

## **TACOMA MUNICIPAL BELT LINE RAILWAY**

**FREIGHT TARIFF TMBL 8807-I**  
(Cancels Tariff TMBL 8807-H)

**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, 2018

EFFECTIVE: January 1, 2019

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

<p><b>1.01</b></p>	<p><b>CANCELLATION NOTICE:</b></p> <p>Freight Tariff TMBL 8807-I hereby cancels provisions formerly shown in Freight Tariff TMBL 8807-H series for account the TMBL. Provisions formerly shown in Freight Tariff TMBL 8807-H for account TMBL and not brought forward in Freight Tariff TMBL 8807-I are hereby cancelled.</p>
<p><b>ITEM</b></p>	<p><b>RULES AND OTHER GOVERNING PROVISIONS. SPECIAL RULES AND REGULATIONS</b></p>
<p><b>10</b></p>	<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>
<p><b>20</b></p>	<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>
<p><b>30</b></p>	<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>

<b>ITEM</b>	<b>RULES AND OTHER GOVERNING PROVISIONS. SPECIAL RULES AND REGULATIONS - UNLIMITED</b>
100	<p><b>BILLS OF LADING:</b></p> <p>Order Bill of Lading will not be issued to cover Intra-Terminal or Inter-Terminal switching movements.</p>
110	<p><b>CHARGE FOR HAUL OF EMPTY RAILCARS NOT USED FOR LOADING:</b></p> <p>When an empty railcar is ordered to be loaded and is returned empty, the charge is the same as if the railcar was interchanged as a load to the BNSF or UP.</p>
130	<p><b>CHARGES ON OVERLOADED RAILCARS:</b></p> <p>When an overloaded railcar is discovered in Intra-terminal, Inter-terminal, or Intra-plant switching service, the shipper will be given the opportunity to unload the excess at a charge of \$232.00 per railcar. The charge of \$232.00 per railcar will be in addition to all other applicable charges.</p>
140	<p><b>DETENTION CHARGES ON HEAVY DUTY FLAT RAILCARS:</b></p> <p>For detention and use charges on heavy duty flat railcars, see Item 270 of Tariff RIC 6740-series.</p>
150	<p><b>RETURN MOVEMENT OF RAILCARS PLACED FOR LOADING OR UNLOADING:</b></p> <p>Charges provided in this tariff include the return of empty railcars after unloading or placing of empty railcars for loading, except as provided herein.</p>
160	<p><b>TERMINAL AND OTHER CHARGES:</b></p> <ol style="list-style-type: none"> <li>1. Railcar Rental Charges and Demurrage will be governed by tariffs or other instruments of individual carriers.</li> <li>2. The switching rates shown in this tariff cover the charge for movement of railcar 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>

<p><b>170</b></p>	<p><b>TURNING OF RAILCARS TO PERMIT LOADING OR UNLOADING:</b></p> <p>1. In instances where it is desired that freight in a railcar load be placed on delivery tracks for loading at stop-off points or unloading at stop-off points or destinations from one particular side or end of a railcar, railcars 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 railcar for loading at stop-off points or unloading at stop-off points or destinations from the door or railcar specified by placard.</p> <p>2. On freight in carloads, not properly placarded on both sides of railcar to load or unload from one particular side or end of railcar, which shipper or consignee, after initial placement of railcar, directs carrier to turn and return to the same track for loading or unloading from opposite side or end of railcar, the following shall apply:</p> <p style="text-align: center;"><b>CHARGES (Notes 1 and 2)</b></p> <p>A. If the railcar 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 railcar is turned at a Y or turn-table within the same switching district but outside the confines of the industry, the Intra-Terminal switching charge will apply.</p> <p>C. If the railcar must be moved to a Y or a turn-table located outside the switching district and the round-trip distance to and from the Y or turn-table is:</p> <p style="padding-left: 40px;">a. 100 miles or less - \$412.00 per railcar.</p> <p style="padding-left: 40px;">b. Over 100 miles – \$824.00 per railcar,</p> <p>NOTE 1- If bill of lading carries notation that a railcar has been placarded and placard has disappeared before placement, the charge named herein will not apply.</p> <p>NOTE 2- If the line haul rate is lower than the charge for turning of the railcar, the line haul rate will be assessed.</p>
<p><b>180</b></p>	<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. (Same Industry)</p> <p>B. <b>INTRA-TERMINAL SWITCHING</b> - A switching movement (other than Intra-Plant switching) from one track to another of the same road, or from one location to another location on the same track within the switching limits of one station or industrial switching district. (Same Road)</p> <p>C. <b>INTER-TERMINAL SWITCHING</b> - A switching movement from a track of one road to a track of another road when both tracks are within the switching limits of the same station or industrial switching districts. (Road to Road)</p>

