

**TARIFF MPLI 8500D**

(Cancels MPLI 8500C)

**MINNESOTA PRAIRIE LINE, INCORPORATED**

**LOCAL TARIFF**

**APPLICABLE ON**

**ACCESSORIAL CHARGES AND CAR ORDERING PROCEDURES**

**APPLYING AT**

**STATIONS ON MINNESOTA PRAIRIE LINE INCORPORATED**

**AS PROVIDED IN TARIFF OPSL 6000-SERIES**

Governed by Uniform Freight Classification, UFC 6000-Series, Uniform Freight Classification Committee, Agent, Supplements thereto or Successive issues thereof, and applicable MPLI demurrage rules and procedures.

**SPECIAL ARRANGEMENT TARIFF**

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

ISSUED: April 29, 2011

EFFECTIVE: May 20, 2011

**Issued by:**  
Minnesota Prairie Line, Incorporated  
2925 - 12th Street East  
Glencoe, MN 55336

MINNESOTA PRAIRIE LINE, INCORPORATED

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FOR EXPLANATION OF ABBREVIATIONS AND OTHER REFERENCE MARKS, PLEASE SEE CONCLUDING PAGES OF TARIFF.

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2925 12th Street East  
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**MINNESOTA PRAIRIE LINE, INCORPORATED**

**ITEM 10**

**STATION LISTS AND CONDITIONS**

This tariff is governed by Tariff OPSL 6000-Series as follows:

- A. For additions or changes in Name, Locations or Abandonment of Stations.
- B. Prepay requirements
- C. Restrictions as to acceptance or delivery of freight.
- D. Changes in station facilities.
- E. When a station is abandoned, all provisions applicable thereto are cancelled, effective on the date of abandonment.

**ITEM 20**

**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, items, notes, rules, etc.

**ITEM 40**

**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 of the numbers shown.

**ITEM 45**

**MILEAGE CHARGES ON PRIVATELY OWNED EQUIPMENT**

MPLI will NOT pay mileage charges on privately owned rail car(s) when moving to or from stations served by the MPLI.

**ITEM 60**

**SERVICE ORDERS – REFERENCE NUMBERS**

This tariff, as may be amended, is subject to Tariff NSO 6100-Series.

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**ITEM 65 (N) CAPACITIES AND DIMENSIONS OF CAR(S)**

For marked capacities, lengths, dimensions and cubical capacities of car(s), see The Official Railway Equipment Register.

**Maximum** gross weight on rail on MPLI NOT requiring a clearance authorization varies by station, please check with MPLI Customer Service. Note that many stations on MPLI have a maximum gross weight limit of 263,000 lbs. (N)

**ITEM 75 METHOD OF CANCELLING ITEMS**

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.

**ITEM 115 DEMURRAGE CHARGES**

Unless otherwise specifically provided in a rate item governing the line-haul rate, the provisions of Tariff MPLI 8400 series will apply.

**ITEM 120 (N) HOLIDAYS**

MPLI holidays are defined for purposes of this tariff as: New Years Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday after Thanksgiving Day and Christmas Day.

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**ITEM 205 (I) (N)          PROCESSING MANUAL BILL OF LADING(S)**

MPLI accepts bills of lading which are submitted electronically and encourages its customers to make all such submissions electronically (if interested in learning more about this please contact us via e-mail at [CustomerService@tcwr.net](mailto:CustomerService@tcwr.net)). Bills of lading that are not submitted to MPLI electronically will be processed manually by MPLI under the following conditions: manual bill of lading charges will be assessed when a party responsible for submitting a bill of lading or other shipping instructions does so by fax, e-mail or any other means that is not electronic data interchange (also known as EDI).

A party submitting non-EDI shipping instructions will be assessed a \$75.00 charge per bill of lading for individual bills of lading for 25 rail cars or less. For non-EDI shipping instructions submitted for more than 25 rail cars on a single bill of lading, a party submitting such shipping instructions will be assessed a charge of \$100.00 per individual bill of lading. MPLI will not be responsible for any errors which may occur during the manual processing of bills of lading.

