



# **The Indiana Rail Road Company**

## **FREIGHT TARIFF INRD 8001 A**

**(CANCELS AND REPLACES FT INRD 8001 AND ALL SUPPLMENTS)**

**NAMING  
CHARGES, RULES AND REGULATIONS GOVERNING SWITCHING,  
SWITCH ABSORPTION AND ACCESSORIAL CHARGES  
AT LOCATIONS ON THE INDIANA RAIL ROAD COMPANY**

## **SWITCHING & ACCESSORIAL CHARGES TARIFF**

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**GOVERNED, EXCEPT AS OTHERWISE PROVIDED HEREIN, UNIFORM FREIGHT CLASSIFICATION  
(UFC) AS PROVIDED IN ITEM 5**

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**THIS TARIFF IS ALSO APPLICABLE ON INTRASTATE TRAFFIC**

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**ISSUED: MARCH 3, 2008**

**EFFECTIVE: MAY 1, 2008**

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**ISSUED BY:  
THE INDIANA RAIL ROAD COMPANY  
101 WEST OHIO STREET SUITE 1600  
INDIANAPOLIS, IN 46204**

METHOD OF ADDING, CHANGING OR DELETING ITEMS IN THIS TARIFF

Changes to this tariff will be made by issuing supplements. These supplements will show the action taken on each item, namely:

- ▲ Increase
- Change resulting in neither an increase nor a decrease
- ◆ New Item
- ▼ Decrease

There will be only one supplement to this tariff in effect at any time. Any item contained in a prior supplement will be brought forward to subsequent supplements.

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<b>GENERAL RULES AND REGULATIONS</b>	
<b>ITEM</b>	<b>APPLICATION</b>
5	<p><b>DESCRIPTION OF GOVERNING CLASSIFICATION</b></p> <p>The term “Uniform Freight Classification” When used herein means Tariff ICC UFC 6000 Series</p>
8	<p><b>APPLICATION OF INCREASES</b></p> <p>Rates and charges in this tariff are subject to increase upon twenty (20) days notice</p>
10	<p><b>STATION LIST AND CONDITIONS</b></p> <p>This tariff is governed by the Official List of Open and Prepay Stations (OPSL) 6000 series, to the extent shown below:</p> <p style="text-align: center;"><b>PREPAY REQUIREMENTS AND STATION CONDITIONS</b></p> <p>For addition 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.</p> <p>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.</p> <p style="text-align: center;"><b>GEOGRAPHICAL LIST OF STATIONS</b></p> <p>For geographical locations of stations referred to in this tariff by station number.</p> <p style="text-align: center;"><b>STATION NUMBERS</b></p> <p>For the identification of stations when stations are shown or referred to by numbers in this tariff.</p>
15	<p><b>EXPLOSIVES, DANGEROUS ARTICLES</b></p> <p>For rules and regulations governing the transportation of explosives and other dangerous articles of freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Bureau of Explosives Tariff BOE 6000-series.</p>
20	<p><b>REFERENCE TO TARIFFS, ITEMS, NOTES AND RULES</b></p> <p>Where reference is made in this tariff to tariffs, items, notes or rules, such references are continuous and include supplements to and successive issues of such tariffs and reissues of items, notes or rules</p>
25	<p><b>TERMINAL OR TRANSIT PRIVILEGES OR SERVICES</b></p> <p>1. Shipments made under the rates contained in this tariff are entitled also to terminal and transit services and privileges, and are subject to the charges, allowances, rules, and regulations legally applicable thereto.</p> <p>2. When such charges, allowances, rules, or regulations are provided for in separate price authorities; corresponding or conflicting provisions contained in this tariff will not apply.</p>
30	<p><b>PERISHABLE FREIGHT</b></p> <p>For rates, rules and regulations governing the handling of perishable freight see Perishable Protective Tariff PPT 619-series.</p>
40	<p><b>CONSECUTIVE NUMBERS</b></p> <p>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 the numbers shown.</p>
45	<p><b>CAPACITIES AND DIMENSIONS OF CARS</b></p> <p>For marked capacities, lengths, dimensions and cubical capacities of cars, see The Official Railway Equipment Register, RER 6413 series.</p>

