

GARY RAILWAY COMPANY

FREIGHT TARIFF GRW 8022 - O C
(CANCELS ALL PREVIOUS FREIGHT TARIFF GRW 8022)

ALL-RAIL

LOCAL SWITCHING TARIFF

APPLYING ON TRAFFIC

WITHIN THE PLANT OF

UNITED STATES STEEL CORPORATION AT GARY, IN

INTERNAL SWITCHING TARIFF

NOTICE

The provisions published herein, if effective, will not result in an effect on the quality of the human environment.

ISSUED: 3/11/2022

EFFECTIVE: 4/1/2022

ISSUED BY

JW BURWINKEL

Sr. Vice President Administration

900 Thompson Run Road

Monroeville PA, 15146

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CANCELLATION NOTICE

Rates and charges shown in previous Tariff GRW 8022 are cancelled by this issue, and not brought forward herein are cancelled account obsolete.

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ITEM 50
CHECK SHEET OF PAGES

All of the pages contained in this tariff are listed consecutively by number. The pages to the tariff, and the supplements to the tariff, listed on this page, bear issued dates that are the same as, or are prior to, the issued date of this page. "0" in the revision column indicates an original page.

REVISION	PAGE	REVISION	PAGE

ITEM 100
EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

ABBREVIATION	EXPLANATION
BOE	Bureau of Explosives
Co	County
NSO	National Service Order
NT	Net Ton of 2,000 pounds
ORSL	The Official Railroad Station List
RER	The Official Railway Equipment Register
RIC	RAILINC, Agent
GRW	Gary Railway Company

REFERENCE MARK	EXPLANATION
I	To denote increases.
C	To denote changes in wording which result in neither increases nor reductions in charges.
R	To denote reductions.
N	To denote new items.
X	Not Subject to Fuel Surcharge

For explanation of Abbreviations/Reference Marks, see Item 100.

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RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION
101	GRW CONDITIONS OF CARRIAGE	Switching and other services provided under this publication are subject to the rules and provisions of GRW Conditions of Carriage No. 1 series, including the GRW Liability provisions of Rules 200, 250, and 265. GRW Conditions of Carriage No. 1 series is available via the Internet on the GRW website at www.transtarrail.com under Customer Circulars.

For explanation of abbreviations/reference marks, see Item 100.

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RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION
120	EXPLOSIVES, DANGEROUS ARTICLES	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 Tariff BOE 6000 series, issued by Charles L. Keller, Agent.
130	REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.	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.
140	TERMINAL OR TRANSIT PRIVILEGES OR SERVICES	Shipments made under the rates contained in this tariff are entitled also to terminal or transit services and privileges, and are subject to the charges, allowances, rules and regulations legally applicable thereto, as provided in separately published, lawfully-filed tariffs. <p style="text-align: center;"><u>EXCEPTION</u></p> When provisions of this tariff specifically cover any such charge, allowance, rule or regulation, corresponding or conflicting provisions in such separate tariffs will not apply.
150	CONSECUTIVE NUMBERS	Where consecutive numbers are represented herein by the first and last numbers connected by the word "to" or a hyphen, they will be understood to include both the numbers shown and all of the numbers between. If the first number only bears a reference mark, such reference mark also applies to the last number shown and all of the numbers between.
160	CAPACITIES AND DIMENSIONS OF CARS	For marked capacities, lengths, dimensions and cubical capacities of cars, see Tariff RER 6414 series, issued by R.E.R. Publishing Corporation, Agent.
170	NATIONAL SERVICE ORDER TARIFF	This tariff is subject to provisions of various Surface Transportation Board Service Orders and General Permits as shown in Tariff NSO 6100 series, Western Trunk Line Committee, Agent.
175	DEMURRAGE	The rules, regulations, and charges applicable to demurrage, as provided in Freight Tariff RIC 6004 series, issued by RAILINC, Agent, will apply in connection with this tariff, except as otherwise provided.
220	NONAPPLICATION OF CHARGES—SPECIAL TYPE HEAVY CAPACITY FLAT CARS	Charges published in this tariff will not apply on traffic moving on special type heavy capacity flat cars bearing Mechanical Designations "FG," "FW," "FD" of any capacity and cars of Mechanical Designation "FM" of 200,000 pounds and over nominal capacity as defined in Tariff RER 6414 series, issued by R.E.R. Publishing Corporation, Agent. Apply charges published in EJE Freight Tariff 6024 series or successor publication.

