

**STB GLC Tariff 800-F**  
**Cancels**  
**STB GLC Tariff 800-E**

## **GREAT LAKES CENTRAL RAILROAD**

Applying on all traffic moving under Great Lakes Central Railroad (GLC) local, joint, and proportional rate authorities.

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### **RULES AND ACCESSORIAL TARIFF**

Covering rules, regulations, and special charges governing the transportation of freight

Governed by the Uniform Freight Classification (UFC), except as otherwise provided.

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## SECTION 1

### TERM DEFINITIONS

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The following definitions are provided to clarify and guide the terms used in this tariff:

**Actual Placement** – Occurs when a railcar is positioned for loading or unloading in a location that is accessible or designated by the shipper (consignor) or receiver (consignee).

**Consignee** – The individual or entity to whom goods are shipped. This includes various parties involved in handling the shipment, such as the care-of party, unloaders, warehouse operators, or transloaders.

**Consignor** – The individual or entity that orders the shipment of a railcar and provides directions for its forwarding.

**Constructive Placement** – A situation where a railcar cannot be placed at the loading or unloading point due to constraints on the part of the consignor or consignee and is placed elsewhere. In such cases, demurrage rules and fees apply as if the car were placed at the designated point.

**Demurrage Day** – A 24-hour period (or part thereof) that starts at one minute past midnight following the car tender.

**Disposition** – Information or instructions provided that enable the railroad to proceed with handling the railcar, either to tender it or to release it from the consignor's or consignee's account.

**Diversión** – Railroad diversion refers to altering the destination or route of a shipment before it reaches its originally intended endpoint. This modification can involve changing various shipment instructions while it's in transit, such as adjusting the destination, route, consignee's or consignor's name, or the party to be notified of delivery.

**Empty Car(s) Ordered and Not Used** – Railcars that were placed for loading as requested but were then released without being used for transport.

**Empty Release Information** – Notification from the consignee indicating that a railcar is unloaded and available, including details about the consignee, the party providing the information, and the car's identification.

**Forwarding Instructions** – Shipping details provided at the loading point that include all necessary information for the transport of the shipment to its final destination.

**Lease Track** – Tracks allocated to a user under a formal agreement, treated the same as private tracks.

**Line-Haul** – Defined in this tariff as the transport of one or more railcars from one station to another, including the return of empty cars within six months after their outbound loaded journey.

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**Loading** – The process of either fully or partially loading a railcar in accordance with established rules and providing the necessary forwarding instructions.

**Local Service** – Traffic movement that originates and concludes within the points serviced by the switching carrier.

**Loaded Car(s)** – A railcar that is fully or partially loaded.

**Notification** – Written notice provided to the relevant parties that a railcar is available for loading, unloading, or is affected by demurrage regulations.

**Order Date** – The date on which a consignor requests the provisioning of empty railcars for loading.

**Other Than Public Delivery Track** – Any track designated for individual use, including those that are privately owned or leased.

**Partial Unloading** – The unloading of a railcar to some extent and the provision of appropriate forwarding or handling instructions.

**Price List** – The set rates, including those specified in specific items of this tariff.

**Private Car(s)** – A railcar bearing non-railroad identification and not controlled by a railroad.

**Private Track** – Tracks that are neither owned nor leased by the railroad.

**Public Delivery Track** – Tracks that are available for general public use for loading and unloading.

**Railroad-Controlled Car(s)** – A railcar identified by non-railroad marks but is leased or controlled by a railroad.

**Reconsignment** – The issuance of a new Shipping Instruction by the Freight Payer that alters the Consignee of a railcar or changes the party responsible for covering the transportation charges of a Shipment.

**Refused Loaded Car(s)** – A loaded railcar that is turned away at its destination without unloading.

**Reloading** – The act of loading a railcar after it has been released as empty.

**Release** – The acknowledgment by the railroad of a railcar being empty or of receiving forwarding instructions.

**Reshipment** – A new order to forward the entire original shipment in the same railcar(s) to a different destination.

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**Serving Yard** – A classification yard from which the local train serving a customer originates.

**Shipper Assigned Car(s)** – Specific empty railcars allocated for exclusive use by a particular shipper.

**Stopped in Transit** – A situation where a railcar is held en route due to issues attributable to the consignor, consignee, or owner.

