demurrage charges.</p>	<p>ITEM 54</p> <p align="center"><b>STOVES, LINING, RACKS AND DUNNAGE</b></p> <p>Used in refrigerator or ventilator cars, when returned to the road or owner from which car is received, will be handled free on local traffic and also on through traffic when published tariffs of connecting lines authorize free handling over their rails. Such cars must be sealed and regularly billed.</p>
	<p>ITEM 55</p> <p align="center"><b>PERISHABLE FREIGHT - PROTECTIVE SERVICE</b></p> <p>The TRRA does not provide protective service. Perishable freight under protective service will be accepted with the understanding that protective service is not provided by the TRRA and the TRRA accepts no liability for any loss or damage resulting from failure of such protective service unless arrangements for such protective service is made in advance with the TRRA.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF TRRA 3023-J**

SECTION 2	SECTION 2
RULES AND TERMINAL CHARGES	RULES AND TERMINAL CHARGES
<p>ITEM 56</p> <p align="center"><b>RAIL SURVEILLANCE SERVICE</b></p> <p align="center"><u>DEFINITIONS AND SERVICE PROVIDED</u></p> <p>1.Rail Surveillance Service is defined as the observation and/or inspection of one or more conveyances (railcar(s), trailer(s), or container(s)) within one hour after it has stopped at any location for any reason, and conducting re-inspections at least once each hour, to the extent practicable, when the conveyance is not moving.</p> <p>2.Inspection is external only and for the purpose of assuring the integrity of the conveyance and such locks or seals as may be attached.</p> <p>3.When Rail Surveillance Service is requested on trailer or container-on flat car shipments, the rail carrier first receiving the shipment will sign for it on DD Form 1907, or comparable form (signature and tally record) and the rail carrier last releasing the trailer or container will release it on the same form. Rail Surveillance Service for trailer or container-on flat car shipments will apply only from rail ramp or terminal at origin to rail ramp or terminal at destination.</p> <p>4.Rail Surveillance Service requires immediate notification of consignee upon delivery.</p> <p align="center"><u>CERTIFICATION REQUIRED</u></p> <p>1.Rail Surveillance Service will only be furnished upon request of the shipper by annotation on the Bill of Lading reading: "Foreign military sales shipment Rail Surveillance Service requested in accordance with US Government requirement," as foreign military sales to foreign governments under the Arms Export Control Act of October 22, 1998, as amended, and only when advance notice is given to the origin carrier as to the date and route of the shipment. Carrier responsibility for surveillance will begin on physical receipt of car and will terminate with placement at destination.</p> <p align="center"><u>ARTICLES ON WHICH RAIL SURVEILLANCE SERVICE WILL APPLY</u></p> <p align="center"><b>PART A</b></p> <p>Demolition Kits, inert; Handguns; Launch Tube and Gripstock for Stinger Missile; Launch Tube, Sight Assembly and Gripstock for Hamlet and Redeye Missiles; Light Automatic Weapons up to and including .50 callibres; Mortar Tubes up to and including 4.2 inches; Optical Sight and Missile Guidance set for "Tow" missiles; Rifles, Recoiless, up to and including 106 mm Rocket Launchers; Shoulder-Fired Grenade Launchers; Shoulder-fired Weapons other than Grenade Launchers; Tracker for Dragon Missile.</p>	<p>ITEM 56 (Continued)</p> <p align="center"><b>RAIL SURVEILLANCE SERVICE</b></p> <p align="center"><u>ARTICLES ON WHICH RAIL SURVEILLANCE SERVICE WILL APPLY—Continued</u></p> <p align="center"><b>PART B</b></p> <p align="center">Explosive Class A and B viz:</p> <p>Ammunition for articles described in Part A of this Item except ammunition for hand guns, Light Automatic Weapons and Shoulder-fired Weapons other than Grenade Launchers, up to and including .50 calibre.</p> <p>Ammunition for Recoiless Rifles up to and including:</p> <p>106 mm Blasting Caps; Bulk Explosives Class A and B; Black Powder; Composition A, B and C Series; Explosive D; Initiating Explosives; Pentolite; Tetryl/Tetrylol; Trinitrotoluene (TNT); Solid Propellant; Demolition Kits containing Class A or B Explosives; Detanator Cord; Detonators; End Items of Conventional and Guided Missile Ammunition (Except Artillery Rounds, Bombs and Torpedos) which have an individual item (i.e. Unit of Issue) container or package weight of 60 pounds or less; Hand Grenades, White Phosphorus, Fragmentation or Concussion, Mines, Anti-Tank or Anti-Personnel; Missiles and Rockets weighing less than 60 pounds each; Supplemental Charges.</p> <p align="center"><b>PART C</b></p> <p align="center">Class C Explosives, viz:</p> <p>Ammunition for: Handguns, Light Automatic Weapons, Shoulder Fired Weapons other than Grenade Launchers, up to and including, .50 calibre; Bulk Explosives Class C; Demolition Kits with Explosive Class C components; Detonator Cord; Detonators.</p> <p align="center"><u>ALLOWANCE FOR SWITCHING LINES FOR RAIL SURVEILLANCE</u></p> <p>Switching lines performing intermediate service on cars requiring rail surveillance service to be allowed [I]\$112.00 per car to be absorbed on an equal basis by the inbound and outbound road haul carriers.</p> <p>On traffic originating or terminating at points in the Switching District, switching lines performing rail surveillance service will be allowed [I]\$112.00 per car, which will be absorbed by the inbound or outbound road haul carrier, as the case may be.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF TRRA 3023-J**

