

**Freight Tariff NS 9219-B  
Cancels  
Freight Tariff NS 9219-A**

**Contains Supplement 22  
And all Changes**

**Cancels Supplement 21**

VCC NS 9219-B  
Cancels  
VCC NS 9219-A

ICC NS 9219-B  
Cancels  
ICC NS 9219-A



NORFOLK SOUTHERN

**COAL**  
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**Covering Charges and Regulations on  
Coal and Coke (the direct product of coal)**

**55-WES      AL-TN      3309L      21-RCCR**

**Supplement Effective: January 1, 2012  
Original Effective: January 31, 1992**

**Supplement Issued: November 2, 2011  
Original Issued: January 20, 1992**

Norfolk Southern Corporation  
3 Commercial Place  
Norfolk, Virginia 23510  
[www.nscorp.com](http://www.nscorp.com)

Supplement 16 canceled:	
<u>Tariff</u>	<u>Extent of Cancellation</u>
CR-4605-C	Rules and charges governing the handling of overloaded cars for account NS. Transferred to NS 9219-B
CR-4605-C	Charges for loading of bituminous coal transferred to NS-9219-B
RPS-6008-R	NS participation transferred to NS 9219-B

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### Note: No Change in Charges

Former Item 8 not brought forward; the charges in this tariff are not subject to Rail Carrier Cost Recovery Tariffs.



## Participating Carriers

ABBREVIATION	NAME OF CARRIERS
AWW	Alogers, Winslow & Western Railway Company
NS	Norfolk Southern Railway Company

## Rules and Other Governing Provisions

### General Rules and Regulations

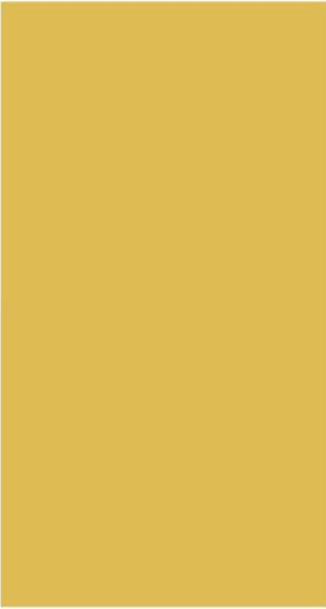
Item	Subject	Application
5	Governing Classification	Governed by Tariff ICC UFC 6000 Series and Tariff ICC RPS 2011 Series.
10	Station Lists and Conditions	This tariff is governed by Tariff ICC OPSL 6000 Series as follows: (A) For additions or changes in Name, Location, or Abandonments of Stations. (B) Prepay Requirements (C) Restrictions as to acceptance or delivery of freight (D) Changes in station facilities (E) When a station is abandoned, all provisions applicable thereto are cancelled, effective on the date of abandonment.
20	Reference to Tariffs, Items, Notes, Rules, Etc.	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.
40	Consecutive Numbers	Where consecutive numbers are represented in this tariff by the first and last numbers connected by the work "to" or a hyphen, they will be understood to include all of the numbers between: also, both numbers shown. 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.
60 B	National Service Order Tariff	Canceled
75	Method of Cancellation of Items	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 20-A cancels Item 20, and Item 60-B cancels Item 60-A in a prior supplement, which in turn cancelled Item 60.
100	Method of Denoting Reissued Matter in Supplements	Matter brought forward without change from one supplement to another will be designated as "Reissued" by a reference mark in the form of a square enclosing a number, (or letter, or number and letter in the case of intrastate supplements) the number (or letter, or number and letter) being that of the supplement in which the reissued matter first appeared in its currently effective form. To determine its original effective date consult the supplement in which the reissued matter first became effective.



