

# INDIANA HARBOR BELT RAILROAD

FREIGHT TARIFF 9347-H  
CANCELS  
FREIGHT TARIFF 9347-G

LOCAL FREIGHT TARIFF  
OF  
RULES AND REGULATIONS GOVERNING ACCEPTANCE  
AND HANDLING OF FREIGHT TRAFFIC

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AND OTHER MISCELLANEOUS RULES AND CHARGES

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LIST OF CONNECTING LINES AND JUNCTION POINTS	
RAILROADS	JUNCTION POINTS
BNSF BNSF Railway Company	Blue Island, IL Gibson, IN La Grange (Congress Park), IL McCook, IL
BOCT Baltimore & Ohio Chicago Terminal	Blue Island, IL
BRC Belt Railway Company of Chicago	Argo, IL
CFE Chicago, Fort Wayne and Eastern	Blue Island, IL
CIC Cedar Rapids and Iowa City	Argo, IL (via BRC)
CLCY Chessie Logistics Company	Thompson, IL
CN Canadian National Railway	Blue Island, IL Broadview, IL Indiana Harbor, IN Riverdale (Highlawn), IL Norpaul (Schiller Park), IL
CPRS Canadian Pacific Railway	Blue Island, IL Gibson, IN Norpaul (Bensenville), IL
CRL Chicago Rail Link	Argo (via BRC)
CSS Chicago SouthShore & South Bend	Burnham, IL
CSXT CSX Transportation	Blue Island, IL East Chicago (Indiana Harbor), IN Gibson, IN
GRW Gary Railway	Indiana Harbor, IN
IAIS Iowa Interstate Railroad	Blue Island, IL
INRD Indiana Railroad	Argo, IL (via BRC)
NS Norfolk Southern Railway	Blue Island, IL Burnham (Calumet Yard), IL Burns Harbor, IN Gibson, IN Indiana Harbor, IN Osborn, IN
SCIH South Chicago and Indiana Harbor	Argo, IL (via BRC)
UP Union Pacific Railroad	Argo, IL Blue Island (Dolton), IL Norpaul (Proviso), IL
WSOR Wisconsin & Southern Railroad	Argo, IL (via BRC)

## ALPHABETICAL LIST OF STATIONS

Alsip, IL	Elsdon, IL	Melrose Park, IL
Argo, IL	Franklin Park, IL	Norpaul, IL
Bellwood, IL	Gary, IN	N. Hammond, IN
Blue Island, IL	Gibson, IN	Osborn, IN
Bridgeview, IL	Grasselli, IN	Portage, IN**
Broadview, IL	Hammond, IN	Riverdale, IL
Burnham, IL	Hegewisch, IL	Roby, IN
Burns Harbor, IN **	Highlawn, IL	South Chicago, IL
Calumet City, IL	Indiana Harbor, IN	Thompson, IL
Chicago Ridge, IL	Kensington, IL	Whiting, IN
Dolton, IL	LaGrange, IL	
East Chicago, IN	McCook, IL	

All stations are located within the Chicago Switching District except as noted with a notation of \*\*

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**RULES AND OTHER GOVERNING PROVISIONS**

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**GENERAL RULES AND REGULATIONS**

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**ITEM 5 – DESCRIPTION OF UNIFORM CLASSIFICATION**

The term "Uniform Classification" when used herein means Uniform Freight Classifications UFC 6000-Series.

**ITEM 10 – STATION LIST AND CONDITIONS**

This tariff is governed by the Official List of Open and Prepay Stations OPLS 6000-Series, to the extent shown below:

**PREPAY REQUIREMENTS AND STATIONS CONDITIONS**

- (A) For additions and abandonment of stations, and except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to 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 such station as published in this tariff are inapplicable on and after that date.

**GEOGRAPHICAL LIST OF STATIONS**

- (B) For geographical locations of stations referred to in this tariff by station numbers.

**STATION NUMBERS**

- (C) For the identification of stations, when said stations are shown or referred to by numbers in this tariff.

**ITEM 15 – EXPLOSIVES, DANGEROUS ARTICLES**

For rules and regulations governing the transportation of explosives and other dangerous articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see STB BOE 6000 Series, AAR, Bureau of Explosives.

**ITEM 20 – REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.**

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.

**ITEM 30 – CONSECUTIVE NUMBERS**

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

If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.

**ITEM 45 – CAPACITY OF CARS**

For marked capacities, lengths, dimensions and cubical capacities of cars, see The Official Railway Equipment Register, STB RER 6411 Series. Cars may not be loaded in excess of the maximum load limit stenciled on the car.

**ITEM 65 – FUEL SURCHARGE**

Application of fuel surcharge cancelled effective May 1<sup>st</sup> 2007

**ITEM 70 – ITEMS AND/OR PROVISIONS NOT BROUGHT FORWARD**

Items and/or provisions formerly shown and not brought forward are hereby cancelled.

