

FT TZPR 8041-B
(Cancels FT TZPR 8041-A)

TAZEWELL & PEORIA RAILROAD INC.

FREIGHT TARIFF TZPR 8041-B (Cancels Freight Tariff TZPR 8041-A)

CHARGES, RULES AND REGULATIONS
GOVERNING
SWITCHING
FROM, TO AND WITHIN
THE
PEORIA, IL SWITCHING DISTRICT
FOR ACCOUNT
TAZEWELL & PEORIA RAILROAD INC.

TZPR PEORIA, IL SWITCHING TARIFF

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular items.

ISSUED: November 27, 2006

EFFECTIVE: January 1, 2007

ISSUED BY:

M. L. Vetter
Chief Marketing & Customer Service Officer
Illinois & Midland Railroad, Inc.
Tazewell & Peoria Railroad, Inc.
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(The provisions published herein, if effective, will not result in an effect on the quality of the human environment.)

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RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS	
ITEM 10 REFERENCES TO TARIFFS, ITEMS, NOTES, RULES, ETC. Where reference is made in this tariff to tariffs or other instruments, items, notes, rules, etc., such references are continuous and include supplements to successive issues of such tariffs or other instruments and reissues of such items, notes, rules, etc.	
ITEM 20 METHOD OF CANCELING ITEMS As this tariff is supplemented, numbered items with letter suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A. Example: Item 445-A cancels Item 445, and Item 365-B cancels 365-A in a prior supplement, which in turn cancelled Item 365.	ITEM 110 CHARGES - PREPAYMENT OF CL freight for delivery to a switching connection at destination, whether for public track, team track, private or other siding, when such connection performs a switching service only, will not be delivered to such connecting line until all charges assessed in accordance with published tariffs or other instrument is paid. If cars are held for payment of charges, pending such delivery, they will be subject to car service and demurrage rules as published in tariffs or other instruments while so held.
ITEM 30 SUPPLEMENTS AND REISSUES When reference is made in this tariff, or supplements, to other publications for rates or other information, it includes "Supplements thereto or successive issues thereof". Where reference is made in this tariff to items, it includes "reissues" of such items.	ITEM 120 IDLER OR TRAILER CARS Idler or trailer cars will be subject to the same charges, rules and regulations as applied to loaded cars.
	ITEM 130 INTER-TERMINAL OR INTRA-TERMINAL MOVEMENTS, PACKING REQUIREMENTS OF Non-acceptance of shipments which do not comply with package requirements contained in UFC. Shipments of commodities, either for inter-terminal or intra-terminal movements, will not be accepted unless said shipments comply with package requirements of the UFC.
	ITEM 140 PEORIA, IL SWITCHING DISTRICT, DESCRIPTION OF Wherever reference is made in this tariff or other instruments to the Peoria, IL Switching District, same includes all industries and team tracks named in Item 200, located in the following territory: PEORIA SWITCHING DISTRICT including part of Peoria, Bartonville, East Peoria and Pekin: on the west side of the Illinois River: bounded on the north by IL Route 6, on the south by IL Route 9, on the west by the BNSF (former BN) and UP yard limits and on the east by the Illinois River. on the east side of the Illinois River: bounded on the north by the TPW yard limits, on the south by the CN (former IC) and IMRR yard limits, on the west by the Illinois River and on the east by IL Route 29.