SECTION 2				SECTION 3											
<b>RULES AND TERMINAL CHARGES</b>				<b>LOCAL LINE-HAUL RATES, TRANS-MISSISSIPPI RIVER</b>											
ITEM 57 [I] <p align="center"><b>WEIGHING CHARGES</b></p> <p align="center"><b>INDUSTRIAL WEIGHING</b></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 - \$117.00 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>				ITEM 59 <p align="center"><b>LOCAL LINE-HAUL TRANS-MISSISSIPPI RIVER RATE APPLICATION</b></p> <p>Unless otherwise noted in individual items, the rates quoted in this section will apply:</p>											
ITEM 58 [I] <p align="center"><b>TURNING CARS</b></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 \$117.00 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> <p align="center"><b>CHARGE PER CAR (See Note)</b></p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:15%;">FROM</th> <th style="width:15%;">TO</th> <th style="width:20%;">If turning of the car requires handling of the car beyond the confines of the industry at which initially placed</th> <th style="width:20%;">If turning of the car does not require handling of the car beyond the confines of the industry at which initially placed</th> <th style="width:30%;"></th> </tr> </thead> <tbody> <tr> <td>Industry, Team, Warehouse, Wharf or other track</td> <td>Tracks within the same switching limits and return to same tracks</td> <td>Intra-terminal switching charge</td> <td>Intra-plant switching charge</td> <td></td> </tr> </tbody> </table>				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		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		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:	
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												
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												
				BETWEEN	AND										
				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)  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)	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: 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										
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.															
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.															

**FREIGHT TARIFF TRRA 3023-J**

SECTION 3	SECTION 3
<b>LOCAL LINE-HAUL RATES, TRANS-MISSISSIPPI RIVER</b>	<b>LOCAL LINE-HAUL RATES, TRANS-MISSISSIPPI RIVER</b>
<p>ITEM 60 [I]</p> <p align="center">LOCAL LINE-HAUL TRANS-MISSISSIPPI RIVER RATES ALL FREIGHT</p> <p>Intermediate service, i.e., freight cars loaded or empty handled between connecting lines on opposite sides of the Mississippi River.....\$99.00 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..... \$371.00 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.....\$447.00 per car</p>	<p>ITEM 63 [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.....\$72.00 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 \$107.00 Per Unit for each unit of the Articulated or Multiple Unit Car.</p>
<p>ITEM 61 [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 - \$169.00 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 [I]</p> <p align="center">LOADING CHARGE FOR SPECIAL TYPE OF HEAVY CAPACITY FLAT CARS</p> <p>A charge of \$117.00 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 \$434.00 per shipment on flat cars bearing Mechanical Designation "FD" or "FDS" as named in Rule 21 of the Official Railway Equipment Register, RER 6414-series and reissues thereof.</p>
<p>ITEM 62 [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)..... \$347.00 each</p> <p>Freight Cars, new repaired or other than new or repaired when not entitled to free movement and Idler Cars..... \$103.00 each (See Note 2 of this Item)</p> <p>Empty trailers-containers on flat cars/ unit, handled between connecting lines..... \$100.00 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..... \$434.00 each</p> <p>Locomotives and Motor Cars, per unit, under own power..... \$146.00 each (Plus Pilot Charge where applicable)</p> <p>Snow Plows, Steam Shovels, Derricks, Boom Cars and Cranes, [16] Scale Testing Cars and Sprayer Cars..... \$434.00 each</p> <p>Equipment Cars, accompanying above or moving alone and Spreader Cars..... \$103.00 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 [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 \$3,596.00 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.</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 \$434.00 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>	