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RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION	Rate
230 X	LOAD ADJUSTMENTS	A charge per car will be assessed on cars ordered back to industries from any other location for load adjustments, whether shipments are cancelled or again forwarded.	\$302
240 X	PENALTY HOLD CHARGE	A charge per car, in addition to the switching charge, will be assessed when a loaded car is ordered hold, awaiting final disposition. Car will remain on continuous demurrage in accordance with Freight Tariff RIC 6004 series, issued by RAILINC, Agent. When a shipment requires, on account of length, two or more open cars, charges for such service will apply per shipment. Charge does not apply to cars normally held by railroad as customary railroad service (see Items 380 and 390).	\$183
260 X	OVERLOAD PENALTY CHARGE	A charge per car will be assessed, in addition to the switching rate, when a car is loaded to weight in excess of 120 percent of weight capacity of car.	\$153
270 X	CHANGE IN DESTINATION OF SHIPMENT / AFTER CAR HAS BEEN HANDLED	Any change in switching instructions already issued to the railroad and movement of car is in progress because of, but not limited to, destination track unavailability, customer redirection, ect. A per occurrence service requirement change will be charged in addition to the tariff related movement cost.	\$213
271 X	ERROR SHIPMENTS ORDERED BACK	Cars, empty or loaded, delivered by GRW to interchange but never shipped to their final destination and ordered back in to Gary Works, will be charged per car. This charge is in addition to the "Change in Destination of Shipment" (item 270). This cost does not include any fee charged by any other railroad for the return of the railcar.	\$1,119
272 X	LOADED CARS HELD FOR FINAL DISPOSITION ORDERS	A charge per car will be assessed on loaded cars consigned in care of this railroad's agent or ordered from loading point, and either designated by shipper to "Hold," or held by this railroad account of insufficient billing instructions to move cars to destination.	\$127
273 X	EMPTY CARS HELD PRIOR TO PLACEMENT PER CUSTOMER REQUEST	A charge per car will be assessed on empty cars held prior to placement per the customer's request. This charge is in addition to the applicable switching rate, demurrage charge, and other associated fees published herein.	\$127

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RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION	Rate
274 X	ORDERING HEAVY DUTY FLAT CARS	When an industry on this Railroad requests the placement of an empty Heavy Duty Flat Car, as described in Tariff RIC 6740 series, an ordering charge per car will be assessed the requesting party. This charge is in addition to all other applicable freight and accessorial charges and applies whether such car is actually used in railroad service.	\$186
275 X	SPECIAL SWITCHING SERVICE	Requests of industry for special movement of car or cars, necessitating crew being taken from previously assigned work or requiring the assigning of a new crew to perform special move, will be performed at a charge per hour. (See Item 380.) This charge is in addition to the applicable switching rate published herein. Time and charges will be computed from the time such locomotive and crew is ordered from its regularly assigned duties until it returns to its regular assignment.	\$430
276 X	EMPTY CARS ORDERED AND NOT USED	If the service of switching and placing an empty ordered car has been performed, and the car is subsequently released back to the carrier empty, the party ordering, but not using the equipment will be assessed charge per car, in addition to applicable demurrage and detention charges.	\$430
280 X	PAYMENT TERMS	All credit customers must pay charges in accordance with the terms established by the billing carrier. When the GRW is the billing carrier, the credit period is fifteen (15) days, including Saturdays and Sundays and legal holidays and shall begin on the day following presentation of the freight bill. The term "freight bill" as used in this item includes paperless documents, billing by electronic data interchange (EDI), and invoice less procedures. Presentation of the freight bill shall be deemed to have been made: (a) upon mailing of acceptance check, draft, or money order when paying by mail, and (b) upon receipt of funds in the carrier's bank account when paying via electronic transmission.	-
290 X	FINANCE CHARGES	The GRW may assess a finance charge of 1.5% per month on unpaid bills for freight and miscellaneous charges, including demurrage, switching and weighing, which are past due its credit terms. Any invoice not paid within ten (10) calendar days after its respective date will be considered late, and the party responsible for payment shall be assessed finance charges as described herein.	-

