

STB SCPR 8001-G
(Cancels STB SCPR 8001-F)

SOUTH CAROLINA PUBLIC RAILWAYS

In Connection with
Participating Carriers Shown in Item 2.10-series of This Tariff

FREIGHT TARIFF SCPR 8001-G

(Cancels FREIGHT TARIFF SCPR 8001-F)

**LOCAL FREIGHT RATES
PUBLISHING
RULES AND CHARGES
GOVERNING
SWITCHING
AND
OTHER TERMINAL CHARGES OR ALLOWANCES**

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular items.

ISSUED: April 24, 2007

EFFECTIVE: June 1, 2007
(Except as otherwise provided)

ISSUED BY

J. W. Stuart
Tariff Publishing Officer
540 East Bay Street
Charleston, SC 29403

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

TARIFF SCPR 8001-G

<p>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p>	<p>ITEM 2.10</p>																												
<p>TABLE OF CONTENTS</p> <p>The dash (-) between numbers indicates through, including both numbers.</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:15%; text-align:center;">ABBR</td> <td style="text-align:center;">LIST OF PARTICIPATING CARRIERS</td> </tr> <tr> <td>ECBR PTR PUCC</td> <td>East Cooper and Berkeley Railroad Company Port Terminal Railroad of South Carolina Port Utilities Commission of Charleston, SC, The</td> </tr> <tr> <td colspan="2">The above named carriers all fall within the absolute control and management of the S.C. Public Railways, 540 East Bay Street, Charleston, SC 29403.</td> </tr> </table>	ABBR	LIST OF PARTICIPATING CARRIERS	ECBR PTR PUCC	East Cooper and Berkeley Railroad Company Port Terminal Railroad of South Carolina Port Utilities Commission of Charleston, SC, The	The above named carriers all fall within the absolute control and management of the S.C. Public Railways, 540 East Bay Street, Charleston, SC 29403.																							
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TARIFF SCPR 8001-G

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<p>ITEM 5</p> <p align="center">CLASSIFICATION GOVERNING</p> <p>The term Uniform Freight Classification when used herein means STB UFC 6000-Series, issued by Uniform Classification Committee, Agent.</p>	<p>ITEM 45</p> <p align="center">CAPACITIES, LENGTHS AND DIMENSIONS OF CARS</p> <p>For capacities, lengths, dimensions and cubical capacities of cars, see The Official Railway Equipment Register, RER Publishing Corporation, Agent.</p>
<p>ITEM 15</p> <p align="center">EXPLOSIVES, DANGEROUS ARTICLES</p> <p>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 Agent Thomas A. Phemister, Bureau of Explosives Tariff, BOE 6000-series.</p>	<p>ITEM 100</p> <p align="center">METHOD OF CANCELLING ITEMS</p> <p>As this tariff is supplemented, numbered items with letter suffixes cancel correspondingly numbered items in the original tariff, or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A. Example: Item 100-A cancels Item 100 and Item 300-B cancels Item 300-A in a prior supplement which, in turn, cancelled Item 300.</p>
<p>ITEM 20</p> <p align="center">REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</p> <p>(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 tariffs and reissues of such items, notes, rules, etc.</p> <p>(b) Where reference is made in this tariff to another tariff by STB number, such reference applies also to such tariff to the extent it may be applicable on intrastate traffic.</p>	
<p>ITEM 40</p> <p align="center">CONSECUTIVE NUMBERS</p> <p>Where consecutive numbers are represented in this tariff by the first and last numbers connected by the word to or a hyphen, they will be understood to include both of the numbers shown.</p> <p>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>	
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TARIFF SCPR 8001-G