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**ITEM 210 (N) CANCELLATION OF SHIPPING DOCUMENT  
OR BUSTED BILLING CHARGES**

If car(s) have been billed but have not been moved by MPLI from industry, there will be a charge of \$130 per car or \$350 per block to cancel the bill of lading for the purpose of rebilling a car(s) to a new destination or cancelling a shipment.

After pick up of car(s) by MPLI any request that requires changes to the bill of lading would be considered a diversion (See Item 225).

**ITEM 215 (N) ADMINISTRATIVE CHARGES FOR DIVERSIONS ON ANOTHER  
RAILROAD**

There will be an administrative charge of \$315 per bill of lading on rail shipments originating at MPLI stations that are billed under a through rate and route from origin to destination thence diverted to a new destination on a rail carrier other than MPLI which is a party to the through rate and route. A copy of the diversion must be sent via fax to the Twin Cities & Western Railroad Accounting Department (fax number: 320-864-7205) or emailed to [customerservice@tcwr.net](mailto:customerservice@tcwr.net).

The provisions in MPLI rate tariffs do not allow for diversions. The above charge shall be in addition to any charges assessed by any other railroads, as well as any charges assessed by MPLI per Item 225 (D) herein.

**ITEM 225 (N) DIVERSION OR RECONSIGNMENT**

Diversion or reconsignment means any one or more of the following when a car is located on or under control of the MPLI:

**DEFINITIONS:**

Diversion means:

- A. a change in the destination
- B. a change in the route

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**ITEM 225 (N) MPLI DIVERSION OR RECONSIGNMENT (CONTINUED)**

Reconsignment means:

- A. a change in the name of the consignee
- B. a change in the name of the consignor
- C. a change in the party to bill prepaid or collect charges
- D. a change from collect to prepaid or vice versa

Diversion or Reconsignment orders will not be accepted by MPLI for car(s) that are not under its control. MPLI reserves the right to decline any diversion or reconsignment request.

**CHARGES**

When an order is placed with MPLI by a consignee, or owner that modifies any of the terms of shipment listed above in this item, the following charges will apply:

- A. Diversion/reconsignment charge will be \$150.00 per car or a maximum of \$700.00 per bill of lading for any diversion while car is in enroute and prior to arrival of shipment at destination.
- B. Diversion/reconsignment charge will be \$175.00 per car or a maximum of \$800.00 per bill of lading for any diversion/reconsignment after arrival of shipment at a destination served by TCWR.
- C. Diversion/reconsignment orders can be verbally given over the phone, but must be confirmed in writing by one of the following methods before diversion/reconsignment is finalized.
  - 1. Facsimile transmissions faxed to Operations Desk: 320-864-7220.
  - 2. Send an e-mail to [customerservice@tcwr.net](mailto:customerservice@tcwr.net).
- D. For any cars diverted with or through another carrier after being interchanged by MPLI to such other carrier, MPLI will at its option assess the diversion charges specified in this Item 225 in Paragraph A. above.

**ITEM 240 LINE-HAUL FREIGHT CHARGES FOR DIVERSIONS**

The through rate (local, joint or combination) will be that rate which is applicable from origin to destination via the diversion station and on the date the shipment is originally billed.

MPLI assumes no responsibility that the lowest rate from origin of the shipment to the diverted destination can be protected via the diversion station.

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**ITEM 245 (N)**

**TERMINAL SERVICES**

MPLI will NOT be responsible for any charges accruing on car(s) delivered to connecting railroads, other than the absorption of reciprocal or intermediate switching charges that are authorized by MPLI switching absorption provisions or covered by tariff provisions that MPLI is a participant to.

**ITEM 250**

**WEIGHING CHARGES**

Weighing charge is \$500.00 per car loaded or empty, if requested by instructions on the bill of lading. Weigh charge will be added to the freight bill or invoiced separately by the TCWR. MPLI reserves the right to decline any request to weigh car(s).

