THE PENNSYLVANIA RAILROAD COMPANY

GENERAL NOTICE
NO. 207-B

CLEARANCES

ISSUED BY
A. M. Harris
General Manager Transportation

Reissued July 1, 1966. Agent's Index No. 505

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THE PENNSYLVANIA RAILROAD COMPANY

GENERAL NOTICE NO. 207-B

Supersedes System General Notice No. 207A dated August 15, 1948. Supersedes all Special Instructions in letter or blueprint form heretofore in effect. Includes certain clearances on P.-R.S.L.

CLEARANCES

ISSUED BY

A. M. Harris
General Manager Transportation

REISSUED July 1, 1966. AGENT'S INDEX NO. 505
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1. This General Notice is to be used by Agents, Yard Masters, Car Inspectors and others responsible for the billing, carding, routing and handling of cars or other equipment to determine proper routing. They will be held responsible for enforcement of these instructions for all cars or shipments originating on the Pennsylvania Railroad or received from connecting railroads before forwarding from point of origin on the Pennsylvania Railroad or interchange.

All violations of the rules governing transportation of equipment or lading of excessive dimensions must be reported promptly to the Division Superintendent.

2. This General Notice is the clearance authority to move over the Pennsylvania Railroad and Pennsylvania-Reading Seashore Lines in Freight Service all equipment and lading on open top cars (single car loads with truck centers not exceeding 44'-0"), when dimensions do not exceed those in tables herein for the routes specified. Equipment and lading on open top cars which exceed the dimensions shown in these tables or do not conform to the loading specifications of the table, (such as overhanging loads, multiple loads, single loads with the truck centers exceeding 44'-0" etc.) must be referred to the proper clearance bureau for disposition.

A. To arrive at permissible widths for cars with truck centers exceeding 44'-0" and not exceeding 57'-0", dimensions shown in tables captioned "CLOSED CARS" must be reduced three (3) inches. Lading loaded on and/or in open top cars with truck centers exceeding 44'-0" and not exceeding 57'-0", dimensions shown in tables captioned "OPEN LOADS" must be reduced six (6) inches.

B. The index of through routes is arranged alphabetically for origin and destination. The numbers shown under the column headed "REFER TO TABLE NUMBERED" indicate the dimension tables which must be used. When more than one route is shown to a destination, the first route designated is normal, and succeeding routes are in preference order. When a through route is not shown between two prin-
principal points, the clearance is obtained by a combination of through and local routes; for example, from East St. Louis, Ill. to New Castle, Del., use through routes from East St. Louis to Enola; Enola to Edge Moor, Del. and local route from Edge Moor to New Castle.

The local route index for each Division is arranged alphabetically and is divided into sections. Each section begins and terminates at a Yard, Tower, Junction point, or other designated point covered by the index. A car or load becomes one of excessive dimensions when its movement is restricted via normal route. Single loads on open top cars with truck centers not exceeding 44'-0" with measurements within 7'-6" wide at 14'-0" above top of rail and uniform to car floor, with width of car not to exceed 10'-6" wide at 3'-5" high above top of rail are not excessive and may be routed normal to destination.

The following procedures must be adhered to in determining proper movement authority:

1. Shipments moving entirely on the Pennsylvania Railroad
   a. Box cars, locomotives, locomotive cranes, derricks, power shovels, and other equipment on own wheels, the dimensions of which do not exceed the closed car column in the tables published, may be handled via routing specified in General Notice No. 207-B Clearances. Dimensions of box cars shown in appendix to General Notice No. 207-A must be used to determine whether box cars will clear over the Pennsylvania Railroad. EQUIPMENT UNABLE TO BE CLEARED BY THE TABLES PUBLISHED IN GENERAL NOTICE NO. 207-B MUST BE REPORTED TO THE PROPER CLEARANCE BUREAU FOR DISPOSITION.
   b. Car inspector must measure lading on open top cars. Loads on open top cars, the dimensions of which do not exceed the open load column in tables published may be handled via routing specified in General Notice No. 207-B Clearances. SHIPMENTS UNABLE TO BE CLEARED BY THE
TABLES PUBLISHED IN GENERAL NOTICE NO. 207-B MUST BE REPORTED TO THE PROPER CLEARANCE BUREAU FOR DISPOSITION.

