

THE ALTON & SOUTHERN RAILWAY COMPANY

---

**TARIFF ALS 8002-J**

(Cancels Tariff ALS 8002-I)

**RATES, RULES AND REGULATIONS GOVERNING SWITCHING AND OTHER  
TERMINAL CHARGES EXCEPT DEMURRAGE AND STORAGE  
BETWEEN ALL  
POINTS ON THE ALS**

---

THIS TARIFF PROVIDES FOR THE ABSORPTION OF CONNECTION LINES SWITCHING CHARGES AT ST LOUIS, MO.

---

---

**SWITCHING AND TERMINAL TARIFF**

---

---

Governed, except as otherwise provided herein, by Uniform Freight Classification 6000-Series and OPSL 6000-Series.

---

---

**ISSUED:** April 1, 2010

**EFFECTIVE:** May 1, 2010

**ISSUED BY:** DONNA L. NETTLETON

THE ALTON & SOUTHERN RAILWAY

1000 South 22<sup>nd</sup> Street

East St. Louis, IL 62207-1943

# TARIFF ALS 8002-J

## CONTENTS

<b>GENERAL RULES AND OTHER GOVERNING PROVISIONS .....</b>	<b>4</b>
ITEM 10 LIST OF INDUSTRIES AND PUBLIC DELIVERY YARDS TO AND FROM WHICH RATES APPLY AND CORRESPONDING INDUSTRY ZONE .....	4
ITEM 15 LIST OF RAILROADS WITH WHICH THE ALS HAS DIRECT CONNECTIONS IN ILLINOIS AND LOCATIONS OF CONNECTIONS .....	5
ITEM 20 LIST OF RAILROADS WITH WHICH THE ALS CAN INTERCHANGE CARLOAD FREIGHT IN MISSOURI AND INTERCHANGE LOCATIONS.....	5
ITEM 25 ALS SWITCHING LIMITS – EAST ST. LOUIS, IL .....	5
ITEM 30 REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC .....	5
ITEM 35 CONSECUTIVE NUMBERS.....	5
ITEM 40 MARKED CAPACITIES, LENGTHS, DIMENSIONS AND CUBICAL CAPACITIES OF CARS	5
ITEM 45 METHOD OF CANCELLING ITEMS.....	6
ITEM 50 METHOD OF DENOTING REISSUED MATTER IN SUPPLEMENTS.....	6
ITEM 55 DEFINITION OF SWITCHING SERVICE .....	6
ITEM 60 CHANGES IN OR ADDITION OF FIRMS OR INDUSTRIES .....	6
ITEM 65 NON-ACCIDENT RELEASE (NAR) OF HAZARDOUS MATERIALS .....	6
ITEM 70 DEPARTMENT OF TRANSPORTATION (DOT) EXCEPTIONS .....	7
ITEM 75 RAILCAR CONTAMINATION SURCHARGE .....	7
ITEM 80 OVERHEAD TRAINS .....	7
ITEM 85 SHIPMENTS OF EXPLOSIVES, RSSM OR OTHER DANGEROUS ARTICLES.....	7
ITEM 90 VOLUME DISCOUNTS .....	8
ITEM 95 MECHANICAL REFRIGERATION SERVICE CHARGE.....	8
<b>RULES AND TERMINAL CHARGES.....</b>	<b>9</b>
ITEM 130 LIST OF SPECIAL EQUIPMENT .....	9
ITEM 135 CHARGES FOR ARTICULATED CARS.....	9
ITEM 140 DOUBLE LOADS .....	9