## Special Rules and Regulations - Unlimited

Item	Subject	Application
105	Completion of Unloading of Coke Cars	<p>When cars released by consigned as empty are found by NS as not having been completely unloaded, and it becomes necessary for NS to complete the unloading, NS will assess a charge of \$181 per car against said consignee for performing such service.</p> <p>(Provisions formerly shown and not brought forward are hereby cancelled.)</p> <p>When carloads of coal shipped from origins on NS are found to be overloaded; i.e., when the car's weight is in excess of its stenciled load limits, or beyond track weight limitations, the load in the car must be reduced and the following will apply: (Exception: cars destined to NS terminals at Lamberts Point, VA, Ashtabula, OH and other applicable NS-owned terminals, see below)</p> <p>(1) A charge of three hundred dollars (\$300.00) per car shall be assessed against the Consignor or owners of the shipment for each car found to be in excess of the load limit or in excess of track weight limitation.</p> <p>(2) At its discretion, NS may reduce the excess coal from an overloaded car or require the Consignor to arrange for the reduction. Should NS reduce the overloaded car, in addition to (1), a charge of one hundred seventy-five dollars (\$175.00) per car will be assessed against the Consignor or owner of the shipment to reduce the excess coal from each overloaded car.</p> <p>(3) At its discretion, NS may confiscate and dispose of the excess coal reduced pursuant to (2), including through a sale for NS's own account, but neither shipper nor any other party claiming an interest in such coal will be compensated for such excess coal.</p> <p>(4) If an overloaded shipment was weighed prior to the time the lading in the car is reduced and if the tariff or contract covering the line-haul rate for the shipment requires such weight to be used to calculate freight charges: (a) then NS shall estimate the lading removed from the car and shall adjust the billing on the remaining lading; except that, (b) when the reduced shipment travels over an NS certified scale in the route of movement to destination, then weights from such scale shall be used to determine applicable charges.</p> <p>On shipments dumped at the NS Lamberts Point, VA (Norfolk, VA), Ashtabula Dock or other applicable NS-owned Terminals and found to be overloaded; i.e., when the car's weight is in excess of its stenciled load limits, or track weight limitations, a charge of two hundred and fifty dollars (\$250.00) per car shall be assessed against the Consignor or owners of the shipment.</p>
110 (A) ♦	Charges on CL  Coal Found to be Overloaded	<p>(3) At its discretion, NS may confiscate and dispose of the excess coal reduced pursuant to (2), including through a sale for NS's own account, but neither shipper nor any other party claiming an interest in such coal will be compensated for such excess coal.</p> <p>(4) If an overloaded shipment was weighed prior to the time the lading in the car is reduced and if the tariff or contract covering the line-haul rate for the shipment requires such weight to be used to calculate freight charges: (a) then NS shall estimate the lading removed from the car and shall adjust the billing on the remaining lading; except that, (b) when the reduced shipment travels over an NS certified scale in the route of movement to destination, then weights from such scale shall be used to determine applicable charges.</p> <p>On shipments dumped at the NS Lamberts Point, VA (Norfolk, VA), Ashtabula Dock or other applicable NS-owned Terminals and found to be overloaded; i.e., when the car's weight is in excess of its stenciled load limits, or track weight limitations, a charge of two hundred and fifty dollars (\$250.00) per car shall be assessed against the Consignor or owners of the shipment.</p>

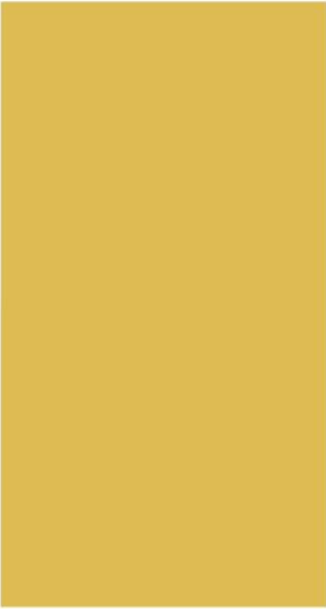
For explanation of reference marks, see last page of this tariff.



## Special Rules and Regulations - Unlimited

Item	Subject	Application
115	Blocking of Cars	Where consignor tenders a shipment pursuant to a tariff or contract that requires shipments to be of a certain size, in terms of cars or tonnage, consignor must tender the shipment to the carrier blocked in accordance with that size condition. For the purpose of this item, the term “blocking” shall mean that cars for one consignment are tendered together and are not separated by cars for a different consignment. Cars will be considered blocked when tendered from parallel tracks with no intervening cars. If the cars are not blocked and it is necessary for the carrier to block the cars, a charge of \$274.00 for the shipment will be assessed against the consignor by the carrier for performing the blocking service.
120	Coal Albers, IL to Carol, IN	<p>(a) The NS will handle CL shipments of coal with its motive power moving only in hopper cars with remote controlled hopper doors, through consignor’s loading facilities at Albers, IL, at a charge of \$10.00 per car, subject to a minimum charge of \$360.00 per shipment. (See NOTES 1, 2 and 3 this item).</p> <p>(b) The NS will handle CL shipments of coal with its motive power moving only in hopper cars with remote controlled hopper doors, through consignee’s unloading facilities at Carol, IN, at a charge of \$10.00 per car, subject to a minimum charge of \$360.00 per shipment. (See NOTES 1, 2 and 3 this item.)</p> <p>NOTE 1 – This charge is in addition to all other applicable rates and charges and will accrue to the NS.            NOTE 2 – Not subject to Tariff ICC RPS 6004 Series or Tariff ICC RPS 6008 Series.            NOTE 3 – This service will be performed only at the operating convenience of NS, which includes the availability of crews and motive power.</p>

For explanation of reference marks, see last page of this tariff.

