

**Tacoma Rail Mountain Division**

**FREIGHT TARIFF TRMW 8000**  
(New)

**NAMING  
SWITCHING AND OTHER TERMINAL CHARGES  
AT  
ALL LOCATIONS  
ON THE  
TACOMA RAIL MOUNTAIN DIVISION**

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

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ISSUED: August 31, 2009

EFFECTIVE: September 1, 2009  
(Except as otherwise provided)

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Dale King, Superintendent  
2601 SR 509 North Frontage Road  
Tacoma, WA 98421

ITEM	RULES AND OTHER GOVERNING PROVISIONS. SPECIAL RULES AND REGULATIONS
10	<p><b>REFERENCES TO TARIFFS, ITEMS, NOTES, RULES, ETC.:</b></p> <p>Where reference is made in this tariff to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and reissues of such items, notes, rules, etc.</p>
20	<p><b>STATION LISTS AND CONDITIONS:</b></p> <p>This tariff is governed by the Official List of Open and Prepay Railroad Stations, OPSL 6000 series, to the extent shown below:</p> <p style="text-align: center;"><b>PREPAY REQUIREMENTS AND STATION CONDITIONS</b></p> <p>For additions and abandonment of stations, and except as otherwise shown herein, for prepay requirements, changes in the names of stations, restrictions as to the acceptance or delivery of freight and changes in station facilities. When a station is abandoned as of a date specified in the above named tariff, the rates from and to that station published in this tariff are inapplicable on or after that date.</p>
30	<p><b>METHOD OF ADDING, CHANGING OR DELETING ITEMS IN THIS TARIFF:</b></p> <ol style="list-style-type: none"> <li>1. As this tariff is supplemented; numbered items with letter suffixes cancel corresponding numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence, starting with A. <ul style="list-style-type: none"> <li>EXAMPLE: Item 5-A cancels Item 5 and Item 10-B cancels Item 10-A in a prior supplement, which; in turn, cancelled Item 10.</li> </ul> </li> <li>2. Unless otherwise indicated, latest publication of Item likewise cancels any prior publication of that Item. <ul style="list-style-type: none"> <li>EXAMPLE: Item 2.20 in supplement 1 cancels Item 2.20 in the original publication.</li> </ul> </li> <li>3. Changes to this tariff will be made by issuing supplements. These supplements will show the action taken on each item by the following reference marks: <ul style="list-style-type: none"> <li>[A] – Addition</li> <li>[I] – Increase</li> <li>[R] – Reduction</li> <li>[NC] – Brought forward without change</li> <li>[C] – Changes resulting in neither an increase nor a decrease</li> </ul> <p>There will be only one supplement to this tariff in effect at any time. Any item contained in a prior supplement will be brought forward to subsequent supplements, showing the original effective date of the item.</p> </li> </ol>

ITEM	RULES AND OTHER GOVERNING PROVISIONS. SPECIAL RULES AND REGULATIONS - UNLIMITED
110	<p><b>CHARGE FOR HAUL OF EMPTY CARS NOT USED FOR LOADING:</b></p> <p>When an empty car is ordered from UP to be loaded and is returned empty, the charge is the same as if the car was interchanged as a load to UP.</p>
130	<p><b>CHARGES ON OVERLOADED CARS:</b></p> <p>When an overloaded car is discovered the shipper will be given the opportunity to unload the excess at a charge of \$225.00 per car. The charge of \$225.00 per car will be in addition to all other applicable charges.</p>
140	<p><b>DETENTION CHARGES ON HEAVY DUTY FLAT CARS:</b></p> <p>For detention and use charges on heavy duty flat cars, see Item 270 of Tariff RIC 6740-series.</p>
150	<p><b>RETURN MOVEMENT OF CARS PLACED FOR LOADING OR UNLOADING:</b></p> <p>Charges provided in this tariff include the return of empty cars after unloading or placing of empty cars for loading.</p>
160	<p><b>TERMINAL AND OTHER CHARGES:</b></p> <ol style="list-style-type: none"> <li>1. Demurrage Storage charges will be governed by tariffs or other instruments by TRMW.</li> <li>2. The switching rates shown in this tariff cover the charge for movement of car and lading contained therein only and do not include charge for any additional service such as, but not limited to, heating, icing, protection of property from frost or freezing, refrigeration nor any factors entering into the refrigeration service, such additional service shall be furnished by and at the expense of the shipper.</li> </ol>

