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# CSX

## TRANSPORTATION

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### PUBLICATION CSXT 4734 - V

(CANCELS 4734-U, IN ITS ENTIRETY)

CONTAINING

UNIT TRAIN PRICES ON

BITUMINOUS COAL  
(STCC 11 212)

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### EXPORT BITUMINOUS COAL

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Ancillary Fuel Surcharge contained in Item 15 Series to the prices established  
by this publication as of the shipment tender date shall apply

Show CSXT 4734 Series as the authority for shipments using these common carrier prices

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ISSUE: SEPTEMBER 21, 2012

EFFECTIVE: OCTOBER 1, 2012  
EXPIRATION: DECEMBER 31, 2012

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CSX TRANSPORTATION  
Marketing Services  
6737 Southpoint Drive South  
Jacksonville, FL 32216

# CSX TRANSPORTATION TARIFF CSXT 4734-V

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## SECTION 1 - PUBLICATION INFORMATION

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### PLAN OF PUBLICATION

This Publication is published in several Sections as follows:

- **SECTION 1 - PUBLICATION INFORMATION**
  - **SECTION 2 - PARTICIPATING CARRIERS**
  - **SECTION 3 - GOVERNING RULES**
  - **SECTION 4 - COLUMN DEFINITIONS**
  - **SECTION 5 – PRICES (All Bituminous Coal 11-212-xx, which is not classified as Thermal for STCC 11-212-90)**
  - **SECTION 6 – PRICES (Bituminous Coal for Fuel (Thermal Coal) – STCC 11-212-90)**
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### CONTACT PERSONNEL

We will be delighted to assist you with information on this and any of our other Price Lists.  
Please call us at:

**Export Coal Marketing**  
Telephone – (904) 359-2426

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### APPLICATION OF PUBLICATION

Except for the distinction between non-Thermal Coal and Thermal Coal Prices, in Section 5 and Section 6, of this publication, the provisions of this publication apply equally to all types of bituminous coal.

Shipments made under the prices in this publication are governed by the rules and are subject to the provisions and charges described in Tariffs CSXT 8100-Series, CSXT 8200-Series and CSXT Fuel Surcharge Item 15 Series to this publication (including, but not limited to, the Coal Train Reservation System and the late payment Finance Charge), as amended from time to time, except to the extent in conflict with specific rules, regulations, prices, etc., are published herein.

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### CURRENCY

Prices in this publication are stated in U.S. dollars and cents and are payable in same.

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### INTRASTATE APPLICATION OF PUBLICATION

This publication applies on Interstate traffic and on Intrastate traffic in **ALL States** in the United States served by CSXT including District of Columbia.

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**CSX TRANSPORTATION  
TARIFF CSXT 4734-V**

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**SECTION 2 - PARTICIPATING CARRIERS**

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**ABBREVIATION**

**NAME OF CARRIER**

BEEM ..... Beech Mountain Railroad Company

CSXT ..... CSX Transportation

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# CSX TRANSPORTATION TARIFF CSXT 4734-V

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## SECTION 3 - GOVERNING RULES

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### ITEM 10 – Governing Publications

Shipments made under the prices in CSXT Circulars, Publications and Tariffs are governed by the rules and are subject to the provisions and charges described in the following tariff publications including but not limited to:

Governing Publications	Publication Numbers	Application
Official Station List Tariff	OPSL Tariff 6000 Series	<ol style="list-style-type: none"> <li>1. Railroad Freight Stations and station information; via: new station adds, station abandonment and station updates. Provisions that apply to abandoned stations are cancelled effective with the date of abandonment.</li> <li>2. Prepay requirements</li> <li>3. Acceptance and delivery of freight</li> <li>4. Facility changes</li> </ol>
CSXT Switching and Accessorial <b>(Note 1)</b>	CSXT Tariff 8100 Series CSXT Tariff 8200 Series	<ol style="list-style-type: none"> <li>1. Demurrage provisions and charges</li> <li>2. Switching services and charges</li> <li>3. Ancillary terminal service provisions and charges</li> </ol> <p>Credit Term, Payment of Charges and Finance Charge</p>
Official Railway Equipment Register	Filed Quarterly	Car Sizes and Capacities
Standard Transportation Commodity Code Publication	STCC Tariff 6001 Series	Seven-digit product class code number, for the proper shipping name, classification and identification of a commodity
Directory of Hazardous Materials Shipping Descriptions No. Series	Latest No. Series	Seven-digit hazardous code number, for the proper shipping name, hazard classification and identification of a commodity
Uniform Freight Classification	UFC Tariff 6000 Series	Rules and Regulations for railroad shipments
Bureau of Explosives	BOE Tariff 6000 Series	Hazardous Materials Regulations of the Department of Transportation