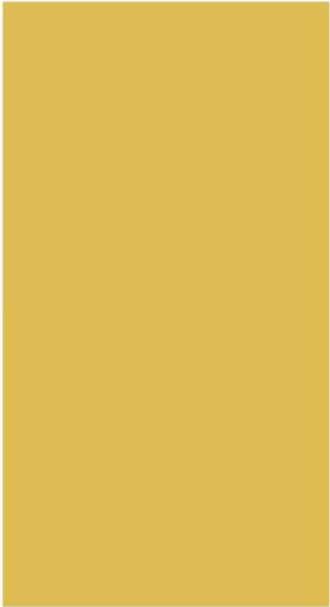


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## Special Rules and Regulations - Unlimited

Item	Subject	Application								
150	Coal at Pride, AL	<p>The NS will handle CL shipments of coal with its motive power moving only in hopper cars through consignor's loading facilities at Pride, AL, at a charge of \$10.00 per car, subject to a minimum charge of \$360.00 per shipment of one or more cars. This charge is in addition to all other applicable rates and charges and will accrue to NS. (See Notes 1-6 this item.)</p> <p>NOTE 1 – Except as provided in NOTE 2 this item, all cars handled under the provisions of this item shall be tendered to the NS within 4 hours (240 minutes) of actual or constructive placement of the first empty car in position for loading at the loading facility.</p> <p>NOTE 2 – With expiration of the time limits provided in NOTE 1, charges indicated below will be assessed for any delay in tendering loaded cars beyond the free time specified in NOTE 1 this item:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;"><u>EXCESS TIME</u></th> <th style="text-align: right; border-bottom: 1px solid black;"><u>CHARGE PER CONSIGNMENT</u></th> </tr> </thead> <tbody> <tr> <td>For each .....15-minute period or fraction thereof during first hour.....</td> <td style="text-align: right;">\$93.00</td> </tr> <tr> <td>For each succeeding 15-minute period or fraction thereof after first hour.....</td> <td style="text-align: right;">\$140.00</td> </tr> <tr> <td>For each succeeding 60-minute period or fraction thereof after 24 hours of chargeable detention .....</td> <td style="text-align: right;">\$224.00</td> </tr> </tbody> </table> <p>NOTE 3 – These provisions are not applicable on shipments of coal moving in unit train service.</p> <p>NOTE 4 – Not subject to Tariff ICC RPS 6004 Series not to Item 416(a) of Tariff ICC RPS 4156 Series.</p> <p>NOTE 5 – Constructive placement applies only when actual placement is prevented due to cause attributable to the consignor.</p> <p>NOTE 6 – This service will be performed only at the operating convenience of NS, which includes the availability of crews and motive power.</p>	<u>EXCESS TIME</u>	<u>CHARGE PER CONSIGNMENT</u>	For each .....15-minute period or fraction thereof during first hour.....	\$93.00	For each succeeding 15-minute period or fraction thereof after first hour.....	\$140.00	For each succeeding 60-minute period or fraction thereof after 24 hours of chargeable detention .....	\$224.00
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For each succeeding 60-minute period or fraction thereof after 24 hours of chargeable detention .....	\$224.00									
160	Coal at Richburg, MS	<p>The NS will handle CL shipments of coal with its motive power moving only in hopper cars through consignor's loading facilities at Richburg, MS, at a charge of \$10.00 per car, subject to a minimum charge of \$360.00 per shipment of one or more cars. This charge is in addition to all other applicable rates and charges and will accrue to NS. (See Notes 1-6 this item.)</p> <p>NOTE 1 – Except as provided in NOTE 2 this item, all cars handled under the provisions of this item shall be tendered to NS within 1½ hours (90 minutes) of actual or constructive placement of the first loaded car at the unloading facility of the consignee.</p> <p>NOTE 2 – With expiration of the time limits provided in NOTE 1, charges indicated below will be assessed for any delay in tendering loaded cars beyond the free time specified in NOTE 1 this item:</p> <p style="text-align: right;">(continued on following page)</p>								

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## Special Rules and Regulations - Unlimited