ITEM	SECTION 1 SWITCHING
1000	<p><b>APPLICATION:</b></p> <p>Switching rates and charges named in this section will apply for account TMBL as follows:</p> <ul style="list-style-type: none"> <li>A. Applicable at all points on the TMBL 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. Rates do not include wharfage, loading, unloading or other terminal expenses and apply only to freight loaded or unloaded by consignor or consignee within the switching limit of this section, except as otherwise authorized.</li> <li>C. Reciprocal Switching – A switch movement from an industry or firm on TMBL to interchange tracks of connecting carrier or vice versa, on line haul traffic (for rate to apply, see item 1010). 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 railcar.</li> <li>D. Rates named herein include only the performance of normal switching service by and at the convenience of the carrier (TMBL). Normal switching contemplates only one switch per day and only on those days when the TMBL has regularly scheduled switching service at the plant site or industry, except the TMBL may, at its discretion only, make additional switches when deemed appropriate by the TMBL.</li> <li>E. The switching charge (unless otherwise specified) applies on the movement of a railcar loaded in one direction an empty in the other direction between the points named. If a railcar is loaded in both directions, the charge will be made for each loaded movement. Switching charges (unless otherwise specified) includes the spotting of a railcar 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>F. Special Switching – If requested by an industry or connecting carrier special switching will be performed at the sole discretion of the TMBL 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 (notes 1 and 2):             <ul style="list-style-type: none"> <li>1. Monday through Sunday, exclusive of holidays, charge is \$500.00 per hour with a minimum of two hours (\$1,000.00). Time in excess is computed to next half hour.</li> <li>2. Holidays, (note 2) subject to an application for such service in advance; charge is \$654.00 per hour with a minimum of four hours (\$2,616.00). Time in excess is computed to next half hour.</li> </ul> </li> </ul> <p>NOTE 1 - Charges for intra-plant, intra-terminal or inter-terminal switching as the case may be, will be billed and assessed separately, and will not be usable as credits for special switching service charges.</p> <p>NOTE 2 - Holidays are identified as New Years Day, Washington’s Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas Day.</p>

<p><b>1010</b></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 \$51.00 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. \$306 for railcars interchanged in Tacoma</li> <li>b. \$570 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. \$356 for railcars interchanged in Tacoma</li> <li>b. \$570 for railcars interchanged in locations other than Tacoma</li> </ol> </li> <li>4. A charge of \$224.00 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 \$300.00 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 containers, that is separated by articulations. Unless a railcar has no containers on any platform, it is considered a load.</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>1020</b></p>	<p><b>INTRA-PLANT SWITCHING:</b></p> <p>The charge is \$139.00 per railcar, for railcars loaded or empty, for Intra-Plant switching service as defined in Item 180.</p>
<p><b>1040</b></p>	<p><b>RAILCARS, OLD, FOR SCRAPPING ONLY, MOVING ON OWN WHEELS:</b></p> <p>FROM – Interchange point of BNSF or UP in Tacoma, WA.</p> <p>TO – Scrapping plants or storage on the TMBL</p> <ol style="list-style-type: none"> <li>1. Charge is \$306.00 per railcar. Intra-terminal Switch Charges in item 1160 will apply for movement from storage to plant or plant to storage.</li> </ol>

