

FT NOW 8000-D
(Cancels NOW 8000-C)

NORTHERN OHIO & WESTERN RAILWAY, LLC
FREIGHT TARIFF NOW 8000-D
(Cancels Freight Tariff NOW 8000-C)

**RULES AND CHARGES
GOVERNING
SWITCHING**

**MISCELLANEOUS
RULES AND CHARGES**

**ALSO
LOCAL CHARGES**

**APPLICABLE
AT
AND
BETWEEN
STATIONS ON THE
NORTHERN OHIO & WESTERN RAILWAY, LLC**

LOCAL TARIFF

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular items.

ISSUED: February 29, 2008

EFFECTIVE: March 20, 2008

ISSUED BY:

Billie Johnson, General Manager
Northern Ohio & Western Railway, LLC
525 Wall Street
Tiffin, OH 44883

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

TARIFF NOW 8000-D

<p align="center">RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</p>
<p>ITEM 5</p> <p align="center">DESCRIPTION OF GOVERNING CLASSIFICATION AND EXCEPTIONS</p> <p>The term "Uniform Freight Classification", when used herein means UFC 6000-series.</p>	<p>ITEM 60</p> <p align="center">MAXIMUM GROSS LIMITATIONS</p> <p>The maximum gross weight limitations on rails shall be the marked capacity of cars but in no case shall gross weight exceed 286,000 pounds.</p>
<p>ITEM 10</p> <p align="center">STATION LISTS AND CONDITIONS</p> <p>This tariff is governed by the Official Railroad Station List, OP SL 6000-series, Railinc, Agent, to the extent shown below:</p> <p align="center">PREPAY REQUIREMENTS AND STATION CONDITIONS</p> <p>For additions and abandonments of stations, and except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight and changes in station facilities.</p> <p>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 65</p> <p align="center">CHANGE IN NAME OF INDUSTRIES</p> <p>When an industry at a private siding on the NOW is mentioned by name, and a change in ownership occurs, the switching provisions herein for the named industry will also apply to the successor industry at the same private siding.</p> <p>When an industry at a private siding on a connecting carrier is mentioned by name and a change of ownership occurs, the tariff of such connecting carrier, lawfully on file, will contain the provisions applicable at such private siding.</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 70</p> <p align="center">RECEIPT OF ORDER NOTIFY FREIGHT FROM CONNECTING LINES</p> <p>Carload freight from connecting lines, when consigned to order notify, or when consigned to one party, notify or advise another party will not be accepted by NOW until the road haul carrier has taken up the order notify bill of lading, written order or any other document required as a precedent to delivery.</p>
<p>ITEM 40</p> <p align="center">CONSECUTIVE NUMBERS</p> <p>Where consecutive numbers are represented in this tariff and the first and last number are 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 between the first and last numbers.</p>	<p>ITEM 75</p> <p align="center">LESS THAN CARLOAD FREIGHT</p> <p>Freight moving in less than carload shipments shall be subject to the provisions of and treated the same as carload freight.</p>
<p>ITEM 45</p> <p align="center">CAPACITIES AND DIMENSIONS OF CARS</p> <p>For marked capacities, length, dimensions and cubical capacities of cars, see the Official Equipment Register, RER 6414-series.</p>	<p>ITEM 80</p> <p align="center">APPLICATION OF SWITCHING RATES OR CHARGES</p> <p>Except as otherwise provided, switching rates or charges named herein will cover the handling of cars loaded one way and empty the other. If cars are loaded in both directions, regular rate or charge will be assessed for each loaded movement. If cars are empty in both directions, the switching rate or charge named herein shall apply on any empty movements where a corresponding revenue loaded movement does not take place.</p>
<p>ITEM 50</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>Example: Item 25-A cancels Item 25 and Item 50-B cancels Item 50-A in a prior supplement which in turn cancelled Item 50.</p>	

