

FT PHRR 8000-B  
(Cancels FT PHRR 8000-A)

# PORT HARBOR RAILROAD



## FREIGHT TARIFF PHRR 8000-B (Cancels Freight Tariff PHRR 8000-A)

NAMING  
MISCELLANEOUS RULES AND CHARGES,  
ALSO  
SWITCHING RULES AND CHARGES,  
APPLYING  
FROM, TO AND AT  
POINTS ON THE PORT HARBOR RAILROAD

### LOCAL TARIFF

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular rates and provisions contained herein.

ISSUED: October 18, 2024

EFFECTIVE: November 11, 2024

ISSUED BY

Terry Respondek  
General Manager  
Port Harbor Railroad  
1635 W. First Street  
Suite 152  
Granite City, IL 62040

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For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.

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LIST OF CUSTOMERS[C]	RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-GENERAL
<p>Abengoa Bioenergy of Illinois, LLC 395 Bissell Street Madison, IL 62060</p> <p>Airgas Specialty Products, Inc 264 East Street Madison, IL 62060</p> <p>America's Central Port [A] 1635 West Fourth Street Granite City, IL 62040</p> <p>APC Warehouse West Fourth Street Granite City, IL 62040</p> <p>Delivery Network West 4<sup>th</sup> Street Granite City, IL 62040</p> <p>Mattingly Lumber 410 East Street Granite City, IL 62040</p> <p>Port Harbor Railroad 1635 West First Street Granite City, IL 62040</p> <p>River's Edge Terminals 1350 West Fourth Street Granite City, IL 62040</p> <p>Tri-City Regional Port District 1635 West First Street Granite City, IL 62040</p> <p>Worldwide Warehouse Solutions West 4<sup>th</sup> Street Granite City, IL 62040</p>	<p><b>ITEM 5</b></p> <p align="center"><b>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</b></p> <p>Where reference is made in this tariff to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and reissues of such items, notes, rules, etc.</p>
	<p><b>ITEM 10</b></p> <p align="center"><b>METHOD OF CANCELING ITEMS</b></p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel corresponding numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.</p> <p>Example: Item 445-A cancels Item 445 and Item 365-B cancels Item 365-A in a prior supplement which in turn canceled Item 365.</p>
	<p><b>ITEM 15</b></p> <p align="center"><b>SUPPLEMENTS AND REISSUES</b></p> <p>When reference is made in this tariff, or supplements, to other publications for rates or other information, it includes "Supplements thereto or successive issues thereof."</p> <p>Where reference is made in this tariff to items, it includes "reissues" of such items.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-UNLIMITED</b></p>	<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-UNLIMITED</b></p>
<p><b>ITEM 20</b></p> <p align="center"><b>LIMITATION OF LIABILITY</b></p> <p>Liability for loss or damage to freight shipments will be governed by statute, 49 U.S.C. 11706.</p>	<p><b>ITEM 35</b></p> <p align="center"><b>EMPTY CARS ORDERED TO BE PLACED ON ANOTHER CUSTOMER</b></p> <p>When an empty car is ordered to be placed on another customer on this railroad for loading, demurrage will be charged for all detention from the first 7:01 AM after actual or constructive placement or notification has been sent where required until released or giving forwarding instructions, with no credits allowed. Customer for whom cars are initially ordered or appropriated is responsible for demurrage charges. Customer for whom car is ordered to be placed shall be responsible for demurrage charges after placement.</p>
<p><b>ITEM 25</b></p> <p align="center"><b>UNLOADING AND RELEASE OF EQUIPMENT AT DESTINATION</b></p> <p>Upon arrival and placement of equipment for unloading at destination, consignee will be responsible for unloading equipment in a manner which does not damage equipment and for releasing equipment in a condition suitable for reloading by another shipper. If consignee refuses or fails to remove all lading, dunnage blocking, bracing, strapping, debris, or other material that was part of the inbound shipment, secure interior loading devices, and close doors, the railroad which discovers such failure may undertake to remedy such failure, and the consignee will be responsible for reimbursing the railroad which performs such work for the cost thereof, including without limitation the cost of any switching associated with such work. Otherwise, applicable demurrage, detention, and storage charges shall continue to apply until equipment is released to delivering carrier in clean condition or upon completion of any action by the delivering carrier to remedy the consignee's failure.</p>	<p><b>ITEM 40</b></p> <p align="center"><b>CARS MOVED FROM INITIAL HOLD POINT OR POINT OF LOADING OR UNLOADING</b></p> <p>Except as provided in Tariff RIC 6004-Series, when a car is constructively placed or actually placed for loading or unloading, and request is received by this railroad to move car to another location on this railroad for loading or unloading, such movement will be subject to applicable switching charges contained in Section 2 of this tariff, with such charge to be paid by the party ordering movement of the car. Demurrage charges will continued to apply until such time car is released.</p>
