

Erie Railroad CompanyTariff No. G.O. 4045-B
(Cancels G.O. 4045-A)

ERIE RAILROAD COMPANY

IN CONNECTION WITH
CARRIERS AS SHOWN ON PAGE 2

LOCAL AND JOINT FREIGHT TARIFF

Naming Rates in Cents per 100 Pounds on

COMPOUNDS, SOUND DEADENING

(As Shown on Page 2)

Minimum Weight 40,000 Pounds

FROM	TO STATIONS IN THE STATES OF	
RUTHERFORD, N. J.	DELAWARE	NEW JERSEY
WHIPPANY, N. J.	MARYLAND	NEW YORK
(As Shown on Pages 6 and 7)	MASSACHUSETTS	
	(As Shown on Pages 2 and 3)	

Governed except as otherwise provided herein, by the Official Classification and by Exceptions thereto (See Rule No. 7, Page 6 in Tariff).

Authority for departure from the terms of the Amended Fourth Section Act of the Interstate Commerce Commission (Item 1, Page 4).

ISSUED NOVEMBER 12, 1948.

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LIST OF ORIGIN, INTERMEDIATE AND TERMINAL CARRIERS

CARRIERS	Concurrence Forms and Numbers	
	I.C.C.	
	FX	No.
Baltimore and Ohio Railroad Company, The.	4	146
Central Railroad Company of New Jersey, The (Walter P. Gardner, Trustee).	4	1649
Central Railroad Company of Pennsylvania.	4	13
Delaware and Hudson Railroad Corporation, The.	3	243
Lehigh and Hudson River Railway Company, The.	5	35
Lehigh and New England Railroad Company.	5	44
Morristown & Erie Railroad Company.	5	17
New York Central Railroad Company, The.	4	69
New York, New Haven and Hartford Railroad Company, The.	4	213
New York, Susquehanna and Western Railroad Company (Henry K. Norton, Trustee).	4	B-122
Pennsylvania Railroad Company, The.	4	1152
Reading Company.	4	987
Staten Island Rapid Transit Railway Company, The.	3	1024
Western Maryland Railway Company.	3	4112
Wharton and Northern Railroad Company.	5	26

LIST OF COMMODITIES ON WHICH RATES APPLY

The commodities for which rates are provided in this tariff will be subject to all rules, regulations and packing requirements of the governing Classification and Exceptions thereto as named on the title page of this tariff unless otherwise specifically provided for herein.

COMPOUNDS, SOUND DEADENING, consisting of one or more of the following inert materials: clay, sand, slate dust, stone dust, ground stone, asbestos (see Note) when mixed with a binder of one or more of the following materials: liquid solvent, asphalt, resin (see Note), ground rubber, including artificial, guayule, natural, neoprene or synthetic rubber (see Note), in bulk in packages, minimum weight 40,000 lbs.

NOTE - The weight of asbestos, resin, ground rubber, including artificial, guayule, natural, neoprene or synthetic rubber, singly or collectively, shall not exceed twelve (12%) per cent of the total weight of the mixture.

ALPHABETICAL LIST OF STATIONS TO WHICH RATES APPLY AND RAILROADS LOCATED ON

STATION	Railroad Located On	Index No.	STATION	Railroad Located On	Index No.
Baltimore. Md.			Baltimore (Continued). Md.		
Arlington. WMd.		53	City Block. Penn.		8018
Bay View. Penn.		7239	City Block. Penn.		7
Bolton. Penn.		8004	Claremont. B&O.		725
Boston St. Ferry Slip. Penn.		7244	Claremont. Penn.		7267
Calvert Station. Penn.		8007	Clinton St. Penn.		7242
Camden. B&O.		712	Curtis Bay. WMd.		44
Canton. Penn.		8011	Druid. WMd.		50
Canton. WMd.		5	Fell St. B&O.		720
(Continued on the following page)					

For Explanation of Abbreviations see Page 3.

