

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

VCC NS 9219-B
Cancels
VCC NS 9219-A

ICC NS 9219-B
Cancels
ICC NS 9219-A



NORFOLK SOUTHERN

COAL

Marketing

Moving Energy Today, Building Your Tomorrow.

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

55-WES AL-TN 3309L 21-RCCR

Effective: January 31, 1992

Issued: January 20, 1992

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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.



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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 | National Service Order Tariff | This tariff is subject to provisions of various ICC Service Orders and General Permits as shown in Tariff ICC NSO 6100 Series. |
| 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 | 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. |
| 110 | Free Time and Detention Charges on CL Coal Found to be Overloaded | <p>When carloads of coal shipped from origins on NS are found to be overloaded; i.e., when the car is loaded beyond its stenciled load limits, the load in the car must be reduced and the excess coal disposed of according to the following rules:</p> <p>A. When the number of overloaded cars in a train involve not more than four (4) cars from the same shipper and origin, the railway shall reduce the overloaded cars with railway labor and confiscate the excess coal to recover the cost to railway of providing such service. No notification will be given to shipper by railway.</p> <p>B. When the number of overloaded cars in a train involve five (5) or more cars from the same shipper and origin, railway shall notify the shipper promptly as to the removal and disposal of the excess coal. Shipper must choose one of the following options within four (4) hours after receiving notification by railway:</p> <p>(1) Shipper may claim the excess coal and elect for the railway to perform the work of reducing and reloading the coal. Charges payable shall include:</p> <ul style="list-style-type: none"> a. The published intra-terminal switching charge applicable to the particular terminal, for each overloaded car; b. A charge of \$161.00 for each overloaded car to cover the cost of transferring the excess coal to another car. <p>(2) Shipper may claim the excess coal and elect through himself or his agent to perform the work of reducing and reloading the coal. The railway shall provide an empty car(s) for reloading and has the right to choose the track location for such purpose. Shipper must notify the proper railway terminal authority before proceeding to transfer the coal and must obey all rules and other instructions given by such railway authority. Charges payable shall include:</p> <ul style="list-style-type: none"> a. The published intra-terminal switching charge applicable to the particular terminal, for each overloaded car; b. Demurrage charges provided in Tariff ICC RPS 6004 Series, except that free time shall be twenty-four (24) hours, computed from the first 7:00 AM after notification to shipper, and except that Saturdays, Sundays and holidays are not to be excluded. Demurrage charges are to apply on both the overloaded car and the car into which the excess coal is transferred. <p style="text-align: right;">(continued on following page)</p> |

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



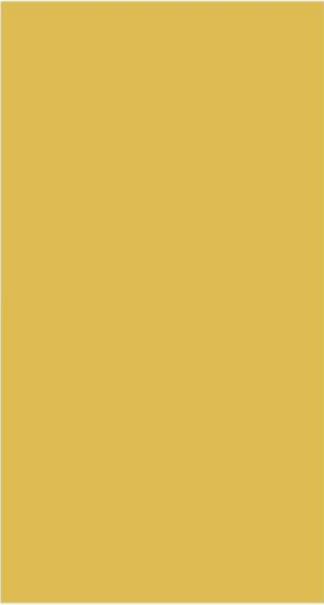
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Special Rules and Regulations - Unlimited

| Item | Subject | Application |
|-----------------------------------|---|---|
| 110 <small>(concluded)</small> | Free Time and Detention Charges on CL Coal Found to be Overloaded | <p>(3) Shipper may elect for railway to reduce the overloaded car with railway labor, and to confiscate and sell the excess coal to recover the cost to railway of providing such service. There will be no charge to shipper for choosing this option, but shipper will not be compensated for the coal removed from the overloaded car.</p> <p>Under Options (1) or (2), in addition to the charges shown, shipper shall pay line-haul freight charges on the car into which excess tonnage has been transferred. The charges are to apply from the same origin and to the same destination as for the overloaded cars. Railway shall make out the necessary billing for any car into which excess tonnage has been transferred.</p> <p>If the shipper fails to choose one of the above options within the required time, the railway shall assume that Option (3) has been chosen and notify the shipper accordingly.</p> <p>C. 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, then railway shall estimate the lading removed from the car and shall adjust the billing on the remaining lading on the basis of that estimate.</p> |
| 115 | Blocking of Cars | <p>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.</p> |
| 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> |

