

WHEELING & LAKE ERIE RAILWAY COMPANY

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

FREIGHT TARIFF WE 8001-E
Cancels Freight Tariff WE 8001-E

PROVIDING

SWITCHING AND OTHER TERMINAL CHARGES;

RULES GOVERNING ABSORPTION OF SWITCHING

AT

STATIONS ON WHEELING & LAKE ERIE RAILWAY COMPANY

AND

AKRON BARBERTON CLUSTER RAILWAY COMPANY

IN

MARYLAND OHIO PENNSYLVANIA WEST VIRGINIA

Key:

- ▲ Denotes an increase
- ▶ Denotes a change in wording
- ◇ Denotes a new item

**THIS TARIFF IS ALSO APPLICABLE ON INTRASTATE TRAFFIC
SWITCHING AND ACCESSORIAL SERVICES TARIFF**

For explanation of abbreviations and reference marks, see last page of Tariff

ISSUED: November 18, 2013

EFFECTIVE: December 1, 2013

ISSUED BY:

Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

TARIFF WE 8001-E

CHECK SHEET OF TARIFF PAGES AND SUPPLEMENTS

All of the pages contained in this Tariff are listed consecutively by number and revision number. The pages of the Tariff and the supplements to the Tariff, listed on this page, bear issued dates, which are the same as, or are prior to, the issued date of this page. An "0" in the revision column indicated an original page.

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PLAN OF TARIFF

PART 1

SECTION 1 - This Section contains reciprocal switching and intermediate switching rules and charges.

SECTION 2 - This Section contains list of industries subject to reciprocal switching.

SECTION 3 - This Section contains rules governing the absorption of connecting lines switching charges at interchange points.

SECTION 4 - This Section contains general and specific intra-plant, intra-terminal and inter-terminal switching rules and charges.

SECTION 5 - This Section contains general and specific definition of the switching limits of stations.

SECTION 6 - This Section contains special rules, regulations, and charges for the AB

PART 2

SECTION 1 - This Section contains demurrage rules and charges.

SECTION 2 - This Section contains storage rules and charges.

PART 3

SECTION 1 - This Section contains miscellaneous charges.

PART 4

SECTION 1 - This Section contains weighing and reweighing Rules, Regulations and charges.

PART 5

SECTION 1 - Listing of all industries located on the WE and the AB.

For explanation of abbreviations and reference marks, see last page of Tariff

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Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

PARTICIPATING CARRIERS

<u>ABBREVIATION</u>	<u>NAME OF CARRIER</u>
WE	Wheeling and Lake Erie Railway Company
AB	Akron Barberton Cluster Railway Company

For explanation of abbreviations and reference marks, see last page of Tariff

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

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Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

RULES AND OTHER GOVERNING PROVISIONS

PART 1 - GENERAL RULES AND REGULATIONS

APPLICATION	SUBJECT	ITEM
The term "Uniform Classification" when used herein means Tariff UFC 6000-Series	DESCRIPTION OF GOVERNING CLASSIFICATION AND EXCEPTIONS	5
<p>This Tariff is governed by Tariff OPSL 6000-Series, to the extent shown below:</p> <p>(a) PREPAY REQUIREMENTS AND STATION CONDITIONS For additions and abandonments of stations. And except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight, and changes in stations facilities. When a station is abandoned as of a date specified in the above named Tariff, the rates from and to such stations as published in this Tariff are inapplicable after that date.</p> <p>(b) GEOGRAPHICAL LIST OF STATIONS For geographical list of stations referred to in this Tariff by station numbers.</p> <p>(c) STATION NUMBERS For the identification of stations when stations are shown or referred to by numbers in this Tariff.</p>	STATION LISTS AND CONDITIONS	10
For rules and regulations governing the transportation of explosives and other dangerous articles of freight, also specifications of shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Tariff BOE 6000-Series.	EXPLOSIVES, DANGEROUS ARTICLES	15
For explanation of abbreviations and reference marks, see last page of Tariff		
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 Wheeling & Lake Erie Railway Company
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 Brewster, Ohio 44613

RULES AND OTHER GOVERNING PROVISIONS

PART 1 - GENERAL RULES AND REGULATIONS

APPLICATION	SUBJECT	ITEM
<p>(a) 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.</p> <p>(b) Where reference is made in this Tariff to another Tariff such reference applies also to such Tariff to the extent it may be applicable on intrastate and interstate traffic or traffic to, from or through Canada.</p>	REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.	20
<p>Shipments made under charges contained in this Tariff are entitled also to terminal and transit services and privileges, and are subject to charges, allowances, rules and regulations legally applicable thereto, as provided in separately published, lawfully filed Tariffs.</p> <p style="text-align: center;"><u>EXCEPTIONS</u></p> <p>1) When provisions of this Tariff specifically cover any such charge, allowance, rule or regulations, corresponding or conflicting provisions in such separate Tariffs will not apply.</p> <p>2) Where switching is performed on traffic moving under line-haul rates which are subject to special detention charges and rules, the switching charges provided in this Tariff will be subject to the same detention charges and rules as applicable in connection with the line-haul rates.</p>	TERMINAL OR TRANSIT PRIVILEGES OR SERVICES	25
<p>Where consecutive numbers are represented in this Tariff by the first and last numbers connected by the word "to" or a hyphen, they will be understood to include both of the numbers shown.</p> <p>If the first number only bears a reference mark, such reference mark also applied to the last number shown and to all numbers between the first and last numbers.</p>	CONSECUTIVE NUMBERS	30
For explanation of abbreviations and reference marks, see last page of Tariff		
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 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

WE 8001-E	WHEELING & LAKE ERIE RAILWAY COMPANY	Original Part 1-8
RULES AND OTHER GOVERNING PROVISIONS		
PART 1 - GENERAL RULES AND REGULATIONS		
APPLICATION	SUBJECT	ITEM
<p>(a) For marked capacities, lengths, dimensions and cubical capacities of cars see The Official Railway Equipment Register.</p> <p>(b) For gallonage capacities of tank cars see Tariff UFC 6000-Series.</p> <p>On shipments of petroleum and petroleum products, carloads in compartment tank cars, charges will be assessed at the highest carload rate applicable on any of the articles loaded in the car, and the minimum and estimated weights will be the highest provided for any of the articles in the car.</p> <p>Petroleum and its products in tank cars will only be accepted for shipment when consigned to parties at points where there are proper unloading and storage facilities.</p> <p>Road oil consigned to municipalities, firms or individuals, also fuel, oil is exempt from provisions shown in this Item.</p>	CAPACITIES AND DIMENSIONS OF CARS	35
This Tariff is subject to provisions as shown in Tariff NSO 6100-Series.	NATIONAL SERVICE ORDER	40
<p>This Tariff will be amended by issuing revised pages and except where a specific cancellation is shown on a newly revised page, a revised page cancels any and all uncanceled revised or original pages or uncanceled portions thereof which bear the same page number (see Exception). A revised page will not show a cancellation notice except when a cancellation notice is necessary because of suspension, rejection, or other reasons. Revisions of each page will be published and filed in numerical sequence.</p> <p>Examples: “First Revised Part 1-10” would cancel Original Part 1-10: “45th Revised Part 1-12” would cancel 44th Revised Part 1-12.</p> <p style="text-align: center;"><u>EXCEPTION</u></p> <p>1. When a specific cancellation on a prior revised page excepts a previously filed page wholly or in part, this rule will not have the effect of <u>canceling</u> such excepted previously filed page or portion thereof.</p>	CANCELLATION OF ORIGINAL AND REVISED PAGES	45
For explanation of abbreviations and reference marks, see last page of Tariff		
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Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

RULES AND OTHER GOVERNING PROVISIONS

PART 1 - GENERAL RULES AND REGULATIONS

APPLICATION	SUBJECT	ITEM
<ol style="list-style-type: none"> 1. Traffic having origin, destination, and/or transportation in more than one state. 2. Traffic between the United States and a foreign country. 	INTERSTATE TRAFFIC DEFINED	50
Traffic having origin, destination, and entire transportation within one state.	INTRASTATE TRAFFIC DEFINED	55
Points that can be reached by, or in connection with, two or more railroads operating from or to the same junction point.	COMMON POINTS DEFINED	60
Traffic having origin or destination beyond the yard or switching limits on which a transportation rate or charge, other than a switching rate or charge, is assessed.	ROAD OR LINE-HAUL DEFINED	65
<ol style="list-style-type: none"> (a) When a change in name of firm or industry, or change of ownership occurs, switching charges as shown in this tariff will apply in connection with successor at same location. (b) In case a new firm or industry locates, the switching charges named in this Tariff will not apply to such new firm or industry, pending specific publication to cover. 	CHANGES IN NAME OR ADDITION OF FIRMS INDUSTRIES	70
<ol style="list-style-type: none"> 1. Except as otherwise provided, the charges published in this Tariff include: <ol style="list-style-type: none"> A. The switching of an empty car to be loaded and the return of the same car loaded. B. The switching of loaded car for unloading and the return of the same car empty. 2. Unless otherwise specified, if a car moves fully or partially loaded in each direction, switching charges will be assessed in each direction. 	CHARGES ON LOADED AND EMPTY CARS	75
For explanation of abbreviations and reference marks, see last page of Tariff		
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Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

RULES AND OTHER GOVERNING PROVISIONS

PART 1 - GENERAL RULES AND REGULATIONS - UNLIMITED

APPLICATION	SUBJECT	ITEM
<p>1. Except as otherwise provided, if an empty car of Wheeling & Lake Erie Railway ownership is ordered and the service of switching and placing it has been performed, and the car is subsequently released back to carrier without being loaded, the published intra-terminal or inter-terminal switching charge, as the case may be, will be assessed for movement in each direction (see Note 1) which will be in addition to all other charges.</p> <p>2. When equipment is requested from a foreign line to fill customers car orders, and car orders are canceled subsequent to line-haul service being performed, a charge of \$150 per car will be assessed to customer (see Note 1).</p> <p style="text-align: center;"><u>EXPLANATION OF NOTE</u></p> <p>Note 1: The provisions of this Item will not apply on cars refused or rejected by customer account as unsuitable for loading within twenty-four (24) hours after being placed.</p>	CHARGES FOR CAR ORDERED AND NOT USED	76
Cars will be placed on private or assigned sidings for other than owners or users only on written permission from such owners or users, and then only when placement immediately precedes or follows a line-haul movement over WE (see Item 65).	PLACING CARS FOR OTHER THAN OWNERS OR USERS	80
When consignees are located on connecting lines and when at consignee's request cars are placed on the usual interchange track with such connections, such placement shall constitute delivery of the freight to the consignee insofar as concerns the duty of WE.	DELIVERY OF FREIGHT TO CONNECTING LINES	85
<p>1. Settlement of switching charges, when such charges are absorbed by connections, must be made direct to WE, and must not, under any circumstances, be paid to shipper, receiver or other party.</p> <p>2. Settlement of connecting lines; switching charges, when such charges are absorbed by WE must be made direct to connecting lines or lines performing the switching service and will not, in any case, be paid to the shipper, receiver or other party.</p>	SETTLEMENT OF SWITCHING CHARGES	90
For explanation of abbreviations and reference marks, see last page of Tariff		
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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

RULES AND OTHER GOVERNING PROVISIONS

PART 1 - GENERAL RULES AND REGULATIONS - UNLIMITED

APPLICATION	SUBJECT	ITEM
After one delivery of a car has been accomplished, either by placing on public or private tracks for delivery to a consignee, any subsequent switching will be performed only to the extent and at charges provided in Section 4.	SUBSEQUENT SWITCH MOVEMENT	95
When shipments are loaded in so-called articulated cars (two or more units permanently or temporarily joined together), the switching charges published in this Tariff will apply separately to each unit of the articulated equipment.	CHARGES ON SHIPMENT IN ARTICULATED CARS	100
When more than one car is required because of quantity or length of a shipment, each car shall be considered a separate shipment, and applicable switching charge will be assessed on each car in the shipment. Connecting lines' switching charges will be absorbed on each car in the shipment.	SHIPMENTS LOADED IN OR ON MORE THAN ONE CAR	110
<ol style="list-style-type: none"> 1. Freight for delivery to a switching connection at destination, whether for public track, private or other siding, when such connection performs switching only, will not be delivered to such connection until all assessed charges are paid (see Note 1). 2. When such freight is consigned "Order Notify" or when moving under straight Bills of Lading which carry a provision (see Section 4 of Rule 7 Tariff UFC 6000-Series) requiring the surrender of Bill of Lading, written order, or other document before making delivery, including shipments consigned to one party, notify or advise another party (see Note 2), it will not be delivered to such connection until the Bill of Lading, written order or other document (or approved security in lieu thereof when the Bill of Lading has been delayed or lost) has been surrendered. 3. When cars are held for payment of lawful charges or for surrender of Bills of Lading pending delivery, such cars will be subject to demurrage rules and charges. <p style="text-align: right;">(Item 115 continued next page)</p>	DEMANDING PAYMENT ON ORDER NOTIFY OR STRAIGHT BILLS OF LADING SHIPMENTS BEFORE MAKING DELIVERY TO SWITCHING LINE	115
For explanation of abbreviations and reference marks, see last page of Tariff		
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Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

RULES AND OTHER GOVERNING PROVISIONS

PART 1 - GENERAL RULES AND REGULATIONS - UNLIMITED

APPLICATION	SUBJECT	ITEM
<p align="center">EXPLANATION OF NOTES</p> <p>NOTE 1: If consignees are on the authorized credit list, they will be assumed for the purpose of this Item, to have paid all charges referred to.</p> <p>NOTE 2: Intra-plant, intra-terminal or inter-terminal switching will not be performed on shipments moving under the provisions of this Item.</p>	DEMANDING PAYMENT ON ORDER NOTIFY OR STRAIGHT BILLS OF LADING SHIPMENTS BEFORE MAKING DELIVERY TO SWITCHING LINE	115 (concluded)
When a patron prematurely releases a car previously placed for loading or unloading, and refuses to allow WE to remove the car because the loading or unloading of the car has not been completed or WE cannot remove car as a result of conditions attributable to patron, the car will remain on demurrage as if the release had not been given, and a \$350.00 charge per car will be assessed.	EARLY RELEASE OF CARS PLACED FOR LOADING OR UNLOADING	120
<p align="center">(Except as otherwise provided in this Tariff.)</p> <ol style="list-style-type: none"> 1. When a car is weighed or reweighed, either loaded or empty, at the request of the consignor or consignee, an intra-plant switching charge of \$275.00 will be assessed for the switching to and from that industry's track scale, on the one hand, and from or to track locations within that industry on the other. 2. When a car is weighed or reweighed, either loaded or empty, at the request of the consignor or consignee on track scales located at an industry served by WE at the same station, the intra-terminal switching charges of \$350.00 will be assessed in each direction. 3. When a car is weighed or reweighed, either loaded or empty, at the request of the consignor or consignee on WE scales located outside the switching limits of the scales located in Brewster yard, line-haul rates to and from the station where the scale is located will apply in addition to a weighing charge of \$500.00 per car, which includes the switch charge to the scale. 4. When a car is weighed or reweighed, either loaded or empty on WE scale, at the request of the consignor or consignee whose facility is located within the same switching limits of the WE scales in Brewster yard, a charge of \$500.00 per car will be assessed. <p>*For further explanation of weighing charges please see Original Part 4</p>	SWITCHING OF CARS FOR WEIGHING OR REWEIGHING WHEN ORIGINATING AND TERMINATING WITHIN THE SWITCHING LIMITS OF A STATION	130
For explanation of abbreviations and reference marks, see last page of Tariff		
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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 1 - SECTION 1

