NP9359 1-69



NORTHERN PACIFIC RAILWAY

CONDUCTORS TRAIN LIST

THIS FORM TO BE USED ONLY AT NON MECHANIZED YARDS AND STATIONS AND FOR ALL CABOOSES

TRAIN HEADER

C/R - L/F

	5 6		TRAIN NUMBER			DAY	REPORTING STATION		TIME MILITARY	мо.	DAY	YR.	MESSAGE NUMBER	V	C BLAI	NK	- 9	ENGINE NUMBER	100	NUMBER		NUMBER MTYS		TOTAL
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1	2-5 L4	6-11	12	13-14 L2	15-17 R3	18-23 L6	24-28 R5	L2	31-39 L9	L2	L9	L6
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REPORT TYPE	
SET OUT	CODE 3
ADVANCE CONSIST	CODE 4
PICK UP	CODE 6

NO._____OF____SHEETS

R - INDICATES RIGHT ADJUSTED FIELD - PRECEEDING ZERO NECESSARY

[☑] IN HEADER - PUNCH CARRIAGE RETURN, LINE FEED AND START NEW LINE
WHEN AN ERROR OCCURS, PUNCH A FIG. D (\$), CARRIAGE RETURN, LINE FEED AND RESTART LINE

TRAIN HEADER

NORTHERN PACIFIC RAILWAY

CONDUCTORS TRAIN LIST

THIS FORM TO BE USED ONLY AT

	NON MECHA	Section 1885 to 1886	
	STATIONS AND	FOR ALL	CABOOSES
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REPORT TYPE

SET OUT ADVANCE CONSIST PICK UP CODE 3 CODE 4 CODE 6

R - INDICATES RIGHT ADJUSTED FIELD - PRECEEDING ZERO NECESSARY

[☑] IN HEADER - PUNCH CARRIAGE RETURN, LINE FEED AND START NEW LINE

TRAIN HEADER

NORTHERN PACIFIC RAILWAY

THIS FORM TO BE USED ONLY AT NON MECHANIZED YARDS AND STATIONS AND FOR ALL CABOOSES

CONDUCTOR'S WHEEL REPORT

CODE	EX	TRAIN NUMBER		BLANK	DAY	REPORTING STATION		TIME	1	DAY	YR.	MESSAGE NUMBER
1	1	R4	1	3	R2	R5	1	R4	R2	R2	1	R4
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V	CODE	BLANK		ENGINE NUMBER	27	NUMBER	100	NUMBER	時に	TOTAL
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R - INDICATES RIGHT ADJUSTED FIELD - PRECEEDING ZERO NECESSARY

NO.___

WHEN AN ERROR OCCURS, PUNCH A FIG. D (\$), CARRIAGE RETURN, LINE FEED AND RESTART LINE

☑ IN HEADER - PUNCH CARRIAGE RETURN, LINE FEED AND START NEW LINE ____OF____SHEETS REPORT TYPE

CODE 3 SET OUT ADVANCE CONSIST CODE 4 PICK UP CODE 6

WHEEL REPORT INSTRUCTIONS TO OPERATING PERSONNEL

- Show on wheel report on reverse side the actual time and date of departure from and arrival at train terminals. This does not
 mean time called or engaged in switching at either terminal. Show actual date cars are picked up in the body of the report.
- 2. Do not show car numbers below the last number on the line. When two or more sheets are used for one report, they should be fastened together. Make notation on each sheet showing sheet number and number of sheets used, i.e. "No. 1 of 1 sheet," "No. 1 of 2 sheets," "No. 1 of 3 sheets," etc., as the case may be.
- Conductors at/or Terminating Terminal should mail wheel reports to Car Accountant, St. Paul immediately upon completion of
 each single trip. Reports should be checked over carefully before mailing to be sure that all columns are properly filled out for each
 car.
- 4. Show initials or reporting marks and car numbers distinctly and in full. Do not use trade marks on cars. Car initials or reporting marks and numbers should be taken from the cars and not from waybills. Please write distinctly. Use only AAR standard reporting marks.
- 5. Conductors will show operating station numbers where cars are picked up or set out including spurs and industrial sidings located <u>outside</u> of yard limits for which station numbers have been provided. If no station number has been provided then the number of the closest spur or station should be used. <u>Milepost numbers are not to be shown</u>. Set outs on cars short of destination if bad order or for any other reason must be shown at sidings, terminals, and stations, indicating in column "Station Left".

