

# INDIANA HARBOR BELT RAILROAD

## FREIGHT TARIFF 8300-R

CANCELS  
FREIGHT TARIFF 8300-Q

CONTAINING  
INTERSTATE AND INTRASTATE  
RATES RULES AND REGULATIONS  
GOVERNING ACCEPTANCE OF INTERMEDIATE SWITCHING TRAFFIC BETWEEN CONNECTING LINES,  
AT JUNCTIONS IN THE CHICAGO SWITCHING DISTRICT

<b>BETWEEN</b>	<b>AND</b>
<b>JUNCTIONS WITH CONNECTING LINES</b>	<b>JUNCTIONS WITH CONNECTING LINES</b>

Governed, except as otherwise provided herein, by the Uniform Classification. (See Item 5)

### INTERMEDIATE SWITCHING TARIFF

**ISSUED: February 5, 2024**

**EFFECTIVE: March 1, 2024**



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**LIST OF CONNECTING LINES AND JUNCTION POINTS**


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<b>RAILROAD (see Note below)</b>		<b>JUNCTION (Alternate Name)</b>
BHSR	Burns Harbor Shortline Railroad	Portage, IN
BNSF	Burlington Northern Santa Fe	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
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 Gibson, IN Indiana Harbor, IN Riverdale (Highlawn), IL Norpaul, IL
CFE	Chicago, Fort Wayne and Eastern	Blue Island, IL
CPRS	Canadian Pacific Railway	Blue Island, IL Gibson, IN Norpaul (Bensenville), IL
CRL	Chicago Rail Link	Argo, IL (via BRC)
CSS	Chicago SouthShore & South Bend	Burnham, IL
CSXT	CSX Transportation	Blue Island, IL East Chicago (Indiana Harbor), IN Gibson, IL
ERRT	East Chicago Terminal Railroad	East Chicago, IN
GLTR	Great Lakes Terminal Railroad	Chicago, IL
GRW	Gary Railway	Indiana Harbor, IN
IAIS	Iowa Interstate Railroad	Blue Island, IL
INRD	Indiana Railroad	Argo, IL (via BRC)
LTR	Lakeshore Terminal Railroad	East Chicago, IN
NS	Norfolk Southern Railway	Blue Island, IL Burnham (Calumet Yard), IL Gibson, IN Indiana Harbor, IN Osborn, IN
SCIH	South Chicago and Indiana Harbor	Argo, IL (via BRC)
UP	Union Pacific Railroad	Blue Island (Dolton), IL Argo, IL Norpaul (Proviso), IL
WSOR	Wisconsin & Southern Railroad	Argo, IL (via BRC)

**Note:** In connection with some carriers, multiple junctions exist for the purpose of interchanging different Origin/Destination traffic as dictated by operating agreements between the IHB and that carrier, and are subject to change.

When Junctions are used for rate-making purposes in this tariff, and multiple Junctions for a carrier exist, the Junction to apply is the Junction of actual route of movement.

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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 Classification UFC 6000 – Series, issued by Uniform Classification Committee, Agent.

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**ITEM 15 – EXPLOSIVES, HAZARDOUS MATERIALS**

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

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**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 item, notes, rules etc.

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**ITEM 40 – 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.

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**ITEM 45 – CAPACITIES AND DIMENSIONS OF CARS**

For marked capacities, lengths, dimensions and cubical capacities of cars, see The Official Railway Equipment Register, R.E.R Publishing Corporation, Agent.  
Cars may not be loaded in excess of the maximum load limit stenciled on the car.

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**ITEM 55 - ITEMS AND/OR PROVISIONS NOT BROUGHT FORWARD**

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

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**ITEM 60 – NATIONAL SERVICE ORDER**

This tariff is subject to provisions of various Surface Transportation Board Service Orders and General Permits as shown in Tariff STB NSO 6100 – Series.

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**ITEM 75 – METHOD OF CANCELING 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.

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**RULES AND OTHER GOVERNING PROVISIONS GENERAL**

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**RULES AND REGULATIONS**

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

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 reissue 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.

