

**SUPPLEMENT
TO
VCC NS 9219-B**

**SUPPLEMENT
TO
ICC NS 9219-B**

NORFOLK SOUTHERN RAILWAY COMPANY

SUPPLEMENT 19

TO

FREIGHT TARIFF NS 9219-B

Supplement 18 and 19 contain all changes

COVERING

CHARGES, RULES AND REGULATIONS ON COAL AND COKE

(the direct product of coal)

CHARGES, RULES AND REGULATIONS TARIFF

ISSUED: July 19, 2007

EFFECTIVE: August 9, 2007

ISSUED BY

**Coal Business Group
110 Franklin Road
Roanoke, Virginia 24042-0026**

SUPPLEMENT 19 TO FREIGHT TARIFF NS 9219-B

RULES AND OTHER GOVERNMENT PROVISIONS SPECIAL RULES AND REGULATIONS – UNLIMITED		
ITEM	SUBJECT	APPLICATION
<p>18 225-D B !</p>	<p>Flood Loading of Coal with Railway Crews at Railway Origins</p>	<p>Consignor agrees to be bound by the provisions of this item, including payment of charge, if any, when Railway performs flood loading service at Consignor’s mine. Railway may decline to provide flood loading service at its sole discretion for any reason.</p> <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"> (1) Such service will be performed only at the convenience of the Railway. (2) Consignor must arrange flood load service with Railway’s designated Operating personnel prior to loading. (3) When necessary and 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. (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. (5) Free time for loading a train herein shall be 3.0 minutes per car. (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. (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. (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. (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. <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>

SUPPLEMENT 19 TO FREIGHT TARIFF NS 9219-B

EXPLANATION OF REFERENCE MARKS		
REFERENCE MARKS		EXPLANATION
(A)		Addition.
!		Reduction.
+		Application only on Alabama Intrastate Traffic.
□		Reissued from Supplement bearing the number enclosed within the square.
◆		Increase
©		CANCELLED

B – Brought forward without change.