**ITEM 255 (N)**

**MOVEMENT OF LOCOMOTIVES AND PASSENGER EQUIPMENT**

Please contact TCWR Marketing & Sales Department to provide such charges.

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**ITEM 275 PAYMENT OF FREIGHT TERMS**

All payments for services billed by this railroad are due and payable within fifteen (15) calendar days following receipt of freight bill. Payments received after the expiration of the credit period shall be subject to a service charge of one and a half percent (1.5%) per month, (or fraction thereof) of the outstanding balance.

The above collection terms are under the provisions authorized in 49 CFR (Code of Federal Regulations) Part 1320 Transportation.

To qualify for credit on the Twin Cities & Western Railroad, a credit application, available upon request, will be required to be on file with the MPLI Director of Accounting. Payment for all other shipments must be made at the time of shipment by certified check or wire transfer.

**ITEM 280 CLAIMS FOR LOSS OR DAMAGE**

Any claim for loss or damage shall be filed with the destination line haul carrier. All claims for loss or damage shall be subject to a minimum claim of \$250 per car.

**ITEM 285 UNAUTHORIZED USE OF MPLI ASSET**

When equipment or a railroad asset is used without authorization, a \$1,500.00 per car charge will be assessed to the party who used the asset without authorization. Additional charges may apply if unauthorized car(s) require cleaning. A few examples, but not limited too, that would incur this charge:

- Sending a MPLI car to another railroad without authorization
- Loading or reloading a car without authorization

**ITEM 290 (A) UNABLE TO PICK UP OR PLACE RAIL CARS**

When MPLI has been asked to perform rail service at your facility, such as a pick up or a set out and MPLI is unable to access a specific car(s) to perform the service, a per car charge of \$95.00 will apply, up to a maximum of \$750.00 per service. This charge will be assessed to the party requesting such service and in addition to any other charge(s) that are applicable.

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**ITEM 300 (I) SWITCHING**

A per car charge as shown below shall apply to the following switch movements:

- (A) Intra-plant: the movement of car(s), loaded or empty, from one location within an industry to another location within the same industry. A charge of \$125.00 per car shall apply.
- (B) Intra-terminal: the movement of a car(s) to a location within the same switching or yard limits as the industry or customer ordering the movement of such car(s) on the same railroad. A charge of \$195.00 per car shall apply.
- (C) Inter-terminal: the movement of a car(s) from one MPLI station to another MPLI station. A charge of \$400.00 per car shall apply and will be in addition to all freight charges. (I)
- (D) Cherry picking: when a car(s) are requested by a specific car initial/number and require MPLI to perform additional switching to access the car(s). A charge of \$150 per car shall apply. (I)

**ITEM 325 TURNING A RAILCAR**

Where a railcar must be turned around; applicable to situations such as a car that can only be loaded or unloaded from one side. A per car charge of \$500.00 will be assessed to the party requesting, or requiring the service.

**ITEM 330 CAR(S) RECEIVED IN ERROR**

Car(s) empty or loaded, delivered to MPLI in error will be subject to switching charges listed below for returning car(s) to carrier responsible for delivery error or forwarding car(s) to proper carrier with in the same switching district. Charge for this service will be assessed against the carrier responsible for the car(s) being delivered in error.

<b>WHEN CAR IS DELIVERED OR CAUSED TO BE DELIVERED TO MPLIBY: BNSF, MNNR, CPRS, UP, CN</b>	<b>SWITCHING CHARGE PER CAR: \$300.00</b>
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If car(s) are held by MPLI awaiting disposition from the carrier making the delivery error, an additional holding charge of \$50.00 per day will be assessed to the responsible carrier for each day, or fraction thereof, car is held beginning with the first full calendar day (00:01) following written notification that car is being held for disposition until disposition is furnished.