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**RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION	Rate
291 X	CARS RELEASED FROM INDUSTRY OR TEAM TRACKS WITHOUT FINAL DESTINATION FORWARDING INSTRUCTIONS	1. Except as otherwise provided, when on customer's order a car is removed from industry or team track without proper final destination forwarding instructions, and such car is held on carrier's track awaiting such forwarding instructions, a handling charge per car will be assessed against such customer, and the car will remain in continuous demurrage or detention until such forwarding instructions are received by carrier's representative. 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, and such car is held on shippers leased track awaiting such forwarding instructions, a handling charge per car will be assessed against such customer for the service of placing the car at the shippers leased track. 3. If a car is removed from industry or team track on customer's order without proper final destination forwarding instructions, and the car has to be delivered back to the original industry, team track, or classification yard because the Class 1 Railroad did not receive forwarding instructions, a handling charge per car will be assessed against such customer, and the switching charge, as the case may be, will be assessed for the movement of the car in each direction.	\$533
320 X	RECLASSIFICATION OF CARS	Upon request and order of consignor or consignee prior to departure of train from a classification yard, a car or cars, already classified on basis of prior orders, will be reclassified for diversion by reissued switching orders differing from original delivery orders. The charge for reclassification of cars will be per hour (see Item 380), computed from the time the assigned locomotive and crew is ordered to start such work until it is released from such special assignment.	\$430
330 X	SHIPMENTS REQUIRING SPECIAL HANDLING	When shipments, because of dimension, weight or other special handling characteristics, cannot be handled in routine switching service, a locomotive service charge per hour (see Item 380), will be assessed in addition to the applicable published switching rate. Time and charges will be computed from the time such locomotive and crew is ordered from its regularly assigned duties until it returns to its regular assignment.	\$430

For explanation of abbreviations/reference marks, see Item 100.

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RULES AND OTHER GOVERNING PROVISIONS
SPECIAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION	Rate
341	PENALTY HOLD CHARGE	A charge per car, in addition to the switching charge, will be assessed when a loaded car is ordered hold, awaiting final disposition. Car will remain on continuous demurrage in accordance with Freight Tariff 6004 series. When a shipment requires, on account of length, two or more open cars, charges for such service will apply per shipment.	-
365	APPLICATION OF TARIFF	Charges named herein apply only to transportation of commodities between points in the same plant where movement is wholly within limits of such plant of United States Steel Corporation at Gary, IN.	-
370	INTRAPLANT SWITCHING DEFINED	Intraplant Switching means the movement of a car or cars from one point within an industrial plant to another point within the same plant at one station.	-
375	MOVEMENT DEFINED	When a car or ladle is handled loaded and empty in one transportation service, a 'movement' will consist of both load and empty.	-
380	SCRAP IRON	Scrap Iron moving under the provisions of Items 550, 560, 570, and 580 may include the movement via an intermediate point for weighing, inspection, and grading of Scrap Iron prior to placement at final destination for unloading. The weighing charge, as specified in Item 360, will be in addition to the switching charge.	-
390	SPECIAL DETENTION CHARGE ON COKE	Coke moving in foreign cars under the provisions of Items 480, 490, 500, 520, 530, and 540 will be subject to a special detention charge of \$20 per car per day for cars under load as of 7:00 a.m. daily. Coke moving under the provisions of Items 510, 530, and 540 will not be subject to the provisions of Item 175 when in GRW 73000 series cars.	-
391 X	INTERCHANGE ERROR DELIVERIES/ CARS UNFIT FOR LOADING	Cars, empty or loaded, delivered to GRW in error or unfit for loading, will be returned to the delivering carrier at a charge per car. GRW will make every reasonable effort to comply with connecting carriers' administrative procedures with respect to securing authorization in connection with return of such cars. But, if the service of returning cars is, in fact, provided by GRW due to connecting-carrier error, charge remains applicable in the event any particular aspect of administrative procedure unilaterally established by connecting carrier is not fulfilled. This includes, but is not limited to, assignment of an "FR Number" by CSX Transportation, Inc.	\$479