<b>GENERAL RULES AND REGULATIONS</b>	
<b>ITEM</b>	<b>APPLICATION</b>
60	<p><b>NATIONAL SERVICE ORDER TARIFF</b></p> <p>This tariff is subject to the provisions of the various Surface Transportation Board Service Orders and General Permits as shown in National Service Order Tariff STB NSO 6100 series.</p>
65	<p><b>DEMURRAGE</b></p> <p>Shipments transported under this tariff are subject to demurrage charges published in FT INRD 9100 series, supplements thereto or successive issues thereof.</p>
70	<p><b>MILEAGE CHARGES ON PRIVATELY OWNED CARS</b></p> <p>Unless otherwise provided, INRD will not pay mileage charges on privately owned car when moving to, from or via stations on the INRD.</p>
80	<p><b>CHANGES IN OR ADDITION OF FIRMS OR INDUSTRIES</b></p> <p>Switching charges shown in this tariff apply to the physical locations or plant sites and are not affected by name changes or ownership changes of the occupants or property.</p>
90	<p><b>PAYMENT AND CREDIT TERMS</b></p> <p>All charges under this tariff must be prepaid, unless a satisfactory line of credit is established with INRD. Charges for services rendered under terms of this tariff will accrue against the customer located on the INRD, unless other arrangements have been made with INRD prior to performance of service.</p> <p>All payments for amounts due must be mailed or electronically transferred with in fifteen (15) days from the date the invoice is received. If the invoiced party fails to make payment within thirty (30) days after the date of the invoice, the delinquent party agrees to pay a late charge in the amount of one percent (1%) of any amount due and unpaid, for each thirty (30) day period or portion thereof, commencing from the expiration of said 30-day period until such amount is paid.</p>
110	<p><b>APPLICATION OF SWITCHING CHARGES</b></p> <ul style="list-style-type: none"> <li>• (a) Switching charges, unless otherwise specified, cover the handling of loaded cars in one direction and empty in the other. If the cars are loaded in both directions, the published switching charge will be assessed for each loaded movement. For any other movement of empty cars, including cars moving under the provisions of Mileage tariff RPS 6007 series to or from repair facilities, the charge will be the same as applied to the loaded car.</li> <li>(b) No switching charge will be assessed by INRD for switching service preformed by INRD at destination on carload freight arriving via INRD or on carload freight at origin received direct from industries, assigned sidings or team tracks reached by and/or connecting with INRD and forwarded to INRD</li> <li>(c) INRD is not obligated to furnish equipment for the handling of traffic in local switching movements, nor does INRD engage in the business of local switching between private or assigned sidings, or other facilities, including interchange tracks at any point named herein except at INRD's convenience and as an accommodation. When such service is preformed, the charges published herein will be applied.</li> <li>(d) The absorbed switching charge applicable, whether absorbed in whole or in part, is the charge in effect on the date of the actual physical interchange of the loaded car. Provisions of this paragraph apply to absorbed switching charges on either transit or non-transit shipments.</li> <li>(e) Switching charges in this tariff will apply in or on equipment furnished from immediately available sources on the INRD. Requests for equipment by ownership will be considered only when INRD does not have suitable equipment of the size type and capacity required.</li> <li>(f) Rates and charges do not apply on scrap automobile bodies, crushed flat, loose or in bundles, loaded on flatcars.</li> <li>(g) Switching charges will be billed to the rail carrier delivering the railcar to interchange with INRD.</li> </ul>

