

GOOSE LAKE RAILWAY, LLC

**GOOS TARIFF 7000
FREIGHT, SWITCHING,
DEMURRAGE & ACCESSORIAL
RULES AND CHARGES**

**APPLYING FROM, TO AND AT
STATIONS ON GOOSE LAKE RAILWAY, LLC
IN THE STATES OF OREGON AND CALIFORNIA**

This Tariff applies on Intrastate and Interstate Traffic.

GENERAL FREIGHT, DEMURRAGE, SWITCHING & ACCESSORIAL TARIFF

NOTICE

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

ISSUED: October 16, 2017

EFFECTIVE: October 21, 2017
(Except as otherwise provided)

**ISSUED BY:
TOBY J. VAN ALTVORST
GOOSE LAKE RAILWAY, LLC
PO BOX 6720
ALOHA, OR 97007**

TARIFF GOOS 7000

**SECTION 1 – RULES AND OTHER GOVERNING PROVISIONS
RULES AND REGULATIONS - GENERAL**

ITEM	SUBJECT	INSTRUCTIONS
3	STATION LISTS AND CONDITIONS	This tariff is governed by the Official List of Open and Prepay Station (OPSL) 6000-series.
5	RAIL CARRIER COST RECOVERY TARIFFS	Rates and charges in this tariff are not subject to increases provided in Rail Carrier Cost Recovery Tariffs, or supplements thereto.
7	EXPLOSIVES, 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 ICC BOE 6000-series.
20	REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ECT.	Where reference is made in this tariff to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and reissues of such items, notes, rules, etc.
23	CONSECUTIVE NUMBERS	Where consecutive numbers are represented in this tariff by the first and last number connected by the word “to” or a hyphen they will be understood to include both of the numbers shown. If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.
25	METHOD OF CANCELLING ITEMS	As this tariff is supplemented, numbered items with lettered suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with “A”.
30	CAPACITIES AND DIMENSION OF CARS	For marked capacities, lengths, dimensions and cubical capacities of cars, see the Official Railway Equipment Register, ICC RER 6412-series, issued by National Railway Publication Company, Agent.
40	RAILROAD CAR MILEAGE	No mileage charges for private equipment will be allowed.
50	PAYMENT OF CHARGES	Customer shall be the person receiving service by railroad unless that person is acting as Agent for another party and GOOS has been notified of agency status and identity of principal, except Line Haul Freight Charges where Bill of Lading specifies responsibility with another party.
53	CREDIT	GOOS reserves the right, at its sole discretion, to cancel the credit of any customer at any time, and require at time of movement, shipment or delivery the prepayment of such charges. GOOS will not accept shipment or make delivery, interchange cars, or provide any other service without payment in full of all outstanding and current charges.

TARIFF GOOS 7000

55	PAYMENT TERMS	All charges for service covered herein are due and payable within fifteen (15) calendar days following presentation of the invoice. Payments received after expiration of the credit period shall be subject to a service charge of one and one half percent (1.5%) per month or fraction thereof, of the outstanding balance.
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TARIFF GOOS 7000

