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**TEXAS NORTH WESTERN RAILWAY  
COMPANY**



**FREIGHT TARIFF TXNW 8000-H  
(Cancels FT TXNW 8000-G)**

**NAMING  
SWITCHING  
AND  
MISCELLANEOUS RULES AND CHARGES  
APPLYING  
FROM, TO AND AT STATIONS ON THE  
TEXAS NORTH WESTERN RAILWAY COMPANY**

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**LOCAL TARIFF**

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**This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular rates and provisions contained herein.**

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**ISSUED: December 10,2023**

**EFFECTIVE: January 1,2024**

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**ISSUED BY:**

Joey Evans, Director of Business Support  
Texas North Western Railway Company  
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**TABLE OF CONTENTS**

<b>Description</b>	<b>Item</b>
<b><u>RULES AND REGULATIONS – GENERAL</u></b>	
Reference to Tariffs, Items, etc _____	8000
Method of Canceling Items _____	8005
Consecutive Numbers _____	8010
Supplements and Reissues _____	8015
<b><u>RULES AND REGULATIONS – UNLIMITED</u></b>	
Station List and Conditions _____	8020
Capacity and Dimensions of Cars _____	8025
Demurrage and Storage Rules _____	8030
Payments on Private Cars _____	8035
Loss and Damage Claims _____	8040
Connecting Carriers / Interchange _____	8045
Normal Hours of Operation _____	8050
Payment and Collection of Charges _____	8055
Security Deposit _____	8060
Disputes Billing _____	8065
Perishables _____	8070
Hazardous Materials Handling _____	8080
Hazardous Materials, including Explosives and Dangerous Articles _____	8075
<b><u>SECTION 1 – SWITCHING RULES AND CHARGES:</u></b>	
Extra Switching Service _____	8105
Fuel Surcharge _____	8155
Intra-Plant Switching, Charge _____	8120
Intra-Plant Switching, Definition _____	8110
Intra-Terminal Switching, Charge _____	8125
Intra-Plant Switching, Definition _____	8115
Normal Switching Service _____	8100
Industry Respot _____	8140
Cherry Pick Switching _____	8145
Switching Locomotives _____	8130
Switching Scale Test Cars _____	8135
Turning of Cars to Permit Loading or Unloading, etc. _____	8150
Setback Switching _____	8160

**TABLE OF CONTENTS (Cont.)**

<b>Description</b>	<b>Item</b>
<b><u>SECTION 2 – MICELLANEOUS RULES AND CHARGES:</u></b>	
Cars Interchanged in Error _____	8235
Cars Ordered Cancelled _____	8210
Cars Released and Subsequently Returned to Industry _____	8225
Cars Requested but Unable to Actually Place _____	8230
Dimensional Shipments _____	8205
Empty or Loaded Railcars Released – Not Available to Pull _____	8220
Empty/Loaded cars Ordered but Not Loaded/ Unloaded _____	8212
Failure to Pull Interchange _____	8240
Improper Cars Furnished for Loading/ Unloading _____	8215
Overloaded Cars _____	8260
Shipments Exceeding Maximum GWR – Gross Weight on Rail _____	8255
Shipments Requiring Special Handling _____	8200
Standby Service _____	8245
Weighing _____	8250
<b><u>SECTION 3 - DIVERSION AND RE-CONSIGNMENT:</u></b>	
Items Added, Revised or Removed _____	8300
<b><u>SECTION 4 – PRICE LIST</u></b>	
Price List _____	8400
<b><u>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS:</u></b>	
Explanation of Abbreviations and Reference Marks _____	9999
<b><u>GLOSSARY</u></b>	Pg 3

## GLOSSARY

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**ACCESSORIAL CHARGES** - Any/All charges assessed by TXNW and presented in FT TXNW 8000-series and FT TXNW 6004-series, their supplements and reissues.

**ACCEPTABLE ELECTRONIC FORM OF COMMUNICATION** – information sent from Customer to TNW via TNW’s customer portal or an email sent to [request-txnw@tnw-rr.com](mailto:request-txnw@tnw-rr.com)

**CHERRY PICK SWITCHING**- The act of switching specific car(s) initial/ number that are requested by customer that are not readily available as the first car in a track(s).