**FREIGHT TARIFF TRRA 3023-J**

SECTION 3	SECTION 4
<b>LOCAL LINE-HAUL RATES, TRANS-MISSISSIPPI RIVER</b>	<b>LOCAL SWITCHING RATES IN MISSOURI</b>
<p>ITEM 73 [I]</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.....\$3.53            North Approach and Lesperance St.....\$3.65            Valley Jct and 12th St.....\$4.51            Valley Jct. and Lesperance St.....\$4.64            Alton Southern Yard and 12th St.....\$5.19            Alton Southern Yard and Lesperance St.....\$5.31</p>	<p>ITEM 77 [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)..... \$347.00 each            Freight Cars, new repaired or other than new or repaired when not entitled to free movement and Idler Cars..... \$103.00 each (See Note 2 of this Item)            Empty trailers-containers on flat cars/ unit, handled between connecting lines..... \$100.00 per unit containing empty trailer containers            Locomotives, with or without tender, Diesel Locomotives, Motor Cars, Subway Cars, per unit, not under own power..... \$434.00 each            Locomotives and Motor Cars, per unit, under own power..... \$146.00 each (Plus Pilot Charge where applicable)            Snow Plows, Steam Shovels, Derricks, Boom Cars and Cranes, [16] Scale Testing Cars and Sprayer Cars.....\$434.00 each            Equipment Cars, accompanying above or moving alone and Spreader Cars..... \$103.00 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>
<b>SECTION 4</b>	
<b>LOCAL SWITCHING RATES IN MISSOURI</b>	
<p>ITEM 75</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 [I]</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..... \$99.00 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..... \$447.00 per car            Freight handled between industries served by Terminal Railroad in St. Louis and St. Louis County, MO..... \$447.00 per car</p>	<p>ITEM 78 [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.....\$72.00 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 \$107.00 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 - \$169.00 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>	

**FREIGHT TARIFF TRRA 3023-J**

SECTION 4	SECTION 4
<b>LOCAL SWITCHING RATES IN MISSOURI</b>	<b>LOCAL SWITCHING RATES IN MISSOURI</b>
<p>ITEM 81 [I]</p> <p align="center"><b>INTRA-PLANT SWITCHING</b></p> <p>a) Loaded and empty freight cars switched from one point to another point in the same plant or industry \$117.00 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. 76 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>ITEM 92 [I]</p> <p align="center"><b>SPECIAL TRAIN SERVICE</b></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 \$3,596.00 for each special (not regular) train movement. (See Note 3)</p> <p>This Special Train Service charge 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.</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 \$434.00 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 86 [I]</p> <p align="center"><b>FREIGHT, ALL KINDS CARLOAD, AND EMPTY CARS</b></p> <p>Cars switched onto Industry Leased tracks on the Terminal Railroad Association and then ordered into the Industries Plant.....\$112.00</p> <p>(Provisions formerly shown herein and not brought forward are hereby cancelled.)</p>	
<p>ITEM 90 [I]</p> <p align="center"><b>LOADING CHARGE FOR SPECIAL TYPE OF HEAVY CAPACITY FLAT CARS</b></p> <p>A charge of \$117.00 per shipment, in addition to the regular switching rates named herein, will be made for each shipment both originating and terminating within the St. Louis Switching District 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 \$434.00 per shipment on flat cars bearing Mechanical Designation "FD" or "FDS" as named in Rule 21 of the Official Railway Equipment Register, RER 6414-series and reissues thereof.</p>	
	<b>SECTION 5</b>
	<b>LOCAL SWITCHING RATES IN ILLINOIS</b>
	<p>ITEM 95</p> <p align="center"><b>APPLICATION</b></p> <p>Rates in Section 5 apply to traffic having both origin and destination within the East St. Louis Switching District, as herein defined by Item 11.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF TRRA 3023-J**

