

**CSXT OPEN TOP AND CLOSED CAR LOADING POLICY
ALL LOADING EXCEPT COAL LOADING
EFFECTIVE - July 1, 2007**

The following maximum allowable weights supersede those identified in all previous correspondence relating to open top and closed car overloads. These maximums apply to CSX Transportation and private marked open top and closed cars loaded with commodities other than coal and originating or terminating on CSXT where routes have been pre-approved on an origin/destination basis. In situations, where cars are originating or terminating off-line and the foreign road's weight restrictions, policies or standards are more restrictive than what is published in this policy, the more restrictive weight restrictions will apply. Questions concerning approved routes and applicable weight restrictions should be directed to the CSXT Customer Service Team Manager. References to CSXT marked cars include all CSXT predecessor railroads reporting marks.

- Column A is the maximum allowable gross weight for which a car can be loaded at origin.
- Column B is the maximum allowable gross weight for which a car can move across CSX after being weighed at a CSXT scale subsequent to origin.
- Action Required is the action that must be performed if the applicable weight in Column A or B is exceeded
- CSX must have written approval from the owner of any private or foreign car, before a weight in excess of the AAR maximum allowable weight on rail is allowed.

| CAR CAPACITY | COLUMN A | COLUMN B |
|--|---|--|
| | MAXIMUM ALLOWABLE GROSS WEIGHT OF CAR * | MAXIMUM ALLOWABLE GROSS WEIGHT OF CAR OVER CSXT SCALE |
| 50-Ton Car Types | 177,000 lbs. | 182,000 lbs. |
| 70-Ton Car Types | 220,000 lbs. | 228,000 lbs. |
| 100-Ton Car Types | 270,000 lbs.** | 273,000 lbs. |
| Cars Rebuilt/Built Per AAR S-259 and Registered in UMLER for 286,000 lb. Gross Rail Load | 286,000 lbs. | 288,500 lbs. |
| 125-Ton Car Types (Cars Registered in UMLER for 315,000 lb. Gross Rail Load) | 315,000 lbs. | 316,575 lbs. |
| ACTION REQUIRED | If weights above are exceeded, car to be reduced to Column A weight.*** | If weights above are exceeded, car must be set out and reduced to Column A weight at nearest reduction location. |

* If the loading weight is from a CSXT Origin scale certified to provide individual per car weights (batch weigh, track or other type certifiable scale) and provided that weight does not exceed the weight shown in Column A, car can move to destination or interchange without receiving subsequent weighing. If Column B weights are exceeded at subsequent weighing or at interchange, action shown in Column B table must be followed.

** DOT or AAR Specification tank cars carrying regulated commodities must not exceed 263,000 pounds gross rail load unless operating under DOT exemption allowing gross rail load in excess of 263,000 lbs.

*** Shipments of hazardous material (STCC 48 and STCC 49 series) exceeding the AAR maximum allowable weight on rail will be referred to the CSXT Risk Management - Hazardous Materials Department for furthering handling and instructions.

**CSXT OPEN TOP CAR POLICY
FOR COAL LOADING
EFFECTIVE – July 1, 2007**

The following maximum allowable weights supersede those identified in all previous correspondence relating to coal overloads. These maximums apply to CSX Transportation and private marked open top cars loaded with coal originating or terminating on CSXT where routes have been pre-approved on an origin/destination basis. In situations, where cars are originating or terminating off-line and the foreign road's weight restrictions policies or standards are more restrictive than what is published in this policy, the more restrictive weight restrictions will apply. Questions concerning approved routes and applicable weight restrictions should be directed to the CSXT Coal Development Office (800) 852-4923. References to CSXT marked cars include all CSXT predecessor railroads reporting marks.

- Column A is the maximum allowable gross weight for which a car can be loaded at origin.
- Column B is the maximum allowable gross weight for which a car can move across CSX after being weighed at a CSXT scale subsequent to origin, *in the absence*, of an origin weight from a certifiable scale.
- Action Required is the action that must be performed if the applicable weight in Column A or B is exceeded.
- CSX must have written approval from the owner of any private or foreign car, before a weight in excess of the AAR maximum allowable weight on rail is allowed.