RECIPROCAL AND INTERMEDIATE SWITCHING

APPLICATION	SUBJECT	ITEM
<p>1. This Section contains: rules, regulations and charges governing the handling of cars in reciprocal switching service between connecting lines and industries in Section 2; and rules and charges for intermediate switching service.</p> <p>2. To arrive at the reciprocal switching rules and charges governing a particular industry, apply the Item in this Section to which the industry in Section 2 refers (see Note).</p> <p>3. Reciprocal switching will not be preformed between connections and industries not covered by Paragraph 2.</p> <p style="text-align: center;"><u>EXPLANATION OF NOTE</u></p> <p>NOTE: In addition to the other governing provisions of this Tariff, all Items in this Section are subject, except as otherwise specifically provided, to Items 140 through 150 of this Tariff.</p>	APPLICATION	135
<p>The movement in switching service for loading or unloading immediately preceding or following line-haul movement over another railroad:</p> <p>A. From or to industries in Section 2 of this Tariff with locations or assigned sidings within yard or switching limits (see Section 5) to or from interchange with another railroad.</p> <p>B. The movement of an empty car in the reverse direction.</p>	RECIPROCAL SWITCHING DEFINED	140
<p>Except as otherwise specifically provided, switching rules, regulations, and charges published in this Section will not apply on line-haul traffic switched from or to connections when hauled in TOFC service, container service involving equipment designated as FC, FCS or LF in The Official Railway Equipment Register or on traffic handled in bi-level cars.</p>	NON-APPLICATION IN CONNECTION WITH TRAILER-ON-FLAT CAR, CONTAINERS, OR BI-LEVEL AND TRI-LEVEL CARS.	145
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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 1 - SECTION 1

RECIPROCAL AND INTERMEDIATE SWITCHING

STATION SWITCHING	INTERCHANGE WITH	SWITCHING CHARGES (In dollars per car, unless otherwise indicated.)	ITEM
GENERAL-RECIPROCAL Except as otherwise provided	CSXT NS	\$250.00 \$250.00	150
GENERAL-INTERMEDIATE	_____	\$200.00	
AKRON, OH RECIPROCAL	CSXT	\$250.00	155
BREWSTER, OH	CUOH/OHCR (Direct interchange point)	_____	160
CANTON, OH RECIPROCAL	NS	\$500.00	
INTERMEDIATE	NTRY - direct interchange point	_____	165
	_____	\$200.00	
CLAIRTON, PA	URR (direct interchange point)	_____	175
CLEVELAND, OH RECIPROCAL	CSXT	\$250.00	
	CUVA > direct	_____	
	NSS > interchange	_____	
	RT > point	_____	
	NS >	\$250.00	180
INTERMEDIATE	_____	\$225.00	

For explanation of abbreviations and reference marks, see last page of Tariff

ISSUED: November 18, 2013**EFFECTIVE: December 1, 2013**

ISSUED BY:

Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 1 - SECTION 1

RECIPROCAL AND INTERMEDIATE SWITCHING

STATION SWITCHING	INTERCHANGE WITH	SWITCHING CHARGES (In dollars per car, unless otherwise indicated.)	ITEM
MARTINS FERRY, OH (Terminal Junction, OH) RECIPROCAL INTERMEDIATE	NS	\$250.00	185
	_____	\$200.00	
MIFFLIN JUNCTION, PA RECIPROCAL	URR (direct interchange point)	_____	190
ORRVILLE RECIPROCAL	NS	\$250.00	200
BARBERTON (AB) BARBERTON (AB – FORMER CR CUSTOMERS) RECIPROCAL	CSXT CSXT	\$390.00 (NOTE 1) \$445.00	201
INTERMEDIATE	_____	_____	
AKRON (AB) RECIPROCAL	WE	\$390.00	202
INTERMEDIATE	_____	_____	

NOTE 1: For heavy-duty flat cars, switch charges will be individually assessed and quoted

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100 East First Street
Brewster, Ohio 44613

PART 1 - SECTION 2

INDUSTRIES SUBJECT TO RECIPROCAL SWITCHING

STATION	LIST OF INDUSTRIES	ITEM
AKRON, OH (Includes East Akron and Brittain)	Metallico Annaco River Valley Paper (Mill Paper) Akron Rebar (AB) Cargill Salt Inc (AB) Carter Jones Lumber Co. (AB) Cotter Merchandise Storage (AB) Diamond Network Polymers (AB) Eliokem Materials (AB) Emerald Performance Materials (AB) Firestone Synthetic Rubber (AB) Landmark Plastic Corp. (AB) National Lime & Stone (AB) Republic Waste Services (AB) Terminal Warehouse Inc. (AB)	205
BARBERTON	Babcock and Wilcox Co. (AB) Continental Carbon (AB) Entec VRG (AB) PC Sales (AB) PPG Industries (AB) PSC Metals, Inc. (AB)	206
CANTON, OH	Marathon Petroleum Philip Metals Plant 62 Slesnick Iron & Metal Co.	210
CLEVELAND, OH (Industries served by The Cleveland Works Railroad)	Arcelor-Mittal Blast Furnace Ore Docks (see Note) NOTE: Industries served by lines other than WE are shown as information only for use of agents and public. In case of conflict between list shown herein and Tariff of connecting lines, Tariff of connecting lines takes precedence and will apply.	225

For explanation of abbreviations and reference marks, see last page of Tariff

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PART 1 - SECTION 2

INDUSTRIES SUBJECT TO RECIPROCAL SWITCHING

STATION	LIST OF INDUSTRIES	ITEM
CLEVELAND, OH (Industries served by The Newburgh and South Shore Railway)	Charter Steel Co. (see Note) House of LaRose (see Note) NOTE: Industry served by line other than WE are shown as information only for use of agents and public. In case of conflict between list shown herein and Tariff of connecting lines, Tariff of connecting lines takes precedence and will apply.	230
CLEVELAND, OH (Industries served by The Cleveland Works Railroad)	Arcelor-Mittal (3100 E. 45 th St.) Clark Ave: Slag Dump (see Note) East Side Blast Furnace (see Note) Coke Ovens & Docks (see Note) <u>Independence Road Storage:</u> Yards & Docks (see Note) 49 th St. Coke Ovens (see Note) 49 th St. Scrap Plant (see Note) 49 th St. Slag Dump (see Note) Steel Plant (see Note) Strip Mill (see Note) West Side Blast Furnace & Docks (see Note) Wire, Warehouse and Storage Yard (see Note) NOTE: Industry served by line other than WE are shown as information only for use of agents and public. In case of conflict between list shown herein and Tariff on connecting lines, Tariff of connecting lines takes precedence and will apply.	235

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PART 1 - SECTION 2

INDUSTRIES SUBJECT TO RECIPROCAL SWITCHING

STATION	LIST OF INDUSTRIES	ITEM
KENT	Crowley Tar Products (AB) Rub-R-Road (AB) Shelly Materials – Kent Yard (AB) Star of the West Milling Company (AB)	236
MARTINS FERRY, (Terminal Junction) OH	RG Steel	240
RAVENNA	Rock Tenn (AB)	241
RITTMAN	Morton Salt Co. (AB)	242
WADSWORTH	First Energy (AB) Myers Wadsworth (AB)	243

For explanation of abbreviations and reference marks, see last page of Tariff

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PART 1 - SECTION 3

GENERAL ABSORPTION OF SWITCHING CHARGES OF CONNECTING LINES

APPLICATION	SUBJECT	ITEM
<p>1. Where absorption of connecting lines' switching charges is provided in this Tariff, the rules outlined below will apply.</p> <p>2. Except where individual Items in this Tariff, by specific reference to this Item, provide that this Item has no application, absorption of connecting lines' switching charges published in all Items of this Tariff are subject to the provisions of Paragraphs 3, 4, 5, 6 and 7 of this Item.</p> <p>3. WE will not absorb connecting lines' switching charges on any shipment to an extent that will result in reducing its' net freight revenue (see Note), exclusive of switching charges, below the amounts shown in Paragraph 6 of this Item.</p> <p>4. In arriving at the amount which may be absorbed, subject to the minimum net freight revenue per car shown in Paragraph 6 of this Item, the switching charge, if any, to be absorbed at origin shall first be deducted. The net revenue remaining after deduction of the origin switching charge represents the amount upon which switching charges at destination will be absorbed, subject to the provisions of Paragraph 6 of this Item.</p> <p>5. When an intermediate switching line is used at origin and/or destination, the switching charge of the intermediate line will be absorbed, subject to the minimum net freight revenue per car shown in Paragraph 6 of this Item.</p> <p>6. Minimum net freight revenue per car: \$340.00</p> <p>7. When the net freight revenue is not sufficient to absorb the entire amount of switching charges and still satisfy the minimum net freight revenue requirement in Paragraph 6, the switching charges will be absorbed only up to the amount which will not reduce the total net freight revenue below the minimum requirement in Paragraph 6. When the switching charges of connecting lines are not absorbed in their entirety, the charge over the amount absorbed will be in addition to the line-haul charges.</p> <p style="text-align: center;">(Item 250 continued next page)</p>	<p>GENERAL ABSORPTION ON CARLOAD TRAFFIC- MINIMUM NET FREIGHT REVENUE REQUIRE- MENTS (see Exceptions)</p>	<p>250</p>

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PART 1 - SECTION 3

GENERAL ABSORPTION OF SWITCHING CHARGES OF CONNECTING LINES

APPLICATION	SUBJECT	ITEM
<p style="text-align: center;"><u>ILLUSTRATION</u></p> <p>Net Freight revenue -</p> <p style="padding-left: 40px;">point of origin to destination \$417.00 per car</p> <p>Minimum net freight revenue \$340.00 per car</p> <p>Maximum amount to be absorbed \$ 77.00 per car</p> <p>Applicable switching charge \$250.00 per car</p> <p>Additional charge collectible</p> <p style="padding-left: 40px;">from consignee or owner of freight \$173.00 per car</p> <p style="text-align: center;"><u>EXPLANATION OF NOTE AND EXCEPTIONS</u></p> <p>NOTE: The term “net freight revenue” means that revenue which accrues to this Company.</p> <p><u>EXCEPTION 1:</u> On traffic to or from Cuyahoga Valley Railway, Lake Terminal Railroad or River Terminal Railway, WE will absorb switching charges of Cuyahoga Valley Railway, Lake Terminal Railroad or River Terminal Railway without observing minimum net freight revenue requirements.</p> <p><u>EXCEPTION 2:</u> On bituminous coal or coke originating on WE, charge will be absorbed without minimum, except as otherwise specifically provided in this Tariff.</p>	<p>GENERAL ABSORPTION ON CARLOAD TRAFFIC-MINIMUM NET FREIGHT REVENUE REQUIREMENTS (see Exceptions)</p>	<p>250 (concluded)</p>

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PART 1 - SECTION 3

GENERAL ABSORPTION OF SWITCHING CHARGES OF CONNECTING LINES

APPLICATION	STATION ----- SUBJECT	ITEM
<p>On all freight interchanged with the CUOH/OHCR at Harmon, OH, from or to CUOH/OHCR stations shown below, WE will be absorb the switching charges of the CUOH/OHCR out of the current Road-haul-Rates via Brewster, OH.</p> <p style="text-align: center;"><u>STATIONS</u></p> <p>Adams Mills (1-3111).....OH Arnold (1-3111).....OH Baltic (1-3111).....OH Barr (Tuscarawas County) (1-3111).....OH Beach City (1-3111).....OH Black Lick (1-3111).....OH Black Run (1-3111).....OH Bowerston (1-3111).....OH Brewster (1-3111).....OH Cadiz (1-3111).....OH Cadiz JCT (1-3111).....OH Cambridge (1-3111).....OH Carmen (1-3111).....OH Chili (1-3111).....OH Columbus (1-3111).....OH Columbus Buckeye Yard (1-3111)..OH Conesville (1-3111).....OH Coshocton (1-3111).....OH Dennison (1-3111).....OH Dresden (1-3111).....OH Dundee (1-3111).....OH East Columbus (1-3111).....OH East Conesville (1-3111).....OH Ellis (1-3111).....OH Fernwood (1-3111).....OH Frazeytsburg (1-3111).....OH Fresno (1-3111).....OH Gary's (1-3111).....OH Georgetown Mine (1-3111).....OH Gnadenhutten (1-3111).....OH Goulds (1-3111).....OH Hanover (1-3111).....OH Harmon (1-3111).....OH Heath(1-3111).....OH Heath Nyc (1-3111).....OH Hebron (1-3111).....OH Isleta (1-3111).....OH</p> <p style="text-align: right;">Item continued on next page</p>	<p>BREWSTER, OH</p> <p>ABSORPTION OF SWITCHING CHARGES FROM OR TO STATIONS</p>	<p>255</p>

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 Wheeling & Lake Erie Railway Company
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 Brewster, Ohio 44613

PART 1 - SECTION 3

GENERAL ABSORPTION OF SWITCHING CHARGES OF CONNECTING LINES

APPLICATION	STATION ----- SUBJECT	ITEM
<p>On all freight interchanged with the AVR at Bruceton, PA from or to AVR stations shown below, WE will be absorb the switching charges of the AVR out of the current Road-haul-Rates via Bruceton, PA</p> <p style="text-align: center;"><u>STATIONS</u></p> <p>Allison Park.....PA Anderson.....PA Clokey.....PA Eighty Four.....PA Etna.....PA Experiment.....PA Finleyville.....PA Gambles.....PA Glenwood.....PA Glenwood JCT.....PA Glenwood TBS.....PA Glenshaw.....PA Hazelwood.....PA Laughlin JCT.....PA Logans Ferry.....PA Millvale.....PA New Kensington.....PA Oakmont.....PA Pittsburgh.....PA Pittsburgh 34th St.....PA Pittsburgh 43rd St.....PA Pittsburgh Island Ave.....PA Pittsburgh JCT.....PA Pittsburgh Produce Term.....PA Rand.....PA Sharpsburg.....PA Snowden.....PA Thomas.....PA Vance.....PA Verona.....PA Washington.....PA Wittmer.....PA Wylandville.....PA Zediker.....PA</p>	<p>BRUCETON, PA</p> <p>ABSORPTION OF AVR SWITCHING CHARGES FROM OR TO STATIONS</p>	<p>257</p>

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Kelly Joseph, Manager Marketing Services
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 Brewster, Ohio 44613

WE 8001-E	WHEELING & LAKE ERIE RAILWAY COMPANY	Original Part 1-24
PART 1 - SECTION 3		
GENERAL ABSORPTION OF SWITCHING CHARGES OF CONNECTING LINES		
APPLICATION	STATION ----- SUBJECT	ITEM
On all freight interchanged with the NTRY at Canton, OH, WE will, subject to the same minimum weight, rules and regulations as apply to the through rate, absorb the switching charges or the NTRY out of the current road-haul rates from or to Canton, OH via WE.	CANTON, OH ABSORPTION OF SWITCHING CHARGES FROM OR TO NTRY	260
Switching Charges of The Cleveland Works Railroad will be absorbed by WE on all commodities.	CLEVELAND, OH ABSORPTION OF THE CLEVELAND WORKS RAILROAD COMPANY SWITCHING CHARGES	265
Switching charges of Newburgh and South Shore Railway will be absorbed by WE on all commodities except coal and coke. Charges not absorbed will be in addition to road-haul rate.	CLEVELAND, OH ABSORPTION OF NEWBURGH AND SOUTH SHORE RAILWAY SWITCHING CHARGES	270
Switching charges of River Terminal Railway Company will be absorbed by WE on all commodities except coal and coke. Charges not absorbed will be in addition to road-haul rate.	CLEVELAND, OH ABSORPTION OF RIVER TERMINAL RAILWAY COMPANY SWITCHING CHARGES	275
For explanation of abbreviations and reference marks, see last page of Tariff		
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100 East First Street
Brewster, Ohio 44613

