

The Provisions herein, if effective, will not result in adverse effect
on the human environment.

WINCHESTER & WESTERN RAILROAD COMPANY

FREIGHT TARIFF WW 7000A1

*THIS TARIFF SUPERSEDES ALL PREVIOUSLY ISSUED WINCHESTER & WESTERN RAILROAD ISSUED
TARIFFS*

**Rules & Other Governing Provisions
General Rules and Regulations Unlimited
Demurrage Charges
Local and Proportional Rates
Accessorial Charges
At and between all Stations on the
Winchester & Western Railroad Company**

**THIS TARIFF ALSO APLIES ON ALL INTERSTATE TRAFFIC IN THE STATES OF
MARYLAND, NEW JERSEY, VIRGINIA AND WEST VIRGINIA**

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Issued by:

**Winchester and Western Railroad Company
5550 Winchester Ave. Suite 3
Martinsburg, WV 25405
www.WinchesterWesternRR.com**

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METHOD OF ADDING, CHANGING OR DELETING ITEMS IN THIS TARIFF

Changes to this tariff will be made by issuing supplements. These supplements will show the action taken on each item, namely:

<A> Addition

 Changes resulting in neither an increase nor a decrease

<I> Increase

<C> No Change

<D> Reductions

Underscored portion denotes changes/additions.

There will be only one supplement to this tariff in effect at any time. Any item contained in a prior supplement will be brought forward to subsequent supplements, showing the original effective date of the item.

ALPHABETICAL LIST OF STATIONS FROM AND TO WHICH RATES APPLY

NEW JERSEY DIVISION STATIONS:

<u>STATE</u>	<u>STATION</u>	<u>NUMBER</u>	<u>NOTES</u>
NJ	Millville	1000	Interchange with CSXT and Norfolk Southern
NJ	Manumuskin	1100	
NJ	Port Elizabeth	1200	
NJ	Mauricetown	1300	
NJ	Dorchester	1400	
NJ	Vineland	1900	
NJ	Norm	2000	
NJ	Rosenhayn	2500	
NJ	Bridgeton Junction	3000	
NJ	Bridgeton	3500	
NJ	Cedarville	3700	
NJ	Newport	4000	
NJ	Dividing Creek	4500	
NJ	Haleyville	4700	
NJ	Perdue	6000	
NJ	Seabrook	6500	

VIRGINIA DIVISION STATIONS:

<u>STATE</u>	<u>STATION</u>	<u>NUMBER</u>	<u>NOTES</u>
MD	Vardo Yard - Hagerstown	10740	Interchange with Norfolk Southern
MD	Williamsport	10800	
VA	Clear Brook	11090	
VA	Gainesboro	120	
VA	Gore	180	
VA	Hayfield	80	
VA	Round Hill	40	
VA	Winchester	1	Interchange with CSXT

VIRGINIA DIVISION STATIONS CONTINUED:

<u>STATE</u>	<u>STATION</u>	<u>NUMBER</u>	<u>NOTES</u>
WV	Beddington	10870	
WV	Falling Waters	10860	
WV	Gard	10901	
WV	Inwood	11000	
WV	Martinsburg	10920	Interchange with CSXT
WV	Tablers (Tabler Station)	10970	

EXPLANATION OF ABBREVIATIONS (AND REFERENCE MARKS)

AAR Association of American Railroads
 BOE Bureau of Explosives
 WW Winchester Western Railroad
 OPSL Official Railroad Station List, (Railinc, Agent)
 MP Milepost
 NS Norfolk Southern
 CSXT CSX Transportation
 NJ State of New Jersey
 MD State of Maryland
 VA State of Virginia
 WV State of West Virginia
 RER Official Railway Equipment Register (R.E.R Publishing Corporation, Agent)
 STB Surface Transportation Board
 STCC Standard Transportation Commodity Code
 UFC Uniform Freight Classification (Uniform Freight Classification Committee, Agent)

SECTION 1 – RULES AND OTHER GOVERNING PROVISIONS and GENERAL RULES AND REGULATIONS UNLIMITED

ITEM 5 – Uniform Freight Classification and Exceptions

Governed, except as otherwise provided herein, by Uniform Freight Classification, UFC 6000 Series.