170	<p><b>TURNING OF CARS TO PERMIT LOADING OR UNLOADING:</b></p> <p>1. In instances where it is desired that freight in carloads be placed on delivery tracks for loading or unloading from one particular side or end of car, cars must be properly placarded on both sides and notation made on bill of lading and waybills substantially as follows:</p> <p style="text-align: center;"><b>NOTICE TO CARRIER</b></p> <p>Deliver car for loading unloading from the door or car specified by placard.</p> <p>2. On freight in carloads, not properly placarded on both sides of car to load or unload from one particular side or end of car, which shipper or consignee, after initial placement of car, directs carrier to turn and return to the same track for loading or unloading from opposite side or end of car, the following charges shall apply:</p> <p>A. If the car is turned at a Y or a turn-table within the confines of an industry, the Intra-Plant switching charge will apply.</p> <p>B. If the car is turned at a Y or turn-table within the same Zone but outside the confines of the industry, the Intra-Terminal switching charge will apply.</p> <p>C. If the car must be moved to a Y or a turn-table located outside the same Zone as the shipper or consignee requesting this service the Inter-Terminal Switch rate will apply.</p> <p>NOTE: If bill of lading carries notation that car has been placarded and placard has disappeared before placement, the charge named herein will not apply.</p>
180	<p><b>DEFINITION OF INTRA-PLANT, INTRA-TERMINAL AND INTER-TERMINAL SWITCHING:</b></p> <p>1. For the purpose of the application of rates in this Tariff the terms Intra-Plant, Intra-Terminal, and Inter-Terminal switching are defined as follows:</p> <p>A. <b>INTRA-PLANT SWITCHING</b> - A switching movement from one track to another, or from one location to another location on the same track within the same plant or industry, and only when the physical movement is performed entirely within the confines of the plant or industry.</p> <p>B. <b>INTRA-TERMINAL SWITCHING</b> - A switching movement (other than Intra-Plant switching) from one track to another track within the same Zone as defined in Item 1005 of this tariff.</p> <p>C. <b>INTER-TERMINAL SWITCHING</b> - A switching movement from a track located in one Zone to a track located in another Zone. Zones are defined in Item 1005 of this tariff.</p>

ITEM	SECTION 1 SWITCHING
1000	<p><b>APPLICATION:</b></p> <p>Switching rates and charges named in this section will apply as follows:</p> <ul style="list-style-type: none"> <li>A. Applicable at all points on the TRMW unless specified by written agreement.</li> <li>B. Intra-Terminal, Inter-Terminal and Intra-Plant service as described in Item 180, Intra-Terminal, Inter-Terminal and Intra-Plant services are applicable in connection with line haul traffic.</li> <li>C. Reciprocal Switching – A switch movement from an industry or firm on TRMW to interchange tracks of connecting carrier or vice versa, on line haul traffic. The switching charge applicable, whether absorbed in whole or part, will be the charge in effect on the date of the actual physical interchange of the loaded car. Rates for reciprocal switching are chargeable to the connecting carriers named herein.</li> <li>D. Cars handled in Reciprocal Switch Service will be subject to Rule 5 of the Code of Car Hire Rules, as reissued and amended.</li> <li>E. Rates named herein include only the performance of normal switching service by and at the convenience of TRMW. Normal switching contemplates only one switch per day and only on those days when the TRMW has regularly scheduled switching service at the plant site or industry, except the TRMW may, at its discretion only, make additional switches when deemed appropriate by the TRMW.</li> <li>F. When shipments consist of one or more loaded cars and one or more idler cars, each loaded car and each idler car shall be charged as a loaded car.</li> <li>G. When shipments are made in articulated cars, have one or more freight carrying units, permanently or semi-permanently coupled with one or more axles between the units, each unit of said car will be charged as one loaded car regardless of the number of car numbers assigned to said car.</li> <li>H. The switching charge (unless otherwise specified) applies on the movement of a car loaded in one direction and empty in the other direction between the points named. If a car is loaded in both directions, the charge will be made for each loaded movement. Switching charges (unless otherwise specified) includes the spotting of a car one time at a designated spot within the plant site or industry or storage location. If an additional movement is necessary, on request of the industry, the applicable switch charge will be assessed.</li> <li>I. Charges in this tariff do not apply to shipments of dimensional or overweight loads requiring special train service or handling as determined by TRMW.</li> <li>J. Special Switching – If requested by an industry or connecting carrier special switching will be performed at the sole discretion of the TRMW at the following charges. Such charges are in addition to all other applicable charges and switching rates named in this tariff. Special Switching charge will be assessed and billed to the industry or connecting carrier authorizing or requesting the special switching service: <ul style="list-style-type: none"> <li>1. Monday through Sunday, exclusive of holidays, charge is \$484.00 per hour with a minimum of two hours (\$968.00). Time is computed from the time crew leaves engine terminal until return to engine terminal. Time in excess is computed to next half hour.</li> <li>2. Holidays, subject to an application for such service in advance, charge is \$635.00 per hour with a minimum of four hours (\$2540.00). Time is computed from the time crew leaves engine terminal until return to engine terminal. Time in excess is computed to next half hour.</li> </ul> </li> </ul>