<p><b>ITEM 30</b></p> <p align="center"><b>DEMURRAGE</b></p> <p>Except as otherwise provided herein, subject to Car Demurrage Rules and Charges contained in FT RIC 6004-Series.</p>	<p><b>ITEM 45</b></p> <p align="center"><b>CLAIMS</b></p> <p>A Claim must be submitted to this railroad in writing by Registered Letter within thirty (30 ) days from the date that the bill for demurrage is rendered. The conditions for submitting the claim should be fully stated. Any claim not filed within thirty (30) days from the date that the bill is rendered will be declined.</p> <p>Claims made for bunching as result of actions not attributable to this railroad will not be honored.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-UNLIMITED</b></p>	<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS-UNLIMITED</b></p>
<p><b>ITEM 50</b></p> <p align="center"><b>PAYMENT OF CHARGES</b></p> <p>Customer shall be liable for payments of the transportation charges accruing on a shipment and nothing herein shall limit the right of this railroad to require at time of movement, shipment or delivery the prepayment or guarantee of charges, unless Customer has entered into an agreement for credit with this railroad. Customer will pay this railroad immediately upon presentation of a bill therefor by this railroad. If charges have not been prepaid, or customer has not entered into an agreement for credit with this railroad, this railroad shall not make delivery of the shipment without payment or guarantee by shipper or consignee of all charges.</p> <p>Acceptance of shipment by Customer shall be deemed acceptance of responsibility for payment of all charges accruing on the shipment, including, but not limited to demurrage, switching and all other charges that may be applicable. Such payment shall be in U.S. money and cannot be reduced to offset claims, damages to property, or for any other reasons.</p> <p><b>FINANCE CHARGES:</b> This railroad will assess a finance charge of 1.5% per month (18% per annum) on unpaid bills, including, without limitation, demurrage, switching and all other charges which are not paid within credit period. The finance charge continues to accrue daily until payment is received by this railroad.</p> <p>If this railroad, at its sole discretion, uses a collection agency or attorneys to collect delinquent bills for freight or other charges and this railroad is successful in collecting such charges, Customers shall reimburse this railroad for all reasonable collection costs, including reasonable collection agency fees and reasonable attorneys' fees.</p>	<p><b>ITEM 60</b></p> <p align="center"><b>SECURITY DEPOSIT</b></p> <p>For customers who have established credit with this railroad, a deposit to secure payment of all charges, including, demurrage, storage, detention, switching or other accessorial charge that may accrue will be required from such customer who has failed to pay demurrage, storage, detention, switching or other accessorial charges when due under applicable laws and regulations. (Customers as referred to herein shall mean any and all consignors, consignees, beneficial owners or other responsible parties.)</p> <p>The deposit must be paid before any freight car or trailer is delivered to such customer for loading or unloading.</p> <p>The minimum deposit for each freight car will be the average amount per freight car of demurrage, detention, storage, switching or other accessorial charges outstanding at the time this tariff provision is invoked against Customer. The maximum amount of deposit will be determined by this railroad's credit office or through other alternative forms of security. The credit office may waive the minimum deposit per car by accepting a revolving deposit of \$1,000.00 to \$50,000.00 based on traffic volume. The deposit will be held in an escrow account to guarantee payment of and to be applied against any switching, demurrage, detention, storage or other accessorial charges which may accrue since the implementation of the security deposit arrangement.</p> <p>This railroad will refund the deposit or balance of the deposit within thirty (30) days after notification by its agents that the equipment has been released to this railroad. Any switching, demurrage, detention, storage or other accessorial charges will be deducted from the deposits before any refunds are made. The deposit or balance of the deposit may be transferable to another freight car to cover charges incurred since the implementation of the security deposit arrangement.</p> <p>Security deposits will no longer be required after the Customer has paid all outstanding switching, demurrage, detention, storage and other accessorial charges and has given assurance in writing to the satisfaction of this railroad's credit office that future switching, demurrage, detention, storage and other accessorial charges will be paid within the credit period.</p>
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 1 MISCELLANEOUS RULES AND CHARGES	SECTION 1 MISCELLANEOUS RULES AND CHARGES
<p><b>ITEM 100</b></p> <p align="center"><b>HAZARDOUS FREIGHT</b></p> <p>Shipments of hazardous freight under this tariff are subject to regulations of the U. S. Department of Transportation as shown in Bureau of Explosives, STB BOE 6000-Series.</p>	<p><b>ITEM 112</b></p> <p align="center"><b>LOADED CARS REFUSED</b></p> <p>Consignee will be assessed a charge of \$200.00 per car on cars refused or rejected. The charge will be in addition to any and all other applicable charges associated with the handling of the car.</p>