**CONSIGNEE** - The party to whom a shipment is consigned and/or the party entitled to receive the shipment. For Section 1, this tariff, Consignee includes any person receiving railcars from this railroad for loading and/or unloading as more specifically provided for in 49 CFR 1333. [C]

**CONSIGNOR** - The party in whose name cars are ordered and/or the party who furnishes this railroad forwarding directions. For Section 1, this tariff, Consignor includes any person receiving railcars from this railroad for loading and/or unloading as more specifically provided for in CFR49 1333 [C]

**CUSTOMER** - The Consignee, the Consignor, or the party, agent, or transloader authorized to tender or receive the rail shipment. Customer is the entity directly served by TXNW

**DEMURRAGE**- Refers to fees imposed by TXNW to customers for exceeding the allotted time for loading or unloading of system/ railroad owned railcar(s) and/or equipment.

**ELECTRONIC DATA INTERCHANGE (EDI)** - The transfer of data from one computer system to another by standardized message formatting, without the need for human intervention.

**LOADED CAR** - A car that is completely or partially loaded, or a car that is moving as a load under the provisions of a BOL

**PRIVATE CAR** – A car bearing other than railroad reporting marks where its use is controlled by the owner, lessee, or party other than railroad. The term Private Car specifically excludes cars owned or furnished by TTX Company or its subsidiaries

**PRIVATE SCALE** - A rail scale owned and operated by a Customer.

**RELEASE** - The notification received from the Customer that loading or unloading of a car has been completed and the car is available

**SETBACK SWITCHING**- The act of returning railcar(s) to a track where they were previously placed and removed at the request of the customer due to switching out specific car(s) initial/ number.

**SYSTEM OWNED RAILCAR OR EQUIPMENT**- Refers to the ownership of railcars or equipment by a railroad company and are subject to car hire and demurrage charges.

## RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS – GENERAL

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### ITEM 8000

[A]

#### REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.

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.

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### ITEM 8005

[A]

#### METHOD OF CANCELING ITEMS

As this tariff is supplemented, numbered items with letter suffixes cancel corresponding numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.

Example: Item 445-A cancels Item 445 and Item 365-B cancels Item 365-A in a prior supplement which in turn canceled Item 365.

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### ITEM 8010

[A]

#### CONSECUTIVE NUMBERS

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 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.

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### ITEM 8015

#### SUPPLEMENTS AND REISSUES

When reference is made in this tariff, or supplements, to other publications for rates or other information, it includes “Supplements thereto or successive issues thereof.”

Where reference is made in this tariff to items, it includes “reissues” of such items

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**RULES AND OTHER GOVERNING PROVISIONS  
RULES AND REGULATIONS – GENERAL**

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**ITEM 8020**

[A]

**STATION LIST AND CONDITIONS**

This tariff is governed by Official Railroad Station List OPSP 6000-Series to the extent shown below:

**PREPAY REQUIREMENTS AND STATION  
CONDITIONS**

- (A) 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, etc.

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.

**STATION NUMBERS**

- (B) For station numbers of stations shown or referred to in this tariff.
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**ITEM 8025**

[A]

**CAPACITY AND DIMENSIONS OF CARS**

For marked capacities, length, dimension and cubical capacities of cars, see Official Railway Equipment Register, issued by R.E.R. Publishing Corporation, Agent.

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**ITEM 8030**

**DEMURRAGE AND STORAGE**

For Demurrage; and, Storage Rules and Charges, see FT TXNW 6004-Series.

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**ITEM 8035**

**PAYMENT ON PRIVATE CARS**

TXNW is not a party to FT RIC 6007-Series (Payment of Mileage of Private Cars) and does not pay per diem hourly or mileage charges on private cars.

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**ITEM 8040**

**LOSS AND DAMAGE CLAIMS**

Loss and Damage Claims must be filed with and processed by the connecting carrier.

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**RULES AND OTHER GOVERNING PROVISIONS  
RULES AND REGULATIONS – GENERAL**

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**ITEM 8045**

[A]

**CONNECTING CARRIER / INTERCHANGE**

CONNECTING CARRIER	INTERCHANGE
BNSF	Etter, TX

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**ITEM 8050**

**NORMAL HOURS OF OPERATION**

TXNW's normal operating hours are 0800-1700, Monday through Friday, excluding Company Holiday's listed below. Customer requests and/or communications received outside of these times will be processed the next day of normal operations.

TXNW will transport railcars over its line with reasonable dispatch. TXNW does not guarantee rail service on any scheduled time frame.

Below is a list of TXNW's Company Holidays in which the TXNW will be closed.

