

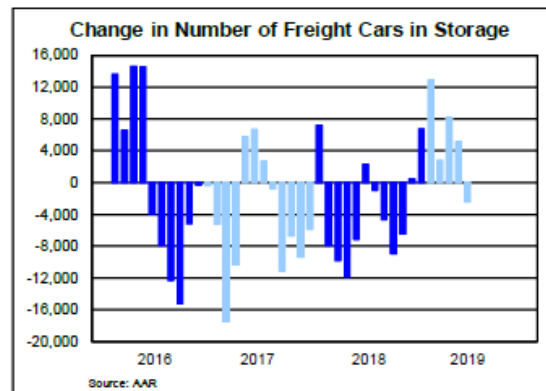
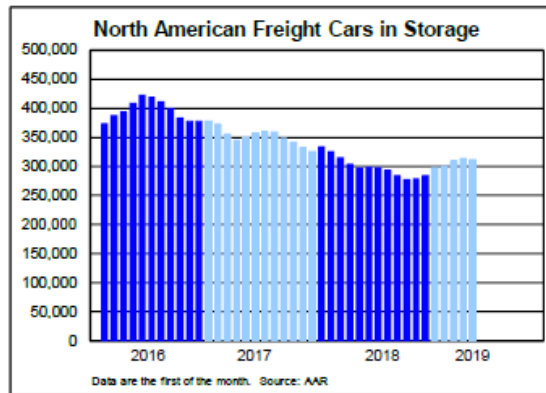


Economic data collected last month had some pros and cons. First, there was a significant increase in newly available jobs, with nearly 265,000 new jobs created last month. This helped drop the employment rate to 3.4%. With that came a patterned trend of a rise in consumer spending: 0.9% in March over February. If this holds up after revisions, the numbers will reflect the largest month-to-month increase for consumer spending in over nine (9) years.

On the cons side, April's purchasing manager's index from the Institute for Supply Management (ISM) fell to 52.8 which is the lowest it's been in two and a half years. Total U.S. industrial output and manufacturing output refused to show an increase, as they have been flat or slightly down for the last several months, which affects rail volumes.

The Association of American Railroads (AAR) reported that April 2019 rail volumes fell year-over-year, but ascended marginally from last month. The AAR went on to state that despite uncertainties, improving economic conditions could lead to rail volumes stabilizing or growing in the second half of the year. This is the case for many industries and we are happy to assess rail as being one of them.

In their monthly Rail Time Indicators Report, the AAR reported that as of May 1, 2019, there were 311,001 freight cars in storage (representing 19.0% of the 1.67 million-unit North American rail freight car fleet), an increase from last year's approximate 300,000. This was the first time in four months that we saw a decrease in the amount of cars store across the country.



North American Freight Cars in Storage by Major Car Type (as of May 1, 2019)					
Car Type	Primary Commodities	Total Cars		Percent In Storage	Percent of Stored Cars
		In Service	In Storage		
Box	Paper products, wood products, food prod.	108,651	16,203	15%	5%
Covered Hoppers	Grain, chemicals, nonmetallic minerals	571,860	105,778	18%	34%
Flats	Containers, trailers, lumber, steel, autos	75,460	12,428	16%	4%
Gondolas	Coal, nonmetallic minerals, metals, scrap	212,013	37,929	18%	12%
Hoppers	Coal, metallic ores, nonmetallic minerals	132,033	29,637	22%	10%
Intermodal	Containers, trailers	71,578	5,112	7%	2%
Refrigerator	Food products, farm products, chemicals	11,142	2,641	24%	1%
Tanks	Chemicals, petroleum, food products	421,237	98,107	23%	32%
Vehicle Flat	Autos	66,545	3,166	5%	1%
Grand Total		1,670,519	311,001	19%	100%

Source: Association of American Railroads

If you are a storage operator or one considering and seeking storage for Transloading purposes, PFL currently has Transloaders available for immediate delivery. The Transloaders in question can be used for petroleum products such as gasoline, jet fuel and crude oil. For specs and pictures please visit [www.pflpetroleum.com](http://www.pflpetroleum.com) a pop up add will appear directing you to view the inventory.