**ITEM 75 – METHOD OF CANCELLING ITEMS**

As this tariff is supplemented, numbered items with letter suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.

**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.

**ITEM 100 – METHOD OF DENOTING REISSUED MATTER IN SUPPLEMENTS**

Items 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 110 – DEFINITION OF CHICAGO SWITCHING DISTRICT**

Where the term "Chicago Switching District" is used in this tariff, it incorporates the "Chicago Switching District" as defined in Tariff STB WTL 8020 Series.

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**RULES AND OTHER GOVERNING PROVISIONS**


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**ITEM 115 – ATTENDANTS IN CHARGE OF PROPERTY**

When lawfully published tariffs, provide for attendants, or caretakers in charge of, or to accompany freight, as a part of the freight transportation, the local or proportional rates of the Indiana Harbor Belt Railroad Company for the freight movement will not include the transportation of the attendant or caretaker as a part of the freight charges accruing to the Indiana Harbor Belt Railroad Company. Said attendants or caretakers will be accommodated on the IHB for a charge of **RB 115**.

**ITEM 120 – EMPTY CARS ORDERED AND REFUSED OR REJECTED BY INDUSTRY**

When cars ordered by industries for loading are refused, account of not being in proper condition to load, a charge of **RB 120** per car will be made against the railroad furnishing the car.

When cars ordered by industries for loading are refused, if in proper condition to load, a charge of **RB 120** per car will be made against the party ordering the equipment, also applicable demurrage charges as published in tariff STB IHB 6004 will apply.

**ITEM 130 – INTERIOR SWITCHING**

Except as provide below, when a shipper or receiver desires any movement made from one point in its plant to another point in the same plant, such movement will be made for **RB 130** per car, upon written request to the Agent of this Company. Locomotives or locomotive cranes of private ownership will be handled at a charge of **RB 131** per movement.

**ITEM 135 – INTERIOR SWITCHING TO OR FROM LEASED TRACK**

Except as otherwise provided, the charge for switching loaded cars of private ownership between an industry located on the IHB on the one hand and their leased track, when both are located within the same terminal, shall be **RB 135** per car in each direction.

**ITEM 140 – WEIGHING**

**This company maintains NO track scales**

Where loads have been transferred, when cars have met with an accident, or when for other similar reasons, there is evidence of loss in transit on the Indiana Harbor Belt Railroad, this company will (when practicable) verify billing weight by re-weighing, without charge.

- (1) **OUTBOUND RECIPROCAL SWITCH** – The first road-haul carrier beyond the Indiana Harbor Belt Railroad is charged with responsibility to weigh cars should weighing be required for billing purposes.
- (2) **OUTBOUND LINE HAUL** – The Indiana Harbor Belt Railroad will not weigh cars for billing purposes.
- (3) **INBOUND TRAFFIC** – The carrier delivering cars to the Indiana Harbor Belt Railroad is charged with the responsibility to furnish weights when required.
- (4) When consignors or consignees request that cars be weighed, the following conditions and charges will govern:
  - (a) When weighed on consignor's or consignee's track scale located at the industry, a charge of **RB 142** per car will be made each time car is weighed, loaded or empty.
  - (b) When weighed on private track scales, other than those owned by consignor or consignee, at whose request weighing is done, and within the limits of the station serving both industries, a charge of **RB 142** per car will be made each time car is weighed, loaded or empty. In addition, a switching charge of **RB 141** per car will be made. The parties desiring the weighing done must make their own arrangements, at their own expense, with the owners of the scale for its use.
  - (c) Cars must not be loaded in excess of the stenciled load limit. If cars are overloaded by consignors and require return to the industry or placement on a special track for adjustment of the loading, a switching charge of **RB 141** will be assessed against the consignor.

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**RULES AND OTHER GOVERNING PROVISIONS**


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**GENERAL RULES AND REGULATIONS**


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**ITEM 140 – WEIGHING - Continued**

- (d) When it is determined that a car was or is presently overloaded while in the possession of the IHB, such overloaded cars will be subject to an overload penalty charge as follows:

0000 to 2000 lbs.	No Charge
2001 to 7000 lbs.	<b>RB 142</b>
7001 and over	<b>RB 141</b>

Except as otherwise provided all charges for weighing and for switching (as shown in this item) will be assessed against and collected from the party requesting the service.

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**ITEM 155 – WEIGHTS WHERE ASCERTAINED**

When a shipment requires ascertainment of weights at destination by reason of consignee's weight agreement, consignee must furnish weights to this railroad by midnight on the second day following the day that the car which contained the shipment is released from demurrage (excluding Saturdays, Sundays or Holidays).