System and Eastern Region Bureau, #6 Penn Center Plaza, Phila., Pa. (Phone-Ext. 2771) Authority Issued-BX-per General Mgr.; Trsptn.

Central Region Bureau, Penna. Station, Pittsburgh, Pa. (Phone-Ext. 635) Authority Issued-BJ-per General Superintendent

Western Region Bureau, Union Station, Chicago, Ill. (Phone-Ext. 448) Authority Issued-GH-per General Superintendent

c. Equipment and loads on open top cars become excessive dimension when they will not clear via normal route. The routes listed under "Local Route Movement" and the first route listed under "Through Route Movement" in General Notice No. 207-B Clearances, signify the normal route and should be used whenever possible. Subsequent listings in the "Through Route Movement" table, with symbol "ED" in left hand margin, designate excessive dimension routes.

d. Shipments having measurements exceeding dimension tables in General Notice No. 207-B Clearances, must not be forwarded from point of origin until proper routing and authority is obtained. All data required on Form CT-925 (Form for reporting dimensions of Open Top Cars and reporting dimensions of Box Cars) must be furnished to the proper Clearance Bureau for disposition.

e. APPLICATION OF ROUTING FROM GENERAL NOTICE NO. 207-B CLEARANCES OR FURNISHED BY CLEARANCE BUREAU MUST COMPLY WITH INSTRUCTIONS IN PARAGRAPH 7.

f. Agents must not sign bill of lading until assured shipment has been properly measured, blocked and proper clearance authority has been obtained to final destination.
(2) Shipments with origin on Pennsylvania Railroad destined to points on Foreign Lines.

a. Box cars with inside length of 50'-6" or less with maximum outside width of 10'-8" or less as shown in columns of Appendix General Notice No. 207-A or furnished by car inspector which can be cleared by closed car tables in General Notice No. 207-B Clearances, may be routed to point of interchange with foreign lines. Box cars exceeding 50'-6" inside length or 10'-8" outside width must be cleared over foreign lines beyond the Pennsylvania Railroad and the data required on Form CT-925 must be furnished to the proper Clearance Bureau for disposition prior to moving car from origin.

b. Loads on open top cars, locomotives, locomotive cranes, derricks, steam shovels and similar equipment on own wheels must be routed to final destination. Single loads on open top cars with truck centers not exceeding 44'-0" with measurements within 7'-6" wide at 14'-0" above top of rail and uniform to car floor, with width of car not to exceed 10'-6" wide at 3'-5" high above top of rail are not excessive and may be routed normal to destination. LOADS EXCEEDING THESE DIMENSIONS MUST BE REPORTED TO THE PROPER CLEARANCE BUREAU ON FORM CT-925 (FORM FOR REPORTING DIMENSIONS ON OPEN TOP CARS) FOR DISPOSITION PRIOR TO MOVING CAR FROM ORIGIN.

c. APPLICATION OF ROUTING FROM GENERAL NOTICE NO. 207-B CLEARANCES OR FURNISHED BY CLEARANCE BUREAU MUST COMPLY WITH INSTRUCTIONS IN PARAGRAPH 7.

d. Agents must not sign bill of lading until assured that shipment has been properly measured, blocked and proper clearance authority has been obtained to final destination.
(3) SHIPMENTS origin off-line destined to points on or bridging Pennsylvania Railroad.
   a. Cars and equipment received in interchange must not be forwarded until proper clearance is established. Excessive dimension shipments must not be accepted until information is obtained that such shipments will clear to destination. SHIPMENTS WHICH CANNOT BE CLEARED BY GENERAL NOTICE NO. 207-B CLEARANCES, MUST BE REPORTED TO THE PROPER CLEARANCE BUREAU FOR DISPOSITION PRIOR TO MOVING CAR FROM INTERCHANGE, EXCEPT BY AUTHORITY OF DIVISION SUPERINTENDENT WHO WILL ASSUME RESPONSIBILITY FOR THE MOVEMENT:
   b. APPLICATION OF ROUTING FROM GENERAL NOTICE NO. 207-B CLEARANCES OR FURNISHED BY CLEARANCE BUREAU MUST COMPLY WITH INSTRUCTIONS IN PARAGRAPH 7.