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120	<p><b>LIMITATIONS</b></p> <p>All cars delivered to INRD are received only upon the condition that there is room for them upon tracks to which they are consigned and the cars are also subject to delays incident to switching service and unavoidable causes.</p> <p>Cars with bulged sides, leaning cars or cars of excessive length or weight that cannot be placed where consigned because of dimensional or weight limitations will be placed upon nearest team track for loading or unloading.</p> <p>All cars will be subject to applicable demurrage, storage, switch or accessorial charges.</p>																																														
130	<p><b>RECEIPT AND DELIVERY OF CARS OR FREIGHT ON, TO, OR FROM PRIVATE AND INDUSTRIAL TRACKS</b></p> <ol style="list-style-type: none"> <li>1. This tariff will be subject to the rules and charges governing receipt and delivery of freight on, to, or from private and industrial tracks as published in Tariff RPS-6804 series.</li> <li>2. The tariff does not grant the use of private sidings or facilities to parties other than the owners thereof, unless the privilege of use is granted to others by the owners, without cost to INRD.</li> </ol>																																														
150	<p><b>LOUISVILLE, KY APPLICATION OF SWITCHING RULES AND PROVISIONS</b></p> <p>Except as otherwise provided, all provisions shown herein will apply only when INRD receives a line haul from, to, or via Louisville, KY.</p> <p>The following facilities listed, and tracks on the former KIT at Louisville, KY are treated as facilities and tracks of INRD. On traffic moving from or to Louisville, KY via INRD, all industries located on the former KIT will also be considered as industries located on INRD and the NS will perform all switching at Louisville, KY for account of INRD.</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 50%;">Advance Distribution Service, Inc.</td> <td style="width: 50%;">1944 16<sup>th</sup> Street</td> </tr> <tr> <td>American Synthetic Rubber Company</td> <td>4500 Camp Ground Road</td> </tr> <tr> <td>Arkema (formerly Rohm &amp; Hass Co.)</td> <td>4350 Camp Ground Road</td> </tr> <tr> <td>Ashland Chemicals Div. of Ashland Oil</td> <td>4185 Algonquin Parkway</td> </tr> <tr> <td>Carbide Industries</td> <td>4400 Bells Lane</td> </tr> <tr> <td>Castorl Reprocessing</td> <td>4510 Bells Lane</td> </tr> <tr> <td>Chevron USA, Inc.</td> <td>4401 Bells Lane</td> </tr> <tr> <td>Cone Solvents</td> <td>3601 Ralph Ave.</td> </tr> <tr> <td>Corhart Refractories (No. 2)</td> <td>15<sup>th</sup> &amp; Lee Sts.</td> </tr> <tr> <td>Du Pont de Nemours. E. I. &amp; Co.</td> <td>4200 Camp Ground Road</td> </tr> <tr> <td>Eckart America LP (Plant No. 3)</td> <td>4101 Camp Ground Road</td> </tr> <tr> <td>Engelhard Corp.</td> <td>34<sup>th</sup> Street – West Side</td> </tr> <tr> <td>Hexion Specialty Chemical</td> <td>4200 Camp Ground Road</td> </tr> <tr> <td>Louisville Gas &amp; Electric Co. (Cane Run Plant)</td> <td>Cane Run Road</td> </tr> <tr> <td>Morris Foreman Waste Treatment Plant</td> <td>4522 Algonquin Parkway</td> </tr> <tr> <td>Mother’s Cookies (Division of Keebler)</td> <td>2287 Ralph Ave</td> </tr> <tr> <td>Noveon</td> <td>4200 Bells Lane</td> </tr> <tr> <td>Oxy Vinyls</td> <td>4014 Bells Lane</td> </tr> <tr> <td>Polyone Corp.</td> <td>4200 Bells Lane</td> </tr> <tr> <td>Rohm &amp; Hass Co.</td> <td>4300 Camp Ground Road</td> </tr> <tr> <td>Temple Inland</td> <td>1344 Beech St.</td> </tr> <tr> <td>Thoroughbred Container, Inc.</td> <td>1400 Southwestern Parkway</td> </tr> <tr> <td>Whayne Supply Co.</td> <td>Old State Fair Grounds</td> </tr> </tbody> </table> <p>Except as otherwise provided herein, switching charges, absorptions, and other provisions applicable for account of the Norfolk Southern Railway Company (NS) will also apply for account of INRD and only when INRD receives a line haul from, to or via Louisville, KY.</p>	Advance Distribution Service, Inc.	1944 16 <sup>th</sup> Street	American Synthetic Rubber Company	4500 Camp Ground Road	Arkema (formerly Rohm & Hass Co.)	4350 Camp Ground Road	Ashland Chemicals Div. of Ashland Oil	4185 Algonquin Parkway	Carbide Industries	4400 Bells Lane	Castorl Reprocessing	4510 Bells Lane	Chevron USA, Inc.	4401 Bells Lane	Cone Solvents	3601 Ralph Ave.	Corhart Refractories (No. 2)	15 <sup>th</sup> & Lee Sts.	Du Pont de Nemours. E. I. & Co.	4200 Camp Ground Road	Eckart America LP (Plant No. 3)	4101 Camp Ground Road	Engelhard Corp.	34 <sup>th</sup> Street – West Side	Hexion Specialty Chemical	4200 Camp Ground Road	Louisville Gas & Electric Co. (Cane Run Plant)	Cane Run Road	Morris Foreman Waste Treatment Plant	4522 Algonquin Parkway	Mother’s Cookies (Division of Keebler)	2287 Ralph Ave	Noveon	4200 Bells Lane	Oxy Vinyls	4014 Bells Lane	Polyone Corp.	4200 Bells Lane	Rohm & Hass Co.	4300 Camp Ground Road	Temple Inland	1344 Beech St.	Thoroughbred Container, Inc.	1400 Southwestern Parkway	Whayne Supply Co.	Old State Fair Grounds
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**GENERAL RULES AND REGULATIONS**

<b>ITEM</b>	<b>APPLICATION</b>
180 ♦	<b>HANDLING OF CARS IN SWITCHING SERVICE</b> Any car in excess of 10'8 wide or 15'9 high or 73' long for flatcars or 60' for all others and/or in excess of 286,000 lb gross weight must have written permission from INRD prior to interchange. Cars of excessive size, but not dimensional or heavier than 286,000 lb gross weight are subject to a \$125.00 per car charge in addition to any applicable switch charges. Cars deemed dimensional by INRD will be subject to INRD clearance and charges listed in Item 401.