In the event the weights are not furnished in accordance with above paragraph, a charge of **RB 155** per car, per day, or fraction thereof, will be assessed by this railroad against the consignee, until such weights are furnished. Such charges will commence at 00:01 on the third day following the day that the car which contained the shipment is released from demurrage (excluding Saturdays, Sundays or Holidays).

Weights must be furnished by consignee to authorized railroad personnel in writing or by electronic communication.

For list of Holidays, see Tariff STB IHB 6004 Series.

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**ITEM 160 – CHARGES FOR PILOT SERVICE SUPPLIES, ETC. IN HANDLING OF LOCOMOTIVES, MOVED ON OWN WHEELS UNDER OWN POWER**

When Locomotives, or Locomotives and Tenders Combined, are moved on own wheels and under own power, requiring the service of a Pilot, or when fuel and other necessary supplies are furnished, charges for such service or supplies will be assessed in addition to the transportation charges.

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**ITEM 170 – STOPPING OF CARS IN TRANSIT TO COMPLETE LOADING OR TO PARTIALLY UNLOAD**

The Company will not stop cars in transit to partially unload or to complete loading.

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**ITEM 175 – CHARGES FOR USE OF AND ADDITIONAL DETENTION CHARGES ON SPECIAL TYPE OF HEAVY CAPACITY FLAT CARS**

Special type and heavy capacity flat cars are cars bearing mechanical designation "FW", "FWS", "FD", or "FDS" of any capacity, and cars of mechanical designation "FM" of 200,000 pounds and over nominal capacity as named in Rule 21 of Tariff STB RER 6411 Series.

- (1) A loading charge of **RB 175** per car used, in addition to the regular switching rates published by the Indiana Harbor Belt Railroad, will be made for the movement of a shipment in equipment as described above. These charges accrue to the Indiana Harbor Belt Railroad.
- (2) A use charge as named in Tariff STB RPS 6740 Series, will apply in addition to the loading charge as specified in section (1) when this carrier furnishes equipment as described above. These charges to be paid by the party ordering the equipment shall accrue to the carrier owning or leasing the equipment.
- (3) When equipment, as described above, are held at origin point, intermediate point, and/or destination point beyond expiration of free time permitted in tariffs lawfully on file with the Surface Transportation Board, they will be subject to the detention charges named in Tariffs STB RPS 6740 and STB IHB 6004. The STB RPS 6740 charges shall accrue to the carrier owning or leasing the equipment and STB IHB 6004 charges shall accrue to the Indiana Harbor Belt Railroad.

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**RULES AND OTHER GOVERNING PROVISIONS**


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**GENERAL RULES AND REGULATIONS**


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**ITEM 175 – CHARGES FOR USE OF AND ADDITIONAL DETENTION CHARGES ON SPECIAL TYPE OF HEAVY CAPACITY FLAT CARS - Continued**

- (4) When equipment, as described above, is ordered, placed, or released without being used, a use charge named in STB RPS 6740 and STB IHB 6004 shall be assessed. The STB RPS 6740 charges shall accrue to the carrier owning or leasing the equipment and STB IHB 6004 charges shall accrue to the Indiana Harbor Belt Railroad. In addition detention charges as stated in section (3) and other applicable tariff charges will apply.

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**ITEM 180 – CAR SPOTTED ON IHB TRACK AT CUSTOMER REQUEST**

When a shipper, consignee, car owner or other party requests that a railcar be moved to a location on the IHB other than a private sidetrack, for the purpose of inspecting, sampling, partial or complete unloading, repair or other purpose, the IHB will assess a charge of **RB 180** for that service. Charges will be billed to the party requesting the service. Cars so spotted will be subject to demurrage charges as outlined in tariff STB IHB 6004 series. Rate named herein accrues solely to the IHB and is in addition to all other charges which would otherwise be applicable in the absence of this special service.

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**ITEM 190 – CHARGES FOR CARS REQUIRING LOADING OR UNLOADING FROM ONE SIDE OR END ALSO CHARGES FOR TURNING CARS**

In instances where it is desired that freight in carloads be placed on delivery tracks at final destination, for unloading from one particular side or end of car, cars when shipped must be properly placarded on both sides and notation made on bill of lading and waybill substantially as follows:

**NOTICE TO CARRIER**

**DELIVER CAR FOR UNLOADING OR LOADING FROM THE DOOR OR END SPECIFIED BY PLACARD.**

No charge will be made if cars are properly placarded or if bill of lading and waybill provides notation that car has been properly placarded and such has been mutilated, destroyed or lost.

When orders are received from consignee to turn a loaded car around that has not been placarded to indicate from which side it must be unloaded, charges for additional service will be performed where facilities are available to turn car around at a charge of **RB 190** per car.

When orders are received from consignor to turn empty car around for their convenience after it has been placed for loading; such service will be performed where facilities are available at a charge of **RB 190** per car.

Charges will be collected from the party requesting the service.