PART 1 - SECTION 3

GENERAL ABSORPTION OF SWITCHING CHARGES OF CONNECTING LINES

APPLICATION	STATION ----- SUBJECT	ITEM
<p>On all freight interchanged with the SWP at Everson, PA from or to SWP stations shown below, WE will be absorb the switching charges of the SWP out of the current Road-haul-Rates via Everson, PA</p> <p style="text-align: center;"><u>STATIONS</u></p> <p>Bullskin.....PA Dunbar.....PA Fairchance.....PA Greensburg.....PA Hunker..... PA Mount Braddock.....PA Mt. Pleasant.....PA New Stanton.....PA Oliver.....PA Radebaugh.....PA Scottdale.....PA Smithfield.....PA Tarr.....PA Uniontown..... PA Waltz.....PA Youngwood..... PA</p>	<p>EVERSON, PA</p> <p>ABSORPTION OF SWITCHING CHARGES FROM OR TO SWP STATIONS</p>	<p>276</p>
<p>WE does not have a direct connection with the BLE at Mifflin Junction, PA, that line being reached via URR at intermediate switch carrier. WE will absorb switching charges of the URR as intermediate switch carrier and BLE as switch carrier.</p>	<p>MIFFLIN JUNCTION, PA</p> <p>ABSORPTION OF SWITCHING CHARGES FROM OR TO URR STATIONS</p>	<p>300</p>
<p>WE does not have a direct track connection with the MKC at Mifflin Junction, PA,, that line being reached via URR as intermediate switch carrier. WE will absorb switching charges of the URR as intermediate switch carrier and MKC as switch carrier.</p>	<p>MIFFLIN JUNCTION, PA</p> <p>ABSORPTION OF MKC SWITCHING CHARGES</p>	<p>310</p>

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 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 1 - SECTION 3

GENERAL ABSORPTION OF SWITCHING CHARGES OF CONNECTING LINES

APPLICATION	STATION ----- SUBJECT	ITEM
<p>On all freight interchanged with the URR at Mifflin Junction, PA, from or to URR stations shown below, WE will, subject to the same minimum weight, rules and regulations as apply to the through rate, absorb the switching charges of he URR out of the current road-haul rates from or to Mifflin Junction, PA via WE.</p> <p>When from, to or via Mifflin Junction, PA, from or to the following URR stations:</p> <p style="text-align: center;"><u>STATIONS</u></p> <p>Bessemer.....PA Best.....PA Briquette.....PA Clairton Junction.....PA Duquesne.....PA Duquesne Wharf.....PA East Pittsburgh.....PA Gascola.....PA Hall (Allegheny County)....PA Homestead.....PA Irvin (Allegheny County)....PA Leak Run.....PA Mifflin Mine No. 2.....PA Monongahela Junction.....PA Munhall.....PA Munhall (Central Wharf)....PA Newton.....PA North Bessemer.....PA Oak Hill.....PA Rankin.....PA Risher Mine Siding.....PA South Duquesne.....PA Universal.....PA West Homestead.....PA</p>	<p>MIFFLIN JUNCTION, PA</p> <p>ABSORPTION OF SWITCHING CHARGES FROM OR TO URR STATIONS</p>	<p>315</p>

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PART 1 - SECTION 3

GENERAL ABSORPTION OF SWITCHING CHARGES OF CONNECTING LINES

APPLICATION	STATION ----- SUBJECT	ITEM
<p>On all freight interchanged with the ASRY at Plymouth, OH, from or to ASRY stations shown below, WE will be absorb the switching charges of the ASRY out of the current Road-haul-Rates via Plymouth, OH.</p> <p style="text-align: center;"><u>STATIONS</u></p> <p>Allentown.....OH Ashland.....OH Crane.....OH Lakehurst.....OH Mansfield.....OH Pavonia.....OH Plymouth.....OH Polk.....OH Shelby.....OH Shelby Jct.....OH Springmill.....OH West Salem.....OH Whiting.....OH Willard.....OH Woodmansie.....OH</p>	<p>PLYMOUTH, OH</p> <p>ABSORPTION OF SWITCHING CHARGES FROM OR TO ASRY STATIONS</p>	<p>320</p>
<p>Switching charges of CUOH/OHCR will be absorbed by WE on shipments interchanged with CUOH/OHCR at Harmon, OH for industries at Zanesville, OH.</p>	<p>ZANESVILLE, OH</p> <p>ABSORPTION OF CUOH/OHCR SWITCHING CHARGES</p>	<p>335</p>

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WE 8001-E	WHEELING & LAKE ERIE RAILWAY COMPANY	Original Part 1-28
PART 1 - SECTION 4		
INTRA-PLANT, INTRA-TERMINAL AND INTER-TERMINAL SWITCHING		
APPLICATION	SUBJECT	ITEM
This Section contains rules, regulations and charges governing handling of cars in intra-plant, intra-terminal and miscellaneous switching service. In addition to the other governing provisions of this Tariff, all Items in this Section, except where otherwise specifically provided, are subject to Items 370 through 400.	APPLICATION OF SECTION	340
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.	DEFINITION OF INTRA-PLANT SWITCHING	345
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.	DEFINITION OF INTRA-TERMINAL SWITCHING	350
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.	DEFINITION OF INTER-TERMINAL SWITCHING	355
A switching movement from one track within a WE yard to another track located on a customer's property within the same switching limits of one station or industrial switching district. A lease charge will apply when a car is not ordered in after 24 hours of the notification to the customer. An Intra-Terminal charge per car will be assessed when car is ordered off the lease track and into the customer's facility. If a car is placed at the customer's facility and then requested back onto the lease track, an additional Intra-Terminal switch charge will be assessed.	DEFINITION OF LEASE CHARGE	356
The term "track" shall include private sidings, assigned sidings, team track and other track at which the public, either individually or collectively, is authorized and/or permitted to load and/or unload freight to or from railroad freight equipment.	DEFINITION OF "TRACK"	360
Except as otherwise specifically provided, the provisions of this Section will not apply in connection with line-haul traffic.	NON-APPLICATION	365
Intra-plant, intra-terminal, inter-terminal or miscellaneous switching will not be performed on shipments moving under Order Notify Bills of Lading or Straight Bills of Lading, including shipments consigned to one party, notify or advise another party, which carry a provision requiring the surrender of Bill of Lading, written order or other document before making delivery (see Section 4 of Rule 7, Tariff UFC 6000-Series).	NON-APPLICATION ORDER NOTIFY OR STRAIGHT BILLS OF LADING	370
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100 East First Street
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WE 8001-E	WHEELING & LAKE ERIE RAILWAY COMPANY	Original Part 1-29								
PART 1 - SECTION 4										
INTRA-PLANT, INTRA-TERMINAL AND INTER-TERMINAL SWITCHING										
APPLICATION	SUBJECT	ITEM								
Except as otherwise specifically provided, switching, rules, regulations and charges published in this Section will not apply on line-haul traffic switched form or to connections when handle in TOFC service, container service involving equipment designed as FX, FXS or LF in The Official Railway Equipment Register or on traffic handled in bi-level or tri-level cars.	NON-APPLICATION IN CONNECTION WITH TRAILER-ON-FLAT CAR, CONTAINERS OR BI-LEVEL AND TRI-LEVEL CARS	375								
Except as provided in Paragraph 4, Item 400, the inter-terminal charges published in this Section apply only for account of WE. Except as otherwise provided, charges of any other line handling inter-terminal traffic will be in addition to the charges herein.	ADDITIONAL CHARGES FOR INTER-TERMINAL SERVICES	380								
WE will not undertake to furnish cars of any particular size or dimension when for use in intra-plant, intra-terminal, or inter-terminal switching.	FURNISHING CARS FOR INTRA-PLANT, INTRA-TERMINAL AND INTER-TERMINAL SWITCHING	390								
The intra-terminal, inter-terminal or miscellaneous switching charges in this Tariff will also apply on cars moved to hold or team tracks when billed to a consignee or to a consignee in care of freight agent at a point where loaded, including adjacent or contiguous points, where intra-terminal, inter-terminal or miscellaneous switch charges are in effect between the involved points. A written request for cars to be held either by consignor or consignee for disposition or otherwise, will incur a \$300.00 charge per car and will accumulate demurrage charges until car is released in written by either the consignor or consignee.	CARS MOVED TO HOLD OR TEAM TRACKS	395								
<p>Except as otherwise provided, WE will assess the charges shown below for switching within the customary industrial switching limits of the same station:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;"><u>Switching Service</u></th> <th style="text-align: left;"><u>Charges Per Car</u></th> </tr> </thead> <tbody> <tr> <td>Intra-plant.....</td> <td>\$275.00</td> </tr> <tr> <td>Intra-terminal.....</td> <td>\$350.00</td> </tr> <tr> <td>Inter-terminal.....</td> <td>\$500.00</td> </tr> </tbody> </table>	<u>Switching Service</u>	<u>Charges Per Car</u>	Intra-plant.....	\$275.00	Intra-terminal.....	\$350.00	Inter-terminal.....	\$500.00	GENERAL INTRA-PLANT, INTRA-TERMINAL AND INTER-TERMINAL SWITCHING	▲400
<u>Switching Service</u>	<u>Charges Per Car</u>									
Intra-plant.....	\$275.00									
Intra-terminal.....	\$350.00									
Inter-terminal.....	\$500.00									
For explanation of abbreviations and reference marks, see last page of Tariff										
ISSUED: November 18, 2013		EFFECTIVE: December 1, 2013								

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Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

WE 8001-E	WHEELING & LAKE ERIE RAILWAY COMPANY	Original Part 1-30
PART 1 - SECTION 4		
INTRA-PLANT, INTRA-TERMINAL AND INTER-TERMINAL SWITCHING		
APPLICATION	SUBJECT	ITEM
Switching charge for switching rejected carloads of freight which are rejected for any reason will be \$385.00 per car. This charge will apply only on rejected cars on which WE has received a line-haul revenue movement, (see Note A). NOTE A: On rejected carloads of freight of which WE receives either an Intra-terminal or Inter-terminal switch, the applicable switch charge (either Intra-terminal or Inter-terminal will apply in each direction).	GENERAL INTRA-TERMINAL OR INTER-TERMINAL SWITCHING OF REJECTED CARS	405
Dead locomotives, tenders, or locomotives and tenders combined, wrecking cranes, pile drivers and similar equipment handled on own wheels will be assessed on the same basis as loaded cars	GENERAL SWITCHING OF EQUIPMENT ON OWN WHEELS	410
When a car is loaded at an industrial siding, team track, loading platform or freight house and switched to assembling yard or scale track and returned to point of loading on account shipper's error, the charge for switching performed will be an inter-terminal switch of \$350.00 per car in each direction if within the same switching yard as the shipper. If outside the switching district an additional charge of \$1.15 per mile will be assessed.	GENERAL INTER-TERMINAL SWITCHING OF FREIGHT RETURNED ACCOUNT SHIPPER'S ERROR	415
Except as otherwise provided, the switching charge on cars switched between industries on WE and interchange tracks with connecting lines will be \$350.00 per car, in addition to any reciprocal switch charges for each movement.	AKRON, OH INTER-TERMINAL SWITCHING CHARGES	425
Charge for switching scrap iron or steel from industry or private siding on WE to industry on CWRO will be \$545.00 per car when routed via WE-CWRO to International Steel Group.	CLEVELAND, OH JOINT INTER-TERMINAL SWITCHING CHARGE ON SCRAP IRON AND STEEL	430
For explanation of abbreviations and reference marks, see last page of Tariff		
ISSUED: November 18, 2013		EFFECTIVE: December 1, 2013

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Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

PART 1 - SECTION 5

DEFINITION OF SWITCHING LIMITS OR INTER-SWITCHING DISTANCE ZONES

APPLICATION (See Item 450)	SUBJECT	ITEM
<p>A. Where the switching limits of a station are specifically defined, the limits so defined include all track(s) at such station even though one or more track(s) may be within the corporate limits of another city, town, village or municipality.</p> <p>B. Where the switching limits of a station are not specifically defined, the switching limits of such station include tracks located within the corporate limits of the same city, town, village or municipality.</p> <p>C. Movements between locations within the same switching limits, as referred to in Paragraphs A and B, will be at the applicable switching charge and line-haul rates or charges will not apply (see Note).</p> <p>NOTE: Road-haul switching rules and charges will not apply on shipments that originate and terminate within the same switching limits.</p>	DEFINITION OF SWITCHING LIMITS NOT OTHERWISE SPECIFICALLY PROVIDED IN THIS TARIFF	435
<p>SWITCHING LIMITS: EAST - Mile Post 167.76 (Lepper Road)</p> <p>WEST - Mile Post 160.75 (Hawthorne Ave.)</p>	AKRON-BRITAIN-EAST AKRON, OH	440
<p>SWITCHING LIMITS: EAST - 50 Feet East of Mile Post 3 (Canton Branch)</p> <p>NORTH - 578 Feet North of Mile Post 7</p> <p>SOUTH - 1,534 Feet North of Mile Post 2 (Carrollton Branch)</p>	CANTON, OH	450
<p>SWITCHING LIMITS: EAST - 2,640 Feet East of Mile Post 170</p> <p>WEST - Geil Avenue, Junction Mile Post 190, NS Belt Line and NS at West 73rd Street, 2,218 Feet West of Mile post 5</p> <p>SOUTH - Mile Post 10</p>	CLEVELAND, OH	460
<p>SWITCHING LIMITS: EAST - Mile Post R219.1</p> <p>WEST - 200 Feet West of Mile Post R211</p>	MARTINS FERRY (Terminal Junction), OH	470

For explanation of abbreviations and reference marks, see last page of Tariff

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

WE 8001-E	WHEELING & LAKE ERIE RAILWAY COMPANY	Original Part 1-32
PART 1 - SECTION 5		
DEFINITION OF SWITCHING LIMITS OR INTER-SWITCHING DISTANCE ZONES		
APPLICATION (See Item 450)	SUBJECT	ITEM
SWITCHING LIMITS: EAST - 3,600 Feet West of Mile Post 14 WEST - 225 Feet West of Mile Post 21	MONESSEN, PA	475
SWITCHING LIMITS: EAST - 200 Feet East of Mile Post 122 WEST - 600 Feet Northeast of Mile Post 1 (Orrville Spur) SOUTH - 400 Feet West of Mile Post 122	ORVILLE, OH	480
The Switching Limits of Akron, OH extend from Eastern Corporate Limits of Barberton, OH on the west to WE yard on the east at East Market Street.	AKRON, OH (AB)	481
The Switching Limits of Barberton, OH extend from Eastern Corporate Limits of Barberton, OH with Coventry Twp. to the Southern Corporate Limits of Barberton, OH with the City of Norton, OH including PPG Industries, Inc. South Works located within Corporate Limits of Norton, OH.	BARBERTON, OH (AB)	482
The Switching Limits of Rittman, OH extend from a point one-half (1/2) mile west of Seville Road in Wadsworth Twp. to Main Street in Rittman, OH.	RITTMAN, OH (AB)	483
The Switching Limits of Kent, OH are the Corporate Limits of the City of Wadsworth, OH.	WADSWORTH, OH (AB)	484
The Switching Limits of Kent, OH are the Corporate Limits of the City of Kent, OH.	KENT, OH (AB)	485
The Switching Limits of Ravenna, OH are the Corporate Limits of the City of Ravenna, OH (to and including Ravenna Arsenal).	REVENNA, OH (AB)	486
For explanation of abbreviations and reference marks, see last page of Tariff		
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Wheeling & Lake Erie Railway Company
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WE 8001-E	WHEELING & LAKE ERIE RAILWAY COMPANY				Original Part 1-33																				
PART 1 – SECTION 6																									
SPECIAL RULES AND REGULATIONS UNLIMITED - AB																									
APPLICATION		SUBJECT		ITEM																					
Except as otherwise specifically provided herein, switching charges published in this tariff cover the movement of a loaded car in one direction and empty in the opposite direction. If cars are loaded in both directions, charge will be assessed for movements in each direction.		EXPLANATION OF SWITCHING CHARGES		490																					
Idler or trainer cars, accompanying loaded cars will be treated as loaded cars.		IDLER OR TRAILER CARS		491																					
<p>Special switching movements are (1) requests by industry for switching service to be performed by the railroad at a time other than that scheduled by the railroad or (2) those movements required because of excessive dimensions, excessive weight, high center of gravity or other conditions not permitting normal train operation.</p> <p>When such movements can be conveniently arranged by the railroad with an <u>existing</u> crew, a charge for each hour, or fraction thereof, subject to the hourly rate and minimum charge listed in Column A below, will be assessed. Hours beyond the minimum will be charged at the hourly rate in Column C.</p> <p>When movements can be arranged by the railroad that require the use of an <u>extra</u> crew, a charge for each hour, or fraction thereof, subject to the hourly rate and minimum charge listed in Column B (Monday-Friday), Column C (Saturday-Sunday) or Column D (Holiday) will be assessed.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: center;"><u>COL A</u></th> <th style="text-align: center;"><u>COL B</u></th> <th style="text-align: center;"><u>COL C</u></th> <th style="text-align: center;"><u>COL D</u></th> </tr> </thead> <tbody> <tr> <td>Hourly Rate</td> <td style="text-align: center;">\$150.00</td> <td style="text-align: center;">\$150.00</td> <td style="text-align: center;">\$200.00</td> <td style="text-align: center;">\$270.00</td> </tr> <tr> <td>Minimum Hours</td> <td style="text-align: center;">3</td> <td style="text-align: center;">8</td> <td style="text-align: center;">8</td> <td style="text-align: center;">8</td> </tr> <tr> <td>Minimum</td> <td style="text-align: center;">\$450.00</td> <td style="text-align: center;">\$1200.00</td> <td style="text-align: center;">\$1600.00</td> <td style="text-align: center;">\$2160.00</td> </tr> </tbody> </table> <p>The above charges are subject to the following provisions:</p> <p>A. Special Switch charges are in addition to the regular freight or switching charges.</p> <p>B. Hours are computed from the time crew is dispatched until switch is completed and crew has returned to the point of dispatch.</p> <p>C. Requests for Special Switching must be placed by consignor, consignee, or agent of consignor or consignee, in writing or by telephone confirmed by fax or letter. Request shall give all necessary information including car initial and number, location, date and time of movement desired, party to be billed, routing, and any other information and instructions pertinent to such movement.</p> <p>D. Requests for Special Switching shall be made far enough in advance of the date and time required to allow railroad sufficient time to assemble equipment, personnel and other incidental requirements.</p> <p>E. Railroad reserves the right to fill out such special trains with additional cars.</p>			<u>COL A</u>	<u>COL B</u>	<u>COL C</u>	<u>COL D</u>	Hourly Rate	\$150.00	\$150.00	\$200.00	\$270.00	Minimum Hours	3	8	8	8	Minimum	\$450.00	\$1200.00	\$1600.00	\$2160.00	SPECIAL SWITCHING		492	
	<u>COL A</u>	<u>COL B</u>	<u>COL C</u>	<u>COL D</u>																					
Hourly Rate	\$150.00	\$150.00	\$200.00	\$270.00																					
Minimum Hours	3	8	8	8																					
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For explanation of abbreviations and reference marks, see last page of Tariff																									
ISSUED: November 18, 2013			EFFECTIVE: December 1, 2013																						