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TERMINAL SWITCHING RATES (INDUSTRIES)	INTRA-TERMINAL SWITCHING RATES
<p>ITEM 200 [I]</p> <p>TERMINAL SWITCHING RATES</p> <p>A. APPLICATION: Terminal switching charges will be assessed to the delivering carrier for the movement of cars <u>or locomotives</u> originating at points outside the Peoria, IL Switching District destined to points within said district. Terminal switching charges will be assessed to the receiving carrier for the movement of cars <u>or locomotives</u> originating at points within the Peoria Switching District destined to points outside said district.</p> <p>B. RATES AND CHARGES: Terminal switching charges, unless otherwise specified, cover the handling of loaded cars in one direction and empty the other. If the cars are loaded in both directions, charges will be assessed for each loaded movement. For any other movement of empty cars, the charge will be the same as applied to a loaded car. Terminal switching charges for locomotives will be assessed for each movement. The terminal switching charges are as follows:</p> <ol style="list-style-type: none"> 1. Loaded cars: \$369.00 per car 2. Scale test cars \$373.00 (such charge will be assessed per occurrence and/or location against each industry requiring scale testing) 3. A rate of \$152.00 per car applies to multiple car whole grain shipments received from delivering carrier by TZPR as one solid block destined to TZPR served industries. 4. TZPR owned locomotives leased to an industry: \$212.00 per locomotive (charged in both directions) 5. A rate of \$152.00 per car applies to multiple car shipments of potash received from delivering carrier by TZPR as one solid block destined to TZPR served industries. 6. A rate of \$351.00 per car applies to inbound shipments of scrap iron or steel destined to TZPR served industries. 7. Locomotives: \$469.00 per unit[A] 	<p>ITEM 300 [I]</p> <p>INTRA-TERMINAL SWITCHING RATES</p> <p>A. APPLICATION: The term intra-terminal switching is defined as the movement of a car in switching service between industries with individual or private side tracks; between such industries and team tracks or between team tracks as shown in this tariff, the movement of which is entirely within the Peoria, IL Switching District as defined in Item 140.</p> <p>B. RATES AND CHARGES: The TZPR will perform intra-terminal switching service at a rate of \$369.00 per car; \$469.00 per locomotive. Such charges will be applied to loaded cars and will cover the empty reverse route movement; and to empty cars if there is not a corresponding loaded move.</p> <p>C. RESPONSIBILITY FOR CHARGES: Except as otherwise provided, the shipper will be responsible for payment of the charges named in this item.</p>
	<p>INTERMEDIATE SWITCHING RATES</p>
<p>C. LIST OF TZPR INDUSTRIES WITHIN THE PEORIA SWITCHING DISTRICT THAT APPLY TO THIS ITEM:</p> <p>AGRI - Bunge [A] Alter Recycling Company American Allied Freight Car Co., Inc. Archer Daniels Midland Company Archer Daniels Midland/Gromark Aventine Renewable Energy Behr, Peoria BOC Gases Carver Lumber [A] Caterpillar, Inc. Central Illinois Freight Handling Corp. ConAgra Keystone Steel and Wire Company Koch Nitrogen Komatsu Mining Systems, Inc. LS Lumber [A] McFarland Cascade MGP Ingredients of Illinois A. Miller and Company Mosaic Peoria Barge terminal Peoria Brick and Tile Peoria River Terminal PMP Fermentation [A] Praxair R. A. Cullinan & Son, Inc. Tazewell & Peoria Railroad Inc. Team Tracks Miscellaneous, Platforms, Storage Yards Terra Nitrogen Tomen Grain Company UAP Fertilizer</p>	<p>ITEM 400 [I]</p> <p>INTERMEDIATE SWITCHING RATES</p> <p>Between connections within or passing through the Peoria Switching District, a rate of \$95.00 per car (loads and/or empties); \$187.00 per locomotive applies. Such charge will be assessed against the delivering carrier.</p>
	<p>INTRA-PLANT SWITCHING RATES</p> <p>ITEM 500 [I]</p> <p>INTRA-PLANT SWITCHING RATES</p> <p>A charge of \$212.00 per car will be assessed for each movement of cars which have been placed for loading or unloading and subsequently switched at the request of the shipper, consignee or railroad from one location to another location on the same track within an industry or from one track within an industry to another track within the same industry. A charge of \$425.00 per locomotive will be assessed for each movement of locomotives (company owned or leased) switched at the request of the company from one location to another location on the same track within an industry or from one track within an industry to another track within the same industry. Such charges will be assessed against the party requesting the switch.</p>