When the shipper has placed the proper notation on the bill of lading, and the rail carrier issuing the waybill fails to transcribe this notation onto the waybill, a charge of **RB 190** per car will be assessed against that carrier when the car must be turned subsequent to placement at destination.

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**ITEM 195 – LOADED AND EMPTY MOVEMENT**

The rate published in this tariff covers the movement of a loaded car one way and the return of the empty, or the placing of an empty car and returning it loaded, unless specified to the contrary. Freight cars of private ownership which have been handled in loaded movement will be returned empty without charge, either to the junction point where received under load or under instructions from car owners to other junction points on the Indiana Harbor Belt Railroad.

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**ITEM 200 – CHARGE FOR IDLER CARS**

When shipments transported by this Company, on account of weight or length or other reason, require idler or spacer cars on which no part of the load rests, charges will be assessed for such idler or spacer car on a per car basis, per tariffs lawfully on file with the Surface Transportation Board. If applicable tariffs do not provide for use of an idler or spacer car, or cars, a charge of **RB 200** will be applied for each car so used.

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**RULES AND OTHER GOVERNING PROVISIONS**


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**GENERAL RULES AND REGULATIONS**


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**ITEM 205 – HANDLING OF REFUSED OR REJECTED CARS OR CARS FORWARDED IN ERROR**

When cars have arrived at destination and have been refused or rejected by consignee necessitating removal from delivery track, and such cars afterward are accepted by consignee, the additional service performed by this Company in switching the cars from the delivery track to hold track and return will be subject to a charge of **RB 205** per car.

Cars rejected by consignee, due to overloading or improper loading, may be moved to the nearest available station for transfer or adjustment of lading (transfer point) and subsequent return to consignee at a charge of **RB 205** per car. A transfer car shipped to consignee from the transfer point will be subject to a charge of **RB 205** per car.

If such cars are re-forwarded to another destination, they will be charged the local rate from the point where rejected or refused to the final destination.

When loaded cars are released by an industry on the Indiana Harbor Belt Railroad Company and have not been forwarded to another industry or connecting line, and are subsequently returned to the industry at the request of the shipper, a charge of **RB 207** per car will be assessed for the entire transportation service from the industry and subsequent return to the industry.

Shipments named in this item are also subject to an initial hold charge of **RB 206** and will be subject to demurrage terms, as set forth in tariff STB IHB 6004, while it is held awaiting disposition.

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**ITEM 210 – HANDLING OF DAMAGED SHIPMENTS**

When freight received from another carrier is found to have been damaged by wreck or otherwise necessitating a return to shipper for repairs, or when freight checked at junction points in damaged condition and allowed to go to destination is refused and must be returned, no charge shall be made for the return movement; provided return movement is made by the same route as when forwarded, with reference to original billing to be shown on return billing.

**ITEM 215 – SHIPMENTS BILLED "ORDER NOTIFY"**

Shipments originating at stations on the Indiana Harbor Belt Railroad Company will not be accepted if billed order notify, when consigned for delivery within the Chicago Switching District, as described in Tariff STB WTL 8020 Series.

**ITEM 220 – ADDITIONAL SERVICE WITH REGULARLY SCHEDULED CREW**

When a customer requests and IHB is able to provide additional service with a regularly scheduled crew, the charge for such service will be **RB 230** for a minimum of 4 hours.

**ITEM 230 – CHARGE FOR SPECIAL SERVICE**

When special movement is requested in writing requiring the assignment of an engine and crew out of routine service, a charge will be made for each movement in addition to the regular tariff rate applicable on the individual cars, as follows;

**RB 230** Per Hour, Subject to a Minimum of 12 Hours.

Charges will be assessed against the party requesting the service.

**ITEM 235 – ARTICULATED OR PERMANENTLY COUPLED CARS**

When shipments loaded in or on articulated cars (two or more) units permanently joined together) move from, to or via points on the Indiana Harbor Belt Railroad, each unit of the articulated equipment will be considered as a separate car.

**ITEM 240 – CARS HELD FOR ORDERS**

Loaded cars, or empty cars moving on tariff, contract, or exempt quote ordered from industries without final shipping directions or shipping directions with incorrect, incomplete or conflicting instructions, thus making it necessary to hold car for further instructions, will be subject to a charge of **RB 240** per car and demurrage charges as named in Tariff STB IHB 6004.

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**RULES AND OTHER GOVERNING PROVISIONS**


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**ITEM 245 – CARS RECEIVED WITHOUT NECESSARY FORWARDING DATA**

When a car, loaded or empty, is received from a delivering connecting line without necessary data for forwarding (See Note 1) and must be classified to a hold track awaiting disposition, a penalty charge of **RB 245** will be assessed against the delivering carrier. In addition a **RB 246** holding charge will be assessed against the delivering carrier for each day, or fraction thereof, that the car is held by IHB waiting disposition from the delivering carrier. The holding charge will begin at 00:01 on the first day following telephone or facsimile notification and shall continue until disposition is furnished.

