

FT PNWR 9500
(Cancels PNWR 9001)
(Cancels WPRR 9001)

PORTLAND & WESTERN RAILROAD, INC

FREIGHT TARIFF PNWR 9500

(Cancels Freight Tariff PNWR 9001)
(Cancels Freight Tariff WPRR 9001)

SWITCHING, DEMURRAGE & ACCESSORIAL

RULES AND CHARGES

APPLYING AT POINTS ON THE

PORTLAND & WESTERN RAILROAD, INC.
WILLAMETTE & PACIFIC RAILROAD, INC.

IN THE STATE OF OREGON

GENERAL DEMURRAGE, SWITCHING & ACCESSORIAL TARIFF

This Tariff applies on Intrastate and Interstate Traffic.

ISSUED: April 5, 2007

EFFECTIVE: May 1, 2007

ISSUED BY

John J. Speight
Vice President Marketing and Sales
Portland & Western Railroad, Inc.
650 Hawthorne Ave. SE, Suite 220
Salem, OR 97301

(The provisions published herein, if effective, will not result in an effect on the quality of the human environment.)

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For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.

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<p>ITEM 5</p> <p align="center">STATION LISTS AND CONDITIONS</p> <p>This tariff is governed by the Official Railroad Station List, OPSL 6000-series, Railinc, Agent, to the extent shown below:</p> <p>PREPAY REQUIREMENTS AND STATION CONDITIONS</p> <p>For additions and abandonments of stations, restrictions as to acceptance or delivery of freight and changes in station facilities. When a station is abandoned as of a date specified in the above named tariff, the rates from and to such station as published in this tariff are inapplicable on and after that date.</p>	<p>ITEM 8 [N]</p> <p align="center">DEMURRAGE CHARGES - TIMELY PAYMENT OF, SECURITY DEPOSIT</p> <p>Carrier has the right to demand that a rail customer, responsible for the payment of demurrage, which has a history of delinquency or non-payment of demurrage charges, not in bona fide dispute, provide assurance for the timely payment of those charges. Such 'assurance' will be required in one of the following forms: (1) Payment upon incurrence of the charges by MasterCard or Visa credit card, or (2) by deposit with PNWR of cash, letter of credit, surety bond or other suitable guarantee in the amount equal to average monthly demurrage bill, as calculated over the past six months. Carrier will determine the suitability of the security tendered. All instruments on deposit are hereinafter referred to as 'security'. If the credit card privilege is abused through a customer's refusal to pay charges not in bona fide dispute, Carrier has the right to refuse further extension of the credit card option and to require thereafter the deposit of security.</p> <p>If a demurrage bill incurred by a customer subject to the aforesaid security deposit requirement, not in bona fide dispute, is not paid when due, immediately thereafter, Carrier will satisfy the bill by drawing against the security. Because deposits are established due to delinquencies or non-payment of demurrage charges, no interest will be paid by Carrier on any security deposited with it. It is within the discretion of the Carrier to determine when issues of delinquency have been resolved and when the rail customer is no longer required to maintain a security deposit. Should rail service to the customer no longer be required, the security on deposit will be released and returned, upon satisfaction of all outstanding demurrage bills. Credit card information will be required for each transaction and credit card information will not be retained by the carrier.</p>
<p>ITEM 7</p> <p align="center">LATE PAYMENT</p> <p>Customer shall pay applicable charges to Railroad upon invoice therefore. Invoices are due and payable thirty (30) days following the date of the invoice. In the event that invoice has not been paid or payment has not been made by customer within fifteen (15) days after such payment is due and payable, a late payment charge of two percent (2%) shall be assessed on the outstanding balance owed, and then a finance charge of two percent (2%) per month shall be assessed on the outstanding balance owed (including payments, late payment charges and finance charges). Payments shall be applied first to finance charges, second to late payment charges, and then to the outstanding balance.