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PITTSBURGH, CINCINNATI, CHICAGO & ST. LOUIS RY.

OFFICE OF THE GENERAL ORE AND COAL AGENT.

Pittsburgh, Pa., August 24, 1906.

CIRCULAR No. 30.

GOVERNING RECONSIGNING OF COAL, COKE AND IRON ORE.

Effective August 28, 1906. When requests are made for reconsignment of Coal, Coke or Iron Ore in transit, the Pittsburgh, Cincinnati, Chicago & St. Louis Ry. Co. will make reasonable effort to stop cars on its lines and forward to new destination, but will not be responsible in case of failure upon the part of any of its employes to make such reconsignment. The following regulations as to reconsigning free or subject to additional charges on cars in transit, or after their arrival at original destination, will govern on such traffic originating on the Pittsburgh, Cincinnati, Chicago & St. Louis Railway, Pennsylvania Company's Lines, Pennsylvania Railroad, Pittsburgh, Chartiers & Youghioghenny Railway, Vandalia Railroad, Cincinnati & Muskingum Valley Railroad, Cleveland, Akron & Columbus Railway and Wheeling Terminal Railway:—

Cars in transit, if stopped in time, will, on owner's request, be reconsigned free to a new destination directly intermediate with original destination, or to a new destination beyond the original destination.

Cars placed or refused at original destination, and reconsigned to a point beyond, will be subject to a reconsigning charge of \$2.00 per car, and this amount, together with all car service charges that may have accrued during their detention, must be prepaid or guaranteed before they will be forwarded.

Cars stopped in transit on request of owner, and cars refused or held for orders at destination and subsequently reconsigned to a point requiring a return movement, will be

36741

subject to car service charges, which must be prepaid or guaranteed before cars are moved. No charge for reconsignment will be made in such cases, but rates for return road movement will be as follows:—

MILES	Net Ton on Coke and Bituminous Coal. Gross Ton on Iron Ore and Anthracite Coal.
1 to 15 miles, Inclusive	10 cents per ton.
16 " 30 " "	15 " " "
31 " 50 " "	20 " " "
51 " 75 " "	25 " " "
76 " 100 " "	30 " " "

Cars will be reconsigned free from terminal yards to customary deliveries made from such yards and at destination before they have been placed for original consignee; also at junction points to connecting lines when no through rates are in effect to points on such connecting lines via such junctions. When through rates are in effect, reconsigning will not be permitted if in conflict with published regulations governing the reconsigning privilege at such junction points.

Cars reconsigned within switching limits after arrival and placing at destination will be subject to the regular published switching charge for such extra movement. If at a point where no switching tariff is published, rate will be \$2.00 per car.

Coal, Coke and Iron Ore received from other connections than those named in Paragraph 1 may be reconsigned at destination within switching limits and from terminal yards to the points served from such terminal yards, as provided for in this Circular; but reconsigning involving a change in destination or rate will not be made in transit or after arrival of car at original destination without authority from the road delivering the property to this Company. When such authority is given, the provisions of this Circular will govern.

Requests for reconsignment must be made in writing, or if made by telephone or telegraph, must be subsequently confirmed in writing.

This tariff will only apply in the absence of, and when it does not conflict with, other regular published reconsigning tariffs and regulations in effect on these Lines.

C. F. PERKINS,
General Ore and Coal Agent