<b>SECTION 1 – SWITCHING</b>	
<b>ITEM</b>	<b>APPLICATION</b>
300	<p><b>DEFINITION OF TERMS</b></p> <p>Industrial Tracks – A track serving a particular industry, whether located upon property owned by INRD or upon property owned or leased by the industry.</p> <p>Intermediate Switching – A switching movement between interchange tracks of one carrier to interchange tracks of another carrier within the switching limits of the same station.</p> <p>Intra-Plant Switch – A switching movement from one location to another location within the confines of an industry.</p> <p>Intra-Terminal Switch – A switching movement (other than intra-plant) from one location to another location within the switching limits of one station or industrial switching district of the same railroad.</p> <p>Inter-Terminal Switch – A switching movement from one railroad to another railroad when such movement is within the switching limits of the same station or switching district. Switching charges of connections will be in addition to those published herein for account of INRD.</p> <p>Reciprocal Switching – An arrangement between INRD and a connecting railroad serving the same station or switching district where the carrier physically serving the industry performs switching service for loading or unloading on behalf of the other carrier on shipments having an immediately preceding or following line-haul movement via the other carrier. INRD will perform reciprocal switching only to or from INRD customers specifically listed in this tariff.</p> <p>Team Track – A track or tracks assigned by INRD for use by the general public.</p> <p>Unabsorbed Switch Charge- Applies in addition to the line-haul transportation charge or charges of a connecting carrier published in tariffs or other instruments of that carrier when moving to or from the specified INRD station via a junction with that connecting carrier.</p>
310	<p><b>HANDLING OF EMPTY AND/OR LOADED CARS</b></p> <p>Except for Reciprocal Switching and as otherwise provided herein, switching charges published herein will apply on empty and/or loaded cars.</p>
320	<p><b>INTRA-PLANT SWITCH</b></p> <p>The charge for an Intra-Plant Switch, as defined in Item 300, will be \$150 per car.</p>
330 ▲	<p><b>INTRA-TERMINAL SWITCH</b></p> <p>The charge for an Intra-Terminal Switch, as defined in Item 300, will be \$331 per car.</p>
340	<p><b>INTER-TERMINAL SWITCH</b></p> <p>Prior written agreement with INRD is required for movements of this type.</p>

**SECTION 1 – SWITCHING**

ITEM	APPLICATION		
360	<b>LIST OF INDUSTRIES OPEN TO RECIPROCAL SWITCHING</b>		
•	STATION	INDUSTRIES	ADDRESS
	Indianapolis, IN	Buzzi Unicem USA General Chemical Hall & House Lumber The Indiana Reload Center Indianapolis Power & Light (Pole Yard) Rock-Tenn / Indianapolis Recycled Fiber Merchandise Warehouse Co. Metalworking Lubricants Company OmniSource Superior Oil Company S.W. Industries, Inc.	1112 W. Thompson Road 1598 S. Senate Avenue. 6501 Bluff Road 1500 S. Senate Avenue South Harding Street 1775 S. West Street 1414 S. West Street 1509 S. Senate Avenue 2115 S. West Street 2166 Bluff Road 2024 Bluff Road
	Louisville, KY	Fall City Lumber North American Tie & Timber	3042 W. Broadway 2915 Northwest Parkway
	Newton, IL	Mont Eagle Mills Mont Eagle Mills Total Grain Marketing Total Grain Marketing	804 W. Main St. Oblong, IL 301 N Pike St. Palestine, IL 11753 N 600 <sup>th</sup> St. Newton, IL 307 N Cumberland Willow Hill, IL
	Terre Haute, IN	Ceres Solutions GATX Corp. International Paper Tangent Rail Terre Haute Grain Co.	2600 S. 13 <sup>th</sup> Street 4400 Maple Avenue 2401 Prairieton Road 2525 Prairieton Road 2600 S. 13 <sup>th</sup> Street

<b>SECTION 1 – SWITCHING</b>												
<b>ITEM</b>	<b>APPLICATION</b>											
370	<b>RECIPROCAL SWITCHING</b>											
	AT	FOR	CHARGE	NOTES								
370.1	Indianapolis, IN	CSXT, NS	\$275.00 per carload	Applies on all industries and commodities except those listed below.								
370.2	Indianapolis, IN	CSXT, NS	\$350.00 per carload	Indianapolis Power & Light (Pole Yard)								
370.3	Indianapolis, IN	CSXT, NS	\$450.00 per carload	Hall & House Lumber								
370.3a ◆	Indianapolis, IN	CSXT, NS	\$300.00 per carload	The Indiana Reload Center Merchandise Warehouse Co. Metalworking Lubricants Company Rock-Tenn / Indianapolis Recycled Fiber								
370.4 ◆	Indianapolis, IN	CSXT, NS	\$350.00 per carload	Applies on all plastics STCC 28-211-XX								
370.5	Louisville, KY	CSX, NS, LIRC & PAL	\$582.00 per carload	Applies on all commodities								
370.6	Newton, IL	CN	(1) \$185.00 per carload (2) \$152.00 per carload	Applies on Field Crops STCC 01-XXX-XX (1) Single car shipments (2) Minimum of three cars tendered on one day on one bill of lading from one consignor at one location to one consignee at one destination								
370.7 ▲	Terre Haute, IN	CSXT	\$300.00 per carload	Applies on all commodities except those listed below.								
370.8 ▲	Indianapolis, IN Louisville, KY Terre Haute, IN	All Applicable Roads	\$450.00 per carload	Applies on all Hazardous Commodities STCC 49-XXX-XX								
395	<p><b>SPECIAL SWITCHING SERVICE</b></p> <p>Upon request, special switching service will be provided with reasonable advance notice to INRD and only when INRD determines that sufficient locomotives and crews are available to provide such service. Special Switching Requests must be submitted in writing via fax or email to INRD. All otherwise applicable linehaul charges will apply in addition to the charges specified below. The time expended in switching service shall be the time the locomotive and crew leave crew reporting point until the time the crew is finished and has returned to the crew reporting point.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">TIME EXPENDED IN SWITCHING SERVICE</th> <th style="text-align: center;">CHARGE</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Not exceeding 4 hours</td> <td style="text-align: center;">\$1,405.00</td> </tr> <tr> <td style="text-align: center;">Greater than 4 hours but not exceeding 8 hours</td> <td style="text-align: center;">\$2,226.00</td> </tr> <tr> <td style="text-align: center;">Per hour for time exceeding 8 hours (but not exceeding 12 hours total)</td> <td style="text-align: center;">\$290.00 per hour</td> </tr> </tbody> </table>				TIME EXPENDED IN SWITCHING SERVICE	CHARGE	Not exceeding 4 hours	\$1,405.00	Greater than 4 hours but not exceeding 8 hours	\$2,226.00	Per hour for time exceeding 8 hours (but not exceeding 12 hours total)	\$290.00 per hour
TIME EXPENDED IN SWITCHING SERVICE	CHARGE											
Not exceeding 4 hours	\$1,405.00											
Greater than 4 hours but not exceeding 8 hours	\$2,226.00											
Per hour for time exceeding 8 hours (but not exceeding 12 hours total)	\$290.00 per hour											

