

**FT SCIH 8000-C**  
**Cancels**  
**FT SCIH 8000-B**

**ISG South Chicago & Indiana Harbor Railway Company**  
**d/b/a South Chicago & Indiana Harbor Railway Company**

**FREIGHT TARIFF SCIH 8000-C**

(Cancels Freight Tariff SCIH 8000-B)

**LOCAL SWITCHING RATES,**

**TERMINAL CHARGES AND**

**RULES AND REGULATIONS**

**Applying On**

**Loaded And Empty Cars At And Between**

**Stations On The South Chicago & Indiana Harbor Railway Company**

**And Between**

**Industries And Junctions With Connecting Lines**

**Also On**

**All Commodities Originating Or Terminating**

**At Points Outside The Chicago Switching District**

**To Or From Industries Located On**

**The South Chicago & Indiana Harbor Railway Company**

**This tariff also applies on intrastate traffic in the State of Illinois**

**ISSUED: July 11, 2013**

**EFFECTIVE: August 1, 2013**

**ISSUED BY:**  
**G. J. Purgert**  
**Manager**  
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**Chicago, IL 60617-5599**

**FT SCIH 8000-C**

**South Chicago & Indiana Harbor Railway Company**

**ALPHABETICAL LIST OF STATIONS (BY STATE)  
FROM, TO AND AT WHICH RATES APPLY**

STATION	INDEX
<b>ILLINOIS</b>	
South Chicago, IL	5
South Deering, IL	10
<b>INDIANA</b>	
Indiana Harbor, IN	20

**GEOGRAPHICAL LIST OF STATIONS FROM, TO AND AT WHICH RATES APPLY**

STATION	INDEX
South Chicago, IL	5
South Deering, IL	10
Indiana Harbor, IN	20

**ALPHABETICAL LIST OF CONNECTING LINES AND JUNCTION POINTS FROM, AND  
TO WHICH RATES APPLY**

RAILROADS	JUNCTION POINTS
Baltimore and Ohio Chicago Terminal Railroad Company, The	South Chicago and Wolf Lake Yard, IL
Belt Railway Company of Chicago, The	South Chicago, IL
CSX Transportation Corporation	South Chicago (100th Street), IL
Chicago Rail Link	Pullman Junction, IL
Canadian National Railways	South Chicago, IL
Indiana Harbor Belt Railroad Company	Indiana Harbor, IN
Norfolk and Southern Railway	Hammond (Colehour Yard), IN

NAME OF INDUSTRY	NATURE OF INDUSTRY	STATION
North America Stevedoring Co. (Iroquois Landing)	Container cargo, dry bulk handling, general cargo and steel stevedoring, warehousing	South Chicago, IL
South Chicago & Indiana Harbor Railway Co	Material yard	South Chicago, IL
Flexsol Packaging	Plastic resin	South Chicago, IL
ArcelorMittal Steel Company, Inc.	Blast furnaces, blooming mills, No. 3 hot strip mill No. 3 cold reduction sheet mill, No. 3 seamless pipe mill, continuous butt weld pipe mill, conduit mill	Indiana Harbor, IN
	Coke ovens, coke and tar by-products and chemicals	South Chicago, IL

## FT SCIH 8000-C

<b>South Chicago &amp; Indiana Harbor Railway Company</b>	
<b>Rules and Other Governing Provisions</b>	
<b>General Rules and Regulations</b>	
<b>1</b>	<p><b>CANCELLATION NOTICE</b>                      Freight Tariff FT SCIH 8000-C cancels Freight Tariff SCIH 8000-B in its entirety. Provisions formerly shown in Freight Tariff SCIH 8000-B and not brought forward in Freight Tariff FT SCIH 8000-C are hereby canceled.</p>
<b>15</b>	<p><b>EXPLOSIVES, DANGEROUS ARTICLES</b>                      For rules and regulations governing the transportation of Explosives and other dangerous articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Bureau of Explosives Tariff, BOE 6000 series.</p>
<b>20</b>	<p><b>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</b>                      (a) 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 tariff, and reissues of such items, notes, rules, etc.                      (b) Where reference is made in this tariff to another tariff by number, such reference applies also to such tariff to the extent it may be applicable on intrastate traffic.</p>
<b>40</b>	<p><b>CONSECUTIVE NUMBERS</b>                      Where consecutive numbers are represented in this tariff by the first and last number connected by the word "to" or a hyphen, they will be understood to include both of the numbers shown. If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.</p>
<b>45</b>	<p><b>CAPACITIES, LENGTHS AND DIMENSIONS OF CARS</b>                      For marked capacities, lengths, dimensions and cubical capacities of cars, see the Official Railway Equipment Register, issued by R. E. R. Publishing Corporation, Agent.</p>
<b>75</b>	<p><b>METHOD OF CANCELING ITEMS</b>                      As this tariff is supplemented, numbered items with lettered 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. 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>
<b>90</b>	<p><b>TOFC/COFC SERVICE</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>2. When flat cars are coupled in an articulated fashion, each platform of the articulated equipment will be considered as separate car for revenue billing purposes.</li> </ol>

