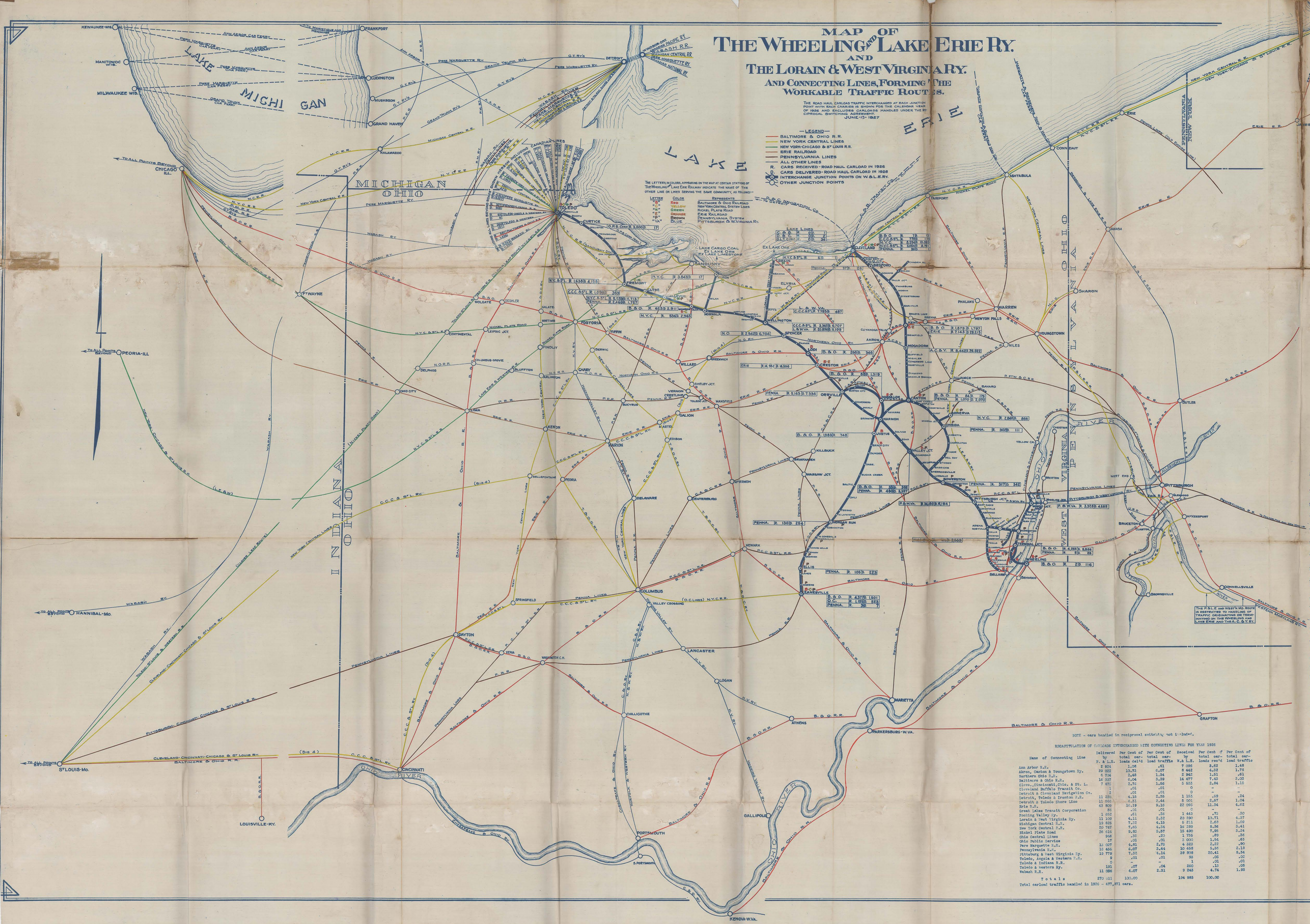
MAP OF THE WHEELING AND LAKE ERIE RY. AND THE LORAIN & WEST VIRGINIA RY. AND CONNECTING LINES, FORMING THE WORKABLE TRAFFIC ROUTES.

The road haul carload traffic interchanged at each junction point with each carrier is shown for the calendar year of 1926 and excludes carloads handled under the reciprocal switching agreement.
JUNE-15-1927



NOTE - cars handled in reciprocal switching not included.