As a storage operator or a user of storage, **PFL can help maximize your profitability.** PFL offers turn-key solutions to operators and users alike. PFL recently launched PFL Field Services LLC and is performing work inside many storage operations and short lines. PFL Field Services will clean railcars, service railcars cars and scrap cars on a mobile basis with a PFL Guarantee and has crews available ready to serve you today no matter where you are at in the country. We have acquired top rated, brand new equipment to service you the customers. PFL Field Services also offers inspection services from top rated qualified inspectors now full time at PFL. Call us today to book a time! Our goal is to provide a win/win scenario for all and we can handle virtually all of your railcar needs onsite at a storage facility. Saving a user empty moves to a shop. Not only is it more efficient saving time and money for the car owner or lessee and lessor but retains the short lines storage customer at the facility over the long term. PFL handles loaded storage, empty storage mobile railcar cleaning, blasting, mobile railcar repair and scrapping of all railcars at storage facilities across the country. If you are an operator and have cars onsite that your customers need to have work done let them know you can do it via PFL Field Services. We can assist on return on lease scenarios saving Lessor and Lessee thousands of dollars. Call the desk today 239-390-2885.

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The screenshot shows a complex data table with multiple columns and rows, likely representing market data or a list of items. The text is too small to read accurately, but it appears to be a structured list of information.

# PFL Railcar Storage Opportunities

Storage									
STATE/PROVINCE	CLASS 1	LOADED/RESIDUE ACCEPTED?	#HAZ AVAILABLE	DAILY HAZ RATE	#NON HAZE AVAILABLE	DAILY NON HAZE RATE	\$ SWITCH IN NET	\$ SWITCH OUT NET	
AB	CP	Yes	50	9	100	4	175	175	
AB	CP	yes	30	8	30	7	200	200	
AB	CP	yes	30	8	30	7	200	200	
AB	CP	yes	30	8	30	7	200	200	
AB	CP	yes	30	8	30	7	200	200	
AB, CAN	CP	yes	30	8	30	7	200	200	
AB, CAN	CP	yes	30	8	30	7	200	200	
AL	NS, CSX	Residue	50	8	100	4	200	200	
AL	CSX	Residue	25	Negotiable	25	3	175	175	
AL, MS, FL	BNSF, NS, CSX, KCS	Yes	110	8	110	4	275	275	
