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| BNSF RAILWAY COMPANY      | ISSUED: JAN 17, 2013    |                  |
| G. L. JOHNSON             | EFFECTIVE: JAN 19, 2013 |                  |
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| BNSF 4022-M               |                         | ITEM: 12100 |  |

| SPECIAL RULES - APPLYING TO ALL RATE BOOK ITEMS |

| DETERMINATION OF MILEAGE RATES |

| TO DETERMINE MILES FOR MILEAGE RATES, REFER TO BNSF CARLOAD SHIPPING  
| ADVISOR AT BNSF.COM. |

| M420 -000001 | | END |

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| SPECIAL RULES - APPLYING TO ALL TARIFF ITEMS |

| CARRIERS LIMITED LIABILITY |

| CARRIERS WILL NOT BE RESPONSIBLE FOR LOSS DUE TO NATURAL SHRINKAGE AND/OR |  
| DIFFERENCE BETWEEN ORIGIN AND DESTINATION WEIGHTS, EXCEPT WHEN LOSS |  
| RESULTS FROM DEFECTIVE EQUIPMENT. RECEIVERS THAT OBSERVE DEFECTIVE |  
| EQUIPMENT OR VISIBLE LEAKAGE MUST PROMPTLY NOTIFY THE DESTINATION CARRIER |  
| TO REPORT LOSS/DAMAGE/SHORTAGE. WHEN BNSF IS THE DESTINATION CARRIER, |  
| CONTACT SHOULD BE DIRECTED TO BNSF RAILWAY PRODUCT RECOVERY & FREIGHT |  
| CLAIM CALL DIRECTOR SERVICE AT 800-333-4686 OR FAX 785-435-3016. AS |  
| DOCUMENTATION TO SUPPORT A CLAIM FOR LOSS/DAMAGE/SHORTAGE, BNSF WILL |  
| ACCEPT ORIGIN AND DESTINATION INDIVIDUAL PER CAR WEIGHTS THAT ARE |  
| DOCUMENTED TO BE "OFFICIAL WEIGHTS" OR "CERTIFIED WEIGHTS" AS DEFINED IN |  
| NATIONAL GRAIN AND FEED ASSOCIATION (NFGA) TRADE RULE - 4.A.1 AND 2. |

| CARRIERS' LIABILITY FOR LOST OR DAMAGED LADING SHALL NOT EXCEED |  
| THE MARKED CAPACITY OF THE CAR. |

| EXCEPTION: WHEN CARS ARE MOVING UNDER SPECIAL |  
| PERMIT WHICH ALLOWS CARS TO BE |  
| LOADED BEYOND THE MARKED CAPACITY, |  
| CARRIERS' LIABILITY SHALL NOT |  
| EXCEED THE PERMITTED LADING WEIGHT. |

| FOR THE SETTLEMENT OF FREIGHT CLAIMS PER 49 CFR, CHAPTER 10, |  
| PARAGRAPH 1037.3, DUE TO LOSS OR DAMAGE, THE FOLLOWING WILL |  
| APPLY: |

| IN COMPUTING THE AMOUNT OF THE LOSS FOR WHICH THE CARRIER WILL PAY |  
| THERE WILL BE DEDUCTED FROM THE GROSS AMOUNT OF THE ASCERTAINED |  
| ACTUAL LOSS ONE-FOURTH OF ONE PERCENT OF THE ESTABLISHED LOADING |  
| WEIGHT TO COVER INVISIBLE LOSS AND WASTE; PROVIDED, HOWEVER, THAT |  
| WHERE GRAIN AND GRAIN PRODUCTS HEAT IN TRANSIT AND INVESTIGATION |  
| SHOWS THAT THE INVISIBLE LOSS RESULTING THEREFROM EXCEEDED |  
| ONE-FOURTH OF ONE PERCENT OF SUCH OTHER AMOUNT AS MAY HEREAFTER |  
| BE FIXED IN THE MANNER ABOVE STATED, AND THAT THE CARRIER IS NOT |  
| OTHERWISE LIABLE FOR SAID LOSS, THEN THE ASCERTAINED ACTUAL AMOUNT |  
| OF THE INVISIBLE LOSS DUE TO HEATING OF THE GRAIN AND GRAIN |  
| PRODUCTS WILL BE DEDUCTED. |

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| SPECIAL RULES - APPLYING TO ALL TARIFF ITEMS |

| EXPORT RATES |

| ITEM CANCELLED |

| MRVSN420 -000003 | END |

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| SPECIAL RULES - APPLYING TO ALL TARIFF ITEMS |

| STOP-OFF PRIVILEGES |

| EXCEPT WHEN SPECIFICALLY AUTHORIZED IN INDIVIDUAL ITEMS, STOPPING  
| IN TRANSIT TO COMPLETE LOADING OR PARTIAL UNLOADING WILL NOT BE  
| PERMITTED, IN CONNECTION WITH RATES IN THIS TARIFF.

| MRVSN420 -000004 | | END |

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| SPECIAL RULES - APPLYING TO ALL RATE BOOK ITEMS |

| PAYMENT OF RATES AND CHARGES |

| FREIGHT CHARGES WILL BE PREPAID OR COLLECT. ALL RATES IN THIS TARIFF |  
| MUST BE PREPAID EXCEPT ON INTERLINE THROUGH RATES WITHIN THIS PRICE |  
| AUTHORITY WHEN BNSF IS THE TERMINATING CARRIER. IF CUSTOMER DESIRES TO |  
| SHIP COLLECT, AN ADDITIONAL CHARGE OF \$50.00 PER CAR WILL BE ASSESSED. |  
| THIS CHARGE WILL BE IN ADDITION TO OTHER APPLICABLE FREIGHT CHARGES AND |  
| WILL BE PAYABLE BY THE PARTY PAYING THE FREIGHT CHARGES AS DESIGNATED |  
| ON THE BILL OF LADING. CHARGES FOR TRANSPORTATION OF FREIGHT ARE DUE AND |  
| PAYABLE ACCORDING TO BNSF'S CREDIT TERMS, AS STATED IN BNSF RULES BOOK |  
| 6100-SERIES, ITEM 3400 (SEE EXCDPTION 1 BELOW). |

| THE \$50.00 COLLECT CHARGE WILL NOT APPLY ON INTERLINE RECEIVED TRAFFIC |  
| TO BNSF ON JOINT LINE RATES PUBLISHED IN THIS TARIFF OR SUBJECT TO THE |  
| RULES OF THIS TARIFF IF BNSF PREPARES THE FREIGHT BILL. |

| IF A BILL OF LADING FAILS TO INDICATE EITHER "PREPAID OR COLLECT", |  
| THE SHIPMENT WILL BE BILLED OUT AS "PREPAID". |

| EXCEPTION 1: RATES FOR EXPORT TO MEXICO MUST BE PREPAID TO THE |  
| BNSF RAILWAY. |

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| BNSF 4022-M               |                         | ITEM: 12161 |  |

| SPECIAL RULES - APPLYING TO ALL RATE BOOK ITEMS |

| ORDERING OF UNIT TRAINS |

FOR ANY MOVEMENT OF 24 OR MORE CARS, SHIPPERS MUST ORDER EQUIPMENT VIA RAILCAR EQUIPMENT REQUEST PRIOR TO BILLING. BNSF WILL ONLY ACCEPT CAR ORDERS FOR A UNIT TRAIN FROM THE ACTUAL LOADING ELEVATOR OR ITS DESIGNEE.

UNIT TRAINS WILL BE INDIVIDUALLY IDENTIFIED BY PERMIT NUMBER DESIGNATED ON A SINGLE BILL OF LADING FROM EACH ORIGIN. THIS PERMIT NUMBER WILL BE IDENTIFIABLE TO SHIPPERS, CONSIGNEES, AND BNSF FOR CONTROL PURPOSES.

THE GRAIN DESK MUST HAVE A CAR ORDER COVERING ALL CARS, INCLUDING SHIPPER OWNED OR LEASED COVERED HOPPER CARS, LOADING IN UNIT GRAIN SERVICE.

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| SPECIAL RULES - APPLYING TO ALL RATE BOOK ITEMS |

| ORDERING OF CARS NOT ORIGINATING ON THE BNSF |

| ITEM CANCELLED |

| MRVSN420 -000007 | | END |



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| SPECIAL RULES - APPLYING TO ALL RATE BOOK ITEMS |

| CAR UTILIZATION |

| A CANCELLATION CHARGE OF \$100.00 PER CAR WILL BE CHARGED IF A BNSF OWNED  
| OR CONTROLLED COVERED HOPPER CAR, FOR THE TRANSPORTATION OF COMMODITIES  
| COVERED BY THIS RATE BOOK, IS CANCELLED OR REDUCED DURING THE PERIOD FROM  
| THE DATE THE CAR ORDER IS RECEIVED BY BNSF TO 2400 HOURS OF THE LAST DAY  
| OF THE 10 DAY PLACEMENT PERIOD.

| IF A CANCELLATION OCCURS AFTER THE CARS HAVE BEEN PLACED AT THE DESIGNATED  
| ORDER LOADING ORIGIN, REFER TO BNSF 8005 SERIES FOR ADDITIONAL APPLICABLE  
| INTRATERMINAL SWITCH CHARGES.

| A GENERAL TARIFF CAR ORDER MAY BE CANCELLED WITHOUT PENALTY IF THE ORDER  
| REMAINS UNFILLED AFTER THE PLACEMENT PERIOD. IF CARS HAVE BEEN ASSIGNED  
| AND ARE ENROUTE, THE CAR ORDER MAY NOT BE CANCELLED.

| PLACEMENT PERIOD IS DEFINED AS THE 10 DAY PERIOD SPECIFIED AT THE TIME OF  
| THE CAR ORDER.

| ALL GENERAL TARIFF CAR ORDERS WILL BE CANCELLED 30 DAYS AFTER THE LAST DAY  
| OF THE PLACEMENT PERIOD.

| IF A CUSTOMER DESIRES TO INCREASE THE NUMBER OF CARS ON AN EXISTING GRAIN  
| CAR ORDER, THEN THE ADDITIONAL CARS MUST BE REQUESTED THROUGH A NEW CAR  
| ORDER.

| FOR \$30.00 PER CAR, A CHANGE OF LOADING ORIGIN WILL BE PERMITTED FOR ALL  
| GRAIN CAR ORDERS SUBJECT TO BNSF APPROVAL. ORIGIN CHANGES WILL BE  
| GOVERNED BY EXISTING TRACK, LINE AND SERVICE CAPACITY AT EXISTING  
| SERVICE LEVELS.

| EXCEPTIONS: SEE ITEM 13503 FOR SHUTTLE CHANGE RULES.

| CAR ORDER CANCELLATIONS AND CHANGE OF ORIGIN FOR UNIT GRAIN TRAINS MUST  
| BE REQUESTED VIA RAILCAR EQUIPMENT REQUEST.

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| SPECIAL RULES - APPLYING TO ALL RATE BOOK ITEMS |

| ORDERING OF SINGLE/MULTIPLE CARS |

| FOR ANY MOVEMENT OF LESS THAN 24 CARS, SHIPPERS MUST ORDER EQUIPMENT  
| VIA RAILROAD EQUIPMENT REQUEST (RER) ON BNSF.COM.

| CUSTOMER MUST ADVISE BNSF AT THE TIME CARS ARE ORDERED, THE NUMBER OF  
| CARS NEEDED TO BE PLACED AGAINST AN ORDER TO PROTECT A MULTIPLE CAR RATE.

| BNSF WILL ONLY ACCEPT CAR ORDERS FROM THE ACTUAL LOADING ELEVATOR OR ITS  
| DESIGNEE. CAR ORDERS FOR WHOLE GRAIN AND PROCESSED GRAIN, WILL BE SUBJECT  
| TO RECEIPT A MINIMUM OF SEVEN (7) DAYS PRIOR TO WANT DATE AND NOT MORE THAN  
| THIRTY (30) DAYS IN ADVANCE FROM THE CURRENT CALENDAR DATE (IE., A ROLLING  
| 30-DAY PERIOD). CUSTOMERS MAY NOT ORDER MORE CARS FOR PLACEMENT AT ANY  
| LOCATION THAN TRACK CAPACITY ALLOWS AND TRAIN SERVICE PROVIDES.

| BNSF MAY REJECT CAR ORDERS (REQUESTS) AT LOADING LOCATIONS WHICH, AT  
| BNSF'S DISGRESSION, WILL NOT BE CAPABLE OF ACCEPTING CARS DUE TO EXISTING  
| CAR ORDERS, EMBARGOES, SERVICE INTERRUPTIONS OR SERVICE CAPACITY  
| CONDITIONS, EITHER AT THE IMMEDIATE LOCATION OR THE INVOLVED SERVICE  
| CORRIDORS.

| LOCATIONS MAKING COVERED HOPPER CARS EMPTY MAY RELOAD SUCH CARS  
| PROVIDED; 1.) THE RELOADS ARE FOR BNSF LINE HAUL MOVEMENT; 2.) A CAR  
| ORDER FOR RELOAD IS PLACED 7 DAYS IN ADVANCE OF THE WANT DATE AND THE  
| CAR ORDER STATES THAT THE ORDER WILL BE FILLED FROM CARS MAKING EMPTY  
| AT THAT FACILITY. THE WANT DATE FOR THE RELOAD WILL BE THE DATE THE  
| EQUIPMENT IS RELEASED EMPTY AT THE UNLOAD FACILITY. THE CUSTOMER MAY  
| CANCEL THE RELOAD ORDER PRIOR TO THE EQUIPMENT BEING RELEASED WITH NO  
| CANCELLATION PENALTY WHEN AN ACTIVE ORDER IS RELEASED FOR RELOAD, THE  
| EQUIPMENT IS SUBJECT TO ALL RULES AND CHARGES ASSOCIATED WITH ANY  
| TARIFF ORDER.

| BNSF SHIPPERS RELOADING FOREIGN OWNED OR LEASED COVERED HOPPERS  
| (NON-BNSF FURNISHED) WITHOUT THE AUTHORIZATION OF THE CAR OWNER  
| ARE IN DIRECT VIOLATION OF CSD 435. BNSF WILL REFUSE TO ACCEPT  
| LOADED BILLING ON ANY FOREIGN COVERED HOPPERS RELOADED WITHOUT  
| AUTHORIZATION AND WILL RETURN CARS TO SHIPPER FOR UNLOADING.

| A CAR ORDER CANCELLATION PENALTY, AS STATED IN BN TARIFF 4022,  
| ITEM 12163, WILL BE ASSESSED ON ANY CANCELLED COVERED HOPPER CAR  
| ORDER.

| PRE-ADVISE NOTIFICATION OF NEXT UNLOADING DESTINATION FOR TEXAS GULF  
| STATIONS WILL BE 48 HOURS PRIOR TO THE EMPTIES ARRIVING AT ORIGIN, AT  
| ALL OTHER DESTINATION STATIONS THE PRE-ADVISE NOTIFICATION WILL BE 24  
| HOURS PRIOR TO THE EMPTIES ARRIVING AT ORIGIN.



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SPECIAL RULES - APPLYING TO ALL RATE BOOK ITEMS

FURNISHING CARS FOR UNIT TRAIN SHIPMENTS

APPLIES ONLY TO UNIT TRAIN SHIPMENTS REQUIRING TENDER OF 24 OR MORE CARS.

PRE-ADVISE NOTIFICATION OF NEXT UNLOADING DESTINATION FOR TEXAS GULF STATIONS WILL BE 48 HOURS PRIOR TO THE EMPTIES ARRIVING AT ORIGIN, AT ALL OTHER DESTINATION STATIONS THE PRE-ADVISE NOTIFICATION WILL BE 24 HOURS PRIOR TO THE EMPTIES ARRIVING AT ORIGIN. IF THE DESTINATION STATION IS UNDER AN EMBARGO ORDER, THEN ALL THE PRE-ADVISE NOTIFICATIONS WILL BE 72 HOURS PRIOR TO THE EMPTIES ARRIVING AT THE ORIGIN. PROPER PRE-ADVISE OF A DESTINATION PRESENTLY UNDER A PERMIT EMBARGO WILL INCLUDE THE EMBARGO PERMIT NUMBER. THE PARTY PROVIDING THE DESTINATION TO THE ORIGIN IS RESPONSIBLE FOR APPLYING FOR THIS PERMIT.

WHEN BNSF IS UNABLE TO FURNISH THE NUMBER OF CARS NEEDED TO COMPLY WITH MINIMUM CAR REQUIREMENTS FOR LOADING UNIT TRAIN SHIPMENTS, LOADING MAY COMMENCE, BUT FREE TIME FOR CARS FURNISHED WILL NOT BEGIN BEFORE SUFFICIENT CARS ARE AVAILABLE TO MEET MINIMUM NUMBER OF CARS REQUIRED BY THE UNIT TRAIN RATE.

IF THE FULL COMPLEMENT OF CARS IS NOT SUPPLIED AT BNSF OR NON-BNSF LOCATIONS FOR GUARANTEED EQUIPMENT SWAPS OR GENERAL TARIFF UNIT TRAINS, BNSF WILL NOT FURNISH STRAGGLERS TO COMPLETE THE UNIT TRAIN ORDER. SHIP SHORT AUTHORIZATION NUMBERS WILL STILL BE REQUIRED TO PROTECT THE UNIT TRAIN RATE.