Provisions formerly shown herein and not brought forward are hereby eliminated.

ITEM 10 – Station List and Conditions

This tariff is governed by the Official Railroad Station List, OPSL 6000 Series, to the extent shown below:

Prepay Requirement and Station Conditions - For additions and abandonments of stations and except as otherwise shown herein, for prepay requirements, changes in the names of stations, restrictions as to the acceptance or delivery of freight and changes in station facilities. When a station is abandoned, on a date specified in the above named tariff, the rates from and to that station published in this tariff are inapplicable on or after that date.

ITEM 15 – Explosives, Dangerous Articles

For rules and regulations governing the transportation of explosives and other dangerous articles, and for specifications of shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see tariff BOE 6000 Series.

ITEM 20 – Reference to Tariffs, Items, Notes of Rules

Where reference is made in this tariff to tariffs, items notes or rules, such references are continuous and include supplements to and successive issues of such tariffs and reissues of items, notes and rules.

ITEM 40 – Consecutive Numbers

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 the numbers shown. If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last number.

SECTION 1 – RULES AND OTHER GOVERNING PROVISIONS and GENERAL RULES AND REGULATIONS UNLIMITED

ITEM 45 – Capacities and Dimensions of Railcars

For marked capacities, lengths, dimensions, and cubical of railcars, see The Official Railway Equipment Register, RER 6414 Series.

ITEM 105 – Straight or Mixed Carloads

The rates published in this tariff apply on straight or mixed carloads, unless specifically indicated otherwise.

ITEM 130 – Application of Reference Marks

In all cases where reference marks are shown in the rate column, but not immediately preceded by a rate, they are to be used in connection with the rate appearing next after such reference mark.

ITEM 140 – Prepayment of Charges

All charges under this tariff must be prepaid, unless satisfactory arrangements with the WW have been made prior to performance of service.

ITEM 150 – Application

Rates in this tariff apply in addition to otherwise lawfully applicable freight charges, and shall accrue solely to the WW.

ITEM 160 – Loaded Railcars Refused

A loaded railcar refused by connecting line or consignee will be returned to the consignor or connecting line at the tariff rate applicable for a new shipment. If a loaded railcar is refused by consignee and returned to a hold track, a charge of \$170.00 per railcar will be assessed for the movement from the hold track to consignee or consignor located on the WW.

ITEM 170 – Perishable Freight

Perishable freight, under refrigeration, will be accepted from connecting lines for delivery to a consignee located on the WW, provided that the WW shall not be required to provide protective service.

SECTION 2 – DEMURRAGE CHARGES

ITEM 200 – Railcars Subject to Demurrage

All railroad and privately owned railcars held for or by WW consignors or consignees are subject to demurrage rules and charges contained in this tariff, except the following:

1. Railcars for loading or unloading WW materials while on the WW tracks or private sidings connecting therewith
2. Railcars of refused or unclaimed freight to be sold by the WW, for the time held beyond legal requirements
3. Railcars assigned to shippers, returned empty to assignment points to the extent storage rules apply
4. Railcars moving on their own wheels, under transportation charges, as freight
5. Railcars of railroad ownership, leased for storage of commodities, while held on lessee's tracks
6. Loaded private railcars held on private tracks
7. Empty private railcars held on private tracks
8. Empty railcars ordered and rejected as unsuitable for loading

ITEM 201 – Purpose

WW bases its freight transportation prices and service on the expectation that railcars furnished to customers will be promptly loaded and unloaded. The purpose of this section is to describe how the time railcars under the control of customers is defined, and to specify the prices that WW charges should a customer retain control of railcars beyond the free time specified in this section.

ITEM 205 – Explanation of Terms

For the purposes of applying provisions of this section, the following definitions will govern:

Actual placement – The time at which a railcar is placed by WW, in an accessible position for loading or unloading, or at a point designated by the consignor or consignee.