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<p align="center">RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</p>	<p align="center">RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS (Charges in Dollars Per Car, except as noted)</p>												
<p>ITEM 85</p> <p align="center">DEMURRAGE RULES AND CHARGES</p> <p>Freight Tariff NOW 6005-series will apply on cars handled or switched under this tariff unless alternate arrangements have been made.</p> <p>Exception: Where switching service is performed on traffic moving under road haul rates which are subject to special detention charges and rules, the switching charges provided in this tariff will be subject to the same detention charges and rules applicable in connection with the road haul rates.</p>	<p>ITEM 105</p> <p align="center">SWITCHING SERVICE WHERE NO CHARGES ARE PROVIDED</p> <p>Where no switching charges are provided in this pricing advisory, switching service will not be performed unless prior arrangements have been made.</p>												
<p>ITEM 90</p> <p align="center">SPECIAL CAR RESTRICTIONS</p> <p>The handling of a car in excess of 89 feet in length, with a marked capacity greater than 210,000 pounds, in excess of Plate F dimensions or with six (6) or more axles shall be handled on a permit basis only and special handling charges may be applied.</p>	<p>ITEM 110</p> <p align="center">DEFINITION OF SWITCHING LIMITS</p> <p>From Tiffin, OH to Woodville, OH</p>												
<p>ITEM 95</p> <p align="center">PREPAYMENT OF CHARGES</p> <p>All charges under this tariff must be prepaid unless satisfactory arrangements with the NOW have been made prior to the performance of service.</p>	<p>ITEM 120</p> <p align="center">STATION LISTING</p> <table border="0"> <thead> <tr> <th align="left">NUMBER</th> <th align="left">STATION</th> </tr> </thead> <tbody> <tr> <td>00001</td> <td>Tiffin, OH</td> </tr> <tr> <td>00008</td> <td>Maple Grove, OH</td> </tr> <tr> <td>00016</td> <td>Millersville, OH</td> </tr> <tr> <td>00021</td> <td>Gibsonburg, OH</td> </tr> <tr> <td>00024</td> <td>Woodville, OH</td> </tr> </tbody> </table>	NUMBER	STATION	00001	Tiffin, OH	00008	Maple Grove, OH	00016	Millersville, OH	00021	Gibsonburg, OH	00024	Woodville, OH
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<p>ITEM 100</p> <p align="center">EXPLANATION OF TERMS</p> <p>INTRAPLANT SWITCH: A switch within confines of the same industry or plant.</p> <p>INTERTERMINAL SWITCH: Movement from one location to another location on the same carrier within the limits of the same station.</p> <p>INTERMEDIATE SWITCH: Where NOW performs intermediate service between any two (2) carriers.</p> <p>PRIVATE SIDING: A track of other than carrier ownership under the exclusive use or control of the owning party.</p> <p>TEAM TRACK: A track of carrier ownership provided for the use of the public to load or unload carload freight.</p> <p>INTERCHANGE TRACK: Tracks on which cars are exchanged between connecting lines.</p> <p>RECIPROCAL SWITCHING: The movement of a loaded car from any industry or place of business located on or adjoining any side track to any connecting railroad at a junction point when destined to points outside the switching limits, or the movement of a loaded car from any connecting railroad at a junction point to any industry or place of business located on or adjoining any side track, when originating at points outside the switching limits.</p> <p>ROAD HAUL TRAFFIC: Shipments to or from a point outside the limits of the switching district in conjunction with movement of another carrier, except as otherwise provided.</p>	<p>ITEM 130</p> <p>[NC]</p> <p align="center">HANDLING OF EMPTY CARS</p> <p>When an empty car is placed or constructively placed for loading, but is not used in transportation and released empty, a charge of \$150 for railroad owned cars, and \$100 for shipper owned cars will be assessed against the party ordering but not using the car. Applicable demurrage and detention charges will be assessed in addition to this charge.</p> <p>Exception: The charge will not apply when a car is refused or rejected by the party ordering the car because car is not in proper condition for loading, was not the proper type car ordered, or the loading of which would be in violation of any outstanding STB or car service orders or loading rules.</p>												
	<p>ITEM 140</p> <p>[I]</p> <p align="center">DIVERSION OF CARS WHILE ON NOW TRACKS</p> <p>When a car is diverted or reconsigned while on NOW tracks and prior to delivery, a charge of \$100 shall be assessed against the party making the diversion. If the diversion or reconsignment results in a charge of connecting carrier, a charge of \$200 will be assessed against the party making the diversion.</p> <p>Note –Once a car has been placed, it may not be diverted or reconsigned. It maybe moved under separate billing as provided for elsewhere n this tariff.</p>												
	<p>ITEM 150</p> <p>[I]</p> <p align="center">CARS HELD FOR INSTRUCTIONS</p> <p>When loaded cars are removed from an industry or team track and held awaiting instruction, a charge of \$100 will be assessed for each day the car is held. Applicable demurrage will be assessed in addition to this charge. Instructions must be received by 12:00 noon of the day following the day cars are pulled, or the charge will be assessed for an entire additional day.</p>												