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**ITEM 105 – STRAIGHT OR MIXED CARLOAD APPLICATION**

Where individual commodity descriptions herein include two or more articles subject to the same carload rates, such rates are applicable upon straight or mixed carload shipments of the articles named, unless otherwise specifically indicated therein.

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**ITEM 110 – DEMURRAGE AND STORAGE RULES AND CHARGES**

Freight transported in connection with this tariff will be subject to demurrage rules, regulations and charges as provided in STB IHB 6004 - Series.

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**ITEM 120 – DEFINITION OF CHICAGO SWITCHING DISTRICT**

The term "Chicago Switching District" as used in this tariff shall incorporate the Chicago Switching District as defined in tariff STB WTL 8020 – Series.

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**ITEM 125 - DEFINITION OF PRIVATE CAR**

The terms "Private Car" or "Cars of Private Ownership" when used in this tariff are defined as cars bearing other than railroad reporting marks that are owned by individuals, firms, corporations, or car companies, including cars owned and/or operated by railroad controlled car lines.

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**ITEM 160 – ARTICULATED EQUIPMENT**

When cars are coupled in an articulated fashion and operated under one reporting mark or car number, each unit, section, or platform of the articulated equipment will be considered as a separate car and charged for at rates named for each unit handled.

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**ITEM 165 – REGULATED AND DEREGULATED RATE INFORMATION**

This publication names rates, some of which are subject to regulation by the STB, and some of which are not subject to STB regulation. Rates included in this publication which are not subject to STB regulation are included for the sole purpose of providing rate information and are subject to increases as may be provided by publication of this Tariff.

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**ITEM 180 – APPLICATION OF INTRA-STATE TRAFFIC**

Rates, charges, rules, and regulations named in this tariff apply on inter-state traffic and will also apply on Indiana and Illinois intra-state traffic.

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**RULES AND OTHER GOVERNING PROVISIONS**


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**GENERAL RULES AND REGULATIONS**


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**SPECIAL RULES AND REGULATIONS – LIMITED**


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**ITEM 200 – APPLICATION OF CHARGES**


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Intermediate switching charges named herein apply on all traffic received by the IHB from one carrier for delivery to another carrier at interchange points in the Chicago Switching District.

The level of applicable charges will be that in effect on date of interchange from or to the rail carrier responsible for the charges named herein.

**ITEM 300 – RESPONSIBILITY FOR CHARGES NAMED IN THIS TARIFF**


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IHB will only accept traffic in interchange for intermediate switching service between rail connections at junctions named herein, subject to the rules and regulations specified in this tariff. Charges on traffic named in this tariff will be paid to IHB by the Responsible Rail Carrier specified by the Rules in this Item. Rules apply on all traffic, including carload or mixed freight or less than carload freight, whether or not rates provide for absorption of these charges in whole or in part, and on empty rail equipment including non-revenue empty equipment.

**Rule 1:** Except as otherwise provided below, the Rail Carrier delivering a car in interchange to IHB will be responsible for payment of the charges named in this tariff.

**Rule 2:** When the origin station is located within the Chicago Switching District, and the carrier(s) preceding IHB in the route is acting in the capacity of switch carrier(s), the road-haul carrier beyond IHB accepting car in interchange will be responsible for payment of the charges named in this tariff.

**Rule 3:** When the origin station is located outside the Chicago Switching District, and the carrier delivering a car to IHB is a switch carrier, the first road-haul carrier preceding IHB in the route of movement will be responsible for payment of the charges named in this tariff.

When the freight rates of the Responsible Carrier do not provide for absorption of intermediate switching charges in whole or in part, any portion of the charge not absorbed will be in addition to the through rate and should be collected by the Responsible Carrier.

