

FT PSCC 8000-G  
(Cancels FT PSCC 8000-F)

# PENNSYLVANIA & SOUTHERN RAILWAY, LLC

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## FREIGHT TARIFF PSCC 8000-G

(Cancels Freight Tariff PSCC 8000-F)

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: December 1, 2021

EFFECTIVE: January 1, 2022

#### ISSUED BY

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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>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 \$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><b>ITEM 130</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> <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><b>ITEM 110</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 \$325.00 per car will be assessed against the railroad furnishing the car.</p>	<p><b>ITEM 135</b> [A]</p> <p align="center"><b>CARS HELD AWAITING BILLING OR FORWARDING INSTRUCTIONS</b></p> <p>A. It is PSCC's policy NOT to move cars without complete billing from the customer or shipper; however, when exceptions are made, and when on shipper's request a car is moved from industry or storage tracks and held on Railroad's tracks awaiting forwarding instructions, the party responsible for furnishing such forwarding instructions will be subject to a "Car Held for Billing" charge of \$150.00.</p> <p>B. The car will remain on continuous demurrage or storage in the account of the party in whose name the car was ordered until forwarding instructions are received.</p> <p>C. When a car is removed from industry or storage tracks on shipper's order and held awaiting billing instructions on railroads' tracks, and such car is ordered back to the original industry or team track, an intra-terminal switching charge (See Item 330) will be assessed for the movement of the car in each direction and the car will remain on continuous demurrage.</p>
<p><b>ITEM 120</b></p> <p align="center"><b>LOADED CARS REFUSED</b></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><b>ITEM 125</b> [A]</p> <p align="center"><b>"OVER-DIMENSION" SHIPMENTS</b></p> <p>Any shipment with one or more of the following characteristics may be considered "Over-Dimension":</p> <p>(1) Width exceeding 10 feet 8 inches.</p> <p>(2) Height exceeding 15 feet 10 inches (above top of rail).</p> <p>(3) Net weight exceeding 220,000 lbs. (or any shipment requiring non-articulated cars with more than four axles).</p> <p>(4) Overhangs the end(s) of a car or is bolstered on two or more cars.</p> <p>(5) Uses a car with truck centers of less than 28 feet or greater than 66 feet.</p> <p>(6) Locomotives, cranes, work equipment, passenger cars, track inspection cars, or similar types of rolling stock moving on their own wheels.</p> <p>(7) Must move in "Special Train Service" (See Item 140 of this tariff) due to its physical characteristics.</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>SECTION 1 MISCELLANEOUS RULES AND CHARGES</b></p>	<p align="center"><b>SECTION 2 CAR DEMURRAGE AND STORAGE RULES AND CHARGES</b></p>
<p><b>ITEM 140</b></p> <p align="center"><b>SPECIAL FREIGHT TRAIN SERVICE</b> (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 align="center"><b>APPLICATION</b></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><b>ITEM 150</b></p> <p align="center"><b>TURNING OF CARS TO PERMIT LOADING OR UNLOADING, OR AT REQUEST OF CUSTOMER</b></p> <p>A. When it is necessary for a car to be placed on a delivery track for unloading from one particular side or end of the car, such car must be properly placarded on both sides and a notation must be made on the bill of lading and the waybill.</p> <p>B. If this rule is not followed, and the car requires turning for unloading from the opposite side or end, then the charge shown below will apply.</p> <p>C. If the bill of lading carries a notation that car has been placarded, and the placard has been destroyed or removed before placement, then charges will NOT apply.</p> <p>D. If customer requests that a car be turned for any reason other than accommodating loading or unloading (as described in A through C above), then the charge below will apply.</p> <p align="center"><b>CHARGES</b></p> <p>If the car is turned at a wye track..... \$200.00 per car</p>	<p><b>ITEM 200</b></p> <p align="center"><b>DEMURRAGE LIABILITY</b></p> <p>Any person or entity receiving rail cars from this railroad for loading or unloading who detains the cars beyond the period of free time set forth herein will be held liable for any applicable demurrage if this railroad has provided that person or entity with actual notice of the demurrage rules and charges contained herein providing for such liability prior to the placement of rail cars. The notice shall be in written or electronic form.</p>
<p><b>ITEM 160</b> [A]</p> <p align="center"><b>IDLER CARS</b></p> <p>When shipments require idler cars, a charge of \$250.00 will be assessed for each idler car.</p>	<p><b>ITEM 210</b></p> <p align="center"><b>HOLIDAYS</b></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>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	<p><b>ITEM 220</b></p> <p align="center"><b>ACTUAL PLACEMENT</b></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>