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**RULES AND OTHER GOVERNING PROVISIONS
SPECIAL RULES AND REGULATIONS**

ITEM	SUBJECT	APPLICATION	Rate
392 X	RULE GOVERNING IMPROPERLY LOADED CARS	<p>Unless special loading, bracing, and blocking for a particular shipment is approved in advance and in writing by an authorized official, it is the duty of the consignor or owner of the shipment (the "Shipper") to ensure that its shipment complies with all applicable Association of American Railroads rules, circulars, pamphlets and/or general information series publications and with all applicable loading pamphlets, diagrams, manuals, publications, and/or procedures (collectively, the "Loading Requirements"). Railroad cannot and does not routinely inspect shipments to determine compliance with these Loading Rules in light of the various different requirements does so in general terms and Railroad takes no responsibility for hidden or latent non-compliance with the Loading Requirements or patent non-compliance with the Loading Requirements which because of the unique characteristics of the shipment are not readily recognizable except to a person expert to the particular shipment. Railroad has the right to inspect, weigh and reject shipments at origin for not complying with the Loading Requirements.</p> <p>Railroad may elect to stop en route: 1) any car that does not comply with the Loading Requirements, or 2) a trainload shipment that includes one or more improperly loaded car(s), and hold the individual car or the entire train on a track or tracks where the load re-blocking, re-bracing or transloading may be accomplished. It will be the responsibility of the Shipper to re-block, re-brace or transload the lading at its expense. Railroad will not furnish any personnel, equipment or machinery that may be necessary to properly secure a load. Upon request and order of consignor or consignee prior to departure of train from a classification yard, a car or cars, already classified on basis of prior orders, will be reclassified for diversion by reissued switching orders differing from original delivery orders.</p> <p>Charges for each such car will be assessed as follows: 1. Per car handling charge for each improperly loaded car. 2. Subject to demGRWage and storage provisions published in tariff 6004-Series.</p>	\$2,000
393 X	EQUIPMENT ORDERED & SUPPLIED	<p>When Railroad furnishes a car requested by shipper, Railroad will assess and shipper will pay a per car charge when shipper routes Railroad owned, leased or controlled equipment via routes that are not approved by Railroad. This charge is in addition to any other charges which may be due. Exception 1: With written or electronic approval from Railroad's Car Management Department, a shipper may utilize such equipment, without incGRWing this charge, for outbound shipments via a carrier other than Railroad.</p>	\$2,500