**Note 1** - Except for diversion and reconsignment, prices **will not apply** on shipments accorded transit privileges of any kind including stop-off to load/unload.

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### ITEM 15 – Fuel Surcharge

APPLICATION: This publication applies to: (1) all regulated common carrier linehaul freight rates existing or established by CSXT on or after April 23, 2007; and (2) all linehaul freight rates and charges with respect to exempt traffic, and linehaul freight rates and charges in contracts, private price quotations or other pricing documents, that both reference this publication and are entered into or issued and effective on or after April 23, 2007.

In the event that the monthly average price per gallon of highway diesel fuel (as determined below, the “HDF Average Price”) equals or exceeds 200.0 cents, CSXT will apply a mileage-based fuel surcharge to the linehaul rates and charges described above. The fuel surcharge will be applied to each qualifying shipment having a bill of lading or other shipping instruction dated on or after the first day of the second calendar month following the calendar month of a given HDF Average Price determination.

# CSX TRANSPORTATION TARIFF CSXT 4734-V

## SECTION 3 - GOVERNING RULES

### ITEM 15 – Fuel Surcharge (Continued)

The “HDF Average Price” for a month will be the average price for that month of U.S. No. 2 Diesel Retail Sales by All Sellers, as determined and published by the U. S. Department of Energy, Energy Information Administration (“DOE-EIA”)<sup>1</sup>. That average price will, in calculating the HDF Average Price, be rounded to the nearest 1/10<sup>th</sup> of a cent applying conventional rounding principles. The fuel surcharge will be 1¢ per mile per railcar for every 4¢ per gallon, or portion thereof, by which the HDF Average Price for the calendar month two months prior to the calendar month of shipment exceeds 199.9 cents.

If DOE-EIA ceases publication of the above information, CSXT will employ a suitable substitute source of price or measure.

The mileage to be applied in calculating the fuel surcharge will be based on rail miles between origin, interchange(s) and destination, and can be found at [www.csx.com](http://www.csx.com).

The following table reflects a sampling of the fuel surcharge within the included HDF Average Price ranges.

HDF Average Price Cents Per Gallon	Cents Per Mile	HDF Average Price Cents Per Gallon	Cents Per Mile	HDF Average Price Cents Per Gallon	Cents Per Mile	HDF Average Price Cents Per Gallon	Cents Per Mile
0 - 199.9	0	276.0 - 279.9	20	356.0 - 359.9	40	436.0 - 439.9	60
200.0 - 203.9	1	280.0 - 283.9	21	360.0 - 363.9	41	440.0 - 443.9	61
204.0 - 207.9	2	284.0 - 287.9	22	364.0 - 367.9	42	444.0 - 447.9	62
208.0 - 211.9	3	288.0 - 291.9	23	368.0 - 371.9	43	448.0 - 451.9	63
212.0 - 215.9	4	292.0 - 295.9	24	372.0 - 375.9	44	452.0 - 455.9	64
216.0 - 219.9	5	296.0 - 299.9	25	376.0 - 379.9	45	456.0 - 459.9	65
220.0 - 223.9	6	300.0 - 303.9	26	380.0 - 383.9	46	460.0 - 463.9	66
224.0 - 227.9	7	304.0 - 307.9	27	384.0 - 387.9	47	464.0 - 467.9	67
228.0 - 231.9	8	308.0 - 311.9	28	388.0 - 391.9	48	468.0 - 471.9	68
232.0 - 235.9	9	312.0 - 315.9	29	392.0 - 395.9	49	472.0 - 475.9	69
236.0 - 239.9	10	316.0 - 319.9	30	396.0 - 399.9	50	476.0 - 479.9	70
240.0 - 243.9	11	320.0 - 323.9	31	400.0 - 403.9	51	480.0 - 483.9	71
244.0 - 247.9	12	324.0 - 327.9	32	404.0 - 407.9	52	484.0 - 487.9	72
248.0 - 251.9	13	328.0 - 331.9	33	408.0 - 411.9	53	488.0 - 491.9	73
252.0 - 255.9	14	332.0 - 335.9	34	412.0 - 415.9	54	492.0 - 495.9	74
256.0 - 259.9	15	336.0 - 339.9	35	416.0 - 419.9	55	496.0 - 499.9	75
260.0 - 263.9	16	340.0 - 343.9	36	420.0 - 423.9	56	Above 499.9	See Below
264.0 - 267.9	17	344.0 - 347.9	37	424.0 - 427.9	57		
268.0 - 271.9	18	348.0 - 351.9	38	428.0 - 431.9	58		
272.0 - 275.9	19	352.0 - 355.9	39	432.0 - 435.9	59		