DEMURRAGE TIME FOR CARS PLACED FOR LOADING AT MULTIPLE POINTS FOR MOVEMENT UNDER UNIT TRAIN RATES WILL BEGIN AT EACH LOCATION AT THE TIME OF ACTUAL OR CONSTRUCTIVE PLACEMENT OF CARS ORDERED FOR EACH PARTICULAR LOADING POINT, AND WILL END UPON THE COMPLETE LOADING OF THE ENTIRE UNIT TRAIN.

WHEN THE FULL COMPLEMENT OF CARS, TO COMPLY WITH MINIMUM CAR REQUIREMENTS, IS FURNISHED FOR A UNIT TRAIN SHIPMENT AND ONE OR MORE CARS ARE REJECTED AS UNSUITABLE FOR LOADING, DEMURRAGE TIME WILL START AS PRESCRIBED IN DEMURRAGE TARIFFS, ON CARS NOT REJECTED FOR LOADING. ANY SUBSEQUENT CARS PLACED TO COMPLETE A UNIT TRAIN SHIPMENT, AS DESCRIBED IN THIS PARAGRAPH, WILL HAVE DEMURRAGE ACCOUNTED FOR ON AN INDIVIDUAL CAR BASIS.

REPLACEMENTS FOR THE REJECTED CARS OR FILL CARS OF UNIT TRAIN SHIPMENTS FURNISHED SHORT MUST BE REQUESTED, IF DESIRED BY THE SHIPPER, AT TIME OF REJECTION OR ARRIVAL OF LESS THAN DESIRED NUMBER OF CARS.

BNSF WILL PROTECT ORIGINAL SHIPMENT RATE ONLY ON REPLACEMENT OR FILL CARS REQUESTED AT TIME OF REJECTION OR ARRIVAL OF LESS THAN DESIRED NUMBER OF CARS AND WHEN PROPER NOTIFICATION HAS BEEN GIVEN TO THE GRAIN DESK AS

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| SPECIAL RULES - APPLYING TO ALL RATE BOOK ITEMS |

| INDICATED IN THE FOLLOWING PARAGRAPH. ORIGINAL SHIPMENT RATE ON  
| REPLACEMENT OR FILL CARS WILL ONLY BE PROTECTED FOR A PERIOD OF FIFTEEN  
| (15) DAYS AFTER ORIGINAL SHIPMENT BILLING DATE.

| FURNISHING CARS FOR UNIT TRAIN SHIPMENTS

| RULES FOR REJECTED CARS AS SPECIFIED IN THIS ITEM APPLY EXCEPT, THE  
| REPLACEMENT CAR(S), IF REQUESTED, MAY BE EITHER C6X OR REGULAR C6  
| COVERED HOPPER CAR(S), SOLELY AT BNSF'S OPTION. IF A C6X IS FURNISHED  
| TO FILL A C6X ORDER, THE ORIGINAL SHIPMENT RATE WILL APPLY. IF A  
| REGULAR C6 CAR IS FURNISHED TO FILL A C6X ORDER, THE RATE FOR REGULAR  
| C6 CAR(S) WILL APPLY.

| THE GRAIN DESK MAY AUTHORIZE TRAIN MOVEMENT WITH LESS THAN MINIMUM  
| NUMBER OF CARS REQUIRED AS OPERATING CONDITIONS WARRANT. THE GRAIN  
| DESK WILL PROTECT ORIGINAL RATE AND ARRANGE FOR BILLING TO REFLECT  
| WHEN SUCH AUTHORITY IS GRANTED. APPROPRIATE NOTATION AND AUTHORIZATION  
| NUMBER MUST BE MADE ON THE BILL OF LADING THAT THE SHIPMENT WAS BILLED  
| SHORT. IF REPLACEMENT OR FILL CARS HAVE BEEN REQUESTED, APPROPRIATE  
| NOTATION, AUTHORIZATION NUMBER AND ORIGINAL TRAIN PERMIT NUMBER MUST  
| ALSO BE MADE ON THE REPLACEMENT OR FILL CAR(S) BILL OF LADING. A NEW  
| AUTHORIZATION NUMBER IS REQUIRED ON EACH BILL OF LADING.

| CALL THE GRAIN DESK AT 800-234-9396 FOR AUTHORIZATION AND AUTHORIZATION  
| NUMBER FOR PARTIAL UNIT TRAIN SHIPMENTS AND STRAGGLERS.

| EXAMPLES  
| -----

| STATEMENT ON BILL OF LADING  
| -----

- | 1) "(25) OF 26 CARS PER AUTHORIZATION NUMBER (F1111)"
- | 2) "(1) OF 26 CARS PER AUTHORIZATION NUMBER (F2222)  
| AND ORIGINAL TRAIN PERMIT NUMBER (126XXXX)"

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| SPECIAL RULES - APPLYING TO ALL RATE BOOK ITEMS |

| USE OF EQUIPMENT CONTRARY TO BNSF LINEHAUL |

| IF BNSF RAILWAY (BNSF) FURNISHES A BNSF CONTROLLED (OWNED OR LEASED BY  
| BNSF) COVERED HOPPER CAR TO A SHIPPER FOR LOADING, THAT SHIPPER MUST  
| MOVE THE LOADED CAR VIA A ROUTE IN WHICH BNSF PARTICIPATES AS A LINE-HAUL  
| CARRIER. IF SHIPPER DOES NOT ROUTE THE LOADED CAR VIA SUCH ROUTE, A  
| CHARGE OF \$1,100 PER CAR FOR EACH CAR NOT SO ROUTED WILL BE ASSESSED  
| AGAINST SHIPPER. THIS CHARGE IS IN ADDITION TO ANY OTHER CHARGES WHICH  
| MAY BE DUE FROM SHIPPER.

| ADDITIONALLY, IF ANY SHIPPER RELOADS A BNSF CONTROLLED COVERED HOPPER  
| CAR OFF-LINE WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE GRAIN DESK,  
| A CHARGE OF \$1,100 PER CAR FOR EACH CAR RELOADED OFF-LINE WITHOUT  
| AUTHORIZATION WILL BE ASSESSED AGAINST THE SHIPPER.

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| SPECIAL RULES - APPLYING TO ALL RATE BOOK ITEMS |

| RETURN OF REFUSED OR REJECTED SHIPMENTS |

- | A. WHEN A SHIPMENT HAS REACHED DESTINATION BUT IS REFUSED OR REJECTED |
- | AND NOT UNLOADED AND IS RETURNED TO THE ORIGINAL SHIPPING POINT OR |
- | A DIRECTLY INTERMEDIATE POINT, THE RETURN MOVEMENT WILL BE SUBJECT |
- | TO (1) THE RATE, MINIMUM WEIGHT AND ROUTE FROM THE ORIGINAL SHIPPING |
- | POINT IN EFFECT ON DATE SHIPMENT IS TENDERED FOR RETURN OR (2) TO THE |
- | RATE, MINIMUM WEIGHT AND ROUTE FOR SUCH RETURN MOVEMENT, IF LOWER. |
- | B. WHEN A REFUSED OR REJECTED CAR WAS PART OF A SHIPMENT SUBJECT TO |
- | MULTIPLE CAR OR UNIT TRAIN RATES, THE RETURN MOVEMENT WILL BE SUBJECT |
- | TO (1) THE APPLICABLE SINGLE CAR RATE, MINIMUM WEIGHT AND ROUTE FROM |
- | THE ORIGINAL SHIPPING POINT TO DESTINATION IN EFFECT ON DATE SHIPMENT |
- | IS TENDERED FOR RETURN, OR (2) TO THE RATE, MINIMUM WEIGHT AND ROUTE |
- | APPLIED FOR SUCH RETURN MOVEMENT IF LOWER. |

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- | POINT IN EFFECT ON DATE SHIPMENT IS TENDERED FOR RETURN OR (2) TO THE |
- | RATE, MINIMUM WEIGHT AND ROUTE FOR SUCH RETURN MOVEMENT, IF LOWER. |
- | B. WHEN A REFUSED OR REJECTED CAR WAS PART OF A SHIPMENT SUBJECT TO |
- | MULTIPLE CAR OR UNIT TRAIN RATES, THE RETURN MOVEMENT WILL BE SUBJECT |
- | TO (1) THE APPLICABLE SINGLE CAR RATE, MINIMUM WEIGHT AND ROUTE FROM |
- | THE ORIGINAL SHIPPING POINT TO DESTINATION IN EFFECT ON DATE SHIPMENT |
- | IS TENDERED FOR RETURN, OR (2) TO THE RATE, MINIMUM WEIGHT AND ROUTE |
- | APPLIED FOR SUCH RETURN MOVEMENT IF LOWER. |



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| SPECIAL RULES - APPLYING TO ALL TARIFF ITEMS |

| NON-APPLICATION OF RATES |

| ITEM CANCELLED |

| MRVSN420 -000015 | | END |

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| SPECIAL RULES - APPLYING TO ALL RATE BOOK ITEMS |

| MIXED SHIPMENTS OF BARLEY, CORN, FLAXSEED, GRAIN SORGHUMS, LENTILS, PEAS, |  
| RAPE/CANOLA SEED, RYE, SOYBEANS, SUNFLOWER SEEDS AND WHEAT, IN UNIT TRAINS. |

| BNSF DIRECT UNIT TRAIN SHIPMENTS OF 24 CARS OR MORE MAY CONSIST OF |  
| A MIXTURE OF STRAIGHT CARLOADS OF BARLEY, CORN, FLAXSEED, GRAIN |  
| SORGHUMS, LENTILS, PEAS, RAPE/CANOLA SEED, RYE, SOYBEANS, SUNFLOWER |  
| SEEDS AND/OR WHEAT |

| SUBJECT TO THE FOLLOWING: |

- | A. RATES MUST BE DETERMINED FROM SPECIFIC ITEMS, BY COMMODITY, WITH |  
| EACH COMMODITY RATED SEPARATELY AT THE TOTAL SHIPMENT SIZE. |
- | B. ON THE BILL OF LADING, THE SHIPPER MUST LIST EACH CAR NUMBER IN |  
| THE SHIPMENT AND THE CONTENTS OF EACH CAR AND PROVIDE THE |  
| FOLLOWING CERTIFICATION: |  
| "I HEREBY CERTIFY THAT THE CONTENTS OF EACH CAR IN THIS SHIPMENT |  
| IS AS DESCRIBED ON THE BILL-OF-LADING." |
- | C. UPON REQUEST BY THE CARRIER OR ITS REPRESENTATIVE, THE SHIPPER |  
| MUST PERMIT ACCESS TO SHIPPING DOCUMENTS THAT PERMIT VERIFICATION |  
| OF THE CONTENTS OF EACH CARLOAD IN THE SHIPMENT. |
- | D. FAILURE TO PROPERLY IDENTIFY EACH CAR IN THE SHIPMENT WILL REQUIRE |  
| EACH CAR IN THE SHIPMENT TO BE RATED AT THE RATE ASSOCIATED WITH |  
| THE HIGHEST RATED COMMODITY IN THE SHIPMENT. |

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SPECIAL RULES - APPLYING TO ALL RATE BOOK ITEMS

DIVERSION - DEFINITION AND NOTIFICATION

THE TERM "DIVERSION" MEANS:

THE TERM "DIVERSION" CAN BE USED INTERCHANGEABLY WITH "RECONSIGNMENT" AND MEANS ANY REQUEST FOR CHANGE IN THE BILL OF LADING, WAYBILL, SERVICE ORDER, OR SHIPPING DOCUMENT APPLICABLE TO CARS THAT ARE IN BNSF RAILROAD'S POSSESSION AS A LINE HAUL CARRIER.

DIVERSION NOTIFICATION:

DIVERSION ORDERS ARE HANDLED OVER THE BNSF SECURED WEB SITE. LOGON TO BNSF.COM AND SELECT "SHIPPING INSTRUCTION MODIFICATIONS".

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SPECIAL RULES - APPLYING TO ALL RATE BOOK ITEMS

DIVERSION - APPLICATION

RATES PUBLISHED IN THIS RATE BOOK WILL ONLY ALLOW DIVERSION OF UNIT TRAIN SHIPMENTS (ITEM 12161) UNDER RULES AND PROVISIONS PUBLISHED IN ITEM SERIES 12500 THROUGH 12599 OF THIS RATE BOOK. DIVERSIONS AFFECTING NON-UNIT TRAINS ARE COVERED BY RULES IN BNSF 6200 SERIES.

THESE RULES ONLY APPLY TO A CAR(S) WHICH IS IN THE POSSESSION OF BNSF AS A LINE-HAUL CARRIER.

WHEN AN ORDER IS RECEIVED BY BNSF UNDER THESE RULES, DILIGENT EFFORT WILL BE MADE TO EFFECT THE CHANGE DESIRED. BNSF WILL ONLY ACCEPT DIVERSION REQUESTS WHEN THE DIVERSION IS CONSIDERED TO BE OPERATIONALLY FEASIBLE. BNSF FURTHER RESERVES THE RIGHT TO DECLINE ANY REQUEST ON THE BASIS THAT THE REQUEST IS DEEMED TO BE OPERATIONALLY UNFEASIBLE. BNSF WILL NOT BE RESPONSIBLE FOR EXECUTING A DIVERSION ORDER ON A SPECIFIED DAY OR TIME OF DAY.

BNSF WILL NOT BE RESPONSIBLE FOR INCREASED CHARGES WHEN THE DIVERSION CANNOT BE ACCOMPLISHED AT THE DESIRED LOCATION. AN ORDER FOR DIVERSION WHICH SPECIFIES THAT A THROUGH RATE IS TO BE PROTECTED WILL NOT BE CONSTRUED AS OBLIGATING BNSF TO PROTECT OTHER THAN LAWFUL RATES AND CHARGES UNDER THESE DIVERSION RULES.

DIVERSION REQUESTS RECEIVED MAY NOT GUARANTEE OR EFFECT ACCOMPLISHMENT OF A DIVERSION AT A SPECIFIED LOCATION UNDER THE FOLLOWING CONDITIONS:

(1) AFTER A CAR HAS BEEN CLASSIFIED OR ASSEMBLED INTO A TRAIN FOR OUTBOUND MOVEMENT. IN THIS SITUATION, A CAR MAY BE DIVERTED AT THE NEXT CLASSIFICATION YARD OR INTERCHANGE LOCATION AND THE DIVERSION WILL BE GOVERNED BY THE RULES AND CHARGES AT THAT LOCATION.

(2) AFTER A CAR HAS BEEN PLACED IN "PRE-BLOCKED" OR "RUN-THROUGH" TRAIN SERVICE. IN THIS SITUATION, A CAR MAY BE DIVERTED:

A: WHEN BILLED TO A BNSF DESTINATION, AFTER THE CAR REACHED THE "PRE-BLOCKED" DESTINATION OR THE DESTINATION OF THE "RUN-THROUGH" TRAIN OR THE BILLED DESTINATION, AS THE CASE MAY BE, AND THE DIVERSION WILL BE GOVERNED BY THE RULES AND CHARGES AT THAT LOCATION; OR

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SPECIAL RULES - APPLYING TO ALL RATE BOOK ITEMS

DIVERSION - APPLICATION

B: WHEN BILLED TO A NON-BNSF DESTINATION, AFTER THE CAR REACHED THE "PRE-BLOCKED" DESTINATION OR THE DESTINATION OF THE "RUN-THROUGH" TRAIN AND THE DIVERSION WILL BE GOVERNED BY THE RULES AND CHARGES AT THAT LOCATION, EXCEPT IF THE CAR IS NOT SCHEDULED TO BE RECLASSIFIED PRIOR TO INTERCHANGE TO THE CONNECTING RAILROAD, THE CAR MAY NOT BE DIVERTED.

(3) WHEN A CAR HAS BEEN PLACED IN "PRE-BLOCKED" TRAIN SERVICE FOR DELIVERY TO ANOTHER CARRIER AT A BNSF DESTINATION FOR THAT CARRIER'S PERFORMANCE OF RECIPROCAL SWITCHING SERVICE.

UNIT TRAIN SHIPMENTS COMPRISED OF MORE THAN 24 CARS (SEE ITEM 12161) TENDERED ON ONE BILL OF LADING ON ONE DAY FROM ONE SHIPPER AT ONE ORIGIN TO ONE CONSIGNEE AT ONE DESTINATION FOR MOVEMENT UNDER LINE-HAUL RATES OR CHARGES SPECIFICALLY PROVIDING FOR APPLICATION ON UNIT TRAIN SHIPMENTS, WILL BE SUBJECT TO UNIT TRAIN DIVERSION CHARGE PROVIDED HEREIN. EXCEPT AS PROVIDED IN THE LAST PARAGRAPH, SEPARATION OF ANY CAR(S) FROM THE SHIPMENT BY DIVERSION WILL NOT BE ALLOWED.

UNIT TRAIN SHIPMENTS MUST BE DIVERTED AS AN UNIT. SEPARATION OF ANY CAR(S) FROM THE SHIPMENT BY DIVERSION WILL NOT BE ALLOWED, EXCEPT BY RATE ITEM AUTHORIZATION OR AS PROVIDED IN THE LAST PARAGRAPH.