<b>SECTION 2 – MISCELLANEOUS CHARGES</b>	
<b>ITEM</b>	<b>APPLICATION</b>
401	<p><b>SPECIAL HANDLING/DIMENSIONAL LOAD CHARGES</b></p> <p>Except as otherwise provided in this tariff, when special movements of cars or other equipment (including locomotives) are requested, or deemed necessary by INRD because of excessive dimension, excessive weight, high center of gravity, or other conditions not permitting normal operation, the following charges will be assessed in addition to other lawfully published rates.</p> <p>\$75.00 per train mile, subject to a minimum charge of \$7,500 per train.</p> <p>CONDITIONS:</p> <ol style="list-style-type: none"> <li>1. Reasonable notice must be given to INRD by the party requesting service under the provisions of this Item and prior arrangements must be made in advance of dimensional loads requiring clearance. Service may be provided subject to INRD’s determination that sufficient locomotives and crews are available to perform the requested service. All requests for Special Movements must be received in writing by INRD via fax or email before service is performed.</li> <li>2. INRD reserves the right to restrict such trains to a maximum of 50 cars. If articulated railcars are part of the special train, then each segment or platform of the articulated cars will count as a separate car toward the maximum of 50 cars.</li> <li>3. INRD’s maximum liability for loss and damage is \$100.00 per railcar.</li> </ol>
410	<p><b>TURNING OF CARS TO PERMIT UNLOADING</b></p> <ol style="list-style-type: none"> <li>1. In instances where it is desired that freight in carloads be placed on industrial or team tracks for loading or unloading from one particular side or end of the car, cars must be properly placarded on both sides, and notation made on the Bill of Lading and waybill substantially as follows:  <div style="text-align: center;">NOTICE TO CARRIER</div>                     “Deliver car for loading or unloading from the door or end specified by placard.”</li> <li>2. When freight in carloads is properly placarded on both sides of the car to load or unload from one particular side or end of the car, and customer directs INRD to turn the car so that loading or unloading can be done from the other side or end of the car, a charge of \$350.00 per car shall apply, in addition to all other lawful charges.</li> <li>3. If the Bill of Lading carries notation that the car has been placarded, and the placard has disappeared before placement, a charge of \$250.00 will apply if the customer requests that the car be turned.</li> <li>4. If the car must be sent to another railroad to accomplish turning, the charges of the other railroad will be in addition to the charges contained in this item.</li> </ol>
415 ▲	<p><b>CLOSING DOORS</b></p> <p>When it is necessary for INRD to close doors, hatches, gates or secure tie down devices on empty cars, a charge of \$100.00 will be assessed against the customer releasing car. Loaded cars will not be moved unless all doors, hatches, gates and tie-down devices are secured.</p>