**HOLIDAYS**

New Year's Day (January 1)  
President's Day (third Monday in February)  
Good Friday (Friday before Easter)  
Memorial Day (last Monday in May)  
Independence Day (July 4)  
Labor Day (first Monday in September)  
Thanksgiving (fourth Thursday in November)  
Day after Thanksgiving  
Christmas Eve (December 24)  
Christmas Day (December 25)  
New Year's Eve (December 31)

If any of the aforementioned Holidays fall on a Saturday or Sunday in any given calendar year this Freight Tariff is in effect, the Day that TXNW observes the Holiday and which TXNW is closed will also be considered a Holiday.

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**RULES AND OTHER GOVERNING PROVISIONS  
RULES AND REGULATIONS – GENERAL**

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**ITEM 8055**

**PAYMENT AND COLLECTION OF CHARGES  
PAYMENT OF CHARGES**

Charges will be billed monthly. Payments of all charges for invoices issued by TXNW are due within thirty (30) days from the date of billing.

All charges herein and payments of will be the responsibility of the Customer or connecting railroad as set forth in this tariff. TXNW will not invoice third parties.

**FINANCE CHARGES**

The TXNW may assess a finance charge of 1.5% per month (18% per annum) on unpaid bills thirty (30) days past due, including, without limitation, demurrage, switching and all other charges.

If TXNW, at its sole discretion, uses a collection agency or attorneys to collect delinquent charges and TXNW is successful in collecting such charges, Customers shall reimburse TXNW for all reasonable collection costs, including reasonable collection agency fees and reasonable attorneys' fees.

**ITEM 8060**

**SECURITY DEPOSIT**

- A. A security deposit to ensure payment of any Demurrage, Switching and Miscellaneous charges that may accrue will be required from every Customer who:
1. Has not established credit with the TXNW; or
  2. Fails to pay freight, demurrage, storage, switching or other accessorial charge within thirty (30) days of invoice.
- B. The deposit must be paid in wire transfer, certified check, ACH, or cashier's check before any freight car is delivered to such Customer for loading or unloading.
- C. The deposit shall be equal to the previous month's billing for charges under this tariff accrued by the Customer plus \$10,000.00. New Customers commencing operations shall be required to post a \$25000.00 deposit.
- D. Deposits will no longer be required after the Customer either:
1. Has established credit with TXNW; or
  2. Has paid all outstanding Switching and Miscellaneous charges and has given assurance to the satisfaction of TXNW's credit office that future charges will be paid within thirty (30) days of invoice.
  3. When the Customer is notified that a deposit will no longer be required, railroad will refund any remaining deposits to the Customer within thirty (30) days.

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**RULES AND OTHER GOVERNING PROVISIONS  
RULES AND REGULATIONS – GENERAL**

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**ITEM 8065**

**BILLING DISPUTES**

To be considered for relief, a dispute must be presented to TXNW in writing with supporting documentation within thirty (30) days of the invoice issue date. The dispute must fully state the conditions for which relief (See Exception) is claimed and identify disputed charges by car number and date.

All disputes must be transmitted to:

Via Email - [disputes@tnw-rr.com](mailto:disputes@tnw-rr.com); or

If charges are assessed due to TXNW error, charges will be adjusted to the appropriate amount that would have accrued with the omission of such error.

Claims sent to TXNW which are not found to be valid will be subject to a processing fee of \$50.00 for each incorrectly disputed car.

Any portion of the invoice not in dispute must be paid by the due date.

Disputes submitted more than thirty (30) days after the invoice issue date will not be accepted.

Exception: Relief nor Credits will be allowed for holidays, weekends, days where no service is provided, Acts of God, terrorism, strike interference or bunching.

**ITEM 8070**

[A]

**PERISHABLES**

TXNW 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 TXNW and TXNW accepts no liability for any loss or damage resulting from failure of such protective service.

**ITEM 8075**

**HAZARDOUS MATERIAL, INCLUDING  
EXPLOSIVES DANGEROUS ARTICLES**

For rules and regulations governing the transportation of hazardous waste and hazardous substances including explosives and other dangerous articles, specifications for shipping containers, and restrictions governing the acceptance and transportation of hazardous waste and substances, including explosives and other dangerous articles, see BOE 6000-series and/or Hazardous Materials Regulations of the U.S. Department of Transportation in 49 C.F.R. 171.8 or successor thereof.

