

# INDIANA HARBOR BELT RAILROAD

## **FREIGHT TARIFF IHB 8325-T**

CANCELS

**FREIGHT TARIFF IHB 8325-S**

CONTAINING  
INTERSTATE AND INTRASTATE  
LOCAL and PROPORTIONAL RATES  
APPLYING ON  
CARLOAD FREIGHT and EMPTY EQUIPMENT  
AT and BETWEEN STATIONS ON THE  
INDIANA HARBOR BELT RAILROAD  
ALSO  
BETWEEN STATIONS ON THE INDIANA HARBOR BELT RAILROAD  
AND JUNCTIONS WITH CONNECTING LINES

## **LOCAL SWITCHING TARIFF**

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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>
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	Thompson, IL
CN	Canadian National Railway	Blue Island, IL Broadview, IL Gibson, IN 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	Blue Island, IL
CSS	Chicago SouthShore & South Bend	Burnham, IL
CSXT	CSX Transportation	Blue Island, IL East Chicago (Indiana Harbor), IN Gibson, IN
ERRT	East Chicago Rail Terminal	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)
NS	Norfolk Southern Railway	Blue Island, IL Burnham (Calumet Yard), IL Burns Harbor, IN (Restricted interchange) 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)

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.

#### **ITEM 10 – STATION LIST AND CONDITIONS**

This tariff is governed by the Official List of Open and Prepay Stations OPSL 6000 – Series, issued by Station List Publishing Company, Agent, to the extent shown below:

**PREPAY REQUIREMENTS AND STATIONS CONDITIONS;** 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;** for geographical locations of stations that are referred to in this tariff by station numbers.

**STATION NUMBERS;** for the identification of stations, when stations are shown, or referred to, by number in this tariff.

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#### **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.

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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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**RULES AND OTHER GOVERNING PROVISIONS**

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**GENERAL RULES AND REGULATIONS**

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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 65 – FUEL SURCHARGE**

Application of fuel surcharge cancelled effective December 1<sup>st</sup> 2008.

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**ITEM 70 – ALTERNATION – CARLOAD RATES AND VARYING MINIMUM WEIGHTS**

When two or more carload rates are provided in the same rate item, for application on the same commodity from and to the same points, apply that rate which results in the lowest charge based upon the actual or authorized estimated weight of the shipment, but not less than the minimum published in connection with the rate used.

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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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**ITEM 80 – INTERMEDIATE APPLICATION**

There will be no intermediate application of rates published in this tariff.

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

Each supplement issued will contain all changes made since the last reissue of the tariff. To determine if the correct item is being cited refer to the last reissue of the tariff and the latest supplement to that reissue where the change is first listed. 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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**RULES AND OTHER GOVERNING PROVISIONS**


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**GENERAL RULES AND REGULATIONS**


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**ITEM 107 – REGULATION AND DEREGULATION 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 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 130 - HANDLING OF EMPTY FREIGHT CAR**

Except as otherwise provided, rates and charges named in this tariff on carload freight include the return of the empty car after unloading or the delivery of an empty car to receive a loaded movement.

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**ITEM 135 - PAYMENT OF CHARGES**

Rates and charges named in this tariff must be prepaid or satisfactory arrangements made to insure payment.

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**ITEM 140 - LIST OF INDUSTRIES AND USE OF PRIVATE SIDING**

For list of industries located at stations on the IHB within the Chicago Switching District, refer to the IHB website [www.ihbrr.com](http://www.ihbrr.com).

When change in name of firm or industry or change in ownership occurs, the switching charge as shown in tariff will apply in connection with successor at same location.

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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 170 - NON-APPLICATION OF UFC RULES 24 AND 29**

Except as specifically provided in individual rate items, rates and charges named in this tariff are not subject to UFC rules 24 or 29 or exceptions thereto, or any other similar provision that permits the use of more than one car as one carload.

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**RULES AND OTHER GOVERNING PROVISIONS**

**GENERAL RULES AND REGULATIONS**

**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.

**ITEM 190 - NON-APPLICATION OF TRANSIT PRIVILEGES**

Rates in this tariff are not subject to transit privileges of any kind, including stopping in transit for completion of loading or partial unloading.

Shipments moving on the rates in this tariff cannot be recorded for transit privileges at destination, nor surrendered to offset outbound shipments under transit where transit tariffs do not require inbound billing be recorded.

**SPECIAL RULES AND REGULATIONS – LIMITED**

**ITEM 200 - DEFINITION OF “ALL STATIONS”**

(Applies only when specific reference is made hereto)

Rates named in this tariff with application from, to or between “All Stations” will include all IHB Industries, Team Tracks and Junctions with Connecting Lines named in Item 210.

**ITEM 210 - LIST OF APPLICABLE STATIONS and JUNCTION POINTS**

When Items in this tariff make specific reference to this Item, shipments from or to Stations or Junctions in Column A will take same rates as published for Rate Group Stations listed in Column B.