ALPHABETICAL LIST OF STATIONS TO WHICH RATES APPLY AND RAILROADS LOCATED ON - Concluded

STATION	Railroad Located On	Index No.	STATION	Railroad Located On	Index No.
Baltimore (Continued) Md.			Baltimore (Concluded) Md.		
Fidelity	Wmd.	40	Sutton	Penn.	8079
Frederick Road	Penn.	7265	Turner	Penn.	8087
Fulton	Wmd.	12	Wagner's Point	Wmd.	42
Gay St.	B&O.	735	Walbrook	Wmd.	14
Gwynns Run	Penn.	7263	Washington Road Siding, Mt. Winans	Wmd.	20
Harford Road	B&O.	740	Westport	Wmd.	27
Highlandtown	Penn.	8071	Woodberry	Penn.	8110
Highlandtown	Wmd.	5a	Bloomfield N.J.	Erie	125
Hillen	Wmd.	10	Buffalo N.Y.		
Jackson's Wharf	Penn.	8016	East Buffalo	Erie	1775
Kate Ave., Arlington	Wmd.	52	Buffalo, Louisiana St	Erie	1780
Leahigh Yard	Wmd.	55	Buffalo Lake	Erie	1785
Leonard Siding	Wmd.	17	Buffalo, East Ferry St	Erie	1800
Locust Point	B&O.	715	Buffalo, Main St	Erie	1810
Loney's Lane	Penn.	8064	Framingham Mass.	N.Y.C.(B).	4014
Montford Ave. Yard	Penn.	7248	Framingham Mass.	N.Y.N.H.& H.	3525
Mount Clare	B&O.	722	Linden N.J.	Penn.	210
Mt. Hope	Wmd.	56	Linden N.J.	SIRT	17
Mt. Winans	Wmd.	26	Tarrytown N.Y.	N.Y.C.(E).	109
Oak St. North Ave. Yard	B&O.	730	West Trenton N.J.	R.Co.	349
Orangeville	Penn.	8069	Wilmington Del.	Penn.	7104
Orangeville	Wmd.	5b	Wilmington Del.	R.Co.	658
Patterson Park Yard	Penn.	8061	Wilmington Del.		
Patterson Park Yard	Wmd.	5c	Edgemoor	R.Co.	659
Peddicord Siding	Wmd.	15	Kentmere	Penn.	7097
Port Covington	Wmd.	30	Rockford	Penn.	7098
President Station	Penn.	7249			
President Street	B&O.	745			
St. Helena	Penn.	8081			
Sparrows Point	Wmd.	45			

GEOGRAPHICAL LIST OF STATIONS TO WHICH RATES APPLY

Index No.	STATION	Index No.	STATION	Index No.	STATION
	B. & O.R.R.		Penn. R.R.		Reading Co. - Concluded
	Baltimore Md.	210	Linden N.J.		Wilmington Del.
712	Camden	7097	Wilmington Del.	659	Edgemoor
715	Locust Point	7098	Kentmere		S.I.R.T. Ry.
720	Fell St	7104	Rockford	17	Linden N.J.
722	Mount Clare		Wilmington Del.		W.Md.Ry.
725	Claremont	7239	Baltimore Md.		Baltimore Md.
730	Oak St., North Ave. Yard	7242	Bay View	5	Canton
735	Gay St	7244	Clinton Street	5a	Highlandtown
740	Harford Road	7248	Boston Street Ferry Slip	5b	Orangeville
745	President St.	7248	Montford Ave. Yard	5c	Patterson Park Yard
	Erie R.R.	7249	President Station	7	City Block
125	Bloomfield N.J.	7263	Gwynns Run	10	Hillen
	Buffalo N.Y.	7265	Frederick Road	12	Fulton
1775	East Buffalo	7267	Claremont	14	Walbrook
1780	Buffalo, Louisiana St	8004	Bolton	15	Peddicord Siding
1785	Buffalo Lake	8007	Calvert Station	17	Leonard Siding
1800	Buffalo, East Ferry St	8011	Canton	20	Washington Road Siding, Mt. Winans
1810	Buffalo, Main St	8016	Jackson's Wharf	26	Mt. Winans
1820	Black Rock	8018	City Block	27	Westport
	N.Y.C.(B) R.R.	8061	Patterson Park Yard	30	Port Covington
4014	Framingham Mass.	8064	Loney's Lane	40	Fidelity
	N.Y.C.(E) R.R.	8069	Orangeville	42	Wagner's Point
109	Tarrytown N.Y.	8071	Highlandtown	44	Curtis Bay
	N.Y.N.H.& H.R.R.	8079	Sutton	45	Sparrows Point
3525	Framingham Mass.	8081	St. Helena	50	Druid
		8087	Turner	52	Kate Ave., Arlington
		8110	Woodberry	53	Arlington
			Reading Co.	55	Leahigh Yard
		349	West Trenton N.J.	56	Mt. Hope
		658	Wilmington Del.		