Consignee – The party to whom a shipment is consigned on the bill of lading or other shipping document or the party entitled to receive the shipment.

Consignor – The party in whose name a railcar is ordered or the party who furnishes forwarding instructions.

Constructive Placement – When a railcar cannot be actually placed by WW because of any condition attributable to the consignor or consignee, including order notification and inbound shipments, such railcar will be held on WW tracks and notice will be given to the consignor or consignee that the railcar is held awaiting disposition instructions. A railcar which has been placed by WW on private, or other than public delivery tracks, including lead tracks, serving the consignor or consignee will be considered constructively placed without notice.

SECTION 2 – DEMURRAGE CHARGES

ITEM 205 – Explanation of Terms (continued)

Demurrage Day – A 24-hour period or part thereof, commences the first 0001 hours after tender.

Disposition – Information, including forwarding instructions or release, which allows the railroad to either tender or release a railcar from the consignor's or consignee's account.

Empty Railcars Ordered and Not Used – An empty railcar ordered and placed for loading and not used in transportation service.

Empty Release Information – Notice by the consignee, given to authorized personnel of WW, that a railcar is unloaded and available for pick up. Information given must include: identity of consignee, party furnishing information, railcar initial and number, location of empty railcar, and the date and time of release. The date and time of release cannot be earlier than the date and time notice is given.

Forwarding Instructions – Shipping instructions given by consignor to WW at the point of loading, containing all of the necessary information to transport the shipment to final destination.

Holiday – The following days are considered holidays for purposes of this tariff: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Leased Track – Any trackage leased to a user through written lease agreement. Lease track will be treated as private track under this section.

Loading – The complete or partial loading of a railcar in conformity with AAR and WW loading and clearance rules and the furnishing of forwarding instructions.

Loaded Railcar – A railcar that is completely or partially loaded.

Notification – Any communication furnished either in writing or verbally, to all parties entitled to receive same under the requirements of this section.

Order date – The date that the consignor/consignee requires placement of railcar.

Other Than Public Delivery Track – Any trackage assigned for individual use, including privately owned or leased track.

Partial Unloading – Partial unloading of a railcar and furnishing of forwarding instructions to WW.

Private Railcar – A railcar bearing other than railroad reporting marks and which is not a railroad controlled railcar and on which railroad does not pay per diem.

Private Track – Any trackage which is not owned or which is leased to a user by the railroad or a third party.

Public Delivery Track – Any track open to the general public for loading and unloading.

SECTION 2 – DEMURRAGE CHARGES

ITEM 205 – Explanation of Terms (continued)

Railroad Controlled Railcar – A railcar bearing other than railroad reporting marks, provided to the railroad directly by the railcar companies or others, for use by the railroad in serving any of its customers.

Reconsignment – An order from the consignor to bill a railcar for redelivery to other than the original consignee, said order being received after the railcar is delivered to its original destination. (An order to turn a railcar over to another party, that does not require additional movement of the railcar, is not a reconsignment).

Refused Loaded Railcar – When an original loaded railcar is refused by the consignee at destination without being unloaded.

Reloading – When a railcar is held by consignee for loading after being released empty to WW.

Reshipment – A new document by which the entire original shipment is forwarded in the same railcar to another destination.

Stopped In Transit – A railcar is held en route because of any conditions attributed to the consignor, consignee, or owner.

Tender – The notification by WW to the consignee of the actual or constructive placement of a loaded railcar for unloading or the consignor of the actual or constructive placement of an empty railcar for loading.

Time – Local time is applicable, expressed on the basis of the 24-hour clock. Example: 12:01 a.m. is expressed as 0001 hours or 01:01 p.m. as 1301 hours.

Unloading – The complete unloading of a railcar and notice received from the consignee that the railcar is empty and available to WW.

SECTION 2 – DEMURRAGE CHARGES

ITEM 210 – Notification to Consignee or Consignor

The following notifications will be furnished by WW as indicated:

1. Railcar for delivery on Other than Public Delivery Tracks:

- Notice of constructive placement if railcar is held on WW tracks due to reasons attributed to the consignee or consignor.
- Delivery of railcar upon tracks of consignee will constitute notice.