Note 1: The character of the necessary data will be determined by the IHB in accordance with the condition of its service.

**ITEM 250 – TRAIN DELAY DUE TO RECEIVING CARRIER'S FAILURE TO DEPART WITH CARS FROM IHB**

Cars for IHB connecting line carriers originating trains or picking up cars at IHB's yards will be considered available for departure when cars are placed on an outbound track and have been mechanically inspected and air tested. If cars remain on outbound track in excess of 9 hours after cars are available due to failure of the outbound carrier to move cars from the IHB, cars will be subject to a Train Delay charge of **RB 250** per car. Thereafter, for every 12 additional hours which the same cars continue to remain on track, all cars on departure tracks and on classification tracks (with the same Class codes) will be subject to an additional Train Delay charge of **RB 250** per car.

Train Delay charges named in this item accrues solely to IHB and are in addition to all other charges or divisions of revenue which would apply without regard to this item.

**ITEM 255 – TRAIN DELAY DUE TO RECEIVING CARRIER'S FAILURE TO TAKE DELIVERY OF CARS FROM IHB**

When IHB notifies a connecting line it desires to make a delivery of cars, and the connecting line refuses to accept, or otherwise fails, to allow IHB to physically deliver cars to its receiving yard or other designated interchange location for a period in excess of 9 hours, thus requiring cars to remain on tracks of IHB, cars will be subject to a Train Delay charge of **RB 255** per car. Thereafter, for every 12 additional hours that a Connecting line refuses to accept delivery and cars remain on tracks of IHB, all cars on departure tracks and on classification tracks (with the same Class codes) will be subject to an additional Train Delay charge of **RB 255** per car.

Train Delay charges named in this item accrues solely to IHB and are in addition to all other charges or divisions of revenue which would apply without regard to this item.

**ITEM 260 – PULLER SERVICE**

When IHB crews are available, and with the concurrence of IHB Superintendent of Transportation, IHB will provide train Puller Service as agent for the carrier requesting the service, with full indemnification of liability regardless of negligence, at a charge of **RB 260** per car, subject to a minimum charge based on 60 cars per train movement.

**ITEM 265 – MECHANICAL REFRIGERATION SERVICES PERFORMED BY IHB**

It is the obligation of the delivering inbound carrier to deliver a mechanical refrigeration car to IHB with the mechanical unit operating properly.

IHB will perform an inbound mechanical inspection on all loaded mechanical refrigerator cars for the account of the inbound delivering carrier at a charge of **RB 265** per inspection. 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.

If mechanical refrigeration inspection indicates that the unit is not operating properly, the car will be set out for refrigeration service at a charge of **RB 266** per car due from the inbound delivering carrier.

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**RULES AND OTHER GOVERNING PROVISIONS**


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**ITEM 270 – LOCOMOTIVE POWER WYED ON IHB**

When IHB is requested to wye locomotive power for another rail carrier with IHB crews, this service will be performed, when practicable, at a charge of **RB 270**. The charge will be assessed per occurrence and is due from the carrier requesting this service

**ITEM 275 – CARS RECEIVED IN ERROR AT INTERCHANGE POINTS ON IHB**

Loaded or empty cars received in error from a delivering carrier at interchange points on IHB will be returned to that delivering carrier at the charge, per car, loaded or empty, named in this item.

BRC	\$223.00	CN	\$435.00
CFE	\$200.00	IAIS	\$350.00
CLCY	\$250.00		

All other delivering carriers not specifically named in this item - \$150.00

**ITEM 280 – MAINTENANCE CHARGE FOR INDUSTRIAL SWITCH CONNECTIONS**

The charge for maintaining each industrial switch connection is **RB 280** per year. This charge is for the maintenance of each industrial switch located on IHB property, and maintained by IHB, that is used to access privately owned sidetracks. This charge is due and payable by the owner of the sidetrack within thirty (30) days of the date of invoice for this and each succeeding year.

Where more than one privately owned sidetrack is served by a single industrial switch connection, each of the individual owners or tenants of the private sidetrack will be liable for an equal share of the charge.

**EXEMPTIONS**

This charge will not apply as to any calendar year in which the privately owned sidetrack served by the industrial switch connection originates or terminates seven (7) or more revenue shipments via the IHB.

This charge will not apply where specific terms of an executed Sidetrack Agreement so provide.

The charge will not apply if the owner of the sidetrack served by the industrial switch connection requests the removal of the industrial switch connection prior to the due date of the invoice.

The IHB is under no obligation to provide service to or from those private sidetracks for which any part of the applicable charge is unpaid. If the Industrial Switch Connection Maintenance charge is assessed against the owners of a private side track and remains unpaid, but the connection has not been removed and the owners request service to be resumed, a service restoration charge of **RB 280** will be assessed against the owner of the private sidetrack.

