



# BLACKWELL NORTHERN GATEWAY RAILROAD



## FREIGHT TARIFF BNG 8000-A

(For cancellation, see Item 1.00, this tariff)

### NAMING

GENERAL CAR DEMURRAGE RULES AND CHARGES

AND

SWITCHING AND MISCELLANEOUS RULES AND CHARGES

APPLYING

ON ALL POINTS AND STATIONS ON THE

BLACKWELL NORTHERN GATEWAY RAILROAD

## LOCAL FREIGHT TARIFF

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

ISSUED: May 30, 2016

EFFECTIVE: July 1, 2016

### ISSUED BY:

John Pollack  
Vice President  
Business Solutions  
Blackwell Northern Gateway Railroad  
Blackwell, OK 74631

**FREIGHT TARIFF BNG 8000-A**

<p>ITEM 1.00</p> <p align="center"><b>CANCELLATION NOTICE</b></p> <p>FT BNG 8000-A cancels FT BNG 8000, as supplemented, in its entirety.</p> <p>Provisions formerly shown in FT BNG 8000 and not brought forward in FT BNG 8000-A are hereby canceled.</p>	<p align="center"><b>TABLE OF CONTENTS</b></p> <table border="1"> <thead> <tr> <th align="left"><b>SUBJECT</b></th> <th align="right"><b>ITEM</b></th> </tr> </thead> <tbody> <tr><td>Cancellation Notice.....</td><td align="right">1.00</td></tr> <tr><td>Cars held for purposes other than loading and unloading.....</td><td align="right">70</td></tr> <tr><td>Consecutive Numbers.....</td><td align="right">20</td></tr> <tr><td>Demurrage Charges.....</td><td align="right">40</td></tr> <tr><td>Empty Cars Order, but not used.....</td><td align="right">50</td></tr> <tr><td>Empty Cars Ordered or Supplied for specific Destinations or Junctions.....</td><td align="right">207</td></tr> <tr><td>Free Time.....</td><td align="right">80</td></tr> <tr><td>Fuel Surcharge.....</td><td align="right">250</td></tr> <tr><td>Governing Classification.....</td><td align="right">5</td></tr> <tr><td>Loaded Private Cars Held on Railroad Tracks.....</td><td align="right">60</td></tr> <tr><td>Method of Cancelling Items.....</td><td align="right">30</td></tr> <tr><td>Notification.....</td><td align="right">110</td></tr> <tr><td>Overloaded Cars at Origin .....</td><td align="right">210</td></tr> <tr><td>Overloaded Cars at other than Origin.....</td><td align="right">211</td></tr> <tr><td>Overloaded Cars Definition.....</td><td align="right">208</td></tr> <tr><td>Overloaded Cars - Disposition of.....</td><td align="right">212</td></tr> <tr><td>Overloaded Cars - Notification of.....</td><td align="right">209</td></tr> <tr><td>Overloaded Cars Received from Connections.....</td><td align="right">213</td></tr> <tr><td>Per Diem.....</td><td align="right">230</td></tr> <tr><td>Perishable Freight.....</td><td align="right">240</td></tr> <tr><td>Placement.....</td><td align="right">100</td></tr> <tr><td>Reconsignment or Diversion.....</td><td align="right">202</td></tr> <tr><td>Reference to Tariffs, Items, Notes, etc.....</td><td align="right">15</td></tr> <tr><td>Releases.....</td><td align="right">115</td></tr> <tr><td>SetBack Charges for Cars Handled in Error.....</td><td align="right">220</td></tr> <tr><td>Special Train.....</td><td align="right">206</td></tr> <tr><td>Station Lists and Conditions.....</td><td align="right">10</td></tr> <tr><td>Switching:</td><td></td></tr> <tr><td>    Inter-Terminal Switching .....</td><td align="right">204</td></tr> <tr><td>    Intra-Plant Switching.....</td><td align="right">203</td></tr> <tr><td>    Special Switching.....</td><td align="right">205</td></tr> <tr><td>Turning Cars.....</td><td align="right">201</td></tr> <tr><td>Weighing.....</td><td align="right">200</td></tr> </tbody> </table>	<b>SUBJECT</b>	<b>ITEM</b>	Cancellation Notice.....	1.00	Cars held for purposes other than loading and unloading.....	70	Consecutive Numbers.....	20	Demurrage Charges.....	40	Empty Cars Order, but not used.....	50	Empty Cars Ordered or Supplied for specific Destinations or Junctions.....	207	Free Time.....	80	Fuel Surcharge.....	250	Governing Classification.....	5	Loaded Private Cars Held on Railroad Tracks.....	60	Method of Cancelling Items.....	30	Notification.....	110	Overloaded Cars at Origin .....	210	Overloaded Cars at other than Origin.....	211	Overloaded Cars Definition.....	208	Overloaded Cars - Disposition of.....	212	Overloaded Cars - Notification of.....	209	Overloaded Cars Received from Connections.....	213	Per Diem.....	230	Perishable Freight.....	240	Placement.....	100	Reconsignment or Diversion.....	202	Reference to Tariffs, Items, Notes, etc.....	15	Releases.....	115	SetBack Charges for Cars Handled in Error.....	220	Special Train.....	206	Station Lists and Conditions.....	10	Switching:		Inter-Terminal Switching .....	204	Intra-Plant Switching.....	203	Special Switching.....	205	Turning Cars.....	201	Weighing.....	200
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**FREIGHT TARIFF BNG 8000-A**

