

## **TACOMA MUNICIPAL BELT LINE RAILWAY**

### **FREIGHT TARIFF TMBL 8807-K Supplement #1**

(This supplement contains all changes to Tariff TMBL 8807-K)

### **NAMING SWITCHING AND OTHER TERMINAL CHARGES AS PROVIDED IN SECTION 1 HEREIN**

### **APPLYING AT ALL LOCATIONS ON THE TACOMA MUNICIPAL BELT LINE RAILWAY (TACOMA RAIL)**

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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: December 10, 2023

EFFECTIVE: January 1, 2024

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

ITEM	SECTION 1 SWITCHING
<p><b>1010</b> [I]</p>	<p><b>LINE HAUL SWITCHING RATES AND CHARGES IN DOLLARS AND CENTS FOR RAILCARS:</b></p> <ol style="list-style-type: none"> <li>1. A charge of \$63.00 per platform (See Note 1) for each loaded or empty intermodal railcar (See Note 2) between interchange with BNSF or UP; and an Intermodal Terminal (See Note 3).</li> <li>2. The following charges are per railcar for each loaded railcar interchanged with the BNSF or UP, other than intermodal railcars or unit trains (See Note 5), and other than railcars required to be placarded as carrying a hazardous commodity. (See Note 4)             <ol style="list-style-type: none"> <li>a. \$350.00 for railcars interchanged in Tacoma</li> <li>b. \$647.00 for railcars interchanged in locations other than Tacoma</li> </ol> </li> <li>3. The following charges are per railcar for each loaded railcar interchanged with the BNSF or UP, other than intermodal railcars, required to be placarded as carrying a hazardous commodity. (See Note 4)             <ol style="list-style-type: none"> <li>a. \$407.00 for railcars interchanged in Tacoma</li> <li>b. \$647.00 for railcars interchanged in locations other than Tacoma</li> </ol> </li> <li>4. A charge of \$262.00 for each loaded railcar in a unit train (See Note 5) to a facility which can unload or load the unit train in its entirety. (See Note 4)</li> <li>5. A charge of \$350.00 for each loaded railcar in a unit train (See Note 5) to a facility which cannot unload or load the unit train in its entirety. (See Note 4)</li> </ol> <p>NOTE 1 – A platform is a location within a railcar, used for loading, that is separated by articulations.</p> <p>NOTE 2 – A loaded intermodal railcar is defined as having any number of containers on the railcar, regardless whether the containers are loaded or empty.</p> <p>NOTE 3 – Intermodal terminals are identified as follows:</p> <ol style="list-style-type: none"> <li>A) North Intermodal Yard – NIM</li> <li>B) South Intermodal Yard – SIM</li> <li>C) Hyundai Intermodal Yard – HIM aka WUT</li> <li>D) Pierce County Terminal – PCT</li> </ol> <p>NOTE 4 – When a non-intermodal shipment is made using railcars that are articulated, each articulation shall be counted as an additional railcar for purposes of applying this rate.</p> <p>NOTE 5 – A unit train is defined as a train consisting of more than 90 railcars, other than intermodal, all destined to a single facility.</p>
<p><b>99999</b> [NC]</p>	<p><b>EXPLANATION OF ABBREVIATIONS AND REFERENCE:</b></p> <p>BNSF - BNSF Railway Company UP - Union Pacific Railroad Company FT - Freight Tariff TMBL - Tacoma Municipal Belt Line Railway and all lines served by it</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>