EXPLANATION OF ABBREVIATIONS

&	And	N.Y.C.(WS)	New York Central (West Shore District)
Ave.	Avenue	N.Y.	New York
B. & O.	Baltimore & Ohio	N.Y.N.H.& H.	New York, New Haven and Hartford
C.R.R. of N.J.	Central R.R. of New Jersey	N.Y.S. & W.	New York, Susquehanna & Western
C.R.R. of Pa.	Central R.R. of Pennsylvania	No	Number
Co	Company	O.C.	Official Classification
Del.	Delaware	Pa	Pennsylvania
D. & H.	Delaware & Hudson	Penn	Pennsylvania
E.	East	P.R.R.	Pennsylvania R.R.
I.C.C.	Interstate Commerce Commission	Phila.	Philadelphia
Jct.	Junction	P.U.C.N.J.	Public Utilities Commission of New Jersey
L. & H.R.	Lehigh and Hudson River	R.Co	Reading Company
L. & N.E.	Lehigh and New England	R.R.	Railroad
Md	Maryland	Ry	Railway
Mass	Massachusetts	St	Street or Saint
Mt.	Mount	S.I.R.T.	Staten Island Rapid Transit
N.J.	New Jersey	W.Md	Western Maryland
N.Y.C.(B)	New York Central (Boston & Albany District)	Wh. & N	Wharton & Northern
N.Y.C.(E)	New York Central (Eastern District)	W.S.	West Shore

For explanation of Abbreviations, see page 3.

ITEM NO. 1. COMMODITY RATES FROM AND TO INTERMEDIATE POINTS UNDER AUTHORITY OF
I.C.C. SECOND SUPPLEMENTAL FOURTH SECTION ORDER NO.9800

(Applicable only where specific reference is made hereto)

(A) By authority of the Interstate Commerce Commission's Second Supplemental Fourth Section Order No.9800 of January 3,1939,commodity rates made subject to this rule are not made applicable from (or to) all intermediate points. Commodity rates will be established from (or to) intermediate points which will bear the following relationship to those from (or to) a more distant point from (or to) which a commodity rate subject to this rule is named,either in this or other tariffs lawfully on file with the Commission.

(1) Where the rate from (or to) the intermediate point on the class,to which the commodity belongs,exceeds the rate on the same class from (or to) a more distant point a commodity rate will be established from (or to) the intermediate point which will not exceed the commodity rate from (or to) such more distant point by more than the difference in the rates on the class to which the commodity belongs.

(2) Where the rate from (or to) the intermediate point on the class to which the commodity belongs is the same as or less than the rate on the same class from (or to) a more distant point,apply the following subject to Note 7:

(a) Subject to the provisions of Notes 1,2 and 3 below,from any point of origin from which a commodity rate on a given article to a given destination and via a given route is not named in this tariff,which point is intermediate to a point from which a commodity rate on said article is published in this tariff via a route through the intermediate point over which such commodity rate applies to the same destination,apply from such intermediate point to such destination and via such route the commodity rate in this tariff on said article from such point beyond from which a commodity rate is published herein on that article to the same destination via the same route.

NOTE 1 - When by reason of branch or diverging lines there are two or more "beyond" points,apply the rate from the point beyond (in this tariff) which on that article to the same destination via the same route results in the lowest charge.

NOTE 2 - If the class rate on the same article via the same route from the intermediate point produces a lower charge that would result from applying the commodity rate under this rule,such commodity rate will not apply.

NOTE 3 - If there is in any other tariff a commodity rate on the same article from the intermediate origin point applicable over the same route to the same destination,the provisions of this rule are not applicable from such intermediate origin point.

(b) Subject to the provisions of Notes 4,5 and 6 below,to any point of destination to which a commodity rate on a given article from a given point of origin and via a given route is not named in this tariff, which point is intermediate to a point to which a commodity rate on said article is published in this tariff via a route through the intermediate point over which said commodity rate applies from the same point of origin,apply to such intermediate point from such point of origin and via such route the commodity rate in this tariff on said article to such point beyond to which a commodity rate is published herein on that article from the same point of origin via the same route.