<p><b>ITEM 104</b> [I]</p> <p align="center"><b>RAIL SECURITY-SENSITIVE MATERIAL (RSSM)</b></p> <ol style="list-style-type: none"> <li>1. A rail car containing more than 2,268 kg (5,000 lbs) of a Division 1.1, 1.2 or 1.3 (explosive) material as listed and defined Section 173.50 to 173.63 Part 173 of Tariff BOE 6000 Series.</li> <li>2. A tank car containing a material poisonous by inhalation as defined in 49 CFR 171.8, including anhydrous ammonia, Division 2.3 gases poisonous by inhalation as set forth in 49 CFR (Code of Federal Regulations) 173.115(c), and Division 6.1 liquids meeting the defining criteria in 49 CFR 173.132(a)(1) (iii) and assigned to hazard zone A or hazard zone B in accordance with 49 CFR 173.133(a), excluding residue quantities of these materials; and</li> <li>3. A rail car containing a highway route-controlled quantity of a Class 7 (radioactive) material, as defined in 49 CFR 173.403.</li> </ol> <p>All Rail Security-Sensitive Material (RSSM) handling at \$500.00 per car.</p>	<p><b>ITEM 115</b></p> <p align="center"><b>LOADS REQUIRING CLEARING OF ADJACENT TRACKS</b></p> <p>Loads that because of excessive width or length require clearing tracks adjacent to the track on which said load moves will be assessed a charge of \$300.00 for each track cleared.</p>
<p><b>ITEM 105</b></p> <p align="center"><b>PERISHABLES</b></p> <p>This railroad does not provide protective service. Perishable freight under protective service will be accepted from connecting railroad for delivery to Customers with the understanding that protective service is not provided by this railroad and this railroad no liability for any loss or damage resulting from failure of such protective service.</p>	<p><b>ITEM 118</b></p> <p align="center"><b>OVERLOADED CARS</b></p> <p>Cars found to be overloaded will be subject to the following additional charges, plus Special Freight Train charge:</p> <ol style="list-style-type: none"> <li>(1) \$300.00 per car - When a car is discovered to be overloaded at loading point or within the confines of the industry. Charge to be assessed consignor.</li> <li>(2) \$300.00 per car - When a car is discovered to be overloaded beyond loading point or confines of the industry. Charge to be assessed consignor.</li> </ol> <p>(It will be the responsibility of the consignor to adjust the lading at their own expense sufficient to eliminate the overload condition.)</p> <ol style="list-style-type: none"> <li>(3) \$300.00 per car - When a car is received in interchange from connections and is found to be overloaded, such car will be returned to delivering carrier for adjustment to lading to eliminate the overload condition. Charge to be assessed delivering carrier.</li> </ol>
<p><b>ITEM 110</b></p> <p align="center"><b>STANDBY SERVICE</b></p> <p>When this railroads' locomotive and crew are held at the request of an industry or delayed by an industry within the confines of the industry or immediately adjacent thereto, the charge for such standby or delay shall be \$200.00 per hour or fraction thereof. Such charges shall be in addition to other published charges, if any, applicable to cars delayed or handled.</p>	<p><b>ITEM 120</b></p> <p align="center"><b>CHARGES FOR CARS OF FOUR (4) AND MORE THAN FOUR (4) AXLES</b></p> <ol style="list-style-type: none"> <li>(a) Charges for services provided for in this tariff will be confined in cars having no more than four (4) axles.</li> <li>(b) Charges for cars with more than four (4) axles will be 200% of that shown herein for the same service application on cars with four (4) axles.</li> </ol>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<b>SECTION 1 MISCELLANEOUS RULES AND CHARGES</b>	<b>SECTION 1 MISCELLANEOUS RULES AND CHARGES</b>
<p><b>ITEM 125</b></p> <p align="center"><b>CARS INTERCHANGED IN ERROR</b></p> <p>A charge of \$200.00 per car will be assessed delivering carrier on all cars interchanged to this railroad in error.</p>	<p><b>ITEM 140</b></p> <p align="center"><b>EMPTY CARS ORDERED BUT NOT LOADED</b></p> <p>On empty cars that are ordered for loading and order is canceled and car is in route, or the service of switching or placing of car has been performed and the car is not loaded but returned to this railroad empty, a charge of \$210.00 per car will be assessed and collected from the person, firm or corporation ordering such cars. (See Note, this item.)</p> <p>Note - Charge will not apply on cars unfit for loading, see Item 145, this tariff.)</p>
<p><b>ITEM 128</b></p> <p align="center"><b>CHARGE FOR REPOSITIONING, REBLOCKING, AND/OR REDUCING CARS FOR CONNECTING CARRIERS</b></p> <p>When it becomes necessary for PHRR to reposition, reblock or reduce cars for connecting carriers in order to keep trains in compliance and due to connecting carrier's inability to pull some or all cars (excluding acts of God) that are ready for interchange, a charge of \$100.00 per car/per occurrence will apply.</p>	<p><b>ITEM 145</b></p> <p align="center"><b>IMPROPER CARS FURNISHED FOR LOADING BY CONNECTING LINES</b></p> <p>When cars ordered by industries for loading are refused on account of not being in proper condition to load, a charge of \$210.00 per car will be assessed against the railroad furnishing the car.</p>
<p><b>ITEM 130</b></p> <p align="center"><b>TURNING OF CARS TO PERMIT LOADING OR UNLOADING, ETC.</b></p> <p>If cars are turned at request of customer to facilitate loading or unloading, or for any other purpose, a charge of \$200.00 per car per occurrence will be assessed and will be in addition to all other applicable charges. (See Note, this item.)</p> <p>Note - Charge will not apply to properly placarded boxcars.</p>	<p><b>ITEM 148</b></p> <p align="center"><b>RE-SPOTTING (SET-BACK) CHARGE</b></p> <p>Customer will be assessed a charge of \$230.00 per car on cars that have been placed for loading or unloading and subsequently removed and re-spotted (set-back) in order to place or move other cars.</p>