**Subscribing Carrier** – Railroads that are listed and participate in this tariff.

**Tender** – The act of notifying or placing an empty or loaded railcar.

**Unloading** – The complete removal of contents from a railcar, and notification from the consignee that the railcar is empty and available for the railroad.

## SECTION 2

### RATE PUBLICATION INFORMATION

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2024 GLCR Tariff Rates			
Section 1- Switching Rates			
Intra-Plant Switch		\$200.00	Per Car
Intra-Terminal Switch		\$400.00	Per Car
Inter-Terminal Switch		\$500.00	Per Car
Cherry Picking		\$200.00	Per Car
Section 2			
Special Train Service		\$4,000.00	Per Service
Special Service Cancellation		\$2,000.00	>24 Hour Notice
Special Service Cancellation		\$3,000.00	<24 Hour Notice
Section 3			
Closing/Opening Doors		AAR Hourly	
		\$200.00	Dispatch Fee
Improperly Loaded Cars		\$500.00	Per Car
Turning of Cars		\$500.00	Per Car
Cars Recieved in Error		\$450.00	Per Car
Diversion Charge		\$400.00	Per Car
Cleaning Charge		AAR Hourly	
		\$200.00	Switch Fee
Section 4 - Car Orders			
Empty- Not loaded	1	Free Empty	Move
Empty-Empty Move		\$500.00	Per Car
Car Orders Customer Rejected		\$450.00	Per Car
Canceled/Unused Orders		\$300.00	Per Car
Section 5 - Weighing Charges			
Private Weighing		\$ 200.00	Per Car
Owned Scale		\$ 500.00	Per Car
Section 6			
Security Deposit		\$ 500.00	
Changes to Billing		\$ 100.00	
Incomplete Billing		\$ 100.00	
Handling of Empty Frieght		\$ 500.00	Per Car



## **SECTION 3**

# **GENERAL TARIFF RULES AND GUIDELINES**

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## ITEM 5 Description of Governing Classification and Exceptions

The term “Uniform Freight Classification,” when used herein, means **STB UFC 6000-Series**.

## ITEM 10 Station Lists and Conditions

This tariff is governed by the official list of Open and Prepay Station **6000-Series, STB OPSL 6000-Series**, Station List Publishing Company, Agent, to the extent shown below:

### Prepay Requirements and Station Conditions

For additions and abandonments of stations, and except as otherwise shown herein, for prepay requirements, changes in names to stations, restrictions as to acceptance or delivery of freight and changes in station facilities.

When a station is abandoned as of a date specified in the STB OPSL 6000- Series, the rates from and to such station as published in this tariff is inapplicable on and after that date.

## ITEM 15 Explosive and Dangerous Articles

For rules and regulations governing the transportation of explosives and other dangerous articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see tariff **STB BOE 6000-Series**, issued by the Association of American Railroads, Bureau of Explosives, Agent.

## ITEM 20 Hazardous Commodities Regulations

If hazardous material regulations change during the duration of any GLC contracts, quotes, or tariffs and impact GLC’s handling of carloads, GLC has the right to review and change the current agreement. Carrier and Industry will review and discuss current and anticipated additional costs resulting from any order or directive of any governmental body or agency or any court prohibiting, regulating, restricting, or requiring movement of loaded hazardous cars subject to the terms of the current agreement. Such costs shall include but are not limited to transportation costs (including applicable charges for any transportation service performed by railroad), securement, dumping, storage, transfer, delivery, treatment or other costs incurred as a result of any such order or directive. The review and discussion will serve as the basis for considering adjustment to the rates and/or compensation to the Carrier for changes necessary to comply with governmental mandates. If reasonable compensation and/or rate adjustments are not agreed upon by both parties, then the current agreement shall become null and void.

## ITEM 25 Reference to Tariffs, Items, Notes, Rules, Etc.

Where reference is made in this Tariff to additional tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs, as well as reissues of such items, notes, rules, etc.

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## **ITEM 30     Terminal or Transit Privileges or Services**

Shipments made under the rates referring to this tariff are entitled also to terminal and transit services and privileges, and are subject to the charges, allowances, rules and regulations legally applicable thereto, as provided in separately published tariffs.

