

NORTHERN LINES RAILWAY, LLC

FREIGHT TARIFF NLR 8000

**RULES AND CHARGES
GOVERNING
SWITCHING
ALSO
LOCAL RATES,
MISCELLANEOUS
RULES AND CHARGES
APPLYING
AT STATIONS ON
THE
NORTHERN LINES RAILWAY, LLC**

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

ISSUED: June 10, 2005

EFFECTIVE: July 1, 2005

ISSUED BY

Daniel C. Rickel, President
Northern Lines Railway, LLC
14 North 7th Avenue, Suite 133
St. Cloud, MN 56303

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

<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS - GENERAL</p>	<p align="center">SECTION 1 RULES AND CHARGES - UNLIMITED</p>
<p>ITEM 5</p> <p align="center">DESCRIPTION OF GOVERNING CLASSIFICATIONS</p> <p>Except as otherwise provided, this tariff is governed by the Rules in Tariff UFC 6000-series, Uniform Freight Classification, National Railroad Freight Committee, Agent.</p>	<p>ITEM 100</p> <p align="center">CARS HELD FOR INSTRUCTIONS OR STORED</p> <p>Cars, loaded or empty, held on railroad tracks for lack of forwarding instructions or other disposition or for storage, will be subject to a hold charge of \$155.00 per car for the first 3 days, plus \$10.00 per car for each subsequent day or fraction thereof. The above charges will be assessed to the party responsible for such instructions, and will be in addition to switching and other applicable charges.</p>
<p>ITEM 10</p> <p align="center">SUPPLEMENTS AND REISSUES</p> <p>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."</p> <p>Where reference is made in this tariff to items, it includes "reissues" of such items.</p>	<p>ITEM 110</p> <p align="center">OVERLOADED CARS</p> <p>Cars found to be overloaded will be subject to the following additional charges:</p> <p>A - (1) \$155.00 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.</p> <p>(2) \$360.00 per car - When a car is discovered to be overloaded beyond loading point or confines of the industry. Charge to be assessed consignee.</p> <p>It will be the responsibility of the consignor to adjust the lading at their own expense sufficient to eliminate the overload condition.</p> <p>B. \$150.00 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.</p>
<p>ITEM 20</p> <p align="center">METHOD OF CANCELLING ITEMS</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. Example: Item 100-A cancels Item 100 and Item 300-B cancels Item 300-A in a prior supplement which, in turn, cancelled Item 300.</p>	<p>ITEM 120</p> <p align="center">CARS INTERCHANGED IN ERROR</p> <p>A charge of \$166.00 per car will be assessed against the delivering carrier on any car interchanged to the NLR in error.</p>
	<p>ITEM 140</p> <p align="center">TURNING OF CARS TO PERMIT LOADING OR UNLOADING, ETC.</p> <p>A charge of \$155.00 per car will be assessed for cars that are turned at request of customer to facilitate loading or unloading.</p>
	<p>ITEM 150</p> <p align="center">CARS ORDERED AND NOT USED</p> <p>If an empty car is ordered and placed for loading and car is subsequently released back to carrier without being used in transportation service a charge of \$155.00 per car will be assessed in addition to all other charges.</p>
	<p>ITEM 160</p> <p align="center">IMPROPER CARS FURNISHED FOR LOADING BY CONNECTING LINES</p> <p>When cars ordered for loading are refused on account of not being in proper condition to load, a charge of \$155.00 per car will be assessed against the railroad furnishing the car.</p>

<p style="text-align: center;">SECTION 2 LOCAL SWITCHING AND MISCELLANEOUS CHARGES</p>	<p style="text-align: center;">EXPLANATION OF REFERENCE MARKS</p>
<p>ITEM 200</p> <p style="text-align: center;">DEFINITION OF INTRA-PLANT SWITCHING</p> <p>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. This definition includes movement between a lease track and industry, and between lease track and outbound interchange.</p> <p>Note: Cars are considered to be in lease track status at 12:01 AM on the third day after receipt in interchange, if actual placement has not occurred.</p>	<p>[A] - Addition [I] - Increase [R] - Reduction/Decrease [D] - Canceled</p>
<p>ITEM 230</p> <p style="text-align: center;">INTRA-PLANT SWITCHING CHARGE</p> <p>The NLR will perform intra-plant switching at a charge of \$155.00 per car.</p> <p>Intra-plant switching charges will be assessed against the lessee, if between a lease track and plant or lease track and outbound interchange, otherwise, they will be assessed against the plant operator.</p>	
<p>ITEM 240</p> <p style="text-align: center;">DIVERSION CHARGE</p> <p>Cars that arrive with a bill of lading indicating that they are to be spotted to a particular plant or facility at NLR, which are subsequently diverted to a different plant or facility, will be assessed a diversion charge of \$155.00, payable by the party issuing diversion instructions.</p>	