**ITEM 290 – LOCOMOTIVE FUELING SERVICE CHARGE**

When IHB performs the service of fueling locomotives, the IHB will assess a service charge of **RB 290** per gallon of fuel supplied. Said charge will be assessed in addition to the cost of the fuel.

**ITEM 295 – LOCOMOTIVE RECONSISTING SERVICE CHARGE**

When IHB reworks a locomotive consist on orders received by the outbound carrier, a charge of **RB 295** per unit will be assessed to the carrier requesting the work.

**ITEM 298 – LOCOMOTIVE DPU CONSISTING SERVICE CHARGE**

When instructions are received by the IHB to place the power consist in a DPU configuration (Head and Rear only), a charge of **RB 298** will be assessed to the carrier requesting the work. The charge will be assessed when an outbound train has been successfully DPU'd or if the IHB attempts to DPU a train and is unsuccessful due to any factor excluding an unqualified IHB engineer.

When instructions are received by the IHB to eliminate a DPU configuration, in order to run a traditional locomotive consist (Head end only) to the connecting carrier, a charge of **RB 299** will be assessed to the carrier requesting the work.

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**RULES AND OTHER GOVERNING PROVISIONS**


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**GENERAL RULES AND REGULATIONS**


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**ITEM 300 – DIMENSIONAL SHIPMENT CLEARANCE CHARGE**

Dimensional shipments, exceeding height, width or maximum gross weight restrictions as published in "Railway Line Clearances" publication, or any movement which for any reason requires a special clearance file to operate over IHB owned or dispatched tracks, using solely foreign roads crews and power (not in the account of the IHB) will be subject to a "Clearance File" charge of **RB 300**. This charge will apply on all traffic designated as trackage, haulage or puller movements on the IHB.

**ITEM 310 – TRAIN DELAY AT INDUSTRY**

When an IHB crew is delayed in the performance of their normal switching duties at the facility of a customer, and the delay is solely due to the actions of the customer, a charge of **RB 310** per hour or fraction thereof will be assessed for the time that such delay occurs after the expiration of the first 30 minutes.

When an industry has provided a switch order for inbound cars, and it is subsequently changed or cancelled after four or more hours and prior to the start time of the regular scheduled crew, a charge of **RB 311** will be assessed.

If an industry requests a change to, or cancels, an existing switch order after the start time of its regular scheduled crew, a charge of **RB 312** will be assessed.

If an industry issues its initial switch order after the start time of its regular scheduled crew, a late switch order charge of **RB 312** will be assessed.

These charges will not apply to "open gate industries" that do not issue or require specific spotting instructions.

**ITEM 320 – DIVERSION OR RECONSIGNMENT OF FREIGHT**

All carload traffic, including empty equipment and locomotives on own wheels when moving on revenue billing, may be diverted or reconsigned, subject to the following rules, regulations and charges.

All requests must be received in writing.

The term "Diversion" or "Reconsignment" means:

- A change in the name of the consignee and/or consignor;
- A change in the destination station;
- A change in route;

The IHB will only accept diversion or reconsignment orders under the following rules:

- A car consigned to an IHB industry, being diverted to another IHB industry.
- A car consigned to an off-line industry, diverted to an IHB industry.

If a car is diverted or reconsigned in transit prior to arrival at the IHB, an accessorial charge of \$90 will be assessed for such service.

If a car is diverted or reconsigned prior to the arrival at either the IHB Blue Island yard or the designated serving yard for the consignee, an accessorial charge of \$90 will be assessed for such service.

If a car is diverted or reconsigned either after arrival at the IHB Blue Island yard or the designated serving yard for the consignee, an accessorial charge of \$175 will be assessed for such service.

The IHB will not accept a diversion or reconsignment order on the following;

- If the car has already been constructively placed at the billed consignee.
- If the car has already been placed at the billed consignee.
- If the car is consigned off-line and is not being diverted to an IHB industry.
- Cars routed beyond the IHB.
- If the execution of the order would result in a back-haul.

When an order under these rules is received by the IHB, diligent efforts will be made to execute the change while on this line, but the IHB will not be responsible for failure to affect the change order, unless failure is solely due to an error or negligence by one of its employees. No diversion or reconsignment order shall designate any specific day or time for the execution of said switch order. The above accessorial charges will be in addition to the applicable local, through or switching rate.

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**RULES AND OTHER GOVERNING PROVISIONS**


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**GENERAL RULES AND REGULATIONS**


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**ITEM 330 – CARS FOUND TO BE LEAKING HAZARDOUS MATERIALS**

IHB will assess a charge of **RB 330** for the handling of cars loaded with or containing residue of Hazardous Materials that are found to be leaking, and for which the IHB or its representatives take action for the securement of the leaking car.