</p>	<p>ITEM 9 [N]</p> <p align="center">CONGESTION RESULTING FROM RAIL CUSTOMER MAY RESULT IN AN EMBARGO</p> <p>If a rail customer's excessive retention of railcars (whether or not related to the customer's credit card/security deposit experience) results in operational congestion as determined by the carrier of the customer's and/or the Carrier's rail tracks. Carrier may impose an embargo against the customer's receipt of further railcars until the congestion is eliminated.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<p>ITEM 10</p> <p align="center">GLOSSARY OF TERMS</p> <p>For the purpose of applying provisions of this tariff, the following terms are defined and will govern:</p> <p>ACTUAL PLACEMENT – When a car is placed in an accessible position for loading or unloading or at a point designated by the consignor, loader, consignee, or unloader.</p> <p>ASSIGNED CAR – A car of any ownership specifically requested and assigned to a shipper by a railroad.</p> <p>CARS HELD FOR LOADING – The complete or partial loading of a car in conformity with UP or BNSF loading and clearance rules and the furnishing of forwarding instructions.</p> <p>CARS HELD FOR UNLOADING The complete unloading of a car and advice received from the consignee or unloader that the car is empty and available.</p> <p>CONSIGNEE – The party designated on the bill of lading as the entity entitled to receive delivery of the car from the carrier.</p> <p>CONSIGNOR – The party designated on the bill of lading as the entity delivering the car to the carrier.</p> <p>CONSTRUCTIVE PLACEMENT - When a car is consigned or ordered to a private track or an industrial interchange track, or public delivery track and cannot be actually placed because of a condition attributable to the consignor or consignee notice shall be sent or given.</p> <p>DEMURRAGE – A charge made on freight cars held by or for consignor, loader, consignee, or unloader for loading or unloading, for forwarding directions or any other purpose.</p> <p>DISPOSITION – Instructions furnished or given to Railroad which provides for the release or tender of the car from consignor's, loader's, consignee's or unloader's account.</p> <p>ELECTRONIC OR MECHANICAL DEVICE – Communication device such as, facsimile, mailgram, computers, etc.</p> <p>EMPTY RELEASE INFORMATION – Advice by consignor, loader, consignee, or unloader given to authorized Railroad personnel that the car is unloaded and available to this railroad. Information given must include the identity of the customer, individual furnishing data and car initial and number.</p> <p align="center">(Continued in next column)</p>	<p>ITEM 10 (Cont'd)</p> <p align="center">GLOSSARY OF TERMS</p> <p>FREE TIME – A period of time following actual or constructive placement during which demurrage is not chargeable.</p> <p>HOLIDAYS – Shall mean only the days listed below:</p> <table border="0"> <tr> <td>New Year's Day</td> <td>January 1(See NOTE)</td> </tr> <tr> <td>Memorial Day</td> <td>Last Monday of May</td> </tr> <tr> <td>Independence Day</td> <td>July 4 (See NOTE)</td> </tr> <tr> <td>Labor Day</td> <td>First Monday of September</td> </tr> <tr> <td>Thanksgiving Day</td> <td>Fourth Thursday of November</td> </tr> <tr> <td>Day after Thanksgiving</td> <td>Fourth Friday of November</td> </tr> <tr> <td>Christmas Eve</td> <td>December 24</td> </tr> <tr> <td>Christmas Day</td> <td>December 25 (See NOTE)</td> </tr> </table> <p>NOTE: When this date occurs on a Sunday, the following Monday will be observed as the holiday.</p> <p>LEASED TRACK – Any trackage assigned to a user through a written signed agreement. A leased track will be treated the same as a private track.</p> <p>LOADER – Party physically loading a car at origin. Demurrage charges will be assessed against the Loader who will be responsible for payment of charges accrued at origin.</p> <p>LOADED RELEASE INFORMATION - Advice by consignor, loader or unloader given to authorized Railroad personnel that the car is available to this railroad. Information must include identity of customer, car initial, number, consignee destination, STCC and route.</p> <p>OTHER-THAN-PUBLIC DELIVERY TRACK – Any railroad track or portion of a track assigned for individual use or for joint use, including privately owned or leased tracks.</p> <p>PARTIAL UNLOADING – The partial unloading of a car and the furnishing of forwarding instructions.