3. The Clearance Bureaus are the authority for the movement of excessive dimension shipments which cannot be handled under the authority of General Notice No. 207-B Clearances.

4. Diagram on page 9 shows lading on open top cars, double and triple loads, single and double and overhang loads, illustrates the various points that should be measured and the information that must be given when reporting equipment or lading held for disposition on account of clearance. Copy of this information must be retained on file in the office of Agent or Yard Master.

5. A shipment diverted or reconsigned before the authorized movement is completed must be treated as a new shipment insofar as clearance is concerned.

6. Shipment whose original dimensions have been subjected to change due to lading shifted or shopped for lading adjustment must be treated as a new shipment insofar as clearances are concerned.

7. Application of clearance routing must be in accordance with the following instructions:
   A. In order to avoid delay enroute and to eliminate remeasuring box cars, lading on open top
G E N E R A L  I N S T R U C T I O N S  ( C O N T ' D )

cars, or other equipment that can be cleared from clearance tables published in General Notice 207-B via normal route, endorsement must be made on the face of the waybill showing normal route, Authority General Notice 207-B and the table number or numbers used.

B. Box cars, lading on open top cars or other equipment which cannot be cleared via normal route tables but can be cleared via tables prefixed with an "ED" in left hand margin, must show the dimensions, the detail routing, Authority General Notice 207-B and the table number or numbers used. This information must be printed or typed on CT-304 Revised, excessive dimension form, and must be attached to top of waybill or transportation document. Two CT-314 cards must be properly prepared and attached one on each side of car, and CT-2 Revised must be properly prepared and delivered to the engineman and conductor.

C. Box cars, lading on open top cars or other equipment with dimensions requiring special authorization from the proper clearance bureau, must have the accompanying waybill or appropriate transportation document authorizing the movement endorsed with the dimension of the lading and/or equipment, the authorized route and the clearance authority. This information must be printed or typed on CT-304 Revised, excessive dimension form, and must be attached to top of waybill or transportation document; two CT-314 cards must be properly prepared and attached one on each side of car, and CT-2 Revised must be properly prepared and delivered to the engineman and conductor.

8. Shipment enroute, the measurements of which exceed the dimension tables shown in this publication and not accompanied by billing endorsed as required, must be held and reported to the proper clearance bureau for disposition.

9. When car inspector determines that equipment or lading on open top cars has a center of gravity exceeding 84 inches, unusual length, unequal weight distribution, or other unusual physical characteristics,
details must be reported to the proper clearance bureau for disposition of car. Yard Masters, Agents or their representatives will furnish information as to weight upon request of car inspector.

10. When routing instructions include any specific restrictions, speed limits, use of certain tracks passing designated points or other specified precautions, Form CT-2 Revised shown on page 11, properly prepared, must be used to notify conductor and engineman that their train contains one or more of these shipments. Conductors must notify dispatchers before departure of their train; dispatchers in turn must notify dispatchers of connecting divisions, ascertaining each is familiar with route the train must travel.

This form may also be used for shipments covered by "Blanket Authorities" moving in Relay Service Trains from origin to final terminal of train, when properly prepared showing authorized routing from origin to final terminal of train.

11. Straight line maps for each Region are located following the local route tables. The numbers shown between any two points refer to the particular table of dimensions which governs that local section.

12. Form CT-314, as per illustration, page 13, to be prepared in duplicate, completed to show authority, authority number, route, restrictions and dimensions of the shipment. One card to be attached to each side of the car or equipment near the car number or suitable place. These forms must be removed from the car or equipment at destination of authorized movement.