SECTION 5	SECTION 5
<b>LOCAL SWITCHING RATES IN ILLINOIS</b>	<b>LOCAL SWITCHING RATES IN ILLINOIS</b>
<p>ITEM 96 [I]</p> <p align="center"><b>ALL FREIGHT</b></p> <p>Intermediate service, i.e., freight cars loaded or empty handled between connecting line railroads in IL..... \$99.00 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..... \$371.00 per car                      Freight handled between industries served by Terminal Railroad in Illinois..... \$447.00 per car</p>	<p>ITEM 108 [I]</p> <p align="center"><b>SPECIAL TRAIN SERVICE</b></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 \$3,596.00 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.</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 \$434.00 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 [I]</p> <p align="center"><b>ARTICULATED AND MULTIPLE UNIT TOFC, COFC, STACK PACKS, CONTAINER, HOPPER AND COVERED HOPPER CARS</b></p> <p>Articulated and Other Multiple Unit TOFC/COFC, Container, Stack Pack, Hopper, and Covered Hopper Cars. Loaded or Empty, Between Connecting Lines..... \$72.00 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 \$107.00 per unit for each unit of the Articulated or Multiple Unit Car.</p>	
<p>ITEM 100 [I]</p> <p align="center"><b>INSTRUMENTATION TEST CAR</b></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 - \$169.00 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 [I]</p> <p align="center"><b>FREIGHT ALL KINDS, CARLOAD, AND EMPTY CARS</b></p> <p>Cars switched onto Industry Leased tracks on the Terminal Railroad Association and then ordered into the Industries Plant.....\$117.00</p>	
<p>ITEM 103 [I]</p> <p align="center"><b>INTRA-PLANT SWITCHING</b></p> <p>a) Loaded and empty freight cars switched from one point to another point in the same plant or industry \$117.00 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>	



**FREIGHT TARIFF TRRA 3023-J**

<b>SECTION 5</b>	
<b>LOCAL SWITCHING RATES IN ILLINOIS</b>	
<p>ITEM 109 [I] 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)..... \$347.00 each Freight Cars, new repaired or other than new or repaired when not entitled to free movement and Idler Cars..... \$103.00 each (See Note 2 of this Item) Empty trailers-containers on flat cars/ unit, handled between connecting lines.....\$100.00 per unit containing empty trailer containers Locomotives, with or without tender, Diesel Locomotives, Motor Cars, Subway Cars, per unit, not under own power..... \$434.00 each Locomotives and Motor Cars, per unit, under own power..... \$146.00 each (Plus Pilot Charge where applicable) Snow Plows, Steam Shovels, Derricks, Boom Cars and Cranes [16] Scale Testing Cars and Sprayer Cars..... \$434.00 each Equipment Cars, accompanying above or moving alone and Spreader Cars..... \$103.00 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>	
<p>ITEM 116 [II] LOADING CHARGE FOR SPECIAL TYPE OF HEAVY CAPACITY FLAT CARS</p> <p>A charge of \$117.00 per shipment, in addition to the regular switching rates named herein will be made for each shipment, both originating and terminating within the East St. Louis Switching District 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 \$434.00 per shipment on flat cars bearing Mechanical Designation "FD" or "FDS" as named in Rule 21 of the Official Railway Equipment Register, RER 6414-series and reissues thereof.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF TRRA 3023-J**

EXPLANATION OF ABBREVIATIONS USED IN THIS TARIFF		EXPLANATION OF REFERENCE MARKS USED IN THIS TARIFF	
ABBREVIATIONS	EXPLANATION	REFERENCE MARKS	EXPLANATIONS
Ave. BOE Co. i.e. IL IL CC Inc. MO No. Nos. NSO PPT RER Ry St. St. L TOFC/COFC TRRA UFC Viz.	Avenue Bureau of Explosives Company That is Illinois Illinois Commerce Commission Incorporated Missouri Number Numbers National Service Order Perishable Protective Tariff Railway Equipment Register Railway Street St. Louis Trailer/Container on Flat Car Terminal Railroad Association of St. Louis Uniform Freight Classification Namely	[A] [C]  [R] [I] [16]	Denotes Addition Provisions formerly shown herein and not brought forward are hereby cancelled.  Denotes Reduction Denotes Increase Scale testing cars, scale testing equipment, test weights and testing apparatus of the Bureau of Standards, with authorized attendant, will be moved free when such movement is for the purpose of performing tests or calibrations at the request of representatives of the Bureau of Standards on presentation of authorized credentials.
		(Underscored portion denotes change/addition.)	