IF ONE OR MORE CARS OF AN UNIT TRAIN SHIPMENT GO "BAD ORDER" AFTER DEPARTING THE ORIGIN STATION, OR AN AUTHORIZED STRAGGLER(S), THEY MAY BE DIVERTED AT THE CUSTOMER'S OPTION. SUCH CARS WILL BE SUBJECT TO ALL SINGLE CAR DIVERSION RULES AND CHARGES (SEE TARIFF BNSF 6200). THE UNIT TRAIN FREIGHT RATE ORIGINALLY ASSESSED ON THE WHOLE SHIPMENT WILL APPLY ON THE REMAINING CARS THAT ARE NOT ACCORDED DIVERSION. ON PREPAID SHIPMENTS THE FREIGHT BILL/CHARGES SHOULD BE "PAID SHORT" CITING THE DIVERSION AS AUTHORITY. THE FREIGHT BILL IS NOT TO BE RETURNED FOR CORRECTION.

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SPECIAL RULES - APPLYING TO ALL RATE BOOK ITEMS

DIVERSION - CONDITIONS

THE SERVICES AUTHORIZED HEREIN FOR DIVERSION ARE SUBJECT TO THE FOLLOWING CONDITIONS AND THE APPLICABLE (I.E. SWITCHING, DEMURRAGE, ADDITIONAL FREIGHT CHARGES) WILL BE ASSESSED AGAINST THE PARTY REQUESTING THE DIVERSION.

1: ORDER FOR DIVERSIONS WILL ONLY BE ACCEPTED FROM:

FREIGHT PAYOR; OR

CAR OWNER OR LESSEE ON NON-REVENUE MOVES OF EMPTY RAILWAY CARS.

AUTHORIZED REPRESENTATIVE/AGENT OF THE FREIGHT PAYOR. THE PARTY MAKING THE REQUEST FOR DIVERSION MUST INCLUDE IN ITS FAX OR WRITTEN CONFIRMATION A STATEMENT READING:

"AS AN AUTHORIZED REPRESENTATIVE/AGENT OF THE FREIGHT PAYOR, I HAVE THE FREIGHT PAYOR'S AUTHORITY TO REQUEST A DIVERSION ON THE INVOLVED CARLOADS OF FREIGHT."

2: BNSF WILL NOT ACCEPT ORDERS FOR DIVERSIONS:

AFTER CAR HAS BEEN INTERCHANGED TO A CONNECTING LINE HAUL CARRIER OR SWITCHING RAILROAD;

AFTER ACTUAL ARRIVAL OF THE CAR AT BILLED DESTINATION BY BNSF;

ON "ORDER NOTIFY" BILL OF LADING CONSIGNMENTS;

ON ORDERS TO CHANGE THE STATUS OF SHIPMENT FROM A "STRAIGHT" BILL OF LADING CONSIGNMENT TO AN "ORDER NOTIFY" BILL OF LADING CONSIGNMENT;

THAT REQUIRE BNSF TO PERFORM BACKHAULS OR OUT-OF-LINE HAULS;

TO A STATION OR TO A POINT OF DELIVERY AGAINST WHICH AN EMBARGO IS IN FORCE;

GRAIN AND GRAIN PRODUCTS WAYBILLED TO MOBILE, AL, OR PASCAGOULA, MS, WILL NOT BE DIVERTED AFTER ARRIVAL OF THE SHIPMENT AT AMORY, MS.

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| SPECIAL RULES - APPLYING TO ALL TARIFF ITEMS |

| DIVERSION - CHARGES FOR DIVERSIONS |

- 1: THE FREIGHT PAYOR WILL BE SUBJECT TO A DIVERSION CHARGE OF \$50.00 PER BILL OF LADING PER OCCURRENCE:
- (A) CHANGE IN CONSIGNEE. A MAXIMUM OF TWO CHANGES WILL BE ACCEPTED;
  - (B) CHANGE IN CONSIGNOR. A MAXIMUM OF TWO CHANGES WILL BE ACCEPTED;
  - (C) CHANGE IN WEIGHING INSTRUCTIONS. ONLY ONE CHANGE WILL BE ALLOWED;
  - (D) CANCELLATION OF SHIPPING DOCUMENTS PRIOR TO DEPARTURE FROM ORIGIN STATION.
- 2: THE FOLLOWING WILL BE SUBJECT TO A DIVERSION CHARGE OF \$500.00 PER UNIT TRAIN SHIPMENT PER OCCURRENCE:
- (A) CHANGE IN DESTINATION. A MAXIMUM OF TWO CHANGES WILL BE ALLOWED;
  - (B) CHANGE IN ROUTE. ONE CHANGE WILL BE ALLOWED.
  - (C) CANCELLATION OF SHIPPING DOCUMENTS AFTER DEPARTURE OF CARS FROM ORIGIN STATION.
- 3: DIVERSIONS NOT OTHERWISE SPECIFIED HEREIN WILL BE ACCOMPLISHED AT NO CHARGE.

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| SPECIAL RULES - LIMITED TO REFERENCES MADE ELSEWHERE IN TARIFF |

| CUSTOMERS QUALIFIED TO RECEIVE ORIGIN EFFICIENCY PAYMENTS (OEP) |

| I. GENERAL DESCRIPTION OF ORIGIN EFFICIENCY PAYMENT (OEP) AND RULES  
| APPLYING TO ALL CUSTOMERS AND LOCATIONS. |

- | 1. OEP IS AN INCENTIVE PROGRAM INTENDED TO PROMOTE EFFICIENT ORIGIN-  
| STATION OPERATIONS LEADING TO IMPROVED SHUTTLE TRAIN UTILIZATION  
| AND QUALITY CAR ACCOUNTING PROCESSES. |
- | 2. APPLIES ONLY TO SHIPMENTS MOVING UNDER THE PROVISIONS OF BNSF  
| SHUTTLE COTS AS DEFINED IN BNSF 4022 AND BNSF 4091 SERIES. |
- | 3. APPLIES ONLY TO SHIPMENTS OF THE FOLLOWING COMMODITIES MOVING  
| UNDER RATES PUBLISHED IN BNSF 4022 SERIES AND BNSF 4023 SERIES RATE  
| ITEMS OR TARIFFS IN EFFECT AT THE TIME OF SHIPMENT: |

| COMMODITY      | STCC      | COMMODITY | STCC      |
|----------------|-----------|-----------|-----------|
| CORN           | 01-132    | MILO      | 01-136    |
| WHEAT          | 01-137    | SOYBEANS  | 01-144    |
| CRACKED CORN   | 20-419-79 | BARLEY    | 01-131    |
| OTHER OILSEEDS | 01-149    | FLAXSEED  | 01-142    |
| PEAS           | 01-342    | LENTILS   | 01-343-10 |

- | 4. CARS SHIPPED UNDER THE OEP PROGRAM WILL BE SUBJECT TO ROUTINE  
| WEIGHING. BNSF WILL RESERVE THE RIGHT TO SPOT CHECK CAR WEIGHTS.  
| OVERLOADING WILL RESULT IN THE ENTIRE UNIT SHIPMENT BEING  
| DISQUALIFIED FROM THE INCENTIVE ALLOWANCE PAYMENT. |
- | 5. THE FOLLOWING CONDITIONS APPLY TO ALL SHIPMENTS FOR WHICH OEP  
| MIGHT BE REQUESTED. FAILURE TO MEET ANY ONE PROVISION WILL  
| DISQUALIFY THE SHIPMENT FROM THE OEP ALLOWANCE. |
  - | A. SHUTTLE EMPTIES SHALL BE ACCEPTED IMMEDIATELY FOR ACTUAL  
| PLACEMENT BY THE LOADING FACILITY UPON ARRIVAL. |
  - | B. CUSTOMER WILL NOTIFY THE BNSF GRAIN DESK AT 800-234-9396, OPTION  
| 4, OR NOTIFY THE SERVING RAILROAD IF THE FACILITY IS NOT DIRECT  
| SERVED BY BNSF, PRIOR TO RELEASE AT ORIGIN OF ANY BAD ORDER OR  
| EMPTY EQUIPMENT. IN ADDITION TO NOTIFYING THE GRAIN DESK,  
| CUSTOMERS DIRECTLY SERVED BY BNSF WILL ALSO BAD ORDER EQUIPMENT  
| VIA EDI OR SWITCH AND RELEASE. FAILURE TO DO SO WILL RESULT IN  
| LOSS OF OEP FOR THE ENTIRE TRAIN. |
  - | C. CARS PRESENTED AS A BLOCK MUST BE RETURNED AS A BLOCK. |
  - | D. ALL AIR HOSES MUST BE COUPLED AND ANGLE COCKS LEFT OPEN. |



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| SPECIAL RULES - LIMITED TO REFERENCES MADE ELSEWHERE IN TARIFF |

| CUSTOMERS QUALIFIED TO RECEIVE ORIGIN EFFICIENCY PAYMENTS (OEP) |

| E. NO RELIEF FOR SATURDAYS, SUNDAYS OR HOLIDAYS (EXCEPT NEW YEARS DAY, THANKSGIVING DAY AND CHRISTMAS DAY). |

- | 6. FOLLOW UP CARS FOR REJECTED OR BAD ORDER EQUIPMENT OR FOR CARS FURNISHED SHORT OF A FULL COMPLIMENT WILL NOT BE ALLOWED. IN THIS CASE, SHIPMENT SHOULD BE BILLED SHORT OF A FULL COMPLIMENT (EXCEPTION TO ITEM 12215 OF BNSF 4022). |
- | 7. ONLY SHIPMENTS BILLED VIA ELECTRONIC DATA EXCHANGE ("EDE") WILL QUALIFY FOR INCENTIVE ALLOWANCE. FREIGHT PAYOR MUST PROVIDE COMPLETE AND CORRECT EDE BILL OF LADING NOT LATER THAN TIME OF LOADED RELEASE. |  
EXCEPTION: EDE BILLING ON MIXED COMMODITY SHIPMENTS; TO QUALIFY FOR MULTI-CAR RATES WHEN MORE THAN ONE COMMODITY IS USED IN THE SHIPMENT, EDE CUSTOMERS MAY PREPARE EACH COMMODITY ON A SEPARATE BILL OF LADING. HOWEVER, BILLS OF LADING MUST BE CROSS-REFERENCED AND SUBMITTED AT THE SAME TIME. EACH EDE BILL OF LADING MUST ACKNOWLEDGED INITIAL EDE APPLICATION. EDE BILL OF LADING MUST ALSO CONTAIN REFERENCE TO THIS TARIFF NUMBER IN THE TARIFF FIELD. |
- | 8. IN ORDER TO PROPERLY LOAD CAR(S), THE LOADING FACILITY MUST USE A CERTIFIED TRACK OR HOPPER SCALE OR A BULK LOAD OUT SYSTEM TESTED BY THE APPROPRIATE STATE WEIGHTS AND MEASURES AUTHORITY OR A LICENSED SCALE COMPANY USING A MINIMUM OF 80,000 POUND CERTIFIED WEIGHT ACCORDING TO AAR SCALE HANDBOOK 34. UPON REQUEST FROM BNSF, THE LOADING FACILITY WILL SUPPLY A COPY OF THE SCALE TEST REPORT. ACTUAL SHIPMENT WEIGHTS (NET LADING WEIGHT) FOR EACH CAR MUST BE PROVIDED ON THE EDE BILL OF LADING. ANY SHIPMENT CONTAINING AN OVERLOADED CAR(S) PER BNSF TARIFF, WILL NOT QUALIFY FOR OEP INCENTIVE PAYMENT. |
- | 9. OEP TRAINS WILL BE GOVERNED BY BNSF TARIFF 6004 FOR DEMURRAGE AT ORIGIN. |
- | 10. THE PROVISIONS OF THIS TARIFF IN EFFECT ON THE DATE OF SHIPMENT WILL GOVERN. |
- | 11. CLAIMS FOR INCENTIVE ALLOWANCE MUST BE SUBMITTED NO LATER THAN FIVE (5) BUSINESS DAYS AFTER THE WAYBILL DATE. CLAIMS MUST BE COMPLETED ONLINE AT THE BNSF.COM SITE PROVIDED. PER CAR INCENTIVE ALLOWANCE WILL E PAID ONCE AND ONLY ONCE THE TERMS OF THIS TARIFF HAVE BEEN MET. BNSF SHALL MAKE EVERY EFFORT TO PAY CLAIM WITHIN THIRTY (30) DAYS AFTER RECEIPT PROVIDED ALL FREIGHT CHARGES DUE BNSF FOR SAID SHIPMENTS HAVE BEEN PAID. |

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SPECIAL RULES - LIMITED TO REFERENCES MADE ELSEWHERE IN TARIFF

CUSTOMERS QUALIFIED TO RECEIVE ORIGIN EFFICIENCY PAYMENTS (OEP)

12. THE CUSTOMER ENTITLED TO RECEIVE OEP ALLOWANCE MUST BE SET UP TO RECEIVE OEP ALLOWANCE VIA EFT (ELECTRONIC FUNDS TRANSFER) PAYMENT. ALL OEP ALLOWANCES WILL BE PAID VIA EFT DIRECTLY TO CUSTOMERS ACCOUNT.
13. CUSTOMERS MAY ACCESS THEIR ETA USING BNSF ON-LINE TOOLS.
14. IF CARS ARE CONSTRUCTIVELY PLACED SHORT OF LOADING FACILITY, UNIT WILL NOT QUALIFY FOR INCENTIVE ALLOWANCE PAYMENT.

II RULES BASED ON LOCATION AND SERVICE TYPE.

1. TYPE A - CUSTOMERS SERVED BY BNSF

CUSTOMER SHALL GIVE BNSF NOTICE A MINIMUM OF 4 HOURS PRIOR TO ACTUAL RELEASE ("ADVANCE RELEASE"). ADVANCE RELEASE WILL INFORM BNSF OF THE TIME THE LOADED SHUTTLE WILL BE AVAILABLE TO BE PULLED FROM THE ORIGIN ELEVATOR. ADVANCE RELEASE MUST BE TRANSMITTED VIA BNSF'S ONLINE "SWITCH AND RELEASE" TOOL.

OEP CLAIMS WILL BE PAID ONLY TO THE CUSTOMER LISTED AT THE LOCATION IN SECTION III.

IF CUSTOMER HAS MULTIPLE SHIPMENTS (SHUTTLES) REQUESTED AT THE ORIGIN BEFORE THE FIRST SET OF EQUIPMENT IS RELEASED, IT WILL BE BNSF'S OPTION TO CONSTRUCTIVELY PLACE THE SECOND SET OF EQUIPMENT.

SHIPMENTS ORIGINATING AT BNSF STATIONS IDENTIFIED AS "TYPE A" IN SECTION III BELOW AND MEETING ALL THE PROVISIONS CONTAINED HEREIN WILL BE PAID A PER CAR OEP INCENTIVE ALLOWANCE ACCORDING TO THE FOLLOWING SCHEDULE:

- \* FOR RELEASE OF A SHUTTLE WITHIN 15 HOURS OF ACTUAL PLACEMENT, OEP PAYMENT WILL BE \$100 PER CAR.
- \* FOR RELEASE OF A SHUTTLE WITHIN 10 HOURS OF ACTUAL PLACEMENT, OEP PAYMENT WILL BE \$150 PER CAR.

OEP FOR SHIPMENTS ORIGINATING ON BNSF IS FURTHER DEFINED BY SHIPPER ADVANCE RELEASE NOTIFICATION. IF A SHIPPER FAILS TO RELEASE THE TRAIN AS NOTIFIED IN THE ADVANCE RELEASE NOTIFICATION, OEP WILL BE REDUCED AS FOLLOWS:

- \* FOR A 15 HOUR RELEASE: IF A 4-HOUR ADVANCE RELEASE IS DECLARED BUT NOT MET, OEP WILL NOT BE PAID.