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**RULES AND OTHER GOVERNING PROVISIONS  
RULES AND REGULATIONS – GENERAL**

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**ITEM 8080**

**HAZAROUS MATERIAL HANDLING**

Shipments of Hazardous Materials will not be accepted in interchange unless prior arrangements have been made with TXNW (See Note).

Note: On shipment of any hazardous material accepted by TXNW, shipper shall indemnify TXNW and hold TXNW harmless for all loss, liability or cost whatsoever that the TXNW may incur or be held responsible for, to the extent that such liability is due to, or arises from:

- (a) defects in or failure of shipper's cars and equipment,
- (b) a failure of shipper or shipper's agent to conduct proper or appropriate pre-shipment inspection of the cars as described in 49 CFR Sec. 173.31 (d) or
- (c) misidentification of commodity shipped

The foregoing indemnification shall not apply to any loss or liability caused by or due to TXNW's failure to conduct pre-departure inspections as described in 49 CFR Sec. 174.9 or failure to follow AAR interchange rules, or any other liability resulting from TXNW's negligence.

The above provisions apply to shipments of Classes A, B or C explosives, as named in Section 172.101 Hazardous Materials Table of Tariff BOE 6000-Series, and hazardous materials, substances or wastes requiring the use of a 4-digit identification number on shipping papers, placards or panels, as named in Section 172.101 Hazardous Materials Table of Tariff BOE 6000-Series, while held on TXNW premises.

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**SECTION 1  
SWITCHING RULES AND CHARGES**

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**ITEM 8100**

[A]

**NORMAL SWITCHING SERVICE**

Normal switching service includes one switch event per day during normal business hours of operation (See Item 8050).

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**ITEM 8105**

[A]

**EXTRA SWITCHING SERVICE**

Extra switching service is a movement in other than normal switching service at the specific request of Customer. Extra switching service will be performed by TXNW, provided TXNW has personnel and motive power available.

The charge for extra switching service is \$500.00 per hour or fraction thereof, subject to a minimum charge of \$2,000.00, per occurrence and will be in addition to all other charges associated with the movement. Charges to be calculated from the time the crew goes on duty until the crew goes off duty.

Extra Switching Service, when requested, will not be completed until a signed TXNW Special Switching Form is received by TXNW personnel. If, prior to crew going on duty, the Extra Switching Service is cancelled for any reason attributable to the Customer, the Customer will be assessed a cancellation fee of ~~(\$150.00; otherwise, charges herein will apply.~~

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**ITEM 8110**

**DEFINITION OF INTRA-PLANT SWITCHING**

A switching movement from one track to another within the same plant or industry, or from one location to another location on the same track within the same plant or industry.

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**ITEM 8115**

**DEFINITION OF INTRA-TERMINAL SWITCHING**

A switching movement (other than Intra-Plant Switching) from one track to another track of the same railroad within the switching limits of the same station or industrial switching district.

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**ITEM 8120**

**INTRA-PLANT SWITCHING CHARGE**

TXNW will perform Intra-Plant switching at a charge of \$200.00 per car which will be assessed to the Customer

(Continued on next page)

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**SWITCHING RULES AND CHARGES**

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**ITEM 8125****INTRA-TERMINAL SWITCHING CHARGE**

TXNW will perform Intra-Terminal switching at a charge of \$275.00 per car which will be assessed to Customer.

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**ITEM 8130****SWITCHING LOCOMOTIVES ON OWN WHEELS, BUT NOT UNDER OWN POWER**

Locomotives moving on own wheels, but not under own power, moved to or from Customer's facility, Customer will be assessed a charge of \$1,100.00 per unit in each direction.

The above charge will be in addition to all other applicable charges.

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**ITEM 8135****SWITCHING OF SCALE TEST CARS**

Scale Test Cars, moved to or from Customer's facility, Customer will be assessed a charge of \$1,000.00 per car in each direction.

The above charge will be in addition to all other applicable charges.

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**ITEM 8140****INDUSTRY RE-SPOT**

Customers will be assessed a charge of \$200.00 per car on cars that have been previously placed for loading or unloading and subsequently removed and re-spotted to place or move other cars. Demurrage charges will continue to apply until cars are released.

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**ITEM 8145****CHERRY PICK SWITCHING**

When Customers request movement or delivery of a specific car(s) currently held or received by this railroad after cars previously received which requires this railroad to sort and reposition other cars to effect Customers request, a charge of \$200.00 per car, per occurrence, will be assessed to Customer making the request. Setback charges will apply.