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

WE 8001-E	WHEELING & LAKE ERIE RAILWAY COMPANY	Original Part 1-34
PART 1 – SECTION 6		
SPECIAL RULES AND REGULATIONS UNLIMITED - AB		
APPLICATION	SUBJECT	ITEM
Except as otherwise provided in Item 494, an intra-plant charge of \$275.00 per car will be assessed for service performed for each movement made in switching cars once placed and afterwards moved at the request of shipper from one location to another location on the same track of plant or industry. This applies on a single track industry.	RESPOTTING CHARGE	493
The AB will assess no respotting charge for respotting cars on same track when the respotting of empty, partially loaded, or loaded cars is incidental to the placement or removal of other cars on same track of plant or industry. As long as the standing order of the cars is not changed.	RESPOTTING CARS	494
Except as otherwise proved herein, when a loaded car is handled in switch or road movement, the empty car will be given one free switch movement, including haul from or to connecting lines. For other movements of empty cars, the charge will be the same as applies to loaded cars, (see Item 490).	CHARGES FOR SWITCH MOVEMENT OF EMPTY CARS	495
For explanation of abbreviations and reference marks, see last page of Tariff		
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Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

PART 2

CAR DEMURRAGE AND STORAGE RULES AND CHARGES

For explanation of abbreviations and reference marks, see last page of Tariff

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Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

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For explanation of abbreviations and reference marks, see last page of Tariff

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ISSUED BY:

Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 2

RULES AND REGULATIONS

APPLICATION	SUBJECT	ITEM
When the words tariff, tariffs or contracts are used in this Tariff, they refer to tariffs or contracts lawfully on file.	REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.	498
<p>This Tariff will be amended by issuing revised pages and except where a specific cancellation is shown on a newly revised page, a revised page cancels any and all uncanceled revised or original pages or uncanceled portions thereof which bear the same page number (see Exceptions.).</p> <p>A revised page will not show a cancellation notice except when a cancellation notice is necessary because of suspension, rejection, or other reasons. Revisions of each page will be published and filed in numerical sequence.</p> <p>Examples: "First Revised Part 2-10" would cancel Original Part 2-10; 45th Revised Part 1-12" would cancel 44th Revised Part 2-12."</p> <p style="text-align: center;"><u>EXCEPTION</u></p> <p>1. When a specific cancellation on a prior revised page excepts a previously filled page wholly or in part, this rule will not have the effect of canceling such excepted previously filed page or portion thereof.</p>	CANCELLATION OF ORIGINAL AND REVISED PAGES	500

For explanation of abbreviations and reference marks, see last page of Tariff

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 2 - SECTION 1

CAR DEMURRAGE RULES AND CHARGES

APPLICATION	SUBJECT	ITEM
A. Applicable at all stations on WE.	Application	505
B. The disposition of a car at its point of detention determines the purpose for which the car is held and the rules applicable thereto.		
C. All railroad and privately owned cars held for or by consignors or consignees are subject to demurrage rules and charges contained in this Section, EXCEPT the following:		
1. Cars for loading or unloading of WE company material while held on WE tracks or private siding connecting therewith.		
2. Cars of refused or unclaimed freight to be sold by WE for the time held beyond legal requirements.		
3. Cars assigned to shippers returned empty to point of assignment to the extent storage rules apply.		
4. Cars of railroad ownership, leased for storage of commodities while held on lessee's tracks and car hire (per diem) is not paid by WE.		
5. Loaded private cars held on private tracks unless made subject to demurrage under the provisions of Item 530.		
6. Empty private cars held on railroad or private tracks.		
7. Cars specially equipped for handling welded railroad rail held for loading such rail.		
8. Empty cars ordered and rejected within twenty-four (24) hours as unsuitable for loading.		

For explanation of abbreviations and reference marks, see last page of Tariff

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 2 - SECTION 1

CAR DEMURRAGE RULES AND CHARGES

APPLICATION	SUBJECT	ITEM
<p>For the purpose of applying provisions of this Section, the following are defined and will govern:</p> <p><u>Actual Placement:</u> When a car is placed in an accessible position for loading or unloading, or at a point designated by the consignor or consignee.</p> <p><u>Assigned Car:</u> A car of any ownership specifically requested and assigned to a shipper by a railroad.</p> <p><u>Consignee:</u> The party to whom a shipment is consigned, or the party entitled to receive the shipment. For purposes of this tariff, Consignee includes any person who receives railcars from a rail carrier for unloading, as more specifically described in 49 CFR Part 1333.</p> <p><u>Consignor:</u> The party in whose name cars are ordered, or the party who furnished forwarding directions. For purposes of this tariff, Consignor includes any person who receives railcars from a rail carrier for loading, as more specifically described in 49 CFR Part 1333.</p> <p><u>Constructive:</u> When a car cannot be actually placed because of any condition attributable to the consignor or consignee, including order notify and inbound shipments, such car will be held on WE tracks and notice will be given to the consignor or consignee that the car is held awaiting disposition instructions.</p> <p><u>Placement:</u> Such cars which have been placed by WE on private or other than public delivery tracks, including lead tracks serving the consignor or consignee will be considered constructively placed without notice.</p> <p><u>Credit:</u> Non-chargeable demurrage day. Credits can only be earned on those cars released.</p> <p><u>Demurrage Day:</u> A twenty-four (24) hour period, or part thereof, commencing 0001 after tender (calendar day).</p> <p><u>Disposition:</u> Information, including forwarding instructions or release, which allows the railroad to either tender or release the car from the consignor's or consignee's account.</p> <p style="text-align: right;">(Item 510 continued on next page)</p>	EXPLANATION OF TERMS	510▶

For explanation of abbreviations and reference marks, see last page of Tariff

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 2 - SECTION 1

CAR DEMURRAGE RULES AND CHARGES

APPLICATION	SUBJECT	ITEM
<u>Empty Cars Ordered and Not used:</u>	Empty cars ordered for loading and not used in transportation service.	EXPLANATION OF TERMS 510 (continued)
<u>Empty Release Information:</u>	Advice by consignee given to authorized personnel of WE that car is unloaded and available to WE. Information given must include identity of consignee, party furnishing data, car initial and number.	
<u>Forwarding Instructions:</u>	Shipping instructions given to WE at the point of loading, containing all of the necessary information to transport the shipment to the final destination.	
<u>Lease Track:</u>	Any trackage assigned to a user through written agreement. Lease track will be treated the same as private track under this section.	
<u>Loading:</u>	The complete or partial loading of a car in conformity with WE loading and clearance rules, and the furnishing of forwarding instructions.	
<u>Loaded Car:</u>	A car that is completely or partially loaded.	
<u>Notification:</u>	When required, notification will be furnished, in writing to all parties entitled to receive notification.	
<u>Other Than Public Delivery Track:</u>	Any trackage assigned for individual use, including privately owned or leased tracks.	
<u>Partial Unloading:</u>	The partial unloading of a car and the furnishing of forwarding instructions.	
<u>Private Car:</u>	A car bearing other than railroad reporting marks and which is not a railroad-controlled car.	
(Item 510 continued on next page)		

For explanation of abbreviations and reference marks, see last page of Tariff

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 2 - SECTION 1

CAR DEMURRAGE RULES AND CHARGES

APPLICATION	SUBJECT	ITEM
<u>Private Track:</u>	Any trackage which is not owned or leased by the railroad.	EXPLANATION OF TERMS 510 (concluded)
<u>Public Delivery Track:</u>	Any track open to the general public for loading and unloading.	
<u>Railroad-Controlled Car:</u>	A car bearing other than railroad reporting marks provided to the railroad directly by car companies or others for use by the railroads in serving any of its customers.	
<u>Reconsignment:</u>	An order from the consignor to bill a car to other than the original consignee. (An order to turn over the car to another party, that does not require an additional movement of the car, is not a reconsignment.)	
<u>Refused Loaded Car:</u>	When the original loaded car is refused at destination without being unloaded.	
<u>Reloading:</u>	When car is held for loading after being released as an empty.	
<u>Reshipment:</u>	A new document by which the entire original shipment is forwarded in the same car to another destination.	
<u>Stopped in Transit:</u>	When cars are held en route because of any condition attributable to the consignor or consignee, or owner.	
<u>Time:</u>	Local time is applicable, expressed on the basis of the 24-hour clock. (Example: 12:01 AM is expressed at 0001 Hours.)	
<u>Unloading:</u>	The complete unloading of a car and advice received from consignee that the car is empty and available to the railroad.	

(Item 510 continued next page)

For explanation of abbreviations and reference marks, see last page of Tariff

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 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 2 - SECTION 1

CAR DEMURRAGE RULES AND CHARGES

APPLICATION	SUBJECT	ITEM
<p>A. The following will be furnished as indicated:</p> <ol style="list-style-type: none"> 1. Cars for other than Public Delivery Tracks: <ol style="list-style-type: none"> (a) Notice of constructive placement if cars are held on WE tracks due to reasons attributable to the consignor or consignee. (b) Delivery of car upon tracks of consignee will constitute notice. (c) When two or more parties, each performing their own switching, take delivery of cars from the same interchange track, notice will be given when cars are placed on the interchange track. 2. Cars for Public Delivery Tracks: <ol style="list-style-type: none"> (a) Notice of constructive placement if cars are held on WE tracks due to reasons attributable to the consignor or consignee. (b) Delivery of car upon tracks of consignee will constitute notice. 3. Cars Stopped in Transit: <p>Notice will be given to the consignor, consignee or owner responsible for the car being stopped upon arrival of the car at the point of stoppage.</p> 4. Refused Loaded Car: <p>When a loaded car is refused at destination, WE will give notice of such refusal to the consignor or owner, or the agent at the point of shipment, who shall promptly notify the consignor.</p> <p style="text-align: center;">(Item 515 continued next page)</p>	NOTIFICATION TO CONSIGNOR OR CONSIGNEE	515
For explanation of abbreviations and reference marks, see last page of Tariff		
ISSUED: November 18, 2013		EFFECTIVE: December 1, 2013

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
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 Brewster, Ohio 44613

PART 2 - SECTION 1

CAR DEMURRAGE RULES AND CHARGES

APPLICATION	SUBJECT	ITEM
<p>B. The Wheeling & Lake Erie will notify each customer of the placement, constructive placement and release of all your railroad cars daily. The customer, upon receipt of this information, will have five (5) business days to verify this information.</p> <ol style="list-style-type: none"> 1. If the customer feels that the information received is incorrect and notifies the Wheeling & Lake Erie Railway, the discrepancy will be investigated, with the customer, and resolved at that time. 2. If the customer does not notify the Wheeling & Lake Erie within the days allotted to dispute any inaccuracies, the records will be deemed accurate and final. <p>C. Notification may be given in writing or electronically, and will contain the following:</p> <ol style="list-style-type: none"> 1. Car initial(s) and number(s) 2. If lading transferred en route, the initial(s) and number(s) of the original car(s). 3. Commodity. <p>When consignor or consignee utilizes an electric or mechanical device to accept messages, notification left on such devices will be considered as having been received.</p> <p>D. In all cases where any part of the contents of the car has been inspected or removed by the consignee prior to the sending or giving of notice, such inspection or removal shall constitute the required notification.</p>	NOTIFICATION TO CONSIGNOR OR CONSIGNEE	515 (concluded)
<p>A. Switching instructions, empty release information, or other disposition must be submitted by the consignor/consignee in writing either via fax or email when furnishing such instructions. All written instructions will be considered as having been furnished at the date and time that they are received and that time and date will govern.</p> <ol style="list-style-type: none"> 1. No cars will be "spotted upon arrival". Written instruction must be received for the placement of any car(s) <p style="text-align: center;">(Item 520 continued next page)</p>	NOTIFICATION TO WE	520
For explanation of abbreviations and reference marks, see last page of Tariff		
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Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

PART 2 - SECTION 1

CAR DEMURRAGE RULES AND CHARGES

APPLICATION	SUBJECT	ITEM
<p>B. Shipping instructions or BOL (bill of lading) information will be furnished either through EDI (Electronic Data Interchange) or through our website at www.wlerwy.com. An application under the Customers tab will set up new users for this process. All faxed BOL's resulting in manual input by the WE will result in a charge of \$150.00 per BOL.</p>	NOTIFICATION TO WE	520 (Concluded)
<p>Loading is the complete or partial loading of a car in conformity with AAR loading and clearance rules, and the furnishing of forwarding instructions.</p> <p><u>Tender:</u> The notification, actual or constructive placement of an empty car placed on orders of the consignor.</p> <p><u>Release:</u></p> <p>A. Date and time forwarding instructions are received and car made available.</p> <p>B. Cars placed on interchange tracks of a consignor doing its own switching, must also be returned to the interchange track for release.</p> <p>C. Cars found to be improperly loaded or overloaded at origin will not be considered released until the load has been adjusted properly.</p> <p><u>Computation:</u></p> <p>A. For railroad and railroad controlled cars time will be computed from the first 0001 hours after tender until release. For private cars time will be computed from the first 0001 hours after tender until the physical time and placement of car at the customer location.</p> <p>B. If the car is placed prior to date for which it was ordered, time will be computed from the first 0001 hours after the date for which it was ordered until its release.</p> <p>C. On reloaded cars, time will be computed from the first 0001 hours after advice is received that the car is empty until release.</p> <p>D. When the same car is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue until forwarding instructions are received.</p> <p><u>Credits:</u></p> <p>A. Two (2) credits will be allowed for each car released from loading.</p> <p>B. When two smaller cars are furnished in lieu of one larger car ordered, through no fault of consignor, demurrage provisions will be applied to only one car.</p>	<p>CARS HELD FOR LOADING, TRANSACTIONS, ETC.</p> <p>(NOT APPLICABLE TO PRIVATE CARS)</p>	525
For explanation of abbreviations and reference marks, see last page of Tariff		
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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 2 - SECTION 1