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| CUSTOMERS QUALIFIED TO RECEIVE ORIGIN EFFICIENCY PAYMENTS (OEP) |

| \* FOR A 10 HOUR RELEASE: IF A 4-HOUR ADVANCE RELEASE IS DECLARED  
| BUT NOT MET AND RELEASE TAKES PLACE WITHIN 15 HOURS OF ACTUAL  
| PLACEMENT, OEP WILL BE \$50 PER CAR. IF A 4-HOUR ADVANCE RELEASE  
| IS DECLARED BUT NOT MET AND RELEASE DOES NOT TAKE PLACE WITHIN  
| 15 HOURS OF ACTUAL PLACEMENT, NO OEP WILL BE PAID.

| 2. TYPE B - CUSTOMERS SERVED EITHER BY A BNSF HANDLING LINE, OR ANOTHER  
| RAILROAD WITH AN EXISTING CYCLE TIME AGREEMENT BETWEEN BNSF  
| AND THE SERVING RAILROAD. RAILROADS DESIGNATED AS BNSF  
| HANDLING LINES CAN BE FOUND ONLINE AT WWW.BNSF.COM.

| SHUTTLE SHALL BE RETURNED LOADED IN INTERCHANGE TO BNSF AS A UNIT  
| WITHIN THE TERMS OF THE SERVING RAILROAD'S AGREEMENT OR AGREEMENTS  
| WITH BNSF.

| OEP CLAIMS WILL BE FILED BY AND PAID TO THE SERVING RAILROAD, EXCEPT  
| WHERE THIS WOULD CONFLICT WITH A BNSF-RAILROAD AGREEMENT THAT IS  
| CURRENTLY IN EFFECT.

| CUSTOMER WILL ADVISE SERVING RAILROAD AND BNSF, AT 1-800-234-9396,  
| OPTION 4, OF TIME OF RELEASE AT ORIGIN.

| DISPUTED TIMES WILL BE ADJUSTED IF PROPERLY DOCUMENTED DURING THE  
| THE FOLLOWING BUSINESS DAY OF SUCH OCCURRENCE. CUSTOMER WILL  
| IMMEDIATELY ADVISE BNSF IF SHIPMENT WILL NOT BE RELEASED WITHIN  
| THE DESIGNATED LOADING PERIOD.

| SHIPMENTS ORIGINATING AT BNSF STATIONS IDENTIFIED AS "TYPE B" IN  
| SECTION III BELOW AND MEETING ALL OF THE PROVISIONS CONTAINED HERIN  
| WILL BE PAID A PER CAR OEP INCENTIVE ALLOWANCE ACCORDING TO THE  
| FOLLOWING SCHEDULE:

| \* FOR BNSF-TO-RAILROAD INTERCHANGE DELIVERED TO INTERCHANGE RECEIVED  
| CYCLE OF A SHUTTLE WITHIN THAT RAILROAD'S CONTRACTUAL CYCLE TIME,  
| OEP PAYMENT WILL BE \$100 PER CAR.

| \* IF NO CONTRACTUAL CYCLE TIME HAS BEEN ESTABLISHED FOR  
| BNSF-TO-RAILROAD INTERCHANGE DELIVERED TO INTERCHANGE RECEIVED  
| CYCLE OF A SHUTTLE, OEP PAYMENT WILL BE \$100 PER CAR WHEN  
| BNSF-TO-RAILROAD INTERCHANGE DELIVERED TO INTERCHANGE RECEIVED  
| CYCLE OF A SHUTTLE IS 15 HOURS OR LESS.

| 3. TYPE C - CUSTOMERS SERVED BY A RAILROAD OTHER THAN A BNSF HANDLING  
| LINE, WITHOUT AN EXISTING CYCLE TIME AGREEMENT BETWEEN BNSF  
| AND THE SERVING RAILROAD. RAILROADS DESIGNATED AS BNSF  
| HANDLING LINES CAN BE FOUND ONLINE AT WWW.BNSF.COM.

|                           |                         |              |
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| CUSTOMERS QUALIFIED TO RECEIVE ORIGIN EFFICIENCY PAYMENTS (OEP) |

| SHUTTLE SHALL BE RETURNED LOADED IN INTERCHANGE TO BNSF AS A UNIT |  
| WITHIN TERMS OF THE SERVING RAILROAD'S EXISTING INTERCHANGE AGREEMENT. |

| OEP CLAIMS WILL BE PAID ONLY TO THE CUSTOMER LISTED AT THE LOCATION |  
| IN SECTION III. |

| CUSTOMER WILL ADVISE BNSF, AT 1-800-234-9396 OPTION 4, OF TIME OF |  
| RELEASE AT ORIGIN. |

| DISPUTED TIMES WILL BE ADJUSTED IF PROPERLY DOCUMENTED DURING THE |  
| FOLLOWING BUSINESS DAY OF SUCH OCCURRENCE. CUSTOMER WILL IMMEDIATELY |  
| ADVISE BNSF IF SHIPMENT WILL NOT BE RELEASED WITHIN THE DESIGNATED |  
| LOADING PERIOD. |

| SHIPMENTS ORIGINATING AT BNSF STATIONS IDENTIFIED AS "TYPE C" IN |  
| SECTION III BELOW AND MEETING ALL OF THE PROVISIONS CONTAINED HEREIN |  
| WILL BE PAID A PER CAR OEP INCENTIVE ALLOWANCE ACCORDING TO THE |  
| FOLLOWING SCHEDULE. |

| (C) \* FOR BNSF-TO-RAILROAD INTERCHANGE DELIVERED TO INTERCHANGE RECEIVED |  
| CYCLE OF A SHUTTLE WITHIN THE ESTABLISHED CYCLE TIME BETWEEN BNSF |  
| AND THE CUSTOMER LISTED AT THE LOCATION IN SECTION III, OEP |  
| PAYMENT WILL BE \$100 PER CAR. |

| (C) \* IF NO CYCLE TIME HAS BEEN ESTABLISHED FOR BNSF-TO-RAILROAD |  
| INTERCHANGE DELIVERED TO INTERCHANGE RECEIVED CYCLE OF A SHUTTLE, |  
| OEP PAYMENT WILL BE \$100 PER CAR WHEN BNSF-TO-RAILROAD INTERCHANGE |  
| DELIVERED TO INTERCHANGE RECEIVED CYCLE OF A SHUTTLE IS WITHIN |  
| A BNSF APPROVED CYCLE TIME. |

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| CUSTOMERS QUALIFIED TO RECEIVE ORIGIN EFFICIENCY PAYMENTS (OEP) |

| III. LIST OF CUSTOMERS ENTITLED TO RECEIVE ORIGIN EFFICIENCY PAYMENT (OEP) |

| INCENTIVE APPLIES ONLY TO SHIPMENTS ORIGINATING AT THE FOLLOWING |  
| LOCATIONS (CUSTOMER MUST BE LISTED AS SHIPPER ON THE WAYBILL FOR |  
| CITIES WITH MORE THAN ONE CUSTOMER): |

| ST CITY          | CUSTOMER ENTITLED TO RECEIVE OEP INCENTIVE    | TYPE |
|------------------|---|------|
| CO COMMERCE CITY | COMMERCE CITY GRAIN                           | A    |
| CO YUMA          | CHS INC                                       | A    |
| IA ALDEN         | PRAIRIE LAND COOP                             | B    |
| IA ALTA          | AG PARTNERS LLC                               | B    |
| IA BAYARD        | FARMERS COOP ASSOCIATION                      | A    |
| IA CRESTON       | GAVILON GRAIN LLC                             | A    |
| IA HAMBURG       | BARTLETT & CO                                 | A    |
| IA HANCOCK       | SCOULAR GRAIN COMPANY                         | B    |
| IA HINTON        | FLOYD VALLEY GRAIN DIV OF AGP GRAIN COOP      | A    |
| IA IDA GROVE     | FARMERS COOP ASSOCIATION                      | B    |
| IA KNIERIM       | NEW COOPERATIVE INC                           | B    |
| IA ODEBOLT       | FARMERS COOP ASSOCIATION                      | B    |
| IA PLEASANT HILL | COUNTRY WIDE GRAIN TERM DIV OF AGP GRAIN COOP | A    |
| IA RED OAK       | UNITED FARMERS MERCANTILE COOP                | A    |
| IA TEMPLETON     | WEST CENTRAL COOPERATIVE                      | A    |
| IA YETTER        | FARMERS COOP ASSOCIATION                      | B    |
| IL ADAIR         | WESTERN GRAIN MARKETING                       | A    |
| IL DWIGHT        | CONSOLIDATED GRAIN & BARGE                    | C    |
| IL GALVA         | BIG RIVER RESOURCES- GALVA LLC                | A    |
| IL GREENWOOD     | NORTHERN CROSSING LLC                         | A    |
| IL LOWDER        | CHS, INC                                      | A    |
| IL POLO          | RUFF BROTHERS GRAIN                           | A    |
| IL RANSOM        | FARMERS ELEVATOR COMPANY                      | A    |
| IL RUFF          | RUFF BROTHERS GRAIN                           | A    |
| IL WARREN        | GAVILON GRAIN LLC                             | B    |
| IL WAVERLY       | SCOULAR COMPANY                               | A    |
| KS ABILENE       | GAVILON GRAIN LLC                             | A    |
| KS CONCORDIA     | AGMARK LLC                                    | A    |
| KS COOOLIDGE     | THE SCOULAR COMPANY                           | A    |
| KS DODGE CITY    | RIGHT COOP ASSOCIATION                        | A    |
| KS ENSIGN        | DODGE CITY COOP EXCHANGE                      | B    |
| KS GARDEN CITY   | WINDRIVER GRAIN LLC                           | A    |
| KS HUGOTON       | SANTA FE GRAIN TERMINAL, LLC                  | B    |
| KS HUTCHINSON    | ADM ELEV I                                    | A    |

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| CUSTOMERS QUALIFIED TO RECEIVE ORIGIN EFFICIENCY PAYMENTS (OEP) |

|                 |  |       |  |
|-----------------|--|-------|--|
| KS HUTCHINSON   | ADM ELEV J                                     | A     |  |
| KS SALINA       | ADM  | C     |  |
| KS SALINA       | CARGILL INC                                    | (C) C |  |
| KS SALINA       | THE SCOULAR COMPANY                            | C     |  |
| KS WELLINGTON   | THE SCOULAR COMPANY                            | A     |  |
| KS WICHITA      | BARTLETT & CO                                  | B     |  |
| KS WICHITA      | GAVILON GRAIN LLC                              | A     |  |
| KS WRIGHT       | RIGHT COOP ASSOCIATION                         | A     |  |
|                 |  |       |  |
| MN ALBERTA      | CARGILL INC                                    | A     |  |
| MN ARGYLE       | MARKIT COUNTY GRAIN LLC                        | A     |  |
| MN BARNESVILLE  | AGASSIZ VALLEY GRAIN LLC                       | B     |  |
| MN BRECKENRIDGE | MINN-KOTA AG PRODUCTS INC                      | B     |  |
| MN BRECKENRIDGE | RED RIVER GRAIN                                | B     |  |
| MN BROWNTON     | UNITED FARMERS                                 | B     |  |
| MN BUFFALO LAKE | SOUTH CENTRAL GRAIN                            | B     |  |
| MN CLARA CITY   | CLARA CITY FARMERS ELEVATOR                    | A     |  |
| MN CLARKFIELD   | PRAIRIE GRAIN PARTNERS LLC DIV OF BENSON QUINN | A     |  |
| MN CROOKSTON    | CHS INC  | B     |  |
| MN DULUTH       | WB DULUTH STORAGE / RIVERLAND AG COOP          | C     |  |
| MN ERSKINE      | CHS SERVICE CENTER                             | A     |  |
| MN FRENCH       | CHS INC  | B     |  |
| MN HANLEY FALLS | FARMERS COOPERATIVE ELEVATOR CO                | A     |  |
| MN HERMAN       | NEW HORIZONS AG SERVICES INC DIV OF CHS INC    | A     |  |
| MN HILLS        | NEW VISION COOP                                | A     |  |
| MN HOLLOWAY     | WESTERN CONSOLIDATED COOPERATIVE               | A     |  |
| MN JASPER       | EASTERN FARMERS COOP DIV OF CHS INC            | A     |  |
| MN LAMBERTON    | MEADOWLAND FARMERS COOP                        | B     |  |
| MN MADISON      | CARGILL INC                                    | A     |  |
| MN MAYNARD      | CARGILL INC                                    | A     |  |
| MN MURDOCK      | GLACIAL PLAINS LLC                             | A     |  |
| MN NEW ULM      | FARMERS COOPERATIVE OF HANSKA                  | B     |  |
| MN RUTHTON      | CHS INC  | A     |  |
| MN SPLIT ROCK   | CARGILL INC                                    | A     |  |
| MN SPRINGFIELD  | HARVEST LAND COOPERATIVE                       | B     |  |
| MN ST CLOUD     | ADM - BENSON QUINN                             | A     |  |
| MN ULEN         | WEST CENTRAL AG SERVICES                       | A     |  |
| MN WALNUT GROVE | MEADOWLAND FARMERS COOP                        | B     |  |
| MN WARREN       | NORTHWEST GRAIN                                | A     |  |
|                 |  |       |  |
| MO BRUNSWICK    | RAY CARROLL COUNTY GRAIN GROWERS               | C     |  |
| MO HARDIN       | RAY CARROLL COUNTY GRAIN GROWERS               | A     |  |
| MO PHELPS       | GAVILON GRAIN LLC                              | A     |  |
| MO ST JOSEPH    | BARTLETT & CO                                  | C     |  |
|                 |  |       |  |
| MT BILLINGS     | GAVILON GRAIN LLC                              | C     |  |

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| CUSTOMERS QUALIFIED TO RECEIVE ORIGIN EFFICIENCY PAYMENTS (OEP) |

|                   |                                    |   |  |
|-------------------|------------------------------------|---|--|
| MT CARTER         | COLUMBIA GRAIN INC                 | A |  |
| MT CHESTER        | GAVILON GRAIN LLC                  | A |  |
| MT CHESTER        | EGT                                | A |  |
| MT COLLINS        | MOUNTAIN VIEW COOPERATIVE          | A |  |
| MT GLENDIVE       | FARMERS ELEVATOR DIV OF CHS INC    | A |  |
| MT GROVE          | UNITED GRAIN                       | A |  |
| MT HARLEM         | COLUMBIA GRAIN INC                 | A |  |
| MT HAVRE          | ADM/CHS LLC DIV OF BENSON QUINN    | A |  |
| MT KASA POINT     | COLUMBIA GRAIN INC                 | A |  |
| MT KYNTIRE        | EGT                                | A |  |
| MT MACON          | CHS INC                            | A |  |
| MT MOORE          | GAVILON GRAIN LLC                  | A |  |
| MT POMPEYS PILLAR | UNITED GRAIN                       | A |  |
| MT RUDYARD        | COLUMBIA GRAIN INC                 | A |  |
| MT SHELBY         | CHS INC                            | A |  |
|                   |                                    |   |  |
| ND ALTON          | ALTON GRAIN TERMINAL LLC           | A |  |
| ND ARVILLA        | COLUMBIA GRAIN INC                 | A |  |
| ND AYR            | ARTHUR COMPANIES INC               | A |  |
| ND BERE A         | COLUMBIA GRAIN INC                 | A |  |
| ND BERE A         | GAVILON GRAIN LLC                  | A |  |
| ND BERNARD        | COLUMBIA GRAIN INC                 | B |  |
| ND BERTHOLD       | BERTHOLD FARMERS ELEVATOR CO       | A |  |
| ND BISBEE         | NORTH CENTRAL GRAIN COOP           | A |  |
| ND BOTTINEAU      | BOTTINEAU FARMERS ELEVATOR CO      | A |  |
| ND BOYLE          | SOUTHWEST GRAIN DIV OF CHS INC     | A |  |
| ND CASSELTON      | MAPLE RIVER GRAIN & AGRONOMY LLC   | B |  |
| ND CRYSTAL        | COLUMBIA GRAIN, INC                | B |  |
| ND DRAYTON        | CHS INC                            | A |  |
| ND EDGELEY        | CHS INC                            | B |  |
| ND ELDRIDGE       | COUNTY GRAIN COOPERATIVE, INC      | A |  |
| ND FINLEY         | FINLEY FARMERS GRAIN & ELEVATOR CO | A |  |
| ND HANNAFORD      | CENTRAL PLAINS AG SERVICES LLC     | A |  |
| ND HEBRON         | ADM                                | A |  |
| ND HENSLE R       | ADM - BENSON QUINN                 | A |  |
| ND JAMESTOWN      | GAVILON GRAIN LLC                  | A |  |
| ND KINDRED        | CHS INC                            | B |  |
| ND LAKOTA         | CHS / LAKE REGION GRAIN            | A |  |
| ND MAYVILLE       | MAYPORT FARMERS COOP               | A |  |
| ND MILTON         | CHS INC                            | A |  |
| ND NEW ROCKFORD   | GAVILON GRAIN LLC                  | A |  |
| ND NILES          | BTR FARMERS COOP                   | A |  |
| ND N GRAND FORKS  | GAVILON GRAIN LLC                  | A |  |
| ND PARK RIVER     | ADM / WALSH GRAIN TERMINAL, LLC    | A |  |
| ND ROSS           | DAKOTA QUALITY CRAIN               | A |  |
| ND RUGBY          | RUGBY FARMERS UNION ELEVATOR       | A |  |