**TARIFF ALS 8002-J**

ITEM 145 DIVERSION OR RECONSIGNMENT .....	10
ITEM 150 DEMURRAGE AND STORAGE RULES AND CHARGES .....	10
ITEM 155 LOADING AND UNLOADING CARLOAD FREIGHT .....	10
ITEM 160 CLOSING DOORS.....	10
ITEM 165 RATES TO OR FROM SWITCHES, INDUSTRIES AND DELIVERY POINTS NOT SPECIFIED .....	<u>11</u>
ITEM 170 ACCEPTANCE OF CARS.....	11
ITEM 180 EMPTY CARS REJECTED BY AN INDUSTRY ACCOUNT UNFIT OR UNSUITABLE FOR LOADING .....	11
ITEM 190 CARS ORDERED AND NOT USED .....	11
ITEM 195 FAILURE TO DELIVER LOAD TO ALS .....	11
ITEM 200 COLLECTION OF CHARGES & ACCOMPLISHING SURRENDER OF BILL OF LADING ..	11
ITEM 210 SPECIAL TRAIN SERVICE .....	12
ITEM 215 RAIL SURVEILLANCE.....	12
<b>SWITCHING RATES.....</b>	<b>13</b>
BETWEEN CONNECTING ROADS .....	13
BETWEEN CONNECTING ROADS AND INDUSTRIES/PUBLIC YARDS .....	13
ITEM 350 INTRA-TERMINAL SWITCHING USING INDUSTRY ZONES AS DEFINED IN ITEM 10 .....	14
ITEM 355 SHUTTLE TRAIN SERVICE .....	15
ITEM 360 UNIT TRAIN SERVICE .....	15
ITEM 365 INTRA-PLANT SWITCHING.....	15
ITEM 370 PULLER SERVICE RATES .....	15
<b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS .....</b>	<b>16</b>

## TARIFF ALS 8002-J

### GENERAL RULES AND OTHER GOVERNING PROVISIONS

#### ITEM 10 LIST OF INDUSTRIES AND PUBLIC DELIVERY YARDS TO AND FROM WHICH RATES APPLY AND CORRESPONDING INDUSTRY ZONE

INDUSTRY OR PUBLIC DELIVERY YARD	ADDRESS OF PHYSICAL LOCATION SERVED	CITY, STATE
<b>RIVER ZONE</b>		
Center Ethanol	231 Monsanto Avenue	Cahokia, IL
Cerro Copper & Brass Co, Division of Cerro Corp.	Route #3	Sauget, IL
Gateway Terminals, LLC	#4 Pitzman	Sauget, IL
Gavilon	#10 Pitzman	Sauget, IL
Granite Grain	#3 Cargill Elevator Road	East St. Louis, IL
River City Landscape Supply	#20 Pitzman	Sauget, IL
<b>EAST ST. LOUIS ZONE</b>		
Fresh Warehouse	3900 Bond Avenue	East St. Louis, IL
Gateway Co-Packing	901 North 59 <sup>th</sup> Street	East St. Louis, IL
Gateway Petroleum Co. Inc	ALS Gateway Yard - Leased Track	East St. Louis, IL
L. B. Foster	ALS Gateway Yard – Leased Track	East St. Louis, IL
Metro East Industries	3200 Missouri Avenue	East St. Louis, IL
Progress Rail	3901 Missouri Avenue	East St. Louis, IL
Solutia Inc	500 Monsanto Avenue	Sauget, IL
Solvay Chemicals	3500 Missouri Avenue	East St. Louis, IL
<b>WASHINGTON PARK ZONE</b>		
General Chemical	2500 Kingshighway	East St. Louis, IL
Petra Chemical	6400 Old Collinsville Road	Fairmont City, IL
<b>GRANITE CITY ZONE</b>		
Beelman River & Rail	2915 Old Nickel Plate Rd	Madison, IL
Granite City Steel Co, Div of National Steel Corp.	20 <sup>th</sup> & State Street	Granite City, IL
Public Team Track: Mitchell	121 E. Chain of Rocks Rd	Mitchell, IL
Roberts & Dybdahl	122 E. Chain of Rocks Rd	Mitchell, IL

## TARIFF ALS 8002-J

### ITEM 15 LIST OF RAILROADS WITH WHICH THE ALS HAS DIRECT CONNECTIONS IN ILLINOIS AND LOCATIONS OF CONNECTIONS

BNSF Mitchell, IL  
CN East St Louis, IL  
CSXT East St Louis, and Washington Park, IL  
KCS East St Louis, IL  
MRS East St Louis, IL  
NS East St Louis, Madison and Mitchell, IL  
TRRA East St Louis, Madison and Sauget, IL  
UP Madison, Mitchell and Valley Jct., IL

### ITEM 20 LIST OF RAILROADS WITH WHICH THE ALS CAN INTERCHANGE CARLOAD FREIGHT IN MISSOURI AND INTERCHANGE LOCATIONS

BNSF St Louis, MO  
UP St Louis, MO

### ITEM 25 ALS SWITCHING LIMITS - EAST ST. LOUIS, IL

1. Entire line within East St. Louis Switching Limits, which runs from the Mississippi River at Sauget, IL to Mitchell, IL.

