

FT PSCC 8000-C
(Cancels FT PSCC 8000-B)

PENNSYLVANIA & SOUTHERN RAILWAY, LLC

FREIGHT TARIFF PSCC 8000-C

(For cancellations, see Item 1, this tariff)

NAMING
MISCELLANEOUS RULES AND CHARGES
ALSO
CAR DEMURRAGE RULES AND CHARGES
STORAGE AND SWITCHING
APPLYING
FROM, TO AND AT
STATIONS ON THE
PENNSYLVANIA & SOUTHERN RAILWAY, LLC

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: February 6, 2012

EFFECTIVE: April 1, 2012

ISSUED BY

Eyal Shapira, President
Pennsylvania & Southern Railway, LLC
One Gateway Center, Suite 501B
Newton, MA 02458

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Demurrage:		FT PSCC 8000-B cancels FT PSCC 8000-A in its entirety.	
Actual Placement.....	210	Provisions formerly shown in FT PSCC 8000-A and not brought forward in FT PSCC 8000-B are hereby canceled.	
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For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.

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SECTION 1 MISCELLANEOUS RULES AND CHARGES	SECTION 1 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 100</p> <p align="center">EMPTY CARS ORDERED BUT NOT LOADED</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 \$325.00 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 110, this tariff.)</p>	<p>ITEM 140</p> <p align="center">SPECIAL FREIGHT TRAIN SERVICE (Applies only during normal hours of operation - Monday through Friday, 6 am to 6 pm)</p> <p>Special Freight Train Service is the movement of a train in other than normal freight train service at the specific request of the shipper or consignee, or as may be required due to other conditions outside normal train operations.</p> <p>The charge for special freight train service will be \$1,000.00, plus \$200.00 per hour (minimum 4 hours), per occurrence, 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>All request for Special Freight Train Service must be approved by PSCC General Manager prior to move. The PSCC reserves the right to restrict or modify any request for special freight train service.</p>
<p>ITEM 110</p> <p align="center">IMPROPER CARS FURNISHED FOR LOADING BY CONNECTING LINES</p> <p>When cars ordered by industries for loading are refused on account of not being in proper condition to load, a charge of \$325.00 per car will be assessed against the railroad furnishing the car.</p>	
<p>ITEM 120</p> <p align="center">LOADED CARS REFUSED</p> <p>Consignee will be assessed a charge of \$325.00 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>ITEM 130</p> <p align="center">OVERLOADED CARS</p> <p>Cars found to be overloaded will be subject to the following additional charges, plus Special Freight Train charge:</p> <p>(1) \$500.00 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.</p> <p>(2) \$500.00 per car - When a car is discovered to be overloaded beyond loading point or confines of the industry. Charge to be assessed consignor.</p> <p>(It will be the responsibility of the consignor to adjust the lading at their own expense sufficient to eliminate the overload condition.)</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">SECTION 2 CAR DEMURRAGE AND STORAGE RULES AND CHARGES</p>	<p align="center">SECTION 2 CAR DEMURRAGE AND STORAGE RULES AND CHARGES</p>
<p align="center">APPLICATION</p> <p>Except where provided to the contrary, Demurrage Rules and Charges contained herein apply to all railroad and privately-owned cars held for or by consignors and consignees for any purpose.</p>	<p>ITEM 230</p> <p align="center">FREE TIME</p> <p>Free time as follows will be allowed for each car:</p> <p>Seventy-Two (72) hours to complete unloading.</p> <p>Seventy-Two (72) hours to complete loading.</p> <p>Free time will be computed from the first 7:00 AM after placement, or after notification has been sent or given where required. For the purpose of computing free time, Saturdays, Sundays and holidays will be excluded.</p>
<p>ITEM 200</p> <p align="center">HOLIDAYS</p> <p>Wherever reference is made to "holidays," it shall mean only the days listed below:</p> <p>New Year's Day - January 1 (See Note 1) Washington's Birthday - Third Monday of February Memorial Day - Last Monday of May Independence Day - July 4 (See Note 1) Labor Day - First Monday of September Thanksgiving Day - Fourth Thursday of November Christmas Day - December 25 (See Note 1)</p> <p>Note 1 - When this date occurs on a Sunday, the following Monday will be observed as the holiday.</p>	<p>ITEM 240</p> <p align="center">DEMURRAGE CHARGES</p> <p>After expiration of free time allowed a charge of \$50.00 per car per day, or fraction of a day, will be made until car is released.</p> <p>The applicable charge will accrue on all Saturdays, Sundays and holidays subsequent to the first chargeable day, including a Saturday, Sunday or holiday immediately following the day on which the first chargeable day begins to run.</p> <p>Note 1: Not applicable on privately-owned cars on private tracks.</p> <p>Note 2: Privately-owned cars which are first held on railroad tracks under constructive placement will be subject to demurrage charges provided for herein after expiration of free time (See Item 230) until such time car is placed on private tracks.</p>