2. Railcar for delivery on Public Delivery Tracks:

- Notice will be given to the party entitled to receive notice when a railcar is actually placed.

3. Notification may be given electronically, verbally or in writing, and will contain the following:

- Railcar initial and number
- Date
- Location

ITEM 215 – Notification to be given to Winchester Western Railroad

Railroad personnel are on duty from 7:00 a.m. to 4:00 p.m. weekdays, except holidays, to receive forwarding instructions, empty release information, or other disposition of railcars.

When railroad personnel are not on duty, an electronic recording device will be available to receive such communication from the consignee or consignor. The date and time such communication is received and recorded will govern any demurrage charges incurred.

Forwarding instructions, empty release information, or other disposition of railcars may also be provided in writing by facsimile machine. The date and time of such communication is received and recorded will govern any demurrage charges incurred.

Notice may be given WW by:

Telephone: (304) 596-2680

Facsimile: (304) 596-2685

SECTION 2 – DEMURRAGE CHARGES

ITEM 220 – Railcars Held for Loading/Unloading

This item does not apply to private railcars.

Railcars held for loading:

Tender – The notification by WW to consignor of the actual or constructive placement of any empty railcar on orders of the consignor. A railcar held by WW will be constructively placed on “order date” if the railcar order is not cancelled prior to order date or if placement instructions have not been received by WW.

Release – Date and time forwarding instructions are received from consignor by WW. Once forwarding instructions are received by the WW, the consignor is acknowledging that its railcar is loaded, all seals (if applicable) are in place, and all hatches or doors are closed and that the railcar is available for pick up. A railcar found to be improperly loaded or overloaded will not be considered released until the load has been adjusted properly and suitable for shipping. A railcar placed on interchange tracks of consignor doing its own switching must also be returned to interchange tracks for release.

Computation – Time will be computed from the first 0001 hours after tender until release. If a railcar is placed prior to the date for which it was ordered, time will be computed from the first 0001 hours on the date for which it was ordered until released. On a reloaded railcar, the time will be computed from the first 0001 hours after notice is received by WW that the railcar is empty until released. When the same railcar is loaded and reloaded, empty release information must be furnished to WW. If not furnished, demurrage will continue until forwarding instructions are received.

Free Time – The first 48 hours after time computation begins will be demurrage free.

Railcars held for unloading:

WW delivers railcars received in interchange under load to consignee by next available train after receipt from connecting carriers. Unless arrangements are made otherwise, WW cannot be responsible for anticipating delivery schedule of consignor or consignee.

Tender – The notification by WW to consignee of actual or constructive placement of loaded railcar.

Release – Date and time that the railroad receives notice that a railcar is empty. When a railcar is unloaded by the railroad, the railcar will be released at the time the unloading process is complete.

Computation – Time will be computed from the first 0001 hours after tender until release. When the same railcar is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue until forwarding instructions are received by the railroad.

Free Time – The first 48 hours after time computation begins will be demurrage free.

SECTION 2 – DEMURRAGE CHARGES

ITEM 230 – Heavy Duty of Special Type Flat Cars Held for Loading/Unloading

This item applies to use of heavy duty or special type flat car with AAR mechanical designations “FD”, “FW”, or “FM”.

Heavy duty or special type flat cars held for loading:

Tender – The notification by WW to consignor of the actual or constructive placement of any empty railcar on orders of the consignor. A special designation railcar will not be held until “order date” by WW and will be constructively placed for consignee after railcar is received in interchange by next available train after receipt from connecting carriers.

Release – Date and time forwarding instructions are received from consignor by WW. Once forwarding instructions are received by the WW, the consignor is acknowledging that its railcar is loaded, all seals (if applicable) are in place, and all hatches or doors are closed and that the railcar is available for pick up. A railcar found to be improperly loaded or overloaded will not be considered released until the load has been adjusted properly and suitable for shipping. A railcar placed on interchange tracks of consignor, doing its own switching, must also be returned to interchange tracks for release.