</p> <p>PRIVATE CAR – A car not owned or leased by a railroad.</p> <p>PRIVATE TRACK – Any track or tracks, which are not owned by the Railroad.</p> <p>PUBLIC DELIVERY TRACK – Any track open to the general public for loading and unloading on the Portland & Western Railroad, Inc.</p> <p>RAILROAD CONTROLLED CAR - A car owned or leased by a railroad.</p> <p>RAILROAD PREMISES – All tracks which Railroad provides for its own uses and purposes or for general public use, and all other tracks located inside of its right-of-way or yards and terminals, except tracks located on or within the confines of property owned or leased by a customer.</p> <p align="center">(Continued on next page)</p>	New Year's Day	January 1(See NOTE)	Memorial Day	Last Monday of May	Independence Day	July 4 (See NOTE)	Labor Day	First Monday of September	Thanksgiving Day	Fourth Thursday of November	Day after Thanksgiving	Fourth Friday of November	Christmas Eve	December 24	Christmas Day	December 25 (See NOTE)
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<p>ITEM 10 (Cont'd)</p> <p align="center">GLOSSARY OF TERMS</p> <p>REFUSED CARLOAD FREIGHT – When the original loaded car is refused at destination without being unloaded.</p> <p>RELOADING – When the car is held for loading after being released as an empty.</p> <p>TIME – Time to be observed is that in effect in the community where the car is held.</p> <p>UNLOADER – Party physically unloading a car at destination. Demurrage charges will be assessed against the Consignee of record who will be responsible for payment of charges accrued at destination.</p>	<p>ITEM 20</p> <p align="center">REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</p> <p>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.</p>
<p>ITEM 12</p> <p align="center">FREE TIME</p> <p>Free time as designated will be allowed for each car:</p> <p align="center">Cars held for unloading: FORTY-EIGHT HOURS Cars held for loading: FORTY-EIGHT HOURS</p> <p>Free time will be computed from the first 8:00 a.m. following actual or constructive placement. For the purpose of computing free time, Saturdays, Sundays and holidays will be excluded. Unless there has been at least on one (1) chargeable day prior to the Saturday, Sunday or Holiday.</p>	<p>ITEM 25</p> <p align="center">TERMINAL OR TRANSIT PRIVILEGES OR SERVICES</p> <p>Except as otherwise provided herein, shipments made under the rates contained in this tariff 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, lawfully filed tariffs.</p>
<p>ITEM 14</p> <p align="center">EXPLOSIVES, DANGEROUS ARTICLES</p> <p>For rules and regulations governing the transportation of Explosives and Other Dangerous Articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of Explosives and other Dangerous Articles, see Agent C. Keller, Tariff BOE 6000-series.</p>	<p>ITEM 30</p> <p align="center">DESCRIPTION OF GOVERNING CLASSIFICATION</p> <p>The term "Uniform Freight Classification", where used herein means UFC 6000-series.</p>
<p>ITEM 16 [N]</p> <p align="center">HAZARDOUS MATERIAL SHIPMENTS, STCC 49 SERIES</p> <p>Customers receiving hazardous material shipments under a STCC 49 series are required to meet DOT standards for storing railcars outside of industry tracks and have up 48-hours to place such cars. Customers not in compliance with DOT regulations will be subject to embargo by the railroad. A track lease agreement is necessary for DOT compliance for shipments to exceed the 48-hour restriction.</p>	<p>ITEM 40</p> <p align="center">CONSECUTIVE NUMBERS</p> <p>Where consecutive numbers are represented in this tariff by the first and last number connected by the word "to" or a hyphen they will be understood to include both of the 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.</p>
	<p>ITEM 50</p> <p align="center">CAPACITIES AND DIMENSION OF CARS</p> <p>For marked capacities, lengths, dimensions and cubical capacities of cars, see the Official Railway Equipment Register, RER 6414-series, issued by National Railway Publication Company, Agent.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<p>ITEM 70</p> <p align="center">METHOD OF CANCELLING ITEMS</p> <p>As this tariff is supplemented, numbered items with lettered 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".</p>	<p>ITEM 305 [I]</p> <p align="center">IMPROPER CAR FURNISHED FOR LOADING BY CONNECTING LINES</p> <p>When cars ordered by industries for loading are refused on account of not being in proper condition to load a charge of \$150.00 per car will be assessed against the railroad furnishing the car.</p>																		
