

UNION RAILROAD COMPANY

FREIGHT TARIFF URR 8025 - Y **C**
(CANCELS ALL PREVIOUS FREIGHT TARIFF URR 8025)

ALL-RAIL

LOCAL SWITCHING TARIFF

APPLYING ON TRAFFIC

AT OR BETWEEN POINTS ON

UNION RAILROAD

SWITCHING TARIFF

NOTICE

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

ISSUED: 12/1/2025

EFFECTIVE: 1/1/2026

ISSUED BY

JW Burwinkel

Chief Commercial Officer

900 Thompson Run Road

Monroeville PA, 15146

MADE IN U.S.A.

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CANCELLATION NOTICE

Rates and charges shown in previous Tariff URR 8025 are cancelled by this issue, and not brought forward herein are cancelled account obsolete.

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
URR	Union Railroad 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
(3)	On shipments moving on heavy-duty flat cars as described in Freight Tariff RIC 6740 series and Schnabel-type cars, an additional charge of \$2,373 per car will be assessed.

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

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

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ITEM	SUBJECT	APPLICATION																														
110	STATION LIST AND CONDITIONS	<p>All Union Railroad stations are located in the Commonwealth of Pennsylvania. These stations, alphabetically arranged, are listed below:</p> <table><tr><td>Bessemer (Allegheny Co)</td><td>Mifflin Mine 2</td></tr><tr><td>Best</td><td>Monongahela Jct</td></tr><tr><td>Braddock (Allegheny Co)</td><td>Munhall</td></tr><tr><td>Briquette</td><td>Munhall (Central Wharf)</td></tr><tr><td>Clairton</td><td>Newtown (Allegheny Co)</td></tr><tr><td>Clairton Jct</td><td>North Bessemer</td></tr><tr><td>Duquesne</td><td>Oak Hill (Allegheny Co)</td></tr><tr><td>Duquesne Wharf</td><td>Rankin</td></tr><tr><td>East Pittsburgh</td><td>Risher Mine Siding</td></tr><tr><td>Gascola</td><td>South Duquesne</td></tr><tr><td>Hall (Allegheny Co)</td><td>Universal</td></tr><tr><td>Homestead</td><td>West Homestead Yard</td></tr><tr><td>Irvin</td><td>Wilson (Allegheny Co)</td></tr><tr><td>Leak Run</td><td>Wylie</td></tr><tr><td>Mifflin Jct</td><td></td></tr></table> <p>This tariff is governed by Tariff OPSL 6000 series, issued by RAILINC, Agent, to the extent shown below.</p> <p>PREPAY REQUIREMENTS AND STATION CONDITIONS</p> <p>For additions and abandonments 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>GEOGRAPHICAL LIST OF STATIONS</p> <p>For geographical locations of stations referred to in this tariff.</p>	Bessemer (Allegheny Co)	Mifflin Mine 2	Best	Monongahela Jct	Braddock (Allegheny Co)	Munhall	Briquette	Munhall (Central Wharf)	Clairton	Newtown (Allegheny Co)	Clairton Jct	North Bessemer	Duquesne	Oak Hill (Allegheny Co)	Duquesne Wharf	Rankin	East Pittsburgh	Risher Mine Siding	Gascola	South Duquesne	Hall (Allegheny Co)	Universal	Homestead	West Homestead Yard	Irvin	Wilson (Allegheny Co)	Leak Run	Wylie	Mifflin Jct	
Bessemer (Allegheny Co)	Mifflin Mine 2																															
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Leak Run	Wylie																															
Mifflin Jct																																
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.																														
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.																														
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RULES AND OTHER GOVERNING PROVISIONS

GENERAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION
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. <u>EXCEPTION</u> 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.
180	COMMODITIES IN PRIVATELY OWNED CARS	Switching rates named in this tariff, applicable to commodities shipped in privately owned cars, include the return movement of the empty cars.
190	EXCLUSION OF TRANSFER CHARGES ON RIVER TRAFFIC	Except as otherwise provided in individual rate items, switching rates, as published in this tariff, do not include transfer charges from barges to cars nor from cars to barges.
200	APPLICATION OF RATES	Switching Rates published herein do not include additional services such as, but not limited to, blending, crushing, expedited unloading, freeze treating, storage, and sampling, which URR may provide under separate arrangements. URR does not assume responsibility for payment of any demurrage charges applicable on barges. When Switching Rates published herein are not absorbed in whole, the balance of such unabsorbed Switching Rates will be in addition to the line-haul rates applicable.
210	EXEMPT COMMODITIES AND EQUIPMENT	Except as otherwise provided in Exempt Circulars and Quotations, this tariff does not apply to commodities, equipment and services exempted from regulation by the Surface Transportation Board under the various subject numbers of Ex Parte 346.