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

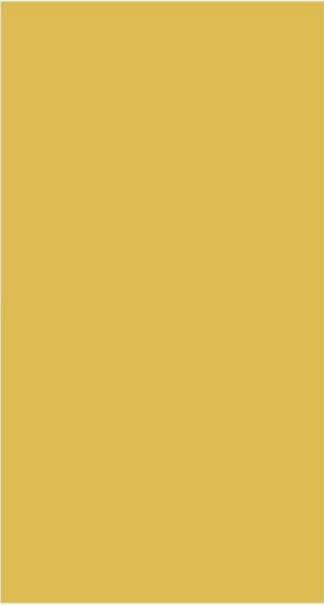


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Special Rules and Regulations - Unlimited

| Item | Subject | Application | | | | | | | | |
|---|---------------------------------|---|--------------------|-------------------------------|--|---------|--|----------|---|----------|
| 120 <small>(concluded)</small> | Coal Albers, IL to Carol, IN | <p>NOTE 1 – This charge is in addition to all other applicable rates and charges and will accrue to the NS.</p> <p>NOTE 2 – Not subject to Tariff ICC RPS 6004 Series or Tariff ICC RPS 6008 Series.</p> <p>NOTE 3 – This service will be performed only at the operating convenience of NS, which includes the availability of crews and motive power.</p> | | | | | | | | |
| 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;"><u>EXCESS TIME</u></th> <th style="text-align: right;"><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 |
| <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 | | | | | | | | | |
| 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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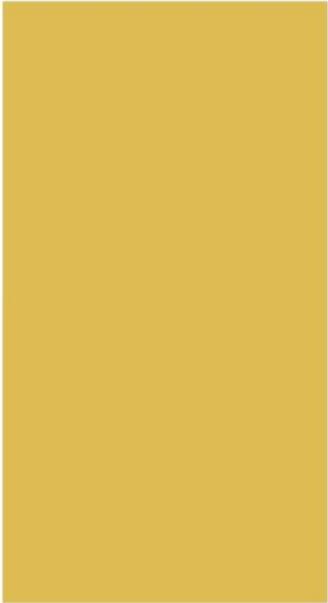


Special Rules and Regulations - Unlimited

| Item | Subject | Application | | | | | | | | |
|---|---|--|--------------------|-----------------------------------|---|---------|---|----------|---|----------|
| 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 |
| <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 | | | | | | | | | |
| 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. | | | | | | | | |

(continued on following page)