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MISCELLANEOUS SWITCHING RATES, RULES AND CHARGES	MISCELLANEOUS SWITCHING RATES, RULES AND CHARGES
<p>ITEM 600</p> <p>CHARGE FOR CARS REQUIRING CLEARANCE MEASUREMENTS AND DIMENSIONAL INSPECTION</p> <p>In addition to the rates which apply in this tariff, a charge of \$60.00 per car will be assessed on dimensional and non-dimensional shipments requiring clearance inspection and measurements. The charge applies to cars originating at points within the Peoria Switching District for movement outside of the district and will be assessed to the outbound carrier. Cars subject to this charge will be positioned in the train based on instructions provided by the outbound carrier.</p>	<p>ITEM 650 [I]</p> <p>FINAL TERMINAL HAULAGE FEE</p> <p>A landing fee will be assessed against the carrier requesting the haulage services of the TZPR for the yarding of inbound road trains. Such charge will be \$600.00 per occurrence and will be in addition to all other applicable charges.</p>
<p>ITEM 610 [I]</p> <p>CHARGE FOR SPECIAL HANDLING OF CARS</p> <p>In addition to rates which apply in this tariff, a charge of \$1,453.00 will be applied to cars requiring special handling.</p>	<p>ITEM 660 [I]</p> <p>CHARGE FOR CARS HELD FOR INSTRUCTIONS</p> <p>In the absence of specific provisions to the contrary, the following will apply:</p> <p>A. Except as provided in paragraphs B, C, and D below, when on shipper's order, loaded cars are removed from industry or team tracks and held by carrier awaiting instructions, the intra-terminal or inter-terminal switching charge, as the case may be, will be assessed for the movement; such charge will be in addition to all other charges applicable in accordance with tariffs or other instruments, and will not be absorbed.</p> <p>B. A switching charge of \$212.00 per car for the account of the TZPR will be assessed on each car ordered from industry or team track and held awaiting final disposition. Such charge will be assessed against the industry ordering the car out, will be in addition to all other applicable charges and will not be absorbed.</p> <p>C. A switching charge of \$212.00 per car for the account of the TZPR will be assessed on each car received in interchange and held by TZPR awaiting final disposition. Such charge will be against the inbound carrier and will be in addition to all other applicable charges.</p> <p>D. Cars ordered off the hold track for furtherance to outbound carrier or industry will be subject to applicable switching or industry charge as defined in Item 200.</p>
<p>ITEM 615 [I]</p> <p>CHARGE FOR SPECIAL SWITCHING OF SHIPPER OWNED OR LEASED EMPTY CARS</p> <p>A rate of \$212.00 per car will be assessed the Industry for the movement of Industry owned or leased empty cars, between Industry, (or Industry Leased Tracks), and either Receiving or Delivery Carrier when such cars are handled without preceding loaded movement.</p>	<p>ITEM 680 [I]</p> <p>CARS LOADED IN VIOLATION OF CAR DISTRIBUTION ORDERS</p> <p>A charge of \$705.00 per car will be assessed against the industry and/or carrier who violates the car distribution orders on file with UMLER placed on TZPR owned or leased cars. This charge will be assessed for each occurrence and will be in addition to all other applicable charges.</p>
<p>ITEM 620 [I]</p> <p>CHARGES FOR CARS SWITCHED TO LEASE TRACK</p> <p>A. A rate of \$212.00 per car will be assessed the industry for the movement of loaded cars from industries located on the TZPR to tracks leased by the industry located on the TZPR. Such charge will be in addition to all other applicable charges and will not be absorbed.</p> <p>B. A rate of \$212.00 per car will be assessed the industry for loaded cars or empty cars for dismantling, received by TZPR destined industry leased tracks located on the TZPR. Such charge will be in addition to all other applicable charges and will not be absorbed.</p>	
<p>ITEM 630</p> <p>CHARGE FOR TURNING CARS</p> <p>For the service of turning cars/locomotives, a charge of \$212.00 per car and \$314.00 per locomotive applies.</p>	
<p>ITEM 640 [I]</p> <p>CHARGES FOR CARS SWITCHED FOR WEIGHING</p> <p>For the service of cars switched for weighing on industry scales (applicable only on cars switched between tracks at industry where private scales are located), a charge of \$114.00 per car will be assessed to the industry.</p>	