<p><b>ITEM 135</b></p> <p align="center"><b>FAILURE TO PULL INTERCHANGE</b></p> <p>This railroad will assess connecting carrier a charge of \$50.00 per car per day, or fraction of a day, for failure to pull cars offered in interchange.</p>	<p><b>ITEM 150</b></p> <p align="center"><b>CARS RELEASED AND SUBSEQUENTLY RETURNED TO INDUSTRY</b></p> <p>When on shipper's orders, cars that have been released and pulled by this railroad are returned to industry, charge of \$230.00 per car will be assessed for the return of such cars. Demurrage charges will continue to apply until cars are released.</p>
<p><b>ITEM 138</b></p> <p align="center"><b>CARS UNABLE TO PLACE AT INTERCHANGE DUE TO CONNECTION NOT MAKING INTERCHANGE TRACKS AVAILABLE</b></p> <p>When this railroad brings cars for interchange with connection and tracks are not available for such interchange, this railroad will assess connecting railroad charge of \$50.00 per car per day for each car being held for storage. No car hire will be assessed for such cars.</p>	<p><b>ITEM 155</b></p> <p align="center"><b>REPOSITIONING CARS</b></p> <p>When customer request delivery of a specific car(s) received by this railroad which requires this railroad to sort and reposition other cars to effect customers request, a charge of \$200.00 per car, per occurrence, will be assessed against customer making the request.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 1 MISCELLANEOUS RULES AND CHARGES	SECTION 1 MISCELLANEOUS RULES AND CHARGES												
<p><b>ITEM 158</b></p> <p align="center"><b>CHARGE FOR HEAVY DUTY FLAT CARS</b></p> <p>When heavy-duty flat cars as defined in Tariff RIC 6740-Series are used on shipments both originating and terminating within the same switching district, the following charges will be assessed:</p> <p align="center"><b><u>USE CHARGE</u></b></p> <p>\$500.00 per car switching movement (not subject to any other switching charges published in this tariff).</p> <p align="center"><b><u>SPECIAL DETENTION CHARGES</u></b></p> <p>The following charges will be assessed and will be in addition to demurrage charges contained in Section 3 of this tariff for each twenty-four (24) hour period or fraction thereof beyond the authorized free time:</p> <p align="center"><b><u>CHARGES IN DOLLARS PER CAR</u></b></p> <table border="0"> <tr> <td>1<sup>ST</sup> 24 hours</td> <td align="right">\$200.00</td> </tr> <tr> <td>2<sup>nd</sup> 24 hours</td> <td align="right">\$250.00</td> </tr> <tr> <td>3<sup>rd</sup> 24 hours</td> <td align="right">\$300.00</td> </tr> <tr> <td>4<sup>th</sup> 24 hours</td> <td align="right">\$350.00</td> </tr> <tr> <td>5<sup>th</sup> 24 hours</td> <td align="right">\$400.00</td> </tr> <tr> <td>6<sup>th</sup> 24 hours and each Subsequent 24 hours</td> <td align="right">\$500.00</td> </tr> </table> <p align="center"><b><u>NON-USE CHARGE</u></b></p> <p>When car is ordered, placed and released back to this railroad without being used in transportation service, a charge of \$500.00 per car will be assessed and will be in addition to any detention charges that may accrue.</p>	1 <sup>ST</sup> 24 hours	\$200.00	2 <sup>nd</sup> 24 hours	\$250.00	3 <sup>rd</sup> 24 hours	\$300.00	4 <sup>th</sup> 24 hours	\$350.00	5 <sup>th</sup> 24 hours	\$400.00	6 <sup>th</sup> 24 hours and each Subsequent 24 hours	\$500.00	<p><b>ITEM 168</b></p> <p align="center"><b>HANDLING OF CARS DELIVERED IN BAD ORDER CONDITION</b></p> <p>A charge of \$200.00 per car will be assessed against the carrier which delivers cars to this railroad that contain AAR/FRA defects to cover the cost of extra handling.</p>
1 <sup>ST</sup> 24 hours	\$200.00												
2 <sup>nd</sup> 24 hours	\$250.00												
3 <sup>rd</sup> 24 hours	\$300.00												
4 <sup>th</sup> 24 hours	\$350.00												
5 <sup>th</sup> 24 hours	\$400.00												
6 <sup>th</sup> 24 hours and each Subsequent 24 hours	\$500.00												
	<p><b>ITEM 170</b></p> <p align="center"><b>HANDLING OF CARS RECEIVED IN BAD ORDER CONDITION</b></p> <p>A charge of \$200.00 per car will be assessed against the industry/shipper which offers cars to this railroad that contain AAR/FRA defects to cover the cost of extra handling. The industry/shipper will also be responsible for the costs of the car repairs at the current AAR pricing.</p>												
	<p><b>ITEM 175</b></p> <p align="center"><b>OPENING AND CLOSING OF FREIGHT CAR DOORS</b></p> <ol style="list-style-type: none"> <li>(1) Cars will be released to this railroad with all doors, hatches, vents, and all other openings and appurtenances closed and secured.</li> <li>(2) Cars with openings and appurtenances not properly closed and secured will be kept in a demurrage status until such time as secured.</li> <li>(3) Unsecured cars switched by this railroad as required for operating purposes will be subject to switching charges in this tariff.</li> <li>(4) Cars for which doors and appurtenances must be opened, closed, and/or secured by the railroad will receive a minimum charge of \$200.00 per car. This railroad may levy additional charges for contracted or professional services required.</li> </ol>												
<p><b>ITEM 160</b></p> <p align="center"><b>IDLER OR TRAILER CARS</b></p> <p>Idler or trailer cars will be subject to the same charges, rules, and regulations as are applied to loaded 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 the lading).</p>													
<p><b>ITEM 165</b></p> <p align="center"><b>ARTICULATED CARS</b></p> <p>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.</p>													
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>													