The fuel surcharge will be 75¢ per mile plus 1¢ per mile for every 4¢ per gallon, or portion thereof, by which the HDF Average Price exceeds 499.9 cents.

When CSXT is the billing railroad with respect to a joint rate as to which another railroad’s fuel surcharge is to be applied, the mileage (if any) used in calculating the fuel surcharge will be derived from CSXT’s mileage lookup system and facility which can be found at [www.csx.com](http://www.csx.com).<sup>2</sup>

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<sup>1</sup> The referenced DOE-EIA publication can currently be found at [www.eia.doe.gov](http://www.eia.doe.gov). On the home page select “Petroleum;” under “Prices” select “Weekly Retail Gasoline and Diesel Prices;” for the “Area” select “U.S.,” for the “Period” select “Monthly;” then refer to the data on the line entitled “Diesel (On-Highway).” Monthly data is normally published Wednesday after the last Monday of a given month.

<sup>2</sup> The referenced rail miles can be found at [www.csx.com](http://www.csx.com). On the home page select “Customers;” select “Prices, Tariffs, Fuel Surcharge;” select “Fuel Surcharge;” then select “Mileage” and follow the instructions provided. First time users will need to register to use ShipCSX.

# CSX TRANSPORTATION TARIFF CSXT 4734-V

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## SECTION 3 - GOVERNING RULES

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### **ITEM 20 – Reference to Tariffs, Items, Notes, Rules, Etc.**

Where reference is made in this publication to tariffs, items, notes, rules, etc., such references are continuous and include amendments, supplements to rules, etc. in effect on the date of tender.

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### **ITEM 35 – Transfer Between Connecting Carriers**

The joint rates published herein include all charges for switching, drayage or other transfer services at intermediate interchange points on shipments handled through and not stopped for special services at such intermediate interchange points.

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### **ITEM 40 – Consecutive Numbers**

Consecutive numbers, represented in this publication by the first and last numbers connected by the word “To” or a hyphen, will be understood to include both of the numbers shown.

If only the first number bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.

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### **ITEM 60 – National Service Order Tariff**

This publication is subject to provisions of various Surface Transportation Board Service Orders and General Permits as shown in Tariff National Service Order 6100-Series.

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### **ITEM 65 – Proportional Application of Prices**

Prices published in CSXT 4734-Series apply between origins and destinations published herein. Prices contained herein are NOT applicable as proportional prices for use in constructing all rail combination prices.

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### **ITEM 120 – Definition of Ton**

The term “ton”, when used in this publication, means a net ton of 2,000 pounds.

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### **ITEM 130 – Car Type**

Prices in this publication apply when loaded in unequipped Gondola or Hopper cars.

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# CSX TRANSPORTATION TARIFF CSXT 4734-V

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## SECTION 3 - GOVERNING RULES

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### ITEM 140 – Emergency and Internal Routing

When in the case of pronounced traffic congestion (not an embargo), washout, wreck or similar emergency, or through Carrier's error, Carrier forwards shipments via other junction points of the same Carrier or via lines of other Carriers parties to the publication, the price to apply will be that specified in this publication, but not higher than the price applicable via the initial route of movements.

