

BRC 8003-Z
(Cancels BRC 8003-Y)

**THE BELT RAILWAY COMPANY OF
CHICAGO
FREIGHT TARIFF BRC 8003-Z
(CANCELS FREIGHT TARIFF BRC 8003-Y)**

Local charges, rules and regulations apply on loaded and empty cars between stations, industries, industries and team tracks also between stations, industries or team tracks and junctions with connecting lines.

This tariff governed by Uniform Classification as provided herein.

SWITCHING TARIFF

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

Issued By:
Peter Sturgeon
Director of Revenue Accounting
6900 South Central Avenue
Chicago, Illinois 60638

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEMS	SUBJECT	APPLICATION
1	GENERAL RULES AND REGULATIONS	Freight transported under this tariff, in addition to the rates named herein, will be subject to current rules and regulations of The Belt Railway Company of Chicago while in its possession, and of connecting carriers while in their possession, which rules and regulations are published and lawfully on file with the Interstate Commerce Commission, relating to car service, demurrage, diversion, reconsignment, storage, transit privileges, or any other privileges, charges or rules which in any way increase or decrease the value of the service to the shipper.
5	GENERAL APPLICATION	Rates named herein (except when otherwise specified) include handling of empty cars and contemplate the delivery of cars to place of unloading at industries, or other point of delivery or to connecting carriers respectively, and the taking of cars from place of loading at industries, or other points of reception or from connecting carriers respectively, reached by The Belt Railway Company of Chicago. Empty cars furnished on orders for loading, but not loaded, will be charged for at \$297.00 per car, collection to be made from party ordering equipment, except when cars furnished are unfit to load or refused for other causes for which railroads are responsible, will be returned to the railroad furnishing the car or to the owner road for which a charge of \$297.00 per car will be made against the railroad furnishing the car, plus an additional \$156.00 will be charged for railroad owned cars for which the Belt Railway Company of Chicago is responsible to car owner for car hire charges.
10	HANDLING OF EXPLOSIVES, TIH AND RADIOACTIVE MATERIALS	TIH, radioactive, and explosives will be handled for \$644.00 per car in addition to the freight rates published by BRC that will only apply when compliance is made under regulations governing the handling of Explosives named in Bureau of Explosive Tariff BOE 6000Series.
15	EXPENSE BILLS	Each car must be accompanied by one expense bill.

20	COLLECTION OF SWITCHING CHARGES	On all shipments destined to points within the (1) Chicago Switching District charges must be prepaid. On cars originating at points beyond the Chicago Switching District charges will be collected from road-haul carrier delivering cars to this Company. On cars originating at industries or team tracks of this Company, destined to points beyond the Chicago Switching District, charges will be collected from road-haul carrier to which cars are delivered by this Company.
25	STOPPING OF CARS IN TRANSIT TO COMPLETE LOADING OR TO PARTLY UNLOAD	This company will not stop cars in transit to partly unload or to complete loading, unless prior arrangements have been made. See Item 100.
30	CARS BILLED "TO ORDER NOTIFY"	Cars handled between points within the (1) Chicago Switching District will not be accepted under this tariff if billed "To Order Notify"
35	RETURNED CARS	<p>Applicable tariff charges for returned cars, loaded or empty, will be the one-way intermediator intra-terminal switching charge (see note).</p> <p>(A) Cars rejected by connecting lines or industries will be returned at the expense of the railroad or industry from which they were originally received.</p> <p>(B) Cars returned to connecting lines or industries will be returned at the expense of the railroad or industry ordering return movement.</p> <p>NOTE: When a railroad owned car, empty or loaded, for which the Belt Railway Company of Chicago is responsible to car owner for car hire charges, is received from a connecting line with instructions to return car to delivering road, an additional charge of \$31.00 per day will be assessed against the delivering carrier for each day, or fraction thereof, car is on line, subject to a maximum of three days.</p>
40	TANK CARS, FURNISHING OF	Rates provided for freight in tank cars do not obligate the carriers to furnish tank cars. If carriers' tank cars are voluntarily furnished, interior cleaning, if necessary, must be performed by and at the expense of the shipper.