## **ITEM 35     Consecutive Numbers**

Where consecutive numbers are represented in publications referring to this tariff by first and last number connected by the word "to" or a hyphen they will be understood to include both numbers shown. If the first number only bears a reference mark, such mark also applies to the last number shown and to all the numbers between first and last numbers.

## **ITEM 40     Capacities and Dimensions of Cars**

For marked capacities, length, dimensions, and cubical capacities of cars, see the Official Equipment Register, STB RER 6411-Series.

## **ITEM 45     Method of Canceling**

As this Tariff and publications referring to it is supplemented, numbered items with lettered suffixed cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A and shall remain in effect from the date published until canceled or replaced.

## **ITEM 50     National Service Order Tariff**

This tariff is subject to provisions of various Surface Transportation Board Service Orders and General Permits and is shown in Tariff **NSO 6100-Series, STB NSO 6100-Series**.

## **ITEM 55     Industry Name Change**

When an industry at a private siding on GLC is mentioned by name and a change of ownership occurs, the switching provisions herein for the named industry will also apply to the successor industry at the same private siding.

## **ITEM 60     Currency**

The charges stated herein are published in US Dollars.

## **ITEM 65     Payment of Charges**

All charges must be paid within thirty (30) calendar days after the date of billing. Thereafter a service fee of 1.5% will be due per month (or fraction thereof) on past due invoices.

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## **ITEM 70      Credit Establishment**

Credit Establishment: All customers are required to establish credit with GLC prior to shipment. Please contact Marketing at [marketing@glcrailroad.com](mailto:marketing@glcrailroad.com) or 989-725-6644 ext 6110.

Credit Terms: Payment in full for all line-haul freight charges, switching charges, demurrage charges, and miscellaneous charges must be received by GLC within 30 days of the invoice date.

No Offset of Charges: Customers may not offset or otherwise withhold payment of any GLC charges due to any alleged overcharge, freight damage, or other dispute with GLC.

## **ITEM 75      Payment of Charges- Non-Credit Customers**

Customers who have not applied for and/or received credit approval from GLC, or who have had their credit suspended by GLC, must pay line-haul freight charges, switching charges, demurrage charges, miscellaneous charges, and any other applicable fees in full:

- 1) Prior to GLC acceptance of a shipment at origin if tendered prepaid
- 2) Prior to placement of a shipment at destination if tendered collect

## **ITEM 80      Observed Holidays**

GLC will observe the following holidays-

New Year's Day- January 1  
Good Friday- Friday before Easter Sunday  
Memorial Day- Last Monday of May  
Independence Day- July 4  
Labor Day- First Monday of September  
Thanksgiving Day- Fourth Thursday of November  
Friday after Thanksgiving- Fourth or Fifth Friday of November  
Christmas Eve- December 24  
Christmas Day- December 25  
New Year's Eve- December 31

When these dates occur on a Saturday, the preceding Friday will be observed as a holiday.  
When these dates occur on a Sunday, the following Monday will be observed as the holiday.

## **ITEM 85      Intra-Plant Switch**

A switching movement from one track to another track within the same plant or industry, or from one location to another location on the same track within the same plant or industry.

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## **ITEM 90      Intra-Terminal Switch**

A switching movement (other than intra-plant switching) from one track to another track served by the same railroad within the same switching limits of one station or industrial switching district.

## **ITEM 95      Inter-Terminal Switch**

A switching movement from a track served by one railroad to a track served by another railroad when both tracks are within the same switching limits of one station or industrial switching district.

## **ITEM 100 Rules & Charges for Diversion or Reconsignment**

When the applicable diversion or reconsignment provisions have been met and the line-haul transportation price authorizes diversions, the following diversion or reconsignment charges will apply as posted. Diversion, as used herein, shall mean altering the destination or route of a shipment before it reaches its originally intended endpoint. This modification can involve changing various shipment instructions while it's in transit, such as adjusting the destination, route, consignee's or consignor's name, or the party to be notified of delivery.

GLC will make a diligent effort to effect desired diversion or reconsignment when the car is in the possession of GLC.