Item	Subject	Application
160 (concluded)	Coal at Richburg, MS	<p><b>EXCESS TIME</b> <span style="float: right;"><b>CHARGE</b></span></p> <p style="text-align: right;"><b>PER CONSIGNMENT</b></p> <p>For each 15-minute period or fraction thereof during first hour ..... \$93.00</p> <p>For each succeeding 15-minute period or fraction thereof after first hour ..... \$140.00</p> <p>For each succeeding 60-minutes period or fraction thereof after 24 hours of chargeable detention.....\$224.00</p> <p>NOTE 3 – These provisions are not applicable on shipments of coal moving in unit train service under Tariff ICC RPS 4189 Series.</p> <p>NOTE 4 – Not subject to Tariff ICC RPS 6004 Series.</p> <p>NOTE 5 – constructive placement applies only when actual placement is prevented due to cause attributable to the consignee.</p> <p>NOTE 6 – This service will be performed only at the operating convenience of NS, which includes the availability of crews and motive power.</p>
		<p>Subject to the availability of crews and motive power, NS will handle trainload shipments of coal in hopper cars with its motive power through consignee’s unloading facility at Richburg, MS without charge. (See Notes 1-5 of this item.)</p> <p>NOTE 1 - All cars in a train shall be released empty to NS within two hours of actual or constructive placement of the first loaded car at the unloading facility of the consignee.</p> <p>NOTE 2 - With expiration of the time period in Note 1, charges indicated below will be assessed until all cars of the shipment are released:</p> <p>\$75.00 for the first chargeable hour or fraction thereof; \$150.00 for each subsequent chargeable hour or fraction thereof.</p> <p>NOTE 3 - When delay in release of a shipment at consignee’s unloading facility is caused by frozen coal, excess time will be charged for at the lower of the charges computed under Note 2, or charges as follows:</p> <p>\$850.00 for the first chargeable twelve (12) hour period; \$70.83 for each subsequent chargeable hour or fraction thereof.</p> <p>NOTE 4 - Not subject to Tariff ICC RPS 6004 Series.</p> <p>NOTE 5 - Constructive placement applies when actual placement is prevented due to cause attributable to the consignee.</p>
165	Coal at Richburg, MS	<p>Upon request, the NS will handle CL shipments to coal with its motive power moving only in hopper cars with remote controlled hopper doors through consignee’s unloading facilities at Scherer, GA, at a charge of \$10.00 per car, subject to a minimum charge of \$360.00 per delivery. This charge is in addition to all other applicable rates and charges and will accrue to NS. (See Notes 1-6 this item.)</p> <p>NOTE 1 – Except as provided in OTE 2 this item, all cars handled under the provisions of this item shall be tendered to NS within 1½ hours (90 minute) of actual or constructive placement of the first loaded car at the unloading facility of the consignee.</p> <p>NOTE 2 – With expiration of the time limits provided in NOTE 1, charges indicated below will be assessed for any delay in tendering loaded cars beyond the free time specified in NOTE 1 this item:</p>
170	Coal to Scherer, GA	<p>(continued on following page)</p>



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For explanation of reference marks, see last page of this tariff.