<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</b></p>	<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</b></p>
<p><b>ITEM 5</b></p> <p align="center"><b>DESCRIPTION OF GOVERNING CLASSIFICATION AND EXCEPTIONS</b></p> <p>The terms "Governing Classifications" and "Uniform Freight Classification" when used herein, mean: Uniform Freight Classification 6000-series, issued by National Railroad Freight Committee Agent.</p>	<p><b>ITEM 20</b></p> <p align="center"><b>CONSECUTIVE NUMBERS</b></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><b>ITEM 10</b></p> <p align="center"><b>STATION LISTS AND CONDITIONS</b></p> <p>This tariff is governed by Official Railroad Station List, Railinc, Agent, OPSL 6000-series, to the extent below:</p> <p><b>PREPAY REQUIREMENTS AND STATION CONDITIONS</b></p> <p>(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.</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 align="center"><b>GEOGRAPHIC LIST OF STATIONS</b></p> <p>(b) For geographical locations of stations referred to in this tariff by station numbers.</p> <p align="center"><b>STATION NUMBERS</b></p> <p>(c) For the identification of stations when stations are shown or referred to by numbers in this tariff.</p>	<p><b>ITEM 30</b></p> <p align="center"><b>METHOD OF CANCELLING ITEMS</b></p> <p>As this tariff is supplemented, numbered items with letter 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 5-A cause's Item 5 and Item 10-B cancels. Item 10-A in a prior supplement, which in turn, cancelled Item 10.</p>
<p><b>ITEM 15</b></p> <p align="center"><b>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</b></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>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF BNG 8000-A**

SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES	SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES
<p><b>ITEM 40</b> [C]</p> <p align="center"><b>DEMURRAGE CHARGES</b></p> <p>On cars subject to demurrage charges after expiration of free time allowed (See Item 80), the following charges per car, per day, or fraction of a day, will be made until the car is released (See Item 115):</p> <p align="center">\$50.00 per day</p>	<p><b>ITEM 70</b> [C]</p> <p align="center"><b>CARS HELD FOR PURPOSES OTHER THAN LOADING AND UNLOADING</b></p> <p>Applicable to cars held:</p> <p>A. On orders of the loader or unloader.            B. While awaiting proper disposition from the loader, unloader, or in connection with diversion request, or the freight payer.            C. As a result of conditions attributable to the loader or unloader.</p> <p>Computation: (See Item 40 for charges)</p> <p>A. <u>Clock starts when:</u></p> <ol style="list-style-type: none"> <li>1. After notification of actual or constructive placement until car is released, forwarding instructions are received, or disposition advice is received on:               <ol style="list-style-type: none"> <li>a. Cars diverted or reshipped.</li> <li>b. Cars held empty for loading - ordered and not used (other than rejected car).</li> <li>c. Cars held for "Surrender of Order notify Bills of Lading" at destination.</li> <li>d. Cars waiting for payment of accrued charges at origin or destination.</li> <li>e. Cars held for official grading or inspection.</li> <li>f. Cars held for any other purpose, except as covered by Items 50 and 60, which is not attributable to the BNG.</li> </ol> </li> <li>2. After a car is received by BNG until date and time of disposition on:               <ol style="list-style-type: none"> <li>a. Cars received from connecting carriers.</li> <li>b. Loaded private cars returned to railroad tracks.</li> </ol> </li> <li>3. After actual or constructive placement until date and time of refusal on a refused loaded cars.</li> <li>4. After notification is given to loader/beneficial owner until date of disposition of a refused loaded car.</li> <li>5. After actual placement or car order date, whichever is later, until date and time of rejection, on empty cars rejected as being unsuitable for loading.</li> </ol>
<p><b>ITEM 50</b> [C]</p> <p align="center"><b>EMPTY CARS ORDERED OR APPROPRIATED FOR LOADING BUT NOT USED</b></p> <p>When a car so ordered and placed is not used, and no advice from the party who ordered the car has been received within twenty-four (24) hours, demurrage charges will start when the car was placed and will be charged until the car has been removed from the loading location.</p>	
<p><b>ITEM 60</b> [C]</p> <p align="center"><b>LOADED PRIVATE CARS HELD ON RAILROAD TRACKS</b></p> <p>The demurrage clock starts when the car is placed on hold. (See item 40 for charges).</p>	
	<p><b>ITEM 80</b> [C]</p> <p align="center"><b>FREE TIME</b></p> <p>Cars for loading or unloading will be allowed twenty-four (24) hours free time. The clock starts when the car is actually placed (See Item 100), and notification is given (See Item 110).</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF BNG 8000-A**