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<b>South Chicago &amp; Indiana Harbor Railway Company</b>	
<b>Rules and Other Governing Provisions</b>	
<b>Special Rules and Regulations - Unlimited</b>	
110	<p><b>BILLING, CARLOAD SHIPMENTS</b></p> <p>All cars received from connecting lines must be accompanied by specific billing instructions, billing for loaded cars must give original points of shipment, name of consignor, and if shipment has been transferred in route, the original car number must be shown.</p>
115	<p><b>CARS, BILLED "TO ORDER, NOTIFY"</b></p> <p>Cars will not be accepted under this tariff for delivery on the South Chicago &amp; Indiana Harbor Railway Company, if billed "To Order, Notify".</p>
120	<p><b>CARS, OVERLOADED</b></p> <p>Cars with maximum "Load Limit" markings must not be loaded in excess of such maximum. The loading of cars not so marked is limited to 10 percent above marked capacity except that maximum "Load Limit" (when known) should be observed. (See Note)</p> <p>Note: "Maximum Load Limit" is the difference between total weight allowable on rail and light weight of car and is the maximum weight permissible in or on car, including weight of lading, temporary rack, hooks, fastenings, stakes, false floors, bracing, blocking, grain doors, cooperage, other characters of dunnage or bracing and/or refrigeration, heating, loading or unloading equipment, and all material required for such purposes.</p> <p>When it is discovered that car is loaded in excess of above restrictions, the car will be returned to the consignor and a charge of \$160.00 will be made.</p>
125	<p><b>CHARGES ON CARS RECEIVED IN ERROR</b></p> <p>When a car, loaded or empty, is received from a connecting line and must be classified to a hold track for any of the following reasons, a \$106.00 penalty charge will be assessed against the delivering carrier.</p> <ol style="list-style-type: none"> <li>1. Cars without necessary data for forwarding. (See Note)</li> <li>2. Cars delivered to a road not in the waybill routing.</li> <li>3. Cars delivered with incorrect load/empty status or cars that missed stop-off.</li> <li>4. Empty cars delivered in violation of Car Service Rule 2. Special Car Orders or Directives.</li> </ol> <p>An additional charge of \$25.00 will be assessed against the delivering carrier for each day or fraction thereof that a railroad owned car for which the South Chicago &amp; Indiana Harbor Railway Company is responsible to car owner for car hire charges is held from the first 12:01 A.M. following telephone or telegraphic notification until disposition is furnished by the delivering carrier plus a maximum of two additional days if required to deliver the car to a road within the Chicago Switching District.</p> <p>When an intermediate switching carrier is used in disposing of subject cars, intermediate switching charges and all additional charges except those for which the South Chicago &amp; Indiana Harbor Railway Company is directly responsible, will be paid by the erring railroad.</p> <p>Note: The character of necessary data will be determined by the SCIH, in accordance with the conditions of its service.</p>
130	<p><b>CARS HELD FOR ORDERS</b></p> <p>When a loaded car, without forwarding directions is ordered and moved from an industry track or is placed on and moved from an industrial interchange track to the track of the South Chicago &amp; Indiana Harbor Railway Company and is subsequently switched to the hold track to await forwarding directions, a charge of \$168.00 per car will be assessed against the industry originating the loaded car.</p>
135	<p><b>CHANGES AND NEW INDUSTRIES</b></p> <p>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 new industry, if switching service has been arranged for by the operating department, and the cars are ordered for movement before the tariff has been amended, the charge to be made will be that named in the tariff for adjoining industry in the same district.</p>