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**SWITCHING RULES AND CHARGES**

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**ITEM 8150****TURNING OF CARS TO PERMIT LOADING OR UNLOADING, ETC.**

If cars are turned at request of Customer to facilitate loading or unloading, or for any other purpose, a charge of \$1,000.00 per car per occurrence will be assessed to Customer and will be in addition to all other applicable charges. (See Note, this item.)

Note - Charge will not apply to properly placarded boxcars.

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**ITEM 8155****FUEL SURCHARGE**

A fuel surcharge will be applied if the benchmark rate of WTI crude oil rises to \$90.00 per barrel as reported by NYMEX using the nearby futures price at the commencement of each calendar month.

The fuel surcharge is \$2.00 per car for each \$5.00 increment of the benchmark price increase.

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**ITEM 8160****SETBACK SWITCHING**

When customers request cars for switching and the car(s) is not the first railcar on the track, returning railcar(s) to the track will be assessed a charge of \$200 per car.

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**MISCELLANEOUS RULES AND CHARGES**

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**ITEM 8200****SHIPMENTS REQUIRING SPECIAL HANDLING**

When movement of a shipment cannot be handled in regular train operation, requiring special handling or protection, an additional charge of \$1,100.00 per car, each direction, will be assessed Customer and will be in addition to any other charge applicable to the movement.

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**ITEM 8205**

[A]

**DIMENSIONAL SHIPMENTS**

TXNW will not accept in interchange shipments

of excessive dimensions unless prior arrangements have been made with TXNW.

A charge of \$1,000.00 per car will be assessed delivering carrier for the return and/or setback of such cars interchanged to TXNW.

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**ITEM 8210****CARS ORDERED CANCELLED**

On cars ordered for loading/unloading and order is canceled; and, crew and locomotive have been dispatched, or car is in route, or the service of switching or placing of car has been performed, and the car is not loaded/ unloaded a charge of \$525.00 per car will be assessed Customer.

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**ITEM 8212****EMPTY/LOADED CARS ORDERED BUT NOT LOADED/UNLOADED**

On empty/loaded cars that are ordered for loading/unloading and the car is not loaded/unloaded but returned to this railroad, a charge of \$525.00 per car will be assessed Customer ordering such cars. (See Note, this item.)

Note - Charge will not apply on cars not suitable for loading (See Item 8215, this tariff).

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**ITEM 8215**

[A]

**IMPROPER CARS FURNISHED FOR LOADING**

When cars ordered for loading or unloading are rejected on account of not being in suitable condition to load, a charge of \$525.00 per car will be assessed against the railroad furnishing the empty.

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**MISCELLANEOUS RULES AND CHARGES**

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**ITEM 8220****EMPTY OR LOADED RAILCARS RELEASED - NOT AVAILABLE TO PULL**

Cars released by the Customer which cannot be pulled due to a condition attributable to the Customer, the Customer will be assessed a charge of \$550.00 per occurrence in addition to all other applicable charges.

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**ITEM 8225**

[A]

**CARS RELEASED AND SUBSEQUENTLY RETURNED TO INDUSTRY**

When on Customer's orders, cars that have been released and pulled by this railroad are returned to industry, charge of \$550.00 per car will be assessed Customer for the return of such cars. Demurrage charges will continue to apply until cars are released.

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**ITEM 8230****CARS REQUESTED BUT UNABLE TO ACTUALLY PLACE**

Cars requested by the Customer which cannot be actually placed due to a condition attributable to the Customer, the Customer will be assessed a charge of \$550.00 per occurrence in addition to all other applicable charges.

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**ITEM 8235****CARS INTERCHANGED IN ERROR**

A charge of \$400.00 per car will be assessed connecting carrier on all cars interchanged to TXNW in error.

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**ITEM 8240****FAILURE TO PULL INTERCHANGE**

TXNW will assess connecting carrier a charge of \$75.00 per car per day, or fraction of a day, for failure to pull cars offered in interchange. Charge to be computed from time cars are offered in interchange until pulled.

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**MISCELLANEOUS RULES AND CHARGES**

**ITEM 8245**

[A]

**STANDBY SERVICE**

When TXNW's locomotive and crew are held at the request of an industry or delayed by an industry within the confines of the industry or immediately adjacent thereto, the charge for such standby or delay shall be \$ 250.00 per hour or fraction thereof. Such charges shall be in addition to other published charges, if any, applicable to cars delayed or handled.