GLC may elect not to accept orders for Diversion or Reconsignments:

- 1) After the car has been interchanged to a connecting line-haul carrier.
- 2) After arrival of the car at billed destination by GLC.
- 3) To a station or point of delivery where an active embargo is in force.
- 4) If the car is in an interchange block.
- 5) That requires GLC to perform backhauls or out-of-line hauls.

Diversion or Reconsignment requests will only be processed when is request is submitted in writing to [marketing@glcrailroad.com](mailto:marketing@glcrailroad.com) .

All charges for the shipment, whether accrued or accruing, must be paid or guaranteed to the satisfaction of GLC before the railcar(s) is diverted or reconsigned.

GLC will not be responsible for executing a diversion or reconsignment order on a specific day or time of day.

GLC will not be responsible for increased charges when the diversion or reconsignment cannot be accomplished as the desired location.

GLC will not assume any responsibility for effecting a diversion or reconsignment at a specific location if orders are received outside normal business hours.

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GLC will not be responsible for any charges when GLC is unable to effect a diversion or reconsignment request.

An order for diversion or reconsignment, which specifies a through rate is to be protected, will not be construed as obligating GLC to protect other than the lawful rates and charges under these diversion rules.

A charge will be assessed for Diversion or Reconsignment requests shall be due in addition to any other applicable charges for the move.

## **ITEM 105 Interchange Error**

Cars (loaded or empty) received by GLC in error without forwarding instructions from the connection carrier will be handled in accordance with AAR Car Service Rule 7.

If cars are returned to the delivering carrier, forwarded to the proper carrier, or require holding, GLC will assess the connecting carrier a charge as posted.

## **ITEM 110 Cars Refused at Interchange**

Cars refused at the interchange by GLC due to needing repairs or bad order status while on foreign carrier will be subject to a per car charge to switch the car(s) out and leave it at the interchange point.

## **ITEM 115 Industry Setback**

Upon receipt of a request to return car(s) previously released on GLC, GLC will perform the service at a charge per car, provided car(s) is still on GLC and able to be returned prior to interchange.

## **ITEM 120 Turning Cars to Permit Loading or Unloading**

When it's desired that cars be placed for loading or unloading from a particular side or end of car, the car must be placarded on the shipping document or shipping order as follows:

**Notice to Carrier-** Deliver car from side or end specified by placard

1) If shipping document carrier's notation that car was placarded and placards(s) has disappeared, charges for turning will not apply.

A. Proper documentation must be present on the Bill of Lading that the car has been placarded on both sides of the railcar. Failure to do so will result in a turn charge.

2) When shipping document or order is not properly noted and placards are missing, and GLC is requested to turn after initial placement, the charges will apply.

If a railcar needs to be turned due to improper spotting by GLC, no charge will be assessed.

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## **ITEM 125 Early Release of Car(s) Placed for Loading or Unloading**

When a customer prematurely releases a car(s) previously placed for loading or unloading, and refuses to allow GLC to remove the car(s) because the loading or unloading of the car has not been completed or GLC cannot move car(s) as a result of conditions attributable to the customer, the car will remain on demurrage as if the car had not been given, and a charge per car will be assessed.

## **ITEM 130 Charge for Car(s) Ordered and Not Used**

If a car order is placed for empty cars for loading and the service of constructive or actual placement has been performed and the cars are subsequently released back to GLC without being load and billed, the published intra-terminal or inter-terminal switching charge per car, in addition to applicable demurrage charges, will be assessed to the party ordering the equipment.

If instructions are received to cancel the car order while enroute but have not yet been constructively or actually placed, a charge of per car will be assessed to the party ordering the equipment.

## **ITEM 135 Empty Move Following an Empty Move**

The charge for an empty move following an empty move will be assessed per car with an additional per mile charge and applied on railway cars moving on own wheels in regular train service. Mileage compensation will not apply on private equipment.

### **EXCEPTIONS:**

This item will not apply when the empty movement is preceded by a loaded revenue movement on GLC and the empty is returned to interchange or if the empty movement is immediately followed by a loaded revenue movement on GLC.

This item will not apply to passenger cars or locomotives.

## **ITEM 140 Closing or Opening Doors on Cars**

When it becomes necessary for GLC to close or open doors, secure tie down devices on cars, or preform some safety action, whether empty or loaded, a charge of per car will be assessed to the customer releasing the car.