<p>ITEM 110 [N]</p> <p align="center">COPY OF WAYBILL REQUESTED BY CUSTOMER DELIVERED ELECTRONICALLY OR VIA HARD COPY</p> <p>Customers requesting copy of waybill shall be charged \$3.00 per waybill requested.</p>	<p>ITEM 310 [I]</p> <p align="center">EMPTY CARS FURNISHED BY CONNECTING LINES BUT NOT ORDERED</p> <p>On empty cars that are furnished for loading but not ordered by RAILROAD or its customers and the car has been placed to industry or railroad track other than interchange, then a charge of \$150.00 per car will be assessed against the railroad furnishing the car.</p>																		
<p>ITEM 120 [N]</p> <p align="center">LOADED CARS RELEASED FROM CUSTOMER WITHOUT BILLING</p> <p>Any loaded car released to Railroad without proper billing information submitted to Railroad within 24 hours of release to Railroad shall be charged \$250.00 per car per day or part thereof, until such information is provided to the satisfaction of Railroad.</p>	<p>ITEM 400 [I]</p> <p align="center">SWITCHING OF CARS FOR WEIGHING ON NON- RAILROAD SCALES</p> <p>When Railroad is requested to switch either a loaded or empty car to a non-Railroad scale for weighing, switching charges will be assessed as follows:</p> <ol style="list-style-type: none"> 1. When intra-plant switching is performed by Railroad to weigh car, a charge of \$175.00 per car will be assessed for each occurrence. 2. When intra-terminal switching is performed by Railroad to weigh car, a charge of \$280.00 per car will be assessed for each occurrence. 																		
<p>ITEM 200</p> <p align="center">SWITCH MAINTENANCE FEE</p> <p>Charges for switch maintenance will be assessed to the industry on the following annual basis. Charges for switch maintenance will be mailed in July of each year (July 1 through June 30). Charges will be based on actual annual shipments at each switch. Main line or side track switch maintenance charges:</p> <table border="0"> <tr> <td>12 or more cars annually.....</td> <td>no charge</td> </tr> <tr> <td>11 cars.....</td> <td>\$ 300.00</td> </tr> <tr> <td>10 cars.....</td> <td>\$ 600.00</td> </tr> <tr> <td>9 cars.....</td> <td>\$ 900.00</td> </tr> <tr> <td>8 cars.....</td> <td>\$1200.00</td> </tr> <tr> <td>7 cars.....</td> <td>\$1500.00</td> </tr> <tr> <td>6 cars.....</td> <td>\$1850.00</td> </tr> <tr> <td>5 cars.....</td> <td>\$2200.00</td> </tr> <tr> <td>0-4 cars.....</td> <td>\$4000.00</td> </tr> </table>	12 or more cars annually.....	no charge	11 cars.....	\$ 300.00	10 cars.....	\$ 600.00	9 cars.....	\$ 900.00	8 cars.....	\$1200.00	7 cars.....	\$1500.00	6 cars.....	\$1850.00	5 cars.....	\$2200.00	0-4 cars.....	\$4000.00	<p>ITEM 425</p> <p align="center">OVERLOADED CARS</p> <p>Cars found to be overloaded will be subject to the following charges:</p> <ol style="list-style-type: none"> (1) When an overloaded car is identified by Railroad scale, a charge of \$800.00 per car will be assessed to each overloaded car. Car will be set-out at nearest operationally convenient siding immediately upon being identified as overloaded. (2) Overloaded cars will be subject to demurrage charges in ITEM 600 "Cars Held for Loading or Unloading". (3) Overloaded cars will be moved to public team track for legalization subject to charges in ITEM 508 "Intra-Terminal Switch Fee." (4) Overloaded cars moved to public team track for legalization will be subject to charges in ITEM 650 "Cars Held for Loading or Unloading in Public Team Tracks" <p align="right">(Continued on next page)</p>
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<p>ITEM 300 [I]</p> <p align="center">EMPTY CARS ORDERED BUT NOT LOADED</p> <p>On empty cars that are ordered for loading and car has been placed on customer track, and the car is not loaded but returned to the railroad empty, a charge of \$350.00 per car will be assessed for this service and collected from the person, firm or corporation ordering such cars</p>																			