### ITEM 30 REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC

1. 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.
2. Where reference is made in this tariff to another tariff, such reference applies also to such tariff to the extent it may be applicable on intrastate traffic.

### ITEM 35 CONSECUTIVE NUMBERS

1. Where the first and last numbers connected by the word "to" or a hyphen represents consecutive numbers in this tariff, they will be understood to include both of the numbers shown.

### ITEM 40 MARKED CAPACITIES, LENGTHS, DIMENSIONS AND CUBICAL CAPACITIES OF CARS

1. For marked capacities, lengths, dimensions and cubical capacities of cars, see Tariff RER 6414-Series.

## TARIFF ALS 8002-J

### ITEM 45 METHOD OF CANCELLING ITEMS

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. Example: Item 20-A cancels Item 20, and Item 60-B cancels Item 60-A in a prior supplement, which, in turn, cancelled Item 60.

### ITEM 50 METHOD OF DENOTING REISSUED MATTER IN SUPPLEMENTS

1. Matter brought forward without change from one supplement to another will be designated as "Reissued" by a reference mark in the form of a square enclosing a number, the number being that of the supplement in which the reissued matter first appeared in its currently effective form. To determine its original effective date, consult the supplement in which the reissued matter first became effective.

### ITEM 55 DEFINITION OF SWITCHING SERVICE

1. INTERMEDIATE SWITCHING – A movement between interchange tracks of one carrier to interchange tracks of another carrier.
2. INTER-TERMINAL SWITCHING – A movement from a track of one road to a track of another road, or between a track, industry or firm on the ALS and a track, industry or firm on a connecting road, when such tracks are within the limits of the same station or industrial switching district.
3. INTRA-TERMINAL SWITCHING – A movement (other than Intra-Plant switching), from a track, industry or firm to another track, industry or firm on the same road within the switching limits of one station or industrial district.
4. INTRA-PLANT SWITCHING – A movement from one track to another, or between two points on the same track, within the confines of the same plant or industry without leaving tracks of the industry.

### ITEM 60 CHANGES IN OR ADDITION OF FIRMS OR INDUSTRIES

1. Switching charges shown in this tariff apply to the physical locations or plant sites and are not affected by name changes or ownership changes of the occupants or property.

### ITEM 65 NON-ACCIDENT RELEASE (NAR) OF HAZARDOUS MATERIALS

1. A charge of \$3,000 per occurrence will be assessed to the shipper identified on the waybill when a Non-Accident Release (NAR) of Hazardous Material is caused by or is the result of the acts or omissions of the shipper, while a car is in the Alton & Southern's possession and/or is on the Alton & Southern's property. Please refer to the Directory of Hazardous Materials Shipping Descriptions, Appendix A for a complete listing of applicable Hazardous Material Commodities.
2. If the cost incurred by the Alton & Southern for handling, securing, controlling, managing and/or clean-up of a NAR exceed \$3,000, the actual cost will be billed to the shipper identified on the waybill.
3. A NAR is defined as: An unintentional release of hazardous material during transportation not caused by a rail-related accident or derailment. NARs consist of leaks, splashes and other releases from improperly secured or defective valves, fittings and tank shells. NARs also include venting of non-atmospheric gases from safety relief devices.