CAR DEMURRAGE RULES AND CHARGES

APPLICATION	SUBJECT	ITEM
<p>A. Unloading is the complete unloading of a car and advice from the consignee to the railroad that the car is empty and available to the railroad.</p> <p>B. Loaded private cars held on private tracks at destination will be subject to this Item only when:</p> <ol style="list-style-type: none"> 1. The car is an Association of American Railroads (AAR) mechanically designated "LO" covered hopper. 2. The shipping document furnished to direct movement of the car to the unloading station states that the car is subject to this Item. 3. The notation of the shipping document is declared before the car leaves the initial origin. <p><u>Tender:</u> The notification, actual or constructive placement of a loaded car.</p> <p><u>Release:</u></p> <ol style="list-style-type: none"> A. Date and time that the railroad receives advice that the car is empty and available. B. Cars placed on interchange tracks of a consignee doing its own switching must also be returned to the interchange track for release. C. When the same car is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue until forwarding instructions are received. <p><u>Computation:</u> For railroad and railroad controlled cars time will be computed from the first 0001 hours after tender until release. For private cars time will be computed from the first 0001 hours after tender until the physical time and placement of car at the customer location.</p> <p><u>Credits:</u> Two (2) credits will be allowed for each car released from unloading.</p>	CARS HELD FOR COMPLETE UNLOADING, TRANSACTIONS, ETC.	530

For explanation of abbreviations and reference marks, see last page of Tariff

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 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 2 - SECTION 1

CAR DEMURRAGE RULES AND CHARGES

APPLICATION	SUBJECT	ITEM
<p>Applicable to cars held:</p> <p>A. On orders of consignor or consignee.</p> <p>B. While awaiting proper disposition from the consignor or consignee.</p> <p>C. As a result of conditions attributable to consignor or consignee.</p> <p>Disposition: That information, including forwarding instructions or empty release, which allows the railroad to either tender or release the car from the consignor's or consignee's account.</p> <p>Tender: The notification, actual or constructive placement of a loaded car.</p> <p>Release: Date and time that the railroad receives advice that the car is empty, or that forwarding instructions are received.</p> <p>Computation: Time will be computed from the first 0001 hours:</p> <p>A. After tender until release, on cars:</p> <ol style="list-style-type: none"> 1. Diverted. 2. Empty for loading - ordered and not used (other than a rejected car). 3. Partially unloaded. 4. Reconsigned. 5. Reshipped. 6. Stopped in transit. <p>B. After cars are received by WE until date of disposition on:</p> <p style="text-align: right;">(Item 535 continued next page)</p>	PRIVATE AND RAILROAD CARS HELD FOR OTHER PURPOSES, TRANSACTIONS, ETC.	535

For explanation of abbreviations and reference marks, see last page of Tariff

ISSUED: November 18, 2013

EFFECTIVE: December 1, 2013

ISSUED BY:

Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 2 - SECTION 1

CAR DEMURRAGE RULES AND CHARGES

APPLICATION	SUBJECT	ITEM
<p>Computation: (cont.)</p> <ol style="list-style-type: none"> 1. Cars received from connecting carriers. 2. Loaded private cars returned to railroad tracks. <p>C. After tender until date of refusal on:</p> <ol style="list-style-type: none"> 1. Refused loaded cars or overloaded cars (consignee). <p>D. After tender until date of disposition on:</p> <ol style="list-style-type: none"> 1. Refused loaded cars or overloaded cars (consignor). <p>E. After tender until release or placement on private tracks on:</p> <ol style="list-style-type: none"> 1. Loaded private cars - while held on railroad tracks. <p>Credits:</p> <p>A. One (1) credit will be allowed for each car released or on which disposition is given.</p> <p>B. Credits will not be allowed for:</p> <ol style="list-style-type: none"> 1. Empty cars ordered and not used. 2. Loaded private cars returned to railroad tracks to be held for disposition. 3. Cars received from connecting carriers to be held for disposition. 	PRIVATE AND RAILROAD CARS HELD FOR OTHER PURPOSES, TRANSACTIONS, ETC.	535 (concluded)
<p>A. Settlement of charges will be made on a monthly basis on all cars released during each calendar month.</p> <p>B. Credits earned and demurrage days accrued by customers having facilities at separate stations cannot be combined.</p> <p>C. Credits earned and demurrage days accrued will be calculated separately for the following:</p> <ol style="list-style-type: none"> 1. Cars held for loading transactions. 2. Cars held for complete unloading transactions. 3. Private and railroad cars held for other purposes. <p style="text-align: right;">(Item 540 continued next page)</p>	DEMURRAGE PLAN AND CHARGES	540
For explanation of abbreviations and reference marks, see last page of Tariff		
ISSUED: November 18, 2013		EFFECTIVE: December 1, 2013

ISSUED BY:

Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

PART 2 - SECTION 1

CAR DEMURRAGE RULES AND CHARGES

APPLICATION	SUBJECT	ITEM
<p>D. Excess credits earned for one transaction cannot be used to offset demurrage days on another transaction.</p> <p>E. Excess credits earned in one calendar month may not be used to offset demurrage days in another calendar month.</p> <p>F. Demurrage charges will be assessed against the Consignor at origin or Consignee at destination who will be responsible for payment.</p> <p>G. Calculation of charges:</p> <ol style="list-style-type: none"> 1. Total demurrage days for all cars released will be added. 2. Total credits for all cars released will be added. 3. If total credits exceed total demurrage days, demurrage charges will not be assessed. 4. If total demurrage days exceed the total credits, calculation of charges will be made as follows: <ol style="list-style-type: none"> a. Subtract number of total credits from total demurrage days to determine chargeable days. b. The number of chargeable days will be assessed \$70.00 per day for railroad-owned equipment. c. The number of chargeable days will be assessed at \$75.00 for railroad-owned Mechanical Refrigerated railcars. d. The number of chargeable days will be assessed at \$70.00 per day for empty non-WE equipment not currently on a lease track. 	DEMURRAGE PLAN AND CHARGES	540▶ (Concluded)
<p>A. Charges will be billed on a monthly basis, for all cars released during each calendar month</p> <p>B. Charges will be assessed against the consignee at destination on cars waiting placement or the consignor at origin on cars waiting forwarding instructions.</p> <p>C. Two (2) free days are given on each loaded car being held for consignee on constructive placement. No free time is allowed for consignor for loaded cars held on WE tracks awaiting forwarding instructions.</p> <p>D. Chargeable demurrage rate is \$40.00 per day on all loaded and empty private cars.</p>	DEMURRAGE PLAN AND CHARGES FOR PRIVATE/SHIPPER-OWNED PLAN	541
For explanation of abbreviations and reference marks, see last page of Tariff		
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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 2 - SECTION 1

CAR DEMURRAGE RULES AND CHARGES

APPLICATION	SUBJECT	ITEM
<p>In order to be allowed relief as indicated, a claim must be presented to WE, in writing, by the last day of the calendar month following the month in which the bill was issued and paid as rendered, stating fully the conditions for which relief is claimed.</p> <p>A. Railroad Error</p> <ol style="list-style-type: none"> 1. If, through railroad error, demurrage charges are assessed, demurrage will be adjusted to the amount that would have accrued but for such error. 2. Run-around and bunching of cars will not be considered a Railroad error. <p>B. Weather Interference</p> <ol style="list-style-type: none"> 1. When, because of earthquakes, tornadoes, hurricanes, floods or other weather related disturbances, the operations of the consignor or consignee are disrupted, the demurrage directly chargeable thereto will be eliminated, provided the disruption exceeds two (2) days in duration. <p>C. Strike Interference: When it is impossible to load or unload or receive cars from or make cars available to WE of strike interference at the point where the loading or unloading is to be accomplished, demurrage days will be charged at the rate of \$22.00 per day during the period of strike interference, provided:</p> <ol style="list-style-type: none"> 1. The disruption exceeds ten (10) days in duration during one calendar month. 2. Provisions of this Item will not apply to: <ol style="list-style-type: none"> a. Inbound cars when waybills are dated four (4) days after the beginning of strike interference. b. Cars for loading when ordered after the beginning and prior to the ending of strike interference. 	CLAIMS	545

For explanation of abbreviations and reference marks, see last page of Tariff

ISSUED: November 18, 2013**EFFECTIVE: December 1, 2013**

ISSUED BY:

Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

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ISSUED BY:

Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

PART 2 - SECTION 2

STORAGE RULES AND CHARGES

APPLICATION	SUBJECT	ITEM
<p>The provisions of this Section apply to cars of any ownership specifically requested and assigned to shippers by WE (see Note 1) where WE serves the assignee at the designated point of assignment (see Note 2) as the originating road-haul carrier or the originating switching line and is required to hold such cars on its tracks or private sidings connected therewith while awaiting.</p> <ol style="list-style-type: none"> 1. Actual or constructive placement on orders of, or appropriation of, the cars for loading by the assignee; or 2. Delivery of such cars to a connecting switching line performing the actual placement service where such switching line has not concurred in the assignment and holding of cars on its line while subject to storage rules and charges contained in Part 2, Section 2 on this Tariff. <p style="text-align: center;"><u>EXPLANATION OF NOTES</u></p> <p>Note 1: When an assigned car is returned with a revenue load subject to applicable carload rates, the car is subject to the demurrage rules and charges contained in Part 2 Section 1 of this Tariff.</p> <p>Note 2: For the purpose of applying this Section, the designated point of assignment shall mean the origin station at which WE has assigned or concurs with another railroad to assign specific cars for use by a specific shipper.</p>	ASSIGNED CARS	550
Before specific cars are assigned to a shipper, the shipper must request in writing of originating road-haul carrier(s) assignment at least ten (10) days before their intended use of a specific number of cars.	ASSIGNMENT OF CARS	555
<p>A. No free time will be allowed on cars subject to the storage rules and charges contained in Part 2, Section 2 of this Tariff, but they will be subject to a storage charge of \$75.00 per car per day. The time will be computed from the first 0001 hours following the sending or giving of notice of arrival.</p> <p style="text-align: right;">(Item 560 continued next page)</p>	STORAGE CHARGE	560▶▲

For explanation of abbreviations and reference marks, see last page of Tariff

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 2 - SECTION 2

STORAGE RULES AND CHARGES

APPLICATION	SUBJECT	ITEM
<p>B. Once storage charges commence to run, all days are chargeable days with charges continuing until actual or constructive placement on orders of, or appropriation of, cars for loading by the assignee (see Note 1).</p> <p>C. Cars released from storage charges under these conditions will be subject to the applicable demurrage rules and charges contained in Part 2 Section 1 of this Tariff.</p> <p>D. Cars will also be charged an Intra-Terminal charge of \$350.00 per car for the movement of the cars to a storage track and an additional Intra-Terminal charge of \$350.00 per cars when being released from storage and switched out for transport.</p> <p style="text-align: center;"><u>EXPLANATION OF NOTE</u></p> <p>Note 1: Where actual or constructive placement is made by a switching line, that has not concurred in the assignment and holding of cars on its line while subject or Part 2, Section 2 of this Tariff, storage charges will cease at the time cars are delivered to the switching line on orders of the switching line or assignee, as the case may be.</p>	STORAGE CHARGE	560 (concluded)
<p>The Wheeling & Lake Erie Railway will not store Explosives, Hazardous Materials, Substances or Wastes on Wheeling & Lake Erie premises.</p> <p>If Explosives, Hazardous Materials, Substances or Wastes are to be stored, provisions must be made prior to storage and track must be leased to customer.</p> <p>If Explosives, Hazardous Materials, Substances or Wastes are not requested in by the customer's facility within 48 hours of reaching the serving yard, a designated lease track must be set up by the consignor/consignee to continue storing the hazardous loaded railcar. If no lease is set up after the 48 hour period, the railcar will be sent back to the consignor at the cost of the consignee.</p>	STORAGE RULES AND CHARGES ON LOADED RAILCARS CONTAINING EXPLOSIVES, HAZARDOUS MATERIALS, SUBSTANCES OR WASTES	575▶
For explanation of abbreviations and reference marks, see last page of Tariff		
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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 2 - SECTION 2

STORAGE RULES AND CHARGES

APPLICATION	SUBJECT	ITEM
<p>Empty hazardous railcars can be stored on Wheeling and Lake Erie property without the customer having to set up a designated lease track. All rules and charges specified within Item 560 will apply. No free days or credits will be given when empty hazardous railcars are being stored.</p>	<p>STORAGE RULES AND CHARGES ON EMPTY HAZARDOUS RAILCARS</p>	<p>576 ◊</p>
<p>For explanation of abbreviations and reference marks, see last page of Tariff</p>		
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ISSUED BY:

Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 3

SPECIAL RULES, REGULATIONS AND MISCELLANEOUS CHARGES

For explanation of abbreviations and reference marks, see last page of Tariff

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ISSUED BY:

Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

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For explanation of abbreviations and reference marks, see last page of Tariff

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ISSUED BY:

Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 3

RULES AND REGULATIONS

APPLICATION	SUBJECT	ITEM
A shipping document that is both a receipt for property to be transported and a contract for hauling it, stating the terms, conditions, and liabilities under which property is accepted for transportation. Shipments will be rated according to the date of receipt of the bill of lading.	BILL OF LADING	579
A Charge of \$200.00 per bill of lading will be assessed when instructions are received to change or cancel original bill of lading.	CANCELLATION OF THE BILL OF LADING	580
Except as otherwise provided, cars received from and/or delivered to connections, which are held for diversion or reconsignment on tracks of the WE awaiting placement on consignee's private or assigned siding served by the WE, and which are diverted or reconsigned to destinations on roads other than WE beyond the original destination will be subject to reciprocal switching charge, in each direction, between interchange with connections and the original consignee's private or assigned siding. No switching charge will be assessed on the outbound movement when WE is accorded the outbound line-haul movement.	CARS HELD FOR DIVERSION OR RECONSIGNMENT ON WE	581
<p style="text-align: center;">DIVERSION CHARGES</p> <p>(A) When the applicable diversion provisions have been met and the line-haul transportation price authorizes diversions, the following diversion charges will apply and will be assessed against the party requesting the diversion.</p> <p style="text-align: center;">"CHARGE NO. 1"</p> <p>1. On changes in the following the charge will be \$250.00 per car.</p> <p style="padding-left: 20px;">A. Consignee:</p> <p style="padding-left: 40px;">1) When more than 1 change is made prior to arrival at destination.</p> <p style="padding-left: 40px;">2) When change is requested after arrival of car at actual destination or the destination serving yard location, but prior to actual or constructive placement.</p> <p style="padding-left: 20px;">B. Destination</p> <p style="padding-left: 20px;">C. Route</p> <p style="text-align: center;">"CHARGE NO. 2"</p> <p>2. Holding - \$300.00 per car plus demurrage (see Item 395)</p> <p style="text-align: right;">(Item 582 continued next page)</p>	RULES AND CHARGES FOR DIVERSION	582
For explanation of abbreviations and reference marks, see last page of Tariff		
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Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
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PART 3

RULES AND REGULATIONS

APPLICATION	SUBJECT	ITEM
<p style="text-align: center;">“CHARGE NO. 3”</p> <p>1. On changes for the following the charge will be \$250.00 per car.</p> <p style="padding-left: 20px;">a. When an overcharge claim is submitted based on a change in the description of the commodity shipped.</p> <p>Note 1: This change may only be requested when submitted in writing along with a signed amendment to the original bill of lading.</p> <p>Note 2: Claimant must provide WE with a signed, amended bill of lading for the shipment(s) involved. In the event the claim is honored, the charge for this service will be deducted from the refund.</p> <p>1. Cancellation of original shipping document: After shipment has been pulled from industry or team tracks at origin, charges to be applied as associated with disposition instructions.</p> <p style="text-align: center;">“CHARGE NO. 4”</p> <p>2. On changes for the following the charge will be \$250.00 per car plus mileage at \$1.15 per mile</p> <p style="padding-left: 20px;">a. When a diversion charge is received on an empty car moving under non-revenue movement with no previous revenue movement and no customer placement.</p> <p>(B) When the applicable diversion provisions have not been met or the line-haul transportation price does not authorize diversions, the shipment will be subject to the combination of rates on a shipment terminating and originating at the diversion station.</p> <p style="text-align: center;"><u>EXCEPTIONS</u></p> <p>Note 1 - The diversion charge will not be assessed when a combination of rates are assessed as if the shipment terminated and originated at the diversion station.</p> <p>Note 2 - If a single diversion order, given at one time contains a request for more than one change in the billing/shipping document, only one charge will be assessed, which will be for the change bearing the highest charge.</p>	<p>RULES AND CHARGES FOR DIVERSION</p>	<p style="text-align: center;">582 (concluded)</p>
<p>The term “Holiday” means New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Day After Thanksgiving, Christmas Eve, Christmas Day and New Years Eve. In the event any one of the above holidays occurs on a Sunday, the following Monday will be considered a holiday.</p>	<p>HOLIDAY, DEFINITIONS OF</p>	<p style="text-align: center;">583</p>
<p>For explanation of abbreviations and reference marks, see last page of Tariff</p>		
<p>ISSUED: November 18, 2013</p>		<p>EFFECTIVE: December 1, 2013</p>