<p><b>1005</b></p>	<p><b>DEFINITION OF TACOMA SWITCHING DISTRICT AND ZONES WITHIN THE SWITCHING DISTRICT:</b></p> <p>The Tacoma Switching District includes all stations on the TRMW. Zones within the TRMW Tacoma Switching District include the stations shown below (All stations are in the State of Washington):</p> <p>Zone 1(Interchange with TMBL and UP only): Fife, Tacoma, Tacoma Junction</p> <p>NOTE: TRMW stations are also BNSF stations for ratemaking and routing purposes. Rates on traffic moving between BSNF and TRMW are not subject to reciprocal switching charges contained in this tariff. For movements between only TRMW and TMBL, switching charges from the two carriers’ applicable tariffs may be combined to form a through rate. TRMW will assess the combined charges to the customer for these movements. For shipments originating on TRMW, routing will be TRMW (Tacom) TMBL. For shipments originating on TMBL, the routing will be TMBL (Tacom) TRMW.</p> <p>Zone 2: Allison; Frederickson; Hillsdale, Midland, West Hillsdale</p> <p>Zone 3: Graham, Thrift</p> <p>Zone 4: Clay City, Eatonville, Eatonville Jct, Elbe, Kapowsin, Lynch Creek, National, New Reliance, Ohop, Park Jct.</p> <p>Zone 5: Greendale, Loveland, McKenna, Rainier, Roy, Skoomkumchuck, Western Jct.</p> <p>Zone 6: Maytown, Mud Lake, Offutt Lake</p> <p>Zone 7: Blakeslee Junction, Centralia, Chelalis, Essex, Lakeside</p>																																																																
<p><b>1010</b></p>	<p><b>LINE HAUL RECIPROCAL AND INTER-TERMINAL SWITCHING RATES AND CHARGES (IN DOLLARS PER LOADED CAR)</b></p> <table border="1" data-bbox="313 1014 1484 1520"> <thead> <tr> <th>Between</th> <th>Zone 1</th> <th>Zone 2</th> <th>Zone 3</th> <th>Zone 4</th> <th>Zone 5</th> <th>Zone 6</th> <th>Zone 7</th> </tr> </thead> <tbody> <tr> <td>Zone 1</td> <td>-</td> <td>495</td> <td>595</td> <td>1500</td> <td>595</td> <td>1500</td> <td>1500</td> </tr> <tr> <td>Zone 2</td> <td>495</td> <td>-</td> <td>495</td> <td>1500</td> <td>495</td> <td>1000</td> <td>1500</td> </tr> <tr> <td>Zone 3</td> <td>595</td> <td>495</td> <td>-</td> <td>1500</td> <td>1500</td> <td>1500</td> <td>1500</td> </tr> <tr> <td>Zone 4</td> <td>1500</td> <td>1500</td> <td>1500</td> <td>-</td> <td>2000</td> <td>2500</td> <td>2500</td> </tr> <tr> <td>Zone 5</td> <td>595</td> <td>495</td> <td>1500</td> <td>2000</td> <td>-</td> <td>1000</td> <td>1000</td> </tr> <tr> <td>Zone 6</td> <td>1500</td> <td>1000</td> <td>1500</td> <td>2500</td> <td>1000</td> <td>-</td> <td>495</td> </tr> <tr> <td>Zone 7</td> <td>1500</td> <td>1500</td> <td>1500</td> <td>2500</td> <td>1000</td> <td>495</td> <td>-</td> </tr> </tbody> </table>	Between	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 1	-	495	595	1500	595	1500	1500	Zone 2	495	-	495	1500	495	1000	1500	Zone 3	595	495	-	1500	1500	1500	1500	Zone 4	1500	1500	1500	-	2000	2500	2500	Zone 5	595	495	1500	2000	-	1000	1000	Zone 6	1500	1000	1500	2500	1000	-	495	Zone 7	1500	1500	1500	2500	1000	495	-
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<p><b>1015</b></p>	<p><b>ADDITIONAL CHARGE FOR HAZARDOUS COMMODITIES:</b></p> <p>When a car, either empty or loaded, that is handled under this tariff is required to be placarded as carrying a harzardous commodity, an additional charge of \$50 per carload will apply.</p>																																																																
<p><b>1020</b></p>	<p><b>INTRA-PLANT SWITCHING:</b></p> <p>\$135.00 per car, for cars loaded or empty, for Intra-Plant switching service as defined in Item 180.</p>																																																																