Prices or Routes published herein, To, From or Via stations on CSXT, while on the rails of CSXT, are applicable only over the shortest distance between stations where transportation is performed by CSXT, except as otherwise specifically authorized by other agreement(s), or unless handled out of route for Carrier's convenience.

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### ITEM 150 – Participating Carrier Publications

Shipments made under the prices in this publication are subject to applicable rules of each participating carrier while on that carrier's lines.

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### ITEM 160 – Loss and Damage Liability of Carrier

The Carrier shall be liable for claims only if Carrier negligence is shown by the claimant to be the proximate cause of the loss or damage.

Carrier liability for shortage of goods shall be conditioned upon evidence of unauthorized entry into the rail car while in the possession of the Carriers.

Carrier shall not be liable for special or consequential damages, including market decline claims, product deterioration, or other such claims based on delay in transportation, nor shall Carrier be liable for punitive damages or attorney fees.

Carrier liability for damages or shortages is contingent upon Carrier or its Agent receiving immediate notification of all noted visible damages and/or shortages discovered during unloading of rail car. Damage or shortages discovered other than between 8:00 A.M. and 5:00 P.M. Monday through Friday, are subject to reporting no later than 24 hours following unloading from rail car, Saturdays, Sundays and Holidays excluded.

Concealed damage must be reported immediately upon discovery and made available for inspection at point of delivery. Damage may be reported to: (800) 432-1032

Failure of the shipper to comply with packing requirements of the Uniform Freight Classification and Association of American Railroads' loading provisions shall be a defense to any claim for damage.

Any claim for loss or damage shall be filed within nine (9) months of the date the shipment was delivered, or in the case of failure to make delivery, then within nine (9) months after a reasonable time for delivery. Any lawsuit or other action for the enforcement or liability for loss or damage shall be instituted within one year after the railroad first declines the claim.

Loss and Damage Claims should be filed with: Director – Freight Claims  
CSX Transportation, Inc. – J815  
P.O. Box 44085  
Jacksonville, FL 32231-4085  
Telephone: (904) 279-6331  
(800) 327-9715

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**CSX TRANSPORTATION  
TARIFF CSXT 4734-V**

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**SECTION 3 - GOVERNING RULES**

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**ITEM 165 – Overcharge Claims**

Claims for overpayment of charges must be in writing and received by Carrier(s) no later than three years after delivery or tender of shipment. Any lawsuit for overpayment of charges must be filed within:

- A. Three years after delivery or tender of delivery of shipment or
- B. Six months from the date of Carriers “disallowance” of the last time filed claim, whichever occurs later.

For overcharge claim information pertaining to a participating carrier other than CSXT, contact that Carriers sales office.

To inquire on CSXT overcharge claims, contact: Manager – Overcharge Claims  
CSX Transportation, Inc. – J605  
6737 Southpoint Drive S, 2<sup>nd</sup> Floor  
Jacksonville, FL 32216-6177  
Telephone: (904) 279-4764

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**ITEM 170 – Private Piers**

Prices to Private Piers **do not include** transfer of Coal from car to vessels or to storage. Private Piers are not operated by the railroad and owners of Coal must make their own arrangements for handling through these facilities with the Private Pier owners.

Customers ordering transportation (“Industry”) to a private pier is responsible for arranging for the prompt unloading of trains at destination. By submitting train reservation requests to CSXT, Industry certifies that the destination pier will promptly dump the entire contents of the train to ground storage or directly to barge or vessel. Industry recognizes that delays in unloading trains at the pier may result in liability for Demurrage at the rates established by Tariff CSXT 8200, at the sole discretion of CSXT. Industry’s failure may, particularly during periods of high demand, reduce CSXT’s capacity, limiting CSXT’s ability to accept future loading reservation requests. In the event that Industry fails to provide prompt unloading of any train at the pier, CSXT may reject future reservation requests pending Industry’s provision of security for its future compliance with the requirements of this Item.