<b>SECTION 2 – MISCELLANEOUS CHARGES</b>									
<b>ITEM</b>	<b>APPLICATION</b>								
420 ▲	<p><b>WEIGHING OF CARS</b></p> <p>All weighing services are performed at Robinson, IL and are chargeable as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">DESCRIPTION OF SERVICE</th> <th style="text-align: center;">CHARGE</th> </tr> </thead> <tbody> <tr> <td>Weighing of forwarded freight shipments handled by INRD in linehaul service solely for purposes of determining the freight charge when the Robinson scale is adjacent to the origin station or the destination station. This charge is in addition to any applicable freight, switching and demurrage charges.</td> <td style="text-align: center;">No Charge</td> </tr> <tr> <td>Weighing of forwarded freight shipments handled by INRD in linehaul service solely for purposes of determining the freight charge when the Robinson scale is NOT adjacent to the origin station or the destination station. This charge is in addition to any applicable freight, switching and demurrage charges.</td> <td style="text-align: center;">\$250.00 per car</td> </tr> <tr> <td>Weighing of cars upon instructions of shipper or consignee when not for purposes of determining freight charges. This charge is in addition to any applicable freight, switching and demurrage charges.</td> <td style="text-align: center;">\$350.00 per car</td> </tr> </tbody> </table>	DESCRIPTION OF SERVICE	CHARGE	Weighing of forwarded freight shipments handled by INRD in linehaul service solely for purposes of determining the freight charge when the Robinson scale is adjacent to the origin station or the destination station. This charge is in addition to any applicable freight, switching and demurrage charges.	No Charge	Weighing of forwarded freight shipments handled by INRD in linehaul service solely for purposes of determining the freight charge when the Robinson scale is NOT adjacent to the origin station or the destination station. This charge is in addition to any applicable freight, switching and demurrage charges.	\$250.00 per car	Weighing of cars upon instructions of shipper or consignee when not for purposes of determining freight charges. This charge is in addition to any applicable freight, switching and demurrage charges.	\$350.00 per car
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422 ▲	<p><b>CHARGES FOR CARS SWITCHED FOR WEIGHING AT INDUSTRY SCALES</b></p> <p>For the service of cars switched for weighing on industry scales, per industry’s request, a charge of \$100.00 per car will be assessed to the industry. Applicable only on cars switched between tracks at industry where private scales are located.</p>								
425	<p><b>OVERLOAD OR IMPROPERLY LOADED CHARGES</b></p> <p>Carload freight must be loaded in conformity with railroad rules as provided in Tariff RER 6411 series. Carload freight must not exceed the maximum load limit stenciled on cars or the gross weight of car cannot be in excess of the track weight limit at any point along the route of movement.</p> <p>Cars found to be overloaded or improperly loaded while on the tracks of INRD, or cars interchanged from INRD to another carrier which are returned to INRD because such cars are overloaded or improperly loaded, will either be:</p> <ul style="list-style-type: none"> <li>a) returned to the shipper for adjustment, or</li> <li>b) placed at a location suitable for adjusting the load.</li> </ul> <p>Determination of the above will be at the discretion of the INRD.</p> <p>Cars covered by this item will be subject to a charge of \$500 per car for carloads overloaded by 1 to 6,000 pounds. For carloads overloaded by 6,001 pounds or more a charge of \$1,000 per car will be assessed, plus any applicable freight, switching, weighing and demurrage charges. Improperly loaded cars will be assessed a charge of \$500 per car, plus any applicable freight, switching, weighing and demurrage charges. All charges are applied to the shipper of the overloaded or improperly loaded car.</p> <p>Cars covered by this item will be subject to INRD demurrage rules and charges, no free time or credits will be allowed. Demurrage will begin upon notification to customer of overloaded condition, or placement of the car at the location for adjustment of the car, whichever occurs last.</p> <p>Cars found to be overloaded or improperly loaded at a loading point served by INRD will not be moved until the load has been adjusted. Demurrage will continue until the car is released and accepted by INRD. No additional free time will be allowed.</p> <p>Disposition of any “excess cars” used to reduce the weight of another car will be the responsibility of shipper. Any applicable freight, switching, weighing and demurrage charges will apply.</p> <p>All arrangements and costs for load adjustment shall be the responsibility of the shipper. 72 hours after notification to the shipper if no instructions or arrangements have been made by the shipper to have the load adjusted, INRD may, at its discretion, have the load adjusted. All costs for load adjustment will be billed to the shipper by INRD. Any applicable freight, switching, weighing and demurrage charges will apply.</p>								