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	Rate
230 X	LOAD ADJUSTMENTS	<p>A charge per car will be assessed on carloads of coke ordered back to industries for load adjustments or storage from the NS Clairton, PA, interchange.</p> <p>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.</p> <p>If loaded car is again forwarded, no additional charge will be assessed for placement of car at location from which originally ordered back for load adjustment.</p>	<p>\$301</p> <p>\$470</p>
240 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.	\$147
245 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.	\$147
250 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.	\$216
260 X	OVERLOADED CARS	A charge per car will be assessed on cars, when weighed and found to be overloaded, within the same station originally loaded. No additional charge will be assessed for movement to the scales and return to point of origin.	\$470
270 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.	\$498
271 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.	\$498

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RULES AND OTHER GOVERNING PROVISIONS

SPECIAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION	Rate
280	PAYMENT TERMS	All credit customers must pay charges in accordance with the terms established by the billing carrier. When the URR 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	FINANCE CHARGES	The URR 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.	
291 X	CARS RELEASED FROM INDUSTRY OR TEAM TRACKS WITHOUT FINAL DESTINATION FORWARDING INSTRUCTIONS	<p>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.</p> <p>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.</p> <p>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.</p>	\$616

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SPECIAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION	Rate
300 X	EXTRA LOCOMOTIVE SERVICE CHARGES	<p>Requests to this company for locomotive service in connection with standby servicers-railing of cars or other equipment, movement of cars for convenience of cranes or locomotives, or for any purpose other than switching, the charge per locomotive, including crew, per hour. (See Item 380.)</p> <p>When a temporary change in the regularly established practice of placing cars for loading or unloading at any point on this railroad is caused by construction of new facilities or alteration of old facilities belonging to the consignor or consignee at that point, which makes it necessary for this railroad to use extra locomotive service to accomplish the placement of cars, for loading or unloading at that point, the charge for this extra locomotive service, during the period of this construction or alteration will be per hour. (See Item 380.)</p>	<p>\$498</p> <p>\$498</p>
320 X	RECLASSIFICATION OF CARS	<p>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>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.</p>	\$498
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.	\$498
340 X	CHANGE IN DESTINATION OF SHIPMENT	At industry locations having mechanized switch order facilities, any change in switching instructions already issued to the railroad regarding original destination can only be accomplished by the issuance of a new switch order containing the desired revision. Service requirements needed to accomplish the change will be charged for, under the appropriate provisions of this tariff.	\$232
341 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 6004 series. When a shipment requires, on account of length, two or more open cars, charges for such service will apply per shipment.	\$232

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RULES AND OTHER GOVERNING PROVISIONS
SPECIAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION	Rate
342 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: 1) elect to move the car to its destination, 2) elect to stop en route any car that does not comply with the Loading Requirements, or 3) elect to stop en route 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. If the car is set out, 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>Regardless of the actions taken by railroad listed above, charges for each such car will be assessed as follows: 1. Per car handling charge for each improperly loaded car. 2. Subject to demurrage and storage provisions published in tariff 6004-Series.</p>	\$2,000
343 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 incurring this charge, for outbound shipments via a carrier other than Railroad.</p>	\$2,500

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SPECIAL RULES AND REGULATIONS