Charges will be assessed to the shipper shown on the applicable bill of lading. The charge herein set forth includes administrative and switching charges, but does not include all other securement charges and supplies. Shipper remains liable for demurrage, all other materials, clean-up, and other incidental charges associated with the leaking car. In addition, shipper must provide IHB with any reports prepared on shipper's behalf by third party response contractors in connection with such incidents.

**ITEM 340 – CARS FOUND TO BE LEAKING NON-HAZARDOUS MATERIALS**

IHB will assess a charge of **RB 340** for the handling of cars loaded with or containing residue of Non-Hazardous Materials that are found to be leaking, and for which the IHB or its representatives take action for the securement of the leaking car.

Charges will be assessed to the shipper shown on the applicable bill of lading. The charge herein set forth includes administrative and switching charges, but does not include all other securement charges and supplies. Shipper remains liable for demurrage, all other materials, clean-up, and other incidental charges associated with the leaking car.

**ITEM 350 – RAILROAD FLAGMAN SERVICES**

Should the services of a Railroad Flagman be required under the rules or requirements of this company or appropriate regulation, the charge for providing such services shall be **RB 350**. This charge shall be billed to the party requesting the service and assessed per flagman required per occurrence. The charge as set forth herein is all inclusive. NOTE for purposes of this item, due to Federal Hours of Service regulation, the maximum time a single flagman may be on site will be limited to 8 hours. Jobs which will require flagman services in excess of 8 hours will require a second flagman.

**ITEM 360 – RAILROAD PILOT SERVICES**

When the IHB is required to supply a Pilot Engineer or Pilot Conductor to facilitate movement of a foreign railroad's train then the IHB will bill the appropriate railroad **RB 360**. This charge will be assessed per pilot per occurrence.

**ITEM 370 – RECREW OF FOREIGN RAILROAD TRAIN**

When the IHB is requested or required to recrew a train or light engine movement of a Foreign Railroad, a charge of **RB 370** will be made for each crew used. Such charges will be in addition to the regular tariff or puller charges, if any, otherwise due the IHB.

**ITEM 380 – RECREW OF IHB TRAIN DUE TO FOREIGN RAILROAD'S INABILITY TO ACCEPT**

Once a receiving railroad has agreed to accept delivery of an extra train or a normally planned delivery and the train has departed its origin point and is subsequently held or refused by receiving carrier while enroute, requiring IHB to recrew the train to facilitate delivery, the IHB will bill the refusing carrier **RB 380** for each recrew.

**ITEM 390 – LOCOMOTIVE REPOSITIONING CHARGE**

When the IHB is required to reposition foreign locomotives from a yard or junction on the IHB, to protect a train originating at another Terminal on the IHB, the railroad requesting the repositioning will be billed a charge of **RB 390** for the cost of the repositioning.

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## Section 1 - RATES AND CHARGES

Rates are stated in dollars per unit as noted.


## Item 500 - Rate Base numbers and Rates

Rate Base	Rate	Unit
RB 115	\$ 500.00	Per Car
RB 120	\$ 350.00	Per Car
RB 130	\$ 225.00	Per Car
RB 131	\$ 300.00	Per Car
RB 135	\$ 350.00	Per Car
RB 141	\$ 525.00	Per Car
RB 142	\$ 125.00	Per Car
RB 155	\$ 125.00	Per Car
RB 175	\$ 550.00	Per Car
RB 180	\$ 550.00	Per Car
RB 190	\$ 550.00	Per Car
RB 200	\$ 330.00	Per Car
RB 205	\$ 400.00	Per Car
RB 206	\$ 250.00	Per Car
RB 207	\$ 400.00	Per Car
RB 230	\$ 400.00	Per Hour
RB 240	\$ 250.00	Per Car
RB 245	\$ 150.00	Per Car
RB 246	\$ 50.00	Per Day
RB 250	\$ 177.00	Per Car
RB 255	\$ 177.00	Per Car
RB 260	\$ 50.00	Per Car
RB 265	\$ 50.00	Per Inspection
RB 266	\$ 350.00	Per Car
RB 270	\$ 375.00	Per Locomotive
RB 280	\$4,000.00	Per Year
RB 290	\$ 0.29	Per Gallon
RB 295	\$ 165.00	Per Locomotive
RB 298	\$ 900.00	Per Train
RB 299	\$ 400.00	Per Train
RB 300	\$ 150.00	Per Car
RB 310	\$ 400.00	Per Hour
RB 311	\$ 50.00	Per Occurrence
RB 312	\$ 250.00	Per Occurrence
RB 330	\$2,500.00	Per Car
RB 340	\$1,500.00	Per Car
RB 350	\$1,800.00	Per Flagman Per Occurrence
RB 360	\$1,800.00	Per Pilot Per Occurrence
RB 370	\$4,800.00	Per Crew
RB 380	\$4,800.00	Per Crew
RB 390	\$1,800.00	Per Replacements

