

BRC 8002-O
(Cancels BRC 8002-N)

**THE BELT RAILWAY COMPANY OF CHICAGO
FRIGHT TARIFF 8002-O
(CANCELS FRIGHT TARIFF BRC 8002-N)**

Switching Tariff

Issued: December 8, 2022
Effective: January 1st, 2023

Intermediate, Terminal, and other chargers, rates, rules, and regulations Applying on loaded and empty cars between connections named within and also on freight traffic originating or terminating outside the Chicago Switching District to or from industries located on The Belt Railway Company of Chicago.

This tariff governed by Uniform Classification as provided herein.

Issued By:
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Rules and Other Governing Provisions

GENERAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION
1	VOLUME INCENTIVE SWITCH RATES CLEARING CONNECTION TRAFFIC	Volume Incentive Intermediate Switch Rates for traffic moving through the Chicago Gateway. The daily average car count will be calculated on the basis of each calendar month. (Total Clearing Connection Traffic ÷ Days In The Month) Clearing Connection Traffic is defined as traffic delivered to the BRC at Clearing Yard by an inbound carrier for an outbound carrier. Auto Carriers / Racks, Dangerous Explosive - Radioactive - TIH, Hazardous (Non-TIH), Dimensional, Do Not Hump, Locomotives, Passenger Cars, Perishable, Intermodal TOFC/COFC, cars received from intermediate switch carriers (i.e. CRL, IHB, Etc.) and BRC Industry Traffic are not subject to volume incentive rates.
2	OUTSIDE CLEARING TRAFFIC	Cars Interchanged at a location other than Clearing Yard. Cars will not qualify for volume incentive rates.
4	CAR HIRE ON CARS RECEIVED IN BAD ORDER	Any car delivered to BRC which is found to be "bad order" shall remain in the car hire account of the delivering carrier, regardless of car mark, until repaired and subsequently classified for appropriate outbound dispatchment.
5	DESCRIPTION OF GOVERNING CLASSIFICATION	The term "Uniform Classification" when used herein means Uniform Freight Classification 6000 Series, issued by National Railroad Freight Committee, Agent.
9	SELECTIVE RATE INCREASE	(1) Charges published in this tariff have not increased unless otherwise indicated.
10	EXPLOSIVES, TIH, DANGEROUS AND RADIOACTIVE ARTICLES	For rules and regulations governing the transportation of explosives, TIH, radioactive 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 Freight Tariff BOE 6000 Series. Cars will not qualify for volume incentive rates.
11	HAZARDOUS (NON-RSSM) SHIPMENTS	Loaded Non-RSSM cars with STCC's ranging 4800000 thru 4999999. Cars will not qualify for volume incentive rates.
15	REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.	When 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.
20	TERMINAL PRIVILEGES OR SERVICES	Shipments made under the charges contained in this tariff are entitled also to terminal services and privileges, and are subject to the charges, allowances, rules and regulations

		legally applicable thereto, as provided in separately published, lawfully filed tariffs. EXCEPTION When provisions of this tariff specifically provide any such charge, allowance, rule or regulation, corresponding or conflicting provisions in such separate tariffs will not apply.
25	NON-APPLICATION OF TRANSIT	Transit will not be allowed in connection with charges in this tariff.
30	CAPACITIES AND DIMENSIONS OF CARS	For marked capacities, length, dimensions and cubic capacities of cars, see the Official Railway Equipment Register, RER 6411 Series, issued by the R.E.R. Publishing Corporation, Agent.
35	SERVICE ORDERS	This tariff, including supplements thereto, is subject to provisions of various Surface Transportation Board Service Orders as may be in effect from time to time.
40	DEFINITION OF CHICAGO SWITCHING DISTRICT	The term "Chicago Switching District " as used in this tariff shall incorporate the Chicago Switching District as defined in the former Western Trunk Lines freight tariff ICC WTL 8020 Series. BRC's switch charge will be the responsibility of the Road Haul carrier into/out of the Chicago Switching District. Cars will not qualify volume incentive rates.
45	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 100-A cancels Item 100, and Item 200-B cancels Item 200-A in a prior supplement, which in turn canceled Item 200.
50	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 (or letter and 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.
55	DEMURRAGE PLAN AND PRICES	Shipments transported under this tariff are subject to demurrage charges published in BRC 6004 series, supplements thereto or successive issues thereof.
60	ARTICLES ON WHICH CHARGES APPLY	All commodities carload.