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 MATER 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 in the case of intra-state supplements), the 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 issuers thereof.
60	CARS TO OR FROM SHOPS	Cars accepted from connections for shops or for repairs necessary to permit handling of cars are inspected only with respect to safety appliances as required by law and this Company will not be responsible for any defects existing on such cars at the time it makes delivery to the shops or to connecting lines.
65	CHANGES AND NEW INDUSTRIES	When changes occur in the firms using industry tracks, tariff will be corrected as soon as practicable, but until such correction is made, the same charge will be applied as named for the industry previously using the same track, and in case of location of a new industry, if switching service has been arranged for by the Operating Department, and the cars are offered for movement before tariff has been amended, the charge to be made will be that named in the tariff for adjoining industry tracks in same district.
70	TRANSPORTATION OF PALLETS IN CONNECTION WITH LOADED MOVEMENTS OF FREIGHT	When freight in carload quantities is prepared for shipment in conformity with packing requirements and in addition is loaded on pallets, platforms, or skids, with or without standing sides or ends, but without tops (See Note), no charge will be made for the transportation of

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	APPLICABLE IN CLOSED OR GONDOLA CARS ONLY	<p>the pallets, platforms, or skids, provided shipper specifies the weight of the pallets, platforms or skids on shipping order and bill of lading.</p> <p>NOTE --When material, not part of the pallet, platform, or skid, is used to protect top of lading or to secure the load to the pallet, platform or skid, allowance will be made for the weight of such material.</p>
75	FREIGHT REVEIVED TOO LATE FOR BOAT AACCOUNT CLOSE OF NAVIGATION	When such freight is delivered to this Company and not accepted by boat lines account of close of navigation, same will be held for disposition, but demurrage and outbound switching charges will be assessed at full tariff rates in addition to the inbound switching charges.
80	LAKE CARGO SHIPMENTS RECONSIGNED	When such freight is reconsigned after delivery to this Company, outbound switching charges at full tariff rates will be assessed in addition to the inbound switching charges, and cars will be subject to demurrage.
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	CARS HELD FOR ORDERS	<p>Loaded cars (see Note 1) or empty tank cars that previously contained a hazardous material, other than combustible liquid, released from industries or team tracks without final shipping directions, including routing instruction, which must be held for further orders and empty private cars (see Note 2) held on the BRC under orders of shipper or car owner will be subject to a charge of \$218.00 per car.</p> <p>NOTE 1: Loaded cars will be subject to demurrage charges as named in BRC Tariff Series 6004.</p> <p>NOTE 2: Empty private cars will be subject to a storage charge of \$31.00 per calendar day or fraction thereof, including Saturdays, Sundays, and Holidays, with no free time while held awaiting disposition.</p>
91	EMPTY PRIVATE CARS HELD ON RAILROAD TRACKS	Empty private cars which have been received for industries located on the BRC and are held on BRC rails will be subject to a storage charge of \$31.00 per day, after the expiration of seventy-two hours free time. Free time

		<p>to be computed from the first 7AM following constructive placement, exclusive of Saturday, Sunday, and Holidays.</p> <p>Once storage charges commence to run, all Saturdays, Sundays and Holidays are chargeable days. Cars will be considered released from storage charges when ordered off BRC rails.</p>											
95	INTRA-PLANT SWITCHING	<p>When a shipper or receiver desires any movement made between any two locations within the same plant or industry, such movement will be made for \$148.00 per car, upon written request to the Agent of this Company.</p>											
100	CHARGE FOR USE OF AND ADDITIONAL DETENTION CHARGES ON SPECIAL TYP OF HEAVY CAPACITY FLAT CARS	<p>PART 1</p> <p>A charge of \$128.00 (Note 2) per car used, in addition to the regular switching rates named in this tariff, will be made for each car used both originating and terminating within the same Switching District as named in this tariff, for the movement of a shipment for which carrier furnishes flat car bearing mechanical designation "FWS" or "FW" of any capacity, and a charge of \$385.00 (Note 2) per car used, on flat cars bearing mechanical designation "FD" or "FDS" as named in Rule 21 of The Official Railway Equipment Register, R.E.R. Publishing Corporation, Agent, ICC RER 6410 Series. This charge accrues to the carriers participating in the movement (See Note 1).</p> <p>PART 2</p> <table border="1" data-bbox="641 1373 1477 1881"> <tr> <td data-bbox="641 1373 1062 1591">When car (referred to in Part 1 of this item) are held at origin point, intermediate point, and/or destination point:</td> <td data-bbox="1062 1373 1477 1591">Detention charges after expiration of free time permitted in tariffs lawfully on file with the Interstate Commerce Commission or State Commissions will be:</td> </tr> <tr> <td data-bbox="641 1591 1062 1633">1st 24 hours or fraction</td> <td data-bbox="1062 1591 1477 1633">\$258.00 per car</td> </tr> <tr> <td data-bbox="641 1633 1062 1717">2nd 24 hours or fraction thereof after free time</td> <td data-bbox="1062 1633 1477 1717">\$258.00 per car</td> </tr> <tr> <td data-bbox="641 1717 1062 1801">3rd 24 hours or fraction thereof after free time</td> <td data-bbox="1062 1717 1477 1801">\$516.00 per car</td> </tr> <tr> <td data-bbox="641 1801 1062 1881">4th 24 hours or fraction thereof after free time</td> <td data-bbox="1062 1801 1477 1881">\$516.00 per car</td> </tr> </table>		When car (referred to in Part 1 of this item) are held at origin point, intermediate point, and/or destination point:	Detention charges after expiration of free time permitted in tariffs lawfully on file with the Interstate Commerce Commission or State Commissions will be:	1st 24 hours or fraction	\$258.00 per car	2nd 24 hours or fraction thereof after free time	\$258.00 per car	3rd 24 hours or fraction thereof after free time	\$516.00 per car	4th 24 hours or fraction thereof after free time	\$516.00 per car
When car (referred to in Part 1 of this item) are held at origin point, intermediate point, and/or destination point:	Detention charges after expiration of free time permitted in tariffs lawfully on file with the Interstate Commerce Commission or State Commissions will be:												
1st 24 hours or fraction	\$258.00 per car												
2nd 24 hours or fraction thereof after free time	\$258.00 per car												
3rd 24 hours or fraction thereof after free time	\$516.00 per car												
4th 24 hours or fraction thereof after free time	\$516.00 per car												