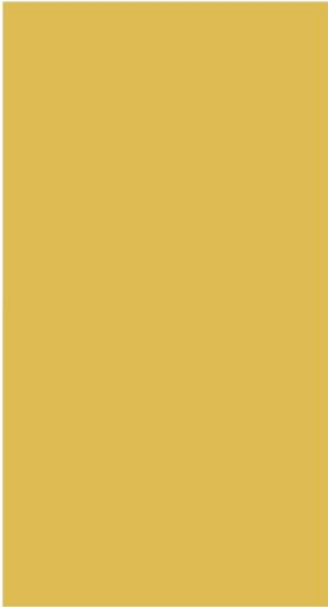


## Special Rules and Regulations - Unlimited

Item	Subject	Application								
200	Coal at Columbiana- Yellowleaf, AL (See Exception)	<p>The NS will handle CL shipments of coal with its motive power moving only in hopper cars with remote controlled hopper doors, over consignee's unloading bridge at Columbiana-Yellowleaf, AL, at a charge of \$10.00 per car, subject to a minimum charge of \$360.00 per delivery. This charge is in addition to all other applicable rates and charges and will accrue to NS (see NOTES 1-6 this item).</p> <p>NOTE 1 – Except as provided in NOTE 2 this item, all cars handled under the provisions of this item shall be tendered to NS within 1½ hours (90 minutes) of actual or constructive placement (see NOTE 5 this item) of the first loaded car at the unloading facility of the consignee.</p> <p>NOTE 2 – With expiration of the time limits provided in NOTE 1, charges indicated below will be assessed for any delay in tendering loaded cars beyond the free time specified in NOTE 1 this item:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;"><u>EXCESS TIME</u></th> <th style="text-align: center;"><u>CHARGE PER CONSIGNMENT</u></th> </tr> </thead> <tbody> <tr> <td>For each 15-minute period or fraction thereof during first hour .....</td> <td style="text-align: right;">\$93.00</td> </tr> <tr> <td>For each succeeding 15-minute period or fraction thereof after first hour .....</td> <td style="text-align: right;">\$140.00</td> </tr> <tr> <td>For each succeeding 60-minutes period or fraction thereof after 24 hours of chargeable detention.....</td> <td style="text-align: right;">\$224.00</td> </tr> </tbody> </table> <p>NOTE 3 – These provisions are not applicable on shipments of coal moving in trainload service on rates that include use of NS crew and motive power in making delivery.</p> <p>NOTE 4 – Not subject to Tariff ICC RPS 6004 Series.</p> <p>NOTE 5 – constructive placement applies only when actual placement is prevented due to cause attributable to the consignee.</p> <p>NOTE 6 – This service will be performed only at the operating convenience of NS, which includes the availability of crews and motive power.</p>	<u>EXCESS TIME</u>	<u>CHARGE PER CONSIGNMENT</u>	For each 15-minute period or fraction thereof during first hour .....	\$93.00	For each succeeding 15-minute period or fraction thereof after first hour .....	\$140.00	For each succeeding 60-minutes period or fraction thereof after 24 hours of chargeable detention.....	\$224.00
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210	Weighing Coal Between Arco and Lake City, TN	When bituminous coal, CL, is shipped via NS, direct between Arco and Lake City, TN, for the purpose of weighing only, the NS will assess a charge of \$154.00 per car in either direction regardless of weight.								
215	Weighing Coal At Sheffield, AL for the Purpose of Testing Scales at Pride, AL	At Sheffield, AL, NS will weigh empty and loaded cars consisting of not more than 97 cars for a charge of \$5,289.00. These provisions apply only for the purpose of testing scales at Pride, AL and not to exceed two separate tests of scales in any one twelve-month period.								
220	Weighing Unit Coal Train from Wentz, VA to Scherer, GA	Subject to specified conditions (see Notes), the consignee shall have the privilege of having NS weigh the unit train from Wentz, VA to Scherer, GA for the purpose of verifying origin weights. For this service, a charge of \$55.00 per car shall be assess. Weighing shall be done on railroad scales.								

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For explanation of reference marks, see last page of this tariff.



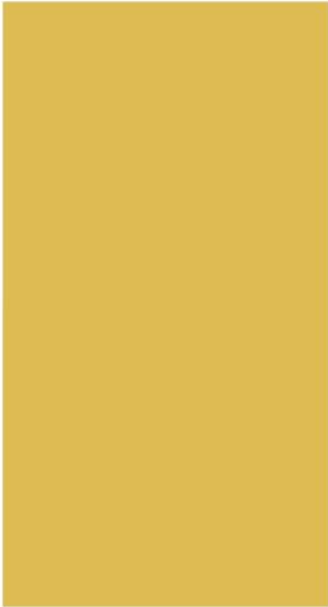
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## Special Rules and Regulations - Unlimited