13. Form CT-304, revised as per illustration, page 12, completed to show authority, authority number, route, restrictions and dimensions of the shipment, must be attached to the revenue billing (or other movement document, if no waybill) travelling with the shipment. For shipments destined on-line the CT-304 Revised will be filed with the billing. For off-line destination the descriptive portion of the form will be detached and properly filed at the junction location.
DOUBLE LOAD

TRIPLE LOAD

SINGLE END OVERHANGING LOAD

DOUBLE END OVERHANGING LOAD

END VIEWS

DIAGRAMS SHOWING DIMENSIONS REQUIRED WHEN REQUESTING AUTHORITY TO ACCEPT LOADS FOR MOVEMENT
### THE PENNSYLVANIA RAILROAD

Form for Reporting Dimensions of Cars and/or Shipments

<table>
<thead>
<tr>
<th>Car Initials, numbers, type and class of each car</th>
<th>Type of Lading</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Destination</td>
</tr>
<tr>
<td></td>
<td>Consignee</td>
</tr>
</tbody>
</table>

- Stencilled light weight
- Gross weight
- Stencilled load limit

<table>
<thead>
<tr>
<th>Normal Route - (show junction and carriers involved)</th>
</tr>
</thead>
</table>

Type of load: Single load, Double or Triple load, Single or double and overlapping load.

- Over-all length of lading (Ft., In.)
- Length of Car Over End Sills (Ft., In.)
- Bearing Spacing (Ft., In.)

### OVERHANG INFORMATION

<table>
<thead>
<tr>
<th>&quot;A&quot; END</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
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<td>Width</td>
<td>Height</td>
</tr>
<tr>
<td>Ft., In.</td>
<td>Ft., In.</td>
<td>Ft., In.</td>
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<table>
<thead>
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<th>&quot;B&quot; END</th>
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<td>Ft., In.</td>
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### Clearance Route and Restrictions...

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<th>Date</th>
<th>Time</th>
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</thead>
<tbody>
<tr>
<td>Furnished To</td>
<td>Date</td>
<td>Time</td>
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ILLUSTRATION OF CT 2 REvised,
TO BE ISSUED.
EXCESSIVE DIMENSIONS
THE PENNSYLVANIA RAILROAD

DATE

DIMENSIONS

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<tr>
<th>EQUIVALENT WIDTH</th>
<th>HEIGHT ABOVE TOP OF RAIL</th>
<th>LENGTH</th>
<th>WIDTH</th>
<th>HEIGHT</th>
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<tbody>
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OVERHANG INFORMATION

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<tr>
<th>&quot;A&quot; END</th>
<th>&quot;B&quot; END</th>
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<tr>
<td>Length</td>
<td>Width</td>
</tr>
<tr>
<td></td>
<td>Height</td>
</tr>
</tbody>
</table>

OVERALL LENGTH OF LADDER

| FEET | IN.
|------|-----|

TRUCK CENTER OR SPACING

| FEET | IN.
|------|-----|

THE DIMENSIONS OF THIS CAR, OTHER EQUIPMENT OR LADING THEREON, EXCEED THE LIMITS VIA NORMAL ROUTE MOVEMENT, VIA ROUTE SHOWN, AUTHORIZED BY...

REMOVE THIS CARD AT DESTINATION OF AUTHORIZED MOVEMENT

ROUTE IN DETAIL
<table>
<thead>
<tr>
<th>DIMENSIONS</th>
<th>OVERHANG INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>EQUIVALENT WIDTH</td>
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<tr>
<td>FT.</td>
<td>IN.</td>
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</tbody>
</table>

EXCESSIVE DIMENSIONS
THE PENNSYLVANIA RAILROAD

OVERALL LENGTH OF LADING

THE DIMENSIONS OF THIS CAR, OTHER EQUIPMENT OR LADING THEREIN, EXCEED THE LIMITS VIA SHOWN, ROUTE SHOWN, VIA ROUTE SHOWN, IS AUTHORIZED BY:

AUTHORITY

AMOUNT NO.