65	LIST OF INDUSTRIES	<p>1. For list of Industries located on The Belt Railway Company of Chicago, refer to Section Four of this tariff.</p> <p>2. When changes occur in the corporations, firms or individuals using industry tracks, this issue will be corrected as soon as practicable, but until such correction is made the same charge will apply as for the industry previously using the same track. In case of location of a new industry, if switching service has been arranged for by The Belt Railway Company of Chicago and the cars are offered for movement before such industry is added to this tariff, the charge authorized from or to The Belt Railway Company of Chicago zone in which the new industry is located will apply.</p>
70	HANDLING OF LIVESTOCK	<p>The Belt Railway Company of Chicago does not have facilities for feeding, watering or resting Livestock and will only accept shipments of Livestock when advance arrangements have been made through the Office of the General Manager Transportation.</p>
73	AUTO CARRIERS AND RACKS "V" TYPE EQUIPMENT	<p>Loaded auto carriers and racks interchanged at the BRC. Cars will not qualify for volume incentive rates.</p>
75	TOFC/COFC SERVICE "P,Q,S" TYPE EQUIPMENT	<p>1. Trailers or containers on a flat car, TOFC or COFC, will be considered a loaded freight car for revenue billing purposes whether the trailer or container is loaded or empty.</p> <p>2. When flat cars are coupled in an articulated fashion, each platform of the articulated equipment will be considered as a separate car for revenue billing purposes. Cars will not qualify for volume incentive rates.</p>
80	APPLICATION OF CHARGES	<p>Section One charges apply on all traffic handled in terminal switching service between industries or team tracks located on The Belt Railway Company of Chicago and connecting lines, where the origin or destination is beyond the Chicago Switching District. (See Notes 1, 2 and 5).</p> <p>Section Two charges apply on all traffic, loaded or empty, handled in intermediate service between connections. (See Notes 3, 4 and 5.)</p> <p>Note 1.-Applies only on traffic where the thru rate makes provision for absorption, in whole or in part, of the terminal switching charges named herein. Any portion of these charges which are not absorbed will be in addition to the thru rate and accrue solely to The Belt Railway Company of Chicago.</p> <p>Note 2.-Provisions of this tariff do not apply in connection with traffic moving on rates which do not provide for any absorption of the terminal switching charges named herein.</p>

		<p>In such instances, switching charges as provided in other tariffs lawfully on file with the STB will apply, and will be in addition to the thru rate.</p> <p>Note 3.-Charges for intermediate service, on traffic originating beyond and destined beyond the Chicago Switching District, will be paid by the connecting line delivering the car to The Belt Railway Company of Chicago.</p> <p>Note 4.-For traffic originating at or destined to points within the Chicago Switching District where The Belt Railway Company of Chicago is the intermediate carrier, the road haul carrier shall assume intermediate switching charge of The Belt Railway Company of Chicago for handling the loaded car and shall reimburse terminal carrier for switching charge paid to The Belt Railway Company of Chicago for handling the car when returned empty to The Belt Railway Company of Chicago by terminal carrier, if the car is actually returned by The Belt Railway Company of Chicago to delivering road haul carrier, delivered to owner railroad, or other railroad under proper authority.</p> <p>Note 5.-The level of applicable charges will be that which is in effect on the date of interchange.</p>
85	SCRAP AUTOMOBILE BODIES	Rates provided for in this tariff will not apply on Scrap Automobile Bodies, crushed flat, loose or in bundles, loaded on flat cars.
90	HOT METAL OR LADLE CARS	Movements of hot metal or ladle cars over The Belt Railway Company of Chicago rails will be handled only when advance arrangements have been made through the General Manager Transportation.
95	SHIPMENTS REQUIRING TWO OR MORE CARS	Shipments requiring two or more cars for their transportation will be charged for at charges named for each car. (See Exception). EXCEPTION - idler cars, see Items 1004, 1005, and 1006.
100	CIRCUS TRAINS	Circus Trains moving over The Belt Railway Company of Chicago rails will be handled only when advance arrangements have been made through the General Manager Transportation.
105	CHARGES ON CARS RECEIVED WITHOUT NECESSARY FORWARDING DATA	When a car, empty or loaded, is received from a connecting line without necessary data for forwarding (See Note 1), and must be classified to a hold track, a \$155.00 penalty charge will be assessed against that delivering carrier (See Note 2). In addition, a \$43.00 holding charge will be assessed against the delivering carrier for each day, or fraction thereof, the car, empty or loaded, is held from the first 12:01 AM

		<p>following telephone or telegraphic notification until disposition is furnished by the delivering carrier.</p> <p>Note 1: The character of the necessary data will be determined by the BRC in accordance with the conditions of its service.</p> <p>Note 2: On a railroad owned car for which The Belt Railway Company of Chicago is responsible to car owner for car hire charges, an additional charge of \$31.00 per day will be assessed against the delivering road for each day, or fraction thereof, the car is held from date of receipt to date disposition is received plus a maximum of two additional days, if required to deliver car to a road within the Chicago Switching District.</p>
110	CHARGES ON CARS HELD FOR TRANSFER OR ADJUSTMENT	<p>When a car, empty or loaded, is received from a connecting line and is subsequently held for transfer or adjustment of lading, a switching charge of \$155.00 per car will be assessed against the delivering carrier. On a railroad owned car for which The Belt Railway Company of Chicago is responsible for car hire charges, an additional charge of \$31.00 per day will be assessed for each day, or fraction thereof, car is held from date of receipt to date transfer or adjustment is completed.</p>
115	ITEMS AND/OR PROVISIONS NOT BROUGHT FORWARD	<p>Items and/or provisions previously shown and not brought forward are canceled.</p>
120	MECHANICAL REFRIGERATION SERVICES AT CLEARING YARD	<p>1. The BRC will perform an inbound inspection at Clearing Yard on all loaded mechanical refrigerator cars for account of the inbound carrier.</p> <p>2. If the mechanical refrigeration inspection indicates that the unit is not operating properly, the car will be set out for refrigeration service, and a \$260.00 switching charge will be assessed against the delivering carrier. Subsequent refrigeration service charges, refueling expenses and/or charges for repairs are in addition, and the responsibility of the delivering carrier.</p>
124	CARRIERS RESPONSIBILITY FOR PROVIDING CREW AND POWER FOR AN ON-TIME DEPARTURE	<p>The BRC reserves the following rights with respect to carriers that interchange at Clearing Yard to protect the operation and ensure all carriers are providing crew and power for an on-time scheduled departure.</p> <p>1. The BRC reserves the right to refuse interchange of foreign power from an inbound train if the power is needed by the same carrier for an outbound train's on-time scheduled departure.</p>