NOTE 4 - When by reason of branch or diverging lines there are two or more "beyond" points,apply the rate to the point beyond (in this tariff) which on that article from the same point of origin via the same route results in the lowest charge.

NOTE 5 - If the class rate on the same article via the same route to the intermediate point produces a lower charge than would result from applying the commodity rate under this rule,such commodity rate will not apply.

NOTE 6 - If there is in any other tariff a commodity rate on the same article to the intermediate destination point applicable over the same route from the same point of origin,the provisions of this rule are not applicable to such intermediate destination point.

NOTE 7 - From (or to) any intermediate point where the rate produced under Paragraph (A) (1) is lower than the rate authorized under Paragraph (A) (2) the latter will not apply.

(B) Commodity rates in accordance with the provisions of Paragraph (1) will be established upon lawful notice to the Commission, and to the public as follows:

(1) Within 30 days after receipt of request,written or verbal,for the establishment of such rate or rates,accompanied by advice of early prospective shipment from (or to) any such intermediate point.

(2) Within 30 days after a responsible traffic official of the carrier (or the publishing agent) obtains knowledge that a shipment has moved,or probably soon will move,from (or to)any such intermediate point.

(C) This rule does not authorize the maintenance of commodity rates from (or to) intermediate points higher than the rates on the basis specified in Paragraph (A) (1); neither does it authorize any increase in rates from (or to) intermediate points.

(D) Where this rule is applicable, and it develops that shipments have moved from (or to) an intermediate point under a rate higher than contemporaneously applicable from (or to) the next more distant point, carriers will file an application with the Interstate Commerce Commission on the Special Docket for authority to make refund on all such shipments on basis of the rate arrived at under the formula set fourth in Paragraph (A) (1).

Departure from the terms of Rule 4(i) of Tariff Circular No. 20 is authorized under permission of the Interstate Commerce Commission No. 171592, dated November 18, 1938 "(Amended)".

RULES GOVERNING TARIFF

RULE NO. 1.

COMMODITY RATES APPLICABLE FROM INTERMEDIATE POINTS

All rates named in this tariff are subject to the provisions of this rule except those bearing reference **Fl**

Subject to the provisions of Notes 1,2,3 and 4 below, from any point of origin which a commodity rate on a given article to a given destination and via a given route is not named in this tariff, which point is intermediate to a point from which a commodity rate on said article is published in this tariff via a route through the intermediate point over which such commodity rate applies to the same destination, apply from such intermediate point to such destination and via such route the commodity rate in this tariff on said article from the next point beyond from which a commodity rate is published herein on that article to the same destination via the same route.

NOTE 1 - When by reason of branch or diverging lines there are two or more "next beyond" points, apply the rate from the next point beyond (in this tariff) which on that article to the same destination via the same route results in the lowest charge.

NOTE 2 - If the intermediate point is located between two points from which commodity rates on the same article via the same route are published in this tariff, apply via that route from the intermediate point the rate from the next point in either direction which results in the higher charge. In applying this note, if there are two or more next beyond points due to branch or diverging lines, eliminate all such next beyond points except the point from which the lowest charge is applicable.

NOTE 3 - If the class rate on the same article via the same route from the intermediate point produces a lower charge than would result from applying the commodity rate under this rule, such commodity rate will not apply.

NOTE 4 - If there is in any other tariff a commodity rate on the same article from the intermediate origin point applicable over the same route to the same destination, the provisions of this rule are not applicable from such intermediate origin point.

RULE NO. 2.

COMMODITY RATES APPLICABLE TO INTERMEDIATE POINTS

All rates named in this tariff are subject to the provisions of this rule except those bearing reference **Fl**.

Subject to the provisions of Notes 1,2,3 and 4 below, to any point of destination to which a commodity rate on a given article from a given point of origin and via a given route is not named in this tariff, which point is intermediate to a point to which a commodity rate on said article is published in this tariff via a route through the intermediate point over which such commodity rate applies from the same point of origin, apply to such intermediate point from such point of origin and via such route the commodity rate in this tariff on said article to the next point beyond to which a commodity rate is published herein on that article from the same point of origin via the same route.

NOTE 1 - When by reason of branch or diverging lines, there are two or more "next beyond" points, apply the rate to the next point beyond (in this tariff) which on that article from the same point of origin via the same route results in the lowest charge.