<p><b>1060</b></p>	<p><b>RAILCARS, FOR REPAIRS ONLY, MOVING ON OWN WHEELS:</b></p> <p>BETWEEN - Interchange points of BNSF or UP in Tacoma, WA.</p> <p>AND – Designated shop on TMBL</p> <p>OR – Staging track of designated shop on TMBL</p> <p>1. Charge is \$306.00 per railcar.</p> <p>Charge applies for round trip movement of railcars from point of Interchange to shop site or staging and return and will be assessed on the initial movement.</p>
<p><b>1070</b></p>	<p><b>CRANES AND LOCOMOTIVES OWNED BY SCHNITZER STEEL:</b></p> <p>FROM – Any track on Schnitzer Steel property located at 1902 Marine View Drive, Tacoma, WA.</p> <p>TO – Any other track on Schnitzer Steel property located at 1902 Marine View Drive, Tacoma, WA.</p> <p>Charge is \$306.00 per unit.</p>
<p><b>1090</b></p>	<p><b>LOCOMOTIVES, OLD FOR SCRAPPING ONLY, MOVING ON OWN WHEELS:</b></p> <p>FROM - Interchange point of BNSF or UP in Tacoma, WA</p> <p>TO – Scrapping plant or storage locations on the TMBL</p> <p>1. Charge is \$306.00 per individual unit.</p> <p>Intra-terminal Switch Charges in item 1160 will apply for movement from storage to plant or plant to storage.</p>
<p><b>1110</b></p>	<p><b>LOCOMOTIVES, OLD, FOR REPAIRS ONLY, MOVING ON OWN WHEELS:</b></p> <p>FROM – Interchange point of BNSF or UP in Tacoma, WA.</p> <p>TO – Repair plants or storage locations on the TMBL.</p> <p>1. Charge is \$306.00 per individual unit.</p> <p>Charge applies for round trip movement of locomotive between interchange and plant or storage location and will be assessed on the initial movement. Intra-terminal Switch Charges in item 1170 will apply for movement from storage to plant or plant to storage.</p>
<p><b>1120</b></p>	<p><b>ERROR DELIVERY AND SETBACK CHARGE:</b></p> <p>When loaded or empty railcars are delivered to TMBL in error by connecting carriers, and are returned to the same carrier without being loaded or emptied on TMBL, a charge per railcar will be assessed to the connecting carrier equal to that carrier’s charge to TMBL for the same type of railcar movement. Charges for BNSF will be those specified for Interchange Error as provided in tariff BNSF 8005 series. Charges for UP will be those specified for Setback Charges as provided in tariff UP 6004 series. TMBL will not be responsible for car hire on these railcars, and will reclaim all car hire assessed from the connecting carrier.</p> <p>When loaded or empty railcars are delivered to the TMBL by connecting carriers due to an error by the Customer, any charges incurred by the railcar from the connecting carrier will be charged to the Customer by Tacoma Rail with a 10% administration fee in addition to any applicable Tacoma Rail charges.</p>

<p><b>1160</b></p>	<p><b>INTRA-TERMINAL/INTER-TERMINAL RAILCAR SWITCHING:</b></p> <p>Charges shown in this item apply for Intra-Terminal or Inter-Terminal switching, (except as otherwise shown in this section), as defined in Item 180. Charges do not apply on railway equipment as described in Item 1170. Intermodal rates are per platform. A platform is a location within a railcar, used for loading containers, that is separated by articulations.</p> <ol style="list-style-type: none"> <li>1. Intra-Terminal Charges             <ol style="list-style-type: none"> <li>a. Non-intermodal - \$285.00</li> <li>b. Intermodal - \$75</li> </ol> </li> <li>2. Inter-Terminal Charge - \$343.00</li> </ol>
<p><b>1170</b></p>	<p><b>INTRA-TERMINAL/INTER-TERMINAL RAILWAY EQUIPMENT SWITCHING:</b></p> <p>Charges shown in this Item apply per railcar and only on RAILWAY EQUIPMENT, moved on own wheels, but not under own power.</p> <p>LOCOMOTIVES, LOCOMOTIVE TENDERS or LOCOMOTIVES and TENDERS combined.</p> <p>STEAM SHOVELS, STEAM DERRICKS or LOCOMOTIVE CRANES.</p> <p>CHARGES FOR IDLERS (Note 1)</p> <ol style="list-style-type: none"> <li>1. Intra-Terminal Charge - \$494.00</li> <li>2. Inter-Terminal Charge - \$593.00</li> </ol> <p>NOTE 1 – Charges for idler railcars used in transportation of Locomotives or Tenders, Steam Derricks, Steam Shovels or Locomotive Cranes will be charged at rates named in Item 1160 for each railcar so used.</p>
<p><b>1180</b></p>	<p><b>LOADED OR EMPTY RAILCARS RELEASED AND NOT READY</b></p> <p>A charge of \$100 per railcar will be assessed for each Customer railcar released and not available to be pulled or accepted by the TMBL. This charge is in addition to any applicable demurrage charges or other applicable charges.</p>
<p><b>1200</b></p>	<p><b>LATE PAYMENTS:</b></p> <p>Late Payments: Invoices are due and payable thirty (30) days following the date of the invoice.</p>
<p><b>1220</b></p>	<p><b>FUEL SURCHARGE:</b></p> <p>All loaded railcars will have a per railcar 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 quarterly.</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. The Fuel Surcharge Rate will also include 10% to cover taxes and administrative costs.</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>



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**EXPLANATION OF ABBREVIATIONS AND REFERENCE:**

BNSF - BNSF Railway Company  
UP - Union Pacific Railroad Company  
FT - Freight Tariff  
TMBL - Tacoma Municipal Belt Line Railway and all lines served by it

[A] – Addition  
[I] – Increase  
[R] – Reduction  
[NC] – Brought forward without change  
[C] – Changes resulting in neither an increase nor a decrease

-END-