AR	BNSF, UP	Yes	500	8	500	4	300	300	
AR	UP	Yes	500	9	500	4	300	300	
AR	UP	Residue	15	Negotiable	15	3	175	175	
AR, OK	BNSF, UP, KCS	Yes	50	Negotiable	50	Negotiable	Negotiable	Negotiable	
AZ	BNSF	Yes	15	Negotiable	15	Negotiable	Negotiable	Negotiable	
AZ	BNSF	Residue	50	Negotiable	50	5	125	125	
AZ	UP	yes	0	Negotiable	100	4	125	125	
AZ	UP	yes	0	Negotiable	100	4	125	125	
AZ	UP	yes	0	Negotiable	100	4	125	125	
AZ	UP	yes	0	Negotiable	100	4	125	125	
AZ	UP	yes	0	Negotiable	100	4	125	125	
AZ	UP	yes	0	Negotiable	100	4	125	125	
CA	UP	Yes	50	9	50	4	400	400	
CA	UP	Yes	10	Negotiable	0	4	Negotiable	Negotiable	
CA	BNSF, UP	No	0	Negotiable	100	4	200	200	
CA	BNSF, UP	Yes	0	Negotiable	0	Negotiable	Negotiable	Negotiable	
CA, AZ	BNSF	Yes	650	9	650	4	Negotiable	Negotiable	
CO	BNSF, UP	Yes	1000	Negotiable	0	4	Negotiable	Negotiable	
CO	BNSF, UP	Yes	200	8	200	4	200	200	
CO	BNSF, UP	no	0	Negotiable	0	5	360	360	
CO	BNSF, UP	no	0	Negotiable	0	5	360	360	
CO	BNSF, UP	yes	50	9	100	7	150	150	
CO	BNSF, UP	no	0	Negotiable	0	5	360	360	
CO	BNSF, UP	yes	50	9	100	7	150	150	
CO	BNSF, UP	no	0	Negotiable	0	5	360	360	
CO	BNSF, UP	yes	50	9	100	7	150	150	
CO	BNSF, UP	yes	50	9	100	7	150	150	
CO	UP	Yes	140	6	140	4	Negotiable	Negotiable	
CO	BNSF, UP	no	0	Negotiable	0	5	360	360	
CO	BNSF, UP	yes	50	9	100	7	150	150	
CO	UP	Yes	140	6	140	4	Negotiable	Negotiable	
CO	BNSF, UP	no	0	Negotiable	0	5	360	360	
CO	BNSF, UP	yes	50	9	100	7	150	150	
CO	UP	Yes	140	6	140	4	Negotiable	Negotiable	
CT, MA	CSX	Yes	100	9	100	4	300	300	
FL	CSX	Yes	300	8	300	4	275	275	
GA	NS, CSX	Residue	100	8	100	4	200	200	
GA	CSX	Yes	0	8	60	4	200	200	
GA	CSX	Yes	35	Negotiable	35	Negotiable	Negotiable	Negotiable	
GA	NS	Residue	65	Negotiable	65	3	175	175	
GA	NS	yes	0	Negotiable	50	6	240	240	
GA	NS	yes	0	Negotiable	50	6	240	240	
GA	NS	yes	0	Negotiable	50	6	240	240	
GA	NS	yes	0	Negotiable	50	6	240	240	
GA	NS	yes	0	Negotiable	50	6	240	240	
GA	NS	yes	0	Negotiable	50	6	240	240	
GA	NS	yes	0	Negotiable	50	6	240	240	
GA	CSX, NS	y	150	8	150	5	150	150	
GA, AL	CSX	No	0	Negotiable	600	4	200	200	
IA	BNSF, UP, CSX, NS, CN, CP	Yes	0	Negotiable	100	7	75	75	
IA	BNSF, UP, CSX, NS, CN, CP	Yes	0	Negotiable	100	7	75	75	
IA	BNSF, UP, CSX, NS, CN, CP	Yes	0	Negotiable	100	7	75	75	
IA	BNSF, UP, CSX, NS,	Yes	0	Negotiable	100	7	75	75	