		<p>2. The BRC reserves the right to use unassigned available power, including available foreign engines, on any outbound train, to prevent a late departure. The BRC will not short another carrier power for their outbound trains.</p> <p>3. The BRC reserves the right to refuse inbound trains from any carrier that may impact fluidity or efficiency of operations due to, but not limited to, the usage of locomotive power.</p> <p>4. Trains will be filled to full tonnage for which the locomotives are rated departing the BRC. The BRC will not leave tonnage behind to allow for line-of-road pickups, unless agreed to ahead of time by the BRC.</p> <p>5. Any carrier incurring more than one Item 125 charge in a seven-day period may be subject to a temporary reduction of the carrier's inbound car count quota.</p> <p>6. The BRC reserves the right to impose further operating restrictions, as needed, to promote fluidity, efficiency, and compliance with the BRC operating agreement.</p>
125	<p style="text-align: center;">CHARGES ON CARS DELAYED AT CLEARING YARD DUE TO OUTBOUND CARRIER'S FAILURE TO HANDLE</p>	<p>Cars loaded or empty moving outbound to any carrier, which have been pulled to departure tracks will be subject to the penalty charge described herein if cars remain on BRC in excess of 9 hours from the scheduled departure of the carrier's outbound train (see Note).</p> <p>If cars remain on the BRC in excess of 9 hours from scheduled departure time due to the failure of the outbound carrier to handle from the BRC, cars in that outbound train will be subject to a charge of \$218.00 per car. Thereafter, for every 12 hours which the same cars continue to remain on BRC, all cars in departure status and on classification tracks (with the same block codes) will be subject to additional charges of \$218.00 per car.</p> <p>Any Carrier incurring more than one Item 125 Charge per seven-day period will be subject to an increased charge of \$436.00 per car for each Item 125 charge issued after the first issuance in the same seven-day-period.</p> <p>NOTE: The scheduled departure will be published in General Manager Transportation's notice entitled "Clearing Train Departure Schedule" in effect on the date of departure.</p>

130	CHARGES ON TRAINS IN THROUGH MOVEMENT DELAYED ON BRC DUE TO RECEIVING CARRIER'S FAILURE TO HANDLE	<p>When carriers use BRC trackage for through movement, with or without power, and two carriers are involved in the handling, trains will be considered on track for the receiving carrier when the delivering carrier terminates movement on BRC track. Delivering carrier is then obligated to notify receiving carrier of locale and time movement terminated. If the train remains on track in excess of 4 hours from delivery time due to the failure of the receiving carrier to handle from the BRC, the train will be interchanged to the BRC and the delivering carrier will be responsible for the applicable intermediate switch charge per car. Thereafter, if the train remains on track in excess of an additional 5 hours, the train will be subject to a charge of \$218.00 per car to be assessed against the receiving carrier. Thereafter, for each hour, or fraction thereof, which the same train continues to remain on track, said train will be subject to additional charges of \$39.00 per car to be assessed against the receiving carrier.</p> <p>This charge is applicable and in addition to all contractual arrangements.</p>
135	PULLER SERVICE	<p>With the concurrence of BRC General Manager Transportation, BRC will provide puller service as agent for the carrier requesting the service, and with full indemnification, where contractual arrangements and physical accessibility permit BRC crew handling.</p>
140	CHARGE FOR AN AIR BRAKE TEST ON TRAINS IN THROUGH MOVEMENT	<p>When the BRC performs an air brake test per 49 CFR 232 on trains in through movement over BRC trackage, a charge of \$754.00 will be assessed against receiving carrier.</p> <p>This charge is applicable and in addition to all contractual arrangements.</p>
145	CHARGES ON DIMENSIONAL SHIPMENTS HELD FOR MEASUREMENT	<p>If a dimensional shipment, at the request of a carrier in the route, is set out and held on BRC for measurement, or remeasurement, a switching charge of \$378.00 per car will be assessed against the carrier requesting the service. Cars will not qualify for volume incentive rates.</p> <p>Dimensional cars entrained and subsequently switched out due to nonacceptance by the receiving carrier will be assessed a switch charge of \$378.00 per car against the receiving carrier. Cars will not qualify for volume incentive rates.</p> <p>On a railroad owned car for which The Belt Railway Company of Chicago is responsible for car hire charges, an additional charge of \$31.00 per day will be assessed against the carrier requesting the service, for each day, or fraction thereof, the car is held for measurement and/or subsequent dimensional clearance.</p>