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|  |                     |                                     |   |  |
|--|---------------------|-------------------------------------|---|--|
|  |                     |                                     |   |  |
|  | ND SCRANTON         | SCRANTON EQUITY EXCHANGE COOP       | A |  |
|  | ND STERLING         | SOUTH CENTRAL GRAIN DIV OF CHS INC  | A |  |
|  | ND SURREY           | DAKOTA MIDLAND GRAIN, LLC           | A |  |
|  | ND THOMPSON         | THOMPSON FARMERS COOP ELEVATOR      | A |  |
|  | ND WILLISTON        | HORIZON RESOURCES                   | A |  |
|  |                     |                                     |   |  |
|  | NE ANSELMO          | ANDERSONS                           | A |  |
|  | NE AURORA           | AURORA COOPERATIVE ELEVATOR CO      | A |  |
|  | NE BARTLEY          | AG VALLEY COOPERATIVE               | A |  |
|  | NE BEATRICE         | SOUTHEAST NEBRASKA COOP CO          | A |  |
|  | NE BENKELMAN        | GAVILON GRAIN LLC                   | A |  |
|  | NE BRADSHAW         | PROGRESSIVE AG PARTNERS LLC         | A |  |
|  | NE BRUNSWICK        | J E MEURET GRAIN CO INC             | B |  |
|  | NE DORCHESTER       | FARMERS COOPERATIVE CO INC          | A |  |
|  | NE EDISON           | AG VALLEY COOP                      | A |  |
|  | NE FREMONT          | GAVILON GRAIN LLC                   | C |  |
|  | NE FREMONT          | FRONTIER COOP CO                    | A |  |
|  | NE FUNK             | MIDLAND COOP                        | A |  |
|  | NE GURLEY           | CROSSROADS COOPERATIVE ASSOCIATION  | A |  |
|  | NE HASTINGS         | COOPERATIVE PRODUCERS INC           | A |  |
|  | NE HEMINGFORD       | FARMERS COOP ELEVATOR CO            | A |  |
|  | NE HUNTSMAN         | THE SCOULAR COMPANY                 | B |  |
|  | NE LINCOLN          | AGP GRAIN COOP, SOUTH HOUSE         | B |  |
|  | NE LINCOLN          | EASTERN NEBRASKA GRAIN LLC          | B |  |
|  | NE LOOMIS           | AGRI COOP, DIVISION OF CHS, INC     | B |  |
|  | NE MOTALA           | CARGILL INC                         | A |  |
|  | NE OAKLAND          | CENTRAL VALLEY AG                   | A |  |
|  | NE O NEILL          | CARGILL INC                         | B |  |
|  | NE RED CLOUD        | RED CLOUD GRAIN LLC                 | A |  |
|  | NE ROSELAND         | AGRI COOP, DIVISION OF CHS, INC     | A |  |
|  | NE SOUTH SIOUX CITY | CARGILL INC                         | A |  |
|  | NE SUPERIOR         | AGREX                               | A |  |
|  | NE TAMORA           | UNITED FARMERS COOPERATIVE          | A |  |
|  | NE VENANGO          | THE SCOULAR COMPANY                 | B |  |
|  | NE WEST ALLIANCE    | WEST PLAINS LLC                     | A |  |
|  |                     |                                     |   |  |
|  | OK ELDORADO         | FARMERS COOP                        | A |  |
|  | OK ENID             | ADM ELEY Y & Z                      | A |  |
|  | OK ENID             | W B JOHNSTON GRAIN CO               | A |  |
|  | OK HEADRICK         | GAVILON GRAIN LLC                   | A |  |
|  | OK SHATTUCK         | W B JOHNSTON GRAIN CO               | A |  |
|  |                     |                                     |   |  |
|  | SD ALPENA           | SOUTH DAKOTA WHEAT GROWERS INC      | A |  |
|  | SD ANDOVER          | SOUTH DAKOTA WHEAT GROWERS INC      | A |  |
|  | SD BEARDSLEY        | DAKOTA PLAINS AG CENTER LLC         | A |  |
|  | SD CANTON           | EASTERN FARMERS COOP DIV OF CHS INC | A |  |



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| CUSTOMERS QUALIFIED TO RECEIVE DEP INCENTIVE PAYMENTS |

| IN ORDER TO PROMOTE EFFICIENT CAR UTILIZATION AND QUALITY ACCOUNTING, |  
 | SHIPMENTS MEETING ALL THE FOLLOWING PROVISIONS LISTED BELOW WILL BE |  
 | PAID A \$100.00 PER CAR INCENTIVE ALLOWANCE. FAILURE TO MEET ANY ONE |  
 | PROVISION WILL DISQUALIFY THE SHIPMENT FROM THE ALLOWANCE. |

| 1. INCENTIVE APPLIES ONLY TO SHIPMENTS TERMINATING AT THE FOLLOWING |  
 | FACILITIES (CUSTOMER MUST BE LISTED AS A CONSIGNEE ON THE WAYBILL FOR |  
 | CITIES WITH MORE THAN ONE CUSTOMER): |

|                  |  |
|------------------|--|
| ST CITY          | CUSTOMER ENTITLED TO RECEIVE DEP INCENTIVE |
| --               | -----                                      |
| AL MOBILE        | FARMERS GRAIN DEALERS INC LLC              |
| AL WHEATWAY      | MILNER MILLING                             |
| CA FRESNO        | PENNY NEWMAN GRAIN CO                      |
| CA GUERNSEY      | GOLDEN STATE FEED & GRAIN, LLC             |
| CA KINGS PARK    | INTEGRATED GRAIN AND MILLING               |
| CA TRIGO         | PACIFIC AG PRODUCTS                        |
| CA STOCKTON      | PACIFIC ETHANOL, INC                       |
| CA SWANSON       | SIERRA GRAIN TERMINAL LLC                  |
| CO COMMERCE CITY | COMMERCE CITY GRAIN - DBA CONAGRA PEAVEY   |
| CO WINDSOR       | FRONT RANGE ENERGY LLC *3                  |
| CO YUMA          | M & M COOPERATIVE, INCORPORATED            |
| CO YUMA          | YUMA ETHANOL LLC                           |
| IL EAST ST LOUIS | CARGILL INC                                |
| IL EAST ST LOUIS | BULK SERVICE *4                            |
| IL EAST ST LOUIS | BUNGE SCF GRAIN LLC                        |
| IL GALVA         | BIG RIVER RESOURCES / GALVA LLC            |
| IL LOWDER        | CHS  |
| IL PEORIA        | ADM CO                                     |
| IL RUFF          | RUFF BROTHERS GRAIN                        |
| IL WAVERLY       | SCOULAR COMPANY                            |
| IN ABEE          | ABENGOA ENERGY                             |
| IN BEECH GROVE   | ADM MILLING                                |
| KS COOLIDGE      | SCOULAR                                    |
| KS ENSIGN        | DODGE CITY COOP EXCHANGE                   |
| KS GARDEN CITY   | WINDRIVER GRAIN LLC                        |
| KS HUGOTON       | ADM CO                                     |
| KS HUTCHINSON    | ADM CO                                     |
| KS WICHITA       | GAVILON GRAIN LLC                          |
| KS WRIGHT        | RIGHT COOP ASSOCIATION                     |

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|                           |                         |              |  |
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| 1. INCENTIVE APPLIES ONLY TO SHIPMENTS TERMINATING AT THE FOLLOWING  
 | FACILITIES (CUSTOMER MUST BE LISTED AS A CONSIGNEE ON THE WAYBILL FOR  
 | CITIES WITH MORE THAN ONE CUSTOMER):

| ST CITY           | CUSTOMER ENTITLED TO RECEIVE DEP INCENTIVE |
|-------------------|--|
| LA DESTRAHAN      | ADM / GROWMARK                             |
| LA HELVETIA       | ZEN-NOH GRAIN CORPORATION                  |
| LA REMY           | ADM CO                                     |
| LA RESERVE        | ADM CO                                     |
| LA RESERVE        | CARGILL INC                                |
| MA AYER           | HORIZON MILLING                            |
| MN DULUTH         | WB DULUTH STORAGE / RIVERLAND AG COOP      |
| MO BUTTERFIELD    | GEORGE'S INC                               |
| MO ST LOUIS       | ADM CO                                     |
| MO ST LOUIS       | BULK SERVICE *4                            |
| MS COLLINS        | GRAIN SUPPLIERS CO LLC - CHS INC           |
| ND RICHARDTON     | RED TRAIL ENERGY LLC                       |
| NE AURORA         | AURORA COOP                                |
| NE BRIDGEPORT     | BRIDGEPORT ETHANOL LLC                     |
| NE COLUMBUS       | ADM CO                                     |
| NY ALBANY         | CARGILL, INC                               |
| NM CLOVIS         | GAVILON GRAIN LLC                          |
| NM DEXTER         | HI-PRO FEEDS                               |
| OK ENID           | ADM ELEV Y & Z                             |
| OK ENID           | WB JOHNSTON GRAIN CO                       |
| OK FAIRLAND       | SIMMONS INDUSTRIES                         |
| OK HEADRICK       | GAVILON GRAIN LLC                          |
| OK SHATTUCK       | W B JOHNSTON GRAIN CO                      |
| OR RIVER GATE     | COLUMBIA GRAIN INC                         |
| TX AMARILLO       | GAVILON GRAIN LLC                          |
| TX BEAUMONT       | LOUIS DREYFUS CORP                         |
| TX BROWNSVILLE    | PORT OF BROWNSVILLE                        |
| TX CORPUS CHRISTI | ADM CO *1                                  |
| TX CORPUS CHRISTI | INTERSTATE GRAIN *2                        |

|                           |                         |              |
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1. INCENTIVE APPLIES ONLY TO SHIPMENTS TERMINATING AT THE FOLLOWING FACILITIES (CUSTOMER MUST BE LISTED AS A CONSIGNEE ON THE WAYBILL FOR CITIES WITH MORE THAN ONE CUSTOMER):

|         |  |
|---------|--|
| ST CITY | CUSTOMER ENTITLED TO RECEIVE DEP INCENTIVE |
|---------|--|

|                |                                  |     |
|----------------|----------------------------------|-----|
| TX ETTER       | GAVILON GRAIN LLC                |     |
| TX FT WORTH    | GAVILON GRAIN LLC                |     |
| TX FT WORTH    | ATTEBURY GRAIN INC               |     |
| TX FRIONA      | GRAIN SUPPLIERS CO LLC - CHS INC |     |
| TX FURGUSON    | AZTECA MILLING LP                | (A) |
| TX GALVESTON   | ADM CO                           |     |
| TX HEREFORD    | ADM CO                           |     |
| TX HEREFORD    | HEREFORD RENEWABLE ENERGY, LLC   |     |
| TX HEREFORD    | WHITE ENERGY                     |     |
| TX HOUSTON     | LOUIS DREYFUS CORP               |     |
| TX HOUSTON     | CARGILL INC                      |     |
| TX JOEL        | HEREFORD RENEWABLE ENERGY, LLC   |     |
| TX LARIAT      | AGP GRAIN COOPERATIVE            |     |
| TX LEVELLAND   | DIAMOND ETHANOL LLC              | *3  |
| TX PLAINVIEW   | GAVILON GRAIN LLC                |     |
| TX PLAINVIEW   | PLAINVIEW BIO ENERGY, LLC        |     |
| TX SUMMERFIELD | ADM CO                           |     |
| TX SUNRAY      | SUNRAY COOP                      |     |
| TX TENAHA      | PILGRIMS PRIDE                   |     |

|              |                              |    |
|--------------|------------------------------|----|
| WA ABERDEEN  | AG PROCESSING INC            | *3 |
| WA KALAMA    | KALAMA EXPORT CO             |    |
| WA KALAMA    | TEMCO LLC                    |    |
| WA LONGVIEW  | EGT LLC                      |    |
| WA PLYMOUTH  | AGRI NORTHWEST               |    |
| WA SEATTLE   | LOUIS DREYFUS CORP (PIER 86) |    |
| WA TACOMA    | TEMCO LLC                    |    |
| WA TEMPLIN   | TEMPLIN TERMINAL LLC         |    |
| WA VANCOUVER | UNITED GRAIN                 |    |
| WA WALLULA   | SIMPLOT LAND AND LIVESTOCK   |    |

|             |                   |
|-------------|-------------------|
| WI SUPERIOR | GAVILON GRAIN LLC |
| WI SUPERIOR | CHS INC           |
| WI SUPERIOR | GENERAL MILLS INC |

NOTE \*1 CARE OF PARTY MUST BE ADM  
 NOTE \*2 CARE OF PARTY MUST BE INTERSTATE GRAIN  
 NOTE \*3 DEP INCENTIVE WILL BE PAID DIRECTLY TO THE SERVING RAILROAD.  
 NOTE \*4 CARE OF PARTY MUST BE BULK SERVICES

|                           |                         |              |
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2. APPLIES TO SHIPMENTS OF THE FOLLOWING COMMODITIES MOVING UNDER THE PROVISIONS OF BNSF SHUTTLE COTS AS DEFINED IN BNSF 4091 SERIES:

| COMMODITY | STCC   | COMMODITY      | STCC      |
|-----------|--------|----------------|-----------|
| CORN      | 01-132 | MILO           | 01-136    |
| SOYBEANS  | 01-144 | WHEAT          | 01-137    |
| BARLEY    | 01-131 | CRACKED CORN   | 20-419-79 |
| FLAXSEED  | 01-142 | OTHER OILSEEDS | 01-149    |
| PEAS      | 01-342 | LENTILS        | 01-343-10 |

3. THIS PROVISION IS CANCELLED.

4. ALL SHIPMENTS MUST BE IMMEDIATELY ACCEPTED FOR PLACEMENT BY THE DESTINATION FACILITY UPON ARRIVAL AT DESTINATION FACILITY. NO RELIEF FOR SATURDAYS, SUNDAYS OR HOLIDAYS (EXCEPT NEW YEARS DAY, THANKSGIVING DAY, AND CHRISTMAS DAY). THE DESTINATION FACILITY MUST RECEIVE THE ENTIRE UNIT IN ONE INITIAL SWITCH; NO SECOND SWITCHING WILL BE PERMITTED. TRAINS STAGED SHORT OF DESTINATION FOR CUSTOMER'S CONVENIENCE WILL NOT QUALIFY FOR DEP PAYMENT.

5. IF CARS ARE CONSTRUCTIVELY PLACED SHORT OF DESTINATION UNIT WILL NOT QUALIFY FOR INCENTIVE ALLOWANCE PAYMENT. AT THE DISCRETION OF THE GRAIN DESK, THE UNLOADING FACILITY WILL BE CHARGED \$1,000.00 PER HOUR FOR SHUTTLE TRAINS THAT ARE CONSTRUCTIVELY PLACED SHORT OF UNLOADING FACILITY.

6. CARS MUST BE FULLY UNLOADED, RELEASED AS A UNIT AND RETURNED TO BNSF AS A UNIT WITHIN 15 HOURS OF ACTUAL PLACEMENT AT ELEVATOR. FOR ELEVATORS NOT DIRECTLY SERVED BY THE BNSF, CARS MUST BE FULLY UNLOADED, RELEASED AS A UNIT AND RETURNED EMPTY IN INTERCHANGE TO BNSF AS A UNIT WITHIN 24 HOURS OF THE INITIAL INTERCHANGE. CARS PRESENTED AS A BLOCK MUST BE RETURNED AS A BLOCK. ALL AIR HOSES MUST BE COUPLED AND ANGLE COCKS LEFT OPEN. CUSTOMER WILL ENSURE ALL HOPPER CAR GATES AND HATCHES ARE PROPERLY CLOSED AND SECURED WHEN RELEASED EMPTY TO BNSF. CARS WHICH CAN ONLY BE PARTIALLY DISCHARGED BECAUSE OF A MECHANICAL MALFUNCTION WILL NOT DISQUALIFY THE SHIPMENT IF THE RECEIVER SEEKS IMMEDIATE BNSF ASSISTANCE WITH MALFUNCTIONING CAR(S) AND DOCUMENTS EACH OCCURRENCE. FAILURE TO SEEK ASSISTANCE AND DOCUMENT OCCURRENCE WILL DISQUALIFY SHIPMENT. DESTINATION FACILITY WILL PROVIDE LOCAL BNSF FORCES AN ADVANCE SWITCH LIST OF THE EMPTY UNIT IN TRACK ORDER.

