

**FT PNR 9001-F
(Cancels FT PNR 9001-E)**

PANHANDLE NORTHERN RAILROAD, L.L.C.

FREIGHT TARIFF PNR 9001-F (Cancels Freight Tariff PNR 9001-E)

**NAMING
RULES AND REGULATIONS
GOVERNING
LINE-HAUL, SWITCHING AND OTHER TERMINAL CHARGES
ON THE
PANHANDLE NORTHERN RAILROAD. L.L.C.**

LOCAL FREIGHT TARIFF

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

ISSUED: March 24, 2008

EFFECTIVE: March 24, 2008

ISSUED BY:

Sam Cotton, President
Panhandle Northern Railroad, L.L.C.
100 East Grant
Borger, TX 79007

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

FREIGHT TARIFF PNR 9001-F

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<p>Freight Tariff PNR 9001-F cancels Freight Tariff PNR 9001-E in its entirety.</p> <p>Provisions formerly shown in Freight Tariff PNR 9001-E and not brought forward in Freight Tariff PNR 9001-F are hereby canceled.</p>	SUBJECT	ITEM
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<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 1000, this tariff.</p>		

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RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL	RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED
<p>ITEM 5</p> <p style="text-align: center;">DESCRIPTION OF GOVERNING CLASSIFICATION</p> <p>This tariff is governed, except as otherwise provided herein, by Uniform Freight Classification UFC-6000-series issued by National Railroad Freight Committee, Agent.</p>	<p>ITEM 30</p> <p style="text-align: center;">TERMINAL OR TRANSIT PRIVILEGES OR SERVICES</p> <p>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 10</p> <p style="text-align: center;">STATION LIST AND CONDITIONS</p> <p>This tariff is governed by Official Railroad Station List, Railinc, Agent, OPSP 6000-series, to the extent shown below:</p> <p>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 style="text-align: center;">GEOGRAPHICAL LIST OF STATIONS</p> <p>For geographical locations of stations referred to in this tariff by station numbers.</p> <p style="text-align: center;">STATION NUMBERS</p> <p>For the identification of stations when stations are shown or referred to by numbers in this tariff.</p>	<p>ITEM 35</p> <p style="text-align: center;">CONSECUTIVE NUMBERS</p> <p>Where consecutive numbers are represented in this tariff by the first and last numbers connected by the word "to" or a hyphen, they will be understood to include both of the numbers shown.</p> <p>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 15</p> <p style="text-align: center;">METHOD OF CANCELING 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 sequences starting with A. Example: Item 100-A cancels Item 100 and Item 200-B cancels Item 200-A in a prior supplement which in turn cancelled Item 200.</p>	<p>ITEM 40</p> <p style="text-align: center;">CAPACITIES AND DIMENSIONS OF CARS</p> <p>For marked capacities, lengths, dimensions and cubical capacities of cars, see Official Railway Equipment Register, RER 6414-series, R.E.R. Publishing Corporation, Agent.</p>
<p>ITEM 20</p> <p style="text-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 45</p> <p style="text-align: center;">EXPLOSIVES, DANGEROUS ARTICLES</p> <p>For rules and regulations governing the transportation of explosives and other dangerous articles of freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Bureau of Explosives Tariff BOE 6000-series.</p>
	<p>ITEM 50</p> <p style="text-align: center;">DEMURRAGE</p> <p>Except as otherwise provided, subject to demurrage rules and charges, etc. as provided for in Freight Tariff ASLG 6004.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 1000, this tariff.</p>	