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**ITEM 335 (N)                    EMPTY CAR(S) FURNISHED BY MPLI AND NOT USED (N)**

Except where intra-terminal switching charges are specifically provided for in this tariff, empty car(s) that are ordered or return empty for loading and the service of switching or placing has been performed and the car is NOT loaded and returned to MPLI empty, the switching charge for this service will be \$250.00 per car and must be collected from the industry ordering such car(s). If car(s) move empty outbound via the MNNR they will be subject to an intermediate switch charge in addition to this switch charge.

EXCEPTION: This charge will not apply on car(s) refused or rejected account defective. (N)

**ITEM 360    SPECIAL TRAIN SERVICE**

Except as otherwise provided in this tariff, when special train service is requested for movement of car(s) or other rail equipment by patron, TCWR Marketing & Sales Department will need to be contacted to provide such charges.

**ITEM 365 (N)    SPECIAL CAR RESTRICTIONS**

The handling of a car in excess of 89 feet in length, with a marked capacity of greater than 210,000 pounds, in excess of Plate F dimensions or with six (6) or more axles will be handled on a permit basis only and special handling charges will be applied in addition to freight charges. TCWR Marketing & Sales Department will need to be contacted to provide such charges.

**ITEM 370 (N)    TRACK LEASE AND TEMPORARY STORAGE**

(A) MPLI owned/controlled tracks maybe leased, subject to availability, pursuant to terms and conditions provided by the TCWR Marketing & Sales Department.

(B) Non-hazmat loaded rail car(s) placed in temporary storage must be privately owned or free of car hire. Car(s) held on storage tracks will not be subject to demurrage in accordance with the terms of MPLI Tariff 8400. Each loaded or empty car placed in temporary storage will be assessed a \$30 per day charge. Prior authorization from TCWR Marketing & Sales Department must be provided to customer before storage of car(s) will be permitted. MPLI will assume a maximum liability for loss and damage of \$100 per railcar. Charges for switching car(s) to and from storage tracks will apply, as provided in this tariff.

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**ITEM 380 (N) (I) UNSAFE OR IMPROPERLY LOADED RAIL CARS**

This charge is for the management and coordination of the existing and emergent problem, excluding other applicable charges. Examples of an unsafe or improperly loaded car where this charge would be applicable are as follows:

- A car that has been overloaded or is imbalanced or has a shifted load.
- A car spilling, leaking or dusting.
- A car containing non-hazardous commodities or residue identified moving on MPLI for which proper shipping instructions were not regulatory compliant.

An improperly loaded car is defined as a car in or on which lading has not been loaded in accordance with AAR standard loading practices, RER 6412-Series exceptions or individual railroad practices or exceptions.

**OVERLOADED OR IMPROPERLY LOADED CAR(S) DISCOVERED AT ORIGIN OR ENROUTE**

A - Overloaded or improperly loaded car(s) as determined above, when discovered at origin will be returned to the shippers track or to the connecting line tendering such car(s) to MPLI. The shipper shall be assessed the intra-plant or intra-terminal switching charge plus the penalty charges for return of car(s). A switch charge of \$900.00 per car will be in addition to any other applicable charges incurred by customer.

B – MPLI may elect to stop an overloaded or improperly loaded car enroute and hold it on a track where partial unloading or adjustment of the load may be accomplished. It will be the responsibility of the shipper to partially unload or adjust the car at their expense. MPLI will not furnish any personnel, equipment or machinery that may be necessary to partially unload or adjust the overloaded or improperly loaded car and the penalty charges names in paragraph "D" will also be assessed against the shipper. Where safe and practical to do so, MPLI will move an overloaded or improperly loaded car to a track where adjustment of the load can be accomplished. A switch charge of \$900.00 per car will be in addition to any other applicable charges incurred by customer.

**OVERLOADS DISCOVERED AT DESTINATION**

C - When an overloaded car is delivered to destination or point of interchange and such car(s) are not detected while enroute (whether the overloaded condition is discovered prior to delivery or not), or if the outbound weights are used for the assessment of freight charges and the car(s) are subsequently determined to be overloaded, the penalty charges named in the following paragraph "D" will be assessed against the shipper responsible for overloading the car.