<b>SECTION 2 – MISCELLANEOUS CHARGES</b>	
<b>ITEM</b>	<b>APPLICATION</b>
430 ●	<p><b>DIVERSION OR RECONSIGNMENT</b></p> <p>Diversion or reconsignment means any one or more of the following when a car is located on or under control of the INRD:</p> <ol style="list-style-type: none"> <li>1. Change in the name of consignee</li> <li>2. Change in the name of consignor</li> <li>3. Change in the destination</li> <li>4. Change in route</li> <li>5. Any other instruction given by consignee, consignor, or owner affecting delivery and requiring an addition to or a change in billing, and additional movement of the car, or both.</li> </ol> <p>Except as otherwise provided herein, the term “destination” as used in these rules means the billed destination.</p> <p>Diversion or Reconsignment orders will not be accepted by INRD for cars that are not under its control</p> <p><b>CHARGES:</b></p> <p>When a written order is placed with INRD by consignee, consignor, or owner that modifies any of the terms of shipment listed above in this item, a charge of \$150.00 per car will apply, in addition to any applicable freight charges.</p> <p>Cars stopped, diverted or reconsigned under terms of this item are subject to demurrage provisions of FT INRD 9100 Series.</p>
440 ▲	<p><b>“SHIPMENT TO ORDER”, “ORDER NOTIFY” OR “STRAIGHT BILL OF LADING” REQUIRING SURRENDER OF BILL OF LADING OR WRITTEN ORDER</b></p> <ol style="list-style-type: none"> <li>1. When the original Bill of Lading or written order covering a shipment described above is not available, the property may be delivered in advance of the surrender of the Bill of Lading or written order, as the case may require, under the provisions of Rule 7 of the UFC.</li> <li>2. If a Bill of Lading is tendered after 7:00 am of the day following loading, a charge of \$100.00 per car will apply.</li> <li>3. When Order Bills of Lading or written orders are received prior to arrival of car on INRD, there will be no charge. Order Bills of Lading or written orders received after arrival of cars on INRD will be assessed a charge of \$100.00 per car.</li> <li>4. Cars held awaiting instructions under terms of this item will be subject to demurrage provisions of FT INRD 9100 Series. Demurrage charges will accrue against the party issuing instructions.</li> </ol>

**SECTION 2 – MISCELLANEOUS CHARGES**

ITEM	APPLICATION																
445	<p><b>CARS RELEASED FROM INDUSTRY OR TEAM TRACKS WITHOUT FINAL DESTINATION FORWARDING INSTRUCTIONS OR A COMPLETE BILL OF LADING</b></p> <ol style="list-style-type: none"> <li>1. Except as otherwise provided, when on customer’s order a car is released from industry or team tracks without proper final destination forwarding instructions or a complete bill of lading, and such car is held on INRD’s track awaiting final destination forwarding instructions or a complete bill of lading, a handling charge of \$250.00 per car will be assessed against such customer, and the car will remain in continuous demurrage or detention until final destination forwarding instructions or a complete bill of lading are received by INRD, if applicable.</li> <li>2. Except as otherwise provided, when on customer’s order a car is removed from industry or team track without proper final destination forwarding instructions or a complete bill of lading, and such car is held on shipper’s leased track awaiting such final destination forwarding instructions or a complete bill of lading a handling charge of \$250.00 per car will be assessed against such customer for the service of placing the car at the shipper’s leased track. The car will remain in continuous demurrage or detention until final destination forwarding instructions or a complete bill of lading are received by INRD, if applicable.</li> <li>3. If a car is removed from industry or team track on customer’s order without proper final destination forwarding instructions or a complete bill of lading and is held awaiting those instructions on INRD or shipper’s leased track, and such car is ordered back to the original industry or team track from which it was ordered moved, a charge of \$350.00 per car will be assessed. The car will remain in continuous demurrage or detention until final destination forwarding instructions or a complete bill of lading are received by INRD, if applicable.</li> </ol>																
450 ▲	<p><b>CARS RECEIVED IN ERROR BY INRD</b></p> <ol style="list-style-type: none"> <li>1. Cars received by INRD, in error or without necessary forwarding instructions, will be handled in accordance with AAR Car Service Rule number seven (7).</li> <li>2. If cars are returned to the tendering carrier, forwarded to the proper carrier, or require holding, INRD will assess the tendering carrier a charge of:</li> </ol> <table border="1" data-bbox="662 1173 1162 1541"> <tbody> <tr> <td>BRC</td> <td>\$155.00 per car</td> </tr> <tr> <td>CIND</td> <td>\$390.00 per car</td> </tr> <tr> <td>CN</td> <td>\$435.00 per car</td> </tr> <tr> <td>CSXT</td> <td>\$300.00 per car</td> </tr> <tr> <td>ISRR</td> <td>\$150.00 per car</td> </tr> <tr> <td>LIRC</td> <td>\$250.00 per car</td> </tr> <tr> <td>NS</td> <td>\$250.00 per car</td> </tr> <tr> <td>PAL</td> <td>\$200.00 per car</td> </tr> </tbody> </table>	BRC	\$155.00 per car	CIND	\$390.00 per car	CN	\$435.00 per car	CSXT	\$300.00 per car	ISRR	\$150.00 per car	LIRC	\$250.00 per car	NS	\$250.00 per car	PAL	\$200.00 per car
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455 ▲	<p><b>FAILURE TO DELIVER A LOAD TO INRD</b></p> <p>When INRD handles empty cars to or from INRD stations without a corresponding load -OR- When INRD handles empty cars in “back to back” empty shipments A charge of \$300 per car will be applied to the party requesting the movement. This charge shall not apply to cars ordered and not used as covered in item 460 of this tariff.</p>																

