

WHEELING & LAKE ERIE RAILWAY COMPANY

Freight Tariff WE 40815-A Cancels WE 40815



Dimensional Loads Services Tariff

PROVIDING

RULES AND REGULATIONS

ASSET USE

STORAGE RULES

Between stations on the Wheeling & Lake Erie Railway Company

Issued: January 15, 2019

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Issued by:

Wheeling & Lake Erie Railway Company

100 East First Street

Brewster, Ohio 44613

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ITEM 5—DIMENSIONAL LOADS SERVICE

The movement of dimensional loads requires careful planning and handling. We offer expertise in assuring you of a shipping solution that includes:

- Clearances
- Recommendations for special equipment
- Transit times
- Safe transportation solutions
- Securement requirements
- Specialized train service
- Logistics of the move if door-to-door delivery is required
- Competitive pricing

Our objective is to earn your business by providing you with value-added services that make us your obvious choice. These services provide you with options while optimizing asset utilization and availability, all with the goal of making it very efficient – and just as importantly, easy – for you to do business with us.

- **PROVIDING A DIMENSIONAL LOAD CLEARANCE FILE**

We bring our experience and expertise to bear in preparing a detailed clearance file, which serves as the blueprint for your move. If the shipment involves another railroad, our team will work with the other railway's clearance group to design a clearance file that covers every aspect of the move – from origin to destination.

To request a dimensional load clearance file, please complete the form that can be found at <http://www.wlerwy.com/index.php/publications-and-tariffs/> and email it to kjoseph@wlerwy.com. A minimum charge of \$500.00 will be charged to the party requesting the dimensional load clearance file.

ITEM 10—ASSET USE

Efficient asset utilization benefits you by increasing the availability of the heavy-duty railcars you need. Optimizing asset utilization is one of our key objectives. The goal is to supply more of the right railcars at the right places at the right time.

Asset use begins from the first 00:01 after actual placement, notification of constructive placement or notification of hold, and ends when necessary instructions to release or order-in the railcar are received.

Notification to the Consignor or Consignee:

Notification may be given in writing or electronically, and will contain the following information:

1. Car initial(s) and number(s)
2. If lading transferred en route, the initial(s) and number(s) of the original car(s).

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.

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.

Notification to the WE:

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. Verbal releases of cars will not be accepted.

Cars cannot be released until a mechanical inspection has cleared the loaded or unloaded car for movement.

Asset use responsibility at all WE locations

Asset use charges [demurrage] will be assessed to, and payment will be the responsibility of, any person receiving rail cars from WE for loading or unloading.

- **EXTENDED ASSET USE AT LOADING AND UNLOADING**

The charged per day per railcar will be \$600.00 with the following calculations:

- Railroad railcar at loading or unloading will receive 24 hours free time.
- Private railcar loaded or unloaded on WE track will receive 24 hours free time.
- Private railcar held on WE track (prior to placement on a private track or following release from a private track) will not receive any free time.

- **RAILCARS HELD EN ROUTE OR AT THE CUSTOMER'S REQUEST**

The charged per day per railcar will be \$600.00 for railcars that must be held (for example, destination facility is not available).

ITEM 15—IDLER CARS

In the event that idler cars are used for protection of a dimensional load, or for the transfer of weight, no idler cars may be removed from the connected load, until the loaded car has been completely offloaded and the protection is no longer needed.

Idler cars will be subject to standard demurrage charges as explained in the WE 7001.

ITEM 20—REGULATIONS

WE Tariff 8001 – is applicable on all WE points

WE Tariff 7001 – is applicable on all WE points

Currency: All charges are assessed in the currency of the country in which the chargeable event occurs unless specifically published.

“UFC 6000” mean Uniform Freight classification UFC 6000 Series

Station List: This tariff is governed by the “OFFICIAL LIST OF OPEN AND PREPAY STATIONS,” OPSL 6000 series.

Standard carrier Liability will apply, except as specified in individual tariffs and contracts. This includes publications such as siding agreements, storage tariffs, etc.

KEY:	
NEW	New Addition
TEXT	Change in Wording
↑	Price Increase
↓	Price Decrease