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SWITCHING RATES

ITEM	APPLICATION	RATES IN DOLLARS PER CAR, EXCEPT AS NOTED																																				
400	<p>RULES AND CHARGES GOVERNING THE FURNISHING OF HOT METAL LOCOMOTIVES:</p> <p>Rates named in this Item are for Hot Metal locomotive service and include the intraplant switching and weighing of hot metal ladles, loaded or empty.</p> <p>A.-The industry will order the number of locomotives it requires to provide Hot Metal service. Locomotives will be furnished by GRW on a one, two, or three-shift-per-day basis at the following starting times:</p> <table border="0" style="margin-left: 40px;"> <tr> <td>6:30 a.m.</td> <td>2:30 p.m.</td> <td>10:30 p.m.</td> </tr> <tr> <td>7:00 a.m.</td> <td>3:00 p.m.</td> <td>11:00 p.m.</td> </tr> <tr> <td>7:30 a.m.</td> <td>3:30 p.m.</td> <td>11:30 p.m.</td> </tr> <tr> <td>8:00 a.m.</td> <td>4:00 p.m.</td> <td>12:00 Midnight</td> </tr> <tr> <td></td> <td></td> <td>4:30 p.m.</td> </tr> </table> <p>B.-Request for locomotives must be furnished to GRW at least three (3) hours before the designated starting time of turn needed.</p> <p>C.-All locomotives assigned to Hot Metal service will be charged for as follows:</p> <p style="text-align: center;">Crews per turn (See note):</p> <table border="0" style="margin-left: 40px;"> <tr> <td>Four or fewer, two groundmen</td> <td>\$2,230</td> <td>per crew turn</td> </tr> <tr> <td>Four or fewer, one groundman</td> <td>\$1,877</td> <td>per crew turn</td> </tr> <tr> <td>Five, two groundmen</td> <td>\$2,177</td> <td>per crew turn</td> </tr> <tr> <td>Five, one groundman</td> <td>\$1,824</td> <td>per crew turn</td> </tr> <tr> <td>Six or more, two groundmen</td> <td>\$2,098</td> <td>per crew turn</td> </tr> <tr> <td>Six or more, one groundman</td> <td>\$1,744</td> <td>per crew turn</td> </tr> <tr> <td>Note: Hot Metal locomotives operated by remote control</td> <td>\$1,374</td> <td>per crew turn</td> </tr> </table> <p>D.-Notice to cancel regularly assigned (see Definition) locomotives must be received by GRW at least twenty-two hours in advance of designated starting time of turn not needed.</p> <p>E.-When request to cancel regularly assigned (see Definition) locomotives is received by GRW on less than twenty-two (22) hours' notice, eight (8) hours of locomotive time will be charged for at the rates shown in Paragraph C above.</p> <p>F.-When this service requires the temporary use of other than Hot Metal locomotive crews, locomotive crews will be charged for at the rate.</p> <p>G.-The GRW may at its option add an additional groundman to the crew in order to utilize said crew elsewhere at Gary, IN, when time permits.</p> <p>Definition: A locomotive working the same shift on consecutive days is considered a regularly assigned locomotive after the second day of such assignment.</p>	6:30 a.m.	2:30 p.m.	10:30 p.m.	7:00 a.m.	3:00 p.m.	11:00 p.m.	7:30 a.m.	3:30 p.m.	11:30 p.m.	8:00 a.m.	4:00 p.m.	12:00 Midnight			4:30 p.m.	Four or fewer, two groundmen	\$2,230	per crew turn	Four or fewer, one groundman	\$1,877	per crew turn	Five, two groundmen	\$2,177	per crew turn	Five, one groundman	\$1,824	per crew turn	Six or more, two groundmen	\$2,098	per crew turn	Six or more, one groundman	\$1,744	per crew turn	Note: Hot Metal locomotives operated by remote control	\$1,374	per crew turn	
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SWITCHING RATES

ITEM	APPLICATION	RATES IN DOLLARS PER CAR, EXCEPT AS NOTED
410	<p>CHARGES FOR CONTINUOUS ENGINE SERVICE: When engine service is required which necessitates the assignment of a special locomotive and crew, rate for eight (8) hours or less..... Time charged will commence when crew's pay starts and continues until crew has returned to starting point and registered off duty. Crews will be started at the hours specified below:</p> <p style="text-align: center;">7:00 a.m. 4:00 p.m. 8:00 a.m. 11:00 p.m. 8:30 a.m. 12:00 Midnight 3:00 p.m. 12:30 a.m.</p> <p>Time in excess of eight (8) hours will be charged for at the rate per hour. Fractions of an hour in excess of eight (8) hours will be charged for at the rate per minute for such excess.</p>	<p>\$2,986 per crew turn</p> <p>\$382 per hour \$6.35 per min</p>
420	<p>CHARGES FOR OCCASIONAL OR SHORT TIME ENGINE SERVICE: When engine service is required for short periods and can be furnished by yard engine and crew engaged in routine switching at the time such engine service is needed, rate for such service</p> <p>Fractions of an hour will be charged at the rate of \$5.96 per minute. Service contemplated under this Item will be furnished only if in the opinion of the Railway Superintendent a locomotive and crew can be released from other duty. If special locomotive and crew are required, the provisions of Item 410 will apply. Time charged for service described in this Item will commence when crew is instructed to proceed to point where engine service is required and continue until crew is released for other service.</p>	<p>\$374 per crew hour</p> <p>\$6.21 per min</p>
430	<p>ALL COMMODITIES: EXCEPTION: Will not apply to traffic specifically provided for in Items 400, 440 to 595. From All Departments or Points to All Departments or Points</p>	<p>\$558</p>
440	<p>ALL COMMODITIES in railroad owned or leased equipment: EXCEPTION: Will not apply to traffic specifically provided for in Items 450 to 595. Between All Departments or Points and Barge or Vessel Docks</p>	<p>\$370</p>
450	<p>ALL COMMODITIES in industry owned or leased equipment: EXCEPTION: Will not apply to traffic specifically provided for in Items 460 to 595. Between All Departments or Points and Barge or Vessel Docks</p>	<p>\$298</p>
460	<p>ALL COMMODITIES: EXCEPTION: Will not apply to traffic specifically provided for in Items 480 to 595. From All Departments or Points to Dumps (Yard N)</p>	<p>\$471</p>
470	<p>COAL: Between Yard N and Coal Dumper</p>	<p>\$107</p>