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**ITEM 175 – Switching at Private Piers**

When loaded cars from any loading point are tendered to the carrier blocked in shipments of a minimum of thirty (30) cars, the consignor must certify the total number of cars included in the blocked shipment by notation on the mine card bill submitted for each car in the shipment. If the blocked shipment becomes separated, the railroad will restore them or an equivalent number of the same “Class” of cars, without charge to the consignee, before delivery. If the consignee requests the blocked shipments be switched before delivery, a charge of fifty dollars (\$50.00) per car for each car will be assessed.

When shipments of less than a minimum of thirty (30) blocked cars are tendered the railroad from any loading point which subsequently results in a request for switching before delivery to the consignee, a charge of fifty dollars (\$50.00) per car for each car involved in the switching will be assessed.

Switching of cars separated from 7,000 ton shipments will be provided, without charge to the consignee, before delivery. A charge of fifty dollars (\$50.00) per car will be assessed if 7,000 ton shipments are requested to be switched into blocks of less than thirty (30) cars before delivery to the consignee.

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# CSX TRANSPORTATION TARIFF CSXT 4734-V

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## **ITEM 180 – Terminal or Transit Privileges or Services**

Shipments made under the prices contained herein are entitled also to terminal and transit services and privileges and are subject to the charges, allowances, rules and regulations legally applicable thereto, as provided in separately published tariffs, publications, circulars and rules of CSXT.

### **EXCEPTION**

When provisions of this publication specifically cover any such charge, allowance, rule or regulation, corresponding or conflicting provisions in such separate publications **will not apply**.

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## **ITEM 185 – Mileage Payment**

No mileage allowance payments will be made on shipments moving under this tariff in shipper owned or leased equipment.

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## **ITEM 190 – Minimum Car Loading**

Minimum weight for railcars will be ninety eight percent (98%) of the UMLER capacity of the railcar.

For all bituminous coal, STCC 11-212-xx, which is not classified as thermal for STCC 11-212-90 (commonly known as metallurgical coal), when a railcar is loaded to full visible or cubical capacity and Shipper certifies on the shipping document that the Car is so loaded, the minimum weight for railcars shall be actual weight, but in no case less than 93 tons per car

**CSX TRANSPORTATION  
TARIFF CSXT 4734-V**

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**SECTION 4 - COLUMN DEFINITIONS**

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**Column Heading:**

**COLUMN 1**

- Price applies on minimum trainload shipments of 7,000 net tons from one mine.
- Price applies only when one “class” of coal per trainload consignment is tendered in a block.

**Column Heading:**

**COLUMN 2**

- Price applies on minimum trainload shipments of 10,000 net tons from one mine.
- Price applies only when one “class” of coal per trainload consignment is tendered in a block.

**Column Heading:**

**COLUMN 3**

- Price applies on minimum trainload shipments of 14,000 net tons from one mine.
- Price applies only when one “class” of coal per trainload consignment is tendered in a block.

# CSX TRANSPORTATION TARIFF CSXT 4734-V

## SECTION 5 - PRICES

For application of Columns, see Column Definitions in Section 4  
Unit Train Rates (\*) below are in Dollars per Net Ton