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RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - UNLIMITED	SECTION 1 MISCELLANEOUS RULES AND CHARGES <small>(Rates in dollars and cents per car, except as otherwise provided)</small>
<p>ITEM 55</p> <p style="text-align: center;">PAYMENT TERMS</p> <p>All charges contained herein will be billed by the Panhandle Northern Railroad, L.L.C. and paid by the responsible party in U.S. funds, in full, within fifteen (15) days after receipt of invoice.</p> <p>A finance charge of one percent (1%) per month will apply on all invoice balances which remain unpaid beyond the payment terms prescribed in this item.</p>	<p>ITEM 100</p> <p style="text-align: center;">CARS MOVED FROM LOADING TRACKS WITHOUT BILLING AND HELD ON CARRIER'S TRACKS AWAITING BILLING INSTRUCTIONS</p> <p>Except as otherwise provided in this tariff, when on shipper's order, cars are moved by carrier from industry or team tracks without billing and are held on carrier's tracks awaiting forwarding directions as defined in Tariff ASLG 6004-series, a charge of \$100.00 per car will be assessed against the party responsible for furnishing such forwarding directions and the cars will remain on continuous demurrage or detention (see Note) in the demurrage account of the party in whose name the car was ordered until such forwarding directions are received by carrier's agent (see Exception).</p> <p>On car or cars removed from industry or team tracks on shipper's order and held awaiting billing instructions on carrier's tracks and such car or cars are ordered back to the original industry or team track, the intra-terminal or inter-terminal switching charge, as the case may be, will be assessed for the movement of the car or cars in each direction and the car or cars will remain on continuous demurrage.</p> <p>These charges will be in addition to the holding charge of \$100.00 per car.</p> <p>EXCEPTION: The charge of \$100.00 per car will not apply when carrier's agent received forwarding directions by noon of the day following performance of the service, excluding Saturdays, Sundays and Holidays as defined in Tariff ASLG 6004-series.</p> <p>NOTE: On cars under special detention rules and charges, the same detention rules and charges will be applied.</p>
<p>ITEM 60</p> <p style="text-align: center;">RESPONSIBILITY FOR CHARGES</p> <p>Where joint rates provide for the absorption, in whole or in part, of switching or transfer service at intermediate interchange points, the charges named herein will be paid by the carrier delivering the car to the PNR. Any portion of the charges named herein which is not absorbed will be in addition to the through rate and will accrue solely to the PNR.</p>	<p>ITEM 105</p> <p style="text-align: center;">WEIGHING CHARGES</p> <p>When a car, for commodities other than Coke, is weighed or reweighed either empty or loaded at the request of either consignor or consignee, a charge of \$100.00 will apply and will be assessed requesting party.</p> <p>When a Coke car is weighed or reweighed either empty or loaded at the request of either the consignor or consignee, a charge of \$90.00 will apply and will be assessed the requesting party.</p> <p>Weighing of cars for revenue purposes for the BNSF, a charge of \$100.00 will apply and will be assessed BNSF.</p>
<p>ITEM 65</p> <p style="text-align: center;">PERISHABLE FREIGHT</p> <p>The PNR does not provide protective service. Perishable freight under protective service will be accepted from connecting railroad for delivery to Customers with the understanding that protective service is not provided by the PNR and the PNR accepts no liability for any loss or damage resulting from failure of such protective service.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 1000, this tariff.</p>	