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RATES AND CHARGES (Stated in dollars per car)				
ITEM	SUBJECT	APPLICATION	RATES	
400	INTERMEDIATE SERVICE BY IHB BETWEEN CARRIERS AT JUNCTIONS NAMED HEREIN	<b>ALL FREIGHT CARS,</b> Except as provided in items below.	\$225	
410		<b>ALL FREIGHT CARS,</b> Except as provided in items below. Moving via connections with the <b>BRC, CIC, CRL, CSS, INRD, SCIH or WSOR</b>	\$245	
420		<b>ALL FREIGHT CARS,</b> Except as provided in items below. Moving via connections with the <b>ERRT</b>	\$265	
430		<b>ALL FREIGHT CARS,</b> Except as provided in items below. Moving via connections with the <b>GLTR</b> and <b>LTR</b>	\$345	
435		<b>ALL FREIGHT CARS,</b> Except as provided in items below. Moving via connections with the <b>BHSR, CLCY,</b> and <b>All other Railroads not named in Tariff</b>	\$350 <sup>3</sup>	
440		<b>AUTOS AND AUTO PARTS CARS, LOADED OR EMPTY</b>	\$355	
450		<b>ALL CLASSES OF RAILWAY EQUIPMENT MOVING ON OWN WHEELS, OTHER THAN FREIGHT EQUIPMENT</b> Such as, BUT NOT LIMITED TO: Locomotives (dead or under their own power) Passenger Cars, Maintenance of Way Equipment, Rail or Scale Test Cars. Equipment must meet all AAR interchange requirements.	\$1,100	
480		<b>RSSM (Rail Security Sensitive Materials) Including but not limited to:</b> PIH/TIH, Explosives – Divisions 1.1, 1.2, 1.3, Class 7 Radioactive Materials, and other RSSM commodities as described in BOE – 6000	\$2,000	
490		<b>DIMENSIONAL SHIPMENTS</b> Carloads exceeding height, width, or maximum gross weight restrictions as published in "Railway Line Clearances" publication, including any other shipment which by tariff requires a special clearance or "Dimensional Movement File".	\$2,000 <sup>2</sup>	
500		<b>GRAIN, WHOLE ( STCC 01-1xx-xx)</b>		
		In volume shipments shipped on one day on one bill of lading	25 Car Blocks 100 Car Blocks	\$150 <sup>1</sup> \$115 <sup>1</sup>
505	Will not apply in conjunction with the <b>GLTR</b>			
	<b>GRAIN, WHOLE ( STCC 01-1xx-xx)</b>			
505	In volume shipments shipped on one day on one bill of lading	25 Car Blocks 100 Car Blocks	\$295 <sup>1</sup> \$265 <sup>1</sup>	
	Will ONLY apply in conjunction with the <b>BHSR</b>			

**EXPLANATION OF ABBREVIATIONS**

ABBREVIATION	EXPLANATION
AAR BOE COFC PIH STB STCC TIH TOFC	Association of American Railroads Bureau of Explosives Container on Flat Car Poison Inhalation Hazard Surface Transportation Board Standard Transportation Commodity Code Toxic Inhalation Hazard Trailer on Flat Car

**EXPLANATION OF REFERENCE MARKS**

REFERENCE MARK	EXPLANATION
<p><b>1</b></p>	Unit train shipment must be tendered to origin railroad on a single Bill of Lading. IHB will allow up to 10% shortfall in shipment size.
<p><b>2</b></p>	<p><b>NOTE.</b> This rate <b>will not apply</b> on loads that require: A. Special Train service while on the IHB. B. The movement on a railcar of 8 or more axles. C. a "Schnabel" type railcar or any type of load where the load is used as part of the structure of the car, whether loaded or empty. D. when the load is supported by two cars over a nonload bearing idler car, or the load is used to connect two load bearing cars. Rates for the previously mentioned exceptions will be quoted on a case by case basis by the IHB, contact the IHB Commercial Department for a rate quote.</p>
<p><b>3</b></p>	As of October 1 <sup>st</sup> 2022 the Burns Harbor Shortline Railroad assumed switching duties at the Ports of Indiana, Burns Harbor. As such the IHB has become an intermediate switch carrier on traffic between our connecting line-haul carriers and the BHSR.