<p>ITEM 210</p> <p align="center">ACTUAL PLACEMENT</p> <p>Actual Placement is made when a car is placed in an accessible position for loading or unloading or at a point previously designated by the consignor or consignee.</p>	
<p>ITEM 220</p> <p align="center">CONSTRUCTIVE PLACEMENT</p> <p>When a car consigned or ordered to a private track, industrial interchange track or other-than-public-delivery track cannot be actually placed because of a condition attributable to the consignor or consignee, such car will be held at available hold point and notice shall be sent or given the consignor or consignee that the car is being held and that this railroad is unable to effect placement; however, if car is placed on private track, industrial interchange track or other-than-public delivery track serving the consignor or consignee, the car will be considered constructively placed without notice.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 2 CAR DEMURRAGE AND STORAGE RULES AND CHARGES	SECTION 3 SWITCHING RULES AND CHARGES																				
<p>ITEM 250</p> <p align="center">STORAGE OF LOADED PRIVATE CARS</p> <p>The PSCC will store loaded private cars, subject to storage charge of \$15.00 per car per day or fraction of a day. Storage charge to be computed from date placed on storage track until released from storage.</p>	<p>ITEM 300</p> <p align="center">DEFINITION OF INTRA-PLANT SWITCHING</p> <p>A switching movement from one track to another within the same plant or industry, or from one location to another location on the same track within the same plant or industry.</p>																				
<p>ITEM 260 [1]</p> <p align="center">MOVING CARS TO AND FROM REPAIR AND CLEANING FACILITIES</p> <p>The PSCC will assess a charge of \$325.00 per car for moving cars to repair or cleaning facilities, and \$325.00 per car for moving cars from repair or cleaning facilities.</p>	<p>ITEM 310</p> <p align="center">DEFINITION OF INTRA-TERMINAL SWITCHING</p> <p>A switching movement (other than Intra-plant switching) from one track to another track of the same railroad, or between the track(s) of an industry and the track of the railroad or between the tracks of two separate industries served by the same railroad.</p>																				
	<p>ITEM 320 [1]</p> <p align="center">INTRA-PLANT SWITCHING CHARGE</p> <p>The PSCC will perform intra-plant switching at a charge of \$300.00 per car.</p>																				
	<p>ITEM 330 [1]</p> <p align="center">INTRA-TERMINAL SWITCHING CHARGE</p> <p>The PSCC will perform intra-terminal switching at a charge of \$300.00 per car.</p>																				
	<p>ITEM 340 [1]</p> <p align="center">INTERCHANGE SWITCHING</p> <p>The PSCC will perform switching between customers on its line and interchange with CSXT at Culbertson, PA at the following charges:</p> <p align="center">(Rates in dollars and cents per car, except as noted)</p> <table border="1"> <thead> <tr> <th align="center">COMMODITY</th> <th align="center">CUSTOMERS</th> <th align="center">CHARGE</th> </tr> </thead> <tbody> <tr> <td>Freight, all kinds, except as shown below</td> <td align="center">All</td> <td align="center">\$395.00</td> </tr> <tr> <td>All military equipment, except munitions (See Note 1)</td> <td align="center">Letter Kenny Army Depot</td> <td align="center">\$395.00</td> </tr> <tr> <td>Storage:</td> <td></td> <td></td> </tr> <tr> <td>(a) Loaded private cars</td> <td align="center">Any</td> <td align="center">(a)\$395.00</td> </tr> <tr> <td>(b) Empty Private cars (See Note 2)</td> <td></td> <td align="center">(b)\$325.00</td> </tr> </tbody> </table>			COMMODITY	CUSTOMERS	CHARGE	Freight, all kinds, except as shown below	All	\$395.00	All military equipment, except munitions (See Note 1)	Letter Kenny Army Depot	\$395.00	Storage:			(a) Loaded private cars	Any	(a)\$395.00	(b) Empty Private cars (See Note 2)		(b)\$325.00
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(a) Loaded private cars	Any	(a)\$395.00																			
(b) Empty Private cars (See Note 2)		(b)\$325.00																			
	<p>Note 1 - PSCC must be contacted prior to movement of munitions.</p> <p>Note 2 - Empty private car charge of \$325.00 to be paid by CSXT on cars moving into storage, ZERO dollars on cars moving out of storage.</p>																				

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**EXPLANATION OF ABBREVIATIONS AND
REFERENCE MARKS**

FT - Freight Tariff
CSXT - CSX Transportation, Inc.
PSCC - Pennsylvania & Southern Railway, LLC

[A] - Addition
[I] - Increase
[NC] - Brought forward without change
[R] - Reduction

END