Item	Subject	Application
220 <small>(concluded)</small>	Weighing Unit Coal Train from Wentz, VA to Scherer, GA	<p>NOTE 1 – Weighing services must be coordinated with NS' Manager Coal Transportation in Atlanta, GA through a request for the service from consignee prior to the time the unit train leaves the origin point.</p> <p>NOTE 2 – Weighing services will be performed only at the operating convenience of NS, which includes availability of crews, motive power and adequate weighing facilities.</p> <p>NOTE 3 – NS shall have the right to restrict the performance of this service to a maximum of four times per calendar year per train.</p>
225 B	Flood Loading of coal with Railway Crews at Railway Origins	<p>Flood loading service consists of the continuously coupled movement of a train of at least 50 cars through qualifying NS served coal loading facilities using Railway motive power and crews for the purpose of loading the train by Consignor subject to the following provisions:</p> <ol style="list-style-type: none"> <li>(1) Such service will be performed only at the convenience of the Railway.</li> <li>(2) Consignor must arrange flood load service with Railway's designated Operating personnel prior to loading.</li> <li>(3) When necessary in Railway's judgment to permit loadings, Railway may split a train into two or more segments at the mine and reassemble the segments after loading. Railway shall decide the number of segments and the number of cars in each segment.</li> <li>(4) Trains flood loaded in this service shall not be subject to other demurrage rules and charges that apply in the absence of this item.</li> <li>(5) Free time for loading a train herein shall be 3.0 minutes per car.</li> <li>(6) Loading time shall commence when the first car begins to move through the loading facility, except that if movement through the loading facility is prevented by any cause attributable to the Consignor, loading time shall begin when the Railway would ordinarily have begun such movement.</li> <li>(7) All loaded cars in the train must be tendered and billed by Consignor in a separate block for each destination. In applying the provisions of Paragraph (8), loading of the train shall not be considered as completed until all cars are properly blocked by destination.</li> <li>(8) Loading time shall end when the last car in the train has been loaded and valid Bill of Lading supplied to NS for all cars in the train.</li> <li>(9) Railroad caused delays are to be excluded from loading time, as described in paragraph (6) and (8). In addition, in the case of segmented loading, as described in paragraph (3), railroad switching time in excess of 30 minutes shall be excluded from loading time.</li> </ol> <p>Flood loading service of 49 cars or less may be provided at Railway's convenience and must be arranged with NS' Manager Coal Transportation at least 48 hours in advance of loading unless lesser notice is acceptable to Railway.</p> <p>If loading time, as defined in Paragraph (6) and (8) exceeds allowable free time, the Consignor will be charged and agrees to pay \$120 for trains with 49 or fewer cars and \$80 for trains with 50 or more cars, for each 15 minute period or fraction thereof until all cars in the train are loaded and ready to be transported by Railway.</p>

For explanation of reference marks, see last page of this tariff.

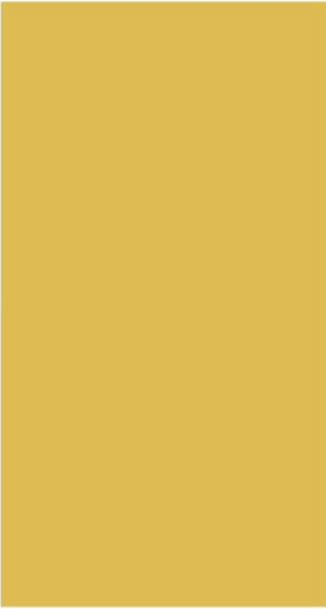


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Special Rules and Regulations - Unlimited

Item	Subject	Application
230	Coal at Enosville, IN, Algers, IN Placement	<p>Upon request, and when convenient to AWW and NS, the AWW will handle, with its crews and NS' motive power, cars through consignor's loading facilities for partial loading at Algers, IN and movement to Enosville, IN for completion of loading at a charge of \$26 per car.</p> <p>Shipments loaded under provisions of this item must be tendered to AWW within 2½ hours (150 minutes) at Algers, IN, and 2½ hours (150 minutes) at Enosville, IN, subject to aggregate loading time of 4 hours (240 minutes) from the time of actual or constructive placement (see Note 1 of the first empty car in position for loading. The following detention charges will be assessed against the consignor for any delay beyond the allowed time for tendering a shipment:</p> <p>(a) \$50 for each 15-minute period, or fraction thereof, during the first hour; and</p> <p>(b) \$75 for each succeeding 15-minute period, or fraction thereof.</p> <p>The AWW shall render bills and collect charges from consignor for these services.</p> <p>NOTE 1 – Constructive placement applies only when actual placement is prevented due to cause attributable to the consignor.</p>
235	Weighing of Empty Cars Enosville, IN, Algers, IN	<p>Subject to provisions of NOTES 1-6, for the purpose of obtaining tare weights of open-top hopper cars, the AWW will weigh empty cars at a charge of \$15.00 per car, subject to a minimum of \$750.00 in connection with each request received from Consignor or Consignee.</p> <p>NOTE 1 – Request for weighing of empty cars will be subject to availability of crews, motive power and at the convenience of AWW.</p> <p>NOTE 2 – Applies only in connection with empty cars to be loaded at Enosville, IN or Algers, IN for movement to Carol, IN via AWW-NS.</p> <p>NOTE 3 – applies only during the months of December, January, February and March.</p> <p>NOTE 4 – Weights for empty cars to be loaded at Enosville or Algers, IN shall be obtained on Consignor owned track scale at Algers or Enosville, IN.</p> <p>NOTE 5 – The AWW shall render bills and collect charges for this service.</p>