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MISCELLANEOUS SWITCHING RATES, RULES AND CHARGES	MISCELLANEOUS SWITCHING RATES, RULES AND CHARGES						
<p>ITEM 690 [I] SWITCHING CARS BETWEEN INDUSTRY AND TZPR REPAIR FACILITY</p> <p>A. When industry owned or leased cars are switched by TZPR between industry and TZPR repair facility for the purpose of repairs, a charge of \$212.00 per car will be assessed against the industry.</p> <p>B. When industry owned or leased locomotives are switched by TZPR between industry and TZPR repair facility for the purpose of repairs, a charge of \$212.00 per locomotive will be assessed against the industry in each direction.</p>	<p>ITEM 720 CARS INTERCEPTED AT HOLD OR BREAK-UP YARD AND RETURNED TO INDUSTRIES</p> <p>On cars (loaded or empty) released and pulled from an industry within the Peoria, IL Switching District, intercepted at hold or break-up yard within such limits and ordered returned to the industry, the switching rate subject to Item 200 will be assessed, per car, against the industry and will be in addition to all other applicable charges.</p>						
<p>ITEM 700 [I] CARS LOADED IN EXCESS OF MAXIMUM LOAD LIMIT</p> <p>The following charges will be assessed for all cars loaded in excess of maximum load limit and will be in addition to all other applicable charges:</p> <table> <tr> <td>If load limit exceeds marked capacity of car by:</td><td>The charge will be:</td></tr> <tr> <td>1,000 - 10,000 lbs.</td><td>\$141.00 per car</td></tr> <tr> <td>10,001 lbs. and over</td><td>\$705.00 per car</td></tr> </table>	If load limit exceeds marked capacity of car by:	The charge will be:	1,000 - 10,000 lbs.	\$141.00 per car	10,001 lbs. and over	\$705.00 per car	<p>ITEM 730 [I] CARS RE-BILLED AND/OR RECONSIGNED</p> <p>When the billing is changed on cars (loaded or empty) to a different consignee, destination and/or outbound carrier, a charge of \$212.00 per car will be assessed against the party changing the billing (diverting the car) and will be in addition to all other applicable charges.</p>
If load limit exceeds marked capacity of car by:	The charge will be:						
1,000 - 10,000 lbs.	\$141.00 per car						
10,001 lbs. and over	\$705.00 per car						
<p>ITEM 710 REFUSED AND UNCLAIMED CARS, FOR ACCOUNT TZPR</p> <p>1. Applies to terminal car movements: Loaded cars refused or rejected by consignee will be taken from industry or team track to hold yard awaiting final disposition. Unless otherwise negotiated, a charge for the movement from the industry to the hold yard (rate subject to Item 660) in addition to a charge from hold yard to the outbound carrier (rate subject to Item 200) will be assessed against the outbound carrier.</p> <p>2. Applies to intra-terminal car movements: Loaded cars refused or rejected by consignee will be taken from industry or team track to hold yard awaiting final disposition. Unless otherwise negotiated, a charge for the movement from the industry to the hold yard (rate subject to Item 660) will be assessed against the shipper, a charge for the movement from the hold yard to the industry (rate subject to Item 300) will be assessed against the shipper if the car is rebilled and/or reconsigned to a TZPR served industry; and a charge for the movement from the hold yard to the outbound carrier (rate subject to Item 200) will be assessed against the outbound carrier if the car is rebilled and/or reconsigned to any carrier directly connecting with the TZPR at Peoria.</p> <p>If disposition is not received within five (5) days from date of refusal or rejection, cars will be returned to connecting line or shipper, from which received, and charges from hold yard will be applied in addition to demurrage, track storage charges and other charges accruing while cars are being held.</p>	<p>ITEM 740 [I] SETBACK CARS AND CARS DELIVERED IN ERROR</p> <p>A charge of \$95.00 per car (loads and/or empties) will be assessed against the carrier which delivers cars to the TZPR in error for return of the car; and/or cars to be setback.</p>						
	<p>ITEM 760 [I] EMPTY CARS ORDERED AND REFUSED OR REJECTED BY INDUSTRY</p> <p>When cars ordered by industries for loading are refused, account of not being in proper condition to load, a charge of \$369.00 per car will be made against the railroad furnishing the car.</p> <p>When cars ordered by industries for loading are refused, if in proper condition to load, a charge of \$369.00 per car will be made against the party ordering the equipment.</p>						
	<p>ITEM 770 [I] CHARGES ON CARS HELD FOR TRANSFER OR ADJUSTMENT</p> <p>When a car, empty or loaded, is received from a connecting carrier and is subsequently held and/or switched for transfer or adjustment of lading, a switching charge of \$212.00 per car will be assessed against the delivering carrier.</p> <p>When a car, empty or loaded, is pulled from a TZPR served industry and is subsequently held and/or switched for transfer or adjustment of lading, a switching charge of \$212.00 per car will be assessed against the industry.</p>						
	<p>ITEM 780 [I] CHARGE FOR REPOSITIONING, REBLOCKING, AND/OR REDUCING CARS</p> <p>When it becomes necessary for TZPR to reposition, reblock or reduce cars for connecting carriers, due to connecting carriers inability to pull cars (excluding acts of God), a charge of \$34.00 per car/per occurrence will apply.</p>						

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	EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS (1)
	<p> ABBR Abbreviations CL Carloads COFC Container on flat car Col Column CONT'D Continued IE That is IAIS Iowa Interstate Railroad JCT Junction KD Knocked down LB or lb Pound(s) LCL Less than carloads min wt Minimum weight noibn The abbreviation "noibn" means that the description of which it is a part applies on articles included in the same "noibn" description in the governing classification OPSL Official List of Open and Prepay Stations (Station List Publishing Company, Agent) RER Official Railway Equipment Register (The National Railway Publication Company, Agent) RPS Railroad Publication Services (Railroad Publication Services, Agent) STCC Standard Transportation Commodity Code SU Set up TFR Transfer THRU Through TOFC Trailer on Flat Car TZPR Tazewell & Peoria Railroad Inc. UFC Uniform Freight Classification (Uniform Classification Committee, Agent) viz: Namely [A] Addition [D] Cancelled [I] Increase [R] Reduction [NC] Brought forward without change (<u>Underscored</u> portion denotes addition/ change.) (1) The two character state abbreviations used in this tariff are those adopted for general use by the postal departments of the United States, Canada and Mexico. </p>