**SECTION 2 – SWITCHING AND MISCELLANEOUS
RULES AND CHARGES**

ITEM	SUBJECT	INSTRUCTIONS		
100 (I) (C)	INTERCHANGE SWITCHING Effective: October 21, 2017	GOOS will perform switching between customer located at stations shown below and interchange with UPRR at Perez, CA charges indicated:		
		STATION	COMMODITY	CHARGE (Per Car)
		Alturas, CA	All Commodities,	\$500.00
		Lakeview, OR	All Commodities,	\$1000.00
110 (I) (C) (E)	LOCAL AND RULE 11 CHARGES Effective: September 9, 2017 Expires: October 20 ,2017	STATION	COMMODITY	CHARGE (Per Car)
		Alturas, CA	All Commodities	\$500
		Lakeview, OR	All Commodities	\$500
120	TRACK MAINTENANCE SURCHARGE	Track Maintenance Surcharge will be billed to customers physically served by GOOS at Lakeview, OR.		
		STATION	COMMODITY	CHARGE (Per Car)
		All traffic originating or terminating at Lakeview, OR	All Commodities except Woodchips	\$525
			Woodchips	\$125
150	CUSTOMERS SERVED BY STATION	Alturas, CA	Warner Mountain Lumber Alturas Ranches	
		Lakeview, OR	Collins Companies Cornerstone Industrial Minerals	
200	SWITCH MAINTENANCE FEE	Charges for switch maintenance will be assessed to the industry on the following annual basis. Charges for switch maintenance will be mailed in July of each year (July 1 through June 30). Charges will be based on actual annual shipments at each switch. Main line or side track switch maintenance charges: 12 or more cars annually - no charge 6-11 cars annually - \$2000.00 0-5 cars annually - \$4000.00		
300	EMPTY CARS ORDERED BUT NOT LOADED	On empty cars that are ordered for loading and car has been placed on customer track, and the car is not loaded but returned to the railroad empty, a charge of \$300.00 per car will be assessed for this service and collected from the person, firm or corporation ordering such cars.		

TARIFF GOOS 7000

305	IMPROPER CAR FURNISHED FOR LOADING BY CONNECTING LINES	When cars ordered by industries for loading are refused on account of not being in proper condition to load a charge of \$300.00 per car will be assessed against the railroad furnishing the car.
310	EMPTY CARS FURNISHED BY CONNECTING LINES BUT NOT ORDERED	On empty cars that are furnished for loading but not ordered by GOOS or its customers and the car has been placed to industry or railroad track other than interchange, then a charge of \$300.00 per car will be assessed against the railroad furnishing the car.
450	HANDLING TRAFFIC OF EXCEPTIONAL DIMENSIONS OR WEIGHT	Traffic of exceptional dimension or weight, which can only be handled subject to restrictions when accompanied by representatives of the Track and Signal Departments to remove and replace switch stands, targets, signals, reinforcing of bridges or track or any extra work required to be done over and above normal handling by representatives of Car or Engineering Departments to accompany load for safety reasons, will be subject to additional charges over and above the freight charges based on actual cost incurred by Railroad for services performed.
455	CHARGES FOR SPECIAL TYPE HEAVY CAPACITY FLAT CARS	Heavy duty flat cars of mechanical designation "FD" "FM" or "FW" with capacity in excess of 130 tons, will be subject to An additional charge of \$3,500 per car when car is moved within or between any stations named in this tariff.
		<p align="center">This space intentionally left blank.</p>