## TARIFF ALS 8002-J

### ITEM 70 DEPARTMENT OF TRANSPORTATION (DOT) EXCEPTIONS

1. A charge of \$500 per occurrence will be assessed to the shipper identified on the waybill when a railcar containing a Hazardous Material is found to have a Department of Transportation (DOT) Exception caused by or the result of acts or omissions of the shipper, while a car is in Alton & Southern's possession and/or is on Alton & Southern's property. Please refer to the Directory of Hazardous Materials Shipping Descriptions, Appendix A for a complete listing of applicable Hazardous Material commodities. Applicable DOT exceptions are defined in 49 CFR Part 209 Appendix B.
2. If the Federal Railroad Administration (FRA) subsequently assesses a fine against Alton & Southern and the actual amount of that fine exceeds \$500, Alton & Southern will bill the shipper identified on the waybill for the actual cost.

### ITEM 75 RAILCAR CONTAMINATION SURCHARGE

1. Any party releasing a loaded or empty railcar to The Alton & Southern Railway (ALS) is solely responsible for ensuring that the railcar wheels and all safety appliances (ladders, grabirons, brake handles, catwalks, etc) are clean from any commodity residue and that all valves and discharge ports are properly secured and sealed to prevent leakage during rail movement. Failure to adhere to these requirements may result in a per car surcharge and potential delays to shipments.
  - a. Origin or Destination: In the event, after having been removed from the loading or unloading facility, or while sitting on ALS tracks, ALS personnel discover that the railcar has any of the above contamination, leakage, or unsafe conditions, the car will be returned to the loading or unloading facility and the consignor, consignee or agent respectively responsible for releasing the railcar to ALS may be assessed a \$650 per car surcharge. Consignor or consignee shall further indemnify and hold harmless the carrier from all costs associated with any spill, release, response, mitigation, cleanup and ultimate disposal resulting from failure to comply with this item. Furthermore, in addition to the above surcharge, applicable handling/switch charges as published in ALS Tariff 8002-J may be assessed.
  - b. In Transit: A railcar that is found to meet any of the above contamination or unsafe conditions while in transit over ALS's lines will be stopped and transported to the first appropriate and available location for decontamination, cleaning, repair or securement. The consignor, consignee or third party acting as an agent will be responsible, at its own cost, for the expenses associated with returning the railcar to a clean or safe condition, as well as properly disposing of any and all residue or debris resulting from this cleaning, decontamination or securement. The consignor, consignee or agent respectively responsible for tendering the railcar to ALS may be assessed a \$650 per car surcharge.
2. Assessment and or payment of the foregoing surcharges will not relieve the consignor, consignee or its designated agent of its responsibility for property damage, environmental contamination and cleanup, personal injury or death attributable to or resulting from the tendering of a contaminated or leaking railcar to ALS. Acceptance of a railcar in interchange by ALS that is later determined to be contaminated or unsafe will in no way relieve the consignor, consignee or its designated agent of its obligation herein, and shall not constitute waiver by ALS of consignor's, consignee's or its designated agent's obligations hereunder to tender a clean and safe railcar to ALS for its handling.

### ITEM 80 OVERHEAD TRAINS

1. An overhead train is defined as a group of cars, moving together with their own power, to be switched between the interchange tracks of one carrier to the interchange tracks of another carrier, with no changes made to the consist of the train.

### ITEM 85 SHIPMENTS OF EXPLOSIVES, RSSM OR OTHER DANGEROUS ARTICLES

1. The transportation of explosives or dangerous articles is subject to regulations published in Tariff BOE 6000-Series.
2. A rail car containing more than 2,268 kg (5,000 lbs) of a Division 1.1, 1.2 or 1.3 (explosive) material as listed and defined Section 173.50 to 173.63 Part 173 of Tariff ICC BOE 6000 Series.
3. A tank car containing a material poisonous by inhalation as defined in 49 CFR 171.8, including anhydrous ammonia, Division 2.3 gases poisonous by inhalation as set forth in 49 CFR (Code of Federal Regulations) 173.115(c), and Division 6.1 liquids meeting the defining criteria in 49 CFR 173.132(a)(1)(iii) and assigned to hazard zone A or hazard zone B in accordance with 49 CFR 173.133(a), excluding residue quantities of these materials; and
4. A rail car containing a highway route-controlled quantity of a Class 7 (radioactive) material, as defined in 49 CFR 173.403.

## TARIFF ALS 8002-J

Note 1 - Switching Carrier performing intermediate switching service on all Rail Security-Sensitive Material (RSSM - PIH/TIH) shipments will be subject to a per car charge. Switching charge will be assessed to the inbound road haul carrier.