146	DO NOT HUMP CARS	Cars that cannot be humped safely as determined by BRC's operating department. Including but not limited to cars classified as Dimensional or Do Not Hump. Loaded cars with the following STCC's 3742676, 3742677, 3742679, 3312839, 3312981, 3531472. Cars will not qualify for volume incentive rates.
148	LOCOMOTIVE AND PASSENGER CARS	Locomotives and passenger cars interchanged or handled at Clearing Yard. Cars will not qualify for volume incentive rates.
149	LOCOMOTIVE SERVICE AND REPAIR	When requested, BRC will service locomotives at its facilities. Such service done by BRC shall consist of but not be limited to switching locomotives within the servicing facilities, making daily trip inspections and reports as required, performing routine maintenance pursuant to owner standards, and checking quantity levels and, when approved, replacing required amounts of depletable materials such as fuel, sand, cooling water and treatment, lubricating oil, and other miscellaneous supplies normally required during normal servicing inspections. BRC shall make running repairs to locomotives as in its judgement are necessary or required by law, including but not limited to: completion of daily inspection records, application of brake shoes, adjustment of brake travel, correction of minor leaks, general running repair work, cleaning of cabs and windows, addition of supplies such as drinking water, ice, cups, flagging material, and toilet tissue, as required. BRC will not perform any other major or billable repairs unless specifically authorized.
150	RAIL SURVEILLANCE	DEFINITION - Rail Surveillance Service is defined as the observation and/or external inspection of one or more conveyances railcar(s), trailer(s), or container(s) within one hour after it has stopped at any location for any reason, and conducting re-inspections at least once an hour, to the extent practicable, when the conveyance is on the BRC.
160	LANDING FEE	If a train is interchanged directly between two carriers whereby the train is temporarily yarded on BRC trackage for crew transfer, and there are no contracts or letter agreements to provide otherwise, a landing fee of \$21.25 per car will apply in addition to trackage charges.

165	CHARGES ON BAD ORDERED CARS SETOUT OF DIRECT MOVE TRAINS	<p>If a car is bad ordered enroute on BRC Trackage in connection with a Direct Move and it is necessary that it be set out, such bad ordered car will be repaired at the outlying location. Car will thereafter be handled by BRC to Clearing Yard to be classified in the connecting Carrier's outbound train. The connecting Carrier, at BRC's discretion, may be allowed to pick up a priority shipment, i.e.: autos, intermodal, etc., on line.</p> <p>Car repairs will be billed in accordance with the Field and Office Manuals of the Interchange Rules adopted by the Association of American Railroads in effect at the date of performance of the repairs.</p> <p>Delivering Carrier will compensate \$193.00 per car handling, if necessary to spot the car for repair, and an additional \$193.00 per car handling fee back to Clearing Yard, in addition to the applicable intermediate switch rate. In addition, Delivering Carrier will compensate BRC for any charges incurred in connection with repair including, but not exclusively limited to, mobile cranes, mechanical overtime incurred to repair the car, etc.</p>
170	CHARGES ON LOCOMOTIVES HELD FOR INSPECTION	<p>When a locomotive (dead or under power) is received at Clearing Yard and it is subsequently held for inspection by the Receiving Carrier, a \$467.00 switching charge will be assessed against the Receiving Carrier, in addition to the intermediate switch charge, to handle the locomotive to a holding track. In addition, a \$126.00 holding charge will be assessed against the Receiving Carrier for each day, or fraction thereof, the locomotive is held on the BRC pending authorization of release to an outbound train. Locomotive will be interchanged to the Receiving Carrier upon arrival at the Roundhouse, Departure Track or Staging Track.</p> <p>Locomotive entrained in other than the Locomotive Consist will remain in the account of the Delivering Carrier until placement at the Roundhouse, Departure Track or Staging Track. If repairs become necessary prior to moving the locomotive, the Receiving Carrier will be responsible to coordinate any repairs to the locomotive.</p>