		5th 24 hours or fraction thereof after free time	\$769.00 per car
		6th 24 hours or fraction thereof after each succeeding 24 hours or fraction thereof after free time	\$1,031.00 per car
		<p>Also, charges in Part 2 to be in addition to transportation charges, demurrage charges, and all other terminal or other charges on file with the Interstate Commerce Commission or State Commissions to be paid by shipper or consignee, and to accrue to the carrier owning or leasing the equipment. (See Note 2).</p> <p>NOTE 1.--When special type heavy duty flat cars as described in Part 1 of this Item are ordered and placed and released without being used, a use charge of (2) \$130.00 per car shall be assessed and shall accrue to the railroad placing the car for loading.</p> <p>NOTE 2.--When special type heavy duty flat cars as described in Part 1 of this Item are ordered and placed, but not used, detention charges set forth above shall be assessed, but in no case shall the detention charge for such car ordered and placed but not used, be less than \$1,031.00 per car, and shall accrue to the carrier owning or leasing the equipment.</p>	
101	CHARGE FOR ORDERING HEAVY DUTY FLAT CARS	All heavy-duty flat cars ordered for loading under the provisions of AAR Circular No. TD-3 are subject to a \$204.00 per car charge upon AAR assignment of a car to the order. Charge is applicable even if the order is canceled or equipment is not used. Charge will be assessed against industry ordering equipment.	
105	CHARGE FOR TURNING CARS	When orders are received from consignee to turn loaded car around that has not been placarded to indicate from which side it must be unloaded and, as result, is improperly set for unloading and requires additional service to turn car around, such service will be performed where facilities are available at the intra-terminal	

		<p>switching rate. (See Notes 1 and 2).</p> <p>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 the intra-terminal switching rate.</p> <p>Charges will be collected from the party requesting the service at a rate of \$296.00.</p> <p>NOTE 1.--If bill of lading and waybill provides notation that car has been properly placarded, and such has been mutilated, destroyed or lost no charges will be assessed.</p> <p>NOTE 2.--The railroad which prepares the billing will be held responsible for failure to make notation on waybill that car has been properly placarded.</p>
110	SPECIAL SERVICE	<p>When special movement is requested 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 rates applicable on the individual cars, as follows: \$515.00 per hour, subject to minimum charge of \$4,114.00.</p> <p>Charges will be assessed against the party requesting the service.</p>
115	WEIGHTS	<p>Shippers will be required to declare the weight to which cars are loaded, and in the absence of such declaration charges will be based on the marked weight capacity of car used as per The Official Railway Equipment Register, ICC RER 6411 Series, but in no case less than 100,000 pounds per car. When actual weight is less than 100,000 pounds, shippers may so declare.</p> <p>When cars are found to weigh in excess of 1% of the declared weights of the shipper, the shipper will be charged the applicable freight rate for the excess weight plus the weighing charge.</p>
120	OVERLOADED OR IMPROPERLY LOADED CARS	<p>Cars should in no case be loaded in excess of marked load limit of car. If in any case a car is found to be overloaded or improperly loaded the car will, at option of railroad based on considerations of safety of car, lading and</p>