Loaded cars will not be moved unless all doors, hatches, gates, and tie down devices are secured.

This service will be performed at the discretion and convenience of GLC. Additional charges will apply if a car needs to be taken back to a customer due to the car not being secure.

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## **ITEM 145 Cleaning Requirements for GLC Controlled or Owned Railcars**

Each GLC controlled or owned railcar must be completely unloaded, clean, and have all doors and hatch covers properly closed and secured prior to being released as empty with the exception of railroad owned securement devices.

Customers are responsible for all charges arising from the release of a GLC controlled or owned railcar that is empty and clean, including charges for cleaning the car and transporting it to the nearest cleanout facility.

## **ITEM 150 Weighing or Reweighing of Empty and Loaded Cars**

Weighing or reweighing of empty or loaded cars will be performed when requested, if practical without delaying the shipment or disrupting normal operations. Any applicable charges will be charged against the party requesting the weight.

## **ITEM 155 Weighing Charges**

Charges and provisions within this item apply each time a car is weighed or reweighed, either empty or loaded, at the party requesting the weight on private or railroad scales served by GLC.

When a car is weighed or reweighed, either empty or loaded, at the party requesting the weight charges will be assessed against the party requesting the weight.

## **ITEM 160 Allowable Tolerance**

Tolerance is the difference in weights due to variations in scales or weighing.

Allowable tolerance will be:

1% on loaded cars

1,000 lbs. on empty cars other than tank cars

Tolerance will not apply on empty tank cars or loaded cars containing hazardous material.

## **ITEM 165 Charges on Overloaded or Improperly Loaded Cars**

If a car is loaded in excess of the car's load limit a penalty charge per car will be assessed. This penalty charge includes moving the car to and from the site where the lading is reduced. Before further movement of the car, the shipper at their expense must remove sufficient lading to bring the load within the allowable tolerance. The reduced load will be reweighed, with additional weigh charges to be assessed, to be certain it is within allowable tolerance. Demurrage along with any applicable accessorial charges may apply.

All railcars must be loaded in a safe and secure manner, in compliance with all local, federal, and state laws, and in accordance with industry rules and standards. Customers are responsible and solely liable for all damage including damage to GLC's track and equipment.



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## **ITEM 170 Special Train Service**

Consignee, shipper, or owner must provide GLC Marketing advance notice in writing at [marketing@glcrailroad.com](mailto:marketing@glcrailroad.com) for each special train requested including all pertinent information (consist, date & time of movement, any other key information necessary to the movement) allowing sufficient time for GLC to facilitate the assembly of equipment, personnel, and other incidental requirements.

Charges will be in addition to all other charges associated with the shipment.

Charges will be assessed at a per special train when the time consumed is eight (8) consecutive hours or less for the time to make the movement and return the locomotive(s) crew to the starting point. GLC will assess a \$350 per hour charge per locomotive for any required time in excess of eight (8) consecutive hours.

Charges for Special Train Service will be separate and in addition to all other charges associated with the shipment.

GLC Marketing reserves the right to establish different charges from time to time on a movement specific basis.

## **ITEM 175 Rules Governing Transportation of Railway Passenger Cars**

GLC will not accept transportation over its line or for placement or storage on its tracks or in its yards any railway passenger car or business car, with or without passengers unless an agreement is confirmed in writing and signed by both parties. Please contact GLC Marketing at [marketing@glcrailroad.com](mailto:marketing@glcrailroad.com) or 989-725-6644 ext 6110 for permission and applicable charges.

## **ITEM 180 Rules Governing Transportation of Locomotives**

Locomotives will be moved over GLC subject to applicable charges determined by GLC Marketing and is contingent on locomotive running in regular train service. Prior to movement, the customer must contact GLC Marketing for special arrangement on such movement.

All locomotives are subject to a joint inspection at the interchange by GLC mechanical personnel along with interchange partner mechanical personnel. Locomotives that fail inspection will be rejected at the interchange.

GLC will assume no liability when transporting locomotives.

Please contact GLC Marketing at [marketing@glcrailroad.com](mailto:marketing@glcrailroad.com) or 989-725-6644 ext 6110 for permission and applicable charges.

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