175	CHARGES ON CARS DELAYED AT SOUTH CHICAGO OR OTHER OUTLYING YARDS DUE TO RECEIVING CARRIER'S FAILURE TO HANDLE	<p>Cars loaded or empty placed for interchange at South Chicago or other outlying yards will be subject to the penalty charge described herein if cars remain on BRC in excess of 24 hours from the scheduled departure time.</p> <p>Said times and day of week operation to be agreed to by BRC and the respective carrier. Said cars will be subject to a charge of \$218.00 per car for every 24-hour period until said cars are pulled by the receiving carrier.</p>
180	CHARGES ON PASSENGER CARS HELD FOR CLEARANCE OR INSPECTION	<p>Passenger cars received at Clearing Yard and subsequently held for clearance or inspection by the receiving carrier will be assessed a \$467.00 switching charge for the movement to and from the storage or staging track.</p> <p>In addition, a \$126.00 holding charge will be assessed to the receiving carrier for each day, or fraction thereof. The passenger car(s) will be interchanged to the receiving carrier once the car is moved from the inbound receiving track.</p> <p>If repairs or inspections are necessary prior to the outbound movement, the receiving carrier will be responsible to coordinate the repairs or inspections.</p>
181	LIABILITY FOR ALL FREIGHT CARS (GENERAL)	<p>Freight cars of all types received at Clearing Yard will have a maximum liability for lading or equipment loss or damage of \$10,000 per shipment as against The Belt Railway Company of Chicago. This item does not establish any liability of The Belt Railway Company of Chicago for lading or equipment loss or damage. Rates in this tariff do not include charges for the cost of repairs necessary for the safe movement of equipment moving on own wheels.</p>
182	LIABILITY FOR PASSENGER CARS	
183	INTERCHANGE ERROR MOVEMNT	<p>Loaded or empty cars received in error from a delivering carrier at interchange points on BRC will be returned to that delivering carrier at the charge of \$371.00, per car.</p>

185	<p style="text-align: center;">CHARGE FOR REPOSITIONING OUTBOUND LOCOMOTIVES WITH BRC RESOURCES</p>	<p>When orders are received from the outbound carrier to rework a locomotive consist once set, a charge of \$193.00 per locomotive unit will be assessed. When necessary to turn a locomotive, with BRC resources, an additional \$418.00 charge will apply for each locomotive turned. No charge is accrued when repositioning of outbound power is performed by crews of the outbound carrier. When BRC resources are utilized to position power, link, or unlink distributed power locomotives, or reposition to allow for distributed power operation; a fixed charge of \$493.00 will be assessed. This charge is assessed on per train basis at the sole operational discretion of the BRC and is charged when instructions are received from an outbound carrier to ready a train for DP operation.</p>
186	<p style="text-align: center;">CREW HAULAGE SERVICE</p>	<p>When foreign crews require BRC resources for transport throughout BRC facilities, the BRC will provide crew hauling services as agent for the foreign carrier at a charge of \$212.00 per occurrence. The foreign carrier utilizing the service will be solely responsible for and shall defend, indemnify, and hold harmless BRC against all damages resulting from the provision of this service by BRC.</p>
187	<p style="text-align: center;">FOREIGN SUBSTANCE FOUND ON WHEELS – REJECT/SETBACK CHARGE</p>	<p>Cars found with a foreign substance on its wheels will be subject to rejection and a setback charge of \$2,798.00 per car.</p> <p>In addition to the per car charge under this tariff item, the delivering carrier will be responsible for any damage to BRC property resulting from such foreign substance.</p>
188	<p style="text-align: center;">LATE PAYMENT FINANCE CHARGE</p>	<p>The BRC will assess a monthly finance charge for payments made beyond the specified credit terms. The intent is not to charge interest, but to receive payment due to the BRC within credit terms. The credit terms are specified on the customer's invoice. A finance charge will be assessed at a monthly rate of 1% on charges not received by BRC when due.</p> <ul style="list-style-type: none"> • The finance charge will not apply against disputed charges that are found by BRC to have been billed incorrectly. Finance charges will be assessed if a corrected invoice is not paid within credit terms from the date of the corrected invoice. • The finance charge will be assessed on the unpaid balance of any valid charge from the first day following the due date through the date of receipt of payment in full. • In addition, the finance charge will be billed monthly for

		<p>all charges that were paid late in the prior calendar month.</p>
<p>189</p>	<p>FUEL SURCHARGE APPLICATION</p>	<p><u>Fuel Surcharge Application</u></p> <p>In addition to the application of charges published in Item 80, a variable fuel surcharge will be assessed on all traffic interchanged to the BRC. The fuel surcharge will be charged on a per car basis and determined by the fuel surcharge rate per car calculation specified below.</p> <p>The fuel surcharge will be billed monthly to the connecting carrier responsible for the corresponding switching charge on the car as published in Item 80.</p> <p><u>Fuel Surcharge Rate Per Car Calculation</u></p> <p>The fuel surcharge is determined and adjusted monthly utilizing the following calculations.</p> <ul style="list-style-type: none"> • Base Fuel Price – the per gallon cost of diesel fuel established by The Belt Railway Company of Chicago as the baseline against which to determine monthly fuel surcharge rates. • HDF Price – the monthly average price of Retail On-Highway Diesel fuel (HDF) determined by the U.S. Average Monthly Retail HDF Prices reported by the U.S. Department of Energy at the following website: https://www.eia.gov/dnav/pet/pet_pri_gnd_dcus_nus_m.htm • GPCH Factor – a gallons per car handled factor determined by The Belt Railway Company of Chicago’s fuel consumption. • Calculation – The Base Fuel Price is subtracted from the HDF Price and multiplied by the GPCH Factor to determine the fuel surcharge rate per car. $(\text{HDF Price} - \text{Base Fuel Price}) * \text{GPCH Factor} = \text{Fuel Surcharge Rate Per Car}$ <p>In any month in which the Base Fuel Price exceeds the HDF Price, no fuel surcharge is assessed. No credit or deduction is applied for such months against fuel surcharges assessed in other months.</p> <p><u>Fuel Surcharge Application Timing</u></p> <p>The calculated fuel surcharge rate is applicable one month following the month of the published HDF Price (May monthly HDF prices are</p>