Computation – Time will be computed from the first 0001 hours after tender until release. When the same railcar is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue until forwarding instructions are received by the railroad.

Free Time – A railcar will be allowed the first 24-hour period, or fraction thereof, after the first 0001 hours after placement or notification if a railcar is held en route.

Heavy duty or special type flat cars held for unloading:

WW delivers railcars received in interchange under load to consignee by next available train after receipt from connecting carriers. Unless arrangements are made otherwise, WW cannot be responsible for anticipating delivery schedule of consignor or consignee.

Tender – The notification by WW to consignor of the actual or constructive placement of loaded railcar.

Release – Date and time that the railroad receives notice that a railcar is empty. When a railcar is unloaded by the railroad, the railcar will be released at the time the unloading process is complete.

Computation – Time will be computed from the first 0001 hours after tender until release. When the same railcar is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue until forwarding instructions are received by the railroad.

Free Time – A railcar will be allowed the first 24-hour period, or fraction thereof, after the first 0001-hours after placement or notification if the railcar is held en route.

SECTION 2 – DEMURRAGE CHARGES

ITEM 240 – Railroad Cars Held for Other Purposes

Applicable to railcars held on orders of consignor or consignee while awaiting disposition instructions from the consignor or consignee as a result of conditions attributable to consignee or consignor.

Tender – Notification by WW to consignee or consignor of actual or constructive placement of loaded railcar.

Release – Date and time that the railroad receives notice as to the disposition of a railcar. When a railcar is unloaded by the railroad, the railcar will be released at the time the unloading process is complete.

Computation – Time will be computed from the first 0001 hours:

1. After tender until release on: railcar delivered; empty for loading ordered and not used (other than rejected railcar); partially unloaded; reconsigned; reshipped; stopped in transit
2. After railcar is received by WW until date of disposition on railcar received from connecting carrier
3. After tender until date of refusal on refused loaded railcar by consignee
4. After tender until date of disposition on refused loaded railcar by consignor

ITEM 245 – Empty Railcars Ordered But Not Used

This item does not apply to empty railcars rejected by consignor as unfit for loading, provided railroad has been notified within 24 hours of tender.

Tender – The notification, actual or constructive placement of empty railcar.

Released – Date and time disposition instructions are received by railroad.

Computation – Time will be computed from the first 0001 hours after tender until released. If a railcar is placed prior to the date for which it was ordered, time will be computed from the first 0001 hours on the date for which it was ordered until released. On a railcar for reloading, time will be computed from the first 0001 hours after notice is received that the railcar is empty until released.

Charges – A railcar ordered and not used are subject to normal demurrage terms and charges. An additional handling charge of \$150.00 will be assessed on an empty railcar ordered and not used.

SECTION 2 – DEMURRAGE CHARGES

ITEM 250 – Demurrage Plans and Prices

Settlement of charges will be made on a monthly basis on all railcars released during the calendar month.

Unless otherwise agreed upon by the WW in writing, demurrage charges will be assessed by WW against the consignor at origin or consignee at destination, who will be responsible for payment.

Calculation of Charges – Following expiration of free time, charges will accrue as follows:

1. \$55.00 per day for railroad cars, \$55.00 per day for private cars held on railroad owned tracks
2. Refrigerated box cars with mechanical designations “RP” or “FPL” will be assessed \$55.00 per day demurrage
3. Heavy duty or special type flat car with AAR mechanical designations
4. “FD”, “FW”, or “FM” will be assessed \$150.00 per day demurrage unless otherwise agreed upon

ITEM 260 – Claims

In order to be allowed relief from demurrage charges as billed, a claim must be received by WW in writing no later than 15 days following the month in which the bill was issued, stating fully the conditions for which relief was claimed.

Relief will be granted only under the following circumstances:

Railroad Error – If, through delivering railroad error, demurrage charges are assessed, demurrage charges will be adjusted to the amount that would have accrued if not for such error. (Railcar bunching is not considered to be a railroad error.)