USE FOLLOWING LETTERS TO SHOW KIND OF CAR

		60 ft. &					
BOX	40 ft. 50 f	t. over	STOCK CARS	36 ft.	40 ft.	50 ft.	60 ft.
Damage Free (Incl., XL, XP, XR, XML,							over
XMR, Etc.)	BD BE	BF	Single Deck	S1	S3	S5	
6 and 7 ft. Single Door	B2 B1	B9	Double Deck	S2	S4	S6	
8 ft. or more Single Door	B4 B3	B9	Shuttered		S7	S8	S9
Plug Door	B6 B5	B9	TANKS (CAPACITY UP TO)				
Double Door	B8 B7	B9			TS	,	
Passenger Box	BP		30 Ton		T		
- asserting to both the control of t			40 Ton		TE	•	
FLAT			50 Ton				
Bulkhead	F1		70 Ton		TS		
Bi-Level	F2		90 Tons and Over		TS		
Tri-Level	F3		Special (Glass Lined, Insulated, Others)		12	,	
40 Ft. to 49 Ft	F4		WOOD CHIP		W	C	
50 Ft. to 59 Ft	F5						
60 Ft. or More	F6		TRAILERS T.O.F.C.		Under		Over
T.O.F.C. Short	F7				40 ft.		40 ft.
T.O.F.C. Long	F8		Regular		V1		V2
Articulated	F9		Flat Bed		V3		V4
Container Flat	FC		Open Top		V5		V6
Chain Tie Down, Perm, Stakes Etc	FE		Refrigerator				VR
Log	FL		Containers		VC		
Special (Well, Depressed or over 100 Ton)	FS		CABOOSES				
COKE RACK	CR		Working		X		
GONDOLA	40 ft. 50 f	e 60 fe	Deadhead		XI		
Solid Bottom Fixed Ends (Mill)	G2 G1	G6	Shopping or Transfer		X	^	
Solid Bottom Drop Ends	GD GE	GF	ENGINES				
Drop Bottom	G4 G3	GI.	Primary Engine (Leading Unit)		EF)	
	GC GC		Secondary Engine (Trailing Unit)		ES	;	
Special (Containers, Perm, Stakes Etc.)	GS		Engine Moving Dead in Train		EC)	
	03		COMPANY SERVICE CARS	-	AH 20	onno s	Series*)
HOPPERS			Box (Inc. Tool Cars etc.)		MI		101103
Ore Cars	H1		Covered Hoppers		M	5	
HOPPERS REGULAR	COVERED	OPEN	Air Dumps		MI	_	
50 Ton	C2	H2	Gondola or Open Hopper		M		
70 Ton	C4	H4	Outfit (Inc. Bunk, Diners, Kitchen, Univans,		1011	_	
90 Ton	C6	Н6	Water, Etc.)		M	0	
Unique or Experimental SVC	C9	Н9	Refrigerator		M		
		110	Wreckers Pile Drivers, Locomotive Cranes etc.		M		
HART SELECTIVE	HS		*Air Dumps are in NP 89000 Series		IVII	"	
REFRIGERATORS (Inside Length)	40 ft. 50 f	t. 60 ft.	All Dullips are in lar 05000 Series				
Regular	R2 R1						
Mechanical	R4 R3						
Insulated Box	R6 R5	R9					
Bulk Potato	R8						
Passenger	PR						
Racks or Rails	RR						

THIS PORTION TO BE COMPLETED ON THRU TRAINS ONLY

C	Engine Unit Number	Caboose Number	DEPARTING FROM			ARRIVING AT		
Conductor			Date	Time	Station Number	Station Number	Date	Time
1								
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