		<p>used to determine the applicable fuel surcharge rate for June of the same year. December monthly HDF prices are used to determine the applicable fuel surcharge rate for January of the following year). The fuel surcharge rate per car amount will be posted no later than the 10th of the following month on the Belt Railway Company Website (https://beltrailway.com) under the Customer/Tariffs section.</p> <p><u>Charges Herein Subject to Increase</u></p> <p>Charges published herein are subject to increase by republication.</p> <p><u>Source of Retail On-Highway Diesel Fuel Prices</u></p> <p>In the event the U.S. Department of Energy ceases or fails to publish Retail On-Highway Diesel Fuel Prices or materially alters the methodology by which those prices are derived, a similar source will be substituted that closely matches the structure and formulation of HDF pricing. A change to or re-issue of this publication will be disseminated in case of such a substitution of source.</p>
190	CONNECTING LINES FROM AND TO WHICH RATES APPLY ALPHABETICALY ARRANGED	<p>BNSF Railway Company Canadian National Railway Company Chicago Rail Link, L.L.C. Chicago SouthShore & South Bend Railroad CP Rail System CSX Transportation, Inc. Indiana Harbor Belt Railroad Company Norfolk Southern Railway Company South Chicago & Indiana Harbor Railway Inc. Union Pacific Railroad Company Wisconsin & Southern Railroad, L.L.C.</p>
191	SEVERABILITY	<p>If any provision of this publication is held invalid by a court or governmental entity of competent jurisdiction, such provision shall be severed from this publication and to the extent possible, this publication shall continue with regard to the remaining provisions.</p>

SECTION ONE

Where through rates are authorized in tariffs of carriers party to this tariff, The Belt Railway Company of Chicago will charge the following for terminal service to or from industries and team tracks located on The Belt Railway Company of Chicago.

ITEM	SUBJECT	APPLICATION	INDUSTRIES BY ZONE (SEE SECTION THREE)	PER CAR CHARGES (in dollars)	
1001	TERMINAL SWITCHING SERVICE TO/FROM BRC INDUSTRIES AND TEAM TRACKS	LOADED FREIGHT CARS (Note: Charge also includes the handling of empty cars)	Zone 1	\$638.00	
1002			Zone 2	\$533.00	
1003			Zone 3	\$654.00	
1004		EMPTY FREIGHT CARS, including idler cars. (An idler car is an empty car, on which no part of a load rests, that is used in transporting freight of unusual length or excessive weight for the safe transportation or protection of lading).	Zone 1	\$319.00	
1005			Zone 2	\$266.00	
1006			Zone 3	\$327.00	
1007			ALL CLASSES OF RAILWAY EQUIPMENT OTHER THAN FREIGHT EQUIPMENT, VIZ. BUT NOT LIMITED TO: MAINTENANCE OF WAY EQUIPMENT PASSENGER EQUIPMENT RAIL TEST CARS LOCOMOTIVES (DEAD OR UNDER POWER) ETC.	Zone 1	\$638.00
1008				Zone 2	\$533.00
1009				Zone 3	\$654.00

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1106	TERMINAL SWITCHING SERVICE TO/ FROM INGREDION, AGRO, IL	GRAIN, VIZ: barley, corn, oats, soybean, wheat and grain screenings, in multiple car deliveries from the same carrier.	1-4	\$533.00
1107			5-24	\$234.00
1108			25 or more	\$152.00

SECTION TWO

The Belt Railway Company of Chicago will charge the following for intermediate service via
The Belt Railway Company of Chicago.

ITEM	SUBJECT	APPLICATION	CHARGES PER CAR (in dollars)
2001	INTERMEDIATE SERVICE VIA BRC	VOLUME INCENTIVE SWITCH RATES FOR QUALIFYING CLEARING CONNECTION TRAFFIC LOADED AND EMPTY FREIGHT CARS	
		1 THRU 25	\$191.72
		26 THRU 100	\$99.83
		101 THRU 200	\$72.25
		201 THRU 300	\$62.69
		301 THRU 400	\$57.72
		401 THRU 500	\$54.44
		501 THRU 600	\$52.03
		601 THRU 700	\$50.15
		701 THRU 800	\$48.62
		801 THRU 900	\$47.32
	901 THRU 1,000	\$46.21	
	1,001 AND OVER	\$45.24	
2002		OUTSIDE CLEARING INTERMEDIATE TRAFFIC Clearing Connection Traffic interchanged at a location other than Clearing Yard Note: If the monthly volume of Clearing Connection Traffic is under 26 cars per day the Outside Clearing rate will be \$160.00 per car.	\$192.00
2003		HAZARDOUS (NON-RSSM) SHIPMENTS	\$192.00