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Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

PART 3

RULES AND REGULATIONS

APPLICATION	SUBJECT	ITEM
<p>Cars (loaded or empty) received by WE in error or without forwarding instructions from the delivering carrier will be handled in accordance with AAR Car Service Rule 7, subject to a switching charge of \$165.00 per car for returning the car to delivering carrier or forwarding the car to the proper carrier within the same switching district.</p> <p>In the event that a car (loaded or empty) is returned to the delivering carrier from a location outside of the switching limits of the interchange from which the car was received in error, or in the case of an empty rejected by Industry as unsuitable for loading, the charge of returning a car of such interchange, or forwarding a car to proper carrier, shall be \$374.00 per car plus any applicable reciprocal switch charges.</p>	INTERCHANGE ERROR MOVEMENT	585
Cars refused at interchange by WE due to needing repairs or bad order status while on foreign carrier will be subject to \$165.00 per car charge to switch the car out and leave it at the interchange point.	CARS REFUSED AT INTERCHANGE	586
Upon release of a loaded car, shipper is obligated to supply the WE with a Bill of Lading. Failure to surrender a Bill of Lading within twelve (12) hours following the release of a loaded car will result in an additional charge of \$100.00 per Bill of Lading.	LATE SURRENDER OF BILL OF LADING	590
Loaded cars consigned to McCann Plastics at Aultman or North Canton, OH will be surcharged \$250.00 per car. This is in addition to the line haul rate and is to be billed to McCann Plastic.	SURCHARGE AULTMAN AND NORTH CANTON, OHIO	595
For explanation of abbreviations and reference marks, see last page of Tariff		
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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 3

RULES AND REGULATIONS

APPLICATION	SUBJECT	ITEM														
<p>An industrial switch connection is a switch located upon WE property and maintained by WE for access to privately-owned sidetracks.</p> <p>Charges for switch maintenance will be assessed to the industry on the following yearly basis. Charges for switch maintenance will be mailed in July of each year (July 1 through June 30).</p> <table border="0"> <thead> <tr> <th data-bbox="191 573 383 600"><u>Main Line Switch</u></th> <th data-bbox="594 573 792 600"><u>Side Track Switch</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="201 604 532 632">12 or more cars - no charge</td> <td data-bbox="594 604 922 632">12 or more cars - no charge</td> </tr> <tr> <td data-bbox="201 636 532 663">11 cars - \$ 960.00</td> <td data-bbox="594 636 922 663">11 cars - \$ 480.00</td> </tr> <tr> <td data-bbox="201 667 532 695">10 cars - \$1,920.00</td> <td data-bbox="594 667 922 695">10 cars - \$ 960.00</td> </tr> <tr> <td data-bbox="201 699 532 726">9 cars - \$2,880.00</td> <td data-bbox="594 699 922 726">9 cars - \$1,440.00</td> </tr> <tr> <td data-bbox="201 730 532 758">8 cars - \$3,840.00</td> <td data-bbox="594 730 922 758">8 cars - \$1,920.00</td> </tr> <tr> <td data-bbox="201 762 532 789">0 to 7 cars - \$4,800.00</td> <td data-bbox="594 762 922 789">0 to 7 cars - \$2,400.00</td> </tr> </tbody> </table> <p style="text-align: center;"><u>EXEMPTIONS</u></p> <p>The charge will not apply if the owner of the sidetrack served by the industrial switch connection requests, before the payable date of the charge, that the WE remove the industrial switch connection.</p> <p style="text-align: center;"><u>MULTIPLE-SIDINGS</u></p> <p>Where more than one privately-owned sidetrack is served by a single industrial switch connection, each of the individual owners of the private sidetracks will be liable for an equal share of the charge. The total number of carloads originated or terminated on all of the private sidetracks served by the industrial switch connection will determine whether the exemption above applies.</p> <p>WE is under no obligation to provide service to or from those private sidetracks for which any part of the applicable charge is unpaid.</p>	<u>Main Line Switch</u>	<u>Side Track Switch</u>	12 or more cars - no charge	12 or more cars - no charge	11 cars - \$ 960.00	11 cars - \$ 480.00	10 cars - \$1,920.00	10 cars - \$ 960.00	9 cars - \$2,880.00	9 cars - \$1,440.00	8 cars - \$3,840.00	8 cars - \$1,920.00	0 to 7 cars - \$4,800.00	0 to 7 cars - \$2,400.00	SWITCH MAINTENANCE FEE	600
<u>Main Line Switch</u>	<u>Side Track Switch</u>															
12 or more cars - no charge	12 or more cars - no charge															
11 cars - \$ 960.00	11 cars - \$ 480.00															
10 cars - \$1,920.00	10 cars - \$ 960.00															
9 cars - \$2,880.00	9 cars - \$1,440.00															
8 cars - \$3,840.00	8 cars - \$1,920.00															
0 to 7 cars - \$4,800.00	0 to 7 cars - \$2,400.00															

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PART 3

RULES AND REGULATIONS

APPLICATION	SUBJECT	ITEM
<p>When it is desired that cars be placed for loading or unloading from a particular side or end of car, the car must be placarded on both sides and notation made on the shipping document substantially as follows:</p> <p style="text-align: center;"><u>“NOTICE TO CARRIER”</u></p> <p>A. If shipping document carriers notation that car was placarded and placards(s) has disappeared, charges for turning will not apply.</p> <p>1. 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.</p> <p>B. When shipping document is not properly noted and placards are missing, and WE is requested to turn after initial placement, requested to turn after initial placement, the following charges will apply:</p> <p>1. If turned on WE tracks at the written request of the industry or connecting railroad within the switching district of the stop-off point or destination. Within the written request it must state the party responsible for the charges or it will be understood that the charges will go to the party requesting the car be turned.....\$350.00</p> <p>2. If turned at the request of industry or connecting railroad outside the switching district of the stop-off point or destination and the round-trip distance to and from the turning location is:</p> <p style="padding-left: 40px;">100 Miles or less.....\$550.00</p> <p style="padding-left: 40px;">Over 100 Miles.....\$1,100.00</p> <p style="text-align: center;"><u>EXCEPTION</u></p> <p>If a railcar needs turned due to mechanical failure or improper spotting by the serving carrier, no charge will be assessed.</p>	<p>TURNING CARS TO PERMIT LOADING OR UNLOADING AT STOP-OFF POINTS OR DESTINATION</p>	<p>605</p>

For explanation of abbreviations and reference marks, see last page of Tariff

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
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 Brewster, Ohio 44613

PART 3

RULES AND REGULATIONS

APPLICATION	SUBJECT	ITEM
<p>When in the sole judgment of Wheeling & Lake Erie Railway, an excessive quantity of constructively placed cars for a particular consignee congests railroad's facilities causing material operating problems, Wheeling & Lake Erie Marketing Dept. will notify consignee (receiver) at the location to which cars are destined that, starting fifteen days from the date of notification, Wheeling & Lake Erie will charge consignee \$50.00 per car per day or fraction of day for all consignee's cars on constructive placement exceeding three (3) times the number of cars that can be unloaded per day by consignee with normal switching. When customer's constructively placed cars drop below the level above, Wheeling & Lake Erie will, effective that day, cease the \$50.00 per car per day charge.</p>	<p>ADDITIONAL CHARGE FOR CUSTOMER CAUSED CONGESTION AT RAILROAD FACILITIES</p>	<p>610</p>
<p>If a car is loaded in excess of the car's load limit a penalty charge of \$600.00 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, or the railroad, at shipper's expense, must remove sufficient lading to bring the load within the load limit. The reduced load will then be reweighed to be certain it is within the cars load limit.</p>	<p>OVERWEIGHT PENALTY</p>	<p>615</p>
<p style="text-align: center;">CONTRACT vs TARIFF</p> <ol style="list-style-type: none"> 1. WE prefers handle movements of non-hazardous solid waste in contractual agreements versus tariff publications. Unless otherwise stated and until accepted, all WE rate proposals for waste movements will expire 45 days from date of quote. 2. DESTINATION AND ORIGIN FACILITIES In order to prevent the rejection of waste shipments at destination, WE must be assured the customer has made adequate arrangements with the destination disposal facility for the subject waste product, and that the destination facility is properly permitted for the handling of the particular waste involved. Any origin facilities located on WE must be permitted as well. 3. INSURANCE The customer must have general liability insurance, with minimum policy limits, as determined by WE, for bodily injury and property damage; or the customer must demonstrate their financial ability to cover such a loss. If requested, a certificate of insurance or a statement of self-insurance must be furnished to WE for approval prior to rail movement. <p style="text-align: center;">(Item 620 Continued on Next Page)</p>	<p>MOVEMENT OF NON-HAZARDOUS WASTE</p>	<p>620</p>
For explanation of abbreviations and reference marks, see last page of Tariff		
ISSUED: November 18, 2013		EFFECTIVE: December 1, 2013

ISSUED BY:

Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

PART 3

RULES AND REGULATIONS

APPLICATION	SUBJECT	ITEM
<p>4. TRANSFERS ON WE PROPERTY No open handling of solid waste will be permitted on WE property. WE reserves the right to consider the lease of its property only for the transfer of solid waste in enclosed cars or sealed containers.</p> <p>5. RAIL CARS AND EQUIPMENT The WE does not own rail cars or equipment suitable for rail movement of most solid waste products. Suitable equipment must be furnished by the customer and must be enclosed and sealed to prevent spillage, leakage, or emissions of significant odors. The use of boxcars will not be allowed, unless proper modifications have been made to prevent leaks, spillage, and/or the emission of odors, subject to final approval for rail movement by WE.</p> <p>6. CUSTOMER BACKGROUND Regarding opportunities of new business, on the basis of looking forward, WE requires a written description of the customer's prospective project, including, for example, a business or operating plan, prior experience in the handling of solid waste, and financial references.</p> <p>7. TRANSFER AND STORAGE OF HAZARDOUS WASTE Hazardous waste may not be stored on WE property, and transfer of such wastes to another mode (or vice versa) is not allowed without the approval of WE and its Operating and Legal departments. After thorough review, and subject to the specific project, WE may consider leasing its property for such uses.</p> <p>8. DESIGNATION OF DESTINATION Under no circumstances will the WE choose the destination for a solid or chemical waste product. The selection of the destination is the exclusive responsibility of the customer, and must be determined prior to any rail movement, whether inbound or outbound.</p> <p>9. TARPING AND COVERS All solid waste, including C&D debris, must be properly tarped and/or covered, and is subject to inspection and approval of the WE. WE will not accept or move any carload not properly loaded or covered.</p> <p>10. WE will only accept waste shipments on a PREPAID basis. There will be no exception to all other applicable tariff rules. Inbound waste shipments may not be stored or staged on WE if the volume exceeds the destination customer's ability to handle the subject volume on a daily intake and/or transload basis.</p>	MOVEMENT OF NON-HAZARDOUS WASTE	620 (concluded)
For explanation of abbreviations and reference marks, see last page of Tariff		
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Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

PART 3

RULES AND REGULATIONS

APPLICATION	SUBJECT	ITEM
A revenue waybill must follow a non-revenue waybill when involving a Joint Facility, unless future revenue waybill guaranteed. If a loaded waybill is not received within 45 days a charge of \$350.00 will be assessed.	EMPTY MOVE FOLLOWING AN EMPTY MOVE	625
A written request must be sent in for one car, load or empty, to be switched out of a unit train at the request of the consignor/consignee. At that point a charge of \$500.00 per car will be assessed. If said car is switched out of the unit train for a diversion at the request of the consignor/consignee, the charge will remain at \$500.00 per car with no additional charges for the actual diversion.	CARS SWITCHED OUT OF UNIT TRAINS	630
Cars being switched out of an industry located on the WE for repairs, due to damage or bad order not caused by the WE, to be performed by persons other than WE employees will be charged \$275.00 per car to be switched out of the facility and then charged \$275.00 per car to be switched back into the facility.	EMPTY CARS BEING SWITCHED OUT FOR NON-WE REPAIRS	635
Cars released in error by consignor/consignee must be requested back in writing. If car is currently in first switching yard of industry an intra-terminal switch of \$350.00 will be charged for the car coming out of the facility and an intra-terminal switch of \$350.00 will be charged to take the car back to the facility. If the car has moved beyond the first switching yard of the industry, the intra-terminal charges will again apply plus an additional \$1.15 per mile from and back to the facility.	CARS RELEASED IN ERROR	640
<p>This applies on railway cars (EXCEPT PASSENGER) moving on own wheels in regular train service, viz: Box; Coal; Coke; Covered Hopper; Dump; Flat; Flat, with fixed or stationary racks; Freight, nec; Gondola; Live Stock, slatted; Open-Top Hopper; Refrigerator; Tank.</p> <p>The base charge for railway cars named shall be \$350.00 Per Car. The rate per mile shall be \$1.25 per mile; private car mileage does not apply. Charges are one way and switching charges, if any, will be in addition to the per car charge.</p> <p>Equipment is restricted to railway cars with a gross weight of 286,000 pounds and a length of ninety one (91) feet or less. Articulated cars are subject to clearance.</p> <p>Shipper shall be responsible for inspection or repairs to insure safe conditions for movement without special handling. Customer will pay the WE a rate of \$120.00 Per Hour if an inspection involving WE personnel is deemed necessary.</p>	RAILWAY CARS, EMPTY, MOVING ON OWN WHEELS BETWEEN STATIONS	▲ 645

For explanation of abbreviations and reference marks, see last page of Tariff

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 3

RULES AND REGULATIONS

APPLICATION	SUBJECT	ITEM
<p>WE will assess a charge of \$1700.00 per car for the handling of cars loaded with or containing residue of Hazardous Materials that are found to be leaking, and for which WE or its representatives take action for securement of the leaking car.</p> <p>Charges will be assessed to the shipper shown on the applicable bill of lading. The \$1700.00 per car charge includes administrative charges, switching and demurrage charges, but excludes all other securement charges. Shipper remains liable for all other securement, clean-up, and other incidental charges associated with the leaking car. In addition, Shipper must provide WE with any reports prepared on Shipper's behalf by third party response contractors in connection with such incidents.</p>	<p>CARS FOUND TO BE LEAKING HAZARDOUS MATERIALS</p>	<p>646</p>
<p>WE will assess a charge of \$1000.00 per car for the handling of cars loaded with or containing residue of Non-Hazardous Materials that are found to be leaking, and for which WE or its representatives take action for securement of the leaking car.</p> <p>Charges will be assessed to the shipper shown on the applicable bill of lading. The \$1000.00 per car charge includes administrative, switching and demurrage charges, but excludes all other securement charges. Shipper remains liable for all other securement, clean-up, and incidental charges associated with the leaking car.</p>	<p>CARS FOUND TO BE LEAKING NON-HAZARDOUS MATERIALS</p>	<p>647</p>
For explanation of abbreviations and reference marks, see last page of Tariff		
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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 4**SECTION 1****(FOR APPLICATION, SEE ITEM 612)**

THIS SECTION CONTAINS CHARGES AND REGULATIONS GOVERNING THE WEIGHING AND REWEIGHING OF EMPTY OR LOADED CARS INVOLVED IN THE MOVEMENT OF ALL FREIGHT.