---

---

### ITEM 90 VOLUME DISCOUNTS

1. Discounted rates based on the number of cars apply only on cars that are tendered to the ALS at one time in a pre-blocked unit from one consignor at origin or to one consignee at destination.
- 
- 

### ITEM 95 MECHANICAL REFRIGERATION SERVICE CHARGE

1. The ALS will perform an inbound inspection (See Note 1) at Gateway Yard on all loaded mechanical refrigerator cars for account of the inbound carrier (see Note 2).
2. If the mechanical refrigeration inspection indicates that the unit is not operating properly, the car will be set out for refrigeration service, and a \$150 switching charge will be assessed against the delivering carrier.
3. Subsequent refrigeration service charges, refueling expenses and/or charger for repairs are in addition.

Note 1: Record will be made of car air temperature as shown by dial thermometer, amount of fuel in tanks as shown by fuel gauge, and whether or not engine is running.

Note 2: It is the obligation of the delivering carrier to deliver a mechanical refrigeration car with the mechanical unit operating properly.

---

# TARIFF ALS 8002-J

## RULES AND TERMINAL CHARGES

### ITEM 130 LIST OF SPECIAL EQUIPMENT

1. Switching rates or charges named in this tariff apply only to shipments, which are loaded in or on ordinary equipment, viz.:
  - A. Box cars not exceeding 52 feet in length, inside measurement, except will not apply on box cars of any length which are cushioned underframe, insulated or equipped with any type of loading devices or XF cars.
  - B. Flat cars not exceeding 54 feet in length and having marked capacity not greater than 180,000 lbs.; except will not apply on 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" or "FM" as listed under the heading of Heavy Capacity and Special Type Flat Cars in Tariff RER 6414-Series or reissues.
  - C. Gondola cars having marked capacity not greater than 180,000 lbs; but include gondola cars of any length equipped with covers, hoods, containers or cradle floors.
  - D. Open-top hopper cars not exceeding 60 feet in length, inside measurement, or having marked capacity not exceeding 180,000 lbs.
  - E. Cars of other types or sizes owned or leased by shipper or consignee.
2. When shipments are loaded in cars of other types, 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 paragraph(s) A. through E. of this item plus \$199.00 per car. (The provisions of this paragraph will not apply to shipments of Coal, Coke (the direct products of Coal) or Iron ore.) On joint line movements the above charge will be assessed only once regardless of the number of carriers used.
3. Ordinary equipment, with an AAR Car Type of A603, A606, A806 or A836, will be charged at a higher rate. This includes, but is not limited to, long cars with type E68 couplers, typically used for loading autos and auto parts.
4. Ordinary equipment, which is equipped with refrigeration, ventilation or car heater service will be charged at a higher rate.

### EXCEPTIONS

1. These provisions 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, providing billing of the switch movement contains a notation by the shipper connecting the switch movement with the immediately prior or subsequent line-haul movement.
2. The provision of this paragraph will not apply when ordinary equipment is ordered and other than ordinary equipment is furnished at carrier's convenience.

### ITEM 135 CHARGES FOR ARTICULATED CARS

1. When in connection with the ALS, and unless otherwise provided, on movements of articulated cars (two or more units permanently or temporarily joined together), the switching charges published in this tariff will apply separately to each unit of the articulated equipment.

### ITEM 140 DOUBLE LOADS

1. Articles, which require two or more cars for their transportation, shall be charged at actual per car charge of the commodity at the tariff rate. There will be no charge for trailers supplied by railroads for their own protection because of shifted loads.

## TARIFF ALS 8002-J

### ITEM 145 DIVERSION OR RECONSIGNMENT

1. Diversion or reconsignment means any one or more of the following when a car is located on or under the control of the ALS:
  - a. Change in the name of consignee
  - b. Change in the name of consignor
  - c. Change in the destination
  - d. Change in route
  - e. Any other instruction given by consignee, consignor, or owner affecting delivery and requiring an addition to or a change in billing, and additional movement of the car or both.
2. Except as otherwise provided herein, the term "destination" as used in these rules means the billed destination.
3. Diversion or Reconsignment orders will not be accepted by ALS for cars that are not under its control.