NOTE 2 - If the intermediate point is located between two points to which commodity rates on the same article via the same route are published in this tariff, apply via that route to the intermediate point the rate to the next point in either direction which results in the higher charge. In applying this note, if there are two or more next beyond points due to branch or diverging lines, eliminate all such next beyond points except the point to which the lowest charge is applicable.

NOTE 3 - If the class rate on the same article via the same route to the intermediate point produces a lower charge than would result from applying the commodity rate under this rule, such commodity rate will not apply.

NOTE 4 - If there is in any other tariff a commodity rate on the same article to the intermediate destination point applicable over the same route from the same point of origin the provisions of this rule are not applicable to such intermediate destination point.

RULE NO. 3.

PUBLICATION OF INTERSTATE RATES NOT EXCEEDING AGGREGATE OF INTERMEDIATE RATES

Carriers have endeavored to publish herein rates which do not exceed the aggregate of the intermediate rates between points between which there is an actual movement of traffic, but if there should be in this tariff any rate which is in excess of the aggregate of intermediates, or if through subsequent change in an intermediate factor any rate in this tariff becomes higher than the aggregate of intermediates in violation of the provisions of the Fourth Section of the Act carriers will reduce such rates to the aggregate of the intermediate rates on one day's notice under authority of Rule 56 of Interstate Commerce Commission Tariff Circular 20, on any commodity between points between which there is a movement or a prospective movement of that commodity. The publication of such reduced rate will be made within 30 days after such unlawful rate comes to carrier's notice. Carriers, parties to this tariff, whose rate over the route of movement is higher than the aggregate of the intermediates over that route, further agree that on any shipment on which the higher rate named in this tariff for that route has been charged, application will be made promptly to the Interstate Commerce Commission for authority to award reparation on the basis of the aggregate of intermediate in effect on date of shipment. (See Note).

NOTE - Carriers or shippers who discover combinations which result in lower charges than the rates named herein, should promptly report such cases to the publishing agent of this tariff, showing the through rate and the item or page where it is found together with the separate factors which make up the combination, giving tariff reference by item or page, where possible, for each.

RULE NO. 4.

TERMINAL OR TRANSIT PRIVILEGES OR SERVICES

In the absence of specific provisions in this tariff to the contrary, shipments transported under this tariff will be entitled to such allowances and privileges and subject to such charges, rules and regulations of carriers parties to this tariff for property while in their possession, and of any of the intermediate or delivering carriers parties to this tariff, for property while in their possession, as are provided in tariffs lawfully in effect and on file with the Interstate Commerce Commission as to Interstate Traffic and with State Commissions, covering traffic subject to their jurisdiction, for

TERMINAL OR TRANSIT PRIVILEGES OR SERVICES, INCLUDING ALSO:

Car Rental	Diversion,	Lighterage,	Refrigeration,	Transfer,
Car Service,	Elevation,	Loading,	Stop-Off,	Transit Privileges,
Cartage,	Heater Service,	Private Car Mileage,	Storage,	Unloading,
Demurrage,	Icing,	Reconsignment,	Switching,	Weighing.

RULE NO. 5.

RATES INCLUDE INTERCHANGE AT JUNCTION POINTS

The joint rates published herein include all charges for switching, drayage or other transfer services at intermediate interchange points on shipments handled through and not stopped for special service at such intermediate interchange point.

RULE NO. 6.

DEFINITION OF THE TERM "OFFICIAL CLASSIFICATION"

The term "Official Classification" where used in this tariff means Official Classification No. 62, A.H. Greenly, I.C.C. - O.C. No. 62, P.U.C. - N.J. - O.C. No. 62 supplements thereto and successive issues thereof in effect at time of shipment.

For Explanation of Abbreviations, see Page 3.

RULES GOVERNING TARIFF - Concluded.

RULE NO. 7. OFFICIAL CLASSIFICATION AND EXCEPTIONS TO OFFICIAL CLASSIFICATION

Governed, except as otherwise provided herein, by the following tariffs, and by supplements to or successive issues of said publications:

OFFICIAL CLASSIFICATION No. 62, I.C.C.-O.C. No. 62, P.U.C.-N.J.-O.C. No. 62, Erie R.R. No. F-150-P, issued by A.H. Greenly, Agent.

EXCEPTIONS TO ABOVE CLASSIFICATION, Tariff I.C.C. No. A-848, P.U.C.-N.J. No. A-30, Erie R.R. No. F-514-K, issued by C.W. Boin, Agent.