7. CUSTOMER WILL ADVISE BNSF AT LEAST FOUR (4) HOURS IN ADVANCE OF THE TIME OF RELEASE AT DESTINATION. DISPUTED TIMES WILL BE ADJUSTED IF PROPERLY DOCUMENTED DURING THE FOLLOWING BUSINESS DAY OF SUCH OCCURRENCE. CUSTOMERS WILL ADVISE THE GRAIN DESK AT 1-800-234-9396, OPTION 4, OF THE TIME OF RELEASE AT THE DESTINATION.

|                           |                         |              |
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8. CARS WITH MECHANICAL FAILURES EN ROUTE OR WHICH ARE OTHERWISE SEPARATED FROM THE SET WILL CONTINUE TO BE CONSIDERED AS PART OF THE SHIPMENT FOR PURPOSES OF APPLYING INCENTIVE ALLOWANCE.
9. DEP TRAINS WILL BE GOVERNED UNDER BNSF TARIFF 6004 FOR DEMURRAGE AT DESTINATION.
10. SHIPMENTS MOVING UNDER THIS PROGRAM WHICH ARE DIVERTED OR RECONSIGNEED WILL NOT QUALIFY UNLESS APPROVED IN ADVANCE BY THE MANAGERS OF OPERATIONS LOGISTICS AT (800) 234-9396 PROMPT 2 - 2.
11. THE PROVISIONS OF THIS CONTRACT IN EFFECT ON THE DATE OF SHIPMENT WILL GOVERN.
12. CLAIMS FOR INCENTIVE ALLOWANCE MUST BE SUBMITTED NO LATER THAN FIVE (5) BUSINESS DAYS AFTER ACTUAL PLACEMENT AT DESTINATION. CLAIMS MUST BE COMPLETED ONLINE AT THE BNSF SITE PROVIDED. PER CAR INCENTIVE ALLOWANCE WILL BE PAID ONCE AND ONLY ONCE THE TERMS OF THIS TARIFF HAVE BEEN MET. CLAIMS WILL BE PAID ONLY TO THE CUSTOMER LISTED AT THAT LOCATION IN THE TABLE IN PARAGRAPH (1). BNSF SHALL MAKE EVERY EFFORT TO PAY CLAIM WITHIN THIRTY (30) DAYS AFTER RECEIPT, PROVIDED ALL FREIGHT CHARGES DUE BNSF FOR SAID SHIPMENTS HAVE BEEN PAID.
13. CUSTOMER ENTITLED TO RECEIVE DEP ALLOWANCE MUST BE SET UP TO RECEIVE DEP ALLOWANCE VIA EFT (ELECTRONIC FUNDS TRANSFER) PAYMENT. ALL DEP ALLOWANCES WILL BE PAID VIA EFT DIRECTLY TO CUSTOMERS ACCOUNT.
14. ALL BNSF SERVED DESTINATIONS MUST RELEASE EMPTY SHUTTLE EQUIPMENT TO THE BNSF ELECTRONICALLY VIA EDI OR SWITCH AND RELEASE.
15. INTERLINE RECEIVED CORN (STCC 01-132) AND SOYBEANS (STCC 01-144) SHUTTLES FROM THE DME ARE ALSO ENTITLED TO THE ALLOWANCE IN THIS ITEM, PROVIDING ALL TERMS AND CONDITIONS ARE MET.
16. ONLY SHIPMENTS BILLED VIA ELECTRONIC DATA EXCHANGE ("EDE") TARIFF WILL QUALIFY FOR INCENTIVE ALLOWANCE. FREIGHT PAYER MUST PROVIDE COMPLETE EDE BILL OF LADING NOT LATER THAN TIME OF LOADED RELEASE.  
EXCEPTION: EDE BILLING ON MIXED COMMODITY SHIPMENTS; TO QUALIFY FOR MULTI-CAR RATES WHEN MORE THAN ONE COMMODITY IS USED IN THE SHIPMENT, EDE CUSTOMERS MAY PREPARE EACH COMMODITY ON A SEPARATE BILL OF LADING. HOWEVER, THE BILLS OF LADING MUST BE CROSS-REFERENCED AND SUBMITTED AT THE SAME TIME. EACH EDE BILL OF LADING MUST CONTAIN UNIQUE EDE.

|                           |                         |              |  |
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| 17.WHEAT OR DURUM (STCC 01-137-10 OR 20) AND SOYBEAN (STCC 01-144) |

| EFFICIENCY TRAINS RECEIVED FROM THE CP IN THE FOLLOWING APPLICABLE |

| LANES, ARE ALSO ENTITLED TO THE ALLOWANCE IN THIS ITEM, PROVIDING ALL |

| ALL TERMS AND CONDITIONS ARE MET. SHIPMENTS MUST BE BILLED UNDER THE |

| EFFICIENCY TRAIN PROVISIONS OF CPRS 4447 SERIES, ITEM 250. |

| APPLICABLE LANES: |

| TRAINS RECEIVED AT MINNEAPOLIS OR ST PAUL, MN WHEN DESTINED TO ST LOUIS, |

| MO, EAST ST LOUIS, IL, BEAUMONT, TX, CORPUS CHRISTI, TX, GALVESTON, TX, |

| AND HOUSTON, TX; |

| AND TRAINS RECEIVED FROM THE CP AT COUTTS, AB OR SWEETGRASS, MT WHEN |

| DESTINED TO PORTLAND, OR, KALAMA, EA, LONGVIEW, WA AND VANCOUVER, WA. |

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|                           |                         |             |  |
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| FROM:  
| ALL BNSF STATIONS  
|  
| TO:  
| ALL BNSF STATIONS

| GENERAL RULES

- | - Freight charges must be PREPAID. Price applies in United States funds.
- | - Price is subject to a Fuel Surcharge. A Mileage Based Fuel Surcharge will be applied to the rates or charges in this price authority for the shipment, as provided for in Item 3376-Series, Section B (\$2.50 Strike Price), of BNSF Rules Book 6100-Series. This amount will be added to the freight bill.
- | - Switching charges at Origin and Destination will be absorbed up to \$160.00. No more than \$160.00 per car will be absorbed. Any additional amount will be assessed. For SDIY - No switching will be absorbed.
- | - BNSF RAILROAD MILES

| COMMODITY DEFINITIONS |                                 |
|-----------------------|---------------------------------|
| STCC                  | DESCRIPTION                     |
| 01134                 | RICE, ROUGH                     |
| 20441                 | RICE, CLEANED BROKEN            |
| 20442                 | RICE FLOUR, BRAN OR MEAL        |
| 20443                 | BREWERS RICE                    |
| 20449                 | MILLED RICE OR BY-PRODUCTS, NEC |

| EQUIPMENT DEFINITIONS AND SPECIFIC RULES

| COL 1: - Price applies in covered hoppers, with mechanical designation code LO. Price applies if minimum tender per shipment is 1 car and maximum not greater than 47 cars. Price applies on all equipment registered in the Uniform Machine Language Equipment Register (UMLER) to load to a gross weight of 268,000 pounds. (See Item 11030 exception 1 and item 12164 of this tariff for governing provisions).

| COL 2: - Price applies in covered hoppers, with mechanical designation code LO. Price applies if minimum tender per shipment is 1 car and maximum not greater than 47 cars. Price applies on all equipment registered in the Uniform Machine Language Equipment Register (UMLER) to load to a gross weight from 268,001 to 286,000 pounds. (See Item 11030 exception 1 and item 12164 of this tariff for governing provisions).

| ROUTE DEFINITIONS |             |
|-------------------|-------------|
| ROUTE             |             |
| NUMBER            |             |
| 0001:             | BNSF DIRECT |

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|                           |                         |              |
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GROUP DEFINITIONS

ORIGIN GROUPS

GROUP 0001- 4022 28001 ANY BNSF ORIG STNS CONSISTS OF THE FOLLOWING:

|                 |    |                 |    |              |    |
|-----------------|----|-----------------|----|--------------|----|
| THE PROVINCE OF | AB | THE STATE OF    | KY | THE STATE OF | NV |
| THE STATE OF    | AL | THE STATE OF    | LA | THE STATE OF | OK |
| THE STATE OF    | AR | THE PROVINCE OF | MB | THE STATE OF | OR |
| THE STATE OF    | AZ | THE STATE OF    | MN | THE STATE OF | SD |
| THE PROVINCE OF | BC | THE STATE OF    | MO | THE STATE OF | TN |
| THE STATE OF    | CA | THE STATE OF    | MS | THE STATE OF | TX |
| THE STATE OF    | CO | THE STATE OF    | MT | THE STATE OF | UT |
| THE STATE OF    | IA | THE STATE OF    | ND | THE STATE OF | WA |
| THE STATE OF    | ID | THE STATE OF    | NE | THE STATE OF | WI |
| THE STATE OF    | IL | THE STATE OF    | NM | THE STATE OF | WY |
| THE STATE OF    | KS |                 |    |              |    |

DESTINATION GROUPS

GROUP 0050- 4022 28001 ANY BNSF DESTN STNS CONSISTS OF THE FOLLOWING:

|                 |    |                 |    |              |    |
|-----------------|----|-----------------|----|--------------|----|
| THE PROVINCE OF | AB | THE STATE OF    | KY | THE STATE OF | NV |
| THE STATE OF    | AL | THE STATE OF    | LA | THE STATE OF | OK |
| THE STATE OF    | AR | THE PROVINCE OF | MB | THE STATE OF | OR |
| THE STATE OF    | AZ | THE STATE OF    | MN | THE STATE OF | SD |
| THE PROVINCE OF | BC | THE STATE OF    | MO | THE STATE OF | TN |
| THE STATE OF    | CA | THE STATE OF    | MS | THE STATE OF | TX |
| THE STATE OF    | CO | THE STATE OF    | MT | THE STATE OF | UT |
| THE STATE OF    | IA | THE STATE OF    | ND | THE STATE OF | WA |
| THE STATE OF    | ID | THE STATE OF    | NE | THE STATE OF | WI |
| THE STATE OF    | IL | THE STATE OF    | NM | THE STATE OF | WY |
| THE STATE OF    | KS |                 |    |              |    |

|                           |                         |              |
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|                   |      |      | RATES - DOLLARS PER CAR |       |       |       |       |      |      |
|-------------------|------|------|-------------------------|-------|-------|-------|-------|------|------|
| DISTANCE IN MILES |      |      | -----                   |       |       |       |       | RATE |      |
| (RAIL MILES)      |      |      | COL 1                   | COL 2 | COL 3 | COL 4 | COL 5 | C    | NOTE |
| 1                 | -TO- | 50   | 1903                    | 2023  | .     | .     | .     |      |      |
| 50                | -TO- | 99   | 1996                    | 2122  | .     | .     | .     |      |      |
| 100               | -TO- | 149  | 2091                    | 2223  | .     | .     | .     |      |      |
| 150               | -TO- | 199  | 2185                    | 2323  | .     | .     | .     |      |      |
| 200               | -TO- | 249  | 2278                    | 2422  | .     | .     | .     |      |      |
| 250               | -TO- | 299  | 2373                    | 2523  | .     | .     | .     |      |      |
| 300               | -TO- | 349  | 2466                    | 2622  | .     | .     | .     |      |      |
| 350               | -TO- | 399  | 2560                    | 2722  | .     | .     | .     |      |      |
| 400               | -TO- | 449  | 2655                    | 2823  | .     | .     | .     |      |      |
| 450               | -TO- | 499  | 2749                    | 2922  | .     | .     | .     |      |      |
| 500               | -TO- | 549  | 2843                    | 3022  | .     | .     | .     |      |      |
| 550               | -TO- | 599  | 2938                    | 3123  | .     | .     | .     |      |      |
| 600               | -TO- | 649  | 3031                    | 3222  | .     | .     | .     |      |      |
| 650               | -TO- | 699  | 3125                    | 3322  | .     | .     | .     |      |      |
| 700               | -TO- | 749  | 3219                    | 3422  | .     | .     | .     |      |      |
| 750               | -TO- | 799  | 3313                    | 3522  | .     | .     | .     |      |      |
| 800               | -TO- | 849  | 3407                    | 3622  | .     | .     | .     |      |      |
| 850               | -TO- | 899  | 3501                    | 3722  | .     | .     | .     |      |      |
| 900               | -TO- | 949  | 3595                    | 3822  | .     | .     | .     |      |      |
| 950               | -TO- | 999  | 3690                    | 3922  | .     | .     | .     |      |      |
| 1000              | -TO- | 1049 | 3784                    | 4022  | .     | .     | .     |      |      |
| 1050              | -TO- | 1099 | 3878                    | 4122  | .     | .     | .     |      |      |
| 1100              | -TO- | 1149 | 3971                    | 4221  | .     | .     | .     |      |      |
| 1150              | -TO- | 1199 | 4066                    | 4322  | .     | .     | .     |      |      |
| 1200              | -TO- | 1249 | 4160                    | 4422  | .     | .     | .     |      |      |
| 1250              | -TO- | 1299 | 4253                    | 4521  | .     | .     | .     |      |      |
| 1300              | -TO- | 1349 | 4348                    | 4622  | .     | .     | .     |      |      |
| 1350              | -TO- | 1399 | 4442                    | 4722  | .     | .     | .     |      |      |
| 1400              | -TO- | 1449 | 4535                    | 4821  | .     | .     | .     |      |      |
| 1450              | -TO- | 1499 | 4630                    | 4922  | .     | .     | .     |      |      |
| 1500              | -TO- | 1549 | 4724                    | 5021  | .     | .     | .     |      |      |
| 1550              | -TO- | 1599 | 4818                    | 5121  | .     | .     | .     |      |      |
| 1600              | -TO- | 1649 | 4913                    | 5222  | .     | .     | .     |      |      |
| 1650              | -TO- | 1699 | 5006                    | 5321  | .     | .     | .     |      |      |
| 1700              | -TO- | 1749 | 5101                    | 5422  | .     | .     | .     |      |      |
| 1750              | -TO- | 1799 | 5195                    | 5522  | .     | .     | .     |      |      |
| 1800              | -TO- | 1849 | 5288                    | 5621  | .     | .     | .     |      |      |
| 1850              | -TO- | 1899 | 5384                    | 5723  | .     | .     | .     |      |      |
| 1900              | -TO- | 1949 | 5477                    | 5822  | .     | .     | .     |      |      |
| 1950              | -TO- | 1999 | 5571                    | 5922  | .     | .     | .     |      |      |
| 2000              | -TO- | 2049 | 5666                    | 6023  | .     | .     | .     |      |      |
| 2050              | -TO- | 2099 | 5760                    | 6122  | .     | .     | .     |      |      |
| 2100              | -TO- | 2149 | 5854                    | 6222  | .     | .     | .     |      |      |
| 2150              | -TO- | 2199 | 5949                    | 6323  | .     | .     | .     |      |      |
| 2200              | -TO- | 2249 | 6042                    | 6422  | .     | .     | .     |      |      |
| 2250              | -TO- | 2299 | 6136                    | 6522  | .     | .     | .     |      |      |

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| CORN - IA-MN-NE-ND-SD TO MT                 | 31075 | 6     | 14   | OCT-01-12 |  |
| CORN - MN-ND-NE-SD TO MT                    | 31400 | 4     | 13   | OCT-01-12 |  |
| Corn DET -Jan, 2010 - IA-MN-NE-ND-SD TO BC- | 31701 | 8     | 0    | CANCELLED |  |
| Corn DET -FEB, 2010 - IA-MN-NE-ND-SD TO BC- | 31702 | 8     | 0    | CANCELLED |  |
| CORN - MAR, 10 - IA-MN-NE-ND-SD TO BC-OR-WA | 31703 | 8     | 3    | CANCELLED |  |
| CORN - APR, 10 - IA-MN-NE-ND-SD TO BC-OR-WA | 31704 | 11    | 3    | CANCELLED |  |
| CORN -MAY, 10 - IA-MN-NE-ND-SD TO BC-OR-WA  | 31705 | 5     | 2    | CANCELLED |  |
| CORN -JUNE, 10 - IA-MN-NE-ND-SD TO BC-OR-WA | 31706 | 7     | 3    | CANCELLED |  |
| Corn -July - Aug, 10 - DET Item             | 31707 | 7     | 3    | CANCELLED |  |
| CORN -OCT thru NOV, 10 - IA-MN-NE-ND-SD TO  | 31708 | 8     | 2    | CANCELLED |  |
| CORN -SEP, 10 - IA-MN-NE-ND-SD TO BC-OR-WA  | 31709 | 9     | 6    | CANCELLED |  |
| CORN - IA-MN-NE-ND-SD TO BC-OR-WA           | 31710 | 5     | 24+  | JAN-19-13 |  |
| CORN -NOV, 09 - IA-MN-NE-ND-SD TO BC-OR-WA  | 31711 | 12    | 1    | CANCELLED |  |
| CORN -DEC, 09 - IA-MN-NE-ND-SD TO BC-OR-WA  | 31712 | 8     | 0    | CANCELLED |  |
| CORN -March 2011 thru September 2012 - INTE | 31720 | 3     | 7    | OCT-01-12 |  |
| CORN - IA-MN-NE-ND-SD TO BC-CA-ID-OR-WA-BNS | 31740 | 4     | 20   | OCT-01-12 |  |
| CORN - IA, IL, KS, MO, MN, NE, ND, SD TO B  | 31741 | 3     | 5    | OCT-01-12 |  |
| CORN - SCALE-BETWEEN BC-OR-WA AND BC-OR-WA  | 31960 | 3     | 13   | OCT-01-12 |  |

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| FROM BNSF STATIONS IN:  
| IOWA, MINNESOTA, NEBRASKA, NORTH DAKOTA, SOUTH DAKOTA  
|  
| TO SELECTED STATIONS IN:  
| BRITISH COLUMBIA, OREGON, WASHINGTON

GENERAL RULES

- Freight charges must be PREPAID. Price applies in United States funds.
- RATES DO NOT APPLY ON DELIVERY ORDER OR ORDER NOTIFY SHIPMENTS. FINAL DESTINATIONS AND CONSIGNEES MUST BE INDICATED ON THE ORIGINAL BILL OF LADING.

DIVERSION WILL BE ALLOWED AT A CHARGE OF \$250 PER CAR, MAXIMUM OF \$2,000 PER SHIPMENT PROVIDED INSTRUCTIONS ARE RECEIVED PRIOR TO ARRIVAL IN SPOKANE, WA (EXCEPTION TO ITEM 12540).

RATES ARE APPLICABLE ONLY WHEN SHIPMENT IS PART OF A 108 CAR UNIT TRAIN BILLED FROM ONE ORIGIN. BILLS OF LADING MUST REFERENCE EACH OTHER AND DESTINATIONS LISTED IN THIS ITEM (EXCEPTION TO BOOK 1, ITEM 11030).

ORIGIN MUST HAVE CERTIFIED WEIGHTS.