#### CHARGES:

When an order is placed with ALS by consignee, consignor, or owner that modifies any of the terms of shipment listed above in this item, the following charges will apply:

1. The charge for Diversion or Reconsignment will be \$150 per car for single car diversions.
2. The charge for Diversion or Reconsignment will be \$250 per car for multi-cars traveling as a single unit on a single bill-of-lading.
3. Facilitation of Diversion or Reconsignments is not guaranteed. If the request is not accomplished, no charge will be assessed for the request.
4. Cars stopped, diverted or reconsigned under terms of this item are subject to any assessorial charges published by the ALS.

---

### ITEM 150 DEMURRAGE AND STORAGE RULES AND CHARGES

1. All cars handled by the ALS will be subject to the current rules and charges named in Tariff ASLG 6004-A Series.

---

### ITEM 155 LOADING AND UNLOADING CARLOAD FREIGHT

1. All freight traffic taking carload rates must be loaded by shipper and unloaded by consignee, and such as may require it, must be safely blocked or braced by shipper at his expense.

---

### ITEM 160 CLOSING DOORS

1. When it is necessary for ALS to close doors, hatches, gates or secure tie down devices on empty cars, a charge of \$150 will be assessed against the customer releasing or the road providing said car. Loaded cars will not be moved unless all doors, hatches, gates and ties down devices are secured.
-

## TARIFF ALS 8002-J

### **ITEM 165 RATES TO OR FROM SWITCHES, INDUSTRIES AND DELIVERY POINTS NOT SPECIFIED**

1. Rates to or from industries, switches and delivery points not specified will be the same as those applying to or from the nearest point which are specified.

### **ITEM 170 ACCEPTANCE OF CARS**

1. As track facilities are limited, the ALS reserves the right to regulate the acceptance of cars in accordance with its ability and the ability of shippers to load and consignee to unload.

### **ITEM 180 EMPTY CARS REJECTED BY AN INDUSTRY ACCOUNT UNFIT OR UNSUITABLE FOR LOADING**

1. Empty cars furnished to industries served by the ALS, on bona fide orders, which are rejected by the industry account unfit or unsuitable for loading, will be returned to the carrier furnishing such car or cars and a charge of \$232.00 per car for handling the empty car to the industry siding and from the industry siding to the furnishing carrier will be assessed against the carrier furnishing such unfit or unsuitable car or cars. The charge will be assessed for each movement.

### **ITEM 190 CARS ORDERED AND NOT USED**

1. Empty cars furnished on orders for loading, but not loaded, will be charged for at a rate of \$232.00 per car in addition to car demurrage or other charges and collection will be made from the firm or individual ordering the equipment.

### **ITEM 195 FAILURE TO DELIVER LOAD TO ALS**

1. When a foreign road delivers a car to the ALS for a customer to load, and customer fails to return the loaded car, but instead ships the loaded car via another railroad, the customer will pay a charge of \$500 per car to the ALS plus any applicable charges assessed by the foreign railroad.

This charge shall not apply to cars ordered and not used as covered in item 190 of this tariff.

### **ITEM 200 COLLECTION OF CHARGES AND ACCOMPLISHING SURRENDER OF BILL OF LADING**

#### **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, IL or St Louis, MO, the ALS reserves the right to hold such cars at any point on its rails subject to demurrage and storage rules and charges named in Tariff ASLG 6004-A Series, until all charges including demurrage and storage charges, which may have accrued while cars were so held, are paid. (See Note 1, this item).

#### **RULE 2.**

On Trans-Mississippi River traffic, "Shipper's Order" cars will not be accepted from any connecting line when for delivery on the tracks of connecting lines within the switching limits of East St Louis, IL or St Louis, MO 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.

#### **RULE 3.**

## TARIFF ALS 8002-J

Traffic having both origin and destination within the switching limits of East St Louis, IL or St Louis, MO will not be accepted billed to "Shipper's Order".