RECAPITULATION OF CARLOADS INTERCHANGED WITH CONNECTING LINES FOR YEAR 1926

Name of Connecting Line	Delivered by W. & L.E.	Per Cent of total carloads del'd	Per Cent of total carload traffic	Received by W.& L.E.	Per Cent of total carloads rec'd	Per Cent of total carload traffic
Ann Arbor R.R.	2 924	1.08	.61	7 096	3.62	1.48
Akron, Canton & Youngstown Ry.	29 022	10.73	6.07	8 442	4.32	1.76
Northern Ohio R.R.	6 704	2.48	1.34	2 942	1.51	.61
Baltimore & Ohio R.R.	16 337	6.04	3.39	14 477	7.43	3.03
Cleve.,Cincinnati,Chic. & St. L.	7 475	2.76	1.56	5 533	2.84	1.15
Cleveland Buffalo Transit Co.	1	.01	.01	0	–	–
Detroit & Cleveland Navigation Co.	2	.01	.01	0	–	–
Detroit, Toledo & Ironton R.R.	11 228	4.15	2.35	1 153	.59	.24
Detroit & Toledo Shore Line	11 666	4.31	2.44	5 001	2.57	1.04
Erie R.R.	43 809	16.19	9.16	22 095	11.34	4.62
Great Lakes Transit Corporation	36	.01	.01	0	–	–
Hocking Valley Ry.	1 652	.61	.36	1 443	.73	.30
Lorain & West Virginia Ry.	11 109	4.11	2.32	20 890	10.71	4.37
Michigan Central R.R.	19 825	7.32	4.15	5 211	2.68	1.09
New York Central R.R.	20 747	7.65	4.34	16 289	8.36	3.41
Nickel Plate Road	26 616	9.83	5.57	15 490	7.95	3.24
Ohio Central Lines	946	.35	.20	1 735	.89	.36
Ohio Public Service	17	.01	.01	3 000	1.54	.63
Pere Marquette R.R.	13 027	4.81	2.73	4 323	2.22	.90
Pennsylvania R.R.	16 455	6.07	3.44	10 458	5.36	2.18
Pittsburg & West Virginia Ry.	19 779	7.32	4.14	39 808	20.41	8.34
Toledo, Angola & Western R.R.	9	.01	.01	93	.05	.02
Toledo & Indiana R.R.	0	–	–	1	.01	.01
Toledo & Western Ry.	191	.07	.04	260	.13	.05
Wabash R.R.	11 036	4.07	2.31	9 243	4.74	1.93
Totals	270 611	100.00		194 983	100.00	

Total carload traffic handled in 1926 - 477,871 cars.

LIST OF RAILROADS HAVING INTERCHANGE CONNECTIONS WITH THE WHEELING AND LAKE ERIE RY. AND THE LORAIN & WEST VIRGINIA RY. AND SHOWING A GENERAL OUTLINE OF THE TRAFFIC ARRANGEMENTS (MERCHANDISE PER CENTS ONLY) IN FORCE OR AGREED TO. THE NUMBERS SHOW IN THE SCHEDULE (WITHIN THE SQUARES) ARE REFERENCES TO THE ITEMS INCLUDED IN THE REMARKS.