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<p>ITEM 425 (Cont'd)</p> <p align="center">OVERLOADED CARS</p> <p>Cars found to be overloaded will be subject to the following charges (Cont'd):</p> <p>(5) In lieu of movement of overloaded car to Public Team Track for legalization, customer may opt to move overloaded car in Special Train Service to origin or destination point on Portland & Western Railroad for charges in ITEM 520 "Special Train Service Provided Extraordinary to Regular Train Service". Multiple overloaded cars may be moved with one Special Train.</p>	<p>ITEM 500 (Cont'd)</p> <p align="center">SPECIAL SWITCHING SERVICE CONDITIONS AND DEFINITIONS, INTRA-PLANT, INTRA-TERMINAL, AND SPECIAL TRAIN SERVICE</p> <p align="center"><u>Part B</u></p> <p>Special switching service is service performed beyond that offered on a normal or regular assignment. Normal or regular service or assignment means the time selected by the Railroad when it is most advantageous to the carrier, in relation to its coordinated and harmonious switching activities in a particular switching zone, when the terminal services are performed by switching locomotives. Ordinarily, normal or regular service contemplates only one switch per assigned day. Railroad may, at its option, increase number of switches per day if, in its own or the public interest, as distinguished from an industry's interest, Railroad feels it is necessary;</p> <p>(a) to secure prompt release of equipment or facilities, or, (b) due to volume of traffic, or (c) other carrier operating convenience</p> <p>Movements to, from, or within the plant site at request of the industry at any time other than defined above, are not at Railroad's operating convenience and are not considered normal or regular assignment.</p> <p align="center"><u>Part C</u></p> <p>Switching charges herein, unless otherwise specified, will apply for the handling of loaded cars one direction and empty cars in the reverse direction. If cars are moved empty in both directions, then charges for a one-way movement will apply. If cars are moved in one direction and not returned they will be charged as if they were moved in both directions. If cars are loaded in both directions, then applicable charges will be assessed for each loaded movement.</p> <p>Intra-plant switching is defined as a switching movement of rail car, loaded or empty, from one track to another track or between two points in the same track, within the same plant or industry without leaving the tracks of that plant or industry.</p> <p>Intra-terminal switching is defined as a switching movement of rail car, loaded or empty, from one track to another track of the same customer within the switching limits of one station or industrial switching district.</p> <p align="center"><u>Part D</u></p> <p>Special train charges include use of crew and locomotive and do not include freight or car rental charges. Charges for freight and car rent will be in addition to special train charges.</p>
<p>ITEM 450</p> <p align="center">HANDLING TRAFFIC OF EXCEPTIONAL DIMENSIONS, WEIGHT OR HIGH VALUE</p> <p>Traffic of exceptional dimension or weight, which can only be handled subject to restrictions when accompanied by representatives of the Track and Signal Departments to remove and replace switch stands, targets, signals, reinforcing of bridges or track or any extra work required to be done over an above normal handling by representatives of Car or Engineering Departments to accompany load for safety reasons, will be subject to additional charges over and above the freight charges based on actual cost incurred by Railroad for services performed.</p>	
<p>ITEM 455</p> <p>^[i] CHARGES FOR SPECIAL TYPE HEAVY CAPACITY FLAT CARS</p> <p>Heavy duty flat cars of mechanical designation "FD" "FM" or "FW" with capacity in excess of 130 tons, will be subject to an additional charge of \$2,500.00 per car when car is moved within or between any stations named in this tariff.</p>	
<p>ITEM 460</p> <p align="center">USE OF IDLER CAR</p> <p>When articles on account of length, require more than one car, each additional car (commonly known as an idler) shall be charged \$50.00 per idler.</p>	