Weather Interference – When due to severe weather conditions such as tornados, hurricanes, floods, or snow storms, the operations of consignee or consignor are disrupted, the demurrage directly attributable thereto will be cancelled provided the disruption exceeds two days in duration.

SECTION 3 – LOCAL AND PROPORTIONAL RATES

ITEM 300 – Application

Except as specifically provided herein, rates in this tariff apply as local and proportional rates. Rates in this tariff apply to all shipments on the WW, unless otherwise agreed by specific tariff, exempt quotation or contract.

ITEM 305 – Proportional Rates

Proportional rates are limited in their application to traffic destined to, or originating from specific points or territories, including rates which are published for application on traffic destined “from beyond”; “when destined beyond”; or when to or from interchange with connecting carriers. Proportional rates apply to all shipments when the WW does not participate in a through rate.

ITEM 310 – Local Rates

Local rates apply on movements of carloads between any two stations solely on the WW and do not include carloads interchanged with connecting carriers.

ITEM 315 – Payment

Rates assessed in this section will be billed by the WW, and are billable to and payable by the payer of line haul rates and charges assessed by connecting carriers.

Payment Terms: Net 15 Days - Past Due 30 Days - Add 2% per Month Late Charge.

ITEM 330 – Freight, All Kinds

Unless otherwise agreed upon, in addition to rates provided elsewhere in this tariff, the rates in this item apply.

For all railcar traffic containing commodities without agreed upon rates, a fee of \$800.00 per railcar applies. This rate does not apply to excess dimensions, hazardous materials, radioactive, or idlers.

Unless otherwise agreed upon, a fee of \$500.00 per railcar will be assessed for idlers.

SECTION 3 – LOCAL AND PROPORTIONAL RATES

Extra Handling Charges Table:

Unless otherwise agreed upon, in addition to rates provided elsewhere in this tariff, the rates in this table apply.

Application Description Rate

ITEM 480 Approved Excess Dimensions Carloads exceeding: 10' 6" wide, 17' high, or 110 net tons, will be assessed \$3,500/railcar

ITEM 485 Hazardous Material Shipments moving under STCC 49 xxx xx, will be assessed \$1,500.00 per railcar

ITEM 490 Radioactive Shipments moving under STCC 49 26x xx or 49 29x xx, will be assessed \$2,500.00 per railcar

ITEM 380 – Prepayment or Guarantee of Charges and Security Deposits for Payment of Demurrage and Other Accessorial Charges

A security deposit to insure payment of any demurrage, detention, storage, accessorial, and/or freight charges that may accrue will be required from any consignor, consignee, beneficial owner, or other responsible parties, hereafter referred to as customer which is not on credit list and/or is placed on bad credit list:

1. Is not on WW's authorized credit list
2. Fails to pay demurrage, detention, storage, accessorial and/or freight charges upon specific written demand referring to this tariff provision

The deposit must be paid in cash, certified check, cashier's check, or money order before any freight railcar, container or trailer is delivered to such customer for loading or unloading. The deposit for each freight railcar, container or trailer must be in the minimum amount of \$225.00 or up to the maximum amount of demurrage, detention, storage, accessorial or freight charges that accrued on any one freight railcar, container or trailer during the preceding 24 months.

WW will refund the balance of the deposit to the customer within 30 days after the equipment is released to WW after deducting all unpaid charges on that equipment. Such deposit will not be transferable to another freight railcar, container or trailer.

Security deposits will no longer be required after the customer either

1. Is placed on WW's authorized credit list
2. Has paid all outstanding demurrage, detention, storage, accessorial and/or freight charges and has given assurance to the satisfaction of the WW that future demurrage, detention, storage, accessorial, and/or freight charges will be paid within the credit period prescribed by the STB

SECTION 4 - ACCESSORIAL CHARGES

ITEM 400 – Special Train Service

Shipments that require handling in a special train service with one engine to or from stations on the WW and connecting carriers will be charged \$7000.00 per train. Should multiple engines be required for handling the special train a charge of \$9000.00 per train will be assessed. A charge of \$500.00 per event will be assessed for the cancelation of a requested special train.

