

Who we are:

Custom Services International

CSI provides Customs Clearance throughout the U.S. and immediate import processing through 4 Midwest ports. Maintaining state of the art computer technology, CSI clears 80% of cargo electronically and accomplishes cargo releases PRIOR to arrival, assuring prompt, ready-to-go pick up and delivery.

Pyramid Trucking

Licensed to operate throughout the contiguous 48 states, Pyramid's dominant mission is providing the fast transportation link between Commercial, Industrial and Manufacturing industry and the various Railroads. Pyramid's same day door to ramp delivery rate exceeds 97%.

Prairie States Terminals

Door to door West Coast transportation combining the speed of trucks at the rates of rail.

Cost Effective Worksheet

Current Shipping Costs: _____

Pallets per Load _____

Cost per pallet: _____

Load weight? _____

Cost per pound: _____

Loads per year _____

Total yearly shipping \$ _____

PST rate _____

Pallets per Load _____

Cost per pallet: _____

Load weight _____

Cost per pound: _____

Loads per year _____

Total yearly shipping \$ _____

Savings per year:

Who Wins?

You Do !

Prairie States Terminals

Prairie States Terminals



***Door to Door
Intermodal Service to
the West Coast***



***Now in our 31st year of
outstanding service !***

510 Thatcher Avenue
St Louis MO 63147
Local: 314.381.3600
National: 800.325.4437
Fax: 314.381.3334
Web: www.pststl.com

Its about Intermodal!



Containers of cargo arrive in one of 6 West coast ports destined to cities throughout the Midwest.



Our sister company, Custom Services International, clears the cargo through US Customs, and monitors their movement enroute.



The containers are loaded onto stack trains and moved to their destinations throughout the United States.



Once unloaded, the empty containers are brought to a Container Yard Depot to await their return to the West Coast.

Its about money !

Since the early 1980's steamship lines knew how costly it was to ship these containers back empty. It took too long and storage fees were expensive. Since time is money, in 1984 various steamship companies approached our transportation group and requested that we assist in moving their containers back to their piers. As an incentive, they agreed to pay our company a loading allowance for each container shipped. That would speed things up considerably, but what about the storage fee problem?

Since, in most instances, we monitor and control the inbound movement of these containers, when the importer has emptied the container, we immediately schedule the reload at your door. No container yard or storage fees and even *lower shipping rates!*



This entire savings results in lower costs which are transferred to you in the form of lower rates. When you call, the same trains and trucks that brought the imported cargo here will begin the process in reverse.

In 4 -5 days your shipment is in Los Angeles, Oakland, Portland or Seattle. Upon your shipment being delivered, we then take the container back to the proper steamship pier.



Once again the container is loaded and on its way back for more import cargo.



Its about technology

How do we know where it is all the time? We've been tracking it! In fact, while your shipment is in transit, we are scheduling our delivery appointment with your customer based on its anticipated arrival. We are also transmitting a "pre-advise" to our drayage company to alert them of our delivery appointment commitment.



Should any delays occur, our daily tracking will adjust the estimated time of arrival, and if necessary, we will re-contact your customer to adjust our appointment time accordingly.