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 | Flood Loading of coal with Railway Crews at NS Railway Origins | <p>NS Railway will move a train of empty cars through coal loading facilities located on NS Railway with railway motive power and crews subject to the following provisions:</p> <ol style="list-style-type: none"> (1) Such service will be provided at Wheelersburg, OH and NS Railway Stations in the states of Kentucky, West Virginia and Virginia. (2) Such service will be performed only at the convenience of the railway and only after the consignor has made prior arrangements with the properly designated NS Railway office. (3) The train must consist of at least 50 cars in one continuously coupled movement. However, when necessary in Railway's judgement to permit loading, Railway will split the 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. (4) This item will not apply where another tariff or contract contains provisions specific to the particular coal movement. (5) This service shall not be subject to Tariffs ICC RPS 6008 Series or ICC RPS 6004 Series. (6) Free time for loading depends upon the number of cars loaded and shall be as follows: <table style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center; border-bottom: 1px solid black;"><u>Train Size</u></th> <th style="text-align: center; border-bottom: 1px solid black;"><u>Free Time Allowed</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">50-59</td> <td style="text-align: center;">2 Hours</td> </tr> <tr> <td style="text-align: center;">60-84</td> <td style="text-align: center;">3 Hours</td> </tr> <tr> <td style="text-align: center;">85-109</td> <td style="text-align: center;">4 Hours</td> </tr> <tr> <td style="text-align: center;">110-129</td> <td style="text-align: center;">5 Hours</td> </tr> <tr> <td style="text-align: center;">Over 129</td> <td style="text-align: center;">6 Hours</td> </tr> </tbody> </table> <p>If loading time, as defined in Paragraphs (7) and (9), exceeds allowable free time, the consignor will be charged \$75 for each 15 minute period or fraction thereof until all cars in the train are loaded and ready to be transported by the railway.</p> <p>Free loading time allowed at Wheelersburg, OH shall be 6 hours for trains of 90 cars or more and 4 hours for trains under 90 cars.</p> <ol style="list-style-type: none"> (7) 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. (8) 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 (9), loading of the train shall not be considered as completed until all cars are properly blocked. (9) Loading time shall end when the last car in the train has been loaded. (10) Railroad-caused delays are to be excluded from loading time, as described in paragraphs (7) and (9). 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. | <u>Train Size</u> | <u>Free Time Allowed</u> | 50-59 | 2 Hours | 60-84 | 3 Hours | 85-109 | 4 Hours | 110-129 | 5 Hours | Over 129 | 6 Hours |
| <u>Train Size</u> | <u>Free Time Allowed</u> | | | | | | | | | | | | | |
| 50-59 | 2 Hours | | | | | | | | | | | | | |
| 60-84 | 3 Hours | | | | | | | | | | | | | |
| 85-109 | 4 Hours | | | | | | | | | | | | | |
| 110-129 | 5 Hours | | | | | | | | | | | | | |
| Over 129 | 6 Hours | | | | | | | | | | | | | |

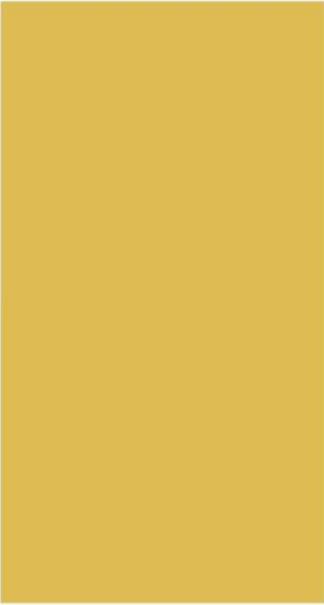


For explanation of reference marks, see last page of this tariff.

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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Special Rules and Regulations - Unlimited

| Item | Subject | Application | | | | | | |
|---|-----------------------------------|--|--------------------|-------------------------|---|----------|---|----------|
| 240 | Trainload/Unit Train Cancellation | <p>A request to NS to provide trainload/unit train service may later be cancelled by the party requesting such service (see Notes 1 and 2):</p> <p>(a) Without charge, if notice of cancellation, either in writing or by telephone, is received by Railway not later than 12:00 p.m. of the day prior to the day loading is scheduled; or</p> <p>(b) At a charge of \$1,612 if notice of cancellation is received after the time shown in (a) of this Item. The charge, if it applies, is payable by the party requesting the trainload/unit train service. Exception: There will be no charge made 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 origin after 12:00 p.m. of the day prior to the day loading is scheduled. In the event of any of these occurrences, the party requesting cancellation of service must provide a written detailed explanation of such occurrence within ten (10) days following the date of cancellation.</p> <p>NOTE 1: Notice of cancellation of trainload/unit train service should be given to the Office of Manager Coal Transportation during normal working hours and the Transportation Control Center after those hours.</p> <p>NOTE 2: For purposes of applying this item, trainload/unit train service is defined as railroad service at a 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) or 50 cars, as applicable.</p> | | | | | | |
| (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="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 TRAIN</u></th> </tr> </thead> <tbody> <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> </tbody> </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 | | | | | | | |

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



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 |
|---------------|--|
| + | Applicable only on Alabama Intrastate Traffic. |



Moving Energy Today, Building Your Tomorrow.