### RULE 4

On switch traffic loaded on or reconsigned from points on the rails of the ALS to points on connecting lines within the switching limits of East St Louis, IL or St Louis, MO, all charges, including deliveries lines' switching and intermediate switching, if any, must be prepaid or authorized in full.

### RULE 5.

On Trans-Mississippi River traffic from connecting lines destined to points on connecting lines within the switching limits of East St Louis, IL or St Louis, MO, the switching charges of delivering line and intermediate line, if any, must be authorized on the billing.

### RULE 6.

#### WHEN FOR DELIVERY ON THE RAILS OF THE ALS:

- (a) The ALS will not accept cars carrying freight or other charges or billed "Shipper's Order" when handled in switch service, i.e., when not handled across the Mississippi River by the ALS, except that cars billed "Shipper's Order" when "in bond" will be accepted.
- (b) The ALS switching charges must be prepaid in full on all "Switch Traffic" from connecting lines.

### EXPLANATION OF NOTE

1. When cars are held under this rule, notice that car is so held will be sent to the consignee and to the agent of the switching carrier on whose rails cars are to be delivered.

---

### ITEM 210 SPECIAL TRAIN SERVICE

1. Special Freight train service, as used in this tariff, means a train which is operated on an expedited schedule, or under special service or transportation requirements specified by consignor, consignee or the agent of either, at a charge in addition to the applicable rate or charge.
2. When special freight train service is necessary, in order to comply with services or other transportation requirements specified, a minimum switching charge of \$2545.00 per shipment will apply. This charge applies between any two points on the ALS. Shipments exceeding 45 cars will be \$74.00 per car.
3. Consignor, consignee or agent of consignor or consignee must request special train service in writing or by telephone, confirmed by fax, e-mail or letter. Sufficient time should be allowed when requesting special train service to enable arrangements for the movement of such train, including the assembly of equipment, personnel and other incidentals required.

---

### ITEM 215 RAIL SURVEILLANCE

1. The Alton & Southern Railway Company will provide rail surveillance when mandated by a government agency. When rail surveillance is performed a charge of \$75.00 per car will accrue to the ALS for performing this service and will be absorbed by the connecting lines.
2. On traffic moving handled in intermediate switching service, the \$75.00 per car charge will be absorbed on an equal basis between the inbound and outbound road-haul carriers. The ALS will bill the inbound carrier for 50% of the rail surveillance charge and bill the outbound carrier for the remainder.
3. On traffic originating or terminating at points within the East St. Louis, IL or St. Louis, MO Switching District, the \$75.00 charge will be absorbed by the inbound or outbound road haul carrier as the case may be.

**TARIFF ALS 8002-J**

**SWITCHING RATES**

**CARS SWITCHED BETWEEN TWO CONNECTING ROADS**

<b>ITEM</b>	<b>DESCRIPTON</b>	<b>RATE PER CAR</b>
300	ALL Freight, except Items 80, 85, & 130	\$116
85	RSSM shipments as defined in Item 85	\$425
130	Cars with AAR type A603, A606, A806 or A836 as defined in Item 130.3	\$150
130	Special Equipment as defined in Item 130	Regular rate + \$199
130	Perishable Freight - Refrigeration, Ventilation or Car Heater Service	\$232
80	Overhead trains as defined in Item 80	\$74

**CARS SWITCHED BETWEEN A CONNECTING ROAD AND AN INDUSTRY IN THE RIVER,  
EAST ST. LOUIS OR WASHINGTON PARK ZONE**

<b>ITEM</b>	<b>DESCRIPTION</b>	<b>RATE PER CAR FOR 1-17 CARS</b>	<b>RATE PER CAR FOR 18+ CARS</b>	<b>RATE PER CAR FOR UNIT OR SHUTTLE TRAIN</b>
300	ALL Freight, except Items 85, 130, 220, 355 & 360	\$349	\$244	
85	RSSM shipments as defined in Item 85	\$750	\$750	
130	Cars with AAR type A603, A606, A806 or A836 as defined in Item 130.3	\$468	\$327	
130	Special equipment as defined in Item 130	Regular rate +\$199	Regular rate +\$199	
220	Placarded hazardous materials	\$468	\$327	
360	Unit Train service at ALS Certified Unit Train Facility	N/A	N/A	\$160
355	Shuttle Train service	N/A	N/A	\$200