		Loaded cars with STCC 4800000 thru 4999999	
2004		DANGEROUS SHIPMENTS - Explosive Division 1.1 or 1.2, Radioactive, and TIH shipments as listed in Part 173 or Tariff BOE 6000 Series.	\$634.00
		<p>ADDITIONAL CHARGES</p> <p>1. Cars carrying dangerous goods/hazardous materials (or cars containing residue of dangerous goods/hazardous materials which are found to be leaking may be moved to an isolation track for securement. The cost of securement varies widely, depending on the work involved. Securement fees will be assessed, and invoiced, on a case-by-case basis.</p> <p>2. In addition to flat charge under this Tariff item, Carrier will bill beneficial owner of leaking material in all instances for:</p> <p style="padding-left: 40px;">a. Carrier response costs and those of contractors.</p> <p style="padding-left: 40px;">b. Response costs of Agencies having jurisdiction if billed.</p> <p>On a case-by-case basis, carrier will bill beneficial owner of leaking material for:</p> <p style="padding-left: 40px;">a. Interline revenue lost to Belt for traffic diverted away from Belt.</p> <p style="padding-left: 40px;">b. Additional per diem equipment rental for delay to traffic already in Belt accounts.</p>	\$2,514.00 for switching
2005		PERISHABLE FREIGHT - Moving under refrigeration, ventilation, or car heater service (including handling of empty car.)	\$504.00 100% from delivering road.
2006		DIMENSIONAL & DO NOT HUMP SHIPMENTS - Carloads exceeding height, width, or maximum gross weight restrictions as published in "Railway Line Clearances" publication, including any other traffic which requires a special clearance, movement with a Dimensional Movement File Clearance, or any car designated as a "Do Not Hump" car	\$380.00

		which must be manually handled or shoved over the hump.	
2007		<p style="text-align: center;">ALL CLASSES OF RAILWAY EQUIPMENT OTHER THAN FREIGHT EQUIPMENT, VIZ. BUT NOT LIMITED TO:</p> <p style="text-align: center;">Maintenance of Way Equipment Passenger Equipment Rail Test Cars Locomotives (dead or under power)</p> <p style="text-align: center;">NOTE: An additional charge of \$1,571.00 will be assessed for each locomotive where BRC handling is required to/from a connection outside Clearing Yard.</p>	\$787.00
2008		<p style="text-align: center;">AUTO CARRIERS – AUTO RACKS LOADED “V” type equipment</p>	\$192.00
2009		<p style="text-align: center;">TOFC/COFC EQUIPMENT “P,Q,S” type equipment</p>	\$192.00
2010		<p style="text-align: center;">ROAD HAUL INTO/OUT OF the CHICAGO SWITCHING DISTRICT Cars delivered by an intermediate switch carrier to BRC for interchange service</p>	\$192.00

SECTION THREE

The Belt Railway Company of Chicago will charge the following for additional services as listed

ITEM	SUBJECT	APPLICATION	CHARGES PER CAR (in dollars)
3001	ADDITIONAL SERVICE VIA BRC	<p style="text-align: center;">RE-HUMPS</p> <p>Notwithstanding the rate structure set forth in Section 1, and Section 2, any switching move which requires more than one hump event to be subsequently interchanged to the destination carrier shall be assessed an additional charge per “Re-hump” event. This charge is applicable and in addition to all contractual arrangements, unless otherwise specified.</p>	\$45.24
3002		<p style="text-align: center;">OUTBOUND BLOCKING CHARGE</p> <p>One “free” outbound block per 2,000 outbound cars. Charge applied to each car of excess blocks with smallest number of cars.</p>	\$7.48
3003		<p style="text-align: center;">PULLER SERVICE</p> <p>Requested service when available. Per 8 Hour Crew</p>	\$1,354.00

BRC 8002-O
(Cancels BRC 8002-N)

		Each Additional Hour	\$170.00
		BRC Locomotive, Per Day, Per Unit	\$406.00
		Lunch Penalties	\$68.33
3004		LOCOMOTIVE SERVICING	
		Servicing of foreign locomotives at Clearing Yard.	
		Diesel Fuel and Lube Oil	COST
		Servicing Unit	\$204.00
		Supplies	\$18.62
		Diesel Fuel Surcharge Per Gallon	5.3% of cost per gallon
		Sand Surcharge Per Ton	\$3.56

SECTION FOUR

Rates named in Section One of this tariff will apply to industries located on The Belt Railway Company of Chicago and categorized herein according to zones. (See Item 65 for changes.)