| CAR CAPACITY | COLUMN A | COLUMN B |
|---|---|--|
| | TARGET GROSS WEIGHT OF CAR * | MAXIMUM ALLOWABLE GROSS WEIGHT OF CAR ** |
| 50-Ton Car Types | 177,000 lbs. | 177,000 lbs. |
| 70-Ton Car Types | 220,000 lbs. | 220,000 lbs. |
| 100-Ton CSXT Coal Cars (H-350 Bottom Drop and E-100 Yellow Belly Gondolas) | 270,000 lbs. | 273,000 lbs. |
| 100-Ton non-CSXT Coal Cars | 270,000 lbs. | 273,000 lbs. |
| 100-Ton Coal Cars registered in UMLER with Star Code "L" for 286k Loading*** | 286,000 lbs. | 288,500 lbs. |
| Cars Rebuilt/Built Per AAR S-259 and Registered in UMLER with Star Code "M" for 286k Loading*** | 286,000 lbs. | 288,500 lbs. |
| Cars Registered in UMLER for 315,000 lb. Gross Rail Load | 315,000 lbs. | 316,575 lbs. |
| ACTION REQUIRED | If weights above are exceeded, car to be reduced to Column A weight | If weights above are exceeded, car to be reduced to column A weight at nearest reduction location. |

*** If the loading weight is from a CSXT origin scale certified to provide individual per car weights (batch weigh, track or other type certifiable scale) and provided that weight does not exceed the weight shown in Column A, car can move to destination or interchange based on the origin weight. The initial certified weight should govern the movement of the car *except under circumstances, where CSXT determines the car is mechanically unsafe to move.***

If the loading weight is from a CSXT Origin that **does not have a certified scale, the initial movement of the car over any CSXT scale will be governed by Column A and reduced, if need be, at the nearest reduction location, however, if subsequent weighing occurs over a different CSXT scale, the Column B Maximum Allowable weight will govern the movement of the car.

***All Umler Star Coded cars must receive approval from CSXT Car Engineering, prior to being loaded to 286,000 lbs.

REDUCTION LOCATIONS APPLICABLE TO COAL OVERLOADS

Any coal shipment requiring reduction, as noted above, must be reduced at the following locations based on nearest CSXT weigh-in-motion scale location:

| <u>CSXT Certified Weigh-In-Motion Scale Location</u> | <u>Overload Set Out Location</u> |
|--|----------------------------------|
| Kingsport, TN | Erwin, TN |
| Grays, KY | Corbin, KY |
| Pryse, KY | Ravenna, KY |
| Torchlight, KY | Russell, KY |
| Barboursville, WV | Russell, KY |
| Riffe, WV | Clifton Forge, VA |
| Green Spring, WV | Brunswick, MD |
| Warwick, OH | (TBD) by Operating Department |
| Erie, PA | (TBD) by Operating Department |

CSXT overload charges shall be billed to the shipping company as prescribed below under CSXT, item 2. Demurrage or other type charges will not be assessed if cars are not set out for reduction at locations identified above.

REDUCTION LOCATIONS APPLICABLE TO OTHER THAN COAL

Any shipment, other than coal requiring reduction as noted above, must be set off for reduction at the nearest practical location.

OVERLOAD REDUCTION PROCEDURES

When any shipment requires reduction as noted above, the following procedures shall apply in order to correct the overload:

CSXT:

1. will promptly notify the shipper of the overload, its location and amount overweight.
2. will bill the shipper as governed in applicable tariffs (CSXT 8200 Series or other tariffs) or as governed by Rail Transportation Contract.
3. will input the necessary information into the Automated Waybilling System and the Revenue Management System to reflect the reported adjusted weight for billing purposes.

The Shipper:

1. must make arrangements to reduce the shipment to the maximum gross weight allowed and advise the carrier when this has been accomplished.
2. will, after shipment's weight has been reduced, promptly certify to the carrier and consignee that the load has been reduced to the maximum gross weight allowed (CSXT will not reweigh cars after receiving this certification).
3. is responsible for the handling and disposition of the excess commodity reduced from an overloaded rail car.

NOTE: The CSXT Scales & Weighing Department reserves the rights to designate secondary scales as the governing scale, superseding jurisdiction of the initial certified scale.

This Policy will govern CSX Transportation with respect to identifying, handling, and disposition of overloaded open top and closed cars.

R. J. Regan
VP - Mechanical

Dated: _____

C. P. Jenkins
VP - Coal

Dated: _____

D. A. Brown
VP & CTO

Dated: _____

K. A. Downard
Chief Engineer Maintenance of Way

Dated: _____

Original signed copy is on file and is available by fax