<p>ITEM 500</p> <p align="center">SPECIAL SWITCHING SERVICE CONDITIONS AND DEFINITIONS, INTRA-PLANT, INTRA-TERMINAL, AND SPECIAL TRAIN SERVICE</p> <p align="center"><u>Part A</u></p> <p>The Railroad will, at its option, provide special switching services under the following conditions:</p> <ol style="list-style-type: none"> 1. Subject to availability of engine and crew. 2. Upon written request at least twenty-four (24) hours in advance of requirement for such service. 3. Customer cannot cancel request less than twelve (12) hours prior to commencement of service. Cancellation must be in writing. 4. Subject to all terms and conditions of this tariff. <p align="center">(Continued in next column)</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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<p>ITEM 505 [1] INTRA-PLANT SWITCHING FEE</p> <p>The fee for switching cars after initial placement for loading, unloading, repairs, storage, or constructive placement will be subject to a charge of \$150.00 per car.</p>	<p>ITEM 520 [1] SPECIAL TRAIN SERVICE PROVIDED EXTRAORDINARY TO REGULAR SERVICE</p> <ol style="list-style-type: none"> Provisions herein apply on service requested by customer or railroad for the purpose of Railroad furnishing locomotive(s) and crew to perform special train movements outside normal operating and service hours. Charges will be assessed at a rate of \$2210.00 per request or occurrence up to ten hours. After ten hours the charges will be assessed at an hourly rate of \$335.00. Additional locomotives required to adequately power train will be assessed at a rate of \$560.00 each additional locomotive per 24 hour period.
<p>ITEM 506 NON-APPLICATION OF INTRA-PLANT SWITCHING FEE</p> <p>The intra-plant switching charges provided for in this tariff will not apply when a car is moved back to the same location on the same track or to a different location on the same track. Such movement must occur as a result of pulling empty or loaded cars, or placing of empty or loaded cars to said track. Movement to a different position on same track must be incidental to and necessary in connection with removal or placement of other loaded or empty cars.</p>	<p>ITEM 525 [1] SPECIAL TRAIN SERVICE PROVIDED EXTRAORDINARY TO REGULAR TRAIN SERVICE FOR EXCLUSIVE USE FOR FILM INDUSTRY – MOVIE, COMMERCIAL, OR DOCUMENTARY</p> <ol style="list-style-type: none"> Provisions herein apply on service requested by customers or railroad for the purpose of RAILROAD furnishing locomotive(s) and crew to perform special train movements for the purpose of making a movie, commercial or documentary. Charges will be assessed at a rate of \$6000.00 per requested occurrence up to ten (10) hours. After ten (10) hours the charges will be assessed at an hourly rate of \$650.00 per hour or fraction thereof. Rate includes one (1) locomotive, two (2) crewmembers and one (1) facilitator. If requested, freight rail cars may be provided at a rate of \$170.00 per rail car. Passenger equipment rented by customer from third party will be handled by special train at a rate of \$160.00 per rail car. Additional locomotives provided at a rate of \$800.00 per day.
<p>ITEM 508 [1] INTRA-TERMINAL SWITCHING FEE</p> <p>The fee for switching cars after initial placement for loading, unloading, repairs, storage, or constructive placement will be subject to a charge of \$250.00 per car.</p>	
<p>ITEM 515 [1] SWITCHING AND INTERCHANGING CARS OUTSIDE NORMAL OPERATING OR SERVICE HOURS</p> <ol style="list-style-type: none"> Provisions herein apply on service requested by customer or railroad for the purpose of Railroad furnishing necessary locomotive(s) and crew to perform industrial switching services or for purposes of interchanging cars, at other than normal assigned time for a specific location. Such services are subject to all the terms and conditions of this tariff and charges published herein will be assessed against party requesting such services, paid to the Railroad, and accrue exclusively to Railroad. Such charges except as specifically indicated herein will be in addition to all other rates and charges published in any other tariff or tariffs for switching and other services. Charges will be assessed at a rate of \$2210.00 per request or occurrence up to ten hours. After ten hours the charges will be assessed at an hourly rate of \$335.00. 	
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

