

SUPPLEMENT
TO
FT TRRA 8001-C

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS



SUPPLEMENT 1 TO FREIGHT TARIFF TRRA 8001-C

SHOWING
SWITCHING RATES

BETWEEN
RAILROADS, INDUSTRIES AND PUBLIC AND PRIVATE SWITCHES

IN
ST. LOUIS, MO SWITCHING DISTRICT

AND IN
EAST ST. LOUIS, GRANITE CITY, MADISON AND VENICE, IL SWITCHING DISTRICT
APPLICABLE ON TRAFFIC TO OR FROM POINTS BEYOND ST. LOUIS-EAST ST. LOUIS
SWITCHING LIMITS

ALSO ON
TRAFFIC MOVING THROUGH ST. LOUIS, MO OR EAST ST. LOUIS, IL

ST. LOUIS - EAST ST. LOUIS SWITCHING TARIFF

FOR INTRASTATE APPLICATION, SEE ITEM 245

ISSUED: January 12, 2006

EFFECTIVE: January 1, 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 1 TO TARIFF TRRA 8001-C

SECTION 1 SWITCHING RATES IN ST LOUIS, MO SWITCHING DISTRICT, SEE ITEM 345				SECTION 1 SWITCHING RATES IN ST LOUIS, MO SWITCHING DISTRICT, SEE ITEM 345																				
TERMINAL RAILROAD ASSOCIATION OF ST LOUIS TRRA				TERMINAL RAILROAD ASSOCIATION OF ST LOUIS TRRA																				
<p>ITEM 1630-A</p> <p align="center">GENERAL SWITCHING RATES BETWEEN INDUSTRIES AND CONNECTING LINES, AS SHOWN (Notes 1 & 2)</p> <p>All freight cars, loaded or empty, except as provided in Items 1635, 1640 and 1730 to 1760.</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="width:20%;">BETWEEN</th> <th rowspan="2" style="width:20%;">AND</th> <th colspan="2" style="text-align:center;">RATES PER CAR COLUMNS (ITEM 320)</th> </tr> <tr> <th style="width:10%;">A</th> <th style="width:10%;">B</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="vertical-align: top;">All connecting lines in MO as follows: BNSF MRS MOC NS UP</td> <td style="vertical-align: top;">All connecting lines in MO as shown herein</td> <td style="text-align:center;">\$ 91.00 [R]</td> <td style="text-align:center;">\$ 91.00 [R]</td> </tr> <tr> <td style="vertical-align: top;">Industries located in Rate District 31</td> <td style="text-align:center;">\$100.00 [R] (see Note 3)</td> <td style="text-align:center;">\$100.00 [R] (see Note 3)</td> </tr> <tr> <td></td> <td style="vertical-align: top;">Industries located in Rate District 31</td> <td style="text-align:center;">\$330.00</td> <td style="text-align:center;">\$330.00</td> </tr> </tbody> </table> <p>Note 1 - A car containing two or more LCL consignments billed from or to an industry on these companies rails, must be billed by shipper direct to the agent of the road over which the shipments are to be forwarded, as merchandise or specific commodity for distribution, or from the road direct to consignees; such billing to show total weight of all consignments in the car.</p> <p>Note 2 - Above rates on idlers will apply.</p> <p>Note 3 - Applies only in connection with UP at Lackland, MO and MOC at Overland, MO.</p>				BETWEEN	AND	RATES PER CAR COLUMNS (ITEM 320)		A	B	All connecting lines in MO as follows: BNSF MRS MOC NS UP	All connecting lines in MO as shown herein	\$ 91.00 [R]	\$ 91.00 [R]	Industries located in Rate District 31	\$100.00 [R] (see Note 3)	\$100.00 [R] (see Note 3)		Industries located in Rate District 31	\$330.00	\$330.00	<p>ITEM 1640 [NC]</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 \$ 1,850.00 for each special (not regular) train movement. (See Note 2)</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.</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 - Applicable only to traffic originating on the rails of this carrier. When only dimensions of the lading is involved, 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 carriers convenience. A charge of \$275.00 per car, in addition to the regularly applicable tariff charge, in lieu of the special train service charge, will be assessed each such car 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>			
BETWEEN	AND	RATES PER CAR COLUMNS (ITEM 320)																						
		A	B																					
All connecting lines in MO as follows: BNSF MRS MOC NS UP	All connecting lines in MO as shown herein	\$ 91.00 [R]	\$ 91.00 [R]																					
	Industries located in Rate District 31	\$100.00 [R] (see Note 3)	\$100.00 [R] (see Note 3)																					
	Industries located in Rate District 31	\$330.00	\$330.00																					
<p>ITEM 1635 [NC]</p> <p>Multiple car consignments of soybeans and grain (wheat, corn, rye, oats, milo), grain sorghums and grain products.</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="width:20%;">BETWEEN</th> <th rowspan="2" style="width:20%;">AND</th> <th colspan="2" style="text-align:center;">RATES PER CAR COLUMNS (ITEMS 320)</th> </tr> <tr> <th style="width:10%;">A</th> <th style="width:10%;">B</th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;">All connecting lines in MO as follows: BNSF MOC MRS NS UP</td> <td style="vertical-align: top;">Industries located in Rate District 31.</td> <td style="text-align:center;">\$183.00</td> <td style="text-align:center;">\$ 183.00</td> </tr> </tbody> </table>				BETWEEN	AND	RATES PER CAR COLUMNS (ITEMS 320)		A	B	All connecting lines in MO as follows: BNSF MOC MRS NS UP	Industries located in Rate District 31.	\$183.00	\$ 183.00	<p>ITEM 1725 [NC]</p> <p align="center">ARTICULATED CARS AND MULTIPLE UNIT FLAT CARS, HOPPER AND COVERED HOPPER CARS</p> <p>Articulated and other multiple unit hopper and covered hopper cars, loaded or empty, between connecting lines, \$64.00 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 TRRA, add to the foregoing, an additional charge of \$95.00 per unit for each unit of the articulated or multiple unit car.</p>										
BETWEEN	AND	RATES PER CAR COLUMNS (ITEMS 320)																						
		A	B																					
All connecting lines in MO as follows: BNSF MOC MRS NS UP	Industries located in Rate District 31.	\$183.00	\$ 183.00																					