TARIFF GOOS 7000

**SECTION 2 – SWITCHING, AND MISCELLANEOUS
RULES AND CHARGES**

ITEM	SUBJECT	INSTRUCTIONS
460	USE OF IDLER CAR	When articles on account of length, require more than one car, each additional car (commonly known as an idler) shall be charged \$350.00 per idler.
500	SPECIAL SWITCHING SERVICE CONDITIONS AND DEFINITIONS, INTRA-PLANT, INTRA-TERMINAL, AND SPECIAL TRAIN SERVICE	<p style="text-align: center;"><u>Part A</u></p> <p>The Railroad will, at its option, provide special switching services under the following conditions;</p> <ol style="list-style-type: none"> 1. Subject to availability of engine and crew. 2. Upon written request at least twenty-four (24) hours in advance of requirement for such service. 3. Customer cannot cancel request less than twelve (12) hours prior to commencement of service. Cancellation must be in writing. 4. Subject to all terms and conditions of this tariff. <p style="text-align: center;"><u>Part B</u></p> <p>Special switching service is service performed beyond that offered on a normal or regular assignment. Normal or regular service or assignment means the time selected by the Railroad when it is most advantageous to the carrier, in relation to its coordinated and harmonious switching activities in a particular switching zone, when the terminal services are performed by switching locomotives. Ordinarily, normal or regular service contemplates only one switch per assigned day. Railroad may, at its option, increase number of switches per day if, in its own or the public interest, as distinguished from an industry's interest, Railroad feels it is necessary;</p> <ol style="list-style-type: none"> (a) to secure prompt release of equipment or facilities, or, (b) due to volume of traffic, or (c) other carrier operating convenience <p>Movements to, from, or within the plant site at request of the industry at any time other than defined above, are not at Railroad's operating convenience and are not considered normal or regular assignment.</p> <p style="text-align: center;"><u>Part C</u></p> <p>Switching charges herein, unless otherwise specified, will apply for the handling for loaded cars one direction and empty cars in the reverse direction. If cars are moved empty in both directions, then charges for a one-way movement will apply. If cars are moved in one direction and not returned they will be charged as if they were moved in both directions. If cars are loaded in both directions, then applicable charges will be assessed for each loaded movement.</p> <p>Intra-plant switching is defined as a switching movement of rail car, loaded or empty, from one track to another track or between two points in the same track, within the same plant or industry without leaving the tracks of that plant or industry.</p> <p>Intra-terminal switching is defined as a switching movement of rail car, loaded or empty, from one track to another track of the same customer within the switching limits of one station or industrial switching district.</p> <p style="text-align: center;"><u>Part D</u></p> <p>Special train charges include use of crew and locomotive and do not include freight or car rental charges. Charges for freight and car rent will be in addition to special train charges.</p>

TARIFF GOOS 7000

**SECTION 2 – SWITCHING AND MISCELLANEOUS
RULES AND CHARGES**

ITEM	SUBJECT	INSTRUCTIONS
503	INTRA-PLANT SWITCHING FEE	The fee for switching cars after initial placement for loading, unloading, repairs, storage, or constructive placement will be subject to a charge of \$75.00 per car.
505	NON-APPLICATION OF INTRA-PLANT SWITCHING FEE	The intra-plant switching charges provided for in this tariff will not apply when a car is moved back to the same location on the same track or to a different location on the same track. Such movement must occur as a result of pulling empty or loaded cars, or placing of empty or loaded cars to said track. Movement to a different position on same track must be incidental to and necessary in connection with removal or placement of other loaded or empty cars.
507	INTRA-TERMINAL SWITCHING FEE	The fee for switching cars after initial placement for loading, unloading, repairs, storage, or constructive placement will be subject to a charge of \$125.00 per car.
515	SWITCHING AND INTERCHANGING CARS OUTSIDE NORMAL OPERATING OR SERVICE HOURS	<ol style="list-style-type: none"> 1. Provisions herein apply on service requested by customer or railroad for the purpose of GOOS furnishing necessary locomotive(s) and crew to perform industrial switching services or for purposes of interchanging cars, at other than normal assigned time for a specific location. 2. Such services are subject to all the terms and conditions of this tariff and charges published herein will be assessed against party requesting such services, paid to GOOS, and accrue exclusively to GOOS. Such charges except as specifically indicated herein will be in addition to all other rates and charges published in any other tariff or tariffs for switching and other services. 3. Charges will be assessed at a rate of \$3500.00 per request or occurrence up to eight (8) hours. After eight (8) hours the charges will be assessed at an hourly rate of \$350.00.
525	SPECIAL TRAIN SERVICE PROVIDED EXTRAORDINARY TO REGULAR TRAIN SERVICE FOR EXCLUSIVE USE FOR FILM INDUSTRY – MOVIE, COMMERCIAL, OR DOCUMENTARY	<ol style="list-style-type: none"> 1. Provisions herein apply on service requested by customers or railroad for the purpose of GOOS furnishing locomotive(s) and crew to perform special train movements for the purpose of making a movie, commercial or documentary. 2. Charges will be assessed at a rate of \$7500.00 per requested occurrence up to ten (10) hours. After ten (10) hours the charges will be assessed at an hourly rate of \$900.00 per hour or fraction thereof. Maximum twelve (12) hours per day. 3. Rate includes one (1) locomotive, two (2) crewmembers and one (1) facilitator. 4. If requested, freight rail cars may be provided at a rate of \$250.00 per rail car per day. 5. Passenger equipment rented by customer from third party will be handled by special train at a rate of \$100.00 per rail car. Transportation to or from interchange or storage track subject to GOOS 7000 ITEM 110. 6. Additional locomotives provided at a rate of \$3500.00 per day.