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**ITEM 380 (CONTINUED) UNSAFE OR IMPROPERLY LOADED CAR(S)**

PER CAR PENALTY CHARGES ASSESSED TO THE SHIPPER.

D - \$ 950.00 per car for railcar(s) containing non-hazardous commodities or \$3,050.00 per car for railcar(s) with hazardous commodities or hazardous residue.

Individual overloaded or improperly loaded car(s) discovered at origin or enroute shall be placed on demurrage immediately following notification to the consignor or owner of the overloaded or improperly loaded condition and exempt to free time allowance.

**ITEM 385 MINOR ADJUSTMENT OR INSPECTION**

Where MPLI provides a minor service that should have been taken care of by you or a party related to your shipment, a charge of \$285.00 per car applies. A few examples where this charge would apply include but are not limited to, closing doors, hatches, gates; secure tie down devices on empty car(s); applying seals or inspecting a car. Loaded car(s) will not be moved unless all doors, hatches, gates and tie-down devices are secured.

**ITEM 390 (N) (I) CAR ORDERING**

Customers must place orders through TCWR's website [www.tcwr.net](http://www.tcwr.net) and must provide the following information as indicated on the order form otherwise orders will not be accepted:

- Name of party ordering cars (individual name & company name)
- Kind of cars wanted
- Number of cars wanted
- Requested placement date
- Commodity to be loaded
- Destination and route
- Pricing Authority reference number (e.g. tariff number)

Except as otherwise provided in this item, the provisions of Item 400 (Car Cancellation Rule) will apply. If the MPLI does not provide car(s) as ordered within thirty (30) calendar days of the requested placement date, the party that ordered the cars may cancel that order and no penalty charge will be assessed.

Car orders must be placed utilizing the form available on our website at <http://tcwr.net/customers/car-orders>.

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**ITEM 390 (N) (I) CONTINUED                      CAR ORDERING**

Permits are not transferable without permission of MPLI.

Orders for shipments to non-U.S. destinations in TCWR marked cars will not be accepted without permission of MPLI.

MPLI will only accept car orders from the entity which owns or operates the actual loading facility.

Railcars furnished by MPLI, which are owned or controlled by MPLI or its affiliates may only be used under MPLI line haul tariff rates, unless MPLI gives permission otherwise. No MPLI cars may be used for shipment under rates published by rail carriers other than MPLI without MPLI permission.

If the destination shown in a car order is a point not physically served by MPLI and the actual destination shipped to differs from the destination shown in the car order, a charge of \$250 per car may, at MPLI's option, be assessed the party which ordered such cars.

MPLI reserves the right to change policies and procedures from time to time as business conditions warrant.

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**ITEM 400 (I)**

**CAR CANCELLATION RULE**

**CAR CANCELLATION RULE (Other than Grain or Grain Products)**

A car order for rail car(s) for transportation of commodities which is reduced or cancelled at any time prior to the date wanted for loading, or anytime thereafter (see Exception), is subject to a car order cancellation charge of \$500.00 per car per occurrence. When a car order is reduced, a charge of \$500.00 per car will be assessed. (N) (I)

The "date wanted for loading" will be determined from the car order.

A change in commodity to the original car order is NOT subject to the penalty.

EXCEPTION - If during the time of car shortages car(s) are not received within thirty (30) days of the ordered for date, a customer may cancel that order and no penalty charge will be assessed.

**CAR CANCELLATION RULE (Grain or Grain Products)**

A car order for rail car(s) for transportation of commodities which is reduced or cancelled at any time prior to the date wanted for loading, or anytime thereafter (see Exception), is subject to a car order cancellation charge of \$500.00 per car per occurrence. When a car order is reduced, a charge of \$500.00 per car will be assessed. (N) (I)

The "date wanted for loading" will be determined from the car order.

A change in commodity to the original car order is NOT subject to the penalty.

Car(s) not accepted for loading by the specified "requested placement date" will be considered cancelled.

EXCEPTION – If during the time of car shortages car(s) are not received within thirty (30) days of the ordered for date, a customer may cancel that order and no penalty charge will be assessed.