<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</p>
<p>ITEM 125</p> <p align="center">APPLICATION OF RATES AND CHARGES</p> <p>The rates and charges contained herein shall apply to all traffic, regulated or not regulated by the STB.</p>	<p>ITEM 140</p> <p>[I]</p> <p align="center">PREPAYMENT OR GUARANTEE OF CHARGES AND SECURITY DEPOSITS FOR PAYMENT OF DEMURRAGE AND OTHER ACCESSORIAL CHARGES</p> <p>A security deposit to insure payment of any demurrage, detention, storage or accessorial charges that may accrue will be required from any consignor, consignee, beneficial owner or other responsible parties, hereafter referred to as customer not on credit list/or bad credit list,</p> <p>(1) Is not on carriers authorized credit list, and (2) Fails to pay demurrage, detention, storage or other accessorial charges upon specific written demand referring to this tariff provision.</p> <p>The deposit must be paid in cash, certified check, cashiers check or money order before any freight car, container or trailer is delivered to such customer for loading or unloading.</p> <p>The deposit for each freight car, container or trailer must be in the minimum amount of \$500.00 or up to the maximum amount of demurrage, detention, storage or other accessorial charges that accrued on any one freight car, container or trailer during the preceding 12 months.</p> <p>The carrier will refund the balance of the deposit to the customer within 30 days after the equipment is released to the carrier after deducting all unpaid charges on that equipment. Such deposit will not be transferable to another freight car, container or trailer.</p> <p>Security deposits will no longer be required after the customer either,</p> <p>(1) Is placed on carriers authorized credit list, or (2) Has paid all outstanding demurrage, detention, storage and other accessorial charges and has given assurance to the satisfaction of the carriers office that future demurrage, detention, storage and other accessorial charges will be paid within the credit period prescribed by the STB.</p>
<p>ITEM 128</p> <p align="center">CARS ORDERED AND NOT USED</p> <p>If an empty car is ordered for loading and the service of switching and placing it has been performed and the car is subsequently released back to carrier without being loaded, the published intraterminal switching charge will be assessed, which will be in addition to all other charges (Note).</p> <p>NOTE - The provisions of this item are not applicable on cars refused or rejected account defective or unfit for loading.</p>	<p>ITEM 130</p> <p align="center">CAR DEMURRAGE RULES AND REGULATIONS</p> <p>All cars handled under this tariff will be subject to the established car demurrage rules and charges as follows:</p> <p>On all traffic published in Tariff ASLG 6004-series.</p>
<p>ITEM 135</p> <p align="center">CHANGES AND NEW INDUSTRIES</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 tariff for adjoining industry in the same district.</p>	<p>ITEM 160</p> <p align="center">DEFINITION OF RECIPROCAL SWITCHING</p> <p>The term Reciprocal Switching means the movement in switching service for loading or unloading, preceding or following a road haul movement over another railroad, from or to a private or assigned siding on the PUCC or PTR, to or from the point of interchange with the connecting railroad at the switching station, and the movement of the empty car in the reverse direction.</p>
<p>ITEM 136</p> <p align="center">CARS RECEIVED IN ERROR</p> <p>When a car is received in interchange in error, the current reciprocal switch charge will be assessed against the delivering carrier for both the inbound and outbound movement.</p>	<p>ITEM 170</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 180</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 180</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>
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TARIFF SCPR 8001-G