REMOVE THIS CARD AT DESTINATION OF AUTHORIZED MOVEMENT

ROUTE IN DETAIL

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14. **EASTERN REGION**  
**NEW YORK DIVISION**  
**LOCAL ROUTES BETWEEN**

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<td>Jamesburg</td>
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<td>Metuchen</td>
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<td>33</td>
<td>Coalport</td>
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<td>37</td>
<td>Phillipsburg</td>
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<td>40</td>
<td>Clinton St. Sta. Trenton</td>
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<td>Coalport</td>
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<td>23</td>
<td>Harrison</td>
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<td>40</td>
<td>Bordentown</td>
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<td>Coalport Avoiding Sta. Platforms</td>
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<td>29</td>
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<td>34</td>
<td>Lambertville</td>
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<td>Marion Jct.</td>
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<tr>
<td>12</td>
<td>Jersey City</td>
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<tr>
<td>14</td>
<td>Harsimus Cove</td>
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<td>10</td>
<td>Waverly</td>
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<tr>
<td>29</td>
<td>Phillipsburg</td>
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<tr>
<td>31</td>
<td>New Brunswick</td>
</tr>
<tr>
<td>4</td>
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</tr>
<tr>
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<td>Morris Tower (Morrisville)</td>
</tr>
<tr>
<td>29</td>
<td>Jamesburg</td>
</tr>
<tr>
<td>29</td>
<td>Morris Tower (Morrisville)</td>
</tr>
<tr>
<td>3</td>
<td>Morris Tower Avoiding Trenton Sta. Plat.</td>
</tr>
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<td>39</td>
<td>Lambertville</td>
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<td>16</td>
<td>Waverly</td>
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<table>
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<td>Holmesburg Via-New York Bay RR-ML</td>
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<tr>
<td>ED Greenville</td>
<td>Holmesburg Via-New York Bay RR-Main Line-Avoiding Trenton Sta. Plat. Holmesburg Jct.</td>
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<tr>
<td>Holmesburg</td>
<td>Morris Tower (Morrisville)</td>
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<tr>
<td>Holmesburg</td>
<td>Waverly</td>
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<tr>
<td>Harrison</td>
<td>Canal St. (Harrison Branch)</td>
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<td>Dock Tower (Newark)</td>
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<tr>
<td>ED Harsimus Cove</td>
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<tr>
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<td>Greenville Via-Main Line-New York Bay RR</td>
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<tr>
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<td>Linden Jct. (Rahway) Waverly</td>
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### EASTERN REGION
IEEE YORK DIVISION
LOCAL ROUTES
BETWEEN

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### NEW YORK DIVISION
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### Philadelphia Division

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#### PHILADELPHIA DIVISION

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<td>133</td>
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<td>End of Bch (Frankfort) - Jct. P&amp;T Railroad</td>
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<td>End of Bch (Minersville) - Pottsville</td>
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<td>Frazer - West Chester</td>
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<td>Greenwich Point - Jct. P&amp;T Bch Railroad</td>
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| Mt. Holly | Birmingham |
| Mt. Holly | Medford |
| Mt. Holly | Pavonia Yd. |
| North Phila. | End of Stiftown Bch. |
| North Phila. | Midvale Yd. |
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### PHILADELPHIA DIVISION

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**PHILADELPHIA DIVISION**

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EASTERN REGION
PHILADELPHIA DIVISION
LOCAL ROUTES
BETWEEN

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### EASTERN REGION
#### CHESAPEAKE DIVISION

**LOCAL ROUTES BETWEEN**

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<td>Mt. Vernon Yd.</td>
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**ED B & P Jct.**

(Avoiding Penn Sta Balto)

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**ED Canton Jct.**

(Avoiding Penn. Sta. Balto)

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<td>Kiptopeke</td>
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<td>Massey</td>
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<td>Smyrna</td>
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<td>Float Bridges</td>
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**ED Columbia**