ITEM	SUBJECT	APPLICATION	Rate
345 X	CHANGE IN DESTINATION OF SHIPMENT 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.	\$246
350 X	INTERCHANGE ERROR DELIVERIES	Cars, empty or loaded, delivered to URR in error, will be returned to the delivering carrier at a charge per car. URR 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 URR 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.	\$493
360 X	WEIGHING	When a car is weighed or re-weighed, loaded or empty, at the request of the consignor or consignee the following charges for each weighing: Clairton, PA scale per car Mon Jct., PA scale per car Edgar Thomson scale per car	\$71 \$71 \$55
		(a) An additional charge per car will be assessed when weighing service requires out-of-route switching prior to placement for loading or unloading. (b) When additional switching is required for weighing empty or loaded cars after placement for loading or unloading, applicable charges for switching from the point of placement to scales and the return movement to loading or unloading point will be assessed as provided in this tariff. Cars moved from scales to interchange points will be assessed the applicable switching charge from the point of placement to scales only.	\$314
370	INTRAPLANT SWITCHING DEFINED	(Applicable only when specific reference is made to this item) 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.	
380	PRORATING OF HOURLY CHARGES	(Applicable only when specific reference is made to this item) Where hourly charges are named in this tariff, fractions of one hour will be charged for on the basis of one sixtieth (1/60th) of the stated hourly charge for each minute of service. The crew's time record will govern the assessment of charges.	
For explanation of abbreviations/reference marks, see Item 100.			
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SWITCHING RATES

ITEM	APPLICATION	RATES IN DOLLARS PER CAR, EXCEPT AS NOTED
	COKE OR COKE DUST:	
400	To Braddock, PA. (See Note.) From Clairton By-Product Coke Plant at Wilson, PA..... From Coke Stock Area at Wilson, PA..... NOTE - Rates include the service of weighing	\$463 \$542
410	IRON OR STEEL, SLABS: From USS Edgar Thomson Plant at Braddock, PA, to USS Irvin Plant at Irvin, PA.....	\$679
420	SCRAP, IRON OR STEEL: Duquesne Wharf to USS Edgar Thomson Plant at Braddock, PA, and Tube City IMS at West Mifflin, PA.....	\$356
430 X	LOCOMOTIVES OR LOCOMOTIVE CRANES, moved on own wheels, but not under own power: For each movement, at or between all stations listed in Item 110.....	\$1,870 dollars per move
440	SCRAP, IRON OR STEEL: To Braddock, PA: From Fence Track at USS Irvin Plant at Irvin, PA..... From Tube City IMS at West Mifflin, PA..... From all other URR stations..... All other.....	\$573 \$478 \$686 \$686
450 X	TEST-WEIGHT CARS: For each movement of Test-Weight Cars to industry scales for testing. (See Notes 1 and 2.)..... NOTE 1 – Industry will be granted one free movement per calendar year. NOTE 2 – This item will have no application on movement to interchange with the Bessemer and Lake Erie Railroad.	\$938
460	MISC. MACHINERY, INCLUDING CASTER SEGMENTS: Between USS Edgar Thomson Plant at Braddock, PA, and East Pittsburgh, PA (See Note.)..... NOTE - Rate applies in each direction.	\$839 (3)
465 X	FREIGHT CARS, EMPTY, Railway Standard Gauge, on own wheels, of Private or of Railroad ownership, moved at request of industry not in connection with a loaded revenue movement (See Note)..... NOTE – Includes cars used as idlers when required to make shipments safe for transportation. EXCEPTION: The foregoing provisions are not applicable on switching movements of hot metal at Braddock, PA.	\$193

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SWITCHING RATES

ITEM	APPLICATION	RATES IN DOLLARS PER CAR, EXCEPT AS NOTED
470 X	<p>EMPTY HOT METAL CARS:</p> <p>Between USS Edgar Thomson Plant at Braddock, PA, and SMS Millcraft at East Pittsburgh, PA. (See Note.).....</p> <p>NOTE – Rate applies in each direction.</p>	\$1,070
480	<p>VARIOUS COMMODITIES, local shipments not otherwise provided for herein:</p> <p>All stations listed in Item 110 (except as shown in Items 400-470).....</p>	\$893 (3)
500	<p>INTRAPLANT SWITCHING (see Item 370):</p> <p>EXCEPTION: Will not apply to traffic specifically provided for in Item 505.</p> <p>At all stations listed in Item 110.....</p>	\$384 (3)
505	<p>INTRAPLANT SWITCHING (see Item 370):</p> <p>CHEMICALS, Inclusive of all Standard Transportation Commodity Codes 28 and 29 series, and all cars at Clairton, PA.....</p>	\$341

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

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