

FT NLR 8000-B
(Cancels FT NLR 8000-A)

NORTHERN LINES RAILWAY, LLC

FREIGHT TARIFF NLR 8000-B (Cancels Freight Tariff NLR 8000-A)

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

ISSUED: February 1, 2023

EFFECTIVE: January 1, 2026

ISSUED BY

Kathleen Sackett
Senior Director of Sales and Marketing
Northern Lines Railway, LLC
601 20th Avenue North, Suite C
St. Cloud, MN 56303

<p align="center">RULES AND OTHER GOVERNING PROVISIONS RULES AND REGULATIONS • GENERAL</p>	<p align="center">SECTION 1 [C] RULES AND CHARGES.UNLIMITED</p>
<p>ITEMS</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 Jack of forwarding instructions or other disposition or for storage, will be subject to a hold charge of \$195.00[I] per car for the first 3 days, plus \$15.00[I] 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 105 [C]</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) \$195.00[I] 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) \$450.00[I] 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. \$190.00[I] 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 tum, cancelled Item 300.</p>	<p>ITEM 120</p> <p align="center">CARS INTERCHANGED IN ERROR</p> <p>A charge of \$210.00[I] 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 \$195.00[I] per car will be assessed for cars that are turned at request of the 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 \$195.00[I] 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 \$195.00[I] 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 [C]</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 [C] Change in wording resulting in either an increase or decrease in charges [D] Deleted/Canceled [I] Increase [R] Reduction [NC] Brought forward without Change</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 \$195.00[I] 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 \$195.00[I], payable by the party issuing diversion instructions.</p>	