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<p><b>SECTION 2 CAR DEMURRAGE AND STORAGE RULES AND CHARGES</b></p>	<p><b>SECTION 2 CAR DEMURRAGE AND STORAGE RULES AND CHARGES</b></p>
<p><b>ITEM 230</b></p> <p align="center"><b>CONSTRUCTIVE PLACEMENT</b></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><b>ITEM 255</b> [C]</p> <p align="center"><b>STORAGE OF PRIVATE CARS</b></p> <p>For storage availability and charges, please contact:</p> <p>Eyal Shapira (President) at: <a href="mailto:eyalshapira@aol.com">eyalshapira@aol.com</a>,</p> <p>or</p> <p>Ron Klein (VP Marketing) at: <a href="mailto:ronk@railenterprise.com">ronk@railenterprise.com</a></p>
<p><b>ITEM 240</b> [C]</p> <p align="center"><b>FREE TIME</b></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. Weekends and holidays will be treated as any other day for the purposes of calculating and applying demurrage charges.</p>	<p><b>ITEM 260</b></p> <p align="center"><b>MOVING CARS TO AND FROM REPAIR AND CLEANING FACILITIES</b></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><b>ITEM 250</b></p> <p align="center"><b>DEMURRAGE CHARGES</b></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 days, including Saturdays, Sundays and holidays, 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>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<b>SECTION 3 SWITCHING RULES AND CHARGES</b>		<b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</b>											
<p><b>ITEM 300</b> <b>DEFINITION OF INTRA-PLANT SWITCHING</b></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>FT - Freight Tariff CSXT - CSX Transportation, Inc. PSCC - Pennsylvania &amp; Southern Railway, LLC</p> <p>[A] - Addition [C] - Change [I] - Increase [NC] - Brought forward without change [R] - Reduction</p> <p>(<u>Underscored</u> portion denotes change/addition.)</p>											
<p><b>ITEM 310</b> <b>DEFINITION OF INTRA-TERMINAL SWITCHING</b></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><b>ITEM 320</b> <b>INTRA-PLANT SWITCHING CHARGE</b></p> <p>The PSCC will perform intra-plant switching at a charge of \$200.00 per car.</p>													
<p><b>ITEM 330</b> <b>INTRA-TERMINAL SWITCHING CHARGE</b></p> <p>The PSCC will perform intra-terminal switching at a charge of \$200.00 per car.</p>													
<p><b>ITEM 340</b> [C] <b>RECIPROCAL/INTERCHANGE SWITCHING</b></p> <p>The PSCC will perform reciprocal/interchange switching between customers and facilities on its lines on the one hand, and interchange with CSXT at Culbertson, PA on the other, 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">CHARGE</th> </tr> </thead> <tbody> <tr> <td>Freight, all kinds, except as specified below</td> <td>\$600.00 [I]</td> </tr> <tr> <td>Hazardous Materials (STCC 49), Except as provided in (a) below</td> <td>\$800.00 [I]</td> </tr> <tr> <td>Military Shipments/Ordnance</td> <td>(b)\$800.00 [I]</td> </tr> <tr> <td>Empty Railway Cars moving to or from storage tracks</td> <td>(c)\$300.00</td> </tr> <tr> <td>Loaded Railway Cars moving to or from storage tracks</td> <td>(c)\$430.00</td> </tr> </tbody> </table> <p>(a) Does not apply to Military Shipments, or Asphalt (STCC 29-116-XX) (b) For shipments moving on articulated flatcars, charge will apply per articulated platform. (c) Charges include all switching services required, including "cherry picking" of individual cars and Intra-terminal switching (if necessary).</p>			COMMODITY	CHARGE	Freight, all kinds, except as specified below	\$600.00 [I]	Hazardous Materials (STCC 49), Except as provided in (a) below	\$800.00 [I]	Military Shipments/Ordnance	(b)\$800.00 [I]	Empty Railway Cars moving to or from storage tracks	(c)\$300.00	Loaded Railway Cars moving to or from storage tracks
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