RULE NO. 8. NUMBERS INCLUSIVE

Where consecutive numbers are represented herein by the first and last numbers connected by the word "to" they will be understood to include both of the numbers shown.

RULE NO. 9. OFFICIAL LIST OF OPEN AND PREPAY STATIONS

Governed by the Official List of Open and Prepay Stations No. 63, A.P. Leland's I.C.C. No. A-28, P.U.C.-N.J. No. A-28 (Erie R.R. No. F-282-K), supplements thereto or successive issues thereof, as to prepay requirements, changes in names of stations, additions and abandonment of stations, billing instructions from or to points not on railroads, restrictions as to non-acceptance or non-delivery of freight and changes in station facilities, except as otherwise shown herein.

RATES

FROM	TO Stations on Railroads shown below represented by Geographical List as shown on Page 3.	Rates	Route Reference
Rutherford, N.J.	To B. & O.R.R.		
	710 to 745.	FL 30	A, B, C, D
	To Erie R.R.		
	125	12½	A
	1775 to 1820.	FL 36	A
	To N.Y.C.(B) R.R.		
	4014.	31	A, B
	To N.Y.C.(E) R.R.		
	109	FL 17	A
	To N.Y.N.H. & H.R.R.		
	3525.	31	A
	To Penn. R.R.		
	210	FL 14	A
	7097, 7098, 7104.	23	A
	7239 to 7249, 7263 to 7267, 8004 to 8018, 8061 to 8087, 8110	FL 30	A
Whippany, N.J.	To Reading Co.		
	349	FL 17	A, C, D
	658, 659	23	B
	To S.I.R.T. Ry.		
	17.	FL 14	A, B
	To W.Md. Ry.		
	5 to 56	FL 30	A, B
	To B. & O.R.R.		
	710 to 745.	FL 29	E
	To Erie R.R.		
	125	FL 14	B
	1775 to 1820.	FL 38	B
	To N.Y.C.(B) R.R.		
	4014.	FL 33	C, D
	To N.Y.C.(E) R.R.		
	109	FL 21	B
	(Concluded on the following page)		

½ Reduction.

FL Subject to Second Supplemental Fourth Section Order No. 9800 of January 3, 1939 (Item No. 1 Page 4.)
For Explanation of Abbreviations, see page 3.

RATES - Concluded

FROM	TO Stations on Railroads shown below represented by Geographical List as shown on Page 3.	Rates	Route Reference
Whippany, N.J.	To N.Y.N.H.& H.R.R.		
	3525.	Ⓢ 433	B
	To Penn.R.R.		
	210	Ⓢ 16	B
	7097, 7098, 7104.	Ⓢ 25	B
	7239 to 7249, 7263 to 7267, 8004 to 8018, 8061 to 8087, 8110	Ⓢ 29	B
	To Reading Co.		
	349	Ⓢ 21	F
	658, 659.	Ⓢ 25	E, G
	To W.Md. Ry.		
	5 to 56	Ⓢ 29	C, D

ROUTING INSTRUCTIONS

The rates herein apply only via the routes specified on pages 7 and 8 except as provided under "Alternate Application of Routes Via the New York Central Railroad Company", "Carriers Routing", and "Emergency Routing of Freight Account Binghamton, N.Y. Tunnel".

ALTERNATE APPLICATION OF ROUTES
VIA
THE NEW YORK CENTRAL RAILROAD COMPANY

(a) In order to permit operating efficiency and economy and to expedite the movement of traffic, the routing of which is governed by this tariff or by tariffs referred to herein, The New York Central Railroad Company reserves the right to move traffic over any or all of its several Districts (as named in Agent A.P.Leland's Official List of Open and Prepay Stations No. 63, I.C.C. No. A-28, Erie R.R. No. F-282-K, supplements thereto or successive issues thereof) for that portion of the route applying via one or more of such Districts.

(b) When traffic is so handled the rate to apply will be that specified in this tariff applicable via the route originally designated.

(c) It should be understood that the provisions of paragraphs (a) and (b) above do not deprive the shipper or owner of the property of any right or privilege to which he may have been entitled via the route originally designated.