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<b>South Chicago &amp; Indiana Harbor Railway Company</b>	
<b>Rules and Other Governing Provisions</b>	
<b>Special Rules and Regulations - Unlimited</b>	
<b>140</b>	<p><b>CHARGES, PREPAYMENT OF</b>                      The South Chicago &amp; Indiana Harbor Railway Company will not receive cars from connecting lines with charges collect. All charges must be fully prepaid.</p>
<b>145</b>	<p><b>DEMURRAGE AND STORAGE</b>                      Freight transported under this tariff, in addition to the rate named herein, will be subject to all rules and regulations providing for assessment of demurrage and storage charges as are contained in Freight Tariff SCIH 6000 series.</p>
<b>150</b>	<p><b>DIMENSIONAL SHIPMENTS</b>                      (a) Shipments originating at industries served by the South Chicago &amp; Indiana Harbor Railway Company which because of excessive weight, height, width or other unusual characteristics or which require dimensional clearances via the route of movement and/or special blocking as required by AAR Loading Rules will be handled to the immediate connecting line at a charge of \$608.00.                      (b) All special loading charges, use charges or special detention charges for flat cars bearing mechanical designations "FG", "FW", "FM" and "FD" as named in Rule 21 of the Official Railway Equipment Register, R. E. R. Publishing Corporation, Agent, or in individual tariffs of the line haul carriers will be in addition to the charge provided in Paragraph (a) and will be collected by the line haul carrier and/or the car owner.</p>
<b>155</b>	<p><b>EMPTY CARS</b>                      Rates named in this tariff include handling of the empty car. When an empty car is received from a connecting line for loading by an industry and such industry refuses to accept the car or accepts the car and fails to return it under load, a charge of \$138.00 will be made for handling the car to any connecting line shown herein.</p>
<b>160</b>	<p><b>LOADED AND EMPTY CARS, HANDLED VIA INTERMEDIATE CARRIER</b>                      On loaded cars originating at points outside the Chicago Switching District received from other railroads, via the Baltimore &amp; Ohio Chicago Terminal Railroad Company or any other line performing the intermediate switching service, the switching charge of such line, for the return of the empty car, will be collected from the line haul carrier in addition to the charge of the South Chicago &amp; Indiana Harbor Railway Company as per tariffs lawfully issued.                       On loaded cars destined to points outside the Chicago Switching District delivered to other railroads, via the Baltimore &amp; Ohio Chicago Terminal Railroad Company or any other line performing the intermediate switching service, the South Chicago &amp; Indiana Harbor Railway Company will only collect its charges from the line haul carrier as per tariffs lawfully issued.</p>
<b>165</b>	<p><b>EMPTY CARS, UNFIT FOR LOADING</b>                      Empty cars furnished on orders for return loading and subsequently:                      1. Rejected by the shipper, account unsuitable for loading as specified when ordered;                      2. Refused, account cancellation of order;                      3. Refused, account other causes for which railroads are responsible;                      4. Refused, account not ordered;                      will be returned to the railroad furnishing the car or the car owner for which a charge of \$138.00 per car will be made against the railroad furnishing the car.                      An additional charge of \$25.00 will be assessed for each day or fraction thereof that a railroad owned car for which the South Chicago &amp; Indiana Harbor Railway Company is responsible to car owner for car hire charges is held on the South Chicago &amp; Indiana Harbor Railway Company for the time accrued from receipt of car to its return.</p>