- Rates in this item apply for Domestic Use only.
- Price is subject to a Fuel Surcharge. A Mileage Based Fuel Surcharge will be applied to the rates or charges in this price authority for the shipment, as provided for in Item 3376-Series, Section B (\$2.50 Strike Price), of BNSF Rules Book 6100-Series. This amount will be added to the freight bill.

COMMODITY DEFINITIONS

| STCC  | DESCRIPTION  |
|-------|--|
| 01132 | CORN EXC. POPCORN SEE 01152 THE EAR, NOT SHELLLED, DRIED |

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

- COL 1: - Price applies in covered hoppers. Price applies in equipment with mechanical designation Code LO. Mileage Allowance will not apply. Price applies when minimum tender per shipment is 1 car and maximum not greater than 23 cars. Rates apply only when car is completely unloaded at a destination named in this item. Rates apply for domestic use only.
- COL 2: - Price applies in covered hoppers. Price applies in equipment with mechanical designation Code LO. Mileage Allowance will not apply. Price applies when minimum tender per shipment is 24 car and maximum not greater than 110 cars. Rates apply only when car is completely unloaded at a destination named in this item. Rates apply for domestic use only.

|                           |                         |              |  |
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ROUTE DEFINITIONS

ROUTE  
NUMBER  
0001: BNSF DIRECT

OTHER RULES

RATE REFERENCE NOTE: 0100  
- Price applies on cars with total allowable weight on rail not greater than 268,000 pounds.

GROUP DEFINITIONS

ORIGIN GROUPS

GROUP 0001- BNSF4022 31710-18 GRP 1 CONSISTS OF THE FOLLOWING:

|              |    |                  |    |              |    |
|--------------|----|------------------|----|--------------|----|
| HINTON       | IA | JASPER           | MN | BEARDSLEY    | SD |
| ALBERTA      | MN | LAMBERTON        | MN | BERESFORD    | SD |
| BARNESVILLE  | MN | MADISON          | MN | CANTON       | SD |
| BRECKENRIDGE | MN | MAYNARD          | MN | EMERY        | SD |
| CLARA CITY   | MN | MURDOCK          | MN | JEFFERSON    | SD |
| CLARKFIELD   | MN | NEW ULM          | MN | KIMBALL      | SD |
| FERGUS FALLS | MN | ROTHSAY          | MN | LYONS        | SD |
| FRENCH       | MN | RUTHTON          | MN | MADISON      | SD |
| HANLEY FALLS | MN | SPLIT ROCK       | MN | MARION       | SD |
| HERMAN       | MN | SPRINGFIELD      | MN | MITCHELL     | SD |
| HILLS        | MN | SOUTH SIOUX CITY | NE | PARKER       | SD |
| HOLLOWAY     | MN | SUPERIOR         | NE | WEST MILBANK | SD |

GROUP 0002- BNSF4022 31710-18 GRP 2 CONSISTS OF THE FOLLOWING:

|           |    |             |    |            |    |
|-----------|----|-------------|----|------------|----|
| ARGYLE    | MN | DRAYTON     | ND | OAKES      | ND |
| BELTRAMI  | MN | EDGELEY     | ND | PARK RIVER | ND |
| CROOKSTON | MN | ELDRIDGE    | ND | SURREY     | ND |
| ERSKINE   | MN | FINLEY      | ND | THOMPSON   | ND |
| ULEN      | MN | GRAND FORKS | ND | BRUNSWICK  | NE |
| WARREN    | MN | HANNAFORD   | ND | O NEILL    | NE |
| ALTON     | ND | KINDRED     | ND | ALPENA     | SD |
| AYR       | ND | LAKOTA      | ND | HARROLD    | SD |
| BEREA     | ND | MAYVILLE    | ND | HIGHMORE   | SD |
| BOTTINEAU | ND | NILES       | ND | WOLSEY     | SD |
| CASSELTON | ND |             |    |            |    |

GROUP 0003- BNSF4022 31710-18 GRP 3 CONSISTS OF THE FOLLOWING:

|           |    |            |    |           |    |
|-----------|----|------------|----|-----------|----|
| BOYLE     | ND | CRIVEN     | SD | MELLETTTE | SD |
| JAMESTOWN | ND | GREBNER    | SD | ONIDA     | SD |
| STERLING  | ND | LEMMON     | SD | SELBY     | SD |
| BOWDLE    | SD | MCLAUGHLIN | SD |           |    |

DESTINATION GROUPS

GROUP 0051- BNSF 4022 31721 GRP 51 CONSISTS OF THE FOLLOWING:

M420 -000009

| MORE => |



|                           |                        |                            |              |               |       |
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| SEATTLE                   | WA                     |                            |              |               |       |
| (C) GROUP 0053-           | BNSF 4022 31721 GRP 53 | CONSISTS OF THE FOLLOWING: |              |               |       |
| AUBURN                    | WA                     | KALAMA                     | WA           | TACOMA        | WA    |
| BRIARWOOD                 | WA                     | KENT                       | WA           | THOMAS        | WA    |
| CHEHALIS                  | WA                     | LONGVIEW                   | WA           | VANCOUVER     | WA    |
| GRAND MOUND               | WA                     | ROCHESTER                  | WA           | WOODLAND      | WA    |
| GROUP 0054-               | BNSF 4022 31721 GRP 54 | CONSISTS OF THE FOLLOWING: |              |               |       |
| PORTLAND                  | OR                     | RIVER GATE                 | OR           |               |       |
| GROUP 0055-               | BNSF 4022 31721 GRP 55 | CONSISTS OF THE FOLLOWING: |              |               |       |
| ASTORIA                   | OR                     | HILLSBORO                  | OR           | NORTH PLAINS  | OR    |
| CANBY                     | OR                     | HOPMERE                    | OR           | SALEM         | OR    |
| CORNELIUS                 | OR                     | LOGANVILLE                 | OR           | ST LOUIS      | OR    |
| DAYTON                    | OR                     | MCCOY                      | OR           | WEST WOODBURN | OR    |
| DONALD                    | OR                     | MT ANGEL                   | OR           | WILSONVILLE   | OR    |
| GROUP 0059-               | BNSF 4022 31721 GRP 59 | CONSISTS OF THE FOLLOWING: |              |               |       |
| CULVER                    | OR                     | JUNCTION CITY              | OR           | MADRAS        | OR    |
| HARRISBURG                | OR                     |                            |              |               |       |
| GROUP 0061-               | BNSF 4022 31721 GRP 61 | CONSISTS OF THE FOLLOWING: |              |               |       |
| BRUCE                     | WA                     | LIND                       | WA           | RITZVILLE     | WA    |
| CONNELL                   | WA                     | MOSES LAKE                 | WA           | SUNNYSIDE     | WA    |
| ELLENSBURG                | WA                     | OTHELLO                    | WA           | WARDEN        | WA    |
| EPHRATA                   | WA                     | PROSSER                    | WA           | WHEELER       | WA    |
| GRANDVIEW                 | WA                     | QUINCY                     | WA           | YAKIMA        | WA    |
| GRANGER                   | WA                     |                            |              |               |       |
| GROUP 0062-               | BNSF 4022 31721 GRP 62 | CONSISTS OF THE FOLLOWING: |              |               |       |
| GLADE                     | WA                     | PASCO                      | WA           | RICHLAND      | WA    |
| KENNEWICK                 | WA                     | PLYMOUTH                   | WA           |               |       |
| GROUP 0063-               | BNSF 4022 31721 GRP 63 | CONSISTS OF THE FOLLOWING: |              |               |       |
| MEAD                      | WA                     | SPOKANE                    | WA           |               |       |
| GROUP 0064-               | BNSF 4022 31721 GRP 64 | CONSISTS OF THE FOLLOWING: |              |               |       |
| ARLINGTON                 | WA                     | FERNDAL                    | WA           | MONROE        | WA    |
| BURLINGTON                | WA                     | FIR                        | WA           | STANWOOD      | WA    |
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|---------------|----|-------------------------|----|-------|-------|-------|---------------|
| FROM STATIONS |    | TO STATIONS             |    |       |       |       |               |
|               |    |                         |    | COL 1 | COL 2 | COL 3 | NOTES C ROUTE |
| GROUP 0001    |    | GROUP 0051              |    | 4824  | 4689  | .     | 0001          |
| GROUP 0001    |    | GROUP 0053              |    | 4738  | 4603  | .     | 0001          |
| GROUP 0001    |    | GROUP 0054              |    | 4629  | 4494  | .     | 0001          |
| GROUP 0001    |    | GROUP 0055              |    | 4747  | 4612  | .     | 0001          |
| GROUP 0001    |    | GROUP 0059              |    | 4928  | 4793  | .     | 0001          |
| GROUP 0001    |    | GROUP 0061              |    | 4735  | 4600  | .     | 0001          |
| GROUP 0001    |    | GROUP 0062              |    | 4611  | 4476  | .     | 0001          |
| GROUP 0001    |    | GROUP 0063              |    | 4648  | 4513  | .     | 0001          |
| GROUP 0001    |    | GROUP 0064              |    | 5110  | 4975  | .     | 0001          |
| GROUP 0001    |    | LAWRENCE                | WA | 5110  | 4975  | .     | 0100     0001 |
| GROUP 0001    |    | LYNDEN                  | WA | 5117  | 4982  | .     | 0100     0001 |
| GROUP 0001    |    | ROY                     | WA | 4738  | 4603  | .     | 0100     0001 |
| GROUP 0001    |    | SUMAS                   | WA | 5114  | 4979  | .     | 0100     0001 |
| GROUP 0002    |    | GROUP 0051              |    | 4799  | 4664  | .     | 0001          |
| GROUP 0002    |    | GROUP 0053              |    | 4714  | 4579  | .     | 0001          |
| GROUP 0002    |    | GROUP 0054              |    | 4605  | 4470  | .     | 0001          |
| GROUP 0002    |    | GROUP 0055              |    | 4722  | 4587  | .     | 0001          |
| GROUP 0002    |    | GROUP 0059              |    | 4903  | 4768  | .     | 0001          |
| GROUP 0002    |    | GROUP 0061              |    | 4711  | 4576  | .     | 0001          |
| GROUP 0002    |    | GROUP 0062              |    | 4586  | 4451  | .     | 0001          |
| GROUP 0002    |    | GROUP 0063              |    | 4623  | 4488  | .     | 0001          |
| GROUP 0002    |    | GROUP 0064              |    | 5085  | 4950  | .     | 0001          |
| GROUP 0002    |    | LAWRENCE                | WA | 5043  | 4828  | .     | 0100     0001 |
| GROUP 0002    |    | LYNDEN                  | WA | 5050  | 4835  | .     | 0100     0001 |
| GROUP 0002    |    | ROY                     | WA | 4672  | 4457  | .     | 0100     0001 |
| GROUP 0002    |    | SUMAS                   | WA | 5047  | 4832  | .     | 0100     0001 |
| GROUP 0003    |    | GROUP 0051              |    | 4841  | 4709  | .     | 0001          |
| GROUP 0003    |    | GROUP 0053              |    | 4756  | 4621  | .     | 0001          |
| GROUP 0003    |    | GROUP 0054              |    | 4646  | 4511  | .     | 0001          |
| GROUP 0003    |    | GROUP 0055              |    | 4764  | 4629  | .     | 0001          |
| GROUP 0003    |    | GROUP 0059              |    | 4945  | 4810  | .     | 0001          |
| GROUP 0003    |    | GROUP 0061              |    | 4753  | 4618  | .     | 0001          |
| GROUP 0003    |    | GROUP 0062              |    | 4628  | 4493  | .     | 0001          |
| GROUP 0003    |    | GROUP 0063              |    | 4665  | 4530  | .     | 0001          |
| GROUP 0003    |    | GROUP 0064              |    | 5127  | 4992  | .     | 0001          |
| GROUP 0003    |    | LAWRENCE                | WA | 5127  | 4912  | .     | 0100     0001 |
| GROUP 0003    |    | LYNDEN                  | WA | 5134  | 4999  | .     | 0100     0001 |
| GROUP 0003    |    | ROY                     | WA | 4755  | 4620  | .     | 0100     0001 |
| GROUP 0003    |    | SUMAS                   | WA | 5131  | 4996  | .     | 0100     0001 |
| ARVILLA       | ND | GROUP 0051              |    | 4799  | 4664  | .     | 0100     0001 |
| ARVILLA       | ND | GROUP 0053              |    | 4714  | 4579  | .     | 0100     0001 |
| ARVILLA       | ND | GROUP 0054              |    | 4605  | 4470  | .     | 0100     0001 |
| ARVILLA       | ND | GROUP 0055              |    | 4722  | 4587  | .     | 0100     0001 |
| ARVILLA       | ND | GROUP 0059              |    | 4903  | 4768  | .     | 0100     0001 |
| ARVILLA       | ND | GROUP 0061              |    | 4711  | 4576  | .     | 0100     0001 |
| ARVILLA       | ND | GROUP 0062              |    | 4586  | 4451  | .     | 0100     0001 |

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|---------|----|------------|------|------|------|------|------|------|
| ARVILLA | ND | GROUP 0063 | 4623 | 4488 | .    | 0100 |      | 0001 |
| ARVILLA | ND | GROUP 0064 | 5085 | 4950 | .    | 0100 |      | 0001 |
| ARVILLA | ND | LAWRENCE   | WA   | 5043 | 4828 | .    | 0100 | 0001 |
| ARVILLA | ND | LYNDEN     | WA   | 5050 | 4835 | .    | 0100 | 0001 |
| ARVILLA | ND | ROY        | WA   | 4672 | 4457 | .    | 0100 | 0001 |
| ARVILLA | ND | SUMAS      | WA   | 5047 | 4832 | .    | 0100 | 0001 |

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| CORN - FEB, 2010 - SHUTTLE MATRIX           | 39002 | 58    | 0    | CANCELLED |
| CORN - MAR, 10 - SHUTTLE MATRIX             | 39003 | 44    | 1    | CANCELLED |
| CORN - APR, 10 - SHUTTLE MATRIX             | 39004 | 58    | 3    | CANCELLED |
| CORN - MAY, 10 thru JUNE, 10 - SHUTTLE MATR | 39005 | 58    | 1    | CANCELLED |
| CORN - JUNE, 09 - SHUTTLE MATRIX            | 39006 | 44    | 0    | CANCELLED |
| July - September 2010 Corn Shuttle Item     | 39007 | 58    | 4    | CANCELLED |
| CORN - OCT thru NOV, 10 - SHUTTLE MATRIX    | 39008 | 43    | 5    | CANCELLED |
| CORN - March 2011 - SHUTTLE MATRIX          | 39009 | 41    | 18   | CANCELLED |
| CORN - Jan 2013 thru March 2013 - SHUTTLE M | 39010 | 49    | 28   | JAN-01-13 |
| CORN - NOV, 09 - SHUTTLE MATRIX             | 39011 | 58    | 1    | CANCELLED |
| CORN - DEC, 09 - SHUTTLE MATRIX             | 39012 | 58    | 2    | CANCELLED |
| CORN - TX - SHUTTLE MATRIX                  | 39090 | 3     | 2    | JAN-01-13 |
| CORN - SHUTTLE MATRIX TO ND                 | 39099 | 3     | 2    | CANCELLED |
| CORN - Jan, 13 thru Mar, 13 - SHUTTLE MATRI | 39100 | 19    | 0    | JAN-01-13 |
| CORN - JAN, 2010 - SHUTTLE MATRIX-FXE-MEXIC | 39101 | 38    | 1    | CANCELLED |
| CORN - FEB, 2010 - SHUTTLE MATRIX-FXE-MEXIC | 39102 | 214   | 0    | CANCELLED |
| CORN - MAR, 10 - SHUTTLE MATRIX-FXE-MEXICO  | 39103 | 214   | 1    | CANCELLED |
| CORN - APR, 10 - SHUTTLE MATRIX-FXE-MEXICO  | 39104 | 214   | 2    | CANCELLED |
| CORN - MAY, 10 thru JUNE 10 - FXE SHUTTLE M | 39105 | 214   | 3    | CANCELLED |
| CORN - JUNE, 09 - SHUTTLE MATRIX-FXE-MEXICO | 39106 | 171   | 0    | CANCELLED |
| July - September 2010 FXE Mexico Corn Shutt | 39107 | 214   | 3    | CANCELLED |
| CORN - Oct/Dec 2010 - SHUTTLE MATRIX-FXE-ME | 39108 | 215   | 7    | CANCELLED |
| CORN - March 2011- SHUTTLE MATRIX-FXE-MEXI  | 39109 | 224   | 5    | CANCELLED |
| CORN - APR THRU JUNE, 11 - SHUTTLE MATRIX-F | 39110 | 226   | 8    | CANCELLED |
| CORN - Jan, 13 thru Mar, 13 - SHUTTLE MATRI | 39111 | 40    | 13   | JAN-02-13 |
| CORN - DEC, 09 - SHUTTLE MATRIX-FXE-MEXICO  | 39112 | 198   | 1    | CANCELLED |
| Corn - MN, ND, SD to Brunswick, MO SHUTTLE  | 39190 | 3     | 1    | JAN-01-13 |
| CORN - To Marion, SD-BNSF Direct            | 39195 | 4     | 4+   | JAN-19-13 |
| CORN - To Columbus, NE-BNSF Direct          | 39198 | 5     | 19   | JAN-01-13 |
| CORN - SHUTTLE MATRIX TO ND                 | 39199 | 3     | 0    | CANCELLED |
| CORN - JAN 13 thru MAR 13 - CORN SHUTTLE MA | 39200 | 6     | 0    | JAN-01-13 |
| CORN - Jan, 2010 - CORN SHUTTLE MATRIX-KCSM | 39201 | 52    | 0    | CANCELLED |
| CORN - FEB, 2010 - CORN SHUTTLE MATRIX-KCSM | 39202 | 52    | 0    | CANCELLED |
| CORN - MAR, 10 - CORN SHUTTLE MATRIX-KCSM-M | 39203 | 12    | 1    | CANCELLED |
| CORN - APR, 10 - CORN SHUTTLE MATRIX-KCSM-M | 39204 | 52    | 2    | CANCELLED |
| CORN - MAY, 10 THRU JUNE, 10 - CORN SHUTTLE | 39205 | 52    | 1    | CANCELLED |
| CORN - JUNE, 09 - CORN SHUTTLE MATRIX-KCSM- | 39206 | 52    | 0    | CANCELLED |
| CORN - July thru September 2010 - CORN SHUT | 39207 | 52    | 2    | CANCELLED |
| CORN - OCT thru FEB 11 - CORN SHUTTLE MATRI | 39208 | 53    | 8    | CANCELLED |
| CORN - CORN SHUTTLE MATRIX-KCSM-MEXICO      | 39209 | 53    | 3    | CANCELLED |
| CORN - CORN SHUTTLE MATRIX-KCSM-MEXICO      | 39210 | 12    | 8    | JAN-02-13 |
| CORN - NOV, 09 - CORN SHUTTLE MATRIX-KCSM-M | 39211 | 52    | 1    | CANCELLED |
| CORN - DEC, 09 - CORN SHUTTLE MATRIX-KCSM-M | 39212 | 52    | 0    | CANCELLED |
| CORN - SHUTTLE MATRIX FROM KS & TX          | 39297 | 3     | 17   | JAN-01-13 |