## Section 2 – Mileage Tables

**MILEAGE BETWEEN STATIONS**

Applicable only on traffic originating at and destined to Industries and Team Tracks located on the Indiana Harbor Belt Railroad and between Junctions with Connecting Lines

	IL	IL	IL	IL	IL	IL	IL	IN	IN	IL	IL	IL	IL	
	Argo	Bellwood	Blue Island	Burnham	Calumet City	Chicago Ridge	Elsdon	Gary	Gibson	Kensington	LaGrange (Congress Park)	McCook	Norpaul	South Chicago
Argo IL Bridgeview IL		8	15	23	21	6	8	33	24	24	4	1	11	26
Bellwood IL Broadview IL Melrose Park IL	8		23	31	29	14	16	41	32	32	4	7	3	34
Blue Island, IL Alsip, IL Dolton, IL Highlawn, IL Riverdale, IL	15	23		8	6	9	23	18	9	9	19	16	26	11
Burnham, IL Hegewisch, IL Roby, IN	23	31	8		2	17	31	14	5	7	27	24	34	6
Calumet City, IL	21	29	6	2		15	29	12	3	5	25	22	32	5
Chicago Ridge, IL	6	14	9	16	15		14	27	18	18	10	7	17	20
Elsdon, IL	8	16	23	31	29	14		41	32	32	12	9	19	34
Gary, IN	33	41	18	14	12	27	41		9	17	37	34	44	17
Gibson, IN East Chicago, IN Grasselli, IN Hammond, IN Indiana Harbor, IN Osborn, IN Whiting, IN	24	32	9	5	3	18	32	9		8	28	25	35	8
Kensington, IL	24	32	9	7	5	18	32	17	8		28	25	35	8
LaGrange (Congress Park), IL	4	4	19	27	25	10	12	37	28	28		3	7	30
McCook, IL	1	7	16	24	22	7	9	34	25	25	3		10	27
Norpaul, IL Franklin Park, IL Thompson, IL	11	3	26	31	32	17	19	44	35	35	7	10		37
South Chicago, IL	26	34	11	7	5	20	34	17	8	8	30	27	37	

Section 2 – Mileage Tables

**MILEAGE BETWEEN CONNECTIONS**

Indiana Harbor Belt Railroad ----- Mileage Between Connections		STATION	IL Argo	IL Blue Island	IL Blue Island	IL Broadview	IL Burnham	IL Calumet City	IL Dolton	IN Gibson	IN Gibson	IL Highlawn	IN Indiana Harbor	IL LaGrange	IL McCook	IL Norpaul	IL Norpaul	IN Osborn	IL Thompson
STATION	RR	BRC	BNSF CFE CSXT IAIS NS	CN	CN	CSS	NS	UP	CSXT	NS	CN	NS CN	BNSF	BNSF	UP	CPRS CN	NS	CLCY	
Argo	IL	BRC	0	11	14	8	21	21	16	23	23	16	28	5	2	10	13	25	13
Blue Island	IL	BNSF CFE CSXT IAIS NS	11	0	3	19	10	9	5	12	12	5	17	16	13	21	24	14	24
Blue Island	IL	CN	14	3	0	22	7	6	2	9	9	2	14	19	16	24	27	11	27
Broadview	IL	CN	8	19	22	0	29	28	24	31	31	24	36	3	6	2	5	33	5
Burnham	IL	CSS	21	10	7	29	0	1	5	3	3	5	7	26	23	31	34	5	34
Calumet City	IL	NS	21	9	6	28	1	0	4	3	3	4	8	25	22	30	33	5	33
Dolton	IL	UP	16	5	2	24	5	4	0	7	7	1	12	21	18	26	29	9	29
Gibson	IN	CSXT	23	12	9	31	3	3	7	0	0	7	5	28	25	33	36	2	36
Gibson	IN	NS	23	12	9	31	3	3	7	0	0	7	5	28	25	33	36	2	36
Highlawn	IL	CN	16	5	2	24	5	4	1	7	7	0	12	21	18	26	29	9	29
Indiana Harbor	IN	NS CN	28	17	14	36	7	8	12	5	5	12	0	33	30	38	41	5	41
LaGrange	IL	BNSF	5	16	19	3	26	25	21	28	28	21	33	0	3	5	8	30	8
McCook	IL	BNSF	2	13	16	6	23	22	18	25	25	18	30	3	0	8	11	27	11
Norpaul	IL	UP	10	21	24	2	31	30	26	33	33	26	38	5	8	0	3	35	3
Norpaul	IL	CPRS CN	13	24	27	5	34	33	29	36	36	29	41	8	11	3	0	38	2
Osborn	IN	NS	25	14	11	33	3	3	9	2	2	9	5	30	27	35	38	0	38
Thompson	IL	CLCY	13	24	27	5	34	33	29	36	36	29	41	8	11	3	2	38	0