<p align="center"><b>SECTION 1 GENERAL CAR DEMURRAGE RULES AND CHARGES</b></p>	<p align="center"><b>SECTION 2 SWITCHING AND MISCELLANEOUS CHARGES</b></p>
<p><b>ITEM 100</b></p> <p align="center"><b>PLACEMENT</b></p> <p>ACTUAL PLACEMENT – Actual placement is made when a car is placed in an accessible position for loading or unloading or at a point previously designated by the consignor or consignee. Railroad will not issue actual placement notices.</p> <p>CONSTRUCTIVE PLACEMENT – When a car consigned or ordered to a private track, or an other-than-public-delivery track cannot be actually placed because of a condition attributable to the consignor or consignee, such car will be held at destination, or if it cannot reasonably be accommodated there, at an available hold point; however, if car is placed on the private track, industrial interchange track or other-than-public-delivery track serving the consignor or consignee, the car shall be considered constructively placed without notice.</p>	<p><b>ITEM 200</b></p> <p align="center"><b>WEIGHING</b></p> <p>A charge of \$125.00 per car when scale is enroute of movement and no special switching is required, \$250.00 per car for out of route movement to weigh.</p>
<p><b>ITEM 110</b> [C]</p> <p align="center"><b>NOTIFICATION</b></p> <p>All car orders and releases should be forwarded to the following e-mail address:</p> <p align="center">operations-bng@blackwellrr.com</p>	<p><b>ITEM 201</b></p> <p align="center"><b>TURNING CARS</b></p> <p>A charge of \$125.00 per car, \$250.00 per car for out of route movement to turn, will be assessed for the turning of a car at shipper/consigner request.</p>
<p><b>ITEM 115</b></p> <p align="center"><b>RELEASES</b></p> <p>A railcar is considered released only after billing instructions have been received in writing via e-mail (See Item 110), regardless of who is responsible for the billing.</p> <p>NOTE: Demurrage charges will continue to accrue to the Origin Industry even when cars are released to a Third-party, until the time billing is received from the Third-party.</p>	<p><b>ITEM 202</b></p> <p align="center"><b>RECONSIGNMENT OR DIVERSION</b></p> <p>\$225.00 If car has not reached destination station.          \$300.00 If car reached destination station, but has not been spotted.          \$375.00 If car reached destination station and has been spotted.</p> <p>Shipper must provide BNG a new Bill of Lading as authority to move car.</p>
	<p><b>ITEM 203</b></p> <p align="center"><b>INTRA-PLANT SWITCHING</b></p> <p>The BNG will perform intra-plant switching on loaded or empty cars at a charge of \$75.00 per car non-hazardous or \$125.00 per car hazardous (STCC series 28,29,48,49).</p> <p>Intra-plant switching is a switching movement from one track to another track within the same plant or industry, or from one location to another location on the same track within the same plant or industry.</p>
	<p><b>ITEM 204</b></p> <p align="center"><b>INTRA-TERMINAL SWITCHING</b></p> <p>The BNG will perform intra-terminal switching on loaded or empty cars at a charge of \$150.00 per car.</p> <p>Intra-terminal switching is a switching movement (other than intra-plant switching) from one private or assigned track to another private or assigned track of the same railroad, within the switching limits of same station or industrial switching district.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