For explanation of abbreviations and reference marks, see last page of Tariff

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Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

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For explanation of abbreviations and reference marks, see last page of Tariff

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

WE 8001-E	WHEELING & LAKE ERIE RAILWAY COMPANY	Original Part 4-3
PART 4 - SECTION 1		
RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS - UNLIMITED		
APPLICATION	SUBJECT	ITEM
The rules and charges in this Tariff, govern the weighing or reweighing of loaded or empty cars at stations on carriers or at scales located on private tracks connecting with carriers.	APPLICATION OF TARIFF	650
Except where expressly provided to the contrary, this Tariff also applies on intrastate traffic in the following state of: OHIO - PENNSYLVANIA - WEST VIRGINIA	INTRASTATE APPLICATION	655
Except as otherwise provided, carload shipments originating at or destined to stations having no track scales or passing no scales enroute will be revenue waybilled (subject to minimum weights and conditions of governing Tariff) as follows: A. At estimated weights when information as to number of packages, pieces, etc., loaded can be ascertained from shipper, or otherwise. Revenue waybill will bear symbol "Estimated Weight". Delivering agent will, in event discrepancies are noted, protect charges and report facts to originating agent. B. At revenue gross weight furnished by shipper, provided agent is satisfied with its correctness, and provisions of Paragraph (A), this Item. Revenue waybill will bear notation indicating "Shipper's Authentic Weight". Delivering agent will, in event discrepancies are noted, protect proper charges and report facts to the originating agent. C. Property destined to points on foreign lines, which will not be weighed, before delivery to such lines, will be revenue waybilled in accordance with Paragraphs (A) and (B), this Item, except that revenue waybills will bear notation "Connecting line weigh and correct."	SHIPMENTS, CARLOAD NOT WEIGHED	660
When weights obtained on railroad or private scales are used for the assessment of freight charges, or for determining tare weight of freight cars, such scales shall meet specifications, be maintained, tested and operated in accordance with the Track Scale Handbook published by The Association of American Railroads.	SUPERVISION OF SCALES	665
Weights must be obtained by competent employee after proper instructions and under supervision of the carrier or its authorized representative.	WEIGHTS BY WHOM ASCERTAINED	670
For explanation of abbreviations and reference marks, see last page of Tariff		
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Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

WE 8001-E	WHEELING & LAKE ERIE RAILWAY COMPANY	Original Part 4-4
PART 4 - SECTION 1		
CHARGES, RULES AND REGULATIONS GOVERNING THE WEIGHING AND REWEIGHING OF EMPTY OR LOADED CARS INVOLVED IN THE MOVEMENT OF ALL FREIGHT		
APPLICATION	SUBJECT	ITEM
<p>Except where consignor's or consignee's weights are accepted under the terms of weight agreements as provided in Item 715, carload freight should be weighed at point of origin, or as near thereto as practicable. When the consignee's weight agreement weights are used for the assessment of freight charges, whether collect or prepaid, the charges for weighing will apply when the car is weighed at the request of the shipper or consignor.</p>	WEIGHTS WHERE ASCERTAINED	675
<ol style="list-style-type: none"> 1. When actual track scale weights are used for the assessment of freight charges, weighing must be done by or under the supervision of the carrier, their authorized representative or under properly supervised weight agreements. 2. When track scales are used, cars must be weighed at rest: <ol style="list-style-type: none"> A. When uncoupled and free at both ends. B. When coupled at one end and free at the other end, only at points where the scale rails and approach rails are level for a distance of fifty (50) feet, and when the scales are kept in first-class condition. 3. When track scales are used, cars loaded with long material extending from one car to another may be weighed coupled at rest. 4. Except as provided in Paragraph 5, this Item when the actual tare of the car, after entire previous lading and all packing, debris or residue resulting from previous lading have been removed, has been ascertained immediately before loading, the actual tare shall be used in lieu of the marked tare (see Note 1). 5. If loaded car, upon arrival at destination, is weighed and the actual tare is ascertained after the entire lading of the car has been removed, including all packing, debris or residue resulting from previous lading, the tare weight shall be used in lieu of the marked tare. If car reloaded by the consignee, actual tare obtained in like manner may be used. 6. The marked tare should be used to arrive at the net weight of the load, except as provided in Paragraph 4 and 5. <p><u>EXPLANATION OF NOTES</u></p> <p><u>Note 1:</u> Not applicable when movement is subject to destination weight agreement.</p>	HOW WEIGHTS ARE TO BE ASCERTAINED	680
For explanation of abbreviations and reference marks, see last page of Tariff		
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Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

WE 8001-E			WHEELING & LAKE ERIE RAILWAY COMPANY			Original Part 4-5		
PART 4 - SECTION 1								
CHARGES, RULES AND REGULATIONS GOVERNING THE WEIGHING AND REWEIGHING OF EMPTY OR LOADED CARS INVOLVED IN THE MOVEMENT OF ALL FREIGHT								
APPLICATION				SUBJECT		ITEM		
<p>A. When the lading has been transferred enroute, where car has met with an accident, or where for other reasons there is evidence of loss in transit, the carrier will whenever practicable reweigh the car. When bulk freight is transferred, the reloaded car will be weighed at point of transfer (see Paragraph 2, Item 695).</p> <p>B. Carload freight may also be reweighed enroute or at destination for information of interested carriers or to test the accuracy of the previous weighing (see ITEM 700).</p> <p>C. When request is made by consignor or consignee for the reweighing of any car, such reweighing shall be done whenever practicable (see Paragraph D, this Item), the car to be weighed again, if necessary, subject to Item 705.</p>				REWEIGHING		685		
<p>There will be a charge of \$500.00 per car to have a car weighed or reweighed in Brewster. This charge includes switching the car out of the train and the weigh charge itself. If the car is not in Brewster, a charge of \$1.15 per mile will be charged in addition to the weigh charge.</p>				NOTIFICATION		690		
<p>1. The point at which car is weighed and the gross, tare and net weights will be noted on waybill or bill of lading. When actual tare is used instead of marked tare, it should be so specified (see Item 675). The method of ascertaining the weight should also be specified as railroad scale, Tariff classification, or weight agreement weight. This information, together with the gross, tare and net weights of cars transferred enroute, must also be shown on transfers to connecting line, on correction sheets when issued by carrier on waybills to destination, and on freight bills.</p> <p>2. When track scales are equipped with registering or recording device and sticker form of scale tickets is used, said tickets may be used in same manner as provided above, and, if space is provided thereon, the information shown in Paragraph 1, this Item, will be added.</p> <p>3. Where weights are obtained for billing purposes under weight agreements, which do not provide for use of the gross and tare weights, the gross and tare weights need not be shown as provided in Paragraphs 2 and 3, this Item.</p> <p>4.</p>				WEIGHT NFORMATION TO BE SHOWN ON FREIGHT BILL		695		
For explanation of abbreviations and reference marks, see last page of Tariff								
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Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

PART 4 - SECTION 1

CHARGES, RULES AND REGULATIONS GOVERNING THE WEIGHING AND REWEIGHING
OF EMPTY OR LOADED CARS INVOLVED IN THE MOVEMENT OF ALL FREIGHT

APPLICATION	SUBJECT	ITEM
<p>DEFINITION OF TOLERANCE - The difference in weights due to variation in scales or weighing, which may be permitted without correction of the billed weight.</p> <p>A. Where carload freight, the weight of which is not subject to change from its inherent nature, is check weighed or reweighed enroute or at destination, no correction will be made in the billed weight, except as provided in Paragraphs B-G, this Item.</p> <p>B. If the difference between the original net weight and the weight obtained by reweighing does not exceed the tolerance provided in this Item, the first weight will not be changed. If such difference exceeds the tolerance, the car should be weighed a third time, if practicable. If the third weighing confirms the original weight with the tolerance, no change shall be made. Where the original weight cannot be applied as above, the lower of the second or third weights shall be used where the difference between the second and third weights does not exceed the tolerance.</p> <p>C. When comparing weights obtained on scales to determine which is the more accurate, all of the conditions under which the several weighings were done must be taken into consideration, including the class of scale, condition, how recently tested, the manner of weighing, whether car was at rest or in motion, coupled or uncoupled, actual or stenciled tare used, the time of weighing, weather conditions and the reliability of the weigher, giving precedence to that weight obtained under the best conditions.</p> <p>D. The consignor or consignee shall be permitted to show the actual weight of any carload shipment either by means of shipper's authentic invoice or by weighing the entire load on platform scales or by so weighing a proper portion of uniform or standard weight articles (not less than 10 percent of the lading), weighing to be performed under supervision of the carrier or its authorized agent, provided such total weight includes all blocking, packing and debris resulting from the lading in question. This actual weight will be used to determine freight charges (subject to weight agreements if applicable) provided the difference in weight exceeds the tolerance.</p> <p>E. Weights on commodities subject to shrinkage in weights from their inherent nature, properly obtained at or near point of origin, should not be changed except as provided for in the Tariffs of the carriers. If obvious error is discovered, each case shall be dealt with on its individual merits- -correcting the billing at once if facts justify- -and report made to the originating carrier with all the details.</p> <p style="text-align: center;">(Item 700 continued next page)</p>	WEIGHTS TO GOVERN AND TOLERANCE	700
For explanation of abbreviations and reference marks, see last page of Tariff		
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Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

PART 4 - SECTION 1

CHARGES, RULES AND REGULATIONS GOVERNING THE WEIGHING AND REWEIGHING OF EMPTY OR LOADED CARS INVOLVED IN THE MOVEMENT OF ALL FREIGHT

APPLICATION	SUBJECT	ITEM						
<p>F. The tolerance shall be one percent (1%) of the lading, with minimum of 500 pounds, on all carload freight, except that, when ashes, coal, coke, cinders, clay, dolomite, gainster, gravel, mill-scale ore, sand, slag, all stone (not cut), brick, soft drain tile, and borings, filings or turnings (metal) are loaded in open cars, the tolerance shall be one and one-half percent (1 1/2%) of the lading with minimum of five-hundred (500) pounds. All provisions for tolerance in this rule covering coal are separate from the allowance on washed coal published in Tariff of originating carrier (see Note 4, this Item).</p> <p>G. When empty cars are weighed to ascertain actual tare weights, the tolerance shall be as follows (see Notes 1-6, this Item).</p> <p style="text-align: center;">TOLERANCE (ALLOWABLE DIFFERENCE BETWEEN ACTUAL AND MARKED WHEN MARKED TARE WEIGHT OF CAR IS <u>TARE WEIGHT)</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">1. 50,000 pounds and under.....</td> <td style="width: 40%;">300 pounds</td> </tr> <tr> <td>2. Over 50,000 pounds but not over 60,000 pounds.....</td> <td>400 pounds</td> </tr> <tr> <td>3. Over 60,000 pounds.....</td> <td>500 pounds</td> </tr> </table> <p>EXPLANATION OF NOTES</p> <p>Note 1: Tolerance on empty covered hopper cars used in cement service shall be 300 pounds.</p> <p>Note 2: (Not applicable on empty open-top gondola cars weighed immediately before being loaded with scrap metals or immediately following a line-haul movement of scrap metals), (see Note 3, this Item. Subject to the provisions of note 5, this item, when an empty car is weighed at the request of consignor or consignee, charge provided herein will be made for weighing the empty car unless the difference between the marked tare and the reweigh exceeds the tolerance as provided in Paragraph F, this Item. The charge for weighing <u>will apply regardless of weight ascertained</u>, unless the entire lading and all packing, debris or residue resulting from previous lading or loadings has been removed before empty car is weighed.</p> <p>Note 3: Applicable only on empty open-top gondola cars weighed immediately following a line-haul movement of scrap metals. When an empty car is weighed at request of consignor or consignee, charge provided herein will be made for weighing the empty car unless the difference between the marked tare and the reweigh exceeds the tolerance as provided in Paragraph F, this Item. (see Note 6).</p> <p style="text-align: center;">(Item 700 continued next page)</p>	1. 50,000 pounds and under.....	300 pounds	2. Over 50,000 pounds but not over 60,000 pounds.....	400 pounds	3. Over 60,000 pounds.....	500 pounds	<p>WEIGHTS TO GOVERN AND TOLERANCE</p>	<p>700 (cont.)</p>
1. 50,000 pounds and under.....	300 pounds							
2. Over 50,000 pounds but not over 60,000 pounds.....	400 pounds							
3. Over 60,000 pounds.....	500 pounds							

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

WE 8001-E	WHEELING & LAKE ERIE RAILWAY COMPANY	Original Part 4-8
PART 4 - SECTION 1		
CHARGES, RULES AND REGULATIONS GOVERNING THE WEIGHING AND REWEIGHING OF EMPTY OR LOADED CARS INVOLVED IN THE MOVEMENT OF ALL FREIGHT		
APPLICATION	SUBJECT	ITEM
<p>Note 4: The provision of this Item will not apply in connection with shipments moving under applicable weight agreement (see Item 715).</p> <p>Note 5: Not applicable on empty private cars. When empty private cars are weighed, the charge for weighing (see Item 705) will apply regardless of weight ascertained.</p> <p>Note 6: Not applicable on empty cars weighed immediately before or immediately following line-haul movements rated on other than railroad scale weights (i.e., per car, estimated weights, weight agreements, etc.). When empty cars are weighed immediately before or immediately following such line-haul movements, the charge for weighing (see Item 705) will apply regardless of weight ascertained.</p>	WEIGHTS TO GOVERN AND TOLERANCE	700 (concluded)
<p style="text-align: center;"><u>SECTION A</u></p> <p>When weights are obtained for the assessment of carriers for the service except as shown in Paragraph this Section, this provision will not apply when weighing or reweighing of cars, either empty or loaded, is at the request of either consignor or consignee.</p> <p>A. When at request of consignor or consignee, loaded cars are weighed and the weight so ascertained are used for the assessment of line-haul freight charges by the railroad performing the weighing service, or performing the spotting service incident to weighing performed on private scales located at the industry, no charge will be made by the carrier for the weighing or spotting service.</p> <p style="text-align: center;"><u>SECTION B</u></p> <p>A. Carload shipments rated per car, per mile or any measure not requiring weights will not be weighed by carrier free of charge (see ITEM 690).</p> <p style="text-align: center;"><u>SECTION C</u></p> <p>A. When a consignor or consignee requests that a car containing a commodity which is not subject to shrinkage from its inherent nature be reweighed, this service whenever practicable will be performed by carrier provided track scales are available which will permit that service either:</p> <ol style="list-style-type: none"> 1. At terminal or other hold point which the car is being held at time the request of reweighing is received, or 2. At point on route of movement intermediate between destination and point at which car is located at time the request for reweighing is received, or 3. At destination. <p style="text-align: right;">(Item 705 continued next page)</p>	CHARGES FOR WEIGHING OR REWEIGHING	705
For explanation of abbreviations and reference marks, see last page of Tariff		
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Kelly Joseph, Manager Marketing Services
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, Ohio 44613

PART 4 - SECTION 1

CHARGES, RULES AND REGULATIONS GOVERNING THE WEIGHING AND REWEIGHING
OF EMPTY OR LOADED CARS INVOLVED IN THE MOVEMENT OF ALL FREIGHT

APPLICATION	SUBJECT	ITEM
<p>B. When a consignor or consignee requests the weighing or reweighing of an empty car, this service, wherever practicable will be performed by the carrier without charge, provided such weighing or reweighing discloses error in the tare weight in excess of the tolerance authorized in Paragraph G, Item 700.</p> <p>C. When carload shipments moving under official, certified, or weight agreement weights are weighed at the request of the consignor or consignee, the charges in Section D, this Item will be assessed, regardless of the tolerance provided for in Item 700 (see Item 710).</p> <p>D. When carload shipments, which are provided for in classification and Tariffs at fixed or estimated weights, are weighed at the request of consignor or consignee, the charges in this Item will be assessed regardless of the tolerances provided in Item 700.</p> <p>E. Where carload shipments are billed at minimum carload weight and are reweighed on request of consignor or consignee, the charges in this Item will be assessed, unless the variation in weight increases the freight charges.</p>	CHARGES FOR WEIGHING OR REWEIGHING	705 (concl.)
<u>SECTION E</u>		
<p>A. When inbound freight or the empty car which contained such freight is weighed or reweighed by a switching line (not participating in the freight rate), the charges authorized in this Item will be assessed regardless of any variation in weights and will be in addition to the regular switching charge. When change is made in billed weight the charge will be made by the switching line against the delivering road. If no change is made in billed weight the weighing charges will be made by the switching line against the delivering line-haul carrier who will, in turn, collect from the party requesting weighing.</p> <p>B. When outbound freight or the empty car which is to contain such freight is weighed by a switching line (not participating in freight rate), the above charges will be assessed in all cases and will be in addition to the regular switching charge. If weight obtained is not used in determination of freight charges, the charges will be against the outbound line-haul carrier who will, in turn, collect from the party requesting weighing. When weight obtained is used in determination of freight charges, the charge will be made by the switching line against the outbound line-haul carrier.</p>		