Between Railroad / Railroad	1 Baltimore & Ohio	2 New York Central	3 Big Four	4 Michigan Central	5 Nickel Plate	6 Pennsylvania	7 Erie	8 Pitts. & W. Virginia, Pitts. & Lake Erie, West'n Maryland	9 Akron-Canton & Youngstown, Northern Ohio	10 Wabash	11 Ann Arbor	12 Pere Marquette	13 Detroit & Toledo Shore Line	14 Detroit-Toledo & Ironton	15 Hocking Valley	16 Toledo & Indiana	17 Toledo-Angola & Western	18 Toledo & Western	19 Ohio Public Service	20 Cleveland & Buffalo Transit Co.	21 Detroit & Cleveland Navigation Co.	22 Wheeling and Lake Erie Ry.
1 Baltimore & Ohio	x	3 4 5 23 27	3 5 25	3	3 4 5	5	5 16	18		3	3	3	3	3 5	3 5	3	3	3	3 5	5	5	1 2 6
2 New York Central	3 4 5 23 27	x	5 25	5 24	5 7 26	5 7 9 14		18	9	20	5 20	5 20	5 20	5 20	5 21	5	5	5	5	5 22	5 22	1 2 6 9
3 Big Four	3 5 25	5 25	x		5	5 14		18						5	5	5	5	5	5	5	5	1 2
4 Michigan Central	3	5 24		x		5 14		18		5	5	5	5	5	5	5	5	5	5	5	5	1 2
5 Nickel Plate	3 4 5	5 7 26	5		x	5 7 9 14	5	18	9					5	5				5	5	5	1 2 6 9
6 Pennsylvania	5	5 7 9 14	5 14	5 14	5 7 9 14	x	5	5 14	5 9 14	5 14 19	5 14 19	5 14 19	5 14 19	5	5	5	5	5	5	5	5	1-2-8 9-10-11 12-13-15
7 Erie	5 16				5	5	x	18		17					5					5	5	1 2 6
8 Pitts. & W. Virginia, Pitts. & Lake Erie, West'n Maryland	18	18	18	18	18	5 14	18	x		18	18	18	18	18	18	18	18	18		18	18	1 2 18
9 Akron-Canton & Youngstown, Northern Ohio		9			9	5 9 14			x													1 2 9
10 Wabash	3	20		5		5 14 19	17	18		x		5	5	5	5	5	5	5	5	5	5	1 2
11 Ann Arbor	3	5 20		5		5 14 19		18			x	5	5	5	5	5	5	5	5	5	5	1 2
12 Pere Marquette	3	5 20		5		5 14 19		18		5	5	x	5	5	5	5	5	5	5	5	5	1 2
13 Detroit & Toledo Shore Line	3	5 20		5		5 14 19		18		5	5	5	x	5	5	5	5	5	5	5	5	1 2
14 Detroit-Toledo & Ironton	3 5	5 20	5	5	5	5		18		5	5	5	5	x	5	5	5	5	5	5	5	1 2
15 Hocking Valley	3 5	5 21	5	5	5	5	5	18		5	5	5	5	5	x	5	5	5	5	5	5	1 2
16 Toledo & Indiana	3	5	5	5		5		18		5	5	5	5	5	5	x	5	5	5	5	5	1 2
17 Toledo-Angola & Western	3	5	5	5		5		18		5	5	5	5	5	5	5	x	5	5	5	5	1 2
18 Toledo & Western	3	5	5	5		5		18		5	5	5	5	5	5	5	5	x	5	5	5	1 2
19 Ohio Public Service	3 5	5	5	5	5	5				5	5	5	5	5	5	5	5	5	x	5	5	1 2
20 Cleveland & Buffalo Transit Co.	5	5 22	5	5	5	5	5	18		5	5	5	5	5	5	5	5	5	5	x	5	1 2
21 Detroit & Cleveland Navigation Co.	5	5 22	5	5	5	5	5	18		5	5	5	5	5	5	5	5	5	5	5	x	1 2
22 Wheeling and Lake Erie Ry.	1 2 6	1 2 6 9	1 2	1 2	1 2 6 9	1-2-8 9-10 11-12 13-15	1 2 6	1 2 18	1 2 9	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	x

GENERAL INFORMATION APPLYING TO CONNECTING CARRIERS

Item 1 - There are no restrictions affecting traffic originating or terminating on the Wheeling and Lake Erie Ry. or the Lorain & West Virginia Ry., moving to or from the lines shown, including the carriers beyond the interchange connections of the W&LE Ry. The terminals of these carriers shown are open at all junction points on a reciprocal or some other agreed-to basis. Any restrictions contrary to the above are shown in the following items

Item 2 - There are no restrictions against traffic moving overhead on the W&LE Ry., except as shown in the following items, i.e. - the W&LE Ry. serving as an intermediate carrier.

SPECIAL INFORMATION

Item 3 - There are at present no working arrangements between the line of the Baltimore & Ohio Railroad extending from Pittsburgh, Pa. through the Mahoning Valley to Lodi, Ohio, on the one hand, and the connections of the W&LE Ry. west of Lodi, Ohio, on the other hand.

Item 4 - The Baltimore & Ohio Railroad agrees to handle traffic between Cincinnati, Louisville and St. Louis, and points west and south thereof, on the one hand, and east of Cleveland, Buffalo and beyond thereof, including Trunk Line and New England territories, on the other hand.

Item 5 - There are no traffic arrangements permitting the W&LE Ry. to serve as an intermediate line between carriers where "5" is shown, except in special cases covered by Items 4 - 7 - 9 - 14 - 16 - 17 - 18 - 19 - 20 - 21 - 22.

Item 6 - There are no traffic arrangements with these carriers connecting with the W&LE Ry. permitting coal or coke of W&LE origin to move to points east of Rochester, N.Y. and east of the Genesee River.

Item 7 - The W&LE Ry. serves as an intermediate carrier between the Nickel Plate Road, on the one hand, and the Akron Division of the Pennsylvania RR., the Alliance Division and the Dundee Branch of the New York Central RR.

Item 8 - The Penna. RR will not accept traffic moving to or from common points with the W&LE Ry., when routed in connection with the W&LE Ry., except as provided in Items 9 - 11 - 12 - 13 - 14.

Item 9 - The Penna. RR. accepts traffic originating or terminating on the W&LE Ry., the L&WVa. Ry., and on the Akron, Canton & Youngstown Ry. and Northern Ohio RR., when routed from or to the W&LE Ry., via the New York Central RR. or the Nickel Plate Road, from or to Erie, Pa. (This is known as the old Empire Line routing and covers Trunk Line points.)

Item 10 - The Penna. RR. accepts traffic moving between the W&LE Ry. and points on the Penna. RR. Detroit Division, but not beyond Detroit.