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SECTION 2 SWITCHING AND MISCELLANEOUS CHARGES	SECTION 2 SWITCHING AND MISCELLANEOUS CHARGES
<p><b>ITEM 205</b></p> <p align="center"><b>SPECIAL SWITCH</b></p> <p>\$750.00 Per Request Additional \$250.00/hour, for services over 3 hours.</p> <p>Requests must be received in writing prior to any movements being performed. The BNG will review all requests for special switch and will approve or deny depending on railroad availability.</p>	<p><b>ITEM 209</b></p> <p align="center"><b>OVERLOADED CARS-NOTIFICATION OF</b></p> <p>The party contracting for services or owner of the lading will be notified of the overload and will be allowed to remove excess. Demurrage charges commence with the first 12:01 A.M. after notification is given or owner of the lading by BNG, with no other free time allowed.</p>
<p><b>ITEM 206</b></p> <p align="center"><b>SPECIAL TRAIN</b></p> <p>\$2000.00 Per Request Additional \$250.00/hour, for services over 8 hours.</p> <p>Requests must be received in writing prior to any movements being performed. The BNG will review all requests for special train and will approve or deny depending on railroad availability. (Over-sized / dimensional loads handled on individual basis.)</p>	<p><b>ITEM 210</b></p> <p align="center"><b>OVERLOAD CARS AT ORIGIN</b></p> <p>When a car is overloaded and such fact is discovered at origin station, shipper or owner of the lading will be notified to remove the excess as provided in this tariff. If the car is returned to the industry where loaded, one intra-terminal switch charge will be assessed in addition to a \$350.00 per car penalty.</p>
<p><b>ITEM 207</b></p> <p align="center"><b>EMPTY CARS ORDERED OR SUPPLIED FOR SPECIFIC DESTINATIONS OR JUNCTIONS</b></p> <p>Empty cars that are ordered or supplied for specific destinations or junctions that are loaded and billed to travel other than ordered or supplied route will incur a charge of:</p> <p align="center">\$500.00 Per car</p> <p>This charge will be assessed by the BNG and there could be other charges imposed by the other roads involved or car owners.</p>	<p><b>ITEM 211</b></p> <p align="center"><b>OVERLOADED CARS AT OTHER THAN ORIGIN</b></p> <p>When a car at a station is discovered to be overloaded and such fact is discovered after the shipment has left the origin station, shipper will be notified to remove the excess as provided in this tariff. The applicable intra-terminal switch charge from the point where the overloaded condition is discovered to the nearest public track will be assessed in addition to a \$350.00 per car penalty.</p>
<p><b>ITEM 208</b></p> <p align="center"><b>OVERLOADED CARS DEFINITION</b></p> <p>A car will be considered overloaded when the weight of the lading thereof exceeds the maximum carrying capacity (load limit) stenciled on the car.</p>	<p><b>ITEM 212</b> [C]</p> <p align="center"><b>OVERLOADED CARS-DISPOSITION OF</b></p> <p>When a customer fails to respond within the first twenty-four (24) hours, a second notice will be sent. If shipper fails to respond within two (2) calendar days after the first notification, BNG will, at its option, transfer the shipment, transfer the excess to another car or remove the excess and sell it to the best advantage.</p> <p>The actual cost of transfer for removing the excess plus any additional charge(s), less the proceeds of the sales of the excess, if any, will be assessed against the shipper, unless satisfactory arrangements are made with BNG.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>	

**FREIGHT TARIFF BNG 8000-A**

<p align="center"><b>SECTION 2 SWITCHING AND MISCELLANEOUS CHARGES</b></p>	<p align="center"><b>EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS</b></p>
<p><b>ITEM 213</b></p> <p align="center"><b>OVERLOADED CARS RECEIVED FROM CONNECTING LINES</b></p> <p>When a car is received from a connecting line in road haul service, and is discovered to be overloaded, shipper and delivery line will be notified to remove the excess as provided in this tariff. If the overload is discovered at the junction and car is ordered returned the delivering carrier, the applicable inter-terminal switch charge will be assessed in addition to a \$350.00 per car penalty.</p>	<p align="center"><b>EXPLANATIONS AND ABBREVIATIONS AND REFERENCE MARKS</b></p> <p>BNG - Blackwell Northern Gateway Railroad                      OP&amp;SL - Official Railroad Station List                      UFC - Uniform Freight Classification                      &amp; - And                      \$ - Dollars                      [I] - Denotes Increase                      [R] - Denotes Reduction                      [NC] - Denotes change in wording which results in neither an increase nor reduction.</p>
<p><b>ITEM 220</b></p> <p align="center"><b>SETBACK CHARGES FOR CARS HANDLED IN ERROR</b></p> <p>A charge of \$350.00 per car will be assessed on cars interchanged to or from BNG due to error on the part of rail carrier making such interchange.</p>	
<p><b>ITEM 230</b></p> <p align="center"><b>PER DIEM</b></p> <p>BNG does not pay private car mileage allowance.</p>	
<p><b>ITEM 240</b></p> <p align="center"><b>PERISHABLE FREIGHT</b></p> <p>The BNG 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 BNG and the BNG accepts no liability for any loss or damage resulting from failure of such protective service.</p>	
<p><b>ITEM 250</b></p> <p align="center"><b>FUEL SURCHARGE</b></p> <p>The BNG fuel surcharge policy will at any given time mirror that which is currently in effect on BNSF Railway. The fuel surcharge is to be paid by the rail user (i.e., receiver / consignee, shipper / consignor, or customer for whom service is provided), and to be collected by and accrue solely to the BNG.</p>	