<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED</p>	<p align="center">SECTION 1 SWITCHING RULES AND REGULATIONS</p>				
<p>ITEM 190</p> <p align="center">DEFINITION OF INTER-TERMINAL SWITCHING</p> <p>A switching movement from an industry served by one railroad to the point of interchange with a connecting railroad for delivery to another industry served by that railroad where the transportation does not include a line haul movement.</p>	<p>ITEM 1000</p> <p align="center">RECIPROCAL SWITCHING CHARGE</p> <p>The PUC and PTR will perform reciprocal switching between industries listed in Section 3 and the point of interchange with the connecting line-haul carriers at the following charges:</p> <p align="center">(Charges in dollars and cents per car)</p> <table border="1" data-bbox="885 459 1480 798"> <tr> <td>Motor Vehicles, passenger (STCC 37 111)</td> <td>\$84.00</td> </tr> <tr> <td>All others, including empty rail cars used as idler cars or a caboose used by an attendant which is required for the movement of an oversized load, either due to excessive dimensions or weight.</td> <td>\$84.00[I]</td> </tr> </table>	Motor Vehicles, passenger (STCC 37 111)	\$84.00	All others, including empty rail cars used as idler cars or a caboose used by an attendant which is required for the movement of an oversized load, either due to excessive dimensions or weight.	\$84.00[I]
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<p>ITEM 200</p> <p align="center">PLACING CARS ON ASSIGNED TRACKS FOR LOADING OR UNLOADING BY OTHER THAN OWNERS</p> <p>Cars will be placed on private or assigned sidings for other than owners or users named in Section 3 herein on permission from such owners or users.</p>	<p>ITEM 1200 [I]</p> <p align="center">INTRA-PLANT SWITCHING CHARGE</p> <p>The PUC, PTR and ECBR will perform intra-plant switching at a charge of \$90.00 per car.</p>				
<p>ITEM 210</p> <p align="center">APPLICATION OF CHARGES FOR ARTICULATED CARS</p> <p>When shipments are loaded in so-called articulated cars (two or more car units permanently or temporarily joined together), the switching charges published in this tariff will apply separately to each unit of the articulated equipment.</p>	<p>ITEM 1205 [I]</p> <p align="center">INTRA-TERMINAL SWITCHING CHARGE</p> <p>The PUC, PTR and ECBR will perform intra-terminal switching at a charge of \$124.00 per car.</p>				
<p>ITEM 220</p> <p align="center">EXCESS OVER FULL CARLOADS</p> <p>Where more than one car is required because of the shipment being in excess of quantities which can be loaded in or on one car, or because of the length of the shipment, each car used shall be considered a separate carload shipment.</p>	<p>ITEM 1210 [I]</p> <p align="center">INTER-TERMINAL SWITCHING CHARGE</p> <p>The PTR or PUC will perform Inter-Terminal switching as originating or delivering carrier at a charge of \$213.00 per car (Note), such charge to apply for each factor of the switching service provided (See Exception).</p> <p>NOTE - The switching charges of connecting lines will be in addition to the charges published herein.</p> <p>EXCEPTION - The PUC or PTR will assess an Inter-Terminal switching charge of \$150.00 per car for terminating pulpboard for Mead-Westvaco when moving for export, subject to 24 hours free time at destination for unloading.</p>				
<p>ITEM 240</p> <p align="center">CARS BILLED "TO ORDER NOTIFY"</p> <p>Cars will not be accepted under this tariff for delivery if billed "To Order Notify."</p>	<p>ITEM 1215</p> <p align="center">CHARGES FOR SWITCHING CARS WITH MORE THAN FOUR AXLES</p> <p>Charges specified in Items 1000, 1200, 1205 and 1210 shall be doubled if the car(s) involved in the switching service has (have) more than four axles.</p>				
<p>ITEM 250</p> <p align="center">PERISHABLE FREIGHT</p> <p>Perishable freight under refrigeration will be accepted from connecting lines for delivery to consignee located on the PUC or PTR with the understanding that protective service is not provided.</p>	<p>For explanation of abbreviations and reference marks not explained herein, see Item 99999-series, this tariff.</p>				