IA	CN, CP BNSF, UP, CSX, NS, CN, CP	Yes	0	Negotiable	100	7	75	75
IA	BNSF, UP, CSX, NS, CN, CP	Yes	0	Negotiable	100	7	75	75
IA, IL	BNSF, UP, NS, CN	Residue	0	Negotiable	0	4	200	200
IL	BNSF, NS, CN	Yes	200	7	200	4	500	500
IL	BNSF, UP, CSX, CN, CP	Yes	150	13	150	5	350	425
IL	UP, CP	No	0	9	0	4	Negotiable	Negotiable
IL	BNSF, NS, CSX, CN, CP	No	0	Negotiable	150	4	200	200
IL	BNSF, UP, NS, CSX, KCS, CN, CP	No	0	Negotiable	200	4	200	200
IL	CN	Residue	30	Negotiable	30	3	175	175
IL	CN	Residue	0	Negotiable	0	3	175	175
IL	CSX	Residue	50	Negotiable	50	3	175	175
IL	BNSF, UP, NS	Residue	0	Negotiable	0	3	175	175
IL		yes	0	9	0	6	Negotiable	Negotiable
IL		yes	0	9	0	6	Negotiable	Negotiable
IL		yes	0	9	0	6	Negotiable	Negotiable
IL		yes	0	9	0	6	Negotiable	Negotiable
IL	BNSF	Y	30	11	30	5	350	350
IL		yes	0	9	0	6	Negotiable	Negotiable
IL	BNSF	Y	30	11	30	5	350	350
IL		yes	0	9	0	6	Negotiable	Negotiable
IL	BNSF	Y	30	11	30	5	350	350
IL, IN	BNSF, UP, NS, KCS, CN	Yes	400	7	400	4	500	500
IL, IN	UP, NS, CSX, CN	Yes	30	10	30	5	350	350
IN	NS, CSX	Yes	200	9	200	4	300	300
IN	NS	Residue	55	Negotiable	55	3	175	175
IN	NS, CSX	Residue	10	Negotiable	10	3	175	175
IN	NS	Residue	0	Negotiable	0	3	175	175
IN	BNSF, UP, CSX, NS, CP, CN	Yes	0	Negotiable	0	Negotiable	Negotiable	Negotiable
IN	CSX	no	0	Negotiable	600	4	145	145
IN	CSX	yes	100	6	100	5	200	200
IN	CSX	no	0	Negotiable	600	4	145	145
IN	CSX	yes	100	6	100	5	200	200
IN	CSX	no	0	Negotiable	600	4	145	145
IN	CSX	yes	100	6	100	5	200	200
IN	CSX	no	0	Negotiable	600	4	145	145
IN	CSX	yes	100	6	100	5	200	200
IN	CSX	no	0	Negotiable	600	4	145	145
IN	NS	Y	100	Negotiable	100	4	175	175
IN	CSX	no	0	Negotiable	600	4	145	145
IN	CSX	yes	100	6	100	5	200	200
IN	NS	Y	100	Negotiable	100	4	175	175
IN	CSX	no	0	Negotiable	600	4	145	145
IN	CSX	yes	100	6	100	5	200	200
IN	NS	Y	100	Negotiable	100	4	175	175
KS	BNSF	Residue	0	Negotiable	0	3	175	175
KS	BNSF	Residue	150	Negotiable	150	5	125	125
KS	BNSF	Yes	0	Negotiable	400	3	200	200
KS	BNSF	Yes	0	Negotiable	400	3	200	200
KS	BNSF	Yes	0	Negotiable	400	3	200	200
KS	BNSF	Yes	0	Negotiable	400	3	200	200
KS	BNSF	Yes	0	Negotiable	400	3	200	200
KS	BNSF	Yes	0	Negotiable	400	3	200	200
KY	CSX	Residue	15	5	15	4	150	150
KY	NS, CSX	Residue	60	5	60	4	150	150
KY	CSX	Residue	200	5	200	4	150	150
KY	CSX	yes	100	7	150	6	Negotiable	Negotiable
KY	CSX	yes	100	7	150	6	Negotiable	Negotiable
KY	CSX	yes	100	7	150	6	Negotiable	Negotiable