TARIFF NOW 8000-D

<p>RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS (Charges in Dollars Per Car, except as noted)</p>	<p>SECTION 1 SWITCHING CHARGES (Charges in Dollars Per Car, except as noted)</p>																																			
<p>ITEM 175</p> <p style="text-align: center;">HAZARDOUS MATERIALS</p> <p>Cars loaded with explosives, poison or compressed flammable gas, as shown in Tariff BOE 6000-series, will not be accepted for movement. Hazardous materials other than those covered above are subject to movement only by permits issued by the Superintendent. Customers anticipating movement of any hazardous materials should contact NOW for permit authority at least 48 hours prior to shipment. NOW reserves the right to decline to issue a permit for other hazardous matters in addition to those above covered.</p>	<p>ITEM 1000 [I]</p> <p style="text-align: center;">RECIPROCAL SWITCHING CHARGES</p> <p>Applicable between NOW and connecting carriers as follows:</p> <table border="1" data-bbox="797 367 1479 751"> <thead> <tr> <th colspan="2">CHARGE \$ PER CAR</th> <th rowspan="2">CONNECTING CARRIER</th> <th rowspan="2">JUNCTION</th> <th rowspan="2">NOTES</th> </tr> <tr> <th>263</th> <th>286</th> </tr> </thead> <tbody> <tr> <td>\$423</td> <td>\$458</td> <td>CSXT</td> <td>Tiffin</td> <td>2</td> </tr> <tr> <td>\$410</td> <td>\$445</td> <td rowspan="2">CSXT</td> <td rowspan="2">Tiffin</td> <td rowspan="2">3</td> </tr> <tr> <td>\$506</td> <td>\$542</td> </tr> <tr> <td>(a) \$423</td> <td>(a) \$458</td> <td rowspan="2">CSXT</td> <td rowspan="2">Woodvillef</td> <td rowspan="2"></td> </tr> <tr> <td>(b) \$506</td> <td>(b)\$542</td> </tr> <tr> <td colspan="2">(See Note 1)</td> <td>NS</td> <td>Maple Grove</td> <td>1</td> </tr> </tbody> </table>					CHARGE \$ PER CAR		CONNECTING CARRIER	JUNCTION	NOTES	263	286	\$423	\$458	CSXT	Tiffin	2	\$410	\$445	CSXT	Tiffin	3	\$506	\$542	(a) \$423	(a) \$458	CSXT	Woodvillef		(b) \$506	(b)\$542	(See Note 1)		NS	Maple Grove	1
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<p>ITEM 200 [NC]</p> <p style="text-align: center;">EXTRA SWITCHING AND DELAYS</p> <p>When a customer requests an extra switch that is in addition to the customary switching service, and that the railroad is not required to perform in its normal switching duties, such extra switch shall be subject to the following charges:</p> <p>(A) Straight time crew and engine (each hour) \$250 (B) Overtime crew and engine (each hour) \$350 (C) Separate crew and engine call (4 hour minimum) \$1000</p> <p>When a customer requests or directly causes a delay to train operations during normal switching duties, such delay is subject to the charges covered by this item.</p> <p>Note - This item is subject to the availability of railroad equipment and personnel to perform this service.</p>	<p style="text-align: center;">EXPLANATION OF REFERENCE AND NOTES</p> <p>(a) - Applies, except as provided for in (b). (b) - Applicable on Glass Cullet to/from Universal Glass Cullet, located at Gibsonville, OH.</p> <p>1. Northern Ohio & Western Railway, LLC is a handling line carrier for Norfolk Southern (NS) on traffic originating at or destined to stations on this district. Norfolk Southern has pricing authority to these stations for linehaul movement.</p> <p>2. Between all points on NOW and CSXT interchange tracks, except industries located at Tiffin, OH.</p> <p>3. Between CSXT interchange tracks and NOW served industries located at Tiffin, OH</p> <p>263 - Applicable on cars not exceeding 263,000 pounds (Gross Weight Car and Lading). 286 - Applicable on cars not exceeding 286,000 pounds (Gross Weight Car and Lading).</p>																																			