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<b>South Chicago &amp; Indiana Harbor Railway Company</b>	
<b>Rules and Other Governing Provisions</b>	
<b>Special Rules and Regulations - Unlimited</b>	
<b>170</b>	<p><b>LOADED CARS REFUSED, RETURNED</b>                      Loaded cars refused by a connecting line or consignee will be returned to consignor or connecting line at the tariff rate applicable to a new shipment.                      If loaded cars are refused by consignee and are returned to hold track, a charge of \$168.00 per car will be assessed for the movement from hold track to a consignee or consignor located on the tracks of the South Chicago &amp; Indiana Harbor Railway Company. When loaded cars are released by an industry and pulled from the industry or industrial interchange tracks and are subsequently ordered return to the industry or industrial interchange tracks at the request of the shipper, a charge of \$168.00 per car will be assessed for the entire transportation service from the industry or industrial interchange tracks and subsequent return.</p>
<b>175</b>	<p><b>LOADED CARS, TRANSFER OR ADJUSTMENT OF LADING</b>                      When a railroad owned car for which the South Chicago &amp; Indiana Harbor Railway Company is responsible to car owner for car hire charges is held for transfer or adjustment of lading, the South Chicago &amp; Indiana Harbor Railway Company will assess a charge of \$25.00 per day for each day or fraction thereof car is held from date of receipt to date load transfer or lading adjustment is completed.                      If lading is transferred to another car, the South Chicago &amp; Indiana Harbor Railway Company will assess a charge on the second car of \$25.00 per day for each day or fraction thereof car is used from date transfer commenced to date completed.</p>
<b>180</b>	<p><b>PERISHABLE FREIGHT</b>                      Perishable freight under refrigeration will be accepted from connecting lines for delivery to consignee located on the South Chicago &amp; Indiana Harbor Railway Company with the understanding that protective service is not provided.</p>
<b>185</b>	<p><b>PRIVATE SIDINGS, USE OF</b>                      The rates named herein, to or from industries with private sidings listed in this tariff, will also apply on traffic for other parties using such facilities for traffic connected with the business of the party listed as having a private siding.</p>
<b>190</b>	<p><b>RECONSIGNMENT OR DIVERSION</b>                      When a change in consignee and/or destination is desired, the South Chicago &amp; Indiana Harbor Railway Company will accept orders for reconsignment or diversion of loaded cars in its possession when such orders are received prior to delivery to the original consignee, charging \$78.00 for such reconsignment in addition to regular switching charge.</p>
<b>195</b>	<p><b>CHARGE FOR SPECIAL EQUIPMENT</b>                      Except as otherwise provided in this tariff, as amended, when shipments are loaded in the following types of carrier owned equipment an additional charge of \$173.00 per car used will apply. This charge will be in addition to the rates or charges that apply in intra-plant or intra-terminal switching service when cars are both loaded and unloaded at stations within the confines of this tariff, as amended (see exceptions).</p> <ol style="list-style-type: none"> <li>1. Box cars exceeding 52 feet in length, inside measurement and box cars of any length which are cushioned underframe, insulated or equipped with any type of loading device or XF cars.</li> <li>2. Gondola cars having marked capacity greater than 200,000 lbs. and also gondola cars of any length equipped with covers, hoods or containers. On movements of ferrous scrap, this provision will not apply when gondola cars as described herein are furnished at carriers' convenience in lieu of ordinary gondola cars ordered by shipper.</li> <li>3. Open top hopper cars exceeding 60 feet in length, inside measurement, or having marked capacity exceeding 180,000 pounds.</li> <li>4. Covered hopper cars exceeding 2100 cubic feet capacity.</li> </ol> <p><b>EXCEPTIONS - The above provisions will not apply:</b></p> <ol style="list-style-type: none"> <li>1. On Coal, Coke or from Ore.</li> <li>2. In connection with Item 205.</li> <li>3. On shipments in gondola cars having a marked capacity greater than 200,000 lbs. where cars are loaded to not less than 140,000 lbs., or when freight charges will apply to such shipments in intra-plant movements.</li> </ol>

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**South Chicago & Indiana Harbor Railway Company**