Via Creswell-Perryville Bellevue

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**ED Columbia**

Via Creswell-Perryville-Frt Trks Thru Balto

<p>| Columbia    | Perryville  | 228 |</p>
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<td>Delaware City - Newark</td>
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<td>Denton - Queen Anne</td>
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<td>Eager St. Yd. Balto - Calvert St. Sta.</td>
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<td>Easton - McDaniel</td>
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<td>End of Bch - So End of Long Bridge</td>
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## EASTERN REGION
### CHESAPEAKE DIVISION

### LOCAL ROUTES BETWEEN

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### HARRISBURG DIVISION

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### CENTRAL REGION
#### PITTSBURGH DIVISION

**LOCAL ROUTES BETWEEN**

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**Via Scully Yd.**

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### Western Region Buckeye Division

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## WESTERN REGION
### BUCKEYE DIVISION
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## Western Region

**Fort Wayne Division**

### Local Routes Between

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Winslow Jct. - Atlantic City 1105
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(Via.-Haddonfield)
Winslow Jct. - Tuckahoe 1116
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Woodbury - Brown Tower 1109
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Woodbury - Glassboro 1110
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220. **THRU ROUTES**

**BETWEEN**

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<td>Ft. Surface Trks-Zoo Tower- #2 or #3 Trk to Shore Tower-Avoiding Trenton Sta. Plat.</td>
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<td>Via-Conway-Pittsburgh Penn Sta- Trks #1-#2-#3-Altoona-Avoiding Icing Plats. at Trenton-Altoona-Avoiding Trk &quot;D&quot; at Enola-Creswell-Perryville</td>
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<td>Via-ECL or SC&amp;S-Bernice-Logansport-Ridgeville-Richmond or Via- Richmond Bch.</td>
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## THRU ROUTES BETWEEN

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<td>1223</td>
<td>Chicago, Ill. -</td>
<td>Columbus, Ohio (&quot;A&quot; &amp; &quot;B&quot; Yd.) Via-ECL or SC&amp;S-Bernice-Logansport-Bradford-Avoiding all Union Depot Trks in Columbus</td>
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<td>Cincinnati, Ohio (59th St.) (Undercliff Yd.) Via-Bernice-Logansport-Ridgeville-Richmond-or Via Richmond Branch</td>
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| 1276     | Chicago, Ill. -        | Enola, Pa. (59th St.) Via-Avoiding all Union Depot Trks Thru Columbus }
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<td>Chicago, Ill. - Greenville, N.J. (59th St.) Via.-SC&amp;S or ECL-Ft. Wayne-Pitcairn-Altoona-Enola- Earnest-or Via Phila.- Waverly.</td>
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<tr>
<td>Chicago, Ill. - Greenville, N.J. (59th St.) Via.-SC&amp;S or ECL-Ft. Wayne-Pitcairn-Altoona-Enola- Earnest-West Morrisville- Avoiding all Sta. Plat. and Shelters.</td>
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<td>Chicago, Ill. - Greenville, N.J. (59th St.) Via.-Logansport-Avoiding all Union Depot Trks in Columbus- Pittsburgh Southside-Pitcairn- Altoona-Trk &quot;A&quot; to Enola-Paoli- Electrified Frt Surface Trks- Zoo Tower-#2 or #3 Trk- Shore Tower-Morris Avoiding Sta. Plat. at Trenton and Rahway</td>
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<td>Chicago, Ill. - Louisville, Ky. (59th St.) Via.-Avoiding Indpls Pass. Sta.</td>
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THRU ROUTES
BETWEEN

Cincinnati, Ohio - Chicago, Ill. (55th St.)
Via-Richmond-Ridgeville (or Via Richmond Bch)-Logansport-Bernice-SC&S or ECL

Cincinnati, Ohio - Chicago, Ill. (59th St.)
Via-Richmond-Ridgeville-(or Via Richmond Bch)Logansport-Bernice

Cincinnati, Ohio - Cleveland, Ohio (Kinsman St. Yd.)

Cincinnati, Ohio - Cleveland, Ohio (Kinsman St. Yd.)
Via-Avoiding all Union Depot Trks Thru Columbus

Cincinnati, Ohio - Conway, Pa.
Via-Avoiding all Union Depot Trks Thru Columbus

Cincinnati, Ohio - Detroit, Mich. (Kinsman St. Yd.)
Via-Grogan Yd.