TARIFF PNWR 9500

<p align="center">SWITCHING, DEMURRAGE AND MISCELLANEOUS RULES AND CHARGES</p>	<p align="center">SWITCHING, DEMURRAGE AND MISCELLANEOUS RULES AND CHARGES</p>
<p>ITEM 600 [I] CARS HELD FOR LOADING OR UNLOADING</p> <p>Cars held for loading or unloading, upon expiration of forty-eight (48) hours free time as defined herein, will be subject to a demurrage charge of \$50.00 per car per day or fraction thereof until car is released. Free time starts when car is placed for loading or unloading. When car is available for loading or unloading but cannot be spotted for any reason outside the Railroad's control, free time starts when consignee is notified.</p> <p>When it becomes necessary for operations to place cars at industry regardless of constructive placement date, e.g. due to bunching congestion, storage track space, customer request, Railroad will assess the aforementioned demurrage charge of \$50.00 per car per day.</p> <p>EXCEPTION 1 – When car has mechanical designation "FD" "FM" "FW" and capacity in excess of 130 tons. See ITEM 680.</p>	<p>ITEM 630 [N] HAZARDOUS MATERIALS - CONSTRUCTIVELY PLACED</p> <p>Commodities designated as toxic/poison inhalation hazard, inhalation hazard (anhydrous ammonia) and Division 1.1 and 1.2 Explosives.</p> <p>Immediately upon notification to the customer of constructive placement the charge will be \$500.00 per car for the first twenty-four (24) hours or portion thereof.</p> <p>Charges will increase to \$1,000.00 per car per day, or portion thereof, for each day thereafter until car is spotted Customer's track.</p>
<p>ITEM 620 STORAGE OF EMPTY PRIVATE CARS ON RAILROAD TRACK</p> <p>Empty private cars held on Railroad tracks because customer spur cannot accommodate, or are held at request of customer will be charged \$1.00 per car per day upon expiration of forty-eight (48) hours free time (Item 600).</p> <p>Hazardous cars cannot be held on Railroad tracks (see Rule ITEM 16).</p> <p>EXCEPTION – When Railroad track is leased by customer.</p>	<p>ITEM 650 [I] CARS HELD FOR LOADING OR UNLOADING ON PUBLIC TEAM TRACKS</p> <p>Cars held in public team tracks for loading or unloading in excess of forty-eight (48) hours of placement will be charged at the rate of \$50.00 for each day or portion thereof in excess of forty-eight (48) hours. This charge is in addition to any applicable demurrage charges.</p>
<p>ITEM 625 STORAGE OF LOADED PRIVATE CARS ON RAILROAD TRACK</p> <p>Loaded private cars held on Railroad tracks because customer spur cannot accommodate, or are held at request of customer will be charged \$10.00 per car per day upon expiration of forty-eight (48) hours free time (ITEM 600).</p> <p>Hazardous cars cannot be held on Railroad tracks (see Rule ITEM 16).</p> <p>EXCEPTION – When Railroad track is leased by customer.</p>	<p>ITEM 680 [I] SPECIAL TYPE - HEAVY DUTY FLAT CARS HELD FOR LOADING OR UNLOADING</p> <p>Heavy duty flat cars of mechanical designation "FD" "FM" or "FW" with capacity in excess of 130 tons, will be subject to a demurrage charge of \$350.00 per car per day or fraction thereof until car is released.</p> <p>Charges start when car is available to customer. No free time.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