CARRIERS ROUTING

The rates named in this tariff will apply only via the routes and Junction Points authorized herein, except that when in the case of pronounced traffic congestion (not an embargo), washout, wreck or other similar emergency, or through carriers error, carriers forward shipments via other junction points of the same carriers or via the lines of other carriers parties to the tariff the rate to apply will be that specified in this tariff but not higher than the rate applicable via the route of movement.

Departure from the terms of the amended Fourth Section of the Interstate Commerce Act is permitted by Authority of Interstate Commerce Commission, Fourth Section Order No. 10500 of July 25, 1930.

EMERGENCY ROUTING OF FREIGHT ACCOUNT BINGHAMTON, N.Y. TUNNEL

When on account of clearances, cars cannot be handled via Binghamton, N.Y. and D. & H.R.R., they may be routed via Jefferson Jct., Pa.

EXPLANATION OF ROUTE REFERENCES

Route References shown in connection with the destination carriers named on Pages 7 and 8 correspond those named on Pages 6 and 7 opposite the same delivering road.

Route Reference	Route
	BALTIMORE AND OHIO R.R.
A	Erie R.R., Goshen, N.Y., L. & N.E.R.R., Catasauqua, Pa., R.Co., Park Jct. (Phila.), Pa. B. & O.R.R.
B	Erie R.R., Greycourt, N.Y., L. & H.R.Ry., Easton, Pa., C.R.R. of Pa., Bethlehem, Pa., R.Co., Park Jct. (Phila.), Pa., B. & O.R.R.
C	Erie R.R., Hawthorne, N.J., N.Y.S. & W.R.R., Green Pond Jct., N.J., Wh. & N.R.R., Lake Jct., N.J., C.R.R. of N.J., State Line Jct., N.J.-Pa., C.R.R. of Pa., Bethlehem, Pa., or Allentown, Pa., R.Co., Park Jct. (Phila.), Pa., B. & O.R.R.
D	Erie R.R., Weehawken, N.J., or Jersey City, N.J., Float, C.R.R. of N.J., Bound Brook Jct., N.J., R.Co., Park Jct., (Phila.), Pa., B. & O.R.R.
E	M. & E.R.R., Essex Fells, N.J., Erie R.R., Pompton Jct., N.J., N.Y.S. & W.R.R., Sparta Jct., N.J., L. & H.R.Ry., Easton, Pa., C.R.R. of Pa., Bethlehem, Pa., R.Co., Park Jct. (Phila.), Pa., B. & O.R.R.
	(Concluded on the following page)

Ⓢ Reduction.

Ⓢ Subject to Second Supplemental Fourth Section Order No. 9800 of January 3, 1939 (Item No. 1, Page 4.)
For explanation of Abbreviations see page 3.

EXPLANATION OF ROUTE REFERENCES - Concluded

Route References shown in Connection with the destination carriers named on Pages 7 and 8 correspond with those named on Pages 6 and 7 opposite the same delivering road.