Cincinnati, Ohio - Detroit, Mich. (Kinsman St. Yd.)
Via-Avoiding all Union Depot Trks Thru Columbus-Grogan Yd.

Cincinnati, Ohio - Grand Rapids, Mich. (Kinsman St. Yd.)

Cincinnati, Ohio - Indianapolis, Ind. (Hawthorne Yd.)

Cincinnati, Ohio - Indianapolis, Ind. (Hawthorne Jct.)
Via-Richmond-Hamilton

Cincinnati, Ohio - Logansport, Ind. (Kinsman St. Yd.)
Via-Richmond-Ridgeville or Anderson

Cincinnati, Ohio - Meadows, N.J. (Kinsman St. Yd.)
Via-Xenia-Avoiding all Union Depot Trks Thru Columbus-Mingo Jct.-Pitcairn-Altoona-Enola-Paoli-52nd St.-Holmes-MainLine-Passaic Bch

Cincinnati, Ohio - Meadows, N.J. (Kinsman St. Yd.)
Via-Avoiding all Union Depot Trks Thru Columbus-Mingo Jct.-Pitcairn-Altoona-Enola-Trenton Bch-Passaic Bch

Cincinnati, Ohio - Meadows, N.J. (Kinsman St. Yd.)
Via-Xenia-Avoiding all Union Depot Trks Thru Columbus-Mingo Jct.-Conway-Pittsburgh Southside or Via-Penn Sta #1-#2-#3 Trks-Altoona-Trenton Bch-Mainline-Passaic Bch
224.

THRU ROUTES BETWEEN

Cincinnati, Ohio  - Pitcairn, Pa.  
(Undercliff Yd.)
Via-Avoiding all Union Depot Trks Thru Columbus-Mainline- Pittsburgh Southside-Port Perry Bch

Cleveland, Ohio  - Cincinnati, Ohio  
(Kinsman St. Yd.)
Via-Avoiding all Union Depot Trks in Columbus

Cleveland, Ohio  - Columbus, Ohio  
(Kinsman St. Yd.)
(Via-Hudson-Akron-Orrville- Canton-Yellow Creek

Cleveland, Ohio  - Conway, Pa.  
(Kinsman St. Yd.)
Via-Warwick-Massillion- Alliance Bch

Cleveland, Ohio  - Conway, Pa.  
(Kinsman St. Yd.)
Via-Ravenna-Alliance-Homewood

Cleveland, Ohio  - Conway, Pa.  
(Kinsman St. Yd.)
Via-Ravenna-Niles-Homewood

Cleveland, Ohio  - Crestline, Ohio  
(Kinsman St. Yd.)
Via-Hudson-Akron-Orrville

Cleveland, Ohio  - Mingo Jct.  
(Kinsman St. Yd.)
Via-Hudson-Alliance-Bayard- 
Yellow Creek

Cleveland, Ohio  - Mingo Jct.  
(Kinsman St. Yd.)
Via-Hudson-Akron-Orrville- 
Canton-Yellow Creek

Cleveland, Ohio  - New Castle Jct.  
(Kinsman St. Yd.)
Via-Ravenna-Niles

Cleveland, Ohio  - Thurlow, Pa.  
(Kinsman St. Yd.)
Via-Hudson-Alliance-Homewood- 
Conway-Altoona-Enola-Creswell- Perryville

Cleveland, Ohio  - Toledo, Ohio  
(Kinsman St. Yd.)
Via-Hudson-Akron-Orrville

Columbus, Ohio  - Chicago, Ill.  
(All Yards)
(Via-Avoiding all Union Depot Trks Thru Columbus-Bradford-Logansport-Bernice-SC&S or ECL

Columbus, Ohio  - Chicago, Ill.  
(Yd. "A" & "B")
(55th St. Yd.)
Via-Avoiding all Union Depot Trks Thru Columbus-Bradford-Logansport-Bernice-SC&S or ECL

Table No.

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