**TARIFF ALS 8002-J**

**CARS SWITCHED BETWEEN A CONNECTING ROAD AND AN INDUSTRY IN THE NORTH ZONE**

ITEM	DESCRIPTION	RATE PER CAR FOR 1-17 CARS	RATE PER CAR FOR 18+ CARS	RATE PER CAR FOR UNIT OR SHUTTLE TRAIN
300	ALL Freight, except Items 85 ,130 220, 355 & 360	\$468	\$327	
85	RSSM shipments as defined in Item 85	\$865	\$865	
130	Cars with AAR type A603, A606, A806 or A836 as defined in Item 130.3	\$442	\$234	
130	Special equipment as defined in Item 130	Regular rate +\$199	Regular rate +\$199	
220	Placarded hazardous materials	\$622	\$468	
360	Unit Train service at ALS Certified Unit Train Facility	N/A	N/A	\$160
355	Shuttle Train service	N/A	N/A	\$200

**ITEM 350 INTRA-TERMINAL SWITCHING USING INDUSTRY ZONES AS DEFINED IN ITEM 10**

ITEM	DESCRIPTION	RATE 1- 14 CARS	RATE 15+ CARS
350	Cars switched within an industry zone	\$250	\$150
350	Cars switched between different industry zones	\$735	\$600

## TARIFF ALS 8002-J

### ITEM 355 SHUTTLE TRAINS

1. Shipment must be tendered to origin railroad on a single Bill of Lading.
  2. Train must consist of 50 car minimum.
- 

### ITEM 360 UNIT TRAINS

All criteria listed below must be met in order to receive the unit train rate.

1. Unit train shipment must be tendered to origin railroad on a single Bill of Lading
  2. Train must consist of 50 car minimum.
  3. Power must remain with train.
  4. Unit Train Certified facilities must be certified by ALS in advance.
- 

### ITEM 365 INTRA-PLANT SWITCHING

1. Switching rate for loaded or empty freight cars switched from one point to another in the same industry will be \$140.00 per car for placarded hazardous materials as defined in Items 65 and 85, or \$110.00 per car for all other cars.
- 

### ITEM 370 PULLER SERVICE RATES

1. With the concurrence of ALS Superintendent of transportation, ALS will provide puller service as agent for the carrier requesting the service, and with full indemnification of the ALS by the carrier requesting the service, at a charge of \$1500 per train, where contractual arrangements and physical accessibility permit ALS crew handling
-

**TARIFF ALS 8002-J**

**EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS**

<b>ABBR</b>	<b>EXPLANATION</b>
AAR	Association of American Railroads
ALS	Alton & Southern Railway Company, The
BNSF	Burlington Northern and Santa Fe Railway Company, The
BOE	Bureau of Explosives
BSDA	Bi-State Development Agency Railroad
CN	Canadian National Railways
CSXT	CSX Transportation, Inc.
i.e.	That is
Lbs.	Pound or Pounds.
KCS	Kansas City Southern Railroad
MRS	Manufacturers Railway Company.
Nec	Not otherwise classified (not otherwise indexed by name, not otherwise specified or not otherwise indexed).
NS	NORFOLK SOUTHERN RAILWAY COMPANY
RER	Official Railway Equipment Register (R.E.R. Publishing Corporation, Agent)
RPS	Railroad Publication Services
STCC	Standard Transportation Commodity Code (Association of American Railroads, Agent)
TRRA	Terminal Railroad Association of St Louis
UFC	Uniform Freight Classification (Uniform Classification Committee, Agent)
UP	Union Pacific Railroad
Viz.	Namely

**EXPLANATION OF REFERENCE MARKS**

- 1 These rates do not include the cost of running repairs necessary to the safe movement of equipment on own wheels.
- 2 Scale testing cars will be moved free upon request of representatives of the Bureau of Standards, on presentation of authorized credentials, of Scale Testing Equipment, Test Weights and Testing Apparatus of the Bureau of Standards, with authorized attendant, when such movement is for the purpose of performing tests or calibrations.