ITEM	SUBJECT	APPLICATION
4001	ZONE 3 ALPHA LIST OF INDUSTRIES	CHARTER STEEL PRODUCTS 1600 S. KOSTNER EXXON MOBIL 3801 S. CICERO FLEXOGLASS 4647 W. AUGUSTA BLVD. UNILEVER BEST FOODS 2816 S. KILBOURN
4002	ZONE 2 ALPHA LIST OF INDUSTRIES	AFTON CHEMICALS INC. 7201 WEST 65TH ST. AGRIMUM USA INC. 13131 LAKE FRASER DR CALGARY, AB CANADA AGROW FRESH PRODUCE 4540 S. KOLMAR COLONIAL BRICK CO. 2222 S. HALSTED ST. CORRUGATED SUPPLIES 5043 W. 67TH STREET DART CONTAINER CORP (SOLO CUP) 7575 SOUTH KOSTNER

	<p>GENERAL ELEC. APPL. SER. SHOP 6045 S. NOTTINGHAM</p> <p>GRACE DAVISON 4099 W. 71ST STREET</p> <p>HALLSTAR COMPANY 5851 WEST 73RD ST.</p> <p>HELM FINANCIAL 505 SANSOME ST. SAN FRANCISCO, CA</p> <p>HOIST LIFT TRUCK MFG. 6499 WEST 65TH ST.</p> <p>HOME DEPOT 6600 WEST 68TH ST.</p> <p>HOME PRODUCTS INTL. 4501 WEST 47TH ST.</p> <p>INDEPENDENCE TUBE CORP. 6226 WEST 74TH ST.</p> <p>INGREDION INC. ARGO</p> <p>INTERNATIONAL PAPER 5300 WEST 73RD ST.</p> <p>JERICH USA INC. 6558 WEST 73RD ST.</p> <p>MANSFIELD OIL P.O. BOX 48 MARK, IL</p> <p>MD METALS 6400 W. 66TH PL.</p> <p>MIDWEST WHSE. & DIST. SYSTEM 6634 WEST 68TH STREET</p> <p>MONDELEZ INTERNATIONAL 7300 S. KEDZIE</p>
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	<p>MOTIVE POWER 1905 MARKETVIEW DR YORKVILLE, IL</p> <p>NALCO CHEMICAL 6216 WEST 66TH STREET</p> <p>NEXUS DISTRIBUTION 6220 WEST 73RD STREET</p> <p>OCCIDENTAL ELECTROCHEM CORP. 4201 WEST 69TH ST.</p> <p>PCA CHICAGO CONTAINER 5445 WEST 73RD ST.</p> <p>PCS SALES USA 122 1ST AVE SOUTH SASKATOON, SK CANADA</p> <p>PERKINS PRODUCTS INC. 7025 WEST 66TH ST.</p> <p>PACTIV 7200 S. MASON 7207 S. MASON</p> <p>RAMPTECH AMERICA 6900 S. CENTRAL</p> <p>RAYNER RINN-SCOTT 6700 SOUTH OLD HARLEM</p> <p>ROQUETTE 1417 EXCHANGE ST. KEOKUK, IA</p> <p>SIMS-METAL/MANAGEMENT 6660 SOUTH NASHVILLE</p> <p>SUPERIOR GRAPHITE 6616 S. LARAMIE 6540 S. LARAMIE</p>
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		<p>TOTAL PETROCHEMICALS USA P.O. BOX 674411 HOUSTON, TX</p> <p>TOOTSIE ROLL INDUSTRIES 7401 S. CICERO AVE.</p> <p>UNIVAR 7050 WEST 71ST ST.</p> <p>U.S. BUREAU OF STANDARDS DEPARTMENT OF COMMERCE WASHINGTON D.C.</p> <p>W. R. GRACE CONST. PRODS. 6051 W. 65TH</p> <p>WESTROCK 6131 WEST 74TH STREET</p>
4003	<p style="text-align: center;">ZONE 3 ALPHA LIST OF INDUSTRIES</p>	<p>ELG METALS, INC. 103RD AND CALUMET</p> <p>FIRST UNION RAIL 6250 RIVER ROAD ROSEMONT, IL</p> <p>SKYWAY CEMENT CO. LLC 3020 EAST 103RD STREET</p> <p>WABTEC (CARDWELL WESTINGHOUSE) 8400 SOUTH STEWART</p>

EXPLANATION OF ABBREVIATIONS

ABBREVIATION	EXPLANATION
BRC	The Belt Railway Company of Chicago
BOE	Bureau of Explosives of the Association of American Railroads
CFR	Code of Federal Regulations
ICC	Interstate Commerce Commission
lbs	Pounds
RER	Official Railway Equipment Register
STB	Surface Transportation Board
TIH	Toxic Inhalation Hazard
UFC	Uniform Freight Classification 6000 Series, National Railroad Freight Committee, Agent.

VIZ	Namely
WTL	Western Trunk Lines

PARTICIPATING CARRIERS

ABBREVIATION	NAME OF CARRIER
BNSF	BNSF Railway Company
CN	Canadian National Railway Company
CPRS	CP Rail System
CRL	Chicago Rail Link, L.L.C.
CSS	Chicago SouthShore & South Bend Railroad
CSXT	CSX Transportation, Inc
IHB	Indiana Harbor Belt Railroad Company
NS	Norfolk Southern Railway Company
SCIH	South Chicago & Indiana Harbor Railway Inc.
UP	Union Pacific Railroad Company
WSOR	Wisconsin & Southern Railroad, L.L.C.