**ITEM 8250**

**WEIGHING**

Weighing loaded or empty cars:

1. On Private Scales \_\_\_\_\_ \$500.00 per car
2. On TXNW's Scales \_\_\_\_\_ \$500.00 per car

**ITEM 8255**

**SHIPMENTS EXCEEDING MAXIMUM  
GROSS WEIGHT ON RAIL (GWR)**

Except as set forth herein, based on GWR information TXNW receives via EDI, TXNW will not accept in interchange shipments exceeding GWR of 263,000 lbs.

(car and lading) unless prior arrangements have been made with TXNW. However, cars may be accepted by and at the discretion of TXNW Superintendent.

Cars returned and/or set back to interchange, or accepted, will be subject to the following charges:

(a) Car(s) returned and/or set back to interchange	(1) \$400.00
(b) Car(s) accepted exceeding 263,000 lbs., but less than 286,000 lbs.	(2) \$100.00
(c) Car(s) with GWR exceeding 286,000 lbs.	(2) \$500.00

- (1) Charge to be assessed to delivering carrier
- (2) Charge to be assessed to Customer

*(Continued in next column)*

**MISCELLANEOUS RULES AND CHARGES**

**ITEM 8260**

[A]

**OVERLOADED CARS**

Cars found to be overloaded will be subject to the following additional charges:

- (1) \$400.00 per car - When a car is discovered to be overloaded at loading point or within the confines of the industry. Charge to be assessed consignor.
- (2) \$500.00 per car - When a car is discovered to be overloaded beyond loading point or confines of the industry. Charge to be assessed consignor.

(It will be the responsibility of the consignor to adjust the lading at their own expense sufficient to eliminate the overload condition.)

- (3) \$500.00 per car - When a car is received in interchange from connections and is found to be overloaded, such car will be returned to delivering carrier for adjustment to lading to eliminate the overload condition. Charge to be assessed delivering carrier.

**SECTION 3  
ITEMS ADDED, REVISED OR REMOVED**

**ITEM 8300**

**ITEMS ADDED, CHANGED, REVISED  
OR REMOVED**

2. All parties must agree, in writing, prior to completion of transfer.

B. A car(s) order that has been cancelled, modified, or is in need of corrections at the Customer request to TXNW will be assessed a charge of \$25.00 per car

<b>8300 ITEMS ADDED, CHANGED, REVISED OR REMOVED</b>	
COVER PAGE	REVISED
TABLE OF CONTENTS	REVISED
GLOSSARY	REVISED
8140	REVISED
8145	ADDED
8160	ADDED
8250	REVISED
8300	REVISED
8400	REVISED

**SECTION 4  
PRICE LIST**

**ITEM 8400**

<b>DESCRIPTION</b>	<b>TOTAL</b>
CHERRY PICK SWITCHING	\$200.00
INTRAPLANT SWITCH	\$200.00
INDUSTRIAL SWITCH	\$250.00
INTRATERMINAL	\$275.00
INTERCHANGED IN ERROR	\$400.00
SCALING OF CARS (WEIGH)	\$500.00
ORDERED NOT USED	\$525.00
RELEASED AND RETURNED	\$550.00
RELEASED NOT READY	\$550.00
INDUSTRY RE-SPOT	\$200.00
SETBACK SWITCHING	\$200.00
SPECIAL LOCOMOTIVE HANDLING	\$1,100.00
SPECIAL HANDLING -SC	\$550.00
TURNING CARS	\$1,000.00
SPECIAL SWITCH	\$500/HR
SWITCH-IN to TXNW Tracks	\$275.00
SWITCH-OUT of TXNW Tracks	\$275.00
UNABLE TO PLACE	\$550.00

**EXPLANATION OF ABBREVIATIONS AND  
REFERENCE MARKS**

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**ITEM 9999**

**EXPLANATION OF ABBREVIATIONS AND  
REFERENCE MARKS**

AAR - Association of American Railroads

BNSF - BNSF Railway

BOE - Bureau of Explosives

BOL - Bill of Lading

EDI - Electronic Data Interchange

FT - Freight Tariff

OPSL - Official Railroad Station List

RER - Railway Equipment Register

RIC -Railinc

TXNW - Texas North Western Railway Company

UP – Union Pacific Railroad

[A] - Addition

[C] - Change

[I] - Increase

[R] - Reduction/Decrease

(Underscored portion denotes addition/change.)

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