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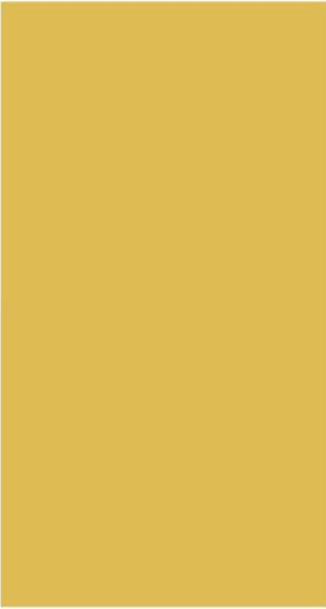


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## Special Rules and Regulations - Unlimited

Item	Subject	Application
240 B	Train Cancellation Charges	<p>A train or unit train with respect to which a permit has been issued by Railway and that is subsequently cancelled by the scheduling party ("Customer") shall be subject to the following charges payable by Customer:</p> <ol style="list-style-type: none"> <li>(1) A Train Cancellation Charge of \$1,750 shall apply if a Notice is received after 12:00 PM of the day prior to the permitted load date or a Notice is not given but Customer is unable to load a permitted train on the load date and;</li> <li>(2) An Out of Route Charge of \$5,000 shall apply on all cancelled trains for which the permitted load point is NOT within the states described in subpart (B) below and Railway has physically begun movement of the empty train to the permitted load point and;</li> <li>(3) An empty train Switching Charge of \$2,500 shall apply on all empty trains that have been moved and placed at a permitted flood load point, irrespective of the train cancellation time, and will be in addition to the Out of Route Charge and if applicable, the Train Cancellation Charge. Such placed trains also shall be subject to demurrage as applicable.</li> </ol> <p>Notwithstanding the foregoing:</p> <ol style="list-style-type: none"> <li>(1) No charges under this item shall apply with respect to a train or unit train cancellation if:               <ol style="list-style-type: none"> <li>(A) the Notice is received by Railway not later than 12:00 p.m. on the day prior to the permitted load date; and</li> <li>(B) the permitted loading point is in West Virginia, Virginia, Kentucky, Tennessee, Ohio, or Pennsylvania; and</li> <li>(C) the empty train has not been placed at the permitted load point or can, at Railway's discretion, be redirected to another available loading point that is within 30 miles from the original loading point;</li> </ol> </li> <li>(2) No charges under this item shall apply with respect to a train or unit train cancellation if cancellation is the result of a breakdown of coal loading facilities, a strike or walkout of mine employees, or an Act of God, any of which occurs at the permitted origin after 12:00 p.m. of the day prior to the day loading is scheduled. In the event of any of these occurrences, Customer must provide a written, detailed explanation of such occurrence to Railway within ten (10) days following the date of cancellation.</li> </ol> <p>Notice of train or unit train permit cancellation ("Notice") shall be in writing, by telephone or by e-mail (with correct address) and shall be given to Railway's Office of Manager Coal Transportation during Railway's normal working hours and to Railway's Transportation Control Center after Railway's normal working hours.</p> <p>For purposes of applying this item, trainload/unit train service is defined as railroad service at a permitted coal loading point when a shipment is made pursuant to a contract or tariff rate which requires that such shipment be at least 5,000 tons (2,000 pounds per ton) in 50 or more cars.</p>

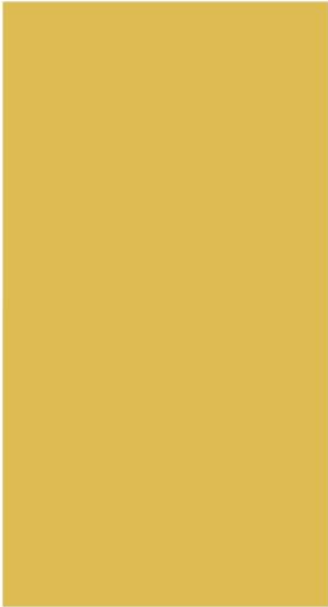
For explanation of reference marks, see last page of this tariff.