SUPPLEMENT 1 TO TARIFF TRRA 8001-C

SECTION 1 SWITCHING RATES IN ST LOUIS, MO SWITCHING DISTRICT, SEE ITEM 345				SECTION 1 SWITCHING RATES IN ST LOUIS, MO SWITCHING DISTRICT, SEE ITEM 345			
TERMINAL RAILROAD ASSOCIATION OF ST LOUIS TRRA				TERMINAL RAILROAD ASSOCIATION OF ST LOUIS TRRA			
ITEM 1730 [NC] EQUIPMENT, PASSENGER BAGGAGE, COACHES, DINERS, EXPRESS MAIL, SLEEPERS, COMBINATION CARS, CABOOSES AND STANDARD GAUGE, ON OWN WHEELS				ITEM 1760-A EQUIPMENT, FREIGHT RATES PER CAR FOR EACH MOVEMENT (Note 2) PART A			
		SWITCHING RATES PER CAR		SWITCHING RATES PER CAR COLUMNS (Item 320)		SWITCHING RATES PER CAR	
		COLUMNS (Item 320)				COLUMNS (Item 320)	
		A	B			A	B
Between all industries located in Rate District 31 and connecting lines in MO, as shown in item 1630 (Notes 1 and 2)		\$330.00	\$330.00	Freight cars, empty, new or repaired		\$91.00 [R]	\$91.00 [R]
Between connecting lines in MO shown in item 1630 (Notes 1 and 2)		\$130.00	\$130.00	Freight cars, empty, other than new or repaired, when not entitled to free movement (Note 1)		\$91.00 [R]	\$91.00 [R]
NOTE 1. When handled between lines, charges will be assessed against the delivery road in all cases. NOTE 2. The above rates do not include the cost of running repairs necessary to the safe movement of equipment on own wheels.				Privately owned cars not entitled to free movement and cars for destruction		\$91.00 [R]	\$91.00 [R]
ITEM 1740 [NC] Locomotives, per unit, motor cars, snow plows, steam shovels derricks, crane cars, scale testing cars. [3]				Locomotives and motor cars, under own power (Plus pilot charge where applicable)		\$130.00	\$130.00
BETWEEN		AND		SWITCHING RATES PER CAR		SWITCHING RATES PER CAR	
		COLUMNS (Item 320)		COLUMNS (Item 320)		COLUMNS (Item 320)	
		A	B			A	B
All connecting lines in MO	All connecting lines in MO	\$130.00	\$130.00	Locomotives and motor cars, under own power (Plus pilot charge where applicable)		\$130.00	\$130.00
				Locomotives and motor cars, not under own power		\$130.00	\$130.00
				Snow plows, steam shovels, derricks, crane, scale testing cars and boom and sprayer cars		\$386.00	\$386.00
				Snow plows, steam shovels, derricks, crane, scale testing cars and boom and sprayer cars		\$130.00	\$130.00
NOTE 1 - These rates will be assessed for each movement, except that 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 handling of an empty car for return loading when handled to or from industries served by TRRA. NOTE 2. -These rates do not include the cost of running repairs necessary to the safe movement of equipment on own wheels.				EQUIPMENT, FREIGHT RATES PER CAR FOR EACH MOVEMENT (Note 2) PART B			
Between All Connecting Lines in MO, as shown in Item 1630				SWITCHING RATES PER CAR		SWITCHING RATES PER CAR	
		COLUMNS (Item 320)		COLUMNS (Item 320)		COLUMNS (Item 320)	
		A	B			A	B