**BITUMINOUS COAL STCC: 11-212 (All Bituminous Coal 11-212-xx, which is not classified as Thermal for STCC 11-212-90)**

Destination		ITEM 500 MARYLAND		ITEM 510 VIRGINIA		
		Baltimore Piers		Newport News Private Piers		
Rate District No.	Origin Rate District Name (Note)	Chesapeake Bay Piers / CNX Marine Terminal Private Pier		Pier IX / Dominion Terminal		
		Column 1 7,000 Ton Unit Train	Column 2 10,000 Ton Unit Train	Column 1 7,000 Ton Unit Train	Column 2 10,000 Ton Unit Train	Column 3 14,000 Ton Unit Train
01	Belington	\$39.62	-	\$46.62	-	-
03	Cumberland Piedmont E.	\$36.26	-	\$43.26	-	-
04	Cumberland Piedmont W.	\$36.26	-	\$43.26	-	-
05	Fairmont	\$39.62	-	\$46.62	\$46.02	-
09	Gauley North	\$39.62	-	\$46.62	\$46.02	-
11	Grafton	\$39.62	-	\$46.62	-	-
15	Mountain	\$36.26	-	\$43.26	\$42.66	-
17	Big Sandy	\$51.08	\$50.48	\$44.08	\$43.48	\$42.23
18	Kanawha	\$47.58	\$46.98	\$40.58	\$39.98	\$38.73
19	New River	\$46.89	\$46.29	\$39.89	\$39.29	\$38.04
20	Alabama	-	-	-	-	-
22	Clinchfield	\$51.33	\$50.73	\$44.33	\$43.73	\$42.48
25	Elkhorn	\$51.33	-	\$44.33	-	-
26	Harlan	\$56.08	-	\$49.08	-	-
27	Hazard	\$51.58	-	\$44.58	-	-
28	Jellico-Middlesboro	\$56.08	-	\$49.08	-	-
32	Southwest Virginia	\$56.08	-	\$49.08	-	-
38	BEEM	\$39.62	-	\$46.62	-	-
40	MGA	\$38.66	\$38.06	\$45.66	\$45.06	-

**(Note) - As defined in Tariff CSXT 8200 Series - Thirty cents 30¢ per ton will be added to the rate when from Twenty-four Hour Load Origins**

**\* Certain trainload sizes and associated rates may not be available at all origins within a rate district due to operating limitations or requirements.**

# CSX TRANSPORTATION TARIFF CSXT 4734-V

## SECTION 6 - PRICES

For application of Columns, see Column Definitions in Section 4  
Unit Train Rates (\*) below are in Dollars per Net Ton

### Bituminous Coal for Fuel (Thermal Coal) (STCC: 11-212-90)

Destination		ITEM 520 MARYLAND Baltimore Piers		ITEM 530 VIRGINIA Newport News Private Piers Pier IX / Dominion Terminal		
		Chesapeake Bay Piers / CNX Marine Terminal Private Pier		Column 1 7,000 Ton Unit Train	Column 2 10,000 Ton Unit Train	Column 1 7,000 Ton Unit Train
Rate District No.	Origin Rate District Name (Note)	Column 1 7,000 Ton Unit Train	Column 2 10,000 Ton Unit Train	Column 1 7,000 Ton Unit Train	Column 2 10,000 Ton Unit Train	Column 3 14,000 Ton Unit Train
01	Belington	\$39.62	-	\$46.92	-	-
03	Cumberland Piedmont E.	\$36.26	-	\$43.26	-	-
04	Cumberland Piedmont W.	\$36.26	-	\$43.26	-	-
05	Fairmont	\$39.62	-	\$46.62	\$46.02	-
09	Gauley North	\$39.62	-	\$46.62	\$46.02	-
11	Grafton	\$39.62	-	\$46.62	-	-
15	Mountain	\$36.26	-	\$43.26	\$42.66	-
17	Big Sandy	\$51.08	\$50.48	\$44.08	\$43.48	\$42.23
18	Kanawha	\$47.58	\$46.98	\$40.58	\$39.98	\$38.73
19	New River	\$46.89	\$46.29	\$39.89	\$39.29	\$38.04
20	Alabama	-	-	-	-	-
22	Clinchfield	\$51.33	\$50.73	\$44.33	\$43.73	\$42.48
25	Elkhorn	\$51.33	-	\$44.33	-	-
26	Harlan	\$56.08	-	\$49.08	-	-
27	Hazard	\$51.58	-	\$44.58	-	-
28	Jellico-Middlesboro	\$56.08	-	\$49.08	-	-
32	Southwest Virginia	\$56.08	-	\$49.08	-	-
38	BEEM	\$39.62	-	\$46.62	-	-
40	MGA	\$38.66	\$38.06	\$45.66	\$45.06	-

(Note) - As defined in Tariff CSXT 8200 Series - Thirty cents 30¢ per ton will be added to the rate when from Twenty-four Hour Load Origins

\* Certain trainload sizes and associated rates may not be available at all origins within a rate district due to operating limitations or requirements.