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**THE SOUTH CAROLINA CENTRAL RAILROAD COMPANY**  
**INCLUDING THE CAROLINA PIEDMONT DIVISION**

**SWITCHING TARIFF SCRF-2008A**  
CANCELS ALL PREVIOUS SCRF/CPDR SWITCHING TARIFFS

**LOCAL SWITCHING TARIFF**

CONTAINING RATES APPLICABLE AT AND BETWEEN STATIONS ON  
THE SOUTH CAROLINA CENTRAL AND THE CAROLINA PIEDMONT  
DIVISION, INCLUDING \$45 PER CAR FOR FUEL SURCHARGE

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ISSUED: JAN. 1, 2009

EFFECTIVE: APR. 1, 2008  
EXPIRATION: JUN. 30, 2009

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**This tariff issued Jan 1, 2009 has no changes from the previous tariff in effect other than the expiration date. The railways retain the right to make changes to this tariff with 30 days notice prior to the expiration date indicated above.**

ISSUED BY:

MANAGER MARKETING  
SCRF/CPDR RAILROAD  
621 FIELD POND RD.  
DARLINGTON, SC 29540

Notice: Provisions published herein will not result in an affect on the quality of the human environment.

## **General Rules, Definitions, and Explanations**

### **Applicable Railroads**

Tariff SCRF 2008 applies to switching charges at all stations and locations on the South Carolina Central (SCRF) and its Carolina Piedmont Division (CPDR). When reference is made to the SCRF it shall include CPDR, unless otherwise specified. SCRF 2008 cancels all previous SCRF and CPDR tariffs relating to switching of rail cars and includes a \$45 per car charge for fuel.

### **Use of Customer Service to Request Switching**

Customer must use SCRF/CPDR Customer Service personnel to request any switching of railcars. Requests should be done using individual car initials and numbers. Customer Service fax: 888-832-3470; email: [SCC-CS@railamerica.com](mailto:SCC-CS@railamerica.com); phone: 800-713-3859

### **Application of Switching Charges**

A switching charge named herein will cover the handling of the car in both directions, i.e., loaded in, empty out; or, empty in, loaded out; or, loaded in, loaded out; or empty in, empty out. The switch charge covers the car movement in both directions

### **Switching Terms and Definitions**

**Intra-Terminal Switch** – Where SCRF or CPDR switches car from storage on railroad owned track, or leased track, to private rail siding of on-line customer. Example: CPDR crew switches car from customer-leased track to their plant siding.

**Local Switch** – Where car is consigned to an off-line customer and comes from CSX interchange into a storage track or a leased track on SCRF or CPDR; car is later switched to private siding of on-line customer and SCRF/CPDR charges for a switch on this latter move. Example: ABC Company in TX ships to a CPDR track, leased by ABC Company; then car is later switched in to on-line CPDR customer by CPDR crew.

**Intra-Plant Switch** – Where SCRF/CPDR train crew switches a car within the confines of the same plant or industry; car is moved from one track to another within plant confines or to a different car spot on the same track. Example: SCRF train crew, at customer's request, comes into customer's plant and moves a car from one track to another.

**Special Switch** – Anything other than an Intra-Terminal, Local, or Intra Plant switch; includes special switch request by customer that does not fall into one of the defined switch categories above.

**Storage of Rail Cars** – When cars are delivered to SCRF or CPDR from interchange, and the on-line customer refuses to accept car for actual placement on customer tracks, cars will go into storage, and a daily storage charge will be assessed against customer requesting storage. This charge will be assessed from date of interchange to the date of placement. Storage on SCRF/CPDR is subject to availability of track space. No fraction of any day will be used; the first portion of any day is billed as a whole day.

**Cars Ordered but Not Used** – When an empty car is placed at customer's request for loading, but is not used for transportation and is released empty. There will be a charge for switching in the car if customer does not use. Any applicable demurrage charges will be assessed in addition to this charge.

**Cars Released without Bill of Lading** – When loaded or empty cars are released and pulled from industry track without proper Bill of Lading instruction being sent to SCRF Customer Service, there will be a charge for these cars held awaiting shipping instructions. It is the customer’s responsibility to submit proper Bill of Lading instructions to Customer Service.

**Extra Switching and Train Crew Delays** – This is when a customer requests an extra switch that is in addition to the customary switching service, and one that the railroad is not required to perform in its normal switching duties. Such extra switches will be subject to charges. Also, when a customer directly causes a delay to train crew operations, during normal switching services, such delays are subject to charges to the customer causing the delays. Both extra switching and crew delays will be billed by the **hour**. No fraction of an hour will be used; the first portion of any hour is billed as a whole hour, regardless of actual time.

**Switching in the Reverse Direction** – This applies only on the CPDR and occurs when customer requests a special switch in the opposite direction of their normal switching pattern. All rail switches have a “switching direction,” i.e., if the customer’s siding connects or merges with the main line in a northbound direction, then this is considered a northbound switch for switching railcars into customer’s siding. Normal train crew switching is doing switching in the direction of the switch, i.e., northbound switches are switched by northbound trains, and, southbound switches are switched by southbound trains. If customer requests a switch by a train moving in the opposite direction of the switch (“switching in the reverse direction”), this will be considered a crew delay and a train crew delay charge will result in a per car charge.

**Special Train Service**

When a customer requests a dedicated train for movement of loaded or empty cars, special train service charges apply. Charges on based on train miles actually moved, and assessed with a minimum of 20 miles. Any special train operated on a weekend day or railroad holiday will be assessed an additional charge of \$1500.

**Switching Charges**

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|--|------------------|
| Intra-Terminal or Local Switch                 | \$290 per car    |
| Intra-Plant Switch                             | \$225 per car    |
| Special Switch                                 | \$280 per car    |
| Storage of Rail Cars (beyond leased track)     | \$40 per day/car |
| Cars Ordered But Not Used                      | \$250 per car    |
| Cars Released without Bill of Lading           | \$250 per car    |
| Extra Switching and Train Crew Delays          | \$350 per hour   |
| Switching in the Reverse Direction (CPDR only) | \$350 per car    |
| Special Train Service                          | \$70 per mile    |

**Effective Date for Charges**

**The Effective Date for the above charges is April 1, 2008**