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<b>SECTION 1 MISCELLANEOUS RULES AND CHARGES</b>	<b>SECTION 2 SWITCHING RULES AND CHARGES</b>
<p><b>ITEM 180</b></p> <p align="center"><b>TEAM TRACK USAGE</b></p> <p>Team Track service, including loading/unloading is available for use by consignee/shippers for non-hazardous commodities only on a shared usage basis at the sole cost, risk, and expense of the customers using such facility. Platforms, ramps, etc., will be provided by consignee/shipper. By using such facility, customer agree to indemnify, defend and hold PHRR from all claims, costs, and expenses and to assume all risk, responsibility liability for death, personal injury, or property damage arising from related to, or caused by, in whole or in part, the use of such facility.</p>	<p><b>ITEM 200</b></p> <p align="center"><b>DEFINITION OF INTRA-PLANT SWITCHING</b></p> <p>A switching movement from one location to another location within the confines of the same plant or industry.</p>
	<p><b>ITEM 210</b></p> <p align="center"><b>DEFINITION OF INTRA-TERMINAL SWITCHING</b></p> <p>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 this railroad.</p>
<p><b>ITEM 190</b></p> <p align="center"><b>SUBMITTING SHIPPING INSTRUCTIONS</b></p> <p>Shipping instructions for loaded or empty cars will be submitted by customers via an approved electronic method supported by the PHRR. Approved methods include EDI 404 or electronic Bill of Lading provided by Shipper Connect. A charge of \$25.00 will be assessed for each manual or facsimile submission. The charge will be assessed to the customer located on the PHRR. Shipping instructions submitted by telephone will not be accepted.</p>	<p><b>ITEM 230</b></p> <p align="center"><b>INTRA-PLANT SWITCHING CHARGE</b></p> <p>This railroad will perform intra-plant switching at a charge of \$125.00 per car.</p>
<p><b>ITEM 195</b></p> <p align="center"><b>DIVERSION OR RECONSIGNMENT</b></p> <p>The PHRR will accept Diversion or Reconsignment orders only when car is on its line or under its control, in which case a charge of \$300.00 per car shall be assessed party making diversion or Reconsignment.</p> <p align="center"><b>CONDITIONS</b></p> <p><b>Forwarding Instructions will only be accepted from:</b></p> <ul style="list-style-type: none"> <li>Consignor</li> <li>Consignee</li> <li>Freight Payer</li> <li>Railroad representative participating in road haul movement</li> </ul> <p>(The above charge will be in addition to all other applicable charges.)"</p>	<p><b>ITEM 240</b></p> <p align="center"><b>INTRA-TERMINAL SWITCHING CHARGE</b></p> <p>This railroad will perform intra-terminal switching at a charge of \$250.00 per car.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FT PHRR 8000-B**