SUPPLEMENT 1 TO TARIFF TRRA 8001-C

SECTION 2 SWITCHING RATES IN EAST ST LOUIS, IL SWITCHING DISTRICT, SEE ITEM 340				SECTION 2 SWITCHING RATES IN EAST ST LOUIS, IL SWITCHING DISTRICT, SEE ITEM 340			
TERMINAL RAILROAD ASSOCIATION OF ST LOUIS TRRA				TERMINAL RAILROAD ASSOCIATION OF ST LOUIS TRRA			
ITEM 2020-A GENERAL SWITCHING RATES BETWEEN INDUSTRIES AND CONNECTING LINES AS SHOWN (See Notes 1 and 2) All freight cars, loaded or empty, except as provided in items 2025 to 2035 and 2040.				ITEM 2030-A EQUIPMENT, FREIGHT RATES PER CAR FOR EACH MOVEMENT (Note 2) PART A			
BETWEEN	AND	SWITCHING RATES PER CAR		SWITCHING RATES PER CAR			
		COLUMNS (Item 325)		COLUMNS (Item 325)			
		A	B	A	B		
All Connecting Lines in IL as follows: ALS CN BNSF NS CSXT UP KCS	All Connecting Lines in IL as shown herein.	\$91.00 [R]	\$91.00 [R]	Freight cars, empty, new or repaired	\$91.00 [R]	\$91.00 [R]	
	Industries located in Rate District 61	\$330.00	\$330.00	Freight cars, empty, other than new or repaired, when not entitled to free movement (Note 1)	\$91.00 [R]	\$91.00 [R]	
NOTE 1 - A car containing two or more LCL consignments billed from or to an industry on these companies' rails, must be billed by shipper direct to the agent of the road over which the shipments are to be forwarded, as merchandise or specific commodity for distribution, or from the road direct to consignees, such billing to show total weight of all consignments in the car.				Privately owned cars not entitled to free movement and cars for destruction			
NOTE 2 - Above rates on idlers will apply.				Locomotives and motor cars, under own power (Plus pilot charge where applicable)			
ITEM 2025 [NC] EQUIPMENT, PASSENGER BAGGAGE, COACHES, DINERS, EXPRESS MAIL, SLEEPERS, COMBINATION CARS, CABOOSES AND STANDARD GAUGE, ON OWN WHEELS				Locomotives and motor cars, not under own power			
				Snow plows, steam shovels, derricks, crane, scale testing cars and boom and sprayer cars			
				EQUIPMENT, FREIGHT RATES PER CAR FOR EACH MOVEMENT (Note 2) PART B			
				SWITCHING RATES PER CAR		SWITCHING RATES PER CAR	
				COLUMNS (Item 325)		COLUMNS (Item 325)	
				A	B	A	B
Between all industries located in Rate District 61 and connecting lines in IL, as shown in Item 2020 (Notes 1 and 2)				\$330.00	\$330.00	Between all connecting lines in IL as shown in Item 2020	
Between connecting lines in IL as shown in Item 2020 (Notes 1 and 2)				\$ 130.00	\$130.00	Locomotives and motor cars, under own power (Plus pilot charge where applicable)	\$130.00 \$130.00
NOTE 1 - When handled between lines, charges will be assessed against the delivery road in all cases.				Locomotives and motor cars, not under own power			
NOTE 2 - The above rates do not include the cost of running repairs necessary to the safe movement of equipment on own wheels.				Snow plows, steam shovels, derricks, crane, scale testing cars and boom and sprayer cars			
				NOTE 1 - These rates will be assessed for each movement, except that 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 handling of an empty car for return loading when handled to or from industries served by TRRA.			
				NOTE 2 - These rates do not include the cost of running repairs necessary to the safe movement of equipment on own wheels.			