<p>ITEM 225 [NC]</p> <p style="text-align: center;">INTERCHANGE ERROR MOVEMENTS</p> <p>Cars received by NOW in error without forwarding instructions will be handled in accordance with AAR Car Service Rule 7, subject to a switching charge of \$250. Charge for this service will be assessed against the carrier delivering the car.</p>	<p>ITEM 1050 [NC]</p> <p style="text-align: center;">Industry Switch \$100 per car.</p>																																			
<p>ITEM 250 [I]</p> <p style="text-align: center;">STORAGE OF EMPTY CARS</p> <p>When empty private cars are delivered to NOW for storage, a charge of \$15 per car per day will be assessed against the party requesting storage. This charge will be assessed from the date of interchange until date placed for loading or interchange. Cars covered under this item shall be exempt from charges under other items of this pricing advisory provided that charges under this item exceed \$150. Storage under this item is subject to availability of track space.</p>	<p>ITEM 1100 [NC] (see Notes 1 and 2)</p> <p style="text-align: center;">INTERMEDIATE SWITCHING CHARGES</p> <table border="0" data-bbox="797 1339 1479 1444"> <tr> <td>CSXT</td> <td>Tiffin, OH</td> <td>and NS</td> <td>Maple Grove, OH</td> <td>- \$330</td> </tr> <tr> <td>NS</td> <td>Maple Grove, OH</td> <td>and CSXT</td> <td>Woodville, OH</td> <td>- \$330</td> </tr> <tr> <td>CSXT</td> <td>Tiffin, OH</td> <td>and CSXT</td> <td>Woodville, OH</td> <td>- \$440</td> </tr> </table> <p>Note 1 - Intermediate switching charges due NOW are assessed against the delivering carrier. If the delivering carrier is performing only switching service, charges due NOW shall be assessed against the handling road haul carrier. Exception to this may be granted upon prior approval. Charges include one loaded and one correspondingly empty move. Empty movements with no corresponding loaded movement will be charged for at rate shown above.</p> <p>Note 2 - The hazardous material restrictions in Item 175 and special equipment restrictions in Item 90 apply on all intermediate switching movements.</p>					CSXT	Tiffin, OH	and NS	Maple Grove, OH	- \$330	NS	Maple Grove, OH	and CSXT	Woodville, OH	- \$330	CSXT	Tiffin, OH	and CSXT	Woodville, OH	- \$440																
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<p>ITEM 275</p> <p style="text-align: center;">CONNECTING CARRIERS</p> <table border="0" data-bbox="138 1682 797 1759"> <tr> <td>CSXT)</td> <td>Tiffin, OH</td> </tr> <tr> <td></td> <td>Woodville, OH</td> </tr> <tr> <td>NS)</td> <td>Maple Grove, OH</td> </tr> </table>	CSXT)	Tiffin, OH		Woodville, OH	NS)	Maple Grove, OH	<p style="text-align: center;">SECTION 2 LOCAL CHARGES (Charges in Dollars Per Car, except as noted)</p> <p>ITEM 2000 [NC]</p> <p>For traffic both originating and terminating on the NOW via NOW direct - \$400.</p>																													
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<p style="text-align: center;">EXPLANATION OF REFERENCE MARKS, ECT.</p> <p>[I] - INCREASE, [A]-ADDITION, [R]- REDUCTION, [NC]- NO CHARGE CN-Canadian National IR-Illinois Railway ICE-Iowa, Chicago & Eastern Railroad UP-Union Pacific Railroad Company</p>																																				