TARIFF GOOS 7000

SECTION 3 – DEMURRAGE RULES AND CHARGES

ITEM	SUBJECT	INSTRUCTIONS
600	CARS HELD FOR LOADING OR UNLOADING	<p>Cars held for loading or unloading, upon expiration of forty-eight (48) hours free time, will be subject to a demurrage charge of \$50.00 per car per day or fraction thereof until car is released. Free time is computed from the first 7:00AM when car is placed for loading or unloading. When car is available for loading or unloading but cannot be spotted for any reason outside the Railroad’s control, free time starts when consignee is notified.</p> <p>EXCEPTION – When individual agreements are consummated. EXCEPTION – When car has mechanical designation “FD” “FM” “FW” and capacity in excess of 130 tons. See GOOS 7000 Item 680.</p>
620	STORAGE OF EMPTY PRIVATE CARS ON RAILROAD TRACK	<p>Empty private cars held on Railroad tracks because customer spur cannot accommodate, or are held at request of customer will be charged \$15.00 per car per day.</p> <p>EXCEPTION – When Railroad track is leased by customer.</p>
625	STORAGE OF LOADED PRIVATE CARS ON RAILROAD TRACK	<p>Loaded private cars held on Railroad tracks because customer spur cannot accommodate, or are held at request of customer will be charged \$50.00 per car per day.</p> <p>Hazardous cars cannot be held on Railroad tracks.</p> <p>EXCEPTION – When Railroad track is leased by customer.</p>
650	CARS HELD FOR LOADING OR UNLOADING IN PUBILC TEAM TRACKS	<p>Cars held in public team tracks for loading or unloading in excess of forty-eight (48) hours of placement will be charged at the rate of \$50.00 for each day or portion thereof in excess of forty-eight (48) hours. This charge is in addition to any applicable demurrage charges.</p>
680	SPECIAL TYPE - HEAVY DUTY FLAT CARS HELD FOR LOADING OR UNLOADING	<p>Heavy duty flat cars of mechanical designation “FD” “FM” or “FW” with capacity in excess of 130 tons, will be subject to a demurrage charge of \$400.00 per car per day or fraction thereof until car is released.</p> <p>Charges start when car is available to customer. No free time.</p>

TARIFF GOOS 7000

RULES AND OTHER GOVERNING PROVISIONS

GENERAL RULES AND REGULATIONS

999	APPLICABLE STATIONS	Stations governed by this tariff are listed below.	
		Lakeview, OR Alturas, CA Perez, CA	
		Canby, CA Ambrose, CA McArthur, CA	Effective 11/19/2017

For explanation of Abbreviations and Reference Marks not contained herein, see last page of Tariff.

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TARIFF GOOS 7000

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

ABBREVIATION OR REFERENCE MARKS	EXPLANATION
BOE GOOS NSO OPPL PIH RER STB TIH UFC UPRR (A) (NC) (N) (C) (I) (R)	Bureau of Explosives Goose Lake Railway National Service Order Open and Prepay Station List Poison Inhalation Hazard Railway Equipment Register Surface Transportation Board Toxic Inhalation Hazard Uniform Freight Classification Union Pacific Railroad Addition Brought forward without change New Change Increase Reduction
DEFINITIONS	
Dimensional Load	Any railcar or lading exceeding any of the following: 10'-10" wide 17'-0" at top of rail 286,000 lbs gross weight on rail Overhanging one or both ends of car Or any locomotive