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<p align="center">SECTION 1 MISCELLANEOUS RULES AND CHARGES (Rates in dollars and cents per car, except as otherwise provided)</p>	<p align="center">SECTION 1 MISCELLANEOUS RULES AND CHARGES (Rates in dollars and cents per car, except as otherwise provided)</p>
<p>ITEM 110 DIVERSION OR RECONSIGNMENT</p> <p>PNR will not perform diversion or reconsignment on carload shipments as a terminal carrier.</p>	<p>ITEM 135 EMPTY CARS ORDERED BUT NOT LOADED</p> <p>On empty cars that are ordered for loading and the service of switching or placing has been performed and the car is not loaded but returned to the railroad empty, a switching charge of \$200.00 per car will be assessed for this service and collected from the person, firm or corporation ordering such cars.</p>
<p>ITEM 115 CARS, OTHER THAN COKE, WHICH CANNOT BE ACCOMMODATED ON LEASE TRACK</p> <p>When delivery of car(s), in railroad or private ownership, loaded or empty for use with commodities other than Coke, to lease track cannot be accomplished due to no space being available on such track or because of any interruption, interference and any other condition caused by the lessee, the PNR will hold such car(s) on railroad tracks subject to a hold charge of \$30.00 per day per car, or fraction of a day. Time to be computed from time car is interchanged or released to PNR. Such charge to be assessed lessee, and will be in addition to all other applicable charges.</p>	<p>ITEM 140 EMPTY CARS UNFIT FOR LOADING</p> <p>Empty cars furnished on orders for return loading and subsequently:</p> <ol style="list-style-type: none"> 1. Rejected by the shipper account unsuitable for loading as specified when ordered; 2. Refused account cancellation of order, or not ordered; 3. Refused account other causes for which connecting railroads are responsible; <p>Car will be returned to the railroad furnishing the car or to the car owner for which a charge of \$300.00 per car will be made against the railroad furnishing the car.</p> <p>An additional charge of \$35.00 will be assessed for each day or fraction thereof that a railroad-owned car for which PNR is responsible to the car owner for car hire charges is held on the PNR for the time accrued from receipt of car to its return.</p>
<p>ITEM 120 COKE CARS WHICH CANNOT BE ACCOMMODATED ON LEASE TRACK</p> <p>When delivery of Coke car(s), in railroad or private ownership, loaded or empty, to lease track cannot be accomplished due to no space being available on such track or because of any interruption, interference and any other condition caused by the lessee or shipper, the PNR will hold such car(s) on railroad tracks subject to a hold charge of \$50.00 per day per car, or fraction of a day. Time to be computed from time car is interchanged or released to PNR. Such charge to be assessed lessee or shipper, and will be in addition to all other applicable charges.</p>	<p>ITEM 145 SPECIAL TRAIN SERVICE</p> <p>When no engine or crew is available and engine and crew is specifically requested by the shipper or consignee, cars may be handled in special (not regular) service (See NOTE 1). The charge for this special service will be \$250.00 per hour, subject to a minimum of \$2,500.00. The special service charge shown herein will be in addition to any applicable switching charges.</p> <p>NOTE 1: Special (not regular) service is defined as service accorded shipments which cannot be handled in regular train operations because of excess weight, height, width or length and which necessitates handling in a special train, OR by special instructions by consignor or consignee.</p>
<p>ITEM 125 CARS REJECTED AT INTERCHANGE DUE TO IMPROPER BILLING</p> <p>When cars are rejected at interchange and delivered to Borger Yard due to improper billing, a charge of \$500.00 per car will be assessed against the customer who released the car.</p>	
<p>ITEM 130 INTERCHANGE ERROR DELIVERIES</p> <p>Cars delivered in error at interchange with PNR, either loaded or empty, will be returned to the delivering carrier for a charge of \$400.00 per car.</p>	
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 1000, this tariff.</p>	