## Special Rules and Regulations - Unlimited

Item	Subject	Application						
(E) + 245	Coal Berry, AL to Jackson, AL	<p>The NS will handle CL shipments of coal in open-top cars with its motive power through consignor's loading facilities at Berry, AL, at a charge of \$16.00 per car, subject to a minimum charge of \$806.00 per shipment. (See NOTES 1-6.)</p> <p>NOTE 1 - applicable only in connection with shipments loaded at Berry, AL.</p> <p>NOTE 2 - Charge for this service will be in addition to the applicable tariff rate.</p> <p>NOTE 3 - Charge for this service will be paid by consignor located at Berry, AL.</p> <p>NOTE 4 - Applicable only in connection with shipments of coal moving at tariff rate from Berry, AL to Jackson, AL via NS direct.</p> <p>NOTE 5 - This service will be performed only at the operating convenience of NS subject to the availability of crews, cars and motive power.</p> <p>NOTE 6 - All cars in each unit train shall be tendered loaded to the NS at Berry, AL within three (3) hours after actual or constructive placement. Actual placement is made when the first empty car is placed on the loading facility. Constructive placement for loading occurs when actual placement is prevented solely by cause attributable to the consignor. After the expiration of the time following actual or constructive placement herein above provided as loading requirements, detention charges shown below will be assessed per train for any delay in tendering cars.</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;"><u>EXCESS TIME</u></td> <td style="text-align: center;"><u>CHARGE PER TRAIN</u></td> </tr> <tr> <td>For each 15 minute period or fraction thereof during the first hour .....</td> <td style="text-align: right;">\$ 50.00</td> </tr> <tr> <td>For each succeeding 15 minute period or fraction thereof after the first hour .....</td> <td style="text-align: right;">\$100.00</td> </tr> </table> <p>(E) – Expires with June 30, 1992.</p>	<u>EXCESS TIME</u>	<u>CHARGE PER TRAIN</u>	For each 15 minute period or fraction thereof during the first hour .....	\$ 50.00	For each succeeding 15 minute period or fraction thereof after the first hour .....	\$100.00
<u>EXCESS TIME</u>	<u>CHARGE PER TRAIN</u>							
For each 15 minute period or fraction thereof during the first hour .....	\$ 50.00							
For each succeeding 15 minute period or fraction thereof after the first hour .....	\$100.00							
250 B	Coal Trains Stopped in Transit	<p>Loaded Coal Trains stopped in transit shall be subject to a stoppage charge as follows:</p> <p>(A) Loaded Coal trains consisting of private rail cars shall be subject to a stoppage charge of \$2,800.</p> <p>(B) Loaded Coal trains consisting of railroad cars shall be subject to a stoppage charge of \$4,200.</p> <p>(C) In addition to the stoppage charge, if disposition or release on the stopped train has not been received by NS Coal Transportation after 24 hours following the time the train was stopped or ordered stopped, then a demurrage or storage charge, as the case may be, shall apply. The demurrage charge on railroad cars for each subsequent 24 hour period, or fraction thereof, shall be equal to \$100 times the number of cars in the train. The storage charge on private cars for each subsequent 24 hour period, or fraction thereof, shall be equal to \$60 times the number of cars in the train. Such demurrage or stoppage charge, as the case may be, shall accrue until the stop order is lifted by the consignee and NS is cleared to move the train towards destination.</p>						
260 (A)	Original Demurrage	<p>Cars placed on coal mine tracks, coal mine sidings or tracks for loading by Consignor must be loaded and shipping instructions or other disposition issued within two days from the first 12:00 a.m. after placement of the empty car, except on cars placed in advance of the date for which ordered for loading, time will be computed from 12:00 a.m. of the day for which ordered. Two (2) credit days will be earned for each car released for which shipping instructions or other disposition have been received. A charge of \$100.00 per car per day, or fraction of a day, will apply on railroad owned cars and \$60.00 per car per day, or fraction of a day, will apply on privately owned railroad cars and be due from Consignor until car is released.</p> <p>Each Consignor must maintain complete records as to the number of empty or loaded cars held for each origin awaiting shipping instructions or other disposition and must furnish carrier a daily report for each origin showing the number of such cars on hand as of 12:00 a.m. each day.</p>						

For explanation of reference marks, see last page of this tariff.



Moving Energy Today, Building Your Tomorrow.

## Explanation of Abbreviations

Abbreviations	Explanation
AL	Alabama Public Service Commission.
CL	Carload(s).
NSO	National Service Order (Western Trunk Line Committee, Agent)
OPSL	Official List of Open and Prepay Stations (Station List Publishing Company, Agent).
RPS	Railroad Publication Services, Agent
TN	Tennessee Public Service Commission.
UFC	Uniform Freight Classification (Uniform Classification Committee, Agent).
VCC	Virginia State Corporation Commission.

## Explanation of Reference Marks

Abbreviations	Explanation
(A)	Addition
!	Reduction
+	Application only on Alabama Interstate Traffic
B	Brought forward without change
◆	Increase
©	Cancelled



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