Item 11 - The Penna. RR. accepts coal from lines serving the Crescent fields in Virginia, West Virginia and Kentucky, destined to common points on the W&LE Ry. This is routed principally through the Bellevue, Ohio and Orrville, Ohio interchanges.

Item 12 - The Penna. RR. allows the W&LE Ry. a pro-rate on shipments originating at Ironville (Toledo, Ohio), and delivered their line at East Toledo.

Item 13 - The Penna. RR. restrictions do not apply to traffic moving between the W&LE Ry., on the one hand, and the Akron, Marietta, Sandusky or Grand Rapids divisions of the Penna. RR., on the other hand.

Item 14 - The Penna. RR. restrictions do not prevent the W&LE Ry. serving as an intermediate carrier between the Akron, Marietta, Sandusky or Grand Rapids divisions of the Penna. RR., on the one hand, and points on the other connecting lines of the W&LE Ry., on the other hand, with the exception of points on the B&O Railroad and Erie Railroad.

Item 15 - The Penna. RR. will not switch at Martins Ferry, Ohio, and Wheeling, WVa. on a reciprocal basis with the W&LE Ry.

Item 16 - The W&LE Ry. can handle traffic between certain points on the B&O Railroad (C.H.& D. Division), and the Erie Railroad.

Item 17 - The working arrangements permitting the W&LE Ry. to act as an intermediate line between the Erie Railroad and the Wabash Railway exclude the Chicago District.

Item 18 - The restrictions applying via the Pitts. & West Virginia Ry.-Pitts. & Lake Erie RR.-Western Maryland RR. route prohibit the W&LE Ry. acting as an intermediate line on traffic originating or terminating beyond (West or North) of the rails of the W&LE Ry., with the exception of traffic originating or terminating on the Akron, Canton & Youngstown Ry.

Item 19 - The W&LE Ry. is prohibited from serving as an intermediate carrier between the Wabash Ry., the Ann Arbor RR., the Pere Marquette RR. and the Detroit & Toledo Shore Line RR., on the one hand, and the Penna. RR., on the other hand, except that the restrictions do not apply to the Akron, Marietta and Grand Rapids divisions of the Penna. RR.

Item 20 - The W&LE Ry. serves as an intermediate line between the Detroit, Toledo & Ironton RR., the Ann Arbor RR., the Detroit & Toledo Shore Line RR., the Wabash Railway and the Pere Marquette RR., on the one hand, and the NYC Railroad Alliance Division, on the other hand.

Item 21 - The W&LE Ry. serves as an intermediate carrier with the Hocking Valley Ry., on the one hand, and the NYC Railroad Alliance Division, on the other hand.

Item 22 - The working arrangements the W&LE Ry. has with the Cleveland & Buffalo Transit Co. and the Detroit & Cleveland Navigation Co., through Cleveland, embrace only the points on its own railroad and on the AC&Y Ry., P&WVa. Ry., the Alliance Division of the NYC Railroad and the Zanesville & Western Division of the NYC Railroad.

Item 23 - The W&LE Ry. serves as an intermediate line between the B&O Railroad and the NYC Railroad Alliance Division.

Item 24 - The W&LE Ry. serves as an intermediate line between the Michigan Central RR. and the NYC Railroad Valley Branch and Alliance Division.

Item 25 - The W&LE Ry. serves as an intermediate line between the C.C.C. & St.L. Ry. and the NYC Railroad Alliance Division.

Item 26 - The W&LE Ry. serves as an intermediate line between the Nickel Plate Road and the NYC Railroad Alliance Division.

Item 27 - The W&LE Ry. serves as an intermediate line between the B&O Railroad Western Line (at Zanesville, Ohio), and the NYC Railroad at Cleveland.

NOTE 1 The percentage sheets covering the divisions of revenue are quite voluminous and it is impossible to express the foregoing working arrangements in detail, due to the fact certain portions or divisions of some of the lines connecting with the W&LE Railway are excluded, as a result of competition existing between the carriers, and therefore these remarks and the map presented herewith are intended more to give a general picture of the W&LE Railway and L&WVa. Railway with connecting carriers.
Data desired bearing on any specific route should be obtained by reference to the percentage files in the offices of the General Traffic Department, which include approximately 2,200 separate percentage sheets, showing routes and divisions of earnings, in addition to the Agency tariffs published by and for the carriers in New England, Trunk Line, Central, Southern and Western Freight Traffic Associations.

NOTE 2 In explaining these routes and the working arrangements in effect, the direct connections only are quoted. It should be understood that in mentioning these roads forming routes embracing the W&LE Railway, in most instances the carriers beyond the direct connections of the W&LE Ry. are included in the route.

NOTE 3 The working arrangements outlined above are the percentages covering the General Freight traffic and it should be understood that the percentages covering the coal and coke traffic are effective over most of these routes but the scope is somewhat restricted for competitive reasons