Written confirmation must be received by the WW prior to performing the service in will be limited on the availability of crews.

Normal service hours are outlined in the railroad's published schedule.

The above charges apply in addition to otherwise applicable freight charges.

ITEM 405 – Switching Outside of Normal Train Service Hours

If a special switch is requested and required to be performed outside of regularly scheduled train service, a switch fee of \$2500.00 will be assessed.

If this service is required to be performed on a holiday as defined in ITEM 205 a switch fee of \$3750.00 will be assessed.

Written confirmation must be received by the WW prior to performing the service in will be limited on the availability of crews.

ITEM 410 – Intra-Plant Switch

A switching movement of cars loaded or empty, from one track to another track or between two points on the same track, within the same plant or industry without leaving the tracks of the same plant or industry will be assessed a charge of \$150.00 per car. Written confirmation must be received by the WW prior to performing the service in will be limited on the availability of crews.

ITEM 415 – Intra-Terminal Switch

A switching movement (other than intra-plant switching) from track to another track of the same carrier within the switching limits of one station or industrial switching district will be assessed a charge of \$300.00 per car. Written confirmation must be received by the WW prior to performing the service in will be limited on the availability of crews.

ITEM 420 – Inter-Terminal Switch

A switching movement from a track of one carrier to a track of another carrier when both tracks and movements are within the switching limits of one station or industrial switching district will be assessed a charge of \$300.00 per car. Written confirmation must be received by the WW prior to performing the service in will be limited on the availability of crews.

ITEM 425 – Reciprocal Switch

A switching movement to and from industries on WW track within the Winchester switching district to and from CSXT interchange in Winchester, VA is considered a reciprocal switch and will be assessed a charge of \$500.00 per car.

ITEM 430 – Extra Switch

If a second switch is requested during a normal train crew shift by a customer and under normal train service hours, a switching charge of \$500.00 will be assessed. Written confirmation must be received by the WW prior to performing the service in will be limited on the availability of crews.

ITEM 435 – Railroad Error Delivery

When loaded or empty cars are delivered to the WW in error by connecting carriers and are returned to the same carrier without being loaded or emptied on the WW, a charge of \$500.00 per car will be assessed to the connecting carrier. (See note)

Note- WW will not be responsible for car hire on these cars, and will reclaim from the connecting carrier all car hire assessed.

If additional service is requested outside of normal service days or hours, the shipper or receiver will be assessed a special service charge of \$2500.00. If the special service request is on a holiday, as outlined in this tariff, the service charge will be \$3750.00. Written confirmation must be received by the WW prior to performing the service in will be limited on the availability of crews.

ITEM 440 – Turning Cars

The WW will charge \$500 per car for turning railcars.

Written confirmation must be received by the WW prior to performing the service in will be limited on the availability of crews.

ITEM 445 – Overloaded/Improperly Loaded Rail Cars

The WW will assess a charge of \$750.00 per car on each car that is determined to be overloaded and/or improperly loaded on the WW.

The customer is responsible for any damage to the railcar caused by overloading and/or improperly loading of the railcar.

Cars found to be overloaded must be partially unloaded to the weight limited of the railcar by the customer at the customer's expense where placed by the WW for offloading. Cars found to be improperly loaded must be partially re-loaded and approved for travel by the WW Mechanical Department. Demurrage charges will be assessed on the overloaded car from the day the shipper is notified of the overloaded car until the car is accepted by the WW as being within the lading limits or safe limits of the car. No demurrage 'free' days will be allowed on overloaded or improperly loaded cars.

ITEM 450 –Modification of Bill of Lading Prior to Movement

To modify any prior submitted bill of lading prior to the occurrence of movement from industry track, the WW will assess a fee of \$75.00 per car.

ITEM 455 – Diversion

To modify any prior submitted bill of lading after the occurrence of movement from the industry track, the WW will assess a fee of \$300.00 per car. Any additional transportation switching charges resulting from this car traveling to a different connecting rail carrier will be assessed in addition to the diversion charge.