Route Reference	Route
ERIE R.R.	
A	Erie R.R. direct.
B	M.& E.R.R., Essex Fells, N.J., Erie R.R.
NEW YORK CENTRAL (B) R.R.	
A	Erie R.R., Binghamton, N.Y., D.& H.R.R., Albany, N.Y., N.Y.C.(B) R.R.
B	Erie R.R., Binghamton, N.Y., D.& H.R.R., Schenectady, N.Y., N.Y.C.(E) R.R., N.Y.C.(W.S.) R.R., Selkirk Jct., N.Y., N.Y.C.(B) R.R.
C	M.& E.R.R., Essex Fells, N.J., Erie R.R., Binghamton, N.Y., D.& H.R.R., Albany, N.Y., N.Y.C.(B) R.R.
D	M.& E.R.R., Essex Fells, N.J., Erie R.R., Binghamton, N.Y., D.& H.R.R., Schenectady, N.Y., N.Y.C.(E) R.R., N.Y.C.(W.S.) R.R., Selkirk Jct., N.Y., N.Y.C.(B) R.R.
NEW YORK CENTRAL (E) R.R.	
A	Erie R.R., Weehawken, N.J., N.Y.C.(W.S.) R.R., N.Y.C.(E) R.R.
B	M.& E.R.R., Essex Fells, N.J., Erie R.R., Weehawken, N.J., N.Y.C.(W.S.) R.R., N.Y.C.(E) R.R.
NEW YORK, NEW HAVEN AND HARTFORD R.R.	
A	Erie R.R., Maybrook, N.Y., N.Y.N.H.& H.R.R.
B	M.& E.R.R., Essex Fells, N.J., Erie R.R., Maybrook, N.Y., N.Y.N.H.& H.R.R.
PENNSYLVANIA R.R.	
A	Erie R.R., Croxton (Marion), N.J., P.R.R.
B	M.& E.R.R., Essex Fells, N.J., Erie R.R., Croxton (Marion), N.J., P.R.R.
READING CO.	
A	Erie R.R., Greycourt, N.Y., L.& H.R.Ry., Easton, Pa., C.R.R.of Pa., Bethlehem, Pa., R.Co.
B	Erie R.R., Hawthorne, N.J., N.Y.S.& W.R.R., Green Pond Jct., N.J., Wh.& N.R.R., Lake Jct., N.J., C.R.R.of N.J., State Line Jct., N.J.-Pa., C.R.R.of Pa., Allentown, Pa., R.Co.
C	Erie R.R., Hawthorne, N.J., N.Y.S.& W.R.R., Green Pond Jct., N.J., Wh.& N.R.R., Lake Jct., N.J., C.R.R.of N.J., State Line Jct., N.J.-Pa., C.R.R.of Pa., Bethlehem, Pa., R.Co.
D	Erie R.R., Weehawken, N.J., or Jersey City, N.J., Float, C.R.R.of N.J., Bound Brook Jct., R.Co.
E	M.& E.R.R., Essex Fells, N.J., Erie R.R., Pompton Jct., N.J., N.Y.S.& W.R.R., Sparta Jct., N.J., L.& H.R.Ry., Easton, Pa., C.R.R.of Pa., Allentown, Pa., R.Co.
F	M.& E.R.R., Essex Fells, N.J., Erie R.R., Pompton Jct., N.J., N.Y.S.& W.R.R., Green Pond Jct., N.J., Wh.& N.R.R., Lake Jct., N.J., C.R.R.of N.J., Bound Brook Jct., N.J., R.Co.
G	M.& E.R.R., Essex Fells, N.J., Erie R.R., Pompton Jct., N.J., N.Y.S.& W.R.R., Green Pond Jct., N.J., Wh.& N.R.R., Lake Jct., N.J., C.R.R.of N.J., State Line Jct., N.J.-Pa., C.R.R.of Pa., Allentown, Pa., R.Co.
STATEN ISLAND RAPID TRANSIT RY.	
A	Erie R.R., Long Dock, Jersey City, N.J., S.I.R.T.Ry. (B.& O.System)
B	Erie R.R., Croxton (Marion), N.J., P.R.R., Linden Jct., N.J., S.I.R.T.Ry.(B.& O. System)
WESTERN MARYLAND RY.	
A	Erie R.R., Greycourt, N.Y., L.& H.R.Ry., Easton, Pa., C.R.R.of Pa., Allentown, Pa., R.Co., Gettysburg, Pa., W.Md.Ry.
B	Erie R.R., Hawthorne, N.J., N.Y.S.& W.R.R., Green Pond Jct., N.J., Wh.& N.R.R., Lake Jct., N.J., C.R.R.of N.J., State Line Jct., N.J.-Pa., C.R.R.of Pa., Allentown, Pa., R.Co., Gettysburg, Pa., W.Md. Ry.
C	M.& E.R.R., Essex Fells, N.J., Erie R.R., Pompton Jct., N.J., N.Y.S.& W.R.R., Sparta Jct., N.J., L.& H.R.Ry., Easton, Pa., C.R.R.of Pa., Allentown, Pa., R.Co., Gettysburg, Pa., W.Md.Ry.
D	M.& E.R.R., Essex Fells, N.J., Erie R.R., Pompton Jct., N.J., N.Y.S.& W.R.R., Green Pond Jct., N.J., Wh.& N.R.R., Lake Jct., N.J., C.R.R.of N.J., State Line Jct., N.J.-Pa., C.R.R.of Pa., Allentown, Pa., R.Co., Gettysburg, Pa., W.Md.Ry.
DIVISIONS	
RAILROAD	PERCENTAGE NO.
Baltimore & Ohio	L-41
New York Central	P-1268
Pennsylvania	P-1176
Reading	L-122
Staten Island Rapid Transit.	L-39
Western Maryland	P-1325, L-53

For explanation of Abbreviations, see page 3.