KY	CSX	yes	100	7	150	6	Negotiable	Negotiable
KY	CSX	yes	100	7	150	6	Negotiable	Negotiable
KY	CSX	yes	100	7	150	6	Negotiable	Negotiable
KY	CSX	yes	100	7	150	6	Negotiable	Negotiable
LA	UP	yes	0	Negotiable	75	8	150	150
LA	KCS,UP	yes	400	Negotiable	400	Negotiable	175	175
LA	UP	yes	0	Negotiable	75	8	150	150
LA	KCS,UP	yes	400	Negotiable	400	Negotiable	175	175
LA	UP	yes	0	Negotiable	75	8	150	150
LA	KCS,UP	yes	400	Negotiable	400	Negotiable	175	175
LA	UP	yes	0	Negotiable	75	8	150	150
LA	KCS,UP	yes	400	Negotiable	400	Negotiable	175	175
LA	UP	Y	100	6	100	5	225	225
LA	UP	yes	0	Negotiable	75	8	150	150
LA	KCS,UP	yes	400	Negotiable	400	Negotiable	175	175
LA	UP	Y	100	6	100	5	225	225
LA	UP	yes	0	Negotiable	75	8	150	150
LA	KCS,UP	yes	400	Negotiable	400	Negotiable	175	175
LA	UP	Y	100	6	100	5	225	225
LA, AR	UP, KCS	No	0	Negotiable	15	Negotiable	Negotiable	Negotiable
MA	CSX	No	0	Negotiable	0	4	Negotiable	Negotiable
MD	CSX	Yes	113	10	113	5	300	300
MI	NS	Yes	160	Negotiable	0	Negotiable	Negotiable	Negotiable
MI	CN	Yes	250	Negotiable	0	Negotiable	Negotiable	Negotiable
MI	CN	Yes	200	Negotiable	0	Negotiable	Negotiable	Negotiable
MI	NS CSX CN	Yes	340	Negotiable	0	Negotiable	Negotiable	Negotiable
MI	CN	Yes	101	Negotiable	0	Negotiable	Negotiable	Negotiable
MI	NS	Residue	50	Negotiable	50	3	175	175
MN	BNSF	Yes	480	9	480	4	400	400
MO	BNSF, UP, CSX, NS, KCS, CN	No	0	Negotiable	0	Negotiable	Negotiable	Negotiable
MO	BNSF, UP, CSX, NS, KCS, CN	No	0	Negotiable	50	Negotiable	Negotiable	Negotiable
MO, AR	UP	Yes	100	9	100	4	300	300
MS	BNSF, NS, KCS	Yes	15	Negotiable	15	Negotiable	Negotiable	Negotiable
MS	BNSF, NS, KCS	Residue	0	Negotiable	0	3	175	175
MS	BNSF, KCS	Residue	0	Negotiable	0	3	175	175
MT	BNSF, UP	Yes	200	Negotiable	200	Negotiable	Negotiable	Negotiable
MT	BNSF	Y	100	6	100	4	175	175
MT	BNSF	Y	100	6	100	4	175	175
MT	BNSF	Y	100	6	100	4	175	175
NC	CSX	Residue	550	5	550	4	150	150
NC	CSX/NS/AR	Y	30	11	30	5	225	225
NC	CSX/NS/AR	Y	30	11	30	5	225	225
NC	CSX/NS/AR	Y	30	11	30	5	225	225
NC	CSX, NS	y	200	8	200	5	150	150
NE	BNSF	Yes	100	9	500	4	200	200
NJ	CSX/NS	Residue	0	Negotiable	100	7	250	250
NJ	CSX/NS	Residue	0	Negotiable	100	7	250	250
NJ	CSX/NS	Residue	0	Negotiable	100	7	250	250
NJ	CSX/NS	Residue	0	Negotiable	100	7	250	250
NJ	CSX/NS	Residue	0	Negotiable	100	7	250	250
NM	BNSF, UP	Yes	0	Negotiable	0	5	125	125
NY	NS, CSX	Yes	50	11	50	4	200	200
NY	CSX	Yes	125	11	125	4	200	200
NY	CSX	Yes	120	11	120	4	200	200
NY	CP	No	600	Negotiable	2500	4	175	175
NY, NJ	NS, CSX, CP	No	0	Negotiable	0	Negotiable	Negotiable	Negotiable
NY, PA	NS, CSX, CN, CP	Yes	600	9	600	4	400	400
NY, PA	NS	Yes	35	10	35	5	350	350
OH	NS, CSX	Yes	166	10	166	5	400	400
OH	BNSF, UP, NS, CSX, CN, CP	Yes	150	9	150	4	400	400
OH	NS	Yes	200	9	200	4	200	200
OH	NS, CSX	Yes	0	Negotiable	20	4	200	200
OH	NS, CSX	No	0	Negotiable	100	4	200	200
OH	NS, CSX	Residue	200	5	200	4	150	150
OH	NS, CSX	Residue	550	5	550	4	150	150
OH	CSX	yes	100	6	100	5	200	200
OH	CSX	yes	100	6	100	5	200	200
OH	CSX/NS	Residue	0	Negotiable	57	6	250	250
OH	CSX	yes	100	6	100	5	200	200