<b>SECTION 2 SWITCHING RULES AND CHARGES</b>			<b>SECTION 2 SWITCHING RULES AND CHARGES</b>
<p><b>ITEM 260</b></p> <p><b>GENERAL SWITCHING AND LINE - HAUL SERVICE BETWEEN CONNECTING LINE(S) AND PHRR INDUSTRIES</b></p>			<p><b>ITEM 270</b></p> <p align="center"><b>SPECIAL SWITCHING SERVICE</b></p> <p>Special switching service is movement in other than normal service at the specific request of the shipper or consignee, or as may be required due to other conditions outside normal operations or deemed necessary by this railroad for safe movement.</p> <p>The charge for special switching service will be \$900.00 per hour, minimum of \$2000.00, and will be in addition to all other charges associated with the movement.</p> <p>Charges to be calculated from the time the crew and locomotive report for special service until the return of crew and locomotive to starting point.</p> <p>(This railroad reserves the right to restrict or modify any request for special freight train service.)</p>
<b>INDUSTRY</b>	<b>COMMODITY</b>	<b>CHARGE (Per Car)</b>	<p><b>ITEM 310</b></p> <p align="center"><b>MOVING CARS TO AND FROM STORAGE/HOLD TRACKS</b></p> <p>This railroad will assess a charge of \$230.00 per car for moving cars to storage/hold tracks, and \$230.00 per car for removing cars from storage/hold tracks.</p>
All	All (See Note 1)	\$424.00	
All	Passenger Cars Locomotives under own power Locomotives not under own power	\$424.00	
<p>Note 1 - For charges to apply on Rail Security-Sensitive Material (RSSM), see Item 104-sereis.</p>			
<p><b>ITEM 265</b></p> <p>PHRR will accept and deliver cars to/from the following Railroad Carriers via the TRRA at Granite City, IL:</p> <p>Alton &amp; Southern Railway Company (ALS) BNSF Railway Company (BNSF) Canadian National Railway (CN) Canadian Pacific Railway (CPRS) CSX Transportation, Inc (CSXT) Kansas City Southern Railway Company (KCS) Norfolk Southern Railway Company (NS) [A] Union Pacific Railroad Company (UP)</p> <p>(Provisions formerly shown herein and not brought forward are hereby canceled.)</p>			

FT PHRR 8000-A

	EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS
	FT - Freight Tariff [A] - Addition [C] - Change [I] - Increase [NC] - Brought forward without change [R] - Reduction  ( <u>Underscored</u> portion denotes change.)