		<p>public, either:</p> <p>1) be returned to point of receipt and any charges incidental thereto will be chargeable to the party ordering the return,</p> <p>or</p> <p>2) be transferred or reloaded, if necessary account of the mechanical condition of car, and a charge of \$440.00 plus any additional expenses incurred by the BRC will be assessed against the party ordering the transfer or reloading.</p>
135	CHARGES FOR PILOT SERVICE, SUPPLIES, ETC.	Equipment moved on own wheels and under own power, requiring the services 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 charge.
140	MILEAGE RATES ON PRIVATE CARS	For mileage rates allowed by this Company on freight cars of private ownership, see Railroad Publication Service's Mileage Tariff RPS 6007 Series.
145	ITEMS AND/OR PROVISIONS NOT BROUGHT FORWARD	Items and/or provisions previously shown and not brought forward are canceled.
155	CHARGE FOR REPOSITIONING OUTBOUND LOCOMOTIVES	When orders are received from the outbound carrier to rework a locomotive consist after having been set, a charge of \$193.00 per locomotive unit will be assessed.
160	INDUSTRIAL SWITCHING	<p>Cars of freight moving at carload rates or charges, including switching rates or charges, will be delivered on and removed from industry or team tracks located on the BRC without any additional charge, provided there are no conditions which make it unsafe for the carrier's locomotives to operate over industry tracks, or that prevent the carrier from delivering or removing cars at its operating convenience (see notes 1 and 2).</p> <p>NOTE 1: <u>OPERATING CONVENIENCE</u> means the time and the day selected by the BRC when it is most advantageous to the carrier to provide service to an</p>

		<p>industry or team track in a particular switching zone. Service will not be construed to be performed at the same time or on the same day or even on consecutive days to any particular industry. It contemplates no more than one switch on the day the carrier elects to perform service at an industry.</p> <p>NOTE 2: Movements to, from or within the plant site at other times, at the request of the industry, or to meet the requirements of industrial operation, are not at the carrier's operating convenience.</p>
165	<p>MAINTENANCE CHARGE FOR INDUSTRIAL SWITCH CONNECTIONS</p>	<p><u>DEFINITION OF TERMS</u></p> <p>An industrial switch connection is a switch located upon BRC property and maintained by BRC for access to privately-owned sidetracks.</p> <p><u>CHARGE FOR MAINTENANCE OF INDUSTRIAL SWITCH CONNECTION</u></p> <p>The charge for maintaining each industrial switch connection is \$5,585.00 per year. This charge is payable by the owner for the sidetrack served by the industrial switch connection within thirty (30) days of invoice date and for each succeeding year.</p> <p><u>EXEMPTIONS</u></p> <p>The charge will not apply as to any calendar year in which the privately owned sidetrack served by the industrial switch connection originates or terminates (7) or more car loads.</p> <p>The charge will not apply where specific terms of an executed Sidetrack Agreement so provide.</p> <p>The charge will not apply if the owner of the sidetrack served by the industrial switch connection requests,</p>

		<p>before the payable date of the charge, that BRC remove the industrial switch connection.</p> <p><u>MULTI-SIDINGS</u></p> <p>Where more than one privately-owned sidetrack is served by a single industrial switch connection, each of the individual owners of the private sidetracks will be liable for an equal share of the charge. The total number of carloads originated or terminated on all of the private sidetracks served by the industrial switch connection will determine whether the exemptions above apply.</p> <p>BRC is under no obligation to provide service to or from those private sidetracks for which any part of the applicable charge is unpaid.</p>
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RATES

ITEM	SUBJECT	APPLICATION		
		(3) BETWEEN	(3) AND	CHARGES PER CAR
201	<p>EMPTY FREIGHT CAR, 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 flading).</p>	Industries	Industries or Team Tracks	\$296.00
202		Junctions with connecting- lines		\$202.00
203	<p>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.</p>	Industries	Industries or Team Tracks	\$588.00
		Junctions with connecting- lines		\$588.00

205	Scale Test Cars	Junctions with connecting- lines	Master Track Scale Test Car Dept. at	\$537.00
210	Cars for Holden America-Ramptech- RPSI		\$177.00	
211	Cars for Holden America-Ramptech- RPSI to BRC Repair Track		\$159.00	
212	Cars for Holden America-Ramptech- RPSI to temporary storage with subsequent movement to Holden		\$91.00	

Explanation of Reference Marks

1. 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.
2. They will remain the same as charges named in Car Hire Rule 21 of The Official Railway Equipment Register, R.E.R. Publishing Corporation, Agent RER 6411Series.
3. For lists of industries served by the Belt Railway Company of Chicago, see BRC tariff 8002, Section Three, Listing Industries.

For list of connecting lines, see BRC Tariff 8002 Series Participating Carriers.