<b>1160</b>	<p><b>INTRA-TERMINAL RAILCAR SWITCHING:</b></p> <p>\$277.00 per car, for cars loaded or empty, for Intra-Terminal switching service as defined in Item 180</p>
<b>1170</b>	<p><b>ERROR DELIVERY CHARGE:</b></p> <p>When loaded or empty cars are delivered to TRMW in error by connecting carriers, and are returned to the same carrier without being loaded or emptied on TRMW, a charge of \$495 per car will be assessed to the connecting carrier. TRMW will not be responsible for car hire on these cars, and will reclaim from the connecting carrier all car hire assessed.</p>
<b>1180</b>	<p><b>ADDITIONAL CHARGE FOR RAILROAD CONTROLLED EQUIPMENT NOT SUBJECT TO RULE 5:</b></p> <p>When cars are handled in Reciprocal Switch service, and the connecting carrier does not provide car hire relief to TRMW under Rule 5 of the Code of Car hire rules or an intercarrier agreement, each railroad owned or controlled car will be subject to an additional charge of \$250.</p>
<b>1220</b>	<p><b>FUEL SURCHARGE:</b></p> <p>All loaded railcars will have a per car fuel surcharge applied in addition to the switch charge in item 1010-series.</p> <p>NOTE 1 – The fuel surcharge will be reviewed and adjusted every three months.</p> <p>NOTE 2 – Adjustments to the fuel surcharge will reflect any rate changes to Tacoma Rail’s current fuel price above \$2.50 per gallon at the time of review.</p> <p>NOTE 3 – Fuel surcharge collected above or below actual cost of fuel over the previous three months will offset the new fuel surcharge rate appropriately. If the offset applied to the fuel surcharge drops below \$0.00, no fuel surcharge will apply.</p>
<b>99999</b>	<p><b>EXPLANATION OF ABBREVIATIONS AND REFERENCE:</b></p> <p>BNSF - BNSF Railway Company  TMBL – Tacoma Municipal Belt Line Railway (Tacoma Rail)  TRMW – Tacoma Rail Mountain Division  UP - Union Pacific Railroad Company  FT - Freight Tariff</p> <p>[A] – Addition  [I] – Increase  [R] – Reduction  [NC] – Brought forward without change  [C] – Changes resulting in neither an increase nor a decrease</p> <p>-END-</p>