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<p align="center">SECTION 1 MISCELLANEOUS RULES AND CHARGES (Rates in dollars and cents per car, except as otherwise provided)</p> <p>ITEM 150</p> <p align="center">CHARGES ON OVERLOADED OR IMPROPERLY LOADED CARS</p> <p>When cars are discovered to be overloaded, or improperly loaded on the PNR, thereby necessitating transfer, trimming or reloading in the interest of safe transportation, shipper or owner will be notified and requested to advise disposition. See Paragraphs (1) and (2).</p> <p>(1) Except as provided in Paragraph (2), cars discovered to be overloaded or improperly loaded, will be placed on carrier's track accessible for transfer, trimming or reloading and shipper or owner will be required to transfer, trim or reload car to meet loading requirements for safe transportation. A charge of \$150.00 per car will be assessed for the switching of overloaded or improperly loaded cars to and from the carrier's track where the transfer, trimming or unloading is performed.</p> <p>(2) When cars are discovered to be overloaded or improperly loaded at point of origin or at the terminal yard serving such origin, and cars are ordered Returned to the shipper's plant or point of loading, the applicable intra-plant, intra-terminal or inter-terminal switching charges will be assessed.</p>	<p align="center">SECTION 2 SWITCHING AND LOCAL CHARGES (Rates in dollars and cents per car, except as otherwise provided)</p> <p>ITEM 200 (Cont'd)</p> <p align="center">APPLICATION OF CHARGES</p> <p>NOTE: Intra-plant, Inter-plant and Intra-terminal switching are defined as follows:</p> <p>INTRA-PLANT SWITCHING: A switching movement from one point to another point on the same track within the trackage limits of the same plant or industry, for the purpose of completion of loading or unloading.</p> <p>INTER-PLANT SWITCHING: A switching movement from one point to another point on different tracks within the trackage limits of the same plant or industry, for the purpose of completion of loading or unloading.</p> <p>INTRA-TERMINAL SWITCHING: A switching movement (other than intra-plant switching) from one point to another point on PNR within the switching limits of one station or industries within the same switching district.</p>
<p align="center">SECTION 2 SWITCHING AND LOCAL CHARGES (Rates in dollars and cents per car, except as otherwise provided)</p> <p>ITEM 200</p> <p align="center">APPLICATION OF CHARGES</p> <p>1. Rates will apply as specifically provided on INTRA-PLANT, INTER-PLANT or INTRA-TERMINAL SWITCHING, that is, switching not involving road haul service (See NOTE below).</p> <p>2. Switching charges (unless otherwise specified) will cover handling of cars loaded in one direction and empty in the other direction, between points provided for. If cars are loaded in both directions, regular charge will be made for each loaded movement.</p> <p>3. Empty cars (unless otherwise specified) placed at industries, which are returned empty account no load, or empty cars otherwise handled and returned empty to or from industries will be subject to lowest charge for movement under load.</p> <p align="center">(Continued in next column)</p>	<p>ITEM 210</p> <p align="center">INTRA-PLANT, INTER-PLANT AND INTRA-TERMINAL SWITCHING CHARGES (Except where otherwise provided)</p> <p>I - INTRA-PLANT SWITCHING: (1)..... \$150.00</p> <p>(1) - Applies on Loaded or Empty Cars moving on the same track.</p> <p>II - INTER-PLANT SWITCHING: (1)\$150.00 (2).....\$ 75.00</p> <p>(1) - Applies on Empty Cars moving between different tracks. (2) - Applies on Loaded Cars moving between different tracks.</p> <p>III - INTRA-TERMINAL SWITCHING: (1).....\$250.00 [NC][R]</p> <p>(1) - Applies on Loaded and Empty Cars.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 1000, this tariff.</p>	