<b>COLUMN A STATION OR JUNCTION</b>	<b>COLUMN B RATE GROUP STATION</b>	<b>COLUMN A STATION OR JUNCTION</b>	<b>COLUMN B RATE GROUP STATION</b>
Alsip, IL	Blue Island, IL	Hammond, IN	Gibson, IN
Argo, IL	Argo, IL	Hegewisch, IL	Gibson, IN
Bellwood, IL	Argo, IL	Indiana Harbor, IN	Gibson, IN
Bensenville, IL	Argo, IL	Kensington, IL	Gibson, IN
Blue Island, IL	Blue Island, IL	La Grange, IL	Argo, IL
Bridgeview, IL	Blue Island, IL	McCook, IL	Argo, IL
Broadview, IL	Argo, IL	Melrose Park, IL	Argo, IL
Burnham, IL	Gibson, IN	North Hammond, IN	Gibson, IN
Burns Harbor, IN	Burns Harbor, IN	Norpaul, IL	Argo, IL
Calumet City, IL	Gibson, IN	Osborn, IN	Gibson, IN
Chicago Ridge, IL	Blue Island, IL	Portage, IN	Portage, IN
Dolton, IL	Blue Island, IL	Proviso, IL	Argo, IL
East Chicago, IN	Gibson, IN	Riverdale, IL	Blue Island, IL
Franklin Park, IL	Argo, IL	Roby, IN	Gibson, IN
Gary, IN	Gibson, IN	South Chicago, IL	Gibson, IN
Gibson, IN	Gibson, IN	Whiting, IN	Gibson, IN
Grasselli, IN	Gibson, IN		

Section 1 - Local Switching Rates				
ITEM	COMMODITY	BETWEEN	AND	CHARGE
1200	<b>ALL COMMODITY CARLOAD FREIGHT</b> , except as provided in Items 1210 through 1300. Rates do not apply on cars exceeding height, width, or maximum gross weight restrictions of the IHB, contact your IHB representative for more information	All Stations (See Item 200)		\$1,275 PC
1210	<b>EMPTY FREIGHT CARS</b> new, or having had a previous loaded movement in commercial service, moving on own wheels to or from facilities served by the IHB for the purpose of sale, storage, restenciling, cleaning, lining, relining, maintenance, modification, repair or dismantling. (Subject to Notes 1, 2 and 3)	All Stations except Burns Harbor and Portage, IN		\$290 PC
		Burns Harbor, IN Portage, IN		\$650 PC
<p><b>Note 1:</b> This Item will apply on a newly-acquired or restenciled car moving prior to first loaded move in commercial service, or a car moving for sale.</p> <p><b>Note 2:</b> If the empty movement is immediately preceded by an IHB loaded revenue movement, no charge will be made for the handling of the empty to the repair facility. Will not apply to cars going for dismantling.</p> <p><b>Note 3:</b> If the empty movement is immediately followed by an IHB loaded revenue movement, no charge will be made for the handling of the empty from the repair facility, except that if no charge was made by IHB on the empty movement to the repair facility (see Note 2), The charges named in this Item will apply.</p>				
1260	<b>RAILWAY EQUIPMENT</b> moved on own wheels viz, Baggage, Express, Mail, Dining, Sleeping Cars, Passenger Coaches or Caboose Cars. Ballast Spreaders, Cranes, Derricks, Shovels, Maintenance of Way or track laying machines, Snow Plows, Scale Test Cars or Rail trains. Railway equipment that is out of date for air brake inspection, or not suitable for interchange. (Subject to notes 1, 2, 3, 4 and 5.)	All Stations (See Item 200)		\$1,500 PC
		<p><b>Note 1:</b> Carriers maximum liability for lading loss or damage to equipment is \$10,000 per shipment.</p> <p><b>Note 2:</b> If Railroad determines at any point that special handling is required to insure safe movement of equipment billed under this item, any such charges incurred will be billed in addition to the rate.</p> <p><b>Note 3:</b> Equipment billed under this rate must be inspected by mechanical department and approved for movement over the IHB.</p> <p><b>Note 4:</b> Rate quoted in this item does not include charges for the cost of repairs necessary for the safe movement of equipment moving on own wheels.</p> <p><b>Note 5:</b> Rate applies on cars moving under an OTMA permission granted by the Federal Railroad Administration.</p>		
1270	<b>LOCOMOTIVES</b> , Tenders, and Locomotives and Tenders combined and other Locomotive Power Units, including Slugs and Power Boosters, moving on own wheels.	All Stations except Burns Harbor and Portage, IN		\$1,200 per unit
		Between All Stations and Portage or Burns Harbor, IN		\$1,400 per unit
1280	<b>HOT METAL LADLE CARS</b> , empty, moved on own wheels. <b>DIMENSIONAL SHIPMENTS</b> , exceeding height, width, or maximum gross weight restrictions of the IHB. Contact you IHB representative for more information.	All Stations (See Item 200)		\$1,800 PC ②
1290	<b>LOCOMOTIVES</b> , including Slugs and Power Boosters, other than new, moving on own wheels, dead or under own power.	Indiana Harbor, IN	Indiana Harbor, IN	\$800 per unit
1295	<b>IDLER CARS, on which no part of the load rests</b>	All Stations (See Item 200)		\$500 PC
1300	<b>SCRAP IRON or STEEL</b> . Having value for re-melting purposes only.	Gibson, IN	Gibson, IN	\$490 PC
			Burns Harbor and Portage, IN	\$850 PC



<b>EXPLANATION OF ABBREVIATIONS</b>	
<b>ABBREVIATION</b>	<b>EXPLANATION</b>
BOE Co FRA OTMA  PC STB STCC Viz.	Bureau of Explosives Company Federal Railroad Administration One Time Movement Approval, granted by the FRA on equipment not conforming to Standard FRA movement regulations. Per Car Surface Transportation Board Standard Transportation Commodity Code Such as
<b>EXPLANATION OF REFERENCE MARKS</b>	
<b>REFERENCE MARK</b>	<b>EXPLANATION</b>
①	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.
②	<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.