TARIFF SCPR 8001-G

SECTION 2 MISCELLANEOUS RULES AND REGULATIONS	SECTION 3 LIST OF INDUSTRIES SERVED																		
<p>ITEM 2100 [I] SPECIAL SWITCHING SERVICE (NOTES 1, 2 and 3)</p> <p>The PUCG, PTR and ECBR, each, upon request will undertake to furnish one (1) locomotive and crew at the following charges:</p> <p>(a) \$1,627.00 for the first eight (8) hours or less. (b) \$ 330.00 per hour or fraction thereof for any time in excess of the first eight (8) hours, not to exceed twelve (12) hours in the aggregate.</p> <p>NOTE 1 - Special Service is traffic afforded special handling or handled outside of routine service.</p> <p>NOTE 2 - When it is necessary to provide special clerical services in connection with Special Service, the following additional charges will apply:</p> <p>(a) \$288.00 per clerk for the first eight (8) hours or less. (b) \$ 57.00 per clerk for each hour or fraction thereof excess of eight (8) hours.</p> <p>NOTE 3 - Special Service charges to be in addition to other published charges, if any, applicable to the traffic handled.</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:15%;">ITEM</th> <th style="width:85%;">INDUSTRY</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="text-align:center;">SERVED BY PUCG AT CHARLESTON, SC</td> </tr> <tr> <td>3100 3105 3110</td> <td>SC State Ports Authority (Columbus St. Terminal) SC State Ports Authority (Union Pier 1,2 & 3) SC State Ports Authority (Union Pier 4 to 11)</td> </tr> <tr> <td colspan="2" style="text-align:center;">SERVED BY ECBR AT CHARITY CHURCH, SC</td> </tr> <tr> <td>3400 3500</td> <td>BP Cooper River Plant Nucor Steel Plant</td> </tr> <tr> <td colspan="2" style="text-align:center;">SERVED BY PTR AT NORTH CHARLESTON, SC</td> </tr> <tr> <td>3625 3630 3640 3650</td> <td>SC State Ports Authority (506 Warehouse) SC State Ports Authority (A & B Container Tracks) SC State Ports Authority (Veterans Terminal) Former Charleston Naval Base</td> </tr> </tbody> </table>	ITEM	INDUSTRY	SERVED BY PUCG AT CHARLESTON, SC		3100 3105 3110	SC State Ports Authority (Columbus St. Terminal) SC State Ports Authority (Union Pier 1,2 & 3) SC State Ports Authority (Union Pier 4 to 11)	SERVED BY ECBR AT CHARITY CHURCH, SC		3400 3500	BP Cooper River Plant Nucor Steel Plant	SERVED BY PTR AT NORTH CHARLESTON, SC		3625 3630 3640 3650	SC State Ports Authority (506 Warehouse) SC State Ports Authority (A & B Container Tracks) SC State Ports Authority (Veterans Terminal) Former Charleston Naval Base				
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<p>ITEM 2200 [I] STANDBY SERVICE</p> <p>When the PUCG's, PTR's or ECBR's locomotive and operating crew is held at the request of an industry or is delayed by an industry within the confines of the industry or immediately adjacent thereto, or is requested by an industry to perform extra switching service before or after regular switching service, the charge for such standby, delay or extra switching service shall be \$330.00 for the first hour or fraction thereof. All charges, in excess of one (1) hour, to be made on a quarter hour basis at \$82.00 per quarter hour or fraction thereof. Such charges shall be in addition to other published charges, if any, applicable to cars delayed or handled.</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="6" style="text-align:center;">SECTION 4 LOCAL AND PROPORTIONAL RATES (Rates in dollars and cents per car, except as otherwise provided)</th> </tr> <tr> <th style="width:10%;">ITEM</th> <th style="width:20%;">COMMODITY</th> <th style="width:15%;">BETWEEN</th> <th style="width:10%;">AND</th> <th style="width:10%;">RATE</th> <th style="width:15%;">ROUTE</th> </tr> </thead> <tbody> <tr> <td>4000 [I]</td> <td>Empty Private Cars</td> <td>All stations on the ECBR</td> <td>State Jct, SC</td> <td>\$191.00</td> <td>ECBR direct</td> </tr> </tbody> </table>	SECTION 4 LOCAL AND PROPORTIONAL RATES (Rates in dollars and cents per car, except as otherwise provided)						ITEM	COMMODITY	BETWEEN	AND	RATE	ROUTE	4000 [I]	Empty Private Cars	All stations on the ECBR	State Jct, SC	\$191.00	ECBR direct
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<p>ITEM 2300</p> <p align="center">CARS MOVED FROM LOADING TRACKS AND HELD FOR BILLING INSTRUCTIONS</p> <p>(a) When on shippers order, cars are removed by carrier from industry tracks and held by carrier awaiting forwarding directions as defined in Item 1005, Tariff ASLG 6004-Series, the same charge as otherwise applicable on intra-terminal movements will be assessed against the party ordering the car moved and the car will remain on continuous demurrage or detention in the demurrage account of the party in whose name the car was ordered for loading until such forwarding directions are received by carriers agent.</p> <p>(b) When on shippers order, cars are removed by carrier from industry tracks and prior to departure from origin station are subsequently returned to complete loading, the same charge as otherwise applicable on intra-terminal or inter-terminal movements, as the case may be, will be assessed for each movement and the car will remain on continuous demurrage in the demurrage account of the party in whose name the car was ordered for loading.</p>																			
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