

SUPPLEMENT
TO
STB SCPR 8001-G

SOUTH CAROLINA PUBLIC RAILWAYS

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

SUPPLEMENT 1 TO FREIGHT TARIFF SCPR 8001-G

**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: December 8, 2007

EFFECTIVE: January 1, 2008

ISSUED BY

J. W. Stuart
Tariff Publishing Officer
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SUPPLEMENT 1 TO TARIFF SPCR 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-A</p> <p align="center">RECIPROCAL SWITCHING CHARGE</p> <p>The PUCC 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="877 447 1480 779"> <tr> <td>Motor Vehicles, passenger (STCC 37 111)</td> <td>\$87.00 [I]</td> </tr> <tr> <td>All others, including empty rail cars used as idler cars or a caboos 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</td> </tr> </table>	Motor Vehicles, passenger (STCC 37 111)	\$87.00 [I]	All others, including empty rail cars used as idler cars or a caboos used by an attendant which is required for the movement of an oversized load, either due to excessive dimensions or weight.	\$84.00
Motor Vehicles, passenger (STCC 37 111)	\$87.00 [I]				
All others, including empty rail cars used as idler cars or a caboos used by an attendant which is required for the movement of an oversized load, either due to excessive dimensions or weight.	\$84.00				
<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</p> <p align="center">INTRA-PLANT SWITCHING CHARGE</p> <p>The PUCC, 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</p> <p align="center">INTRA-TERMINAL SWITCHING CHARGE</p> <p>The PUCC, 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</p> <p align="center">INTER-TERMINAL SWITCHING CHARGE</p> <p>The PTR or PUCC 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 PUCC 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 PUCC 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-A (I) SPECIAL CREW FOR SWITCHING AND LINE HAUL SERVICE (NOTES 1, 2 and 3)</p> <p>The PUC, PTR and ECBR, each, upon request will undertake to furnish one (1) locomotive and crew at the following charges: (a) \$1,850.00 for the first eight (8) hours or less. (b) \$ 375.00 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: (a) \$325.00 per clerk for the first eight (8) hours or less. (b) \$ 65.00 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>	ITEM	INDUSTRY				
	SERVED BY PUC 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				
	SECTION 4 LOCAL AND PROPORTIONAL RATES (Rates in dollars and cents per car, except as otherwise provided)					
<p>ITEM 2200</p> <p align="center">STANDBY SERVICE</p> <p>When the PUC'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>	ITEM	COMMODITY	BETWEEN	AND	RATE	ROUTE
	4000	Empty Private Cars	All stations on the ECBR	State Jct, SC	\$191.00	ECBR direct
<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>						
For explanation of abbreviations and reference marks not explained herein, see Item 99999-series, this tariff.						