TARIFF PNWR 9500

SWITCHING, DEMURRAGE AND MISCELLANEOUS RULES AND CHARGES			ABBREVIATION OR REFERENCE MARKS	EXPLANATION
ITEM 700				
[C]				
STATIONS GOVERNED BY THIS TARIFF				
Albany, OR	Greenberry, OR	Suver, OR	BNSF	BNSF Railway Company
Albertson, OR	Greton, OR	Tigard, OR	BOE	Bureau of Explosives
Alder, OR	Harbor, OR	Toledo, OR	STB	Surface Transportation Board
Alpine Jct, OR	Harrisburg, OR	Tualatin, OR	OPSL	Open and Prepay Station List
Alpine, OR	Hillsboro, OR	Tulsa, OR	PNWR	Portland & Western Railroad, Inc.
American, OR	Holbrook, OR	United Jct., OR	RER	Railway Equipment Register
Amity, OR	Hopmere, OR	Verdure, OR	UFC	Uniform Freight Classification
Avon, OR	Independence, OR	Wauna, OR	UP	Union Pacific Railroad
Awbrey, OR	Junction City, OR	Wellsdale, OR	WPRR	Willamette & Pacific Railroad, Inc.
Ballston. OR	Kellog Park, OR	Westport, OR	[A]	Addition
Banks, OR	Knappa, OR	Whiteson, OR	[NC]	Brought forward without change
Beaverton, OR	Lake Oswego, OR	Willamina, OR	[N]	New
Beburg, OR	Lewisberg, OR	Willbridge, OR	[C]	Change
Brooklyn, OR	Linnton, OR	Willsburg Jct., OR	[I]	Increase
Bryant, OR	Loganville, OR	Wilsonville, OR	[R]	Reduction
Burpee, OR	Mahan, OR	Winch, OR		
Bush, OR	Mayger, OR	Woodburn, OR		
Carnation, OR	McCoy, OR	Wrens, OR		
Cartney, OR	McMinnville, OR			
Cipole, OR	Meadowview, OR			
Clatskanie, OR	Menefee, OR			
Clifton, OR	Minto, OR			
Conroy, OR	Monroe, OR			
Cook, OR	Newberg, OR			
Cornelius, OR	Newton, OR			
Corvallis Jct, OR	North Plains, OR			
Corvallis, OR	Orville, OR			
Dallas, OR	Philomath, OR			
Dawson, OR	Port Westward, OR			
Dayton, OR	Potter, OR			
Derry, OR	Quinaby, OR			
Donald, OR	Rainier, OR			
Dry Creek, OR	Rex, OR			
Dundee, OR	Salem, OR			
Eddyville, OR	Scappoose, OR			
Ehlen, OR	Schefflin, OR			
Enid, OR	Seghers, OR			
Eugene, OR	Sheridan, OR			
Fanno, OR	Sherwood, OR			
Fayetteville, OR	Shiple, OR			
Flynn, OR	Sidney, OR			
Forest Grove, OR	St. Helens, OR			
Gasco, OR	St. Joseph, OR			
Gerlinger, OR	St. Louis, OR			
Goble, OR	Storwest, OR			
Granger, OR	Summit, OR			