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SECTION 2 SWITCHING AND LOCAL CHARGES (Rates in dollars and cents per car, except as otherwise provided)	SECTION 2 SWITCHING AND LOCAL CHARGES (Rates in dollars and cents per car, except as otherwise provided)								
<p>ITEM 215</p> <p align="center">SWITCHING OF EMPTY CARS TO REPAIR FACILITY AT BORGER, TX</p> <p>Switching of cars received from Connection or cars between industry loading, unloading or hold tracks and repair track at Borger, TX.).....\$275.00</p>	<p>ITEM 265</p> <p align="center">EMPTY CARS MOVING FROM McBRIDE TO BORGER, TX FOR SCRAPPING</p> <p>Empty cars moving from McBride, TX to Borger, TX for scrapping.....\$200.00</p> <p>Empty cars moving from McBride, TX to Borger, TX for scrapping in blocks of 15 cars or more.....\$200.00</p>								
<p>ITEM 220</p> <p align="center">SWITCHING AND WEIGHING OF CARS OF CARBON BLACK BETWEEN TRACKS AND SCALES AT BORGER, TX</p> <p>Carbon black, in hopper cars switched from industry loading track to PNR scales at Borger, TX, weighed, thence either to industry Hold Tracks, or return to industry Loading Tracks, but not both. (See Note below)..... \$175.00</p> <p>NOTE: This service will be performed at this charge only when motive power is at the facility for other services.</p>	<p>ITEM 290</p> <p align="center">FREIGHT, ALL KINDS, EXCEPT AS OTHERWISE SPECIFICALLY</p> <table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width:25%;">FROM</th> <th style="width:25%;">TO</th> <th style="width:25%;">CHARGE</th> <th style="width:25%;">ROUTE</th> </tr> </thead> <tbody> <tr> <td align="center">PNR Stations</td> <td align="center">PNR Stations</td> <td align="center">\$325.00</td> <td align="center">PNR Direct</td> </tr> </tbody> </table>	FROM	TO	CHARGE	ROUTE	PNR Stations	PNR Stations	\$325.00	PNR Direct
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<p>ITEM 225</p> <p align="center">SWITCHING FOR ADJUSTMENT OF LOADS</p> <p>Switching of loaded cars from and to facilities for adjustment of cars loaded in violation of carrier regulations or for completion of loading..... \$150.00</p>									
<p>ITEM 255</p> <p align="center">EMPTY CAR MOVEMENTS FROM INTERCHANGE TO INTERCHANGE</p> <p>Cars that arrive in Borger, TX from BNSF interchange and returned to Panhandle, or Abell, TX empty to BNSF interchange will be charged \$300.00 per car.</p>									
<p>ITEM 260</p> <p align="center">LOCOMOTIVES DEAD IN TOW</p> <p>PNR will move locomotives, dead in tow, between points on its line for \$2,000.00 per unit. Unit(s) will be subject to mechanical inspection by PNR (included in charge) before being accepted for transportation.</p>									
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	<p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p> <hr/> <p>ITEM 1000</p> <p align="center">EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</p> <table border="0"> <thead> <tr> <th align="left">ABBR/ REF</th> <th align="left">EXPLANATION</th> </tr> </thead> <tbody> <tr> <td>ABBR</td> <td>- Abbreviations</td> </tr> <tr> <td>ASLG</td> <td>- American Short Line and Regional Railroad Association</td> </tr> <tr> <td>BOE</td> <td>- Bureau of Explosives, C. Keller, Agent</td> </tr> <tr> <td>OPSL</td> <td>- Official Railroad Station List</td> </tr> <tr> <td>PNR</td> <td>- Panhandle Northern Railroad, L.L.C.</td> </tr> <tr> <td>REF</td> <td>- Reference Marks</td> </tr> <tr> <td>RER</td> <td>- Official Railway Equipment Register</td> </tr> <tr> <td>UFC</td> <td>- Official Railway Equipment Register</td> </tr> <tr> <td>[A]</td> <td>- Addition/New</td> </tr> <tr> <td>[D]</td> <td>- Cancel</td> </tr> <tr> <td>[I]</td> <td>- Increase</td> </tr> <tr> <td>[NC]</td> <td>- No Change</td> </tr> <tr> <td>[R]</td> <td>- Reduction/Decrease</td> </tr> </tbody> </table> <p><u>(Underscored portion denotes change/addition.)</u></p>	ABBR/ REF	EXPLANATION	ABBR	- Abbreviations	ASLG	- American Short Line and Regional Railroad Association	BOE	- Bureau of Explosives, C. Keller, Agent	OPSL	- Official Railroad Station List	PNR	- Panhandle Northern Railroad, L.L.C.	REF	- Reference Marks	RER	- Official Railway Equipment Register	UFC	- Official Railway Equipment Register	[A]	- Addition/New	[D]	- Cancel	[I]	- Increase	[NC]	- No Change	[R]	- Reduction/Decrease
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