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| CORN - JAN 13 thru MAR 13 - SHUTTLE MATRIX  | 39300 | 12    | 0    | JAN-01-13 |
| Corn - Jan, 2010 - SHUTTLE MATRIX           | 39301 | 12    | 0    | CANCELLED |
| Corn - FEB, 2010 - SHUTTLE MATRIX           | 39302 | 12    | 0    | CANCELLED |
| CORN - MARCH, 10 - SHUTTLE MATRIX           | 39303 | 4     | 1    | CANCELLED |
| CORN - APR, 10 - SHUTTLE MATRIX             | 39304 | 12    | 3    | CANCELLED |
| CORN - MAY, 10 THRU JUNE, 10 - SHUTTLE MATR | 39305 | 12    | 1    | CANCELLED |
| CORN - JUNE, 09 - SHUTTLE MATRIX            | 39306 | 12    | 0    | CANCELLED |
| Corn July - September, 2010 Shuttle From IA | 39307 | 12    | 2    | CANCELLED |
| CORN - OCT thru NOV 10 - SHUTTLE MATRIX     | 39308 | 12    | 1    | CANCELLED |
| CORN - MARCH 2011 - SHUTTLE MATRIX-INTERLIN | 39309 | 13    | 7    | CANCELLED |
| CORN - JAN 13 thru MAR 13 - SHUTTLE MATRIX  | 39310 | 5     | 8    | JAN-02-13 |
| CORN - NOV, 09 - SHUTTLE MATRIX             | 39311 | 12    | 0    | CANCELLED |
| CORN - DEC, 09 - SHUTTLE MATRIX             | 39312 | 12    | 0    | CANCELLED |
| CORN - MAR 2011 - MAR 2013 SHUTTLE MATRIX-  | 39400 | 5     | 20   | JAN-01-13 |
| CORN - Oct 2011 - Mar 2013 SHUTTLE INTERLI  | 39401 | 10    | 12   | JAN-01-13 |
| CORN - To StLouis/TX Gulf-BNSF Direct       | 39405 | 7     | 7    | JAN-01-13 |
| CORN - To Peoria, IL -BNSF Direct           | 39410 | 4     | 6    | JAN-01-13 |
| CORN - To Decatur and Dwight,               | 39411 | 15    | 3    | JAN-01-13 |
| SORGHUM - Jan, 2010 - SHUTTLE MATRIX        | 39501 | 21    | 0    | CANCELLED |
| SORGHUM - FEB, 2010 - SHUTTLE MATRIX        | 39502 | 10    | 0    | CANCELLED |
| SORGHUM - MAR, 10 - SHUTTLE MATRIX          | 39503 | 15    | 1    | CANCELLED |
| SORGHUM - APR 10 - SHUTTLE MATRIX           | 39504 | 10    | 2    | CANCELLED |
| SORGHUM - MAY, 10 thru JUNE 10 - SHUTTLE MA | 39505 | 21    | 1    | CANCELLED |
| SORGHUM - JUNE, 09 - SHUTTLE MATRIX         | 39506 | 15    | 0    | CANCELLED |
| July - September, 2010 Milo Shuttle         | 39507 | 10    | 3    | CANCELLED |
| SORGHUM - OCT - NOV, 10 - SHUTTLE MATRIX    | 39508 | 10    | 1    | CANCELLED |
| SORGHUM - MARCH 2011 - SHUTTLE -BNSF DIRECT | 39509 | 15    | 8    | CANCELLED |
| SORGHUM - OCT 2011 thru DEC 2012 - SHUTTLE  | 39510 | 15    | 8    | JAN-05-13 |
| SORGHUM - NOV, 09 - SHUTTLE MATRIX          | 39511 | 21    | 1    | CANCELLED |
| SORGHUM - DEC, 09 - SHUTTLE MATRIX          | 39512 | 10    | 2    | CANCELLED |
| SORGHUM - Jan , 2010 - SHUTTLE MATRIX-FXE-M | 39601 | 66    | 1    | CANCELLED |
| SORGHUM - FEB , 2010 - SHUTTLE MATRIX-FXE-M | 39602 | 68    | 1    | CANCELLED |
| SORGHUM - MAR, 10 - SHUTTLE MATRIX-FXE-MEXI | 39603 | 68    | 2    | CANCELLED |
| SORGHUM - APR, 10 - SHUTTLE MATRIX-FXE-MEXI | 39604 | 68    | 2    | CANCELLED |
| SORGHUM - MAY, 10 thru JUNE 10 - SHUTTLE MA | 39605 | 68    | 2    | CANCELLED |
| SORGHUM - JUNE, 09 - SHUTTLE MATRIX-FXE-MEX | 39606 | 58    | 0    | CANCELLED |
| SORGHUM - July - September, 10 - Milo Shutt | 39607 | 68    | 2    | CANCELLED |
| SORGHUM - OCT - DEC, 10 - SHUTTLE MATRIX-FX | 39608 | 68    | 4    | CANCELLED |
| SORGHUM - MARCH 2011 - SHUTTLE MATRIX-FXE-M | 39609 | 68    | 2    | CANCELLED |
| SORGHUM - SHUTTLE MATRIX-FXE-MEXICO         | 39610 | 68    | 4    | CANCELLED |
| SORGHUM - OCT , 11 thru Dec 2012 - SHUTTLE  | 39611 | 68    | 8    | JAN-05-13 |
| SORGHUM - DEC , 09 - SHUTTLE MATRIX-FXE-MEX | 39612 | 66    | 1    | CANCELLED |
| SORGHUM - Jan, 2010 - SHUTTLE MATRIX-KCSM-M | 39701 | 21    | 0    | CANCELLED |

|                           |                         |             |  |
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| SORGHUM - MAR, 10 - SHUTTLE MATRIX-TFM-MEXI | 39703 | 6     | 1    | CANCELLED |  |
| SORGHUM - APR, 10 - SHUTTLE MATRIX-TFM-MEXI | 39704 | 21    | 2    | CANCELLED |  |
| SORGHUM - MAY, 10 thru JUNE 10 - SHUTTLE MA | 39705 | 21    | 1    | CANCELLED |  |
| SORGHUM - JUNE, 09 - SHUTTLE MATRIX-TFM-MEX | 39706 | 6     | 0    | CANCELLED |  |
| July - September Milo Shuttle -KCSM-MEXICO  | 39707 | 21    | 2    | CANCELLED |  |
| SORGHUM - MARCH 2011 - SHUTTLE MATRIX-KCSM- | 39708 | 21    | 7    | CANCELLED |  |
| SORGHUM - APR THRU MAY, 11 - SHUTTLE MATRIX | 39709 | 21    | 2    | CANCELLED |  |
| SORGHUM - OCT, 11 thru SEP, 12 - SHUTTLE MA | 39710 | 21    | 6    | JAN-05-13 |  |
| SORGHUM - NOV, 09 - SHUTTLE MATRIX-KCSM-MEX | 39711 | 21    | 1    | CANCELLED |  |
| SORGHUM - DEC, 09 - SHUTTLE MATRIX-KCSM-MEX | 39712 | 21    | 0    | CANCELLED |  |
| CORN - JAN 2013 - MAR 2013 SHUTTLE MATRIX-I | 39900 | 21    | 11   | JAN-05-13 |  |
| SORGHUM - Jan 2013 - Sep 2013 SHUTTLE MATRI | 39990 | 10    | 7    | JAN-05-13 |  |

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| FROM SELECTED STATIONS IN:  
 | MINNESOTA, NORTH DAKOTA, SOUTH DAKOTA  
 |  
 | TO SELECTED STATIONS IN:  
 | SOUTH DAKOTA

GENERAL RULES

- Freight charges must be PREPAID. Price applies in United States funds. Price applies for shuttle train shipments only.
- Price is subject to a Fuel Surcharge. A Mileage Based Fuel Surcharge will be applied to the rates or charges in this price authority for the shipment, as provided for in Item 3376-Series, Section B (\$2.50 Strike Price), of BNSF Rules Book 6100-Series. This amount will be added to the freight bill.

COMMODITY DEFINITIONS

| STCC    | DESCRIPTION  |
|---------|--|
| 01132   | CORN EXC. POPCORN SEE 01152 THE EAR, NOT SHELLLED, DRIED |
| 2041979 | CORN, CRACKED  |

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

- COL 1: - Price applies in covered hoppers. Price applies if minimum tender per shipment is 110 cars and maximum not greater than 120 cars. Price applies on all equipment registered in the Uniform Machine Language Equipment Register (UMLER) to load to a gross weight of 268,000 pounds. (See Item 11030 exception 1 and Item 12164 of this tariff for governing provisions).
- COL 2: - Price applies in covered hoppers. Price applies if minimum tender per shipment is equal to or greater than 110 cars and equal to but not exceeding 120 cars. Price applies on all equipment registered in the Uniform Machine Language Equipment Register (UMLER) to load to a gross weight of 286,000 pounds (Heavy Axle-HA), and has a cubic capacity equal to or greater than 4750 cubic feet, but less than 5000 cubic feet, regardless of actual lading weight. (See Item 11030 exception 1 and item 12164 of this tariff for governing provisions).
- COL 3: - Price applies in covered hoppers. Price applies if minimum tender per shipment is equal to or greater than 110 cars and equal to but not exceeding 120 cars. Price applies on all equipment registered in the Uniform Machine Language Equipment Register (UMLER) to load to a gross weight of 286,000 pounds (Heavy Axle-HA), and has a cubic capacity equal to or greater than 5001 cubic feet, regardless of actual lading weight. (See Item 11030 exception 1 and item 12164 of this tariff for governing provisions).



|                           |                         |             |  |
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ROUTE DEFINITIONS

ROUTE

NUMBER

0001: BNSF DIRECT

|                           |                         |             |
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|               |             |   |  |
|---------------|-------------|---|--|
|               |             | RATES - DOLLARS PER CAR                   |  |
| FROM STATIONS | TO STATIONS | -----                                     |  |
|               |             | COL 1   COL 2   COL 3   COL 4   C   ROUTE |  |

|                   |    |        |    |      |      |      |   |   |      |
|-------------------|----|--------|----|------|------|------|---|---|------|
| ALBERTA           | MN | MARION | SD | 1989 | 2100 | 2210 | . |   | 0001 |
| BARNESVILLE       | MN | MARION | SD | 2421 | 2556 | 2690 | . |   | 0001 |
| BRECKENRIDGE      | MN | MARION | SD | 2259 | 2385 | 2510 | . |   | 0001 |
| CLARA CITY        | MN | MARION | SD | 1611 | 1701 | 1790 | . |   | 0001 |
| CLARKFIELD        | MN | MARION | SD | 1602 | 1691 | 1780 | . |   | 0001 |
| CROOKSTON         | MN | MARION | SD | 2223 | 2347 | 2470 | . |   | 0001 |
| ERSKINE           | MN | MARION | SD | 2241 | 2366 | 2490 | . |   | 0001 |
| FRENCH            | MN | MARION | SD | 2430 | 2565 | 2700 | . |   | 0001 |
| HANLEY FALLS      | MN | MARION | SD | 1602 | 1691 | 1780 | . |   | 0001 |
| HERMAN            | MN | MARION | SD | 1989 | 2100 | 2210 | . |   | 0001 |
| HILLS             | MN | MARION | SD | 1395 | 1473 | 1550 | . |   | 0001 |
| HOLLOWAY          | MN | MARION | SD | 1791 | 1891 | 1990 | . |   | 0001 |
| JASPER            | MN | MARION | SD | 1404 | 1482 | 1560 | . |   | 0001 |
| MADISON           | MN | MARION | SD | 1791 | 1891 | 1990 | . |   | 0001 |
| MAYNARD           | MN | MARION | SD | 1602 | 1691 | 1780 | . |   | 0001 |
| MURDOCK           | MN | MARION | SD | 1800 | 1900 | 2000 | . |   | 0001 |
| RUTHTON           | MN | MARION | SD | 1404 | 1482 | 1560 | . |   | 0001 |
| SPLIT ROCK        | MN | MARION | SD | 1404 | 1482 | 1560 | . |   | 0001 |
| ULEN              | MN | MARION | SD | 2205 | 2328 | 2450 | . |   | 0001 |
| ALTON             | ND | MARION | SD | 2205 | 2328 | 2450 | . |   | 0001 |
| ARVILLA           | ND | MARION | SD | 2223 | 2347 | 2470 | . |   | 0001 |
| AYR               | ND | MARION | SD | 2205 | 2328 | 2450 | . |   | 0001 |
| BERE A            | ND | MARION | SD | 2214 | 2337 | 2460 | . |   | 0001 |
| BERNARD           | ND | MARION | SD | 2421 | 2556 | 2690 | . |   | 0001 |
| CASSELT ON        | ND | MARION | SD | 2412 | 2546 | 2680 | . |   | 0001 |
| CRYSTAL           | ND | MARION | SD | 2232 | 2356 | 2480 | . |   | 0001 |
| DRAYTON           | ND | MARION | SD | 2232 | 2356 | 2480 | . |   | 0001 |
| EDGELEY           | ND | MARION | SD | 2430 | 2565 | 2700 | . |   | 0001 |
| FINLEY            | ND | MARION | SD | 2214 | 2337 | 2460 | . |   | 0001 |
| JAMESTOWN         | ND | MARION | SD | 2223 | 2347 | 2470 | . |   | 0001 |
| KINDRED           | ND | MARION | SD | 2412 | 2546 | 2680 | . |   | 0001 |
| MAYVILLE          | ND | MARION | SD | 2232 | 2356 | 2480 | . |   | 0001 |
| MILTON            | ND | MARION | SD | 2241 | 2366 | 2490 | . |   | 0001 |
| NILES             | ND | MARION | SD | 2250 | 2375 | 2500 | . |   | 0001 |
| NORTH GRAND FORKS | ND | MARION | SD | 2223 | 2347 | 2470 | . |   | 0001 |
| OAKES             | ND | MARION | SD | 2421 | 2556 | 2690 | . |   | 0001 |
| THOMPSON          | ND | MARION | SD | 2214 | 2337 | 2460 | . |   | 0001 |
| ALPENA            | SD | MARION | SD | 1602 | 1691 | 1780 | . |   | 0001 |
| ANDOVER           | SD | MARION | SD | 1809 | 1910 | 2010 | . | A | 0001 |
| BEARDSLEY         | SD | MARION | SD | 1404 | 1482 | 1560 | . |   | 0001 |
| BOWDLE            | SD | MARION | SD | 2178 | 2299 | 2420 | . |   | 0001 |
| CANTON            | SD | MARION | SD | 1395 | 1473 | 1550 | . |   | 0001 |
| CRAVEN            | SD | MARION | SD | 1809 | 1910 | 2010 | . |   | 0001 |
| EMERY             | SD | MARION | SD | 1413 | 1492 | 1570 | . |   | 0001 |
| GREBNER           | SD | MARION | SD | 1809 | 1910 | 2010 | . |   | 0001 |
| HARROLD           | SD | MARION | SD | 1800 | 1900 | 2000 | . |   | 0001 |

|              |         |
|--------------|---------|
| M420 -000019 | MORE => |
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NOTES

Adding origin rates