OH	CSX/NS	Residue	0	Negotiable	57	6	250	250
OH	CSX	yes	100	6	100	5	200	200
OH	CSX/NS	Residue	0	Negotiable	57	6	250	250
OH	CSX	yes	100	6	100	5	200	200
OH	CSX/NS	Residue	0	Negotiable	57	6	250	250
OH	NS	no	50	Negotiable	150	4	200	200
OH	CSX	yes	100	6	100	5	200	200
OH	CSX/NS	Residue	0	Negotiable	57	6	250	250
OH	NS	no	50	Negotiable	150	4	200	200
OH	CSX	yes	100	6	100	5	200	200
OH	CSX/NS	Residue	0	Negotiable	57	6	250	250
OH	NS	no	50	Negotiable	150	4	200	200
OH, IN	NS, CSX	Residue	30	Negotiable	30	3	175	175
OK	BNSF, UP	Yes	0	Negotiable	75	4	200	200
OK	UP	Yes	0	Negotiable	400	5	170	170
OK	UP	Yes	0	Negotiable	400	5	190	190
OK	UP	Yes	0	Negotiable	400	5	190	190
OK	UP	Yes	0	Negotiable	400	5	190	190
OK	UP	Yes	0	Negotiable	400	5	190	190
OK	UP	Yes	0	Negotiable	400	5	190	190
ON	CN, CP	Yes	166	9	166	4	400	400
ON	CN, CP	Yes	200	9	200	4	400	400
OR	UP	Yes	20	Negotiable	0	4	Negotiable	Negotiable
OR	UP	Residue	0	Negotiable	0	5	125	125
OR	BNSF, UP	Yes	150	6	150	4	225	225
OR	BNSF, UP	Yes	150	6	150	4	225	225
OR	BNSF, UP	Yes	150	6	150	4	225	225
OR	BNSF, UP	Yes	150	6	150	4	225	225
OR	BNSF, UP	Yes	150	6	150	4	225	225
OR, CA	UP	Yes	50	9	50	4	300	300
PA	NS, CP	Yes	80	11	80	4	200	200
PA	NS, CSX	Residue	0	Negotiable	0	3	175	175
PA	NS	Residue	5	5	5	4	150	150
PA	NS	Residue	650	5	650	4	150	150
PA	NS, CSX	Residue	50	Negotiable	200	4	225	225
Saskatchewan	CP	YES	0	Negotiable	1200	9	200	200
Saskatchewan	CP	YES	0	Negotiable	130	5	150	150
Saskatchewan	CN	YES	0	Negotiable	150	7	132	132
Saskatchewan	CP	YES	0	11	200	7	200	200
Saskatchewan	CN	YES	0	21	200	9	300	300
Saskatchewan	CP	YES	0	Negotiable	1200	9	200	200
Saskatchewan	CP	YES	0	Negotiable	130	5	150	150
Saskatchewan	CN	YES	0	Negotiable	150	7	150	150
Saskatchewan	CP	YES	0	11	200	7	200	200
Saskatchewan	CN	YES	0	21	200	9	300	300
Saskatchewan	CP	YES	0	Negotiable	1200	9	200	200
Saskatchewan	CP	YES	0	Negotiable	130	5	150	150
Saskatchewan	CN	YES	0	Negotiable	150	7	150	150
Saskatchewan	CP	YES	200	11	200	7	200	200
Saskatchewan	CN	YES	200	21	200	9	300	300
Saskatchewan	CP	YES	0	Negotiable	1200	9	200	200
Saskatchewan	CP	YES	0	Negotiable	130	5	150	150
Saskatchewan	CN	YES	0	Negotiable	150	7	150	150
Saskatchewan	CP	YES	200	11	200	7	200	200
Saskatchewan	CN	YES	200	21	200	9	300	300
Saskatchewan	CP	YES	0	Negotiable	1200	9	200	200
Saskatchewan	CP	YES	0	Negotiable	130	5	150	150
Saskatchewan	CN	YES	0	Negotiable	150	7	150	150
Saskatchewan	CP	YES	200	11	200	7	200	200
Saskatchewan	CN	YES	200	21	200	9	300	300
Saskatchewan	CP	YES	0	Negotiable	1200	9	200	200
Saskatchewan	CP	YES	0	Negotiable	130	5	150	150
Saskatchewan	CN	YES	0	Negotiable	150	7	150	150
Saskatchewan	CP	YES	200	11	200	7	200	200
Saskatchewan	CN	YES	200	21	200	9	300	300
Saskatchewan	CP	YES	0	Negotiable	1200	9	200	200
Saskatchewan	CP	YES	0	Negotiable	130	5	150	150
Saskatchewan	CN	YES	0	Negotiable	150	7	150	150
Saskatchewan	CP	YES	200	11	200	7	200	200
Saskatchewan	CN	YES	200	21	200	9	300	300
SK, CAN	CN	Yes	0	Negotiable	200	4	200	200
TN	CSX	Yes	100	Negotiable	100	Negotiable	Negotiable	Negotiable
TN	BNSF	Residue	200	5	200	4	150	150
TN	CN	Y	100	6	100	5	200	200
TN	CN	Y	100	6	100	5	200	200
TN	CN	Y	100	6	100	5	200	200
TN	CN, BNSF, CSX, NS,	n	120	Negotiable	120	5	300	Negotiable