**Rules and Other Governing Provisions  
Special Rules and Regulations - Unlimited**

<p align="center">200</p>	<p><b>SPECIAL FREIGHT TRAIN SERVICES</b>  Special Freight Train Service is service required when a shipment, due to excessive weight, dimensional measurements, or other unusual characteristics, is taken out of routine service and handled by switch crews in special trains between stations and/or between stations and connecting line.  \$209.00 per hour, minimum charge eight (8) hours (See Notes 1 and 3).  \$314.00 for each additional hour in excess of eight (8) hours (See Notes 2 and 3).  NOTE 1: When Special Freight Train service is required on Holidays, as defined in Tariff SCIH 6000 series, the overtime rate will be charged for eight (8) hours minimum.  NOTE 2: Fractions of an hour in excess of eight (8) hours will be charged on basis of \$5.23 per minute.  NOTE 3: This charge will be in addition to the charges provided in Item 150.</p>
<p align="center">205</p>	<p><b>SPECIAL TYPE GONDOLA OR FLAT CARS USE CHARGE</b>  (a) Rates named in this tariff do not include the furnishing of special type gondola or flat cars equipped with protective covers and also equipped with runners, skids or cradles, either stationary or floating such as are used for the movement of iron and steel articles.  (b) Where special type gondola or flat cars, equipped with protective cover also equipped with runners, skids or cradles, either stationary or floating, are furnished by Carrier, a charge of \$214.00 per car per trip will be assessed, and will be in addition to transportation charges, demurrage charges and other terminal or other charges in tariffs lawfully in effect.</p>
<p align="center">210</p>	<p><b>STAND-BY SERVICES AND ENGINE DELAY</b>  When the Carrier's locomotive is held at the request of, or is delayed by, an industry within the confines of the industry or immediately adjacent thereto, the straight time charge for such delay or stand-by engine service will be \$209.00 per hour made on a quarter-hour basis of \$52.25 for each 15 minute period held.  When such request requires the Carrier's locomotive to be held on overtime, the charge for such delay or stand-by engine service will be \$314.00 per hour on a quarter-hour basis of \$78.50 for each 15 minute period held.  Periods less than a quarter-hour will be charged for as full quarter-hours, except for delays of 5 minutes or less, no charge will be made. Such delays or stand-by charges will be in addition to published switching charges, if any, applicable to cars delayed or handled in stand-by service.</p>

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<b>South Chicago &amp; Indiana Harbor Railway Company</b>				
Section 1 Charges				
O Intra-Plant Switching Charges				
ITEM	COMMODITY	FROM (Except as Noted)	TO (Except as Noted)	RATE PER CAR (Except as Noted)
220	Except as otherwise provided in Items 225 and 230 of this tariff, whenever a shipper or receiver located on the South Chicago & Indiana Harbor Railway Company desires any Intra-Plant Switching service, such service will be performed at a charge of \$129.00 per car for each movement. When a car is handled loaded and empty in one transportation service, 'a movement' will consist of the handling of both loaded and empty.			
INDIANA HARBOR, IN ArcelorMittal Steel Company, Inc.				
◆ 225	ALL COMMODITIES, Exception: Will not apply on traffic specifically provided for in Item 230.	All Departments or Points	All Departments or Points	\$134.00
◆ 230	EMPTY CARS			\$81.00
O LOCAL SWITCHING CHARGES				
		BETWEEN	AND	
◆ 235	EMPTY CARS	Industries at South Chicago or South Deering, IL	Industries at South Chicago or South Deering, IL	\$144.00
◆ 240	LOADED CARS			\$175.00
LOCAL SWITCHING CHARGES				
245	ALL COMMODITIES, Exception: Will not apply on traffic specifically provided for in Item 250 to 300, Min.Wt. 60,000 pounds.	Industries at South Chicago, IL South Deering, IL Indiana Harbor, IN	Junctions with Connecting Lines at South Chicago, IL South Deering, IL Indiana Harbor, IN	37 (See Note 1)
◆ 250	ALL COMMODITIES, Exception: Will not apply on traffic specifically provided for in Item 245 and 255 to 300, Min.Wt. 60,000 pounds. (See Note 3)			\$583.00
◆ 255	EMPTY RAILWAY EQUIPMENT, viz: Baggage Cars, Ballast Spreaders, Caboose Cars, Dining Cars, Express Cars, Hot Metal or Ladle Cars, with more than four wheels, Livestock Cars, Mail Cars, Palor Cars, Passenger Coaches and Sleeping Cars moving on own wheels.			\$300.00
◆ 260	EMPTY FREIGHT CARS, Not named in Item 255, except when handled in connection with inbound or outbound loaded revenue movement.			\$144.00
◆ 265	BLAST FURNACE COKE, Rate applies only on volume shipments of at least 10 cars in one block under one bill of lading on one calendar day, from one consignor to one consignee.			\$233.00
◆ 270	RAILWAY EQUIPMENT ON OWN WHEELS, viz: Locomotives (dead or under power), Locomotive Tenders, Locomotives and Tenders combined (dead or under power), Locomotives, Cranes, Derricks, Power Shovels, Rail Test Cars (dead or under power).			#\$160.00
◆ 275	SLAG BALLAST, produced from basic oxygen furnace (steel slag), in open top cars not covered with tarpaulin or other protective covering, carload minimum weight 90 percent of marked capacity of car, except when car is loaded to full cubical or visible capacity, actual weight will apply. (See Note 4)			\$358.00
◆ 280	STEEL SKELP (STCC 33-121-35), STEEL SHEETS, in coils (STCC 33-123-32), STEEL SLABS (STCC 33-121-40). Min.Wt. 150,000 pounds per car			234 (See Note 2)
				418 (See Note 2)