<b>SECTION 2 – MISCELLANEOUS CHARGES</b>	
<b>ITEM</b>	<b>APPLICATION</b>
460 ▲	<p><b>EMPTY CARS ORDERED AND NOT USED</b></p> <p>If INRD receives an order for empty cars, and such order is canceled by the ordering party after such empty car is dispatched in an INRD train to a shipper, a charge of \$250.00 per car will be assessed.</p>
480 ▲	<p><b>MOVEMENT OF LOCOMOTIVES</b></p> <p>Privately owned, leased or foreign line locomotives will be moved over the INRD subject to a minimum charge of \$1,500.00 for the first 100 miles and \$4.50 per mile for each mile exceeding 100. INRD will not absorb any switching charges applicable to shipments of locomotives.</p> <p>All Privately owned, leased or foreign line locomotives are subject to a joint inspection at interchange by both INRD mechanical personnel and connecting carrier mechanical personnel. Any locomotives that fail inspection with be rejected at interchange</p> <p>INRD’s maximum liability for loss and damage is \$100.00 per locomotive.</p>
490 ▲	<p><b>HANDLING OF EMPTY FREIGHT CARS</b></p> <p><i>This Item will not apply when the empty movement is immediately preceded by a loaded revenue movement on INRD and empty is returned to original interchange or if the empty movement is immediately followed by a loaded revenue movement on INRD.</i></p> <p>This item applies on all types of rail cars, including, but not limited to, cars provided by railroads, leased cars and cars bearing other than railroad reporting marks, but not including passenger train cars.</p> <p>The charge for movement of empty cars is \$3.30 per mile, subject to a minimum of 150 miles. INRD will not be responsible for the payment of any per diem or mileage charges, nor will INRD absorb any switch charges. This rate will apply only to movement of cars in regularly scheduled train service.</p> <p>If special train service is required for movements other than those listed above, charges contained in INRD 8001 Series, Item 401 will apply.</p> <p>INRD’s maximum liability for loss and damage is \$100.00 per railcar</p>

495	<p>▲</p> <p><b>HANDLING OF EMPTY FREIGHT CARS TO SHOP FACILITIES</b></p> <p>A. A charge of \$500.00 per car will apply each way on movements of empty railcars from interchange tracks to shop facilities or from shop facilities to interchange tracks on the INRD.</p> <ol style="list-style-type: none"> <li>1. This charge does not apply if INRD receives line haul revenue prior to or after placement to shop facilities.</li> <li>2. No switching charges are included in this charge; any switching will be in addition to this charge.</li> <li>3. This charge will be assessed against the car owner or the party ordering the car to shop, unless INRD is provided with written instructions requesting otherwise.</li> </ol> <p>B. If an empty railcar is not ordered placed to the shop within 48 hours after notification that the railcar is available for placement OR if an empty railcar is returned to INRD for holding after placement to the shop facility, it will be subject to a holding charge of \$75.00 per car for placement to INRD tracks and holding charges of \$30.00 per car per day, or fraction thereof, until railcar is ordered placed to the shop or released for interchange. These charges are in addition to any handling charges above.</p> <ol style="list-style-type: none"> <li>1. These charges are limited to a maximum of 50 railcars held on INRD. Any railcars held by INRD in excess of 50 will be assessed a charge of \$60.00 per car per day effective 24 hours after notification that the railcar is available for placement OR if an empty railcar is returned to INRD for holding after placement to the shop facility.</li> <li>2. If railcars are ordered by specific car number a charge of \$25.00 per car will be assessed in addition to the rates above.</li> <li>3. These charges will be assessed against the shop facility.</li> </ol> <p>This item applies on all types of rail cars, including, but not limited to, cars provided by railroads, leased cars and cars bearing other than railroad reporting marks, but not including passenger train cars.</p> <p>A shop facility is defined as a facility that performs cleaning, lining, relining, maintenance, repair or rebuilding of railcars.</p>
<b>SECTION 3 – EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</b>	
<b>ITEM</b>	<b>APPLICATION</b>

**SECTION 3 – EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS**

<b>ITEM</b>	<b>APPLICATION</b>	
990	AAR	Association of American Railroads
	BRC	Belt Railway of Chicago
	CIND	Central Railroad of Indiana
	CN	Canadian National
	CSXT	CSX Transportation
	IL	Illinois
	IN	Indiana
	INRD	The Indiana Railroad Company
	ISRR	Indiana Southern Railway
	LIRC	Louisville and Indiana Railroad
	NS	Norfolk Southern Corporation
	NSO	National Service Order, Western Trunk Line Committee, Agent
	OPSL	Official List of Open and Prepay Stations, Station List Publishing Company, Agent
	PAL	Paducah and Louisville Railway
	RER	The Official Railway Equipment Register, R.E.R. Publishing Company, Agent
	RPS	Railroad Publication Services, Agent
	STB	Surface Transportation Board
	STCC	Standard Transportation Commodity Code
	UFC	Uniform Freight Classification, Uniform Freight Classification Committee, Agent
	▲	Increase
	●	Changes resulting in neither an increase nor a decrease
	◆	New Item
	▼	Reduction