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**ITEM 500 (I)**

**GUARANTEED CAR SUPPLY**

This program is being offered under the provisions of USC S 10722 effective December 1, 2006 and will apply to the guaranteed supply of covered hopper car(s) for the movement of corn, soybeans and wheat from TCWR served elevators to either online or offline destinations.

MPLI **may offer** up to twenty five (25) covered hopper cars for bids per month and will guarantee availability of these car(s) to the entity with the highest bid. On the day covered hopper car(s) are being offered here under, they are being offered for the second calendar month after being offered. For example, for covered hopper cars offered on the first working day of the month of June, such covered hoppers are being offered for the immediately succeeding August. Monthly bids will be accepted on the first working day of the month between 0800 hours and 1200 hours. Bids are to be submitted on the web site at <http://tcwr.net/customers/guarantee-car-supply/>. In the event of equal high bids, the highest bidders will be asked to resubmit their bid offers. Bids shall be tendered for a minimum of five (5) cars and a maximum of twenty five (25) cars for the month. The winning bidder will be awarded the bid based on the total dollar aggregate for the cars sold. The minimum bid amount will be \$250.00 per car and if there are no bids received at the close of the bid period, car(s) will be utilized in the general fleet program.

For months when MPLI is no longer accepting grain car orders for the loading of corn, soybeans and wheat, MPLI may elect to not offer car(s) under this tariff item for such closed months.

The applicable freight rates will be the published rates in MPLI grain tariffs and the amount of the awarded bid will be billed direct to the awardees. If a car order is cancelled the bid award will still be invoiced to the successful bidder.

The number of car(s) per month offered and sold will be posted on the TCWR web site;  
<http://tcwr.net/>

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ITEM 500 (Continued)

GUARANTEED CAR SUPPLY

BID FORM

DATE: \_\_\_\_\_

ELEVATOR: \_\_\_\_\_ LOADING LOCATION \_\_\_\_\_

NUMBER OF CAR(S) AVAILABLE FOR MONTHLY BID:  
UP TO 25 CARS.

NUMBER OF CARS REQUESTED:

MONTH \_\_\_\_\_  
NUMBER OF CARS \_\_\_\_\_

BID AMOUNT PER CAR IN U.S. DOLLARS \_\_\_\_\_  
Please note: Bids are to be submitted in dollars above tariff rates.

BIDS ARE TO BE SUBMITTED on the Web Site <http://tcwr.net/customers/guarantee-car-supply/>

SUBMITTED BY: \_\_\_\_\_

FOR EXPLANATION OF ABBREVIATIONS AND OTHER REFERENCE MARKS, PLEASE SEE CONCLUDING  
PAGES OF TARIFF.

ISSUED: April 9, 2014

EFFECTIVE: May 1, 2014

Issued by:  
Minnesota Prairie Line, Incorporated  
2925 12th Street East  
Glencoe, MN 55336

**MINNESOTA PRAIRIE LINE, INCORPORATED**

<b>NSO</b>	<b>National Service Order (Western Trunk Line Committee, Agent)</b>
<b>OPSL</b>	<b>Official Railroad Station List</b>
<b>MPLI</b>	<b>MINNESOTA PRAIRIE LINE, INCORPORATED</b>
<b>TCWR</b>	<b>TWIN CITIES &amp; WESTERN RAILROAD COMPANY</b>
<b>(A)</b>	<b>Addition</b>
<b>(I)</b>	<b>Increase</b>
<b>(R)</b>	<b>Reduction</b>
<b>(N)</b>	<b>Change in wording which result in neither increases nor reductions in charges</b>

FOR EXPLANATION OF ABBREVIATIONS AND OTHER REFERENCE MARKS, PLEASE SEE CONCLUDING PAGES OF TARIFF.

ISSUED: April 29, 2011

EFFECTIVE: May 20, 2011

**Issued by:**  
Minnesota Prairie Line, Incorporated  
2925 12th Street East  
Glencoe, MN 55336