For explanation of abbreviations and reference marks, see last page of Tariff

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

PART 4 - SECTION 1

CHARGES, RULES AND REGULATIONS GOVERNING THE WEIGHING AND REWEIGHING
OF EMPTY OR LOADED CARS INVOLVED IN THE MOVEMENT OF ALL FREIGHT

APPLICATION	SUBJECT	ITEM
<p>A. When consignor's or consignee's weights, as the case may be, of property are accepted and applied by the carriers under weight agreements, properly supervised, such weights should be designated in the prescribed manner on waybills, shipping tickets, bills of lading, or weight certificates, (see Item 690, Paragraph B), this Item and the property will not be reweighed, except as provided in item 705. Proper supervision means checking the records of the consignor's or consignee's, as the case may be, by the authorized representative of carrier to verify the weights and descriptions furnished, and the weighing of a sufficient number of cars for verification.</p> <p>B. When investigation, through examination of the consignor's or consignee's records, as the case may be, or by reweighing discloses error in weights or description shown on original billing, the charges will be adjusted to the proper basis, and notice of such change shall in all cases be transmitted to the interested carriers or their authorized representatives.</p> <p>C. Forms of weight agreement suitable to the character of the business tendered for transportation shall embrace the following general principles. The agreements shall be in writing and provide that:</p> <ol style="list-style-type: none"> 1. The consignor or consignee, as the case may be, shall report and certify correct gross weights (except where estimated weights are provided in tariff or classifications), bills of lading or weight certificates and correct gross, tare and net weights when obtained on track scales, where such weights are used for billing purposes. 2. The consignor or consignee, as the case may be, shall allow the authorized representative of the carrier to inspect the original weight sheets, books, invoices and records necessary to verify the weights and description of the commodities certified in the shipping tickets, bills of lading or weight certificate. 3. The consignor or consignee, as the case may be, shall promptly pay to the authorized representative of the carrier, bill for all undercharges, resulting from the certification of incorrect weights or improper description. 	WEIGHT AGREEMENT	710
(Item 710 continued next page)		
For explanation of abbreviations and reference marks, see last page of Tariff		
ISSUED: November 18, 2013		EFFECTIVE: December 1, 2013

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Kelly Joseph, Manager Marketing Services
 Wheeling & Lake Erie Railway Company
 100 East First Street
 Brewster, Ohio 44613

WE 8001-E	WHEELING & LAKE ERIE RAILWAY COMPANY	Original Part 4-11
PART 4 - SECTION 1		
CHARGES, RULES AND REGULATIONS GOVERNING THE WEIGHING AND REWEIGHING OF EMPTY OR LOADED CARS INVOLVED IN THE MOVEMENT OF ALL FREIGHT		
APPLICATION	SUBJECT	ITEM
<p>4. When weights of uniform or standard weight articles are based upon averages, the consignor or consignee, as the case may be, shall give prompt notice to the authorized representative of the carrier when any change is made in the package or material used which will affect the weight arrived at by use of the average.</p> <p>5. The consignor or consignee, as the case may be, shall keep in good weighing condition any and all scales used in determining weights and have track scales tested, maintained and operated in accordance with the Track Scale Handbook published by the Association of American Railroads and shall allow the authorized representative of the carrier in inspect and test them</p> <p>6. The agreement may be canceled by ten days' notice in writing to either party.</p> <p>7. All shipments made under the agreement will be subject to rates and charges prescribed by classification, Tariffs or rules of the carriers interested.</p> <p>D. When official, certified, or weight agreement weights are in effect at origin and destination, unless otherwise specified by contract or definitive bill of lading instructions, the weight agreement of the party paying the freight charges will apply. Third party shipments will be governed by origin weights.</p>	WEIGHT AGREEMENT	710 (concl.)
<p>A. When a shipment requires ascertainment of weight at destination by reason of consignee's weight agreement, consignee must furnish weight to the destination road-haul carrier by midnight on the second day following the day that car which contained the shipment is released from demurrage, excluding Saturdays, Sundays or Holidays, (see Note 1, this Item).</p> <p>B. In the event that weight is not furnished in accordance with Paragraph A above, a charge of \$50.00 per car per day or fraction thereof, commencing with midnight on the second day following the day that the car which contained the shipment is released from demurrage (excluding Saturdays, Sundays or Holidays), will be assessed by the destination road-haul carrier against the consignee until such weight is furnished (see Note 1, this Item).</p> <p style="text-align: right;">(Item 715 continued next page)</p>	FURNISHING WEIGHTS UNDER WEIGHT AGREEMENT	715
For explanation of abbreviations and reference marks, see last page of Tariff		
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PART 4 - SECTION 1

CHARGES, RULES AND REGULATIONS GOVERNING THE WEIGHING AND REWEIGHING
OF EMPTY OR LOADED CARS INVOLVED IN THE MOVEMENT OF ALL FREIGHT

APPLICATION	SUBJECT	ITEM
<p>A. Weights must be furnished by consignee to authorized railroad personnel in writing or by telephone confirmed in writing. If by U.S. Mail, postmark will govern (see Note 1, this Item).</p> <p>B. For list of Holidays, see Item 583, this Tariff.</p> <p>C. Where origin or destination weight agreements govern the assessment of freight charges, weights, determined by the rail carrier are privilege information. Weights will be furnished upon request to consignor, consignee or party entitled to receive same and applicable charge will be assessed.</p>	FURNISHING WEIGHTS UNDER WEIGHT AGREEMENT	715 (concl.)

EXPLANATION OF NOTES

Note 1: In connection with cars which are not subject to demurrage, consignee must furnish weight to the destination road-haul carrier by midnight of the second day following the day that the car which contained the shipment is released empty or by midnight of the fifth day following actual placement, whichever date is earlier (excluding Saturdays, Sundays and Holidays). In the event that weight is not furnished in accordance with this note, a charge of \$55.00 per car per day or fraction thereof will be assessed by the destination road-haul carrier against the consignee connecting at the end of this time limit until such weight is furnished.

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PART 5

LISTING OF ALL INDUSTRIES
LOCATED ON
WHEELING & LAKE ERIE RAILWAY
AND
AKRON BARBERTON CLUSTER RAILWAY

For explanation of abbreviations and reference marks, see last page of Tariff

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PART 5

CUSTOMER LIST - WE

CUSTOMER	CITY	STATE
Akron Iron and Metal	Canton	OH
Amcor	Medina	OH
American Refining Group	Sandyville	OH
AmeriCold Logistics, LLC	Massillon	OH
Arcelor Mittal Steel – Cleveland Works	Cleveland	OH
Arcelor Mittal Steel – Monessen Coke Plant	Monessen	PA
Arrow Materials / Modern Transportation	Rook	PA
ASW Supply Chain Services	Akron	OH
Aurora Plastics	Streetsboro	OH
Axim Concrete	Middlebranch	OH
Bellaire Harbor Services	Bellaire	OH
Bluelinx Corporation	Akron	OH
Bowerston Shale Company	Bowerston	OH
Brewster Dairy	Brewster	OH
Bunge North America	Bellevue	OH
Cardinal Operating Station – American Electric Power	Brilliant	OH
Case Farms, LLC – Massillon Feed Mill	Massillon	OH
Centennial Energy	Rook	PA
Chemical Associates	Akron	OH
Closetmaid, LLC	Rehoboth	PA
Collins and Aikman (IACNA)	Canton	OH

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PART 5

CUSTOMER LIST - WE

CUSTOMER	CITY	STATE
Distributor Service Inc.	Solon	OH
Eastwood Manufacturing	Orrville	OH
84 Lumber	Bridgeville	PA
Essroc Materials	Middlebranch	OH
Ferrous Processing Trading	Cleveland	OH
FPT Weingold	Cleveland	OH
FBC Chemical	Medina	OH
Fusion Ceramics	Carrollton	OH
Georgia Pacific - Pulpboard	Akron	OH
Geschwind Consignment	Carey	OH
Graves Lumber	Copley	OH
Great Lakes Cold Storage	Solon	OH
Hanson Aggregates – Stark Terminal	Massillon	OH
Hanson Building Materials	Flat Rock	OH
Hanson Building Materials	Parkertown	OH
Heritage Cooperative	Sycamore	OH
Heritage Crystal Clean (transload)	Mingo Junction	OH
Heritage Plastics	Carrollton	OH
Home Depot Distribution Center	Solon	OH
Hopedale Mining, LLC – Nelms #2	Jewett	OH
Huron Ore Dock	Huron	OH
Hydrodec North America, LLC	Canton	OH

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PART 5

CUSTOMER LIST - WE

CUSTOMER	CITY	STATE
International Paper	Solon	OH
JMW Trucking Rail Transfer	Canton	OH
Kokosing Materials Inc.	Medina	OH
Koppers Industries	Clairton	PA
Linden Propane	Spencer	OH
Land O'Lakes Purina Feed – Massillon Feed Plant	Massillon	OH
Marathon Ashland Petroleum	Canton	OH
Mark West Energies (Transload Operation)	Rook	PA
Mark West Energy	Westland	PA
Maronda Homes	Monessen	PA
McCann Plastics	North Canton	OH
Medina Paper Recycling	Medina	OH
Metalico Annaco Scrap Metal	Akron	OH
Midwest Industrial Supply	Canton	OH
Millard Refrigerated Services	Streetsboro	OH
Multibase Inc.	Copley	OH
National Lime and Stone	Waco	OH
National Lime and Stone	Carey	OH
Neomodal Intermodal Terminal	Stark	OH
New Eezy Gro	Carey	OH
New Horizon Baking Company	Norwalk	OH

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PART 5

CUSTOMER LIST - WE

CUSTOMER	CITY	STATE
Nexpak	East Canton	OH
Nickles Bakery	Navarre	OH
Noramco	Carrollton	OH
Ohio Coatings	Yorkville	OH
Ohio Edison – Service Center	Fairlawn	OH
Omnova Solutions	Mogadore	OH
Osborne Inc.	Akron	OH
Osborne Inc.	Medina	OH
Osborne – Seville Terminal	Lodi	OH
Owens Corning Fiberglas	Medina	OH
Peoples Services	Brewster	OH
Peoples Services	Massillon	OH
PSC Metals – Plant 62	Canton	OH
Plasti-Kote Corporation / Valspar	Medina	OH
Plastipak Packaging	Medina	OH
Portage Country Recycling District	Brimfield	OH
Primary Packaging	Bolivar	OH
PVS Chemical Solutions Inc.	Copley	OH
Raven Logistics	Navarre	OH
Republic Engineered Products	Canton	OH
Resco Products	East Canton	OH

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PART 5

CUSTOMER LIST - WE

CUSTOMER	CITY	STATE
River Valley Paper	Akron	OH
Rubbermaid Home Products	Akron	OH
NT Ruddock Company	Akron	OH
Sand Products / Universal Well Services (Transload)	Cleveland	OH
Saint Gobain Performance	Akron	OH
Schwebel Baking Company	Solon	OH
RG Steel	Martins Ferry	OH
RG Steel	Mingo Jct.	OH
RG Steel	Steubenville	OH
RG Steel	Yorkville	OH
Shearers Foods	Brewster	OH
Shelly Materials	Carey	OH
Shelly Materials	Copley	OH
Shelly Materials – Medina Yard	Medina	OH
Slesnick Iron and Metal	Canton	OH
Solon Specialty Wire	Solon	OH
Step II Corporation	Streetsboro	OH
Sterilite Corporation	Massillon	OH
Sunrise Cooperative	Clarksfield	OH
Sunrise Cooperative	Monroeville	OH
Sunrise Cooperative	New Washington	OH
Sunrise Cooperative	Norwalk	OH

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PART 5

CUSTOMER LIST - WE

CUSTOMER	CITY	STATE
Temple Inland Paper	Streetsboro	OH
Three Rivers Marine and Rail Terminals, LLC	Monessen	PA
Timken Company	Canton	OH
Town and Country Cooperative	Smithville	OH
Tru Fit Products	Medina	OH
Trumbull Asphalt	Medina	OH
Tube City	Mifflin Jct.	PA
Turf Care Supply Corporation	Martins Ferry	OH
US Steel – Edgar Thompson Works	Dravosburg	PA
US Steel – Clairton Coke Works	Clairton	PA
US Steel – Irvin Works	Irvin	PA
Venture Packaging (aka Berry Plastics)	Monroeville	OH
Vexor Technologies	Medina	OH
Warrenton River Terminal	Warrenton	OH
Whitacre	Sandyville	OH

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WE 8001-E	WHEELING & LAKE ERIE RAILWAY COMPANY	Original Part 5-8
PART 5		
CUSTOMER LIST - WE		
CUSTOMER	CITY	STATE
Akron Rebar	Akron	OH
Babcock and Wilcox Company	Barberton	OH
Cargill Salt, Inc.	Akron	OH
Carter Jones Lumber	Akron	OH
Continental Carbon	Barberton	OH
Cotter Merchandise Storage	Akron	OH
Crowley Tar Products	Kent	OH
Diamond Polymers/Network Polymers	Akron	OH
Emerald Performance Materials	Akron	OH
Entec VRG	Barberton	OH
Firestone Synthetic Rubber	Akron	OH
First Energy Corporation	Wadsworth	OH
Landmark Plastic Corporation	Akron	OH
Omnova Solutions	Akron	OH
Morton Salt Company	Rittman	OH
Myers Wadsworth	Wadsworth	OH
National Lime and Stone	Akron	OH
PC Sales	Barberton	OH
PPG Industries	Barberton	OH
PSC Metals, Inc.	Barberton	OH
Republic Waste Services	Akron	OH
Rock Tenn	Ravenna	OH
For explanation of abbreviations and reference marks, see last page of Tariff		
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PART 5

CUSTOMER LIST - AB

CUSTOMER	CITY	STATE
Rub R Road	Kent	OH
Shelly Materials – Kent Yard	Kent	OH
Star of the West Milling Company	Kent	OH
Terminal Warehouse, Inc.	Akron	OH

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EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

ABBREVIATIONS	EXPLANATION
	<p align="center"><u>EXPLANATION OF ABBREVIATIONS (SEE NOTE)</u></p> <p>(For explanation of Abbreviations of Names of Carriers, See Tariff OP SL 6000-Series)</p> <p>Note: The two character state abbreviations used in this Tariff are those adopted for general use by the postal departments of the United States, Canada and Mexico.</p> <p>Association of American Railroads AAR Akron Barberton Cluster Railway Company AB Bessemer and Lake Erie Railroad Company BLE Bureau of Explosives BOE CSX Transportation, Inc. CSXT Cleveland Works Railroad CWRO Incorporated Inc. Junction Jct. McKeepsort Connecting Railroad Company MKC Norfolk Southern Railway Company NS National Service Order NSO Newburgh and South Shore Railway NSR Nimishillen and Tuscarawas Railway Company NTRY Ohio Central Railroad, Inc. OHCR Official Railroad Stations List OPSL Railroad Equipment Register RER Route Rte. Standard Transportation Commodity Code STCC Trailer-on-Flat-Car TOFC Uniform Freight Classification UFC Union Railroad Company (Pittsburgh, PA) URR Namely Viz Wheeling & Lake Erie Railway Company WE</p>
REFERENCE MARKS	EXPLANATION
▶ ◇ ▼ ▲	Change in Wording which Results in No Increase New Item Reduction Increase
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