	UP							
TN, MS	CN	Yes	300	Negotiable	0	4	Negotiable	Negotiable
TX	UP	Yes	150	8	150	4	250	250
TX	BNSF, UP, KCS	Yes	0	Negotiable	50	4	200	200
TX	BNSF	Yes	0	Negotiable	50	4	200	200
TX	BNSF	Yes	0	Negotiable	0	4	200	200
TX	BNSF	Yes	25	Negotiable	25	Negotiable	Negotiable	Negotiable
TX	UP	Residue	500	5	500	4	150	150
TX	UP	Residue	20	Negotiable	20	5	125	125
TX	BNSF	Y	90	6	90	5	175	175
TX	BNSF	Y	65	6	65	5	175	175
TX	BNSF	Y	90	6	90	5	175	175
TX	BNSF	Y	65	6	65	5	175	175
TX	BNSF	Y	90	6	90	5	175	175
TX	BNSF	Y	65	6	65	5	175	175
UT	BNSF, UP	Yes	75	Negotiable	75	Negotiable	Negotiable	Negotiable
UT	UP	yes	300	10	300	9	125	125
UT	UP	yes	300	10	300	9	125	125
UT	UP	yes	300	10	300	9	125	125
UT	UP	yes	300	10	300	9	125	125
VA	CSX, UP	yes	200	11	200	7	200	200
VA	CSX, UP	yes	200	11	200	7	200	200
VA	CSX, UP	yes	200	11	200	7	200	200
VA	CSX, UP	yes	200	11	200	7	200	200
VA	CSX, UP	yes	200	11	200	7	200	200
VT		No	0	Negotiable	40	4	225	225
VT		No	0	Negotiable	30	4	225	225
VT		No	0	Negotiable	50	4	225	225
VT, CT, MA	NS, CSX, CN, CP	Yes	255	10	255	5	500	500
WA	BNSF	Yes	300	9	300	4	250	250
WA	BNSF	No	0	Negotiable	25	4	200	200
WA	BNSF, UP	No	0	Negotiable	0	Negotiable	Negotiable	Negotiable
WA	BNSF	Yes	35	7	200	3	250	250
WA	BNSF	Residue	0	Negotiable	50	4	150	150
WA	BNSF	Residue	0	Negotiable	50	4	150	150
WA	BNSF	Residue	0	Negotiable	50	4	150	150
WA	BNSF	Residue	0	Negotiable	50	4	150	150
WA	BNSF	Residue	0	Negotiable	50	4	150	150
WI	CPRS/UP	N	0	Negotiable	100	5	Negotiable	Negotiable
WI	CPRS/UP	N	0	Negotiable	100	5	Negotiable	Negotiable
WI	CPRS/UP	N	0	Negotiable	100	5	Negotiable	Negotiable
WV	CSX	Residue	25	5	25	4	150	150
WV	CSXT	Y	125	7	125	5	175	175
WV	CSXT	Y	125	7	125	5	175	175
WV	CSXT	Y	125	7	125	5	175	175
WY, NE	UP, CP	Yes	50	8	80	4	200	200

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1865 Veterans Park Dr. Suite 303  
Naples, Florida, 34109  
Phone: 239-390-2885  
Fax: 239-949-0611