For explanation of abbreviations/reference marks, see Item 100.

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SWITCHING RATES

ITEM	APPLICATION	RATES IN DOLLARS PER CAR, EXCEPT AS
480	COKE: EXCEPTION: Will not apply to traffic specifically provided for in Items 490 to 540. From All Departments or Points to All Departments or Points	\$213
490	COKE only in cars with cubic capacity less than 4,000 cubic feet: From All Departments or Points to Yard J	\$181
500	COKE only in cars with cubic capacity of 4,000 cubic feet or greater: EXCEPTION: Will not apply to traffic specifically provided for in Item 510. From All Departments or Points to Blast Furnaces via South End	\$239
510	COKE only in GRW 73000 series cars: From All Departments or Points to Blast Furnaces Note: Charge includes weighing as deemed necessary by railroad.	\$299
520	COKE only in cars with cubic capacity less than 4,000 cubic feet: From All Departments or Points to Blast Furnaces via South End	\$193
530	FROZEN COKE / COKE RE-SPOTTED: From Blast Furnace High Line to Blast Furnace High Line	\$175
540	COKE: Between All Departments or Points and Blast Furnaces via North End, the following charges apply, in addition to the engine service hourly charge published in Item 420 series: In GRW 73000 series cars In cars with cubic capacity of 4,000 cubic feet or greater, excluding GRW 73000 series cars In cars with cubic capacity less than 4,000 cubic feet	\$299 \$239 \$193
550	SCRAP IRON OR STEEL: EXCEPTION: Will not apply to traffic specifically provided for in Items 560 to 580. From All Departments or Points to All Departments or Points	\$346
560	SCRAP IRON OR STEEL: From Plate Mill to Yard D or Yard E	\$302
570	SCRAP IRON OR STEEL: From Gary Sheet and Tin Works, Yards O, P, R, S, and T, to Tube City IMS, Tracks 1TC through 8TC	\$316
580	SCRAP IRON OR STEEL: From Plate Mill, All Tracks, to Tube City IMS, Tracks 1TC through 8TC	\$256
590	STEEL COILS: From Gary Sheet and Tin Works, Yard S, to Barge or Vessel Docks	\$316

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SWITCHING RATES

ITEM	APPLICATION	RATES IN DOLLARS PER CAR, EXCEPT AS NOTED
591	STEEL COILS only in open coil cars: From Gary Sheet and Tin Works, Yard S, to facility of Olympic Steel, Incorporated	\$233
592	STEEL COILS only in covered coil cars: From Gary Sheet and Tin Works, Yard S, to facility of Olympic Steel, Incorporated	\$524
595	STEEL PLATE: From facility of ArcelorMittal Plate, LLC (Gary Plate), to facility of Olympic Steel, Incorporated	\$631
600	EMPTY INDUSTRY OWNED OR LEASED EQUIPMENT, except ladle cars: From All Departments or Points to Industry Repair Facility Note: Includes movement to and from Repair Facility.	\$226
610	EMPTY INDUSTRY OWNED OR LEASED EQUIPMENT, except ladle cars: From All Departments or Points to All Departments or Points when the movement is not immediately preceded by or followed by a loaded revenue movement via GRW Note: Applies in each direction of movement.	\$502

For explanation of abbreviations/reference marks, see Item 100.

ISSUED 3/11/2022

EFFECTIVE

4/1/2022

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