**FT SCIH 8000-C**

**South Chicago & Indiana Harbor Railway Company**

Section 1  
Charges

**LOCAL SWITCHING CHARGES**

- NOTE 1:** Rate in cents per 100 pounds.  
**NOTE 2:** Rate in cents per ton of 2,000 pounds.  
**NOTE 3:** Applicable only on inter-terminal shipments within the Chicago Switching District routed via Norfolk Southern Railway.  
**NOTE 4:** Rate applies only on volume shipments of at least 30 cars in one block under one bill of lading, on one calendar day, from one consignor to one consignee.

Section 2  
Charges  
Absorbed Switching Charges

Where through rates are authorized in tariffs of line haul carriers serving the Chicago Switching District, the South Chicago & Indiana Harbor Railway Company will charge the following for service to or from industries located on the South Chicago & Indiana Harbor Railway Company.

ITEM	COMMODITY	BETWEEN	AND	RATE PER CAR
◆ 285	ALL OTHER FREIGHT, Exception: Will not apply on traffic specifically provided for in Item 150 and Items 290 to 300.	Industries at South Chicago, IL South Deering, IL	Junctions With Connecting Lines	\$202.00
◆ 290	COAL (See Note 1)			\$110.00
◆ 295	COKE (See Note 1)			\$107.00
◆ 300	COILS, STEEL (See Note 2)			\$194.00

- Note 1: Rate applies only on volume shipments of at least 60 cars in one block under one bill of lading on one calendar day, from one consignor to one consignee.  
 Note 2: Rate only applies on shipments to Birmingham, AL via Norfolk Southern Railway.

Section 3  
Charges  
Intermediate Traffic

ITEM	INTERMEDIATE TRAFFIC	RATE
◆ 325	For switching or transferring empty or loaded cars not offset by a loaded movement between the railroads with which the South Chicago & Indiana Harbor Railway Company has a direct connection.	\$136.00 per car

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**South Chicago & Indiana Harbor Railway Company**

**Explanation of Abbreviations and Reference Marks**

<b>A.M.</b>	<b>Ante Meridian</b>
<b>BOE</b>	<b>Bureau of Explosives, C. Keller, Agent</b>
<b>CSL</b>	<b>Chicago Short Line Railway Company</b>
<b>ICC</b>	<b>Interstate Commerce Commission</b>
<b>Inc.</b>	<b>Incorporated</b>
<b>Lbs.</b>	<b>Pounds</b>
<b>Min.Wt(s).</b>	<b>Minimum Weight(s)</b>
<b>No.</b>	<b>Number</b>
<b>RER</b>	<b>Railway Equipment Register</b>
<b>SCIH</b>	<b>South Chicago &amp; Indiana Harbor Railway Company</b>
<b>STCC</b>	<b>Standard Transportation Commodity Code</b>
<b>Viz:</b>	<b>Namely</b>
<b>[A]</b>	<b>Addition</b>
<b>♠</b>	<b>Reduction</b>
<b>◆</b>	<b>Increase</b>
<b>●</b>	<b>No change in rate</b>
<b>▲</b>	<b>Change in wording which results in neither an increase nor reduction in rate</b>
<b>⊕</b>	<b>New or Addition</b>
<b>∅</b>	<b>Cancel</b>
<b>○</b>	<b>Applicable only in Illinois intrastate traffic</b>
<b>#